



PILOTAGE – CHILE

Welcome to Chile and the southernmost Channels & fjords of the world

GEOGRAPHIC DESCRIPTION

Chile, has 2.400 miles of sea coast, and within them, to the south of Latitude 41° 45' S, there are 1.095 miles of channels and fjords, providing well-protected inland waters for safe navigation. The best known of these channels is the Strait of Magellan, which runs for 307 miles from the Pacific to the Atlantic.

Three areas can be distinguished: from 41° 45' S (Canal Chacaó - Ancud) to 47° 00' S (Golfo de Penas) known as Chiloé and Aysén; from 47° 00' S to Magellan Strait is known as Patagonia; and from there to Cabo de Hornos is known as Tierra del Fuego. This last sheltered region is the most used passage to reach Antarctica.

WEATHER

To the south of Latitude 40° S, sudden changes in wind and sea conditions are characteristic all throughout the year. It is said that the four seasons can be experienced on the same day. Low pressure and fronts move from W to E and SE, becoming stronger as they gain in latitude south. Heavy swells always have a south west component. Storms and gales coming with low pressure fronts bring strong N and NW winds, mostly from March to August (autumn and winter). Southerly winds, with high pressure systems can be very strong, especially in Patagonia. They are more common during spring and summer (September to March).

Chiloé and Aysén areas are rainy, mostly in winter. In summer (December to March), weather can be fair, but showers can be expected. Patagonia and Tierra del Fuego are cold and rainy all year round. Summer in Patagonia is known as the “windy” season. Winter is colder and it snows mostly from May to August. Fog and calms are also common at this time. Small icebergs and pack ice can be found in some of these channels.

GENERAL REGULATION

In general, Notice to Mariners and warnings must be observed, and can be found at www.shoa.cl, (link “radioavisos”). Chile has 12 miles of Territorial Waters, plus 188 miles of Exclusive Economic Zone. While in territorial waters Chilean and vessel's national flag must be hoisted from sunrise to sunset. In addition, “Hotel” signal flag must be hoisted when pilots are on board, and “Bravo” signal flag when carrying IMO dangerous cargo. All Chilean and International Rules and/or Regulations must always be complied with and fulfilled, e.g.: SOLAS, COLREG, MARPOL, among others, included IMO and ISM, and all those rules related to protection of sea and maritime environment. In inner waters, dumping of garbage and/or discharge of oil or any kind of oily or contaminated water is strictly forbidden. Ballast renewal and sewage “gray waters” discharge can be done only at least 12 nautical miles away from the coast line (MARPOL 73/78, ANNEX IV, RULE 11).

PILOTAGE POLICY

Pilotage is compulsory for navigating inner waters, between Canal de Chacao and Cabo de Hornos. Pilots will normally be transferred at the below mentioned Pilot Stations. However, agents can request embarking or disembarking at ports north of Canal de Chacao (Ancud), which has an extra cost, but avoids the cost of airplane tickets and pilot boat. Agents should send their request for pilots to the Pilotage Office in Valparaíso at least 72 hours in advance. Two pilots will carry out the assistance. ETA to Pilot Station must be updated daily to agent and maritime authorities, to avoid extra expenses or delays. Pilots are experienced former Merchant Masters and retired Navy Senior Officers; therefore, they should be treated as Captains. Masters are kindly requested to provide one cabin per pilot, located in officer's área, with corresponding bed linen, and allow free access to Officer's quarters, mess and entertainment areas. During navigation, in pilotage area, pilots will stand on duty in 5-hour watches. All the communications of change of schedules ETA, ETD or some other novelty, once assigned the 2 Pilots to the ship, they will be carried out through the Agency with copy to the Head Office of Pilotage and 2 Pilots.

PILOT STATION

The following Pilot Stations are considered for embarking/disembarking Channel Pilots:

- **Ancud:** (L: 41° 48,0' S, G: 73° 50,4 W); entrance or exit Chacao Channel (Max LOA 230 mts, Draught 11 mts).
- **Laitec:** (L: 43° 20,0' S, G: 73° 36,0' W); south of Chiloe Island. Pilot Transfer Zone.
- **Bahía Posesión:** (L: 52° 22,0' S, G: 69° 02,0' W); eastern access/exit Magellan Strait. For all vessels in good weather conditions. Pilot transfer Zone.

