

CARIBBEAN

09° N

08 W

09 W

COLON

HOLANDES CAYS

CHICHIMÉ

PARUENIR

CARTI

CERRAS

VILLAGE

RIO DIABLO TIGER ISLAND

LIGHTHOUSE

PLAYON CHICO

TUPILE

RIKIGANDI

ACHUTUPU

USTUPU

SAN BLAS

COMARCA DE SAN BLAS

ISLA DE PINOS

PTA ESCOSES

PUERTO  
BALDIA

PANAMA

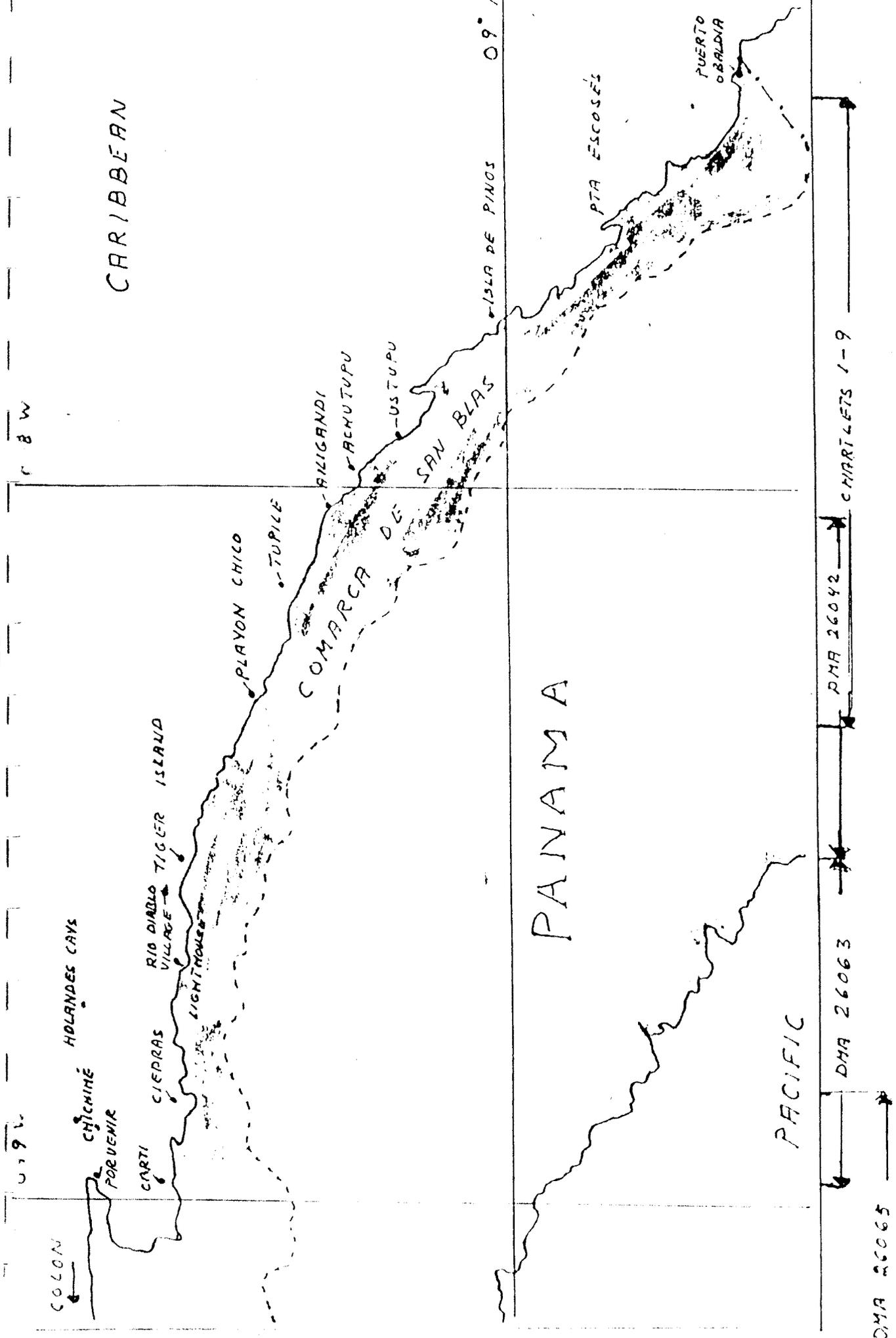
PACIFIC

DMA 26042

DMA 26063

CHARTS 1-9

DMA 26065



## CHAPTER 1

### **San Blas**

#### General

San Blas or Mulatupo Archipelago constitutes an autonomous reservation, Kuna Yala or San Blas Comarca, which administers its own territory and works to protect its own culture and resources. The Kunas have been very successful in keeping their original customs and are unique in their ability to withstand the economic, social and cultural pressures from the outside.

Kuna Yala is formed by 365 islands and a small strip of the mainland between Obaldía in the SE and Porvenir in the NW, both entry ports. Only about 50 islands are permanently inhabited, the others are used for fishing, coconut plantations and tourism. Farming is developed on the mainland.

#### Brief History

The Kuna Indians may be the last of the full-blooded Carib strain that inhabited the Caribbean before the Spanish conquest.

In 1787, after centuries of trouble with invaders, including Roman Catholic orders, pirates and would-be settlers, Kuna and Spanish authorities signed a treaty which brought peace for several years. Trade increased and the Kuna began to specialize in coconut production. The population moved closer to the Atlantic coast and the San Blas archipelago. During this period the Kunas became more conscious of their identity and their cultural, social and political organization was shaped.

In the 1800's the women developed their fashion with sewn blouses (molás), trade-cloth skirts and plenty of home-made jewelry. Trading visitors were welcomed but they were not permitted to enter villages. This isolation, which started in the mid-18th century with a massacre of the French settlers, remained intact until the early 1900's.

During this period their old traditions grew and family, household, rituals and seniority became more important. Daily life was run by a series of "iset" or firm rules. The "nele" (shaman) ruled over Kuna's destiny through his wisdom while the "saila" and the "arkar" (chief and chief's spokesman) governed communities. It was during this period that the "onmakket" (gathering) also called "congress" became important and democratized the society.

In 1903 Panama got its independence from Colombia. Relations with the newly born nation were not at their best in the beginning. The Kunas felt abandoned and many islands continued to be loyal to Colombia until 1917.

In 1915 Panama elected a governor or "intendente" in Porvenir to represent the Government. It was the beginning of a long series of deep conflicts with the Government police culminating in 1923-24 with serious disputes between modernists and traditionalists on the islands of Narganá and Corazón de Jesús.

On February 21, 1925, the Kuna were helped in their rebellion by a Canadian adventurer, Richard O. Marsh, and most of Panama's policemen stationed in the area were killed. The Kuna proclaimed the independence of the "Republic of Tule", sanctioned by a "declaration of independence and human rights of the Tule people of San Blas and Darien". The Panamanian response was immediate and troops were sent over. However, the U.S. government sent a warship, U.S.S. Cleveland, to San Blas and prevented what would have been a major repression of the Kunas. The republic did not last long and on March 4, 1925 the Kuna signed an act of surrender, which acknowledged the authority of the Government of Panama provided they would protect and respect Tule traditions. Also the Panamanian government was allowed to install state schools in all the islands. In 1930, Panama's National Assembly approved the partial autonomy of San Blas and in 1938 it recognized an official Kuna Reserve (Comarca). In 1945, the Kuna and Panama's Government drew up a constitution for the reserve, which recognized the region. This was followed in 1953 by a law which grants the Comarca administrative and juridical status. Three Caciques or high chiefs are the authorities while the Intendente, as the government's representatives, leaves the governing decisions to semi-annual meetings of the General Congress.

#### The Kuna society

The Kunas, about 50,000, are very friendly and good-humoured. They are said to be the shortest people in the world except the Pygmies.

Their land is both privately and collectively owned but both crops and coconut trees belong to individuals. The smallest village may have 50 persons and the largest over 5,000. The Congress or "Onmakket" is the centre of political life and also resolves disputes, problems of ownership and inheritance and exercises control over economic and social life. Village authorities are the "saila" (chief), the "arkar" (chief's spokesman) and the "sualibet" (surveyor).

Women have great importance, own houses and manage the household although it is not a matriarchal society. Marriage outside the Kuna race is forbidden and the sinners are expelled. A daughter is considered an economic asset and when a man marries, he moves in with the bride's family. The puberty ceremony is the most important in a young girl's life with the "saila ileged" rite during which her hair is cut by the "ied", a woman priest and she receives her Kuna official name "omegan serkuet".

Music plays a great role in the many rituals. The main instruments are the flutes or "kamus" and maracas. There is a variety of kamus, each with a different sound.

Dances are also a religious expression. All of them symbolize identity with the animal world and represent the flight of birds and the movement of jungle animals.

The Kunas live in harmony with nature in all its forms and have become strong defenders of the environment. An important member of any village is the "inaduled", the botanist who gathers plants in the jungle and has a special knowledge of healing plants. They also use carved wooden figures, "nuskana" to cure illness.

They believe in a supreme God, the Fountain of Goodness and the Just Judge who lives in Heaven but whose son comes down to Earth at intervals to supervise matters at close quarters. They also believe in a large number of spirits, both good and evil, who live in inaccessible places, invisible to ordinary mortals and very dangerous for them to visit.

Women wear a "sapuret", a colorful piece of print cloth wrapped around the waist, and a "mola", a blouse adorned on both front and back sides by a handstitched panel. A gold nose ring, strings of gold necklaces, bracelets made of tiny beads tight around arms and ankles to keep them slim - a sign of beauty - complete their attire. Every woman usually has a black line painted from forehead to nose tip and often red-painted cheeks. She wears a red and yellow headdress called "musue" which she covers her face with when she feels shy. The men's dress is western-influenced, sometimes with dark felt hats.

The Kuna's main handicraft attraction is the mola, sewn by women. The mola can be described as a reverse applique for which they use several layers of colored cotton fabrics basted together. The Kuna cut through the layers, creating original designs, neatly turning the edges under and sewing them to lower layers to make visible only the required colors. The design and the quality of its sewing are key factors in buying a mola. Some molas have complicated geometric designs similar to the original body painting of past centuries. Most molas, however, reflect events in Kuna life and portray animals, birds, fish and frogs. Today you can even find motives from modern life outside San Blas. The front and back panels of the molas have become a popular souvenir of primitive art and most visitors to San Blas are tempted to purchase some molas. See Appendix Bibliography for literature about molas.

Kuna Yala has its own language but most of them also speak Spanish, learned at school. See the small Kuna Dictionary at the end of this chapter, if you would like to communicate a little with them in their own language.

### San Blas Etiquette

The San Blas people are used to sailing and trading vessels visiting their islands for many years and are quite friendly towards strangers, providing the strangers follow the unwritten rules of the territory.

When entering a village, strangers should first go to the Congress House and introduce themselves to the "Saila", the chief, or to one of his secondary chiefs, for the traditional approval to visit the village. It is customary to give a small gift.

On some islands a Kuna will come and present an "official" request for \$5 as a gift/fee to the village.

The San Blas islanders live an idyllic life. The crime rate is unbelievably low, due to religious and traditional beliefs, so there are no jails. Furthermore, the islanders live so close to one another that they take a keen interest in watching everyone else and their movements about the village, especially those of the strangers. However, don't give their youngsters a temptation by leaving items like snorkeling equipment openly on deck.

There are also a few rules of the territory to bear in mind:

Never, but NEVER, help yourself to coconuts, even though you may see some lying on the ground on an uninhabited island. Coconuts are the mainstay of economic life on these islands and ALL of them should be purchased. Stealing a coconut is considered as bad as stealing a horse in the Old West.

Do not enter a village which has red flags flying or posted at the dock or you will be subject to a heavy fine. The village is undergoing a traditional ritual, which may last several days.

Taking a photo of a Kuna requires her/his permission, which usually involves a small fee. They have a traditionally negative superstition about being photographed, so be discreet with your camera.

### Entry procedures

If you are coming in from a country in the Caribbean, e.g. Colombia, you will preferably have attained a Zarpe to Colon with "puntas intermedias". In most villages the local police will just check your passport and sometimes boat registration document and make a note of it. There is no fee to pay for that.

In Porvenir, however, which is an entry point, the police may charge you full entry fee to San Blas of \$30. It has happened that they also have gone out to nearby Chichimé to collect fees.

Most boats bypass Porvenir and check in first when arriving in Colon.

If you are coming from Colon you should stop in Porvenir to show your previous clearance and a crew list.

### Charts

The San Blas coast E of 78W is inadequately charted both as to scale and coverage. The coastline E of 78.09W is taken from a small-scale Spanish chart of 1817. No real chart is available E of Punta Brava. However, in this guide you will find updated chartlets for the coast from Snug Harbour to Anachucuna, close to the Colombian border, which are based on chartlets in an article by Tom Zydler for Cruising World. You may obtain your own copy of his chartlets by sending \$15 to: San Blas Chartlets, Cruising World, 5 John Clark Rd., Newport, RI 02840, USA. Also several islands in the gulf of San Blas have been charted by Capt. Kit S. Kapp. His three charts, KSK-6, KSK-7 and KSK-8 may be available from K. S. Kapp Publications, Box 64, Osprey, FL 33559, USA

Charts available in stores today are:

DMA 26060	scale 1:300,000	Puerto Cristóbal to Cabo Tiburón
DMA 26042	scale 1:48,260	Bahía Concepción to Punta Brava
DMA 26063	scale 1:48,640	Punta San Blas to Bahía Concepción
DMA 26065	scale 1:75,000	Cayos Chichimé to Punta Rincon
and	scale 1:35,000	Approach to Golfo de San Blas
DMA 26066	scale 1:75,000	Approach to Cristóbal
DMA 26068	scale 1:15,000	Puerto Cristóbal

### Winds - Weather

The whole area is well clear of the usual hurricane paths.

Prevailing wind is northerly, which can be fresh during the months of December to March. During the rainy season, June to November the wind is usually weak, except during heavy rain squalls, which can give strong winds for short periods.

Close to the mainland, especially during the rainy season, the water is murky. Inside the reef the water is smooth but anchorages outside reef areas are mostly subject to swell. Heavy showers can give wind from S to SE so sometimes you will need a second anchor to avoid being blown aground. Also during the night a common mountain wind from S to SE can justify a second anchor.

The Northers with winds up to 40 knots, which occur from October to April in West Caribbean, will normally not reach San Blas.

Fog is rare and normally of short duration.

The tide range is within one foot and is of little consideration.

### General advice and tips

Plan your trip so as to sail after 8 AM and before 4 PM where you pass areas with coral heads, reefs and shallow spots. If the sun will be in your face plan to sail closer to noon. A pair of Polaroid sunglasses will make it easier to recognize the dangers.

Do not anchor too close to mangroves or you will have a lot of mosquitos to fight. Malaria should not be present anymore in Panama except maybe in jungle areas. However, there have been some cases of dengue fever and it is advisable that you protect yourself from mosquito bites.

