



Royal Cruising Club Pilotage Foundation

# Islas Baleares

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**This replaces all previous supplements**

## Supplement No.3 May 2021

Further updates are available, as they come in at  
<https://rccpf.org.uk/Pilotage-Notices>

### Caution

Whilst the Royal Cruising Club Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the contents of this book, it contains selected information and thus is not definitive. It does not contain all known information on the subject in hand and should not be relied upon alone for navigational use: it should only be used in conjunction with official hydrographical data. This is particularly relevant to the plans, which should not be used for navigation. The Pilotage Foundation, the author and the publishers believe that the information which they have included is a useful aid to prudent navigation, but the safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice. The Pilotage Foundation cannot accept liability for any error, omission or failure to update such information. To the extent permitted by law, the Pilotage Foundation, the author and the publishers do not accept liability for any loss and/or damage, howsoever caused, that may arise from reliance on information contained in these pages.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as Notices to Mariners.

### Positions and waypoints

All positions and waypoints are to datum WGS84. They are included to help locating place, features and transits. Do not rely on them alone for safe navigation.

### Bearings and lights

Any bearings are given in degrees True and from seaward. The characteristics of lights may be changed during the lifetime of this book and they should be checked against the latest edition of the UK Admiralty List of Lights.

*Note* Where lights have been modified in the text do please remember to alter them on the appropriate plan(s).

This supplement is cumulative and the latest information is marked in **blue**.

Given the ongoing uncertainties of Covid 19, as well as the impact of Brexit on regulations and paperwork for UK cruisers, readers are encouraged to seek updates from the websites of the OCC, Cruising Association, RYA or Noonsite.

### Acknowledgements

Tony and Sarah Boas (*Ione*), Miles Widnall (*Le Rethinor*), *slyYahira*, Mark Prior (*Grace Richard*), Peter Hopper.

The past year has seen some welcome and significant improvement in two areas which we have criticised previously – the provision of adequate toilet and shower facilities for cruising yachtsmen and the availability of satisfactory WiFi signal. Specific reference will be made below but it should be acknowledged that PortsIB in particular have made significant investment in the former and that Mallorca has an increasingly effective, free, island-wide WiFi facility, mallorcawifi, which is sponsored by a commercial organisation, Wionga.

### Pages 11 and 289 Charts

Imray have produced a new portfolio of paper digital charts titled '3200 Islas Baleares' – which is available in either ring bound or loose-leaf format and includes a free mobile download. There are 25 charts in total, to a variety of scales, with a further 28 harbour insert charts.

### Page 14 Proposal to place mooring buoys in listed calas

There appears to have been no acceptance or implementation of this proposal, but certain anchorages in Ibiza have become prohibited for anchoring. See calas de Port Roig, Badella and Salada below.

### Page 20 PortsIB

The online registration form is now available in English and is quite straightforward although some ingenuity is required to put a British address into the fields provided. A copy of the ship's papers needs to be scanned and attached. The procedure must be followed right through to payment for the booking to be confirmed. PortsIB agents in the port offices advise that bookings should be made at least three days in advance.

There have been reports that whilst the web site has shown PortsIB berths to be continuously full, in practice a phone call to the local port office has found multiple berths to be available. Soller in particular was mentioned.

### Page 21 Posidonia

Posidonia remains an issue. It has been reported that there were over 600 'incidents' in the past year but in almost every case the offending yachts were asked simply to move on. On only three occasions were fines imposed, presumably for repeat offences or refusal to comply. In 2020 the Posidonia website had only six locations at which buoys could be reserved, these being:

Mallorca – Cala Blava and Sant Elm

Formentera – Ses Salines and Cala de S'Oli (Ensenada del Cabrito)

Menorca – Isla Colom and Cala Fornells

It has been reported that some local officials require a call on Ch 77 even if a buoy has been booked although this is not reflected on the website. In practise most yachts probably do so anyway.

#### **Page 24 WiFi**

As noted above there is now free WiFi availability, in theory throughout the island, and this is a tremendous step forward. In practice we have experienced some variability in its effectiveness, for example with better signal in the east than the north and better in early morning and late evening, but nevertheless very helpful. The coverage in a number of marina systems has also shown some improvement.

#### **Page 39 Plan**

Remove anchor symbol from Cala Torretas.

