

**RCC Pilotage Foundation
CHILE
Arica Desert to Tierra
Del Fuego**

**Supplement No.5
April 2009
2nd Edition 2004
ISBN 0 85288 721 3**

Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand.

The author and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

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*.

Page references are made to *Chile – Arica Desert to Tierra Del Fuego*, 2nd Edition, 2004.

The last input of technical information was March 2009.

This Supplement is cumulative. Corrections from Supplements 1–4 are included throughout. New Corrections added since Supplement 4 are highlighted in blue.

Note on corrections

Unfortunately we continue to receive corrected and new waypoints without the coordinate system being stated. As there can be considerable differences between the several systems used in Chile and WGS84, which is the standard we adhere to, this makes GPS positions unreliable unless the coordinate system is stated. We urge contributors to use WGS84 and to clearly state this when they submit GPS positions. Never rely totally upon GPS waypoints.

Information sources

Andrew O’Grady, *Balæna*. *Balæna* is currently in the area and working on the preparation of a third edition.

David and Candy Masters, *Endeavor*.

Reinhart and Malene Klee, *Adio*; Bob and Betsy Baillie, *Belair*.

Anke Preiß and Martin Birkhoff, *Just do it*, have provided a wealth of information, unfortunately based upon the first edition which is no longer supported. Where corrections are relevant to this edition they have been incorporated. All their corrections and much more useful information can be viewed at their website: www.sy-justdoit.de (German and English).

Michael and Catharine Whitby, *Breila*, submitted information some years ago, which is now included for the first time.

Mariolina Rolfo and Giorgio Ardrizzi, who have made an extensive contribution to both editions and have also written a guide to the region (including the Argentinean coast): *Patagonia and Tierra del Fuego Nautical Guide* (add to Appendix C Bibliography).

Barry and Amanda Glickman, who provided up-to-date information on Seno Ultima Esperanza.

Mike and Charmain Bibby *Vire Nord*, who unfortunately were sailing the channels just at the time the new edition was published, so had the old edition on board.

John and Sally Melling, yacht *Taraki* who cruised the area between 2003 and 2005, provided corrections and information and also contributed a list of 82 anchorages visited and confirmed to have correct entries in the guide. The latter being very helpful information.

Tom and Vicky Jackson, *Sunstone* 2004 and 2005, also sent corrections and up-to-date information.

The following two contributors have provided exceptional help and much information, including useful confirmation of accuracy where no errors were found:

David Mitchel has provided much detailed information, new anchorages, excellent sketches and comment from his cruises in the summers of 2005–6 and 2006–7.

Noël Marshal, cruised the area in 2006 aboard *Sadko*. He has sent much information including an interesting new channel and anchorage.

The editor is no longer referring to Admiralty or DMA charts. The standard of Chilean charts is very high and the Admiralty recommend their use for navigation inshore.

The editor is exceedingly grateful to these contributors and urges users of the guide to send in more corrections and amplification of details. Even confirmation that an entry was correct or useful is very valuable.

The editor will always acknowledge information received, if you have submitted information and received no acknowledgement, please resubmit it.

Information provided in this update:

Many corrections concern the spelling of place names. To avoid confusion, these have not been included here unless they may lead to errors in identification. (However, such corrections are very welcome and will be included in any future edition).

The Chilean Hydrographic service, SHOA, is very active and has been producing excellent new charts on a regular basis. As a consequence, chart numbers and areas of coverage change regularly. It is strongly recommended that the latest catalogue be obtained from an agent or downloaded at www.shoa.cl. These corrections include changes in the catalogue issued on 30 September 2007.

Page ii Caution

The Caution notice has been revised and is attached at the end of this Supplement.

Page Preface

Add: The new anchorages and changes incorporated in the 2nd edition, with the exception of chapter one, almost all result from actual visits to the anchorages carried out by Andrew O’Grady and Ulla Norlander in the vessel *Balæna*, in many cases following up



information provided by others. (I find it necessary to add this note to counter published claims that the editor has not made such visits).

Introduction

Page 4 Birds Seabirds: An Identification Guide by Peter Harrison ISBN 0-7470-1410-8 with his excellent paintings is a good alternative to his photographic guide. *Birds of Southern South America and Antarctica* (English) Martín R. de la Pena & Maurice Rumboll ISBN 0-00-220077-5.

Page 7 Line 7. Served only by Quantas/Lan Chile from Sydney via Auckland.

Car hire: Crossing a frontier out of Chile requires separate cover; make certain that if such a trip is planned that the additional cover is included in the rental price. Only Chilean citizens may take a hired car into Peru from Chile although it is possible to enter Peru via Bolivia.

Money: there is now a \$500 coin and \$20,000 note.

Page 8 The bank in Puerto Williams now has an ATM machine.

Page 9, Column 2 Via the S Atlantic: See the free guide available at: www.rccpf.org.uk/publicat/ind_webp/argentina/argentina_options.htm
Note: this guide is shortly to be extensively updated.

Page 10 2a Pacific Offshore route

End of 1st para.: Isla de Pascua, about 5,000M.

Page 11 The Sea, tides

The tidal range can be as much as 7m.

Line 19. Delete 'hearsay suggests' and insert: Experience suggests...

Page 13 Weather Forecasts

HF Last line: ...radio list, but can be around 0930 and 2130.