Bring some gifts (regalos) to give to the sailas and other Kunas. Cigarettes, coffee, sugar and powdered milk are most popular, but magazines, fishing hooks, lipstick, nailpolish and children's clothes/shoes will also be welcomed. Also bring small change in dollars. Kunas will sell you molas, shells, lobsters, crabs, fruit and bread and seldom have change.

Be selective about letting the Kunas aboard your yacht. We have seen boats with 50 Kunas aboard!

Do not be irritated to have cayucos (canoes) visiting you all the time and Kunas peeping in through your portholes. They are very curious and social. Just tell them politely that you like to be alone.

**Obaldía**

Chart DMA 26060

Anchorage position

Chartlet 08° 41.0' N / 77° 24.2' W      GPS

(From Cruising Guide to the Caribbean by Hart/Stone)

"A miserable anchorage at best, but an unavoidable one because it is an obligatory port of entry for those who intend to cruise the San Blas en route to Cristóbal.

After spotting the few roofs camouflaged among the palms, approach the anchorage in range SE towards the beach S of town in order to avoid the reef that juts out westerly from the offices of the Port Captain and the Guardia. Feel your way in among the several schooner-rigged goletas that are usually anchored in the best spots. The sand-mud bottom at 4 fathoms provides reasonable holding, but it is advisable to use two anchors to reduce the risk of dragging on a short scope in the heavy swells.

The ideal mooring position is closer to the beach in 3 fathoms, just S of the town-creek mouth, where the roll is less. The cove appears wide open, but is used throughout the winter by the local coasters, which must come here for clearance. The winter rollers are tremendous and would make anchoring impossible, except for the fact that the wind is generally light in the roadstead.

Put up your Q and Panamanian courtesy flags and wait to be boarded by the port officials - but don't expect any action on Sundays or holidays. Obtain if you can a stamped endorsement of your zarpe signifying approval of entry into the Republic of Panama, thereby postponing the formality of a cruising permit until you reach Cristóbal/Colon."

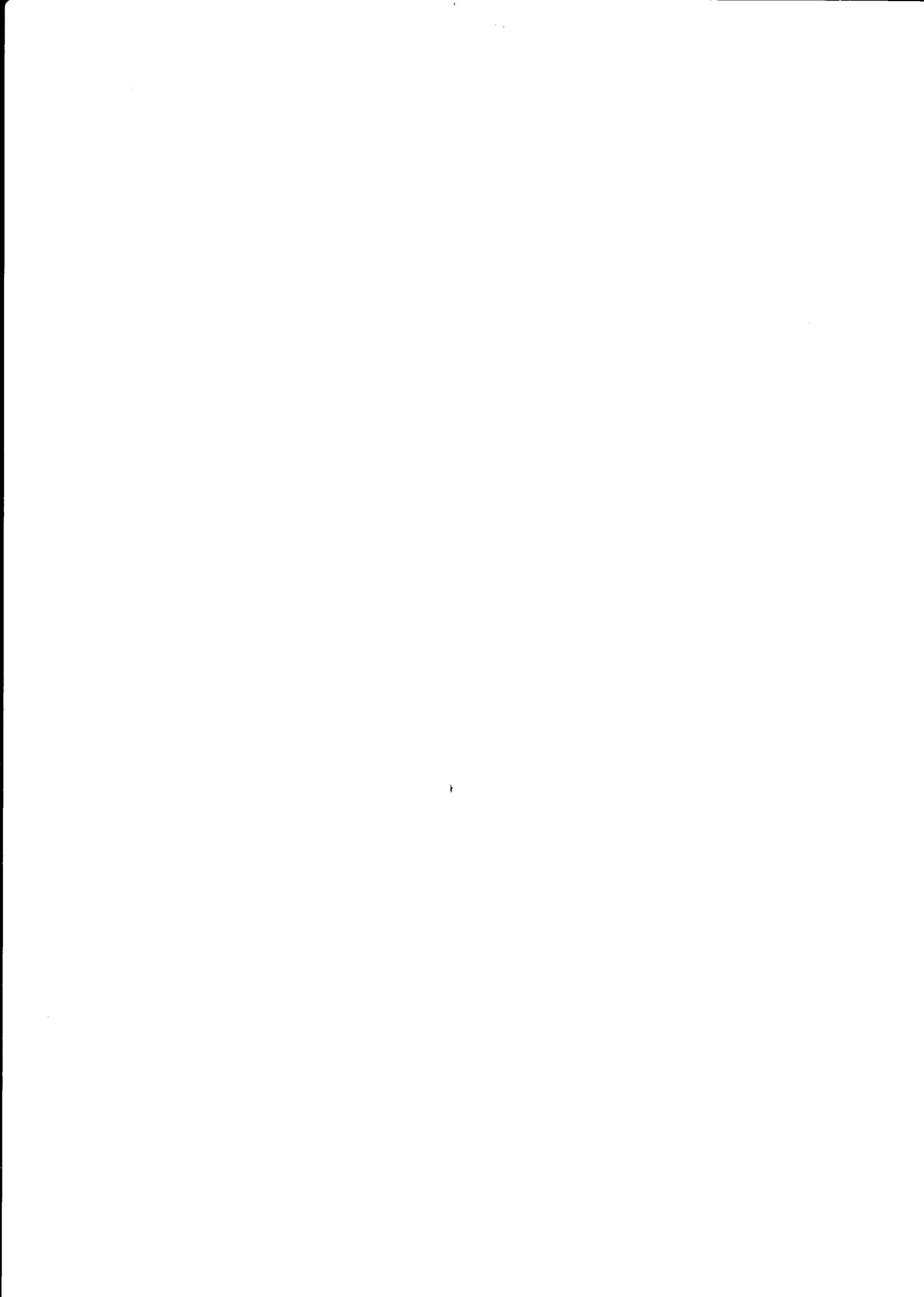
(From Publ. 148 Sailing Directions)

"Puerto Obaldía, a small cove in which there is a village, lies about 4 miles W of Cabo Tiburon. The intervening coast is rather steep-to and rocky with steep heavily wooded hills rising inland. A prominent rock lies about 1 mile N of the E entrance point to the cove."

ALIMENTATION DE BASE: Rio Sidia, tigre et surtout NARGANA

POUR EXPEDITION de PANAMA: Velouique 226 8565 ou 687 8521  
BERNARD CHEMIER 226 2005 ou 674 8860  
Jean Claude CUISAN 226 2005

Mouillage le plus abrité: Nargana et diablo à 2 pas de l'ancrage.



**Puerto Perme/Anachucuna Village**

Chartlet nr. 1

Anchorage position

Chartlet 08° 43.5' N/ 077° 33.0' W GPS

May - November, in light winds possible to anchor off small beach at NE corner of Anachucuna Village.

Complete protection in small bay of Puerto Perme. Approach at 270 deg. on rusted remains of a dock. Favor the S side on entering.

Anchor in the middle in 35 feet. Shallow reefs fringe the edges of this basin. Larger yachts may need one anchor to N and another anchor to S to limit swinging radius.

Gnats a pest on windless nights.

Another anchorage in open bight to the south of village. Approach with caution, many reefs.

Anachucuna is beautiful with a rain forest full of wildlife.

December - January when in season of northerlies, don't anchor unless familiar with area.

**Carreto**

Chartlet nr. 1

Anchorage position

Chartlet 08° 47.0' N/ 077° 34.5' W GPS

On leaving Puerto Perme give a wide berth to shoals close to the north.

From Kwipkan sukun Muru on to Punta Carreto the water is deep.

Carreto Bay is deep, tends to be roly.

Comfortable anchorage off small beach in NW corner, where there is good holding in sand and silt in 3 fathoms 100 yards from shore.

Village is busy and large.

River is full of bathing and laundering Kuna's.

Get approval from the Salla before visiting village, river and the cemetery.

Cemetery behind and above village has spectacular view of coast.

Beach invites beachcombing.

Depending on season (winter?) strong winds can make anchorage worse than uncomfortable.

In 1510 Nuñez de Balboa here befriended the Indian chief Carreta and took his daughter for a wife.

Looking SW from the anchorage you will observe a low section of the Darien mountain range. This is Carreto Pass which Balboa traversed on his memorable expedition to discover the Pacific Ocean in 1513.

Las Islas  
NR. 2

Waisatupu

(18)

CARRETO

50

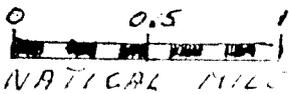
Pico de Carreto

520

430

Kwipkan Sukon Hurru

08.45 N



Puerto Perse

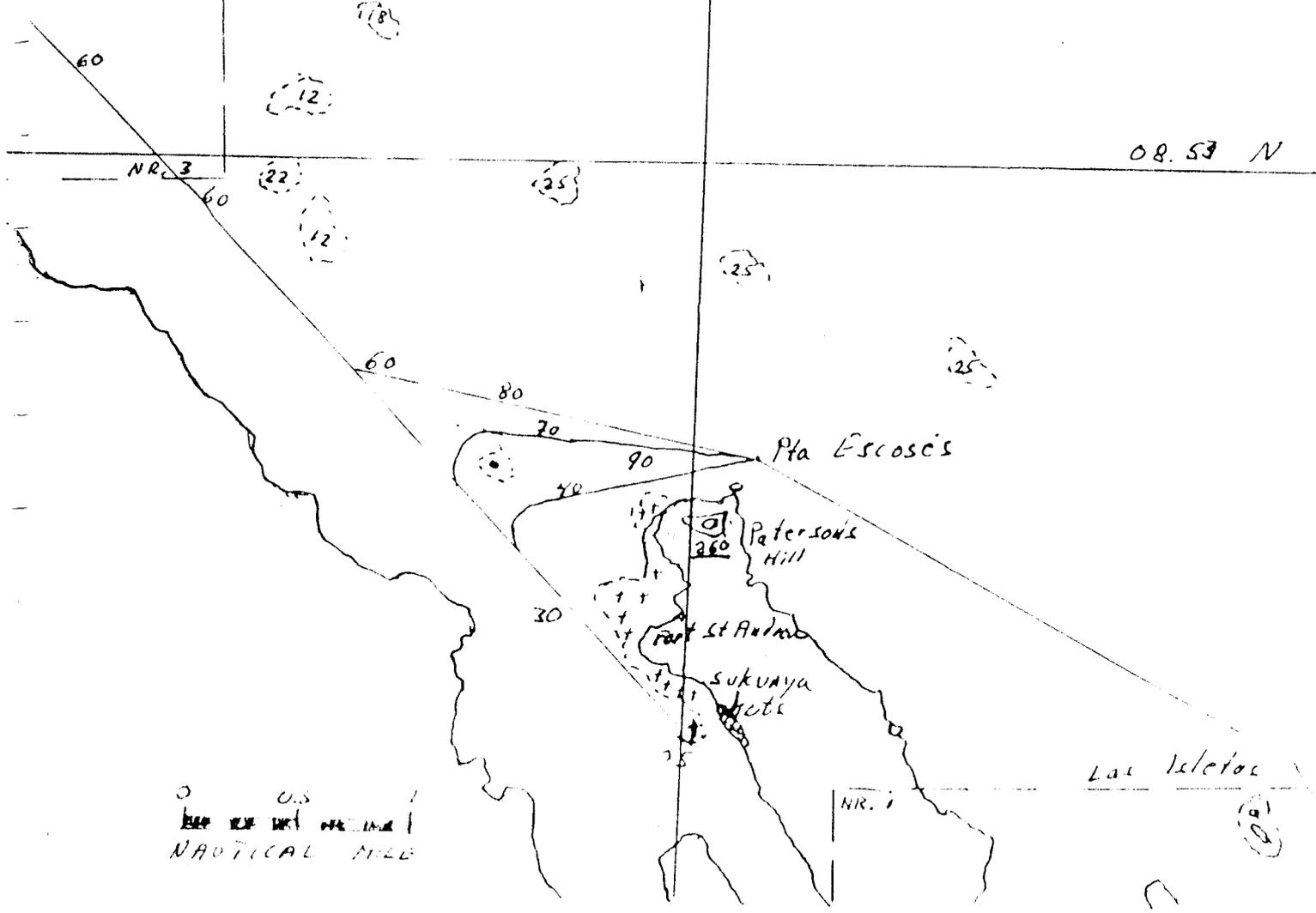
ANACHUCUNA  
VILLAGE

077.34 W

07.58 W

08.53 N

Suletupu



U.S. NAUTICAL CHART  
 OFFICE OF NAUTICAL CHARTS  
 WASHINGTON, D.C.

La Isletas

**Caledonia/Suletupu (Isla de Oro)**

Chartlet nr. 3

Anchorage position

Chartlet 08° 53.5' N / 077° 41.5' W

GPS

From Escosés it is a straightforward sail in deep water to the village of Caledonia. To the west of the large island of Suletupu (Isla de Oro) there is a maze of mangrove islands with a good anchorage indicated on the chartlet. It is too deep to anchor off the pier in Caledonia; however, there is an 18-foot patch west-northwest of the dock with good holding bottom. Off the northwest tip of the village there is an extensive area between eight and six feet deep.

One yacht paid \$5 for permission to enter rivers and \$5 for a boy to watch boats. Napakanti river is very interesting - the favorite - need to get "blessing" from the Saila.

Aglatomate river about 1 mile to the SE has clearer water but quickly shoals.

Caledonia village is very friendly.

Few molas for sale.

One boat called on "hot seat" for not paying to visit rivers.

Minor thievery here - even with fee to watch boats.

Traditional Kuna cemetery across the village on the mainland.

**Mula Tupu**

Chartlet nr. 3

Anchorage position

Chartlet 08° 57.0' N / 077° 45.0' W

GPS

When leaving Caledonia keep the edge of shallow water close to starboard. It is then easy to stay in 20 or more feet until reaching the bar of 11 feet between Aspantupu and Nianeka. The villages of Kuba and Twuala farther north are small, crowded and rather unattractive. From abeam of Soskantupu Murru a yacht must keep an alert watch for several coral patches. The water here is none too clear and a good lookout is essential. The two reefs just north of Mula Tupu are, on the other hand, very shallow and relatively easy to spot. By going between them it is easy to reach the anchorage off the town docks.

Mula Tupu is a very large and crowded (about 3000 people) village.

Friendly with multitudes of children.

**Puerto Escosés**

Chartlet nr. 2

Anchorage position

Chartlet 08° 50.0' N / 077° 38.5' W      GPS

It is vital to locate Roca Escosés, a tiny 3 foot high rock usually encircled by breaking water. After passing it on either side, course to SE leads into a reasonable quiet anchorage in 4 fathoms deep SE of Fort Andrews and off a group of huts called Sukunya. It is a temporary home for the commuters from the village of Mula Tupu who come here to work farms. Foreigners need permission from the Saila of Mula Tupu to spend more than one night here.