#### **Page 43 Cala Yondal and Cala de Port Roig**

The cables which come ashore are in Cala Yondal and not in Cala de Port Roig. In Cala Yondal the cable is marked by four buoys with a cross on top and there are four pairs of yellow buoys marking the area in which anchoring is prohibited. There is plenty of room to anchor on sand on either side of the prohibited area. The restaurants in this bay are reported to be eye-wateringly expensive!

#### **Page 43 Cala de Port Roig**

It is reported that anchoring is now prohibited (Posidonia) at least in the southern part of the bay. Some yachts have been seen anchoring between local moorings or picking them up – risky both because of limited swinging room and no certainty as to the quality of the moorings. There may be some scope to anchor outside local moorings and outside the restricted area in the northern part of the cala, in about 4m over sand.

#### **Page 46 Cala Badella**

Again it is reported that anchoring is not permitted for Posidonia protection although some yachts have been seen anchoring between the local moorings or picking them up. The same comment as in Port Roig above on the risks of this is relevant.

#### **Page 49 Pass between Islas Conejera and Bosque**

There has been further confirmation of depth of around 4-7m.

#### **Page 52 Puerto de San Antonio, PortsIB**

For clarity, amend the sentence 'There are between 16 and 20 visitors' berths for 12m yachts.' to read 'There are between 16 and 20 visitors' berths, but they are for yachts of not more than 12m.'

#### **Page 53 Puerto de San Antonio, Es Nautic**

Delete: Charged at Euros 9 per half hour.. Replace with: There is a charge based on length and time spent. Short stays are available 09.00 – 16.00

Then insert: Note that Es Nautic also manage some 70 buoys in the bay.

#### **Page 55/56 Cala Salada**

It is now forbidden to anchor in Cala Salada for Posidonia protection. The Lifeguards, who are present May through October, undertake a policing role. They may record yacht details and report them, together with a photograph, to the Governmental Environment Authority. It should be noted that there are no longer any areas of sand sufficient for anchoring outside the swimming zone buoys.

#### **Page 57 Puerto de San Miguel**

It is reported that the anchorage protected by Isla Bosch is now full of local small craft moorings leaving the only anchoring space off the beach in about 4m over sand.

#### **Page 59/60 Cala Portinatx**

An anchoring prohibition buoy is reported in the southeast arm of the cala. Apparently two large underwater pumps with pipelines running to shore and NNW to deeper water have been installed to pump cooler water into the Cala to help manage water quality. Position of the buoy in relation to the pumps is not clear - take care when anchoring.

#### **Page 73 Cala Talamanca**

The small dock referred to in the second paragraph has been reported as being a safe place to leave a dinghy, even for several hours, but the principle of 'lock it or lose it' is still good advice. Yachts can also anchor in the bay south of Punta Sa Tabertera, between the point and Isla Grossa.

#### **Page 80 Puerto El Espalmador**

For clarification, anchoring is not officially permitted when mooring buoys are laid and available (June to September) even though there is space outside the moorings and it has been reported that Posidonia patrols are very active, albeit pleasantly!

#### **Page 81**

After Isla Espardel plan insert a heading 'East coast of Formentera' above Cala Pujols.

#### **Page 82**

Above Playa de Mitjorn, insert a heading 'South and west coasts of Formentera'.

#### **Page 90 Puerto de Palma de Mallorca, The port**

At the end of this section add "It should be noted that in the second half of April and first half of May it is almost impossible to find a berth at short notice in the port of Palma, and indeed in the whole of Palma Bay, due to the incidence of the Palma Boat Show and then major regattas.

#### **Page 92 Club de Mar**

Club de Mar has commenced a Euro 60 million reconstruction project. In 2020 work was concentrated in the marina with a new dock for up to four megayachts. A result of this is that about 70 normal berths will be lost. In 2021 attention will turn to the demolition of a substantial part of the shore facilities, followed by rebuilding which is scheduled to complete in 2023.

#### **Page 115 Puerto de Andraitx, Berthing, PortsIB**

Delete the third and fourth sentences of the paragraph and substitute "PortsIB has improved the dique by widening it to overcome the problem of rocks protruding from the edge. All the berths now have tailed mooring lines.