In bad weather, transfer will take place in the vicinities of Punta Delgada Pilot Control Centre (L:52° 28,2' S, G: 69° 31,4' W). If so, Pilots will control vessel's safe navigation, by radar and AIS, between Punta Delgada and Posesión Bay and vice versa.

- **Punta Arenas:** (L: 53° 10,5' S, G: 70° 54,5 W); in the Magellan Strait.
- **Cabo de Hornos:** (L: 55° 56,7' S, G: 67° 12,5' W); Pilot Transfer Zone.
- **Paso Richmond:** (L: 55° 21,0' S, G: 66° 41,0' W); south of Caleta las Casas (Isla Nueva Pilot Transfer Zone)
- **Eastern Beagle Channel:** (Canal Beagle Este); Up north Punta Waller or Caleta Carlos (Isla Nueva), (L: 55° 08,0' S, G: 66° 33,5' W). Pilot Transfer Zone.

Channel Pilots can be embarked / disembarked at departure / arrival in Chilean Ports according to their vessel's requirements and complying with the Pilot Policy shown in the previous Paragraph.

PILOTAGE FEES

Pilotage fees are according to vessel's international Gross Tonnage. They are public and officially established. An extra charge to the original contract arises if delay on arrival at pilot station or departure from port; if pilots assistance exceeds 120 hours within pilotage area; and if pilots stay on board beyond pilots stations.

Vessels over 230 meters LOA will have a discount in the standard fee of 40% if only navigate Magellan Strait. Owner/Master Option, since for reasons of security or bad weather, in occasions it is advisable to navigate channels for the routes enabled for this type of ships.

Pilot boats belong and are provided by Agencies.

RECOMMENDATIONS WHEN SAILING CHILEAN CHANNELS & FJORDS

Both **anchors** unlash and ready to let go.

Helmsman on the bridge at all times is compulsory.

Lookouts in certain areas that Pilots will specify.

One **radar** for Pilot use exclusively, second radar stand by, both units must be on service when visibility is restricted and/or while transiting in narrow or confined passages.

Engine room manned and ready to go to maneuver speed at any time.

Echo sounder operation at Pilot request.

Compass deviation chart available.

Maneuvering characteristics graphics in sight, Wheelhouse Poster.

Free electric source from propulsion system whenever is possible, shaft generators must not be used in confined passages

Pilot/Master information exchange **Card, (Pilot Card** as per ISM). Signed copy handed over to Pilot. Master should inform Pilots about change of steering station procedure, limitations and time to slow down from sea to maneuvering speed and emergency engine stop. Also, if fuel oil change is required and for how long the engine is able to stop without fuel change.

Pilot Plug available and operative. ECDIS with Chilean Electronic Charts.

IN CONFINED PASSAGES (CHECK WITH PILOTS).

Master on the bridge.

Experienced helmsman with hand steering, establish way clearly to govern; with ROT or with aximeter grades.

Forecastle manned and **anchors** ready to let go.

Steering system tested before entering confined passages and back up pumps "On".

*NOTE: Visit our website: www.directemar.cl
(Sección Pilotaje – Estrecho de Magallanes).*

