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## General

The Republic of Chile is located in the S part of South America, bordering the South Atlantic Ocean and the South Pacific Ocean, between Argentina and Peru.

The climate is temperate. It is desert in the N and cool and damp in the S.

The terrain is low coastal mountains with a fertile central valley and rugged Andes in the E.

## Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

## Currency

The official unit of currency is the Chilean peso, consisting of 100 centavos.

## Government

Chile is a republic with an executive (President) and legislative branch of government elected by vote to a limited term. The capital is Santiago.

## Holidays

The following holidays are observed:

January 1, New Year's Day; Good Friday; May 1, Labor Day; May 21, Navy Day; August 15, Assumption Day; September 18, National Independence Day; September 19, Army Day; October 12, Discovery of America; November 1, All Saint's Day; December 8, Immaculate Conception; and December 25, Christmas Day.

## Industries

The main industries are based on copper, other minerals, foodstuff, fish processing, iron and steel, wood and wood products, transport equipment, cement, and textiles.

## Languages

The official language of Chile is Spanish.

The great majority of the population is of mixed Spanish-Indian (mestizo) ancestry. The language and culture are of European origin.

## Pilotage

Pilotage is compulsory for all foreign vessels entering or leaving a port or navigating the channels of the republic.

Pilotage is compulsory in Estrecho de Magellanes. Details can be found in Pub. 124, Sailing Directions (Enroute) East Coast of South America.

## Regulations

All vessels bound for a Chilean port must send their ETA to the Port Captain 24 hours in advance. The message should state the following information:

1. Vessel name and flag.
2. ETA (date and time).
3. Number of passengers (including none, if applicable).
4. Quantity of hazardous cargo for the port or in transit (including none, if applicable).
5. State of health of crew and/or passengers.
6. Draft.

Foreign vessels navigating the inland waters of Chile must also report their positions, via the nearest coast radio station, daily at 1200 and 2400 UTC. Ports in Chile open at 0600 from October 15 to April 14, and at 0700 for the rest of the year. They are closed at 2100 throughout the year except in cases of emergency. In the Provincia de Magallanes, the ports close at 2200 in November, December, and January.

The discharge of oil or oil products is prohibited within 50 miles of the coast of Chile and the off-lying Chilean islands.

Vessels are prohibited from pumping bilges or jettisoning rubbish and waste materials within 10 miles of a Chilean port.

No small craft or boat may come alongside a vessel entering a port until after it has been visited by the officers of the Health Authority, the Port Captain, and the Customs Office.

After the inspection, the Port Captain will grant pratique. Warships are not obliged to receive these visits.

Masters of merchant vessels must report during the above visits whether any sick or injured persons are on board, being particularly careful to report any contagious diseases.

On the arrival of a vessel in a port, the Maritime Authority will assign the berth to be occupied. Vessels may not shift berths without the permission of the Port Captain, except in cases of danger or absolute necessity, which must be reported immediately. The Port Authority will also determine the number of anchors to be used, their direction, and the amount of chain on each, according to the season.

No vessels shall begin working cargo until properly moored, and until the cargo handling gear is in good order and has been inspected.

Vessels discharging, loading, or transferring explosive or inflammable cargoes must display a red flag.

It is forbidden to discharge any firearms, either with blanks or live ammunition, or to throw explosives overboard from either warships or merchant vessels lying in a port.

In the event of bad weather vessels anchored in a port must drop their second anchor, hoist their boats, and have their engines on stand by. The Master and crew must remain onboard. When bad weather is indicated, a signal will be displayed by the Port Authority.

In the case of fire or stranding of any vessel, every other vessel in the port is obliged, at the request of the Port

Authority, to lend all assistance and gear such as anchors, lines, and towing facilities, and such personnel as necessary.

Vessels entering ports in Chile must exchange ballast water at least once before entering port. This exchange of ballast water must occur not less than 12 miles from the coast.

A vessel loading or discharging ballast must do so in the berth designated by the Port Authority, and must take precautions against the spilling of ballast into the sea.

After sunset it is forbidden to land passengers on any part of the shore, except the principal pier or spot designated by the Port Authority.

No merchant vessel's boat may go outside the limits of the port without written permission from the authorities.

Crews of vessels are forbidden to go ashore with knives, sword-canes, or firearms.

It has been reported that light dues are levied at the first Chilean port of call, for which a receipt is issued. The receipt, valid for 1 calendar year, must be presented at each Chilean port of call as proof of payment. Reports have indicated the charges are substantial; however, they may be waived for foreign warships on official visits.

Information concerning port charges and light dues is obtained from the vessel's agent or diplomatic representative.