In the Kuna Village of Sukunya remnants have been found of the moat built by Scottish colonials in 1699 under the direction of William Patterson, financial wizard and cofounder of the Bank of England. The Scots started to build a fort and housing in 1680, after they had been received by Andres, a Kuna chief. Shortly after that the Spaniards tried to defend what they believed was their land but were defeated by the Scots, commanded by Captain Montgomery. However, after nine months the Scots sailed back to Europe. Bad organization, tropical diseases and no support from England had discouraged all of them. But memories of the warm welcome of the Kuna and the victory over the Spaniards made them come back in 1699 to find everything invaded by the jungle. The Spaniards had now got reinforcements from Peru and Ecuador to throw them out. After the third attempt they succeeded. In 1700 peace was signed and the Spaniards took over Fort Andres with all its weaponry. The Scottish expedition was over and had cost almost 2000 lives.

## Isla de Pinos (Tupak)

Chartlet nr. 3 and 4 Chart DMA 26060

Anchorage position:

Chartlet 09° 00.2' N / 077° 45.8' W      GPS 09° 00.0' N / 077° 45.6' W

One of the best landfalls on the coast. The island resembles a whale when approaching from the E. Tupak in Kuna means whale.

Approach the island from SE and come in on point Manimulu, the low SW point of Tupak. Hart/Stone warns for a submerged rock, difficult to detect, ½-mile S of the SE point.

A peaceful and enchanting anchorage in the bay just NW of Manimulu, a small settlement of huts just inside the point. Anchor in 10 feet in sand and grass.

Visit the Sails in Tupak village, one mile to the north.

Very friendly people here.

Tupak has a store with some basic food. Cold beer available.

Bread can be bought in some houses.

Nice molas, ask for Florentina

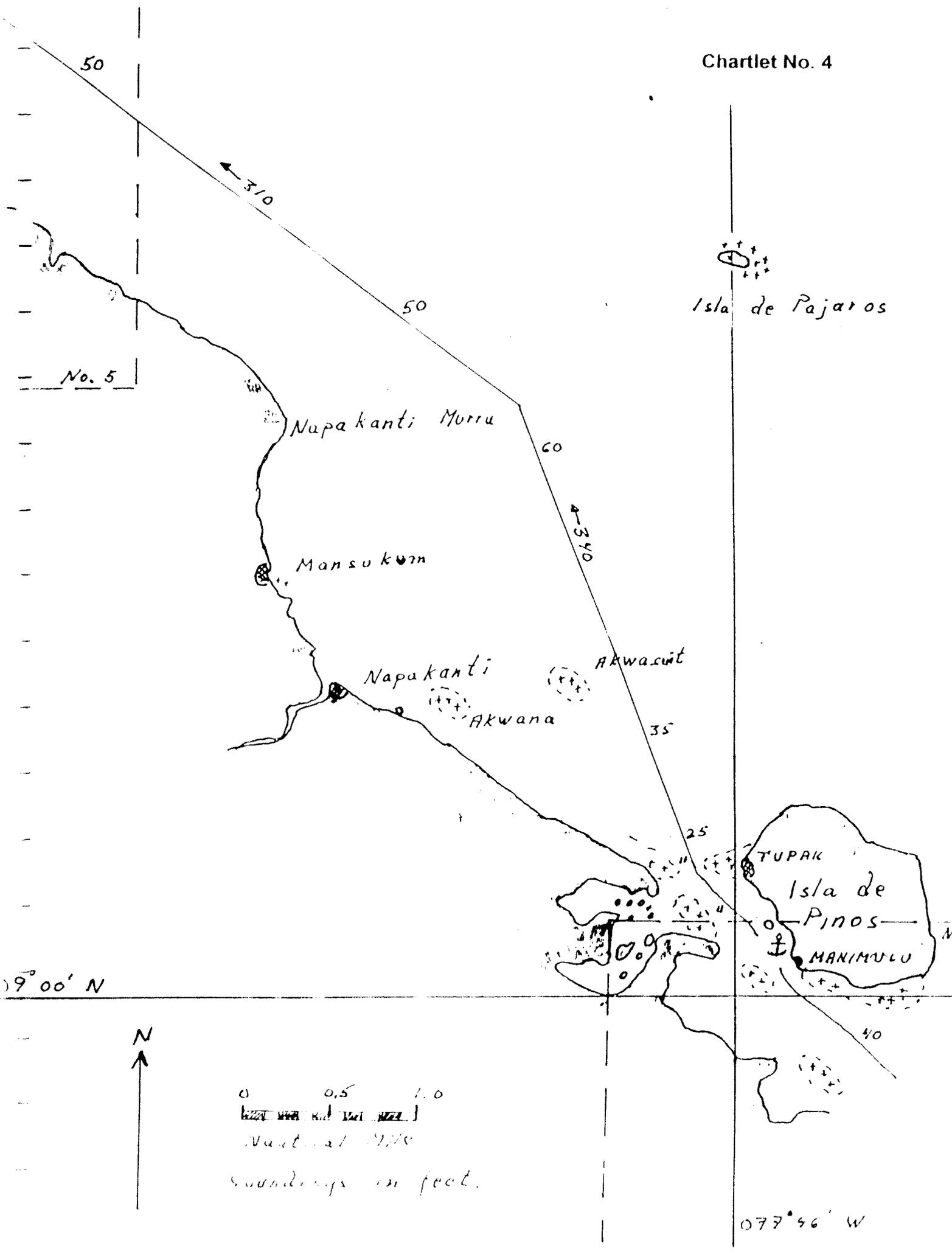
Horatio Martinez, who speaks English, can take you on a tour around the island.

About 3 hours nice walk with many children in company.

Cesar Jones, chief of police, will check your passport and his young, lovely wife Lea, who speaks Spanish, will sell you molas also.

An 11 foot deep channel between the reefs to the north allows an easy exit. The reef that extends from Isla Pinos is very shallow and easily discernible. We sailed out at about a distance of 50 yards from it and read 11 feet.

This anchorage was used by Sir Francis Drake, in 1572, when he lay here to stage his surprise attack on the Spanish gold port of Nombre de Dios. He called the anchorage "Port Plentie" and noted that it was a fine watering place with an abundance of pines for making ship repairs. Later, privateers Basil Ringnose and John Esquemeling wrote in their journals that the best landfall when sailing for the coast of Darien was to sight the Isle of Pinos and lie in peaceful haven there.



50

← 310

50

Isla de Pajaros

No. 5

Napa kanti Murru

60

Mansukum

← 340

Napa kanti

AKwasut

AKwana

35

25

TUPAK

Isla de Pinos

MANIMULU

09°00' N



0 0.5 1.0  
 [Scale bar with hachures]  
 Sounding in feet.

077°46' W



## Ustupu

Chartlet nr. (4 and) 5 Chart DMA 26060

Anchorage position

Chartlet 09° 07.4' N / 077° 55.8' W      GPS 09° 07.8' N / 077° 55.7' W

After passing into deep water from Isla Pinos, the route leads in safe depths all the way to Isla Mosquito. Isla de Pajaros to the north is a good landmark and incidentally a very good diving spot in calm months. Closer to the west are the shoals of Akwasuit, nearly always breaking. Farther on the mainland one can see two villages fronted by reefs. Mansukum even has a dock for the trading boats, but the approach between the reefs is quite daunting and the villages unattractive.

Soon after passing Napakanti Murru, northbound yachts will see breakers on several extensive areas of shoals. Leaving them all well to starboard will shape the course in deep water close to Isla Mosquito. From there, one can head for the village of Ustupu taking care to pass a safe distance to the north of the breakers of Ukup Sibú. The depths will vary between 40 and 25 feet from that point on; steer for the prominent white steepled church. We anchored off the dock in Ustupu in 15 feet of water. Good holding in mud.

Very friendly village, 3000 inhabitants (lots of children)

2 airstrips, small hospital, church, school, small jewelry

Stores with fresh bread and basic food, also serving inexpensive lunch.

Good water from pipe from mainland. Fine molasses

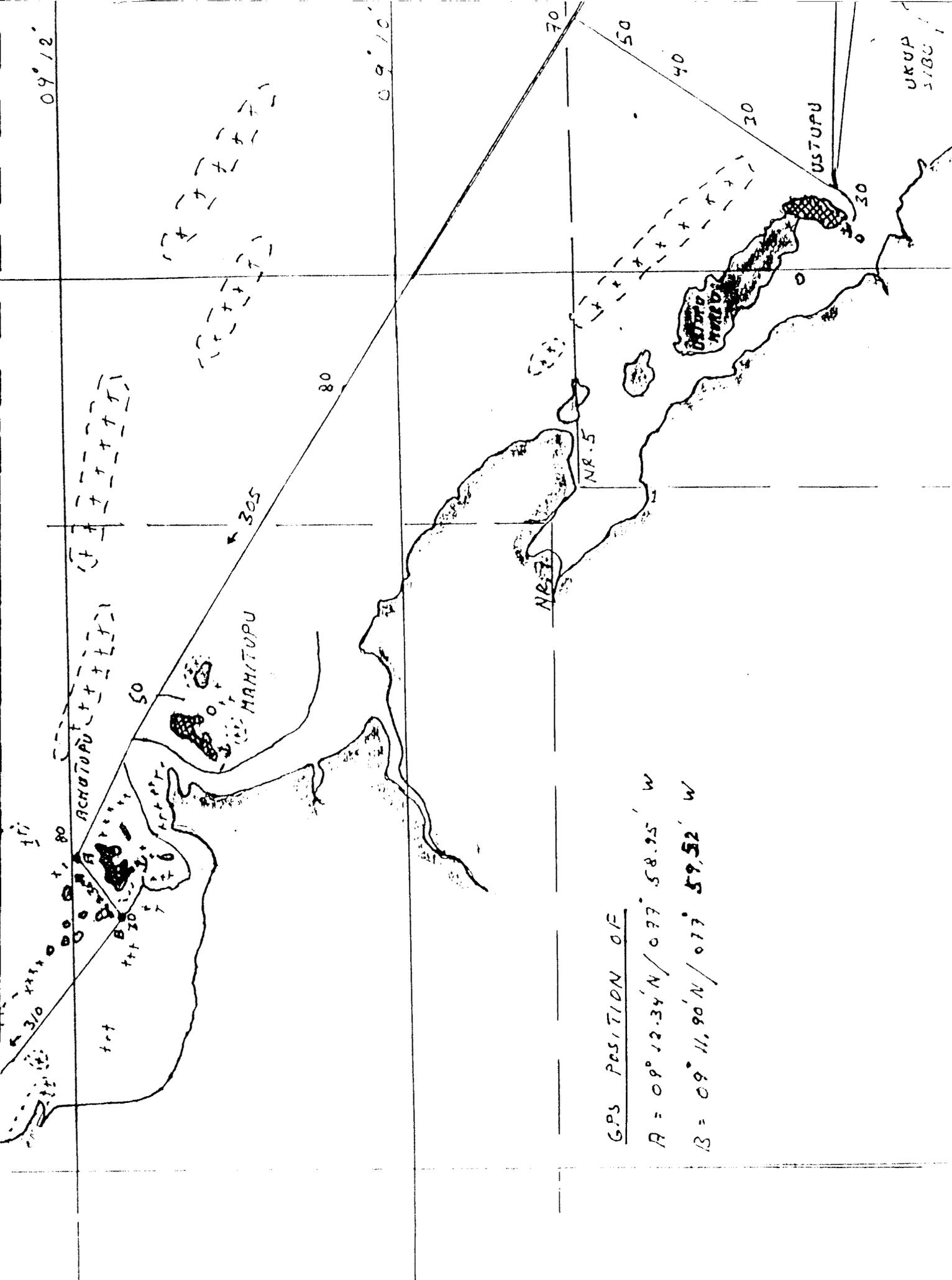
Two interesting rivers to explore by dinghy

Met 2 young men that had been visiting Scandinavia in a dance troop!

3 girls collected \$5 as contribution.

Friendly police checked passports and boat papers. No fee.

The Colombian and Kuna trading boats use the route inside Ustupu Murru, but the track to the northeast, that joins the main route to the northwest is recommended.



GPS POSITION OF

A =  $09^{\circ}12.34'N / 077^{\circ}58.95'W$

B =  $09^{\circ}11.90'N / 077^{\circ}59.52'W$

**Achutupu/Mamitupu**

Chartlet nr. 6 Chart DMA 26060

Anchorage position:

Chartlet 09° 11.7' N / 077° 59.8' W      GPS

Proceeding northwest from Ustupu the deep channel north of Mamitupu becomes narrower. Sailing fast in high swell conditions with booming breakers to starboard and breaking shoals to port makes the blood flow considerably faster. On reaching the point just north of Achutupu, it is necessary to make a turn to 235 degr. and follow this very deep channel into sheltered waters.

See chartlet nr. 6 for GPS positions of turning points A and B.

Skirting the shoals extending from the west tip of Achutupu, it is possible to arrive at the anchorage off the town dock or to turn south earlier and anchor between two reefs; two anchors are recommended to limit swinging. The waters here are again pretty opaque but the tips of the reefs stand out in good light

Achutupu is a very clean, traditional village with a lot of canoe building in progress. The drinking water supply is quite distant and the women here have become expert sailors in their daily trips to the river. From Achutupu it is an easy dinghy ride by the inner route to Mamitupu. In a very light and moderate sea a yacht can sail this way too. Mamitupu is named En Cuero (bare skinned) among the traders as it reputedly was the last village to adopt full clothing.

Lots of molas, boys in cayucos visit.