Page 14 Weatherfax

Time is UTC. The 2315 broadcast is now at 2245 and the ice forecast is at 2330.

Other Information: Grib files, received by email have become the standard weather information in this region. However, particularly in the south winds are often found to be considerably stronger than predicted.

Immigration

In retaliation for a tax on Chilean citizens entering the USA, citizens of USA must pay a once-and-for-all \$100US on their first entry.

Page 15 Paperwork, penultimate line

Outside major ports the principle ...

Page 16 Reporting daily to the Armada

The text has not always made it clear which ports have an Armada presence. I have begun to add (Armada) where an office has been reported. It is safe to assume that all but the smallest settlement has an office.

By HF radio: reports can be given to Felix radio or Puerto Williams at 0700 and 1900.

If you have a satellite telephone number and the number is on your zarpe, leave it on as the armada may ring for a QTH.

Reporting daily to the Armada

It is possible to give 0800/2000 reports of position to the Armada by email. The form for this is:

Subject: Yate (name) QTH

Date Time

de (first port on zarpe) a (last port on zarpe) en position (if anchored you might wish to say 'en fondeadero')

Puerto proximo (name of next port)

ETA _ date/AM or PM

Sin Novedad (if everything is OK!)

The email addresses are mrcchile@directemar.cl

buceoppxm@directemar.cl cbpradio@directemar.cl

It is our understanding that if you file reports in this way, you have fulfilled the Armada's reporting requirements and do not have to worry about radio contact, unless called on VHF, on which Ch. 16 must still be monitored continuously. This is a great saving in time, especially if you do not have fluent Spanish. Though reports are still technically due at both 0800 and 2000, we found that reporting once a day was acceptable.

Insurance

There have been some scare stories about the Armada demanding 'Search and Rescue' insurance before issuing a zarpe for the southern Canales. The editor believes that these may be generated by people reporting their personal experience without taking into account that of others. It seems to be more of a problem for singlehanded sailors – especially solo women and for boats without an engine or ones that are very small. *Sunstone* commented: We cannot give 'official' information, however, we were never asked for proof of insurance, having received our zarpe at Valdivia for the entire route to Puerto Williams.

Yachts entering at Puerto Williams for transit to the north were also not asked for proof of insurance, nor were yachts doing an excursion to Cape Horn and back to Puerto Williams.

Yachts applying for their zarpe for the southern Canales at Puerto Montt were asked for proof of insurance. However, so far as we are aware, no specific level of insurance was required. We have heard that yachts that require help or rescue by the Armada have been charged for the service. If you were unable to pay, the Armada has the power to detain the yacht. Whether they would use this power, we have no idea.

As always, it is worth saying that things change every year, or more likely with every change of Port Captain.

It seems to now be common practice to issue a *zarpe* for a limited time only. This can be very inconvenient, not to say potentially dangerous, as the yacht may feel obliged to sail in bad conditions in order to meet the time limits. The editor recommends using good seamanship and avoiding putting vessel or crew at risk in such situations. If it is possible to contact the Armada do so and inform them of the reasons why you cannot comply with your *zarpe*, otherwise record these reason in your log.

Page 17 Cruising net

The net is now run by Wolfgang Kirsten (*Wilde Mathilde*), an ex-cruiser, from his home in the lake district east of Valdivia.



Page 17 Email by HF radio

Ian and Magie Staples, editors of the first edition of this guide, continue to support cruising yachtsmen and now operate a Sailmail station from their home, not far from Valdivia. This has made a very significant contribution to communications in the area.

Hydrographic information

Charts (See appendix D) – It is important to state that the information on SHOA's Atlas Hidrográfico de Chile is still correct, the current edition is believed to be December 2007 (the editor has been unable to confirm this information as the latest catalogue available was published before this date).

HOWEVER, UNLESS A COMPLETE SET OF UP TO DATE FULL SIZE CHILEAN CHARTS ARE ABOARD THE EDITOR CONSIDERS THAT THE LATEST EDITION OF THE ATLAS HIDROGRÁFICO DE CHILE PLUS A POWERFUL MAGNIFYING GLASS ARE ABSOLUTELY ESSENTIAL TO NAVIGATION IN THESE WATERS.

Page 18 Unofficial information

Marolina Rolfo & Giorgio Ardrizzi's book *Patagonia & Tierra del Fuego* ISBN 88-85986-34-X, is beautifully produced and contains additional anchorages and historical information and is a useful supplementary book.

Salmoneras

The vast expansion has not occurred, the following comment has been suggested: 'The salmon farms come and go. Overall, their numbers continue to expand. In 2006, new farms appeared in Canal Morelada and the industry reports plans to expand into the southern canales.' Modern cages are steel and seem to be about 7-bays long and 2-bays wide, secured at only the short ends, allowing the collecting craft to come alongside and Hoover up the fish. A work hut, sometimes with accommodation and always painted green, is moored midway between two such pens with feed pipes linking the pens. Again, supply boats come alongside the huts but on no account should a yacht pass between the pen and the hut. In older salmoneras, the hut is independent of the pens, which are likely to be secured to red buoys on all four sides, and it is possible to pass between the pens and the hut. Most salmoneras are in deep water (over 30m) and it is possible to anchor inside them. In this book no distinction has been made between installations for farming trout and salmon. Mussel farms are in shallow water, normally around 5 – 10m, and pose a greater hazard in an anchorage.