OPERATIONAL INFORMATION FOR MASTER, VESSEL & MAIN PILOTAGE RESTRICTIONS

Channel, Passage or Narrow	MAX. LOA mts	MAX. DRAUGHT mts	MAX. BEAM mts.	REMARKS	CROSSING PRIORITY	No Crossing Points
Canal Chacao Chart 721 and 7213	-	-	-	Above recommended track Air Draught 59 mts. in high tide. Lower than 10 kts, ships must cross with the current. Report crossing start time to Corona Radio and ETA to Bajo Colo Colo and Roca Remolinos.	East bound	At Bajo Colo Colo At Roca Remolinos
Canal Ninualac Chart 8160	-	-	-	ETA must be reported to Roca Engaño	East bound	Between Isla Leucotón and Roca Engaño
Canal Darwin Chart 8630	-	-	-	ETA must be reported to Isla Quemada beacon	East bound	Between Baliza Isla Quemada and Punta Mayhew
Canal Pulluche E Chart 8640	-	7,5	-	East of Roepke buoy: 7,5 mts. + Tide or UKA 1,3 mts. ETA must be reported to Bajo Roepke buoy.	East bound	Between Punta Pangal and Punta Morro
Canal Pulluche W Chart 8640	-	9,0	-	West of Roepke buoy: 9,0 mts. + Tide or UKA 1,3 mts. ETA must be reported to Bajo Roepke buoy	East bound	Between Punta Pangal and Punta Morro
Angostura Inglesa Chart 9510	180	10,7	-	In or near slack water and daylight transit only (end of evening twilight). Report crossing time to Puerto Edén station. ETA must be reported between Islole Clio and Punta Cedar.	North bound	Between Punta Hume and Islole Kitt
Canal Picton Chart 9921	-	6,0	-	6,0 mts. + tide or UKA 1,0 mts. ETA must be reported to Punta Peligrosa.	South bound	Between Islole Verde and Islole Tang
Canal Escape Paso del Abismo Chart 9530	-	-	-	South bound transit and daylight only. ETA must be reported to Punta Entrada	Only Southbound	Between Punta Entrada and Islole Centro
Canal Escape Paso Piloto Pardo Chart 9530	-	-	-	Only North bound and daylight. ETA must be reported to Punta Entrada	Only Northbound	Between Punta Entrada and Islole Centro
Angostura Guía Chart 10340	-	-	-	ETA must be reported to Punta Porpoise	North bound	Between beacon at Isla Escala Alta and Punta Porpoise
Canalizo Weste isla Bonduca Chart 10500	-	-	-	ETA must be reported to Isla Bonduca and to Isla Escala Alta	South bound	Transit to W isla Bonduca
Paso Summer Chart 10722	-	7,35	-	7,35 mts.+ tide or UKA 0,75 mts. Report crossing time to Faro Félix station (coming from South). ETA must be reported to bajo Summer	North bound	Between Punta Ernesto and Islole Hozven.
Canal Gray Chart 10722	230	12,0	-	12 mts. + tide. Daylight (end of evening twilight). Report crossing time to Faro Félix station and ETA must be reported to Bajo vereker	North bound	Between Islole Hozven and Islole Penacho Verde
Paso Shoal	-	-	-	Report crossing time to Faro Félix station (Coming from south).ETA must be reported to Isla Shoal and Punta George	South bound	Between Roca Pearse and Isla Shoal
Angostura Kirke Chart 10641	150	6,3	23	Slack water and daylight transit (end of evening twilight). Ships over 120 mts. In length must use a boat to report current intensity and direction. See details on passage priority in PUB 3003, Chapter X, instructions for track Angostura Kirke. Safe speed	Ships with LOA over 100 mts. priority over ships under 100 mts. East bound	Between Isla Espinoza and Punta Entrada.
Angostura White Chart 10631	140	7,0	-	Slack water and daylight transit (end of evening twilight). Ships over 120 mts. in length must use a boat to report current intensity and direction. See details on passage priority in PUB 3003, Chapter X, instructions for track Canal Santa María y Angostura White. Safe speed	East bound	Between Isla Wilson and Islole Gutierrez or isla Salustio.
Canal Fitzroy	80	6,5	-	Slack water and daylight transit. Max wind 25 kts and min visibility 1 nm . 6,5 mts and UKA 1 mt.	South bound	Between Punta Elías and Punta Reynard
Estrecho de Magallanes	-	21,30	-	Report ETA to Maritime Traffic Control stations in Faro Evangelistas, Bahía Félix, Paso Tortuoso and Punta Delgada. Authorization from the Maritime Authority is required for deeper draught. See details in PUB 3004, Chapter XI, Parts Seven and Eleven.		Navigate on the starboard side of the channel axis, if possible.
Paso Tortuoso Chart 11230	-	-	-	Passage priority for VLCC or ships over 200 mts. LOA. ETA must be reported to Punta Crossside.		International Regulations for Preventing Collisions at Sea
Canal Gabriel Chart 12410	-	-	-	ETA must be reported to Punta Schimer.	NW bound	Between Punta Oxley and Punta Mercedes
Canal Ocasión Chart 12711	80	-	-	ETA must be reported to Cabo Negro and Roca Pajaros. Safe speed	East bound	Between Islole Lagartija and Punta Giratorio
Paso Aguirre Chart 12711	120	-	-	National flag ships transit only. Report ETA to Cabo Atracadero	West bound	Between Punta Cadiz and Islole Estrada
Paso Mac Intyre Chart 12810	-	-	-	ETA must be reported to Isla del Diablo	East bound	Between Caleta Olla by NW, East point of Isla del Diablo by East and point divides by W
Canal O'Brien Chart 12720	-	-	-	ETA must be reported to islole Redondo and to Punta Acevedo	West bound	Between Longitude 70° 40' W and beacon Punta Acevedo
Paso Timbales Chart 12720	-	-	-	Crossing to take place in Paso Timbales, ship coming from East will be able to use the other passage – West or Middle. ETA must be reported to islole Condor and to Bajo Walton	East bound	Between Punta Acevedo and Isla Timbal Grande. NE edge
Paso Mackinlay Chart 13100	-	-	-	Report crossing time to Punta Espora at Puerto Williams station	East bound	Between Punta Gable and Isla Martillo