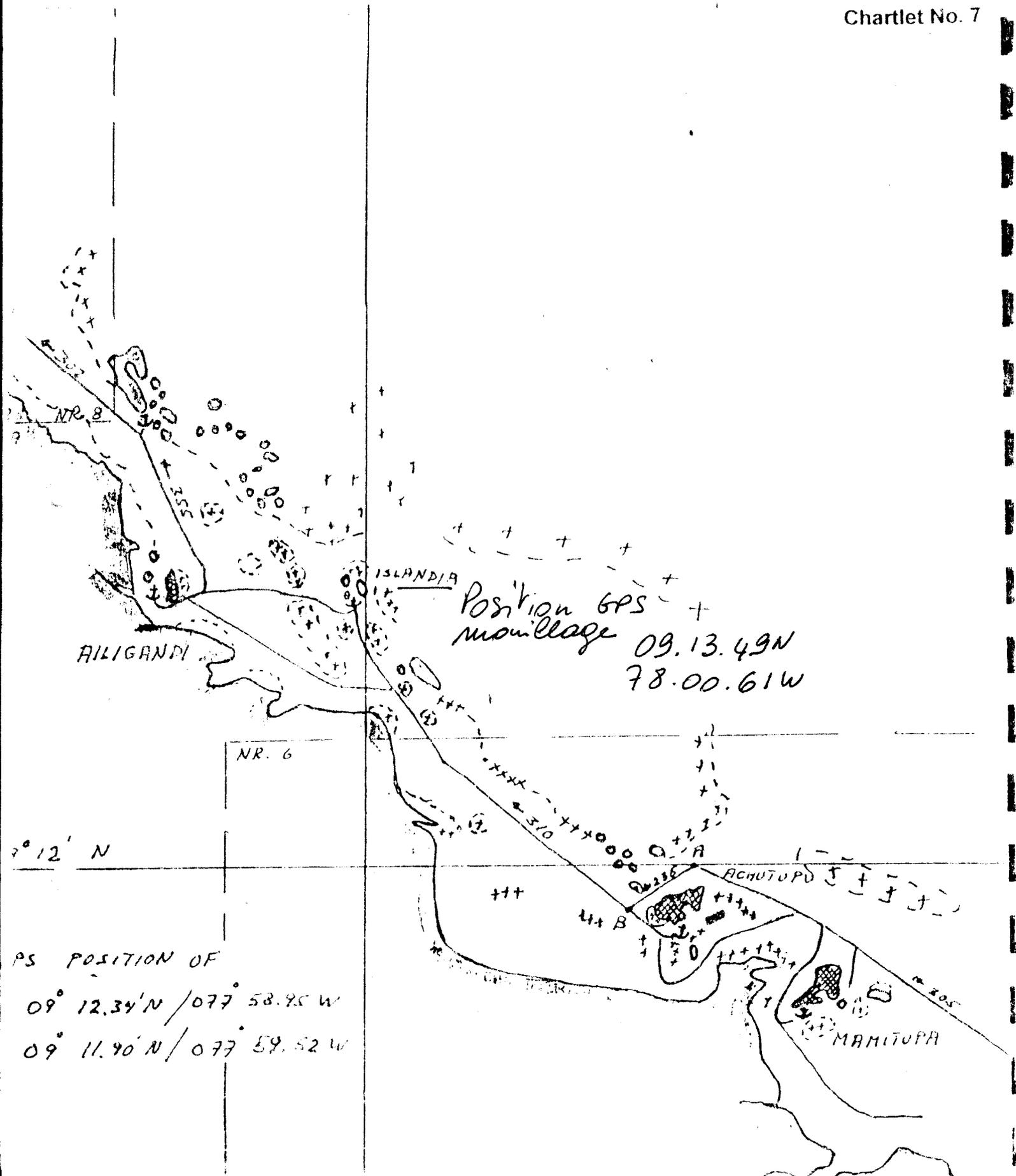
Reports from other boats:

Two diesel cans stolen off the deck.

Very aggressive women ashore

Policeman here warned a boat that the boys steal and bang boats - no real way to stop them.

Traded sheets and towels for lower priced molas.



**Islandia / Ailigandi**

Chartlet nr. 7 and DMA 26060

Anchorage position Islandia:

Chartlet 09° 13.5' N / 078° 01.1' W      GPS 09° 13.5' N / 078° 00.6' W

Anchorage position Ailigandi:

Chartlet 09° 13.6' N / 078° 01.9' W      GPS

The route from Achutupu to Islandia and Ailigandi is completely sheltered by reefs. Weaving the way among coral heads requires unflagging attention, but it is only a couple of miles to Islandia. You must navigate by eyesight all the way from Achutupu to Punta Brava. There are numerous uncharted reefs in this area so pick your way between the reefs

Islandia is an idyllic spot at three small islets, now all uninhabited.

Said to have been the home to Johnny Golf, WWII pilot, worked for Al Capone. Moved 1994, at age 92, to Ailigandi.

When windy it is rather rolly in spite of outer reefs.

Many cayucos with mola-selling women visited us.

A mile farther on is Ailigandi. This village boasts a good clinic with a large generator to run all the medical equipment. Despite this apparent modernity, life-size wooden statues, or urchus, carved for protection against plagues can be seen propped against the huts here and there.

Can dinghy to this village from Islandia.

Chief ashore, who charges \$5.

Good molas here - bargain

Traditional village, friendly

Small hotel/restaurant, La Palmera,

Several stores with limited supplies

Landing strip.

Interesting visits to library and "Casa Cultura" (a small museum)

**Mono Village (San Ignacio de Tupile)**

Chartlet nr. 8 DMA 26042

Anchorage position:

Chartlet 09° 14.7' N / 078° 02.4' W      GPS

From Punta Brava a straightforward channel leads inside the outer - breaking shoals until arrival in the lee of Accuasir. Of the two routes shown, the northerly is less complicated. The island Suledup has 5 Palmtrees, and thus is easy to identify.

The southerly course leads one sooner into smooth water, although it involves dodging numerous reefs. Markers point out the edges of some of them, but plastic containers on sticks do not make very durable aids to navigation.

The anchorage off the village of Tupile is very deep. Depths just over 30 feet can be found close to the southwest corner of the village.

It is advisable to avoid inviting people aboard here as they tend to visit in overwhelming numbers. We counted 50 persons aboard during one stay here.

On new charts Mono Village is named San Ignacio de Tupile

MR. 7

302 30

298

50

30

80

30

18

10

30

70

285

80

75

30

ACCURASIR

PITGANDI

CAYO MOND

IRANDU

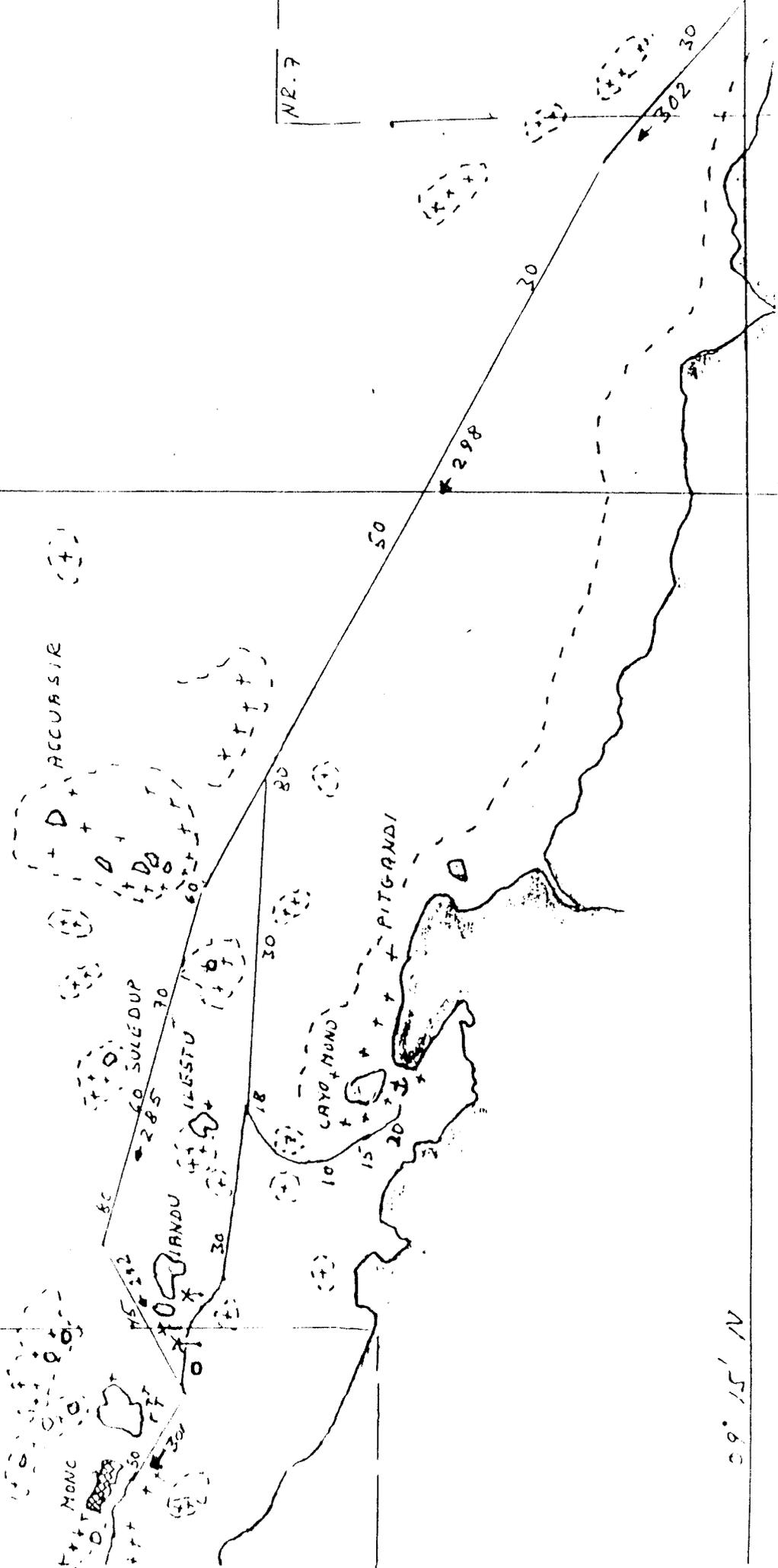
SULEDUP

LESTU

MONC

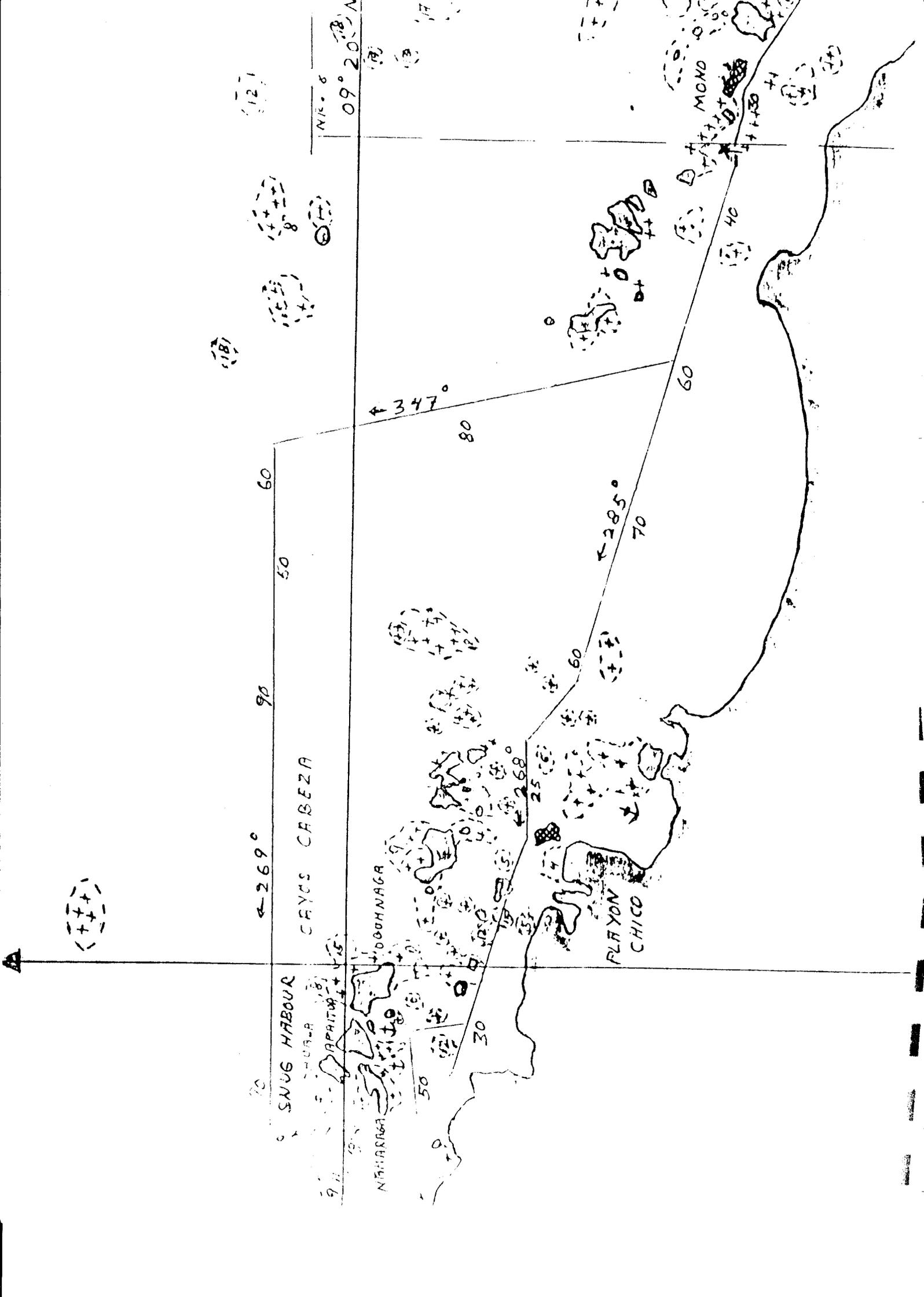
RWASH

N 51.65



(15)  
SE  
(8)

(13)  
(17)



**Playon Chico / Snug Harbour**

Chartlet nr. 9 and DMA 26042

Anchorage position:

Playon Chico 09° 18.6' N / 078° 14.4' W GPS

Snug Harbour 09° 19.1' N / 78° 14.6' W GPS

From Tupile to Playon Chico it is possible to take the inner route. Good light is essential to see the numerous shoals at the eastern approaches to Playon Chico. In a strong wind and swell it is safer to sail outside as shown; on the other hand, while heading east from Playon Chico the breaking shoals are highly visible. Once inside Cayos Cabeza there are many possible anchorages. Our favorite is on the south of Apaitup. Enter from the south between a reef connected to a small coconut island and a reef running west.

Reports from other boats:

Playon Chico:

One writer followed cayuco around North and East side of island to anchorage at end of airstrip south of village

Pesky boys who will not leave

\$5 wanted for anchorage and protection. After discussion and pack of cigarettes, fee waived

Few and poor molas

Things found missing from boats

Many people requesting gifts and money - frustrating - writer would not stop again.

Not much in the town

Jeweler, that makes fine jewelry, supposed to be there

Snug Harbour:

Watch for SE winds at night

First marked anchorage from the east - deep

Mosquitos?

Anchor in 28 - 36 feet

Take care when entering - reefs not where charted

One warning not to leave boat unattended

Village may require you to pay \$5

Good deep water along mainland, but maintain lookout, for shoals may be larger now.

One boat anchored between two small islets about a mile away - 40 feet to anchor in. Peaceful with 1 to 2 visitors.

Playon Chico about one mile east

## Tiger Island

Chart DMA 26042, 26063

Anchorage position: 09 26.2 N / 78 31.7 W      GPS 09 25.9 N / 078 31.4 W

When coming from SE watch out for the the large shoals 1.5 miles NNW of Culebra Rock, which is NOT INDICATED ON OLD CHARTS. The new chart shows the shoals as reef areas and Culebra Rock is now named Cayo Aguachichi.

Devil Cays (Cayos Diablo on new charts) anchorage on the S side of the group can be entered from the E and exited to the W.