Page 19 Shellfish, the prohibition on collection is currently south of 43°02'S.

Importing equipment from abroad

The following comments have been offered: The problem seems to be that the people in the courier office are not aware that yachts in transit do not pay import tax on equipment. FedEx, DHL and UPS have an office in Santiago. A straw poll indicates that FedEx is the best bet but, even so, expect problems. The first essential is to have:
RANCHO DE NAVE
MERCANCIA DE YATE BRITAINICA (or where

ever) EN TRANSITO INTERNACIONAL.
REPUESTOS ESENCIAL PARA LA NAVAGACION Y SEGURIDAD
RANCHO DE NAVE
CAPT ...(name)
Delivery address and contact numbers... on the package and all paperwork.

'The second essential is to track the incoming parcel (www.fedex.com/cl_english/). When it arrives in Santiago, ring the office (FedEx: ☎ 0800-36-3030) and speak to the boss (el jefe) who should know the form. Do not accept 'no' for an answer.

The parcel will not come to the delivery address but either to customs or, in the case of Puerto Montt, to the office of the port controller. You then chase the paperwork to get the parcel released armed with all your and the ship's papers, especially the Declaración de Admisión Temporal. In the case of Puerto Montt, this involves visits to six offices spread around the port and town. People are helpful, it just takes all day.

Page 21 Lines ashore

Recovery will be easier and faster if you make the loop big enough so that you can untie it from the dinghy.

Page 22 Fuel

The cruising net has assisted by contacting the Armada to arrange for fuel supplies. Costs in outlying places are estimated to be 20% higher than normal.

Page 23 Important notes...

Add: Depths The depths shown on sketches are a very rough guideline only, no detailed survey has been made by any contributor to the book. In many places the bottom is very irregular. It is not unusual for the editor to receive widely varying reports of depths for the same stretch of water. We have tended to give the minimum reported depth, so if we had reports of 20m and 3m for the same place the sketch will show 3m. Remember that in sailing waters where hydrographic surveys are not highly detailed the yacht is essentially making an exploration. Many navigators are used to charts in Europe or North America where relatively few soundings shown on the chart are just a tip of the iceberg of those actually performed by the surveyors. One can definitely not assume the same in remoter areas of Chile.

Page 24 1.1 Arica

Communications

Club manager (Carlos Millega) ☎ 058 413385
Email clubnautico@tie.cl

Approach Visitors have reported that the swells often break in the approach to the YC and do not recommend it for vessels of over 1m draft.

Anchorage The club is not recommended, no mooring or anchoring is permitted within the commercial harbour, so the only available spot is the anchorage shown to the N of the N mole. Because of the swell, it is difficult to find a landing place and the only reported spot is via a moored launch lying off a restaurant to the S of the fishing boat dock in the main harbour.

Page 27 1.3 Iquique

Communications Club Ch 80.

Approach The leading marks to the YC anchorage are two orange triangles, lit fixed red at night (and easily

confused with other lights on shore). On the leading line there are dangerous rocks to port, marked by a red buoy. Channel is shallow and rocky. The club may send a launch to guide you in. The lit mark on a rock to Starboard of the leading line is Roca Patilligauje. **Anchorage** Limited berths and facilities in marina. Three days free and then US\$20/day.

Page 29 **1.8 Antofagusta**

Recommended approach waypoint is 23°38'.35S 070°24'.14W. From there head to pass just N of S breakwater (incorrectly shown as a reef on the sketch). The turn into the marina is immediately after passing the S breakwater, it is sharp and can be difficult with a big swell. Not recommended for night entry. Club may send a launch to guide you. Only one visitors' berth in the club.

Page 32 **1.17 Puerto Carrizal Bajo**

Approach The bearing posts shown on the sketch are no longer there. Suggested waypoint for approach (warning: does not agree with charted positions) is 28°04'.15S 071°09'.37W, from where a wide berth should be given to Isla Carrizal Fl(3)7s (the islet shown at the NW entry point) before steering for the centre of the bay.

Anchorage there is a lot of swell. Landing is made easier by a newly constructed jetty.

Page 32 **1.18 Puerto Huasco**

There is a yellow outfall buoy at: 28°27'.89S 71°14'.90W.

1.19 Isla Damas

Anchorage Caleta Lynch at GPS 29°14'.21S 071°31'.27W in 7m has been recommended. Land dinghy in next small bay to the north, where there is less swell.

Page 33 **1.20 Caleta Cruz Grande**

For Chilean chart 3213, read 3214.

1.21 Caleta Totoralillo

Approach and anchorage The rocks shown on the approach (N side of the sketch) are not visible so that a wide berth needs to be given to the islets N of P Totoralillo. The anchorage is in gravel but holding is reported as good.

Page 34 **1.22 Coquimbo**

Communications Club ☎ 051 261625

Fax 051 2646161, VHF Ch 09 and 16.