#### **Page 116 Puerto de Andraitx, Facilities**

*Provisions* After '...food shops nearby,' insert 'including a large 'aProp' supermarket at the top of Carrer Brismar almost opposite the PortsIB dique,'

#### **Page 124 Puerto de Sóller, Berthing, Tramontana Marina**

At the end of the section add: [During 2019 and 2020](#) the whole of the large mole on which the marina is based was being redeveloped to construct a new office, toilet and shower facilities, a cantina, a dive centre and a swimming pool. [That work is now complete](#) – including a small swimming pool - and the cantina has opened as *La Base Chillout Bar*. The marina now has more than 60 berths in the mole area.

#### **Page 125 Puerto de Sóller Facilities**

*Chandlery* Add:- Marina Sóller, located on the front, has a reasonable selection of chandlery items as well as fishing gear.

### Page 126 Puerto de Sóller, Facilities

*Provisions* After ‘...two miles inland.’ Insert ‘The largest supermarket in the harbour area is ‘aProp’ in Carrer Costa i Llobera behind the church.’

### Page 126 Puerto de Sóller

#### Ashore

Note that the small tourist office in the port is now in a mock tram next to the tram terminus. Add at the end of this section ‘There are a number of pleasant walks in the neighbourhood of the Port and town of Sóller and limited information can be obtained from the tourist office. The walk to the Torre Picada and then the trail north-east along the coast is easily accessed and very attractive.’

### Page 130 Cala Castell

Permission to access the Castillo del Rey can no longer be obtained in the town hall at Pollensa. Access is now controlled by the Fundacio Vida Silvestre de la Mediterranea, ☎+34 971575880 and 683327512, [www.visitaguiadaternelles.com](http://www.visitaguiadaternelles.com)

### Page 134 Cala de Engossaubas/Cala Murta

The photograph labelled Cala Engossaubas is in fact Cala Murta, the nearby cala to the south. The “large, castle-like rock island” in the text for Cala Murta can be seen bottom left in the photograph.

### Page 134 Cala Formentor

The position regarding Posidonia mooring buoys is still unclear. In September 2018 and May 2019 there were again no buoys although the concrete blocks on the bottom were clearly in evidence in some of the shallower areas. There were many vessels anchored although most seemed to be taking care to anchor on sand. It seems that anchoring (on sand) is permitted when there are no buoys available. *Note that in 2020 Cala Formentor was not included in the Posidonia website list of buoys which could be reserved. It is not now clear whether or not the buoys have been removed permanently.*

### Page 138 Puerto de Pollensa, PortsIB

#### Berthing

Add a new paragraph at end of this section:

This is one of the PortsIB marinas which has upgraded its toilet and shower facilities. The adjacent bar/café is a lively meeting place for visiting yacht crews. The free Mallorca WiFi is a bit spasmodic but in extremis the Réal Club Náutico has its own system which is very effective, at least in their bar! Réal Club Nautico has widened the northern mole, creating additional parking, but have also installed new water/electricity columns. A new pontoon in the inner harbour has increased the overall number of club berths.

**Marina Mollet** is a small marina (24 berths) operating only from May to October. It is mainly for smaller vessels but does have some larger berths and all the usual facilities. It is located on the south side of the main, public, mole.

VHF Ch10 ☎+34 971 867786 and 629486815

*Email* [nauticeumollet@gmail.com](mailto:nauticeumollet@gmail.com)

**Facilities** Under *Laundrette* add ‘Access is from the fuel dock. There is also a full service laundry in Carrer Joan xxiii, almost opposite the CEPSA petrol station’

**Transport Buses** Add ‘Buses now leave from the new bus station on the by-pass road by Carrer Vincenc Buades.’

### Page 145 Puerto de Alcudia, Berthing

It is encouraging to note that on a recent (September 2019) visit there were some 30 berths available to visitors. **During 2020 Alcudiamar has made a considerable investment in upgrading pontoons and the public areas of the marina.**

#### Facilities

*Repairs* Note that the redevelopment of the hard standing and haul-out area was in process in late 2019.

### Page 153 Cala Mesquida

Anchoring forbidden due to the multitude of underwater cables.

#### Cala Molto

Marine Reserve. No fishing.

### Page 163 Porto Cristo

Again PortsIB have upgraded their toilet and shower facilities. These are now no longer available to the public and access is by card. There is a large *Washeria* laundry facility up the hill behind PortsIB (Carrer del Port) on the way to Hyper Centro. The largest chandlery is Jaume Vermell by the roundabout on the Manacor road.

### Page 175 Puerto de Cala Llonga (Marina de Cala d’Or)

It is reported that no potable water is available at the marina.