Tiger Island's "18 ft channel" can also be entered from the E and carries deep water close to the S side of the village.

The best anchorage seems to be off the westernmost house on the island in 12 feet of water or off the airport's windsock. Two anchors are recommended as often the wind comes off the mountains at night and the yacht can swing ashore.

Very populated, clean and neat village

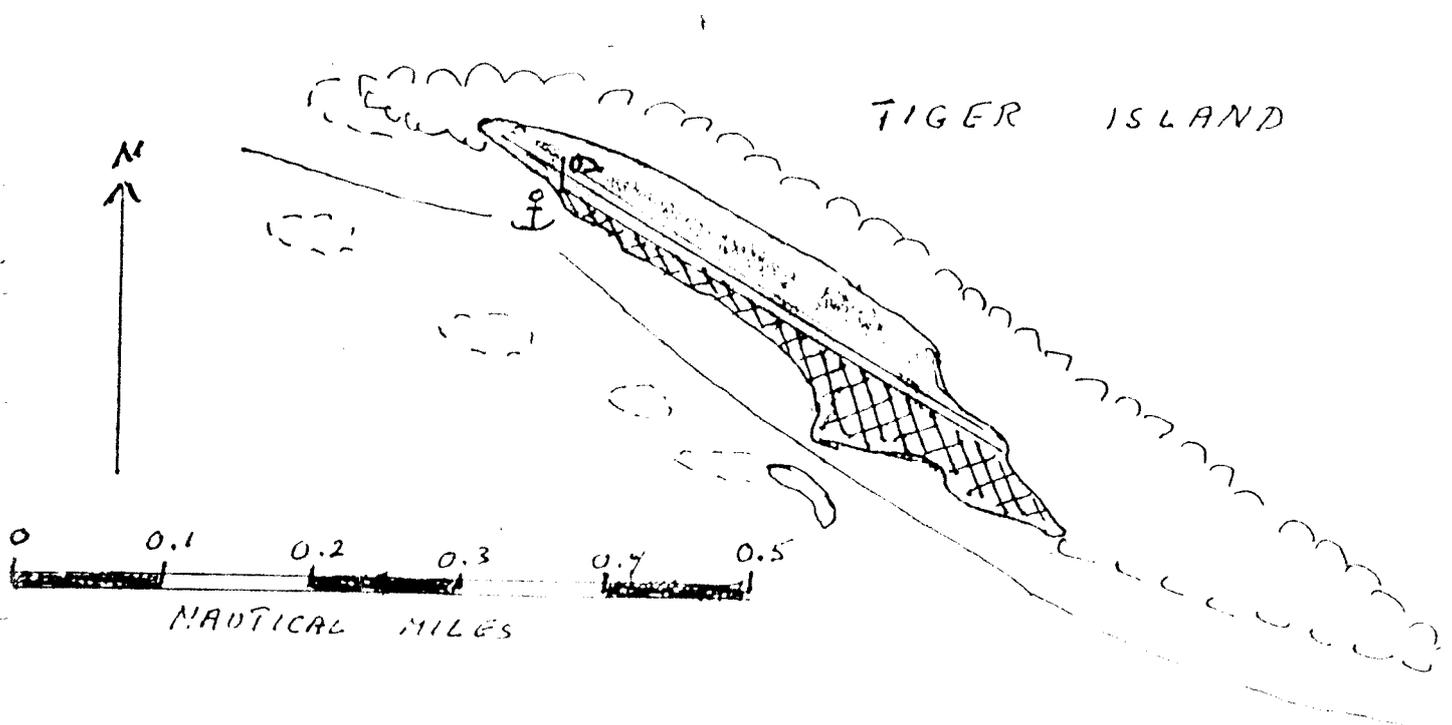
Plenty of molas, also beadworks for sale.

Jeweler Clemensis Alvarado makes Kuna breastplates and earrings.

Limited supplies in small store.

Medical clinic, church and schools.

Landing strip with daily flights to Panama City



### Green Island

Chart DMA 26063

Anchorage position: 09° 28.9' N / 078° 38.3' W

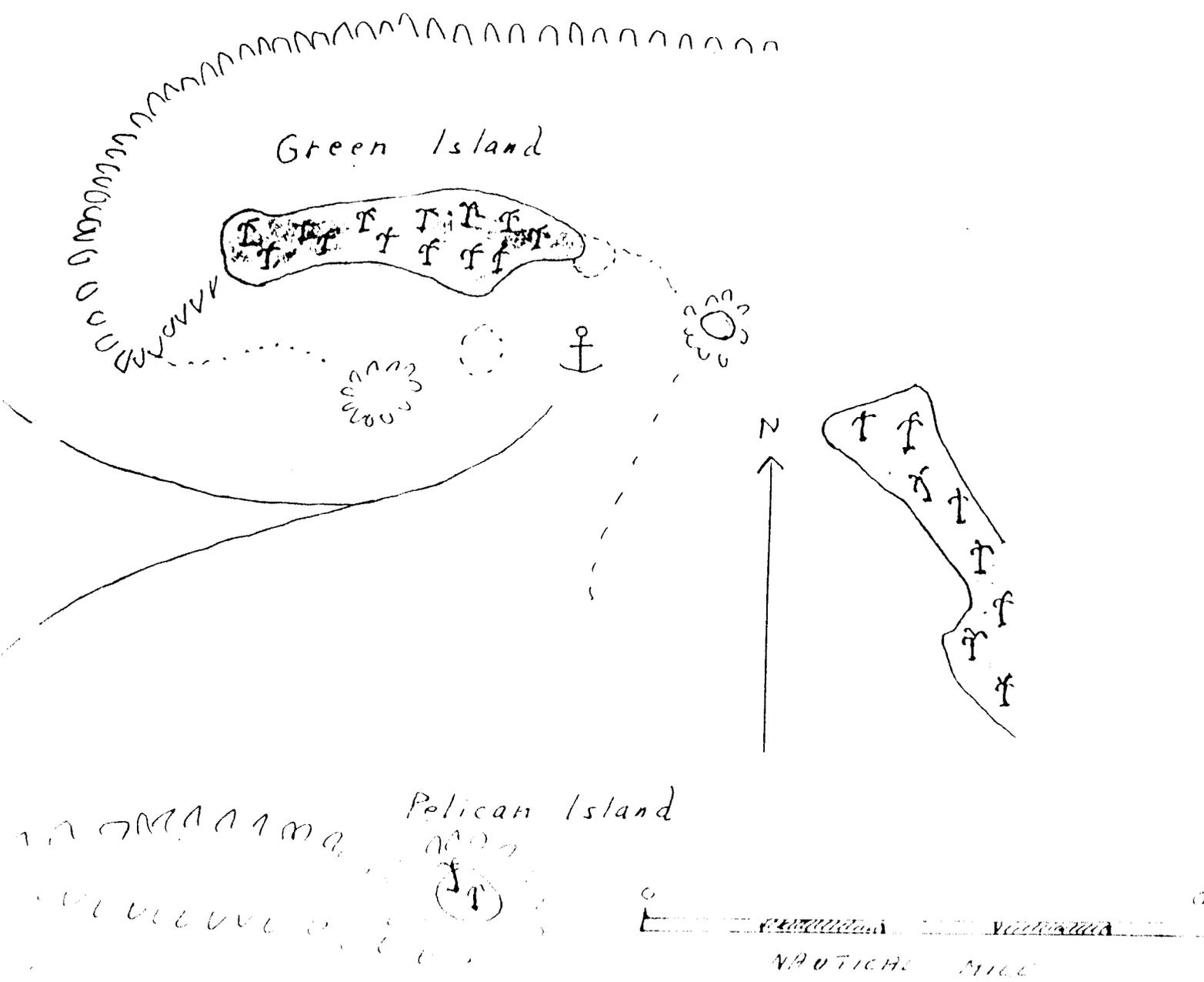
Peaceful, well protected anchorage just S of the E point of Green Island in 30 feet in sand. Good holding.

Enter the anchorage from SW between easily seen reefs. The chart is not very accurate here so see sketch below.

Fine snorkeling at small island (Pelican island) half a mile S and at reef at W end.

Nice walk around island

A few visits by cayucos.



## Rio Diablo Village (Narganá and Corazón de Jesús)

Chart DMA 26063

Anchorage position: 09 26.5 N / 78 35.3 W      GPS Same

A large Panamanian-styled village on two islands connected with a wooden bridge. The northern is Corazón de Jesús and the southern Narganá.

Best anchorage S of Narganá in 12 feet in mud. Enter from W and hold out from the reef extending SW more than obvious from the chart.

Also possible to anchor between the islands. Enter then from N. Follow the channel close to the E side of the village and anchor in 25 feet due E of the bridge.

Both places have good holding and no swell

Electricity in village.

Police station at SW corner of Narganá, where yachts are supposed to pay their respect.

Two landing strips. One at the police station and another at island just E, which has daily commercial air service to Panama City.

Several stores with limited supplies

Possible to buy cases of beer

Church and gymnasium

Very few molas

Possible to fill up with water at spigots - nominal fee 5 cents per jug.

Some reports of theft

Nice dinghy trip up the Diablo river, where you can bathe and do laundry where the river shallows up. Shallow bars at the delta may make it necessary to ask for correct routing

Cayucos from Azucar Village 2.5 NM WSW sell fruits and vegetables.

In 1920, Anna Coope, using fiery evangelistic tactics, was the first missionary to force the Bible upon this community. So great was her zeal that she brought about insurrections among the villagers, who objected to her teaching such new, non-Indian philosophy to their impressionable children.



*Sketch*

*barrier  
river (bar)  
may be*

*ground*

**Mangles channel islands**

Chart DMA 26063

Anchorage position 09° 28.0' N / 078° 42.4' W

Nice intermediate quiet anchorage - no village

Anchorage is on E side of channel behind a long, low unnamed island in 20 - 30 feet in sand

Fishermen come by on daily basis, but are not pushy

Several more good spots to anchor.

Nice lagoon between the most eastern islands. Enter from S between reefs.

## Ciedras Village and adjacent islands

Chart DMA 26063

Anchorage position 09° 27.1' N / 078° 50.2' W

Fairly straightforward entrance noting the reefs on the chart. Anchorage is deeper - 40 feet. We were off the village near the first pier.

Ciedras is a typical Kuna Village. You will be approached quickly by many cayucos, both paddle and sail. We had no problem when we told the women that we would come ashore to see their molas. We first looked up Mr. Robinson, who lives to the right of the first pier. He gave us a tour of the island and the next day his son-in-law took us on a tour of their cemetery on the mainland. The village was once two separate islands so they still have two separate chiefs, one for each end. Cold beer, bread and basics available.

Local police will check papers.

### Raton

09° 27.3' N / 078° 50.3' W

A smaller village 1/4 mile S of Ciedras. Unnamed on chart

You can dinghy from Ciedras

Home of male mola maker Diego Gomez with a not-to-miss fashion show.

Some of the nicest molas ever made but pricey, \$200 for the best - said he worked on them for a year. Now reported to be very ill.

### Maquina

Due west of Ciedras. Named "Village" on chart.

Home of another mola maker, Verona.

Worth a stop if mola shopping

Kunas from here will sometimes row/sail out to Gunboat Island with very nice molas.

### Gunboat Island

Anchorage position 09° 29.1' N / 078° 52.6' W

Anchorage in 18 feet just W of island (about 1/4 mile) between reefs in sand and coral.

Nice breeze, wind chop broken by reef.

Tiny island reefs visible on clear day

Strong E current on way here

**Moron Island and adjacent Island**

Chart DMA 26063

Anchorage position 09° 28 8' N / 078° 49.3' W

Anchor in sand in 18 feet.

Several families ashore who came out to sell molas.

Islands E of Moron Channel are unnamed on chart.

Lovely calm anchorage S of easternmost island.

Sand over coral, take care with setting hook.

Easiest entry from W between the most western cays - 12 foot depths

Good swimming.

One family on cay.

Islas Carti

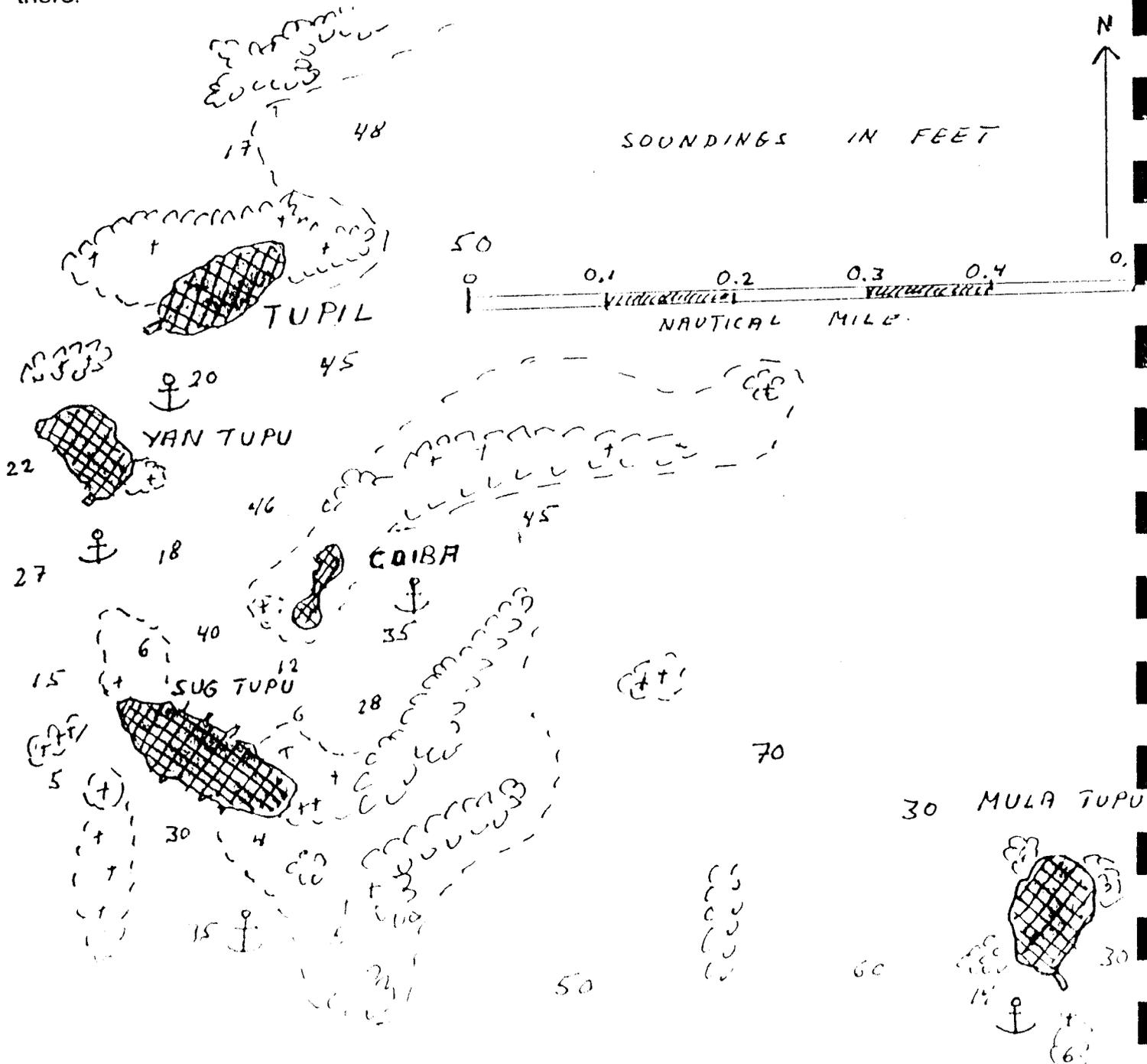
Chart DMA 26065, 26063

A group of 6 islands, all heavily inhabited with wall to wall huts and MANY canoes. Only Carti Tupil named on chart. The others are named from N Yan Tupu, Coiba, Sug Tupu and Tumatar Tupu. A bit to the east is also Mula Tupu. Islands are frequently visited by cruise ships.