Page 35 **1.23a Puerto Pichidangui**

GPS! 32°07'.97S 071°31'.74W

Chart Chile 4000, 4313

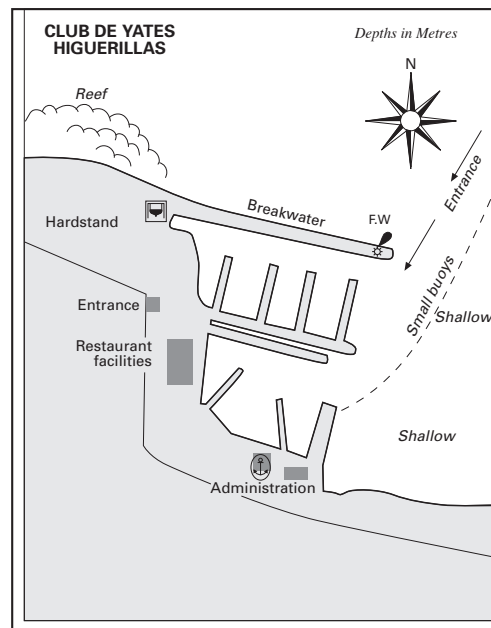
This is a convenient and safe stop on the way south with S winds. Anchor in 7–10m, sand. There is a small yacht club on the headland to NW of the anchorage.

Page 36 **Higuerillas, New sketch**

1.26 Higuerillas

Approach The marina has been extended by the addition of a new breakwater to the N of the original one. There is very little room in the final entrance around the breakwater, which has a fixed white light.

Mooring Visitors' berths are on the outer side of the first pontoon. Seven days free, then US\$25/day.



Page 38 **1.30 Talcahuano, sketch**

The light shown on Banc Belen has the following characteristics: Fl(3)16M.

Page 38–39 **1.30 Talcahuano**

The COPEC station shown in the harbour plan will not sell fuel to other than commercial fishermen. The COPEC station across the street is the source for fuel (visible from the fisherman's harbour). You may anchor in the fisherman's harbour and jerry jug fuel.

Page 40 **1.34 Valdivia, sketch**

The light shown on the wreck off Puerto Corral should be RED not green. The Roca el Conde is much smaller than shown and exhibits a red light.

Communications Club ☎ 063 528263

Approach When entering Alwoplast or Marina Estancilla, leave the river Valdivia and enter a side arm of the river. The first few hundreds metres of this side arm looks wide but there are shallows and submerged poles on the direct track. Therefore you have to keep close to the western shore where there is deep water.

Facilities There is no sailmaker.

The following comments have been submitted:

Formalities On arrival from abroad. When notified by VHF the armada will visit the boat and, alerted by the Armada, so will the Police (for Immigration) and the Customs. It is no longer necessary to visit Osorno. The skipper must also go to the Armada office at an early opportunity in order to pay light dues. This involves visiting a bank which is only open until 1400.

Berthing Alwoplast Marina is highly recommended if you need serious work well done; if you prefer the attractive rural setting of their small marina to the convenience of the yacht club in town (although there are frequent buses into town, taking 15–20 minutes for the five miles) or if you value the fact that the key staff speak excellent English and are very friendly and helpful in matters going well beyond boat maintenance. At US\$ 20 per hour the current (2005) cost of labour is considerably below US or European rates but be warned that use of the travel-lift costs US\$ 1,000.



Note also that 'full-service marina' is a generous description of the facilities. There is a shower and a free, 24-hour email cabin, but there is no telephone except by asking to use one when the office is open, no laundry, and nothing is on sale by way of refreshments or yacht sundries. The nearest bar/restaurant (good, at the Kunstmann brewery) is half way to town. Alwoplast no longer has a sail loft. There is a sail-maker in Puerto Montt.

Email rrrp@alwoplast.cl www.alwoplast.cl

Mobile phones work in most, but not all, parts of the premises which are built against a hillside. In the spring at least the Marina Estancilla alongside appeared to be more or less derelict.

Page 44 Summary block 2.23

read Caleta ...for Calet Porcelana.

Page 47 Charts

In 2.4 to 2.8 add Chile chart 7320.

In 2.7 and 2.8 remove Chile chart 7300.

Page 47 2.5 Calbuco

'West approach is full of mussel farms. Another well protected anchorage on the W side is just before the canal bends north. Four yacht moorings. Shoals quite steeply from around 22m. Anchor in 10m, mud.'

Page 48 2.7 Isla Huelmo

There is a third anchorage at the head of the passage between the land and island.

Page 48 2.8 Puerto Montt

Mooring

1. Oxxean can accommodate boats up to 30m. New shower block and laundry 2006, free Internet service. Ch 71 VHF. Will hold mail: Yate ..., Marina Oxxean, Camino Chinqueihue Km6, Puerto Montt, Chile
☎/Fax (+56) 65 437 804 Email marina@oxxean.cl
www.marinaoxxean.cl/english

2. Marina del Sur can accommodate vessels up to 65' and 40 tons. Dry dock, showers, laundry, free internet access, diesel and petrol but fuel dock can dry out at LWS, 5m draft possible on pontoons up to 15m. Monitor Ch 16 VHF. Will hold mail: Yate..., Marina del Sur, Camino Chiquihue Km 4.5, Puerto Montt, Chile
☎/Fax (+56) 65 251 958/ 251 959, 250 815
Email mds@marinadelsur.cl www.marinadelsur.cl

3. 'Club Deportes Náuticos Reloncaví. Travel lift up to 36 tons with dry storage ashore (time ashore does not count towards overall two-year import period). Becoming more welcoming to foreign boats. Ch 16 VHF daytime. Email nauticos@surnet.cl (although do not expect an English speaker to read) www.patagonianautico

Camino chinqueihue Km7, Puerto Montt, Chile,
☎/Fax (+56) 65 264022

Facilities: Mani Suanto, a very experienced yachtsman and engineer, has been in this area for over 15 years and is living aboard his vessel in the Marina Oxxean. He runs a support service, particularly for conducting repairs and acquiring spares and may be contacted at: Email manisuanto@yahoo.com

Communications Air tickets: Visit Chile, (ground floor of office building inland from Lan Chile) O'Higgins 167 Local 3, ☎ 259111, www.visitchile.cl, are most helpful.