In restricted Areas, Vessels of length (LOA) greater than 100 meters will have the right of way. Vessels less than 100 meters in length (LOA) will give way and keep clear of the route.

ADDITIONAL INFORMATION

1. Before navigating through places listed in "OPERATIONAL INFORMATION AND CHANNEL AND PILOTAGE RESTRICTIONS" and as good seamanship, an appropriate navigation planning using all publications and navigational charts available is recommended.
2. Determine beforehand courses, leading lines, no go areas, distance from significant points and proper management of human and technological resources to main all time a safety.
3. One hour prior to navigation through passages listed; transmit via C-16 VHF and DSC safety warning (SECURITE) to report: "Ship's name, crossing direction and ETA". This information must be forwarded every 15 minutes until end of crossing.
4. It is recommended to cross passages listed at a safe speed to allow proper maneuverability of ships and minimize squat effect.
5. Before entering navigational areas listed, check sailing directions for every specific location with compulsory compliance for mariners.
6. If navigation includes Pilot boats belong and are provided by Agencies. (Ex Kirke Passage).

COMMUNICATIONS

VHF Channel 16 – 13 Always "On".

HF Working on SSB telephony ready to transmit on: (Rx/Tx) 4.146 / 4.146 khz.

INMARSAT "C" on Navarea XV for weather reports and storm warnings.

NAVTEX on stations D – E; for messages type: All

Weather facsimile reception:

At 11:15 – 16:30 – 19:30 – 22:00 – 23:10 UTC.

On frequencies 4.228,0 – 8.677,0 – 17.146,5 khz.

(Some old equipment, adjust: - 1,8 khz down)

See Admiralty List of Radio Signals NP 283(2) Vol. 3(2) Pages "Chile".

Surface chart accessible vía Internet: meteoarmada.directemar.cl

Position Report (CHILREP). Daily position to Maritime Authority at 08:00 and 20:00 LT.

**Address to : Fax: 56 (32) 2208662
E-mail cbvradio@directemar.cl
E-mail mrcchile@directemar.cl**

As following form:

To: DIRSOMAR – MARITGOBPMO (Puerto Montt) MARITGOBPAR (Punta Arenas)

From: MAX STAR / E449A

CHILREP P/R

Format

A (Vessel's Name/Call Sign)

B (Position Date/Time LT)

C (Position)

E (Course)

F (Speed)

X (Remarks, if any)

S (present weather conditions, Press, Wind Temp)

Example

MAX STAR/E449A

140800 LT

42 30 S 077 15 W

180

14

ETA Posesion PS 261400 LT (See Note 2)

1014,5/NE 15/25

Notes: (1) Maritgobpmo, Puerto Montt, within Lat. 41° S and Lat. 47° S.

Maritgobpar, Punta Arenas, south of Lat. 47° S.

(2) This paragraph can be used to inform local Agent, Pilot embarking / disembarking time (Posesion – Laitec – Ancud), and other desired information.

ADDRESS AT VALPARAISO – CHILE

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