You can anchor just S of Yan Tupu or in area between Yan Tupu and Carti Tupil in 15-20 feet in sand.

Also possible to anchor in the lee of Sug Tupu in about 20 feet.

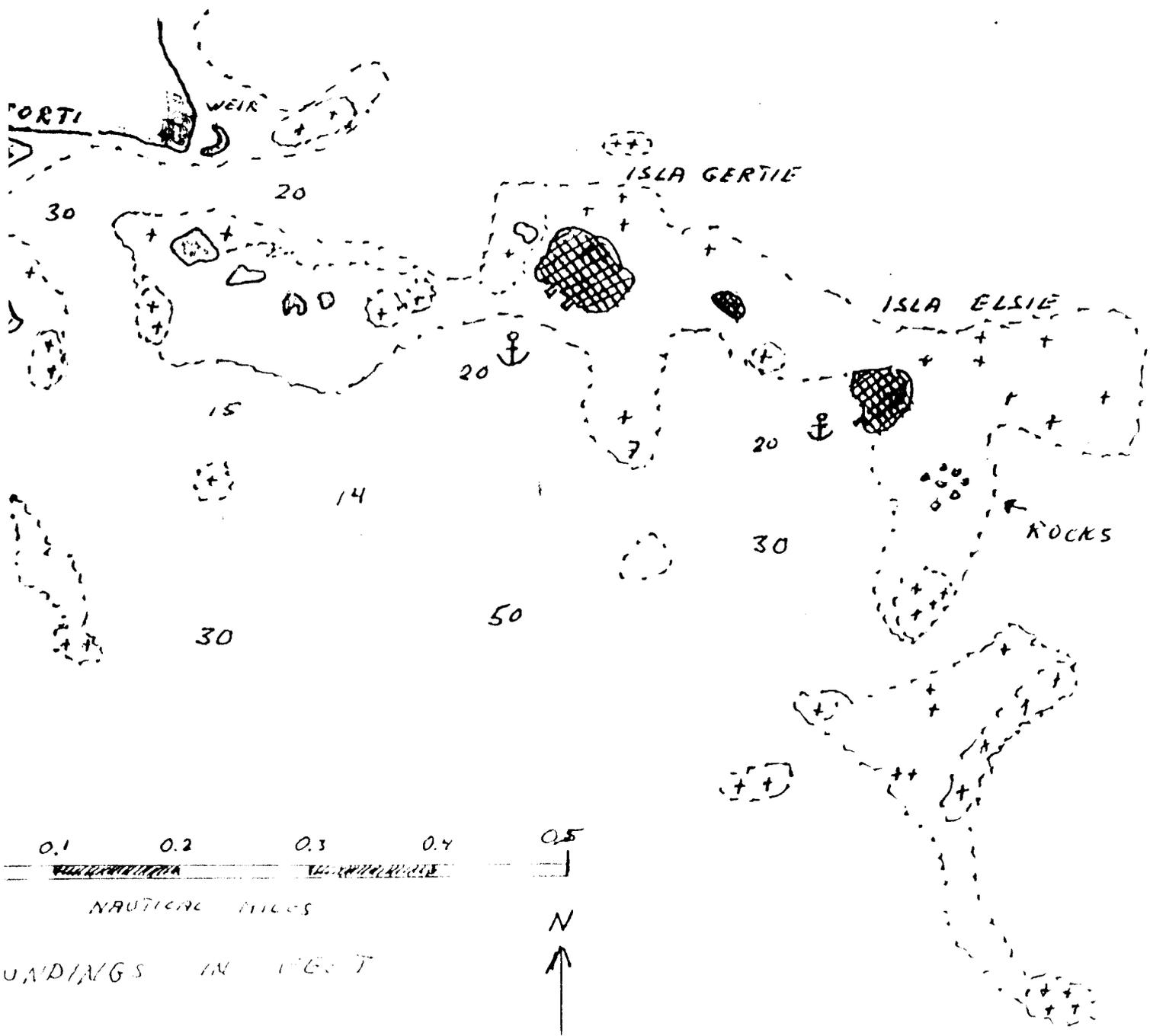
The lee side is also the side of most of the outhouses so beware the water quality there.



Isla Robeson

Chart DMA 26065

Approach from S and anchor just SW off Isla Gertie (Tupsuit Tumad) or just SW off Isla Elsie (Tupsuit Pipi) both in a depth of about 20 feet



## Holandes Cays

Chart DMA 26063

A spectacular and large reef with many anchorage possibilities. A very popular and much frequented reef with clear water and good snorkeling and diving areas. Avoid anchoring too close to the mangroves because of the no-see-ums.

### Tia Tupu or Robinson's island.

The island most to SE which also is inhabited by some families. Enter from S of Caobos Cay. The reefs on the port side are easily to see. Go between the two small islands on the starboard side or round the northernmost of them.

You can anchor W of Tia Tupu, or go around the reef and anchor SW of the larger island just north of Tia Tupu island. Keep a good look-out for the shallow reef areas shown on chart.

Nice walk around the larger island.

2 men asked for \$5 in anchorage fee

Mr Robinson frequently stays in the north part of Tia Tupu, but lives in Ciedras Village. He is delightful, speaks English and offers a lot of services.

### Caobos Cay

There is a shallow lagoon (9-30 feet) W of Caobos Cay, bordered to the S by a long reef. You can enter the lagoon at the south end of Caobos Cay. The channel holds 30-15 feet and is about 50 feet wide.

Anchor in the south part in 15-25 feet in sand.

The current (1-2 knot) runs S from the reefs.

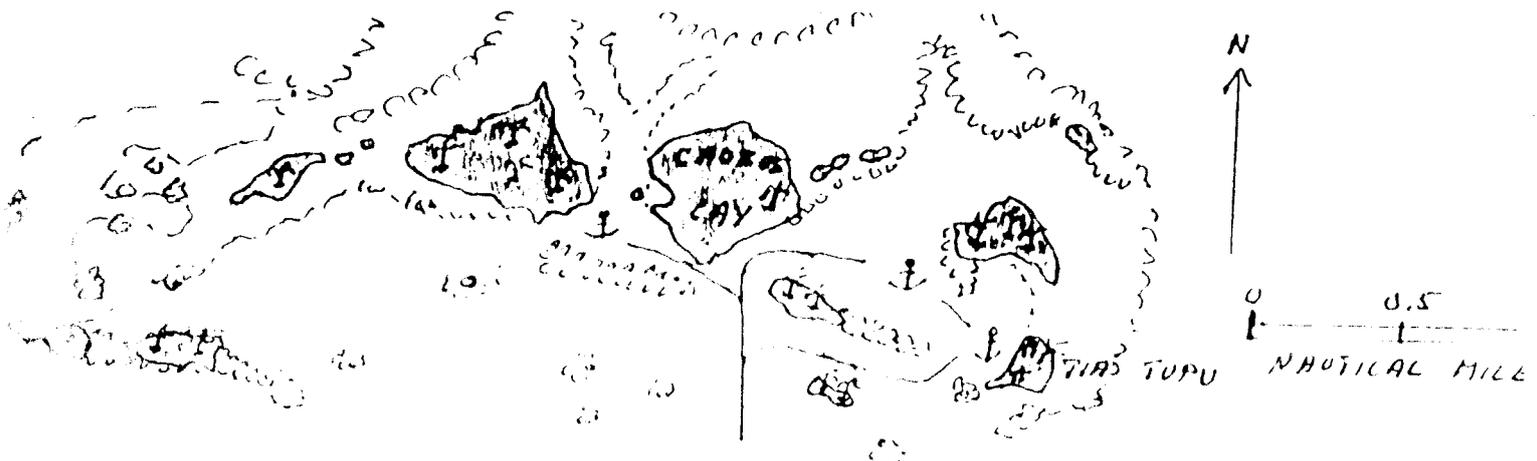
It is possible to dinghy in the two deep channels (15-20 feet) running north all the way to the outer part of the reef. Good birdwatching. Quiet and peaceful.

### West Islands

Enter the bay from the S between the two most westerly islands.

Anchor in 10-15 feet between the visible reefs coming out from each. It is a narrow shelf, soon becoming much deeper.

Several Kunas came out in cayucos to sell molas and ask for gifts.



## Cayos Chichimé

Chart DMA 26065 and 26063

Anchorage position  $09^{\circ} 35.3' N / 078^{\circ} 52' 9" W$ 

A spectacular, very beautiful and well protected anchorage between two small islands.

The prevailing offshore current flows to the east.

Enter from W at approx. 80 degrees between the two islands shown on chart.

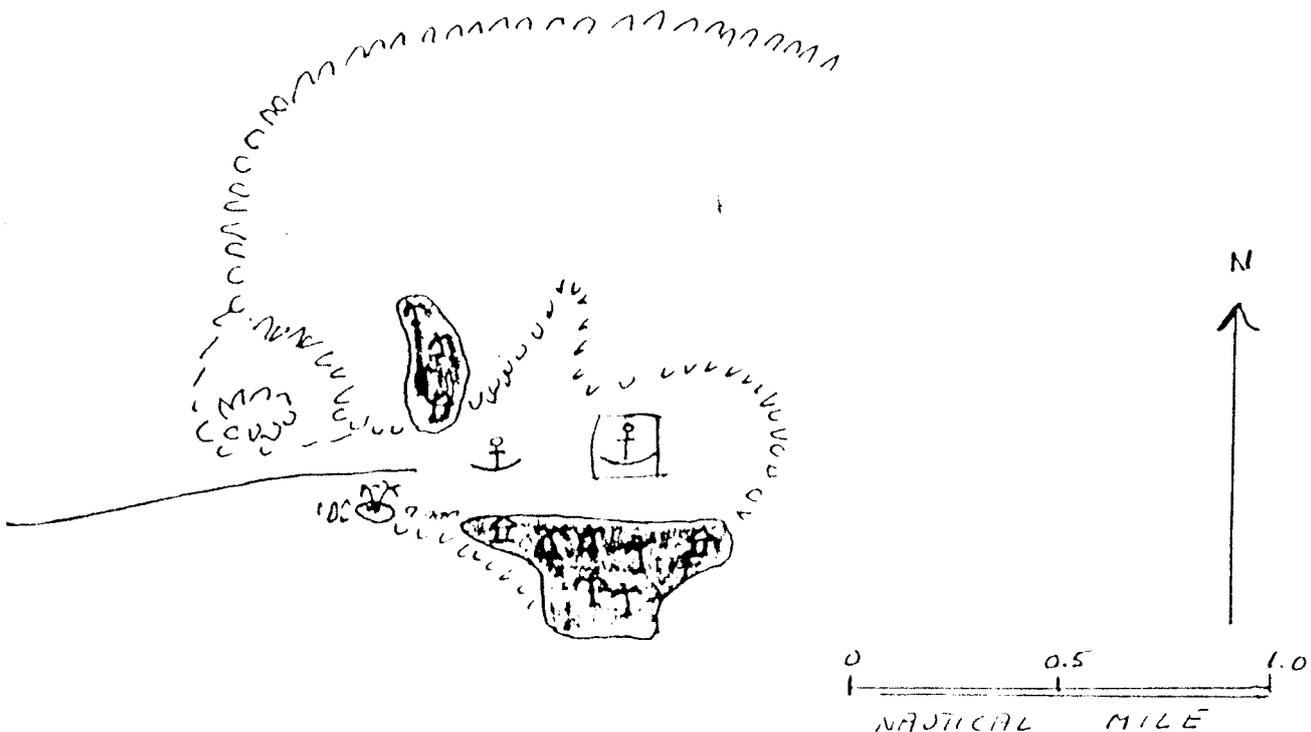
Reef extending W from the larger southern island ends in a small islet with 4-5 palm trees. A channel between islet and northernmost island is 25 feet deep.

The lagoon inside, bordered by sand and reef, is deep (30-60 feet).

You can anchor in 30 feet between the two small islands. Most protected area is to the E end in 35-50 feet. 1 - 2 knot current running from the reef.

3 families live on the islands and they will come out and sell molas, lobsters, crabs, fish (even smoked) and shells.

Cayucos from other islands also visit to sell their molas.



**Isla Porvenir**

Chart DMA 26065 and 26063

Anchorage position: 09 33.2 N / 078 56.9 W

Port of entry for the Comarca de San Blas (Kuna Yala) and the residence of the intendente.

Cruising vessels, even the Kuna coastal carriers, must stop here at any event to show their previous clearance and a crew list, which is all that is required when proceeding eastbound from Cristóbal/Colón to the San Blas. However on a westbound passage from Obaldia most yachts bypass Porvenir en route to the Canal.

The anchorage just S of the intendente's residence, about 75 yards offshore in 30 feet, is well protected in all weather and provides very good holding in sand, free from swells. Best to enter the E channel steering WSW on the S tip of Porvenir, and anchor just clear of the air-strip approach. Marking the S side of the channel is a conspicuous wrecked barge and Sail Rock appears like a submerged tower of a submarine.

Landing strip with daily commercial air service to Panama City.

Visited by cruise ships.

The Porvenir Hotel charges \$20 for a night.

Porvenir has a swimming beach.

Wichubwala

Within easy dinghy ride half a mile SW of Isla Porvenir.

Good restaurant and hotel. The Anais hotel, run by Alberto Gonzales, charges \$55 a night.

Nalunega

Within easy dinghy ride a quarter mile further SW.

Has once received a government tourist citation for friendliness to visitors.

Well supplied store. Nice molas.

The San Blas hotel (Las Palmeras) has cabañas for \$18 a night.