Local authorities or the appropriate agency of the Chilean government may also be consulted when planning a voyage.

## Search and Rescue

### Ship Reporting System

The Chilean Ship Reporting System (CHILREP) is a voluntary ship reporting system operated by the General Directorate of the Maritime Territory and Merchant Marine, a Directorate of the Chilean Navy. See the Appendix for further information on CHILREP.

## Signals

Chilean submarines exhibit an amber flashing light, visible all around, to denote their presence on the surface and to serve as a warning to other vessels to proceed with caution and keep clear.

Traffic and weather signals are shown at Talcahuano and Valparaiso. Weather signals are shown at Puerto Montt, Antofagasta, and Iquique.

## Time Zone

The Time Zone description is QUEBEC (+4).

## U.S. Embassy

The U.S. Embassy is situated at Avenida Andres Bello 2800, Santiago.

The mailing address is APO AA 34033.

## Appendix--Chilean Ship Reporting System (CHILREP)

The Chilean Ship Reporting System (CHILREP) is a voluntary system operated by the General Directorate of the Maritime Territory and Merchant Marine, which is a Directorate of the Chilean Navy. The CHILREP system is a ship reporting system established with the following objectives:

1. To limit the time between the loss of a vessel and the initiation of search and rescue action, in cases where no distress signal is sent out.
2. To limit the search area for a rescue action.
3. To provide up-to-date information on shipping resources available in the area, in the event of a search and rescue incident.

The coverage of CHILREP and the Chilean maritime search and rescue area as advised to the International Maritime Organization are identical. The boundary coordinates are, as follows:

- a. 18°21.0'S, 70°22.9'W.
- b. 18°21.0'S, 131°00.0'W.
- c. The Antarctic coast at 131°00.0'W.
- d. 55°22.9'S, 65°43.6'W.
- e. 56°22.8'S, 65°43.6'W.
- f. 56°22.8'S, 67°16.0'W.
- g. 58°21.1'S, 67°16.0'W.
- h. 58°21.1'S, 53°00.0'W.
- i. The Antarctic coast at 53°00.0'W.

Upon departure from a Chilean port, or when entering the CHILREP area, a Sailing Plan (SP) is to be sent through one of the following coast radio stations:

1. Antofagasta Radio (CBA).
2. Isla de Pascua (Easter Island) (CBY).
3. Valparaiso Playa Ancha (CBV).
4. Talcahuano (CBT).
5. Puerto Montt (CBP).
6. San Pedro (CBS).
7. Magallanes (CBM).
8. Wollaston (CBN).

The SP is relayed to the CHILREP service, where a computerized plot is maintained for the vessel position. A Position Report (PR) is sent once a day between 1200 and 1600 UT(GMT) so that a report is received every 24 hours. Should a vessel at any time be in a position more than 2 hours steaming from the position that would be predicted from the last SP or PR, then a Deviation Report (DR) must be sent. Failure to do so will result in the search being concentrated in the wrong area in the event of a missed report, and the possibility that survivors from a stricken ship may not be found. On arrival at the ship's destination or on departure from the CHILREP area, a Final Report (FR) is to be sent. CHILREP is a positive reporting system in that, should an expected report become overdue, actions which include worldwide communications checks, the alerting of ships in the vicinity, and the launching of search aircraft will be initiated.

In addition to the CHILREP system there is a National Ship Position System which requires that every foreign vessel bound for a Chilean port must report its arrival at least 24 hours

in advance. When foreign vessels navigate inland waters of the Chilean Republic they must report their position at 1200 and 2400 UT(GMT). Chilean flag vessels must also report their position at 1200 and 2400 UT(GMT) daily. In all other conditions the system requires a daily report between 1200 and 1600 UT(GMT).

**Sailing Plan Report (CHILREP SP).**—The SP contains information necessary to initiate a plot and give an outline of the vessel's intended passage. An SP should be sent within 24 hours prior or up to 2 hours after entry into the CHILREP area or departure from a port within the CHILREP area, in accordance with one of the following scenarios:

1. SP submitted on entering the CHILREP area
2. SP submitted on departure from a port within the CHILREP area to a port outside the CHILREP area. *The report may be submitted prior to sailing and up to 2 hours after departure.*
3. SP submitted on departure from a port within the CHILREP area to a port within the CHILREP area. The report may be submitted prior to sailing and up to 2 hours after departure.
4. SP submitted when transiting the CHILREP area from and to a port not in the CHILREP area.