### Page 179 Porto Petro

The field of mooring buoys controlled by the Réal Club Náutico now includes three for yachts of up to 25 metres. The club has also installed a substantial new dinghy dock for those using the buoys, located on the mole to starboard on entering the harbour (in place for the summer months only). Immediately to port on entry, on the inside of the mole, is a new alongside pontoon for about 3 yachts. They have also built a new toilet and shower block close to the visitors berths. The laundry facility is in the sailing club (which is part of the Réal Club Náutico) also convenient for the visitors’ berths.

### Page 179 Porto Petro, Facilities

*Provisioning* Delete first sentence and replace with ‘There is a small supermarket on the Passeig d’es Port (the opposite side of the harbour to the visitors’ berths) and another in the street behind it.’

### Page 206 Alternative route to obtaining a permit

The quickest and easiest route into the booking system now seems to be as follows:-

1. Enter “Cabrera navigation permit” into your search engine
2. Select website [www.caib.es](http://www.caib.es)>[rescabfront](http://rescabfront)>[inicioForm](http://inicioForm)
3. This takes you directly to a booking form with four boxes
  - Applicant details
  - Vessel details
  - Owner details
  - Terms and Conditions (this has two small tick boxes)
4. From here there is a straightforward progression to book and pay.

### Page 222 Mahón

There are two new marinas in Mahón:

**Marina Mò Llevant** is a marina dedicated entirely to charter boats, both those based in the marina and visiting charterers. It has pontoons adjacent to the Minerva floating restaurant at the east end of the cruise ship dock and an adjacent short stretch of the harbour wall. The office and toilet and shower facilities are immediately across the road behind a high wall with three large doorways.

☎+34971201946 *Email* plt@mollevant.es

www.mollevant.es

**Amarres Poniente** has the section of the harbour between the trawler dock and Marina Menorca. A number of new pontoons have been built and whilst some of these cater for small boats the marina can take up to 17m. The office is in a portacabin next to the fresh fish shop. There are no toilet and shower facilities and the marina presents itself as a low cost option; it does however have water and electricity at each berth.

☎+34 658115421 *Email* amarresponiente@gmail.com

### Pages 222 and 223/4 Mahón Marina Menorca

The marina has extended its toilet and shower facilities so that it now has six of each for men and the same for women, a big improvement. It is also reported to have two electric bicycles to help clients up the hill to the *Poligano* for shopping. They also have a collect and deliver laundry service.

### Page 223 Mahon

*Provisioning* Delete the sentence 'The supermarket under the Claustre (Cloisters) appears to have closed permanently.' Insert 'A new supermarket (SUMA) has opened beneath the Cloisters. The small supermarket on the Moll de Llevant has closed.'

### Page 223 Mahon

*Repairs* It has been reported that Pedros Boat Centre can now offer hard standing, at least during the summer season, on the hard standing near the ferry/commercial dock

### Page 223

*Sailmaker*

An additional, mobile, telephone number for Velas Fonduco is ☎+34 659551996.

### Page 251 Ciudadela

There has been considerable improvement in the provision of shower and toilet facilities. The Club Náutico has a new additional facility immediately behind the visitors berths and PortsIB have greatly improved theirs also. PortsIB have also installed card access to pontoons and facilities. Both Club Náutico and PortsIB have improved WiFi. In the inner harbour area measures have been implemented to reduce the impact of the resaca (seiche).

### Page 268 Puerto de Fornells

Communications: VHF Ch 08 PortsIB

### Page 269 Puerto de Fornells

A plan has been announced to extend the harbour by over a hundred berths involving dredging an area immediately adjacent southwest of the existing pontoon. A new PortsIB office will be built together with toilet and shower facilities and a *cantina*. It would seem unlikely that this could be completed before 2020 if indeed it happens at all. In September 2019 work had not commenced.

This is another PortsIB harbour where the WiFi signal seems much improved.

### Page 280 Puerto de Addaya

*Repairs* David Carr (mechanic) has retired.

Dinautica has been taken over by Pedro's Boat from Mahon. Sebastian, the previous owner of Dinautica, is now employed on site by Pedro's Boat.

For repairs ☎+34971366968

www.pedrosboat.com/en/

### Page 285 Anchorages behind Isla Colom

Delete final sentence of first paragraph and replace with:

'See plan above and the Posidonia section on page 21 for further details. It may be worth trying Posidonia on Ch 77 if a reservation has not been made.'