## CHAPTER 2

### San Blas to Colon

Charts DMA 26065 and 26066

The recommended route from San Blas towards Colon is south of Escribanos Banks. By keeping about 2 miles from the shore you will take advantage of the westbound current of 1-2 knots. Closer to the coast there is less current and thus a preferable routing if you are eastbound. After Porvenir or Chichime there are no possible anchorages until reaching Nombre de Dios about 35 NM W. The reef at Bajos Escribanos, which breaks, and the lighted buoy ESE of the reef are easily visible. A wreck on the coast E of Bajos Escribanos (not indicated on new charts) and Isla Culebra are other easily recognized landmarks.

Between Nombre de Dios and Isla Grande the preferred passage is just S of the haystack-shaped southern Los Mogotes (on old charts named Los Magotes). The water between this island and the shallow water/reef S of the passage holds about 18 feet.

In Isla Grande channel keep to the deep center. The swells in the channel can be spectacular and frightening but further in they will decrease. The current here usually runs 1 knot SW.

Depart Isla Grande through the wide channel to the W and sail then close to the shore, where the current is less. The current sets N-NE and is very strong on the way to Portobelo. Outside Islas de las Dos Hermanos (on old charts named Islas Duarte) we have measured 4 knots!

Do not be tempted to sail inside Isla Drake (just before Portobelo bay) due to uncharted coralheads.

The route from Portobelo to Colon is straightforward. Current is normally NE.

## Nombre de Dios

Chart DMA 26066

Anchorage position 09 36.1 N / 079 27.9 W

Anchor just outside the Bahia de Damas Roads in 12 feet sand just S of small Cuili Island.

Reefs and island give good protection from all directions except W and NW. Reefs easy to see upon entering.

Diving on the reefs is interesting and rewarding

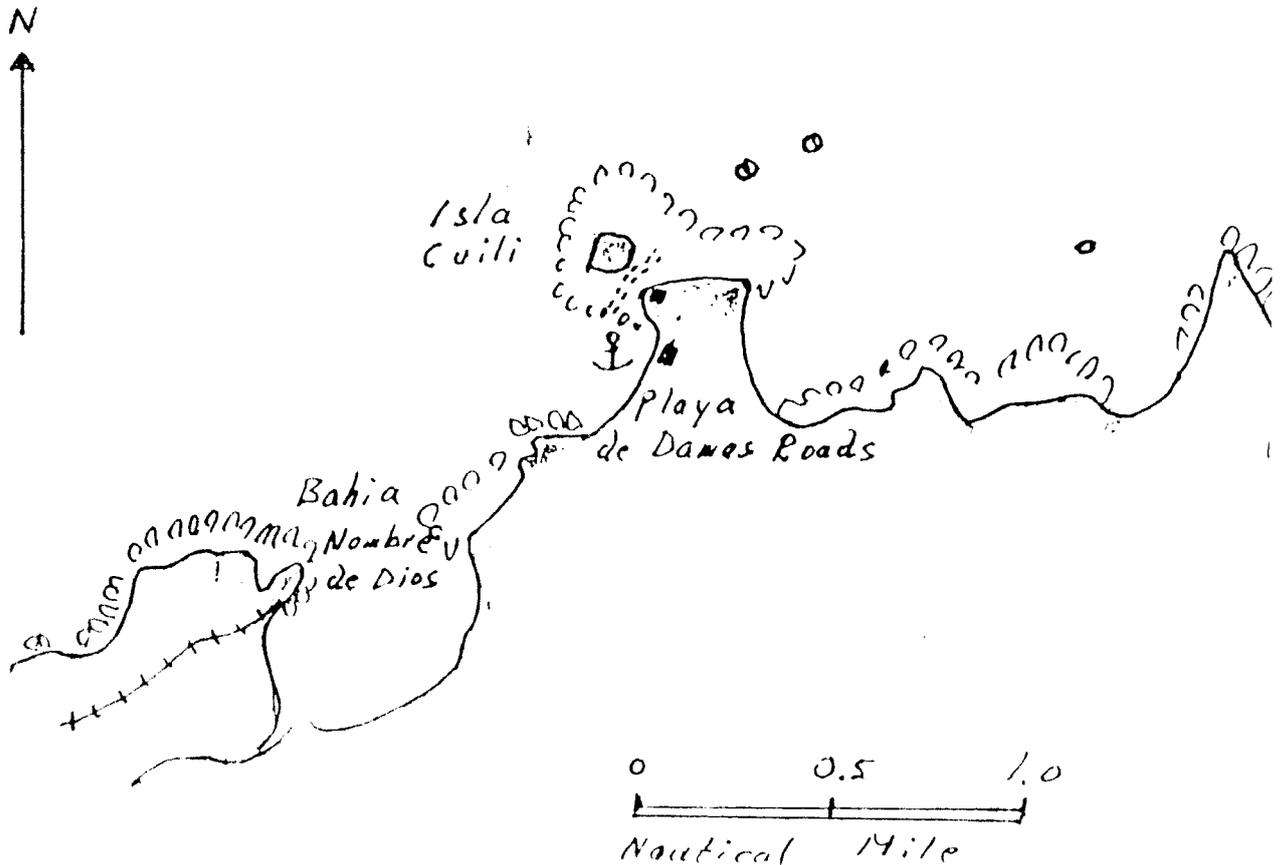
Can be a bit rolly.

Very buggy with no-see-ums

There is a deep channel inside the reef between Isla Cuili and the mainland which can be entered with caution.

To the south lies the town of Nombre de Dios, which was founded in 1520 and was where the Spanish fleet came once or twice a year to load the gold bullion from Peru transported from Panama City on a stone-paved trail, known as Camino Real. By 1550 half of all trade to Spain was routed through Nombre de Dios.

The town was defended only by a little fort with few cannons and was also unprotected from storms that caused several shipwrecks of anchored vessels. In 1596 Sir Francis Drake burnt and destroyed Nombre de Dios and afterwards the population was forced to move to Portobelo, which was a better defended and safer harbour. Today Nombre de Dios is a forgotten place with charming hamlets and an inviting beach.



## Isla Grande

Chart DMA 26066

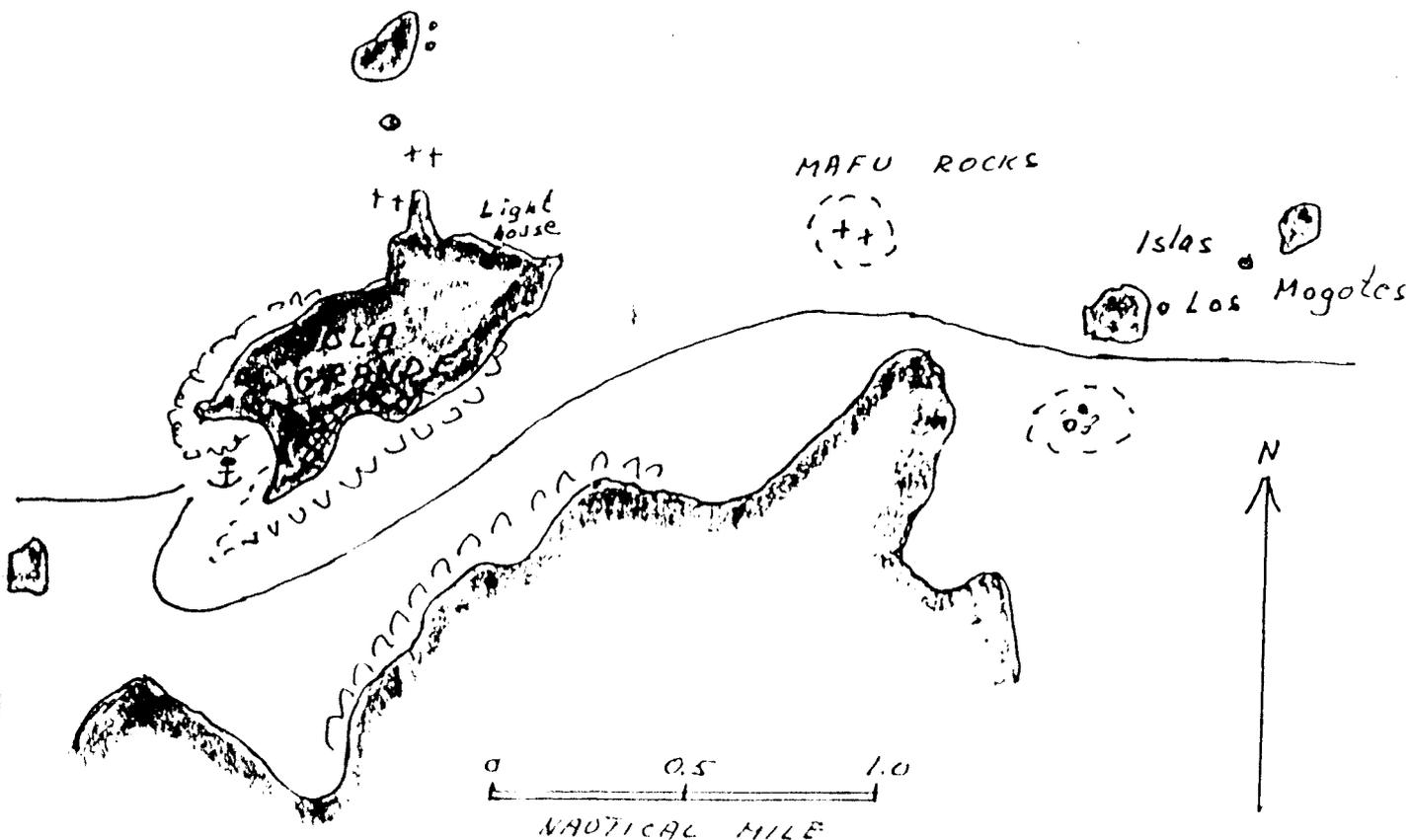
Anchorage position 09 37.7 N / 79 34.3 W

Has a powerful lighthouse and may be approached at night.  
 When entering from E the preferred pass is close to the S side of southern Islas Los Mogotes (on old charts named Los Magotes de Manzanillo), a remarkable hay-stack-shaped rock. Depth is about 18 feet and shoal areas are easy to see. Then proceed mid-channel between mainland and Isla Grande.

A lovely anchorage in SW corner of island in 12 feet in sand, just off sand beach with cabaña type hotel. Reefs on both sides coming in but are obvious.  
 Can be slightly rolly.

This anchorage was frequently used by early navigators taking shelter from adverse weather.  
 Columbus spent ten days here tending his ships, and named the island Isla Bastimentos.

It is also possible to anchor on SE side off small town - might have swell



## Playa Blanca

Chart DMA 26066

Anchorage position: 09° 35.3' N / 079° 39.3' W

5 miles NE of Portobello.

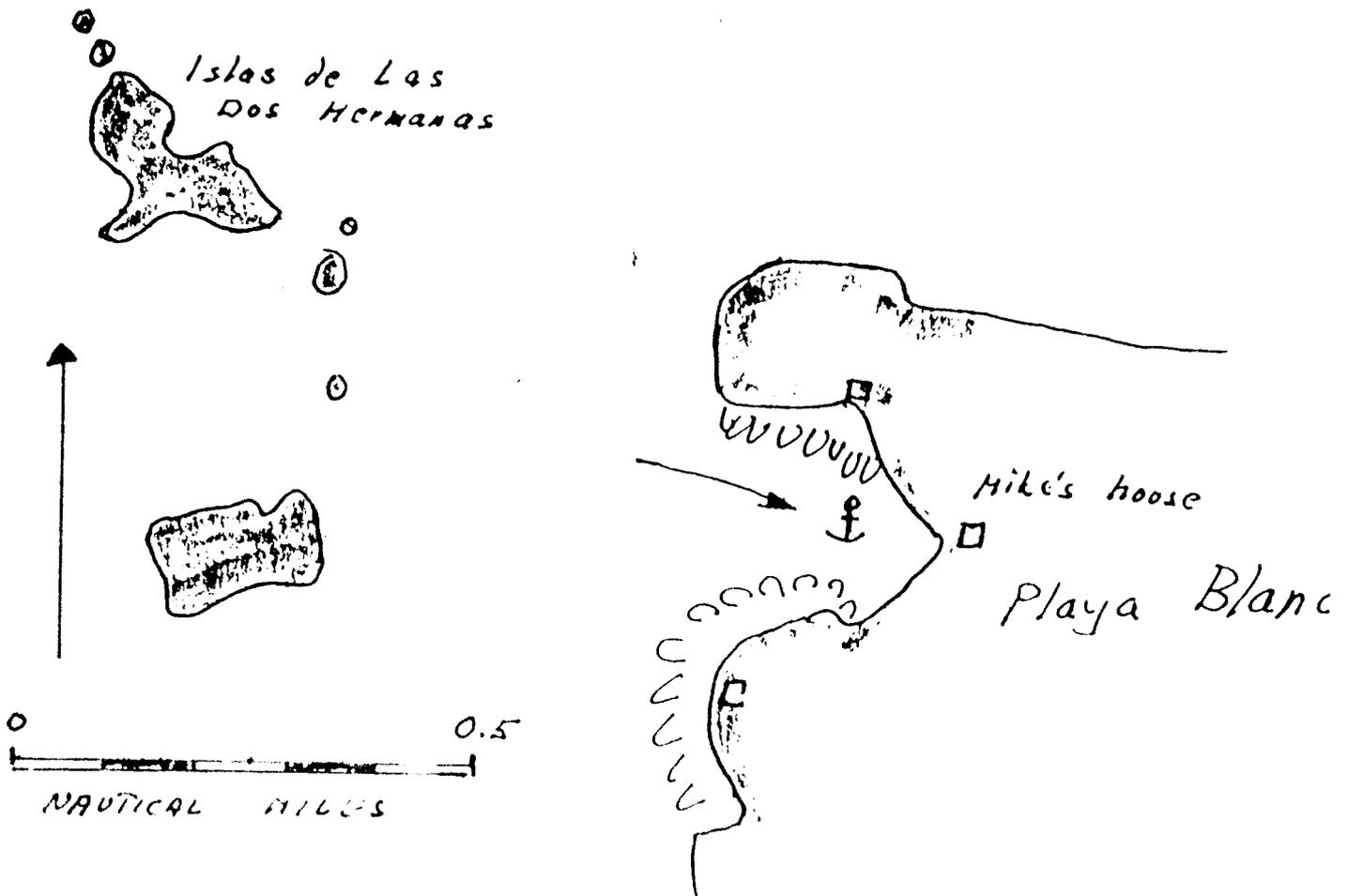
American Mike Starbuck, SSCA member, has a house here and welcomes yachts.

Playa Blanca is just SE of the two small islands. Head into the cove on heading 110 towards the red roofed house and anchor in about 12 feet.

There is a reef coming out from both side of the cove as you enter.

Chart DMA 26066 shows depths of 12-15' in the channel between islands and mainland -one boat showed 50-70 feet!

Good snorkeling off reefs at entrance to cove.



## Portobelo

Chart DMA 26066 with insert

Anchorage position 09° 33.6' N / 079° 40.0' W

An excellent and well protected harbour.