**Position Report (CHILREP PR).**—A PR should be sent daily between 1200 and 1600 UT(GMT). The PR must reflect the position, course, and speed of the ship at the time of the report. If it is necessary to alter the nominated daily reporting time, the alteration should be shown in the PR sent before the change. The information contained in the PR will be used to update the computerized plot.

**Deviation Report (CHILREP DR).**—A DR must be sent should a vessel, at any time, be in a position more than 2 hours steaming from the position that would be predicted from the last SP or PR. Line X of the DR should contain the reason for the deviation (speed reduction due to weather, change of destination, etc.).

**Final Report (CHILREP FR).**—An FR contains the information which terminates the vessel's participation in the CHILREP system. Line X of the FR must include the words "Final Report". An FR should be sent in accordance with one of the following scenarios:

1. FR submitted prior to or on arrival at a port within the CHILREP area.
2. FR submitted when a vessel has departed from the CHILREP area. This report should be sent as soon as practicable

**Overdue Reports.**—To avoid unnecessary search action, it is important that vessels report at the nominated reporting time each day and send their FINAL REPORT when leaving the CHILREP area. If a vessel is unable to pass a position report due to unserviceable radio equipment or illness of the radio officer, all attempts must be made to pass a signal to this effect through another vessel, port, or other shore authority, either by VHF or use of an emergency transmitter.

Table 1—Basic CHILREP Format

Designator	Information
A	Vessel name and call sign.
B	Date and time of report (6 digits—date (2 digits), hour (2 digits), and minutes (2 digits)). Reports are to be in Universal Coordinated Time (UT(GMT)), which is indicated by the suffix Z.
C	Position Latitude (4 digits in degrees and minutes) N or S. Longitude (5 digits in degrees and minutes) W.
D	Geographical position (optional). Used when sailing near the coast or in inland waters. Give well-known name(s) of clearly identifiable landmark(s).
E	True course anticipated until next reporting time (3 digits). When more than one course is to be used, enter Various; this will be interpreted as being the normal course(s) a vessel will follow on that particular passage. If this is not the case clarification should be made.
F	Speed (the anticipated average speed the vessel will make until the next report).
G	Last port of call (when entering CHILREP area only).
H	Date/time (using format shown in B) and point of entry into CHILREP system. The point of entry is the latitude/longitude at which the vessel is entering the CHILREP area, or the Chilean port from which the vessel is departing.
I	Destination and ETA (with date).
J	Whether a pilot is carried on the vessel. Notification of pilot is required when route considers inland waters navigation.
K	Date/time (using format shown in B) and point of exit from CHILREP system. The point of exit is the latitude/longitude at which the vessel is leaving the CHILREP area, or the Chilean port the vessel is to arrive at.
L	Route (the vessel's intended track). State whether Great Circle (GC), Rhumb Line (RL), or Coastal, with waypoints being followed, expressed in latitude and longitude. Courses are not required if waypoints are mentioned.
M	Coast radio stations or maritime communications stations monitored. Include INMARSAT and SELCALL number, if fitted. List stations which the vessel normally works to contact managers, owners, agents, etc., in addition to the Chilean maritime communications stations monitored.
N	Nominated daily reporting time (using format shown in B). Daily reporting times are advised to be made within the period from 1200 to 1600 UT(GMT).
O	Draft.
P	Cargo (brief identification).
Q	Defects or other limitations.
R	Reports of any pollution seen.
S	Weather conditions in the area (optional, but desirable). When reported, the following items are recommended: Pressure (Pa) (4 digits). Wind direction and force in knots (5 digits). Air and water temperature, when available, in °C. Dew point (in degrees and tenths) (3 digits) in °C. Vessels which anticipate passing through areas of severe weather conditions or are experiencing severe weather are urged to report their position at more frequent intervals.
T	Vessel's agents.
U	Vessel's type and size.
V	Medical personnel carried (Sailing Plan only).
W	Number of persons on board.
X	Remarks.

Table 2—Information Required in CHILREP Reports

Designator	Sailing Plan				PR	DR	Final Report	
	SP-a	SP-b	SP-c	SP-d			FR-a	FR-b
A	X	X	X	X	X	X	X	X
B					X	X		
C					X	X		
D								
E					X			
F	X	X	X	X	X	X		
G	X			X				
H	X	X	X	X				
I		X		X		X		
J			X					
K	X	X	X	X			X	X
L	X	X	X	X				
M	X	X	X	X				
N	X	X	X	X				
O								
P								
Q								
R								
S								
T								
U								
V	X	X	X	X	X			
W								
X	X	X	X			X	X	X

X—Required information.

Other designators may be included at the discretion of the Master or when relevant to the type of report being sent.