Page 50 2.10 Isla Marimeli

After: "Rocks obstruct the N entrance" add:, which dries at low water, enter from the E leaving the treecovered, 'top hat' islet to port.'

Page 50/51 Charts

In 2.13 to 2.15 add Chile chart 7381.

Page 52 2.20 Estero Quintupeu

In 2007 there was reported to be a new *salmonera* in the early part of the fiord, which should be left to port.

Page 53 2.23 Caleta Porcelana

'Local advice is to approach leaving a small, square white buoy off the anchorage to starboard. There is a large, red mooring buoy, thought to belong to the salomeras, that can take 40+ tons in calm conditions. Beware of a small red buoy with attached line that is only visible at greater than half tide. Approach on 277° on the left-hand red buoy. If two red buoys, ignore the buoy closest to the beach as it is too close to the beach and offers little water.'

Page 53 2.24 Estero Tubildad

Comment: W side is best place, beyond the ramp and as close to mussel farm as swinging permits. Glorious birds at low water.

Page 53 2.25 Quemchi (Armada)

Page 54 2.26 Isla Buta Chaques

Add:

Approach In 2006, kelp seen on Bajo del Medio only, west of large *salmoneras*.'

Anchorage Delete reference to *salmoneras* in the south as although still there most have moved. Instead, suggest '...north of small jetty in about 10m. Small fruit, vegetable and dry good supplies and post office in shop at top of jetty.'

Page 54 2.27 Isla Mechuque

The lagoon N of Isla Taucolon is presently reported free of *salmoneras* and to provide good shelter.

Page 54 2.28 Dalcahue

Dalcahue now has a floating pontoon with fuel and water. Suggest land at the floating pontoon near the ferry landing. Secure the dinghy to the ramp leading ashore. Diesel and water available on the pontoon, see the Esso office at the top of the ramp, where petrol also available. Armada office on road leading into town and next to Esso office. Most local boats now on moorings but beware the odd one on long rode. Moorings stretch under cables but possible to anchor inside them in 5m.

Page 54 2.28 Dalcahue (Armada)

The following comments have been suggested:

General Population of 10,000 according to *Lonely Planet*. The bank has an ATM. Diesel and water on the floating 'fishing-boat' pontoon by ferry landing, Esso office at head of ramp where petrol available. Armada office (closed on Sunday, so call on VHF) is 50m towards town.

Anchorage Virtually all boats are now on moorings although the occasional small boat may be on a long anchor rode. Excellent dinghy landing on fishingboat pontoon by ferry landing; tie painter to ramp leading ashore. Suggest 'beyond' replaces 'under' the power

line, as the area is full of mooring buoys. Beware kelp as it can be attached to a sunken floating line, which may only appear at half tide.'

Note Tower on town quayside is painted green.

The canal Dalcahue is a fine passage and can save many miles. It has a minimum depth of 4m. Both pairs of leading lights are white painted towers with a red band. The northern pair is just east of a large, blue-roofed warehouse, the tower of the backmarker on the southern pair is difficult to see as it is amongst the trees on the hillside and initially all that can be seen from the north is a white blob. The mussel floats at the southern end are best passed close to their east side. The current runs north on the flood and can reach five knots at spring tide.

Page 56 2.29 Castro (Armada)

The armada no longer offer water, which can now be obtained alongside at the commercial harbour next door by arrangement. There is no longer diesel on the water-front. It must be fetched from garages in the centre of town in car/taxi.

Page 57 Caleta Linlinao

There is now a small marina, Marina Quinchel, here 42°34'.7S 073°45'.2W

Communications VHF channel 16

The marina is located between Isla Linlinao and the W shore of the mainland.

Approach From S you can pass between the mussel floats. Coming from N or E keep close to Isla Linlinao S coast and enter directly. Depths are sufficient. Tie to a mooring. There are pontoons too, but they seem to be weak. Call the marina on Channel 16 before entering.

Facilities Good service, showers, internet, W-Lan, washing machine, simple repairs. Marina will arrange for filling of fuel cans and organise transport to Castro.

Page 58 Charts

In 2.34 and 2.35 add Chile chart 7410.

Page 58 2.35 Estero Pellú

General Add: Kelp marks rocks on both sides of the entrance.

Page 60 2.40 Puerto Queillén (Armada office)

Page 61 2.44 Quellón (Armada office)

Anchorage Mooring lines and the crowds of fishing boats make anchoring difficult. For peace of mind, anchor off going as far west or south as required. If sheltering on the south side and do not fancy the dinghy trip, land there and stop a bus that will take you into the port. Approach to Estero Yaldad was obstructed by mussel floats in 2006.

Facilities Diesel from both piers (Copec and Esso on fishing, Esso on ferry). Advise the garage that you are coming in and someone will come down to unlock the hose. The size of your boat will influence which pier you use. Beware the curved nature of the ferry-pier sides. Water on both, bring a hose.