Anchor about 100 yards off Fort San Fernando on N side of bay in 25 feet.

You can also anchor near the town in 12 feet in mud about 100 yards off the coast between Fort Gloria and an old iron pier.

Very interesting to see the extensive fort and city ruins and the church with the famous Black Christ statue. No shorts permitted in church.

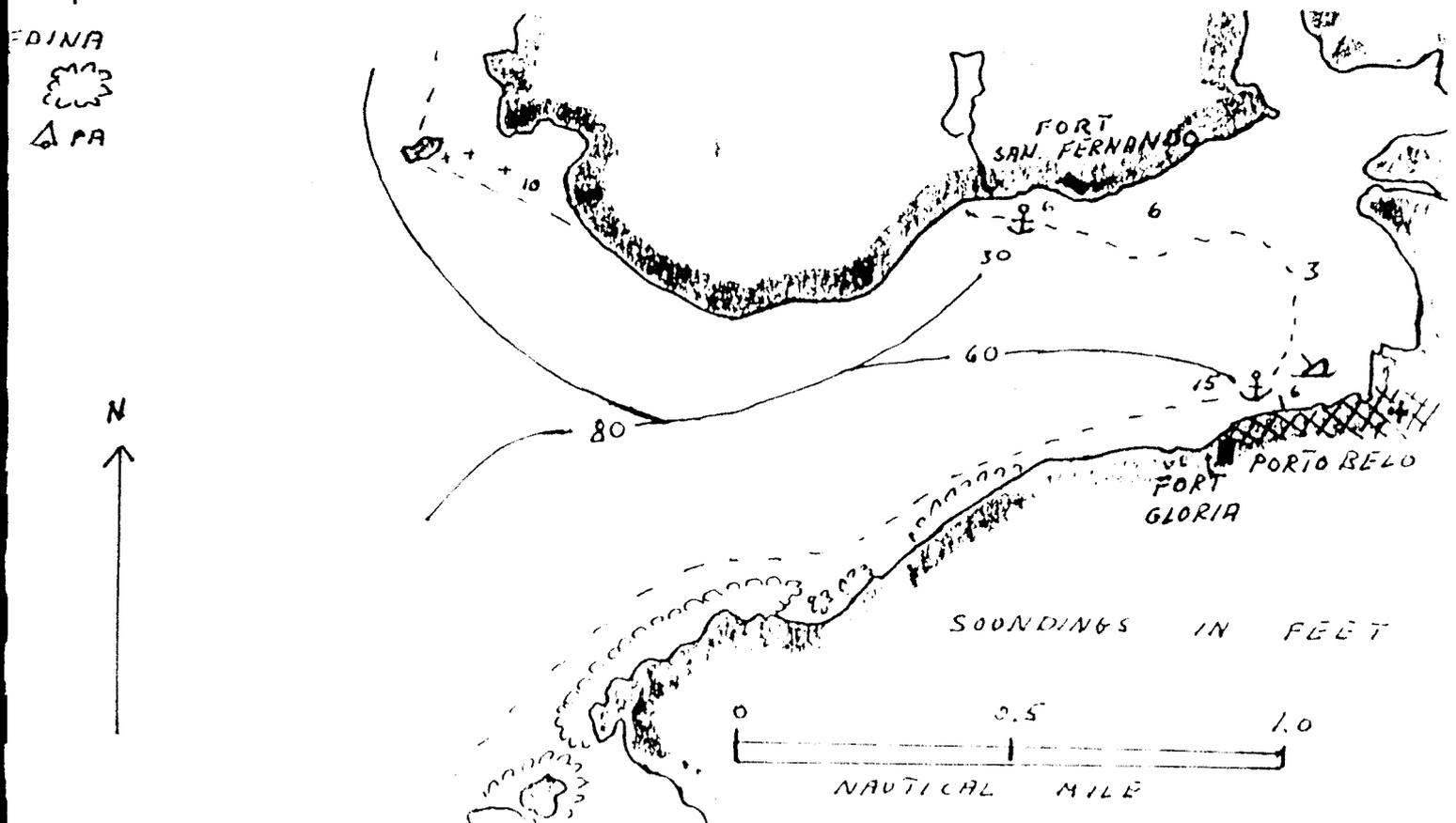
Small and quiet town with limited groceries and produce available.

Public bus to Colon in less than an hour.

On October 21 the festival of Black Christ.

Portobelo has a fantastic past. It was here the Spanish Plate Fleet for almost two centuries loaded all the gold, silver and other treasures from South America, which had been first sailed to Panama City and then transported by mule train over the isthmus. Every other year, a large fair was held, where Cacao, vicuña wool and quinine were traded for cloth, rice and furniture that the fleet had brought from Europe. See Michener's Caribbean, chapter VI, The Buccaneer for more color.

Portobelo has an average yearly rainfall of 240 inches. That is more than any place on the North American continent.



## Colon

## Chart DMA 26068

When approaching the breakwater call Cristobal Signal on VHF channel 12 or 16 and get approval to proceed to the anchorage or to Panama Canal Yacht Club. When inside the breakwaters follow the green buoy line east of the main channel to the yacht anchorage area ("The Flats") bordered by yellow buoys (anchorage area F). Poor holding in mud in about 40 feet. Make sure your anchor is well set! If proceeding to Panama Canal Yacht Club in the French Canal try to get a guest slip in front of the club. If not available you will have to anchor bow or stern to at Pier 7. The water is shallow close to the pier so if your rudder is deep and/or very aft I would suggest that you anchor bow to.

The rate for docks outside the club is 35 cents per foot per day (At pier 7 the rate is 30 cents per foot per day). Good water and 110 V AC included.

If you stay for an extended length a long term dockage rate is available.

A marine railway for haul-out is available for UP and DOWN at \$75 and \$1.50 per foot per layday. Fin-keel boats can not use the railway.

Bathroom and laundry facilities available from 0600 to 1800.

There is a nice, social bar open from 1000 to 0200 and a Chinese Restaurant open 1000 to 2200.

Fuel dock and dinghy dock. Telephone for local calls and AT&T USA Direct (dial 109). Fax facility and mailbox in Club office

Panama Canal Yacht Club has address Box 5041, Cristobal, Republic of Panama. Tel: (507) 41 5882/5883 Fax: (507) 41 7752

## Entry Procedures:

If transiting the Canal see also next chapter "The Panama Canal".

An Immigration Office, open weekdays 0800-1500, is located at the Panama Yacht Club in a small building to the right of the dinghy dock. If you have no Visa you must visit the Immigration Office downtown. The cost is \$10 per passport and you must purchase a revenue stamp at the Republic Bank for this fee. The Visa is valid for 30 days and can be extended another 60 days. See Appendix "If you stay more than 30 days".

The Customs is downtown. Bring crew list and exit paper from last port.

A Health Inspector will visit your boat and ask about pets and food. Cost is \$10.

In Colon you will find:

Banks for cash on credit cards.

A Free Zone with tax-free items.

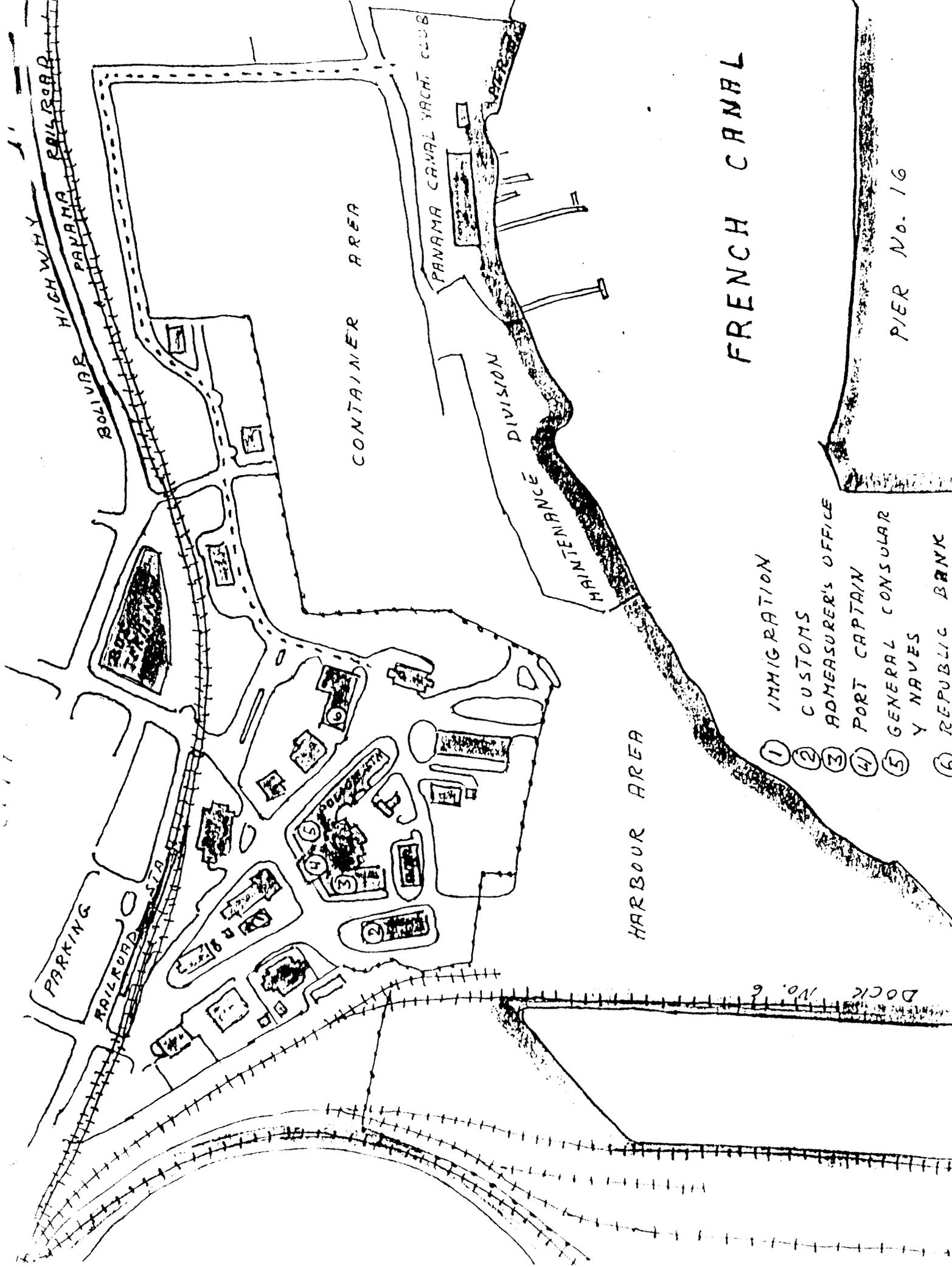
VERY limited boat supplies but a DHL office for delivery from US.

Several supermarkets

Fax and telephones (INTEL)

A lot of crime, mostly muggings. Do not walk alone. Do not go to strange places.

Do not walk by night. Use a taxi, which is inexpensive!



BONNE PERIODE Novembre à Decembre depart ARUBA

DES ILES ABC vers CARTHAGENE

W Point. → 12° 35' N  
 70° 05' W  
 72° 55' N  
 GALLINAS ① → 71° 38' W

≈ 28 miles de punta Gallinas

② 12° 23' N  
 73° 12' W

③ 11° 10' N  
 75° 25' W

BOCCA ④ 10° 25' N  
 75° 38' W

CARTHAGENE  
 10° 25' N  
 75° 32' W

Arrive à CARTHAGENE (MUR)  
 Ne pas entrer par Boca Chica Grande (très envasie)  
 entrer par Boca Chica près de Tierra Bomba  
 Canal de 8 miles à travers les haut-fonds  
 Club Nautique Canal 7/8 pour journal  
 et se mettre à quai.  
 Bord d'entree: 10° 18' 97" N 75° 36' W

DE PANAMA au Golfe du Mexique et la Floride  
 BONNE PERIODE Novembre à mi avril à Juin.

DE LA COLOMBIE à PANAMA.

Meilleure periode Nov. à Dec.

PATRICE & PATRICIA (BELGES) locaux  
 lieu José - ~~Popé~~ Popé  
 Juste Après LINTON (2 à 3 miles)

Maison devant  
 le bateau

PASSE DANS LE MUR.

GOETZ Marie-Paule  
 BP N° 3  
 32420 SIMOBRE FRANCE

10° 25' 455' N  
 75° 34' 273' W

ne pas quitter ARUBA si vent 30  
 ou plus  
 Courant portant 1.5 à 2 N

DES ILES ABC à CARTHAGENE

Depart	Intermediaire	Atterrissage	Destination	Miles
ARUBA 12° 35' N 70° 05' W	• GALLINAS 12° 55' N 71° 38' W		Le Port x Houve (à l'ouest de la rivière MAGDALENA)	
	• 12° 23' N, 73° 12' W	BOCCA	CARTHAGENE	392
	• 11° 10' N, 75° 25' W	10.25 N 75° 38' W	10.25 N 75° 32' W	

De PANAMA A BELIZE

Meilleure periode

Mi. Avril à Juin  
: Novembre à Décembre  
Mi. Avril à Juin

Saison Cyclone

Juin à Novembre

WAYPOINTS

<u>PANAMA</u>	<u>INTERMEDIARIES</u>	<u>DESTINATIONS</u>	<u>Miles</u>
9°26N, 79°55W	1) RONCADOR 13.30N, 79.40W		
	2) SERRANA 14.25N, 79.47W		
	3) 15.35N, 81.30W		
	4) GORDA 16.00N, 82.05W		
	5) HOBBIES 16.10N, 83.10W		
		FORNIALE GUANAJA 16.28N, 85.54W	735
		FORNIALE → BOKEN HOLE 16.18N, 86.35W	773
		FORNIALES → LIVINGSTON BOUEE → 15.50N, 88.43.5W	898
		A TAREE HAYTE ENTRÉE BELIZE CITY 17.30N, 88.10W	875

PANAMA

PUERTO LIMON 10.00 N, 83.03W 188M (COSTA RICA)  
EL BLUFF 12.01 N, 83.44W 273M (NICARAGUA).

BOUEE ATERRISAGE au large de PUERTO ISABEL & PROVIDENCIA (COLOMBIE)  
GPS 13.24N, 81.23.6W

DE LA COLOMBIE à PANAMA

meilleure periode

: avril à mai  
novembre à decembre

Saison Cyclones

Juin à novembre

<u>Départ</u>	<u>Intermediaire</u>	<u>Atterrissage</u>	<u>Destination</u>	<u>Mile</u>
BOCCA 10°25N 75°38W	MANZANILLO.W 9°48N 79°35W	PANAMA 9°26.25N 79°55W	CRISTOBAL 9°21N 79°55W	271M
<p>Sergey Himi : à Hiramar 507 6894943 507 695810/</p>		<p>PORUENIR 9°35N 78°57W</p>	<p>(Traffic control &amp; VHF Canal 12)</p>	