There are various fruit and vegetable shops and fresh fish stalls up the hill from the Armada office. The main shopping street (Ladrilleros) runs parallel with the sea front, two blocks up from the Armada office. Turn right for the Almar supermarket with Visa ATM (Red Bank). Internet opposite or at the end

of the first block to left (first floor) along with stores, hardware, fruit and vegetables. Bank de Estado (ATM Master card only) with post office behind, two blocks to the right. (22 de Mayo). Lanvandaría on sea-front east of ferry pier, along with two hardware stores and various restaurants, or in La Paz.'

Page 69 3.3 Guaiteca – Isla Ascension

The sketch is misleading: the two small islands below anchorage A don't exist. Augustin Manado was a child who died with three others in a shipwreck in the Golfo de Guafo more than forty years ago. His spirit protects mariners and fishermen.'

Page 69 3.4 Melinka (Armada office)

Anchorage The anchorage is front of the town and the new jetty. The best place, in 15m, is taken by a red mooring buoy used by large steel auxiliaries. If empty, the armada may let you use it. The mooring lines may be light, so use with care or rig your own. There is 10m inside the buoy but it shelves fast to 5m. Dinghy landing at the new pier.

Facilities Limited supplies but several stores, some of which sell fresh fruit and vegetables, meat, cheese, bread, wine and spirits. There is a chemist.

Page 70 3.6 Isla Amita, sketch

The orientation of the compass rose and N is reported to be incorrect.

Approach Beware of strong cross currents in the entrance.

Page 71 3.10 Isla Manuel, sketch

Longitude of anchorage should read 73°06'.4W.

Page 72 3.12 Puerto Puyuhuapi

There is a small, helpful, private marina here with water and shore power, Pos 44°19'.5S 72°33'.4W.

Page 72 3.13 Bahía Dorada

Delete Dorada from title, text and sketch and replace with Dorita.

Water and internet services are available.

Page 73 3.15 Canal Skorprios, sketch

There are two errors here. To the SW of each sand bar on the S side of Isla Pen Davis are soundings where the 0 has been transformed into a nonexistent island. The sketch should show a sounding of 30 instead of 3 and a small island and 40 instead of a 4 and a small island.

Page 73 3.16 Isla Jéchica – Pozo Pedregoso

A small 'marina' with berths for yachts up to 10m, showers and laundry has been established. Louis Chatwich, *Email* contact@islajechica.cl www.jechica.cl ☎ (56) 2 624 9219. See insert sketch.

Page 75 3.19 Isla Benjamin Estero Arboles Espectrales

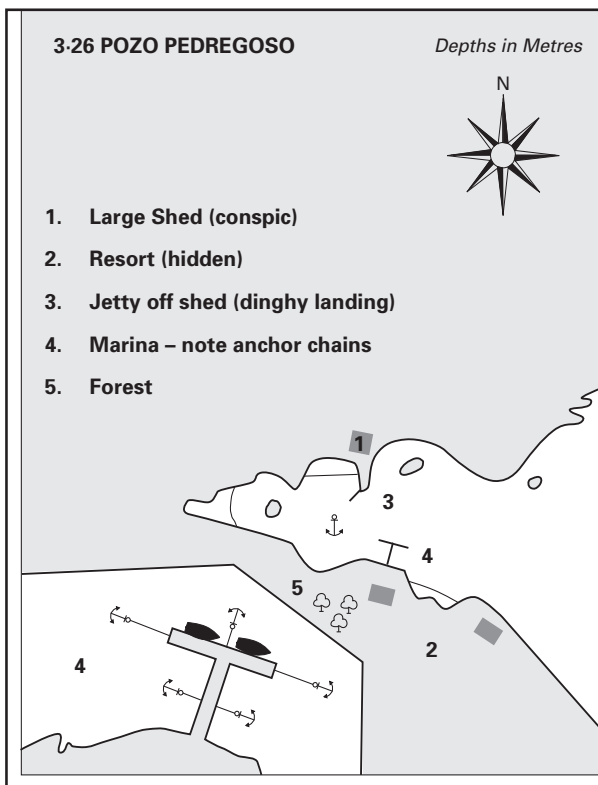
A 3m shoal is reported in the entrance, S of the mid line just off the small islet shown.

Page 76 3.24 Isla Galvarino

A 5m shoal is reported just off the small island to the SE.

Page 77 3.28 Isla Las Huichas

The village is increasingly run down, the stores and fuel depot were not open in 2005. 2006 shops reported open again, plus: Centro de



Llamados Valentina, in the road two back from the *Armada*, is a post office with Chile Express, telephone and internet.

Page 78 3.29 Isla Melchor

Replace 'Unnamed estero and caleta' with Estero Atracadero.

Pages 78–83 Charts

In 3.29–3.43 remove Chile chart 8600.

Page 79 3.32 Estero Sangra

Line 8. Delete '...channel and the E side of the pool... permanent.' Replace with '...channel and within the pool. Anchor and swing or take a line ashore either in the pool or to the island.' Line and cages withdrawn. See sketch – changed to reflect the space and shape of the anchorage, plus more depths.

Page 79 Seno Aysén

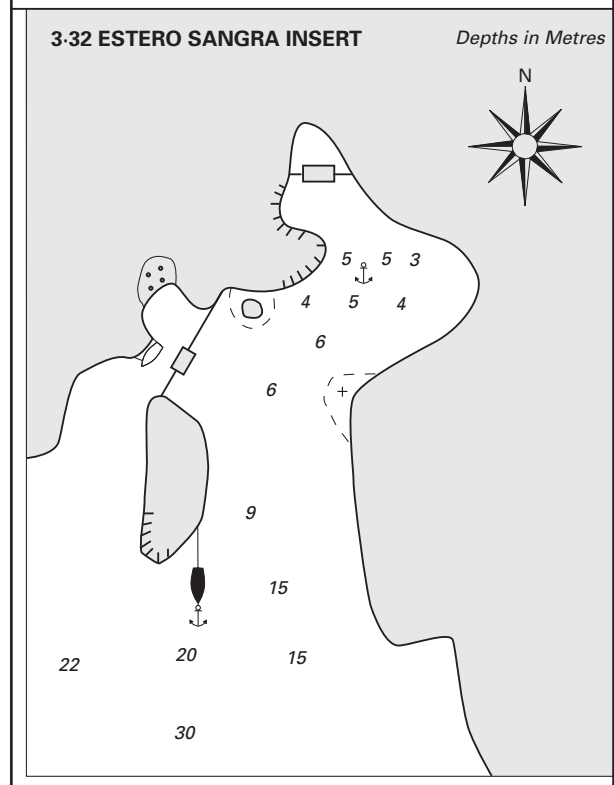
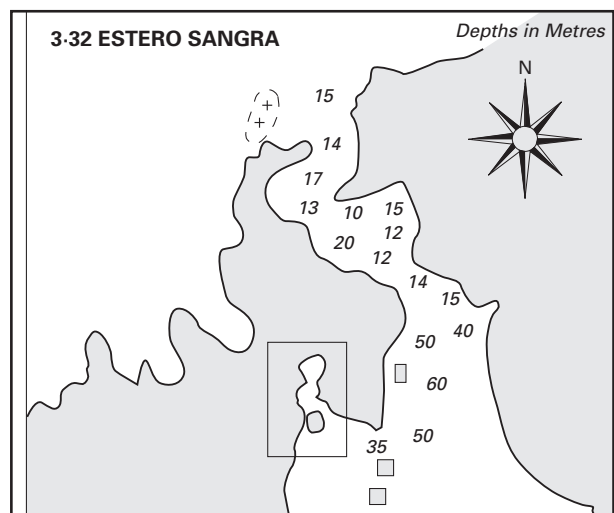
In March 2007 there was a major earthquake here, at the time of writing it is not known how this will affect conditions but judging from previous events there are likely to be considerable changes to all anchorages.

Page 80–82 3.37 Chacabuco (Armada)

Comments: The passage into Baja Ensenada may be shallower than indicated and it is recommended to transit about an hour before high tide.

A visitor's permit can indeed be renewed (by charming staff) at the Government office on the main square in Puerto Aysen, but it takes one to two days, requires the signature of the Governor who may not be present so entraining further delays, and costs US\$100. Unless you need the waiting time for other things it would be more entertaining to spend the money on a short trip to Argentina via Cohaique.

There is a large, spanking new supermarket by the bridge at the entrance to Aysen from Chacabuco, which should meet all normal needs. Shopping for other basic needs in a wide scatter of small stores.



In Chacabuco itself there is an internet café, minimal 'super'(sic)-markets, a free-standing ATM (i.e. no bank) and a survival restaurant.

Mobile phones work in Aysen, in Chacabuco and at the Bahia Ensenada anchorage.

There is no laundry at the address given but good service is provided at 420 Calle Kalstrom ☎ 067 330985. It is near the edge of town off the Chacabuco road; a taxi is recommended.

Diesel can be obtained from the garage in Chacabuco but unless their cistern-truck is available it is a hassle (a long haul by hand, or get a taxi from Aysen). It is better not to need water.

Pages 82–83 Charts

In 3.38–3.43 add Chile chart 8650.

Page 85 3.47 Caleta Primera

Large *salmonera* reported in anchorage.

Page 86 3.52 Río Témpanos

Position should read 46°32'S 73°50'.6W.

Sketch The name of the pass is Paso de Vidts, not Vidis.

New GRP WRW beacon on spit, left of 'Low and grassy' pointer, on tip of little knuckle.

Page 87 3.53 Río de los Patos

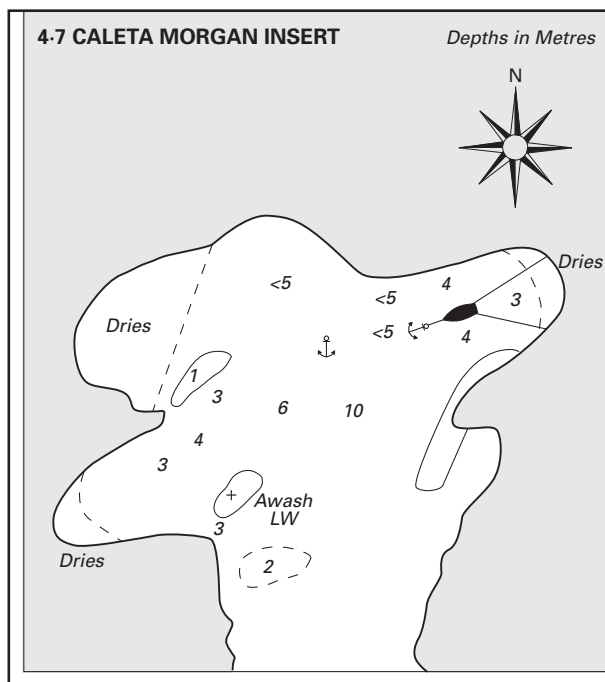
Moorings in the stream NE of the 'pool' have been removed. Several tour barges may be on a swinging mooring in the pool. This is a delightful, peaceful spot and well worth the adventure of getting in. In the pool the bank appears steep to and it is possible to anchor outside (to the south) of the barges in 5m mud, tying off with two or more shore lines to allow the barges to swing.

Page 85-87 3.47-3.54 Estario Elefantes and Laguna San Rafael

Add Chile chart 8670.

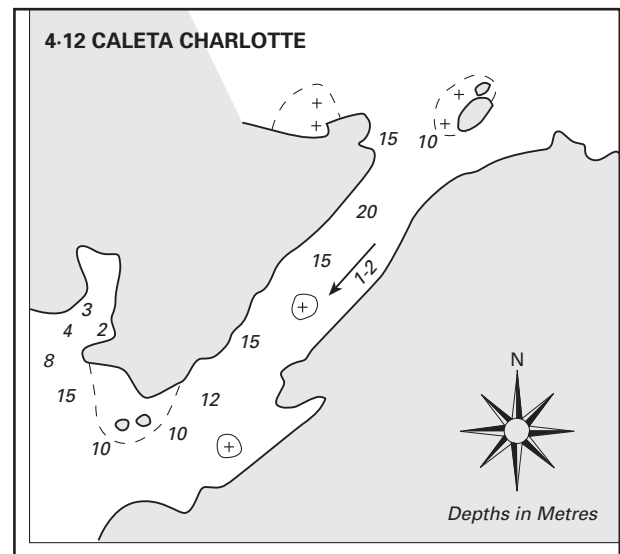
Page 91 4.7 Caleta Morgane

Best protection reported in NE corner – see sketch insert.



Page 91 4.12 Caleta Charlotte

The rock SE of the cove is reported as visible most of the time, depth in the cove was 3m. See sketch.



Page 92 4.10 Isla Rivero

Delete Chile chart 8632 and add 8631.

Page 94 4.16 Estero Balladares

A more secure anchorage has been reported on the S shore in a small indentation at 45°44'.66S 074°22'.52W (WGS84).

Last para, last sentence, correct GPS position, sentence should read: The nearby bay on the S coast of Isla Prieta (GPS 45°48'S 73°23'.4W) provides much better shelter in all conditions with room to swing or tie up as desired.

Page 100 4.31 San Quentín

Amend San Quintín to San Quentín.

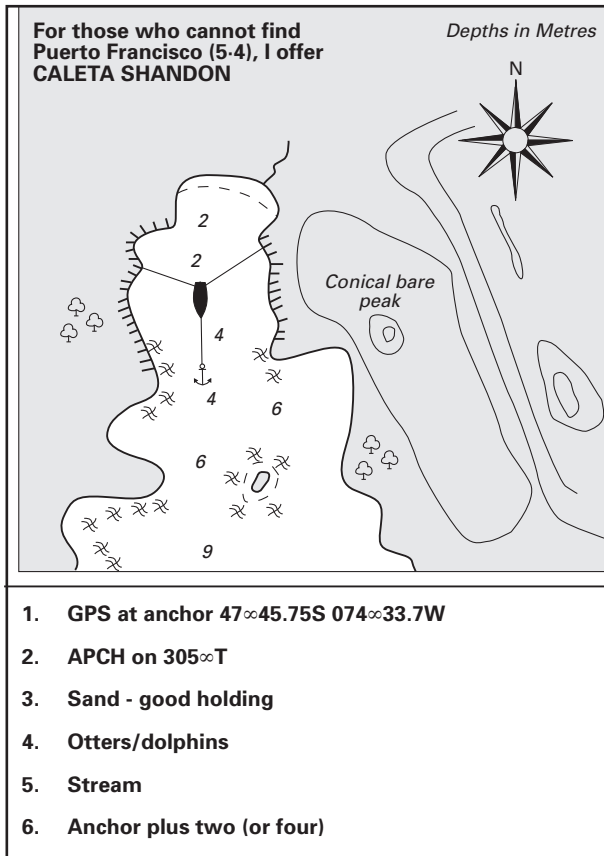
Page 100

Insert between 4.31 and 4.32 **Bahía Abra Kelly** – a good anchorage has been reported in the SW arm of the S inlet.

Pages 103 and 109

5.20 Calaeta Ivonne should read Yvonne.

Page 104 5.4 Península Fresia – Puerto Francisco
 David Mitchell used an anchorage immediately west of the entrance at position 47°45'.75S 74°33'.7W (GPS). We have called this Caleta Shandon, after his boat. See sketch.



Page 105 5.6 Caleta Felix
 Change last line to: The entrance is narrow with 5m in the approach.

Page 105 5.7 Canal Martinez
 GPS position of anchorage reported as 74°45'S 74°00'W.

Page 105 5.8 Caleta Tortel (Armada)
 General Delete post office which closed in February 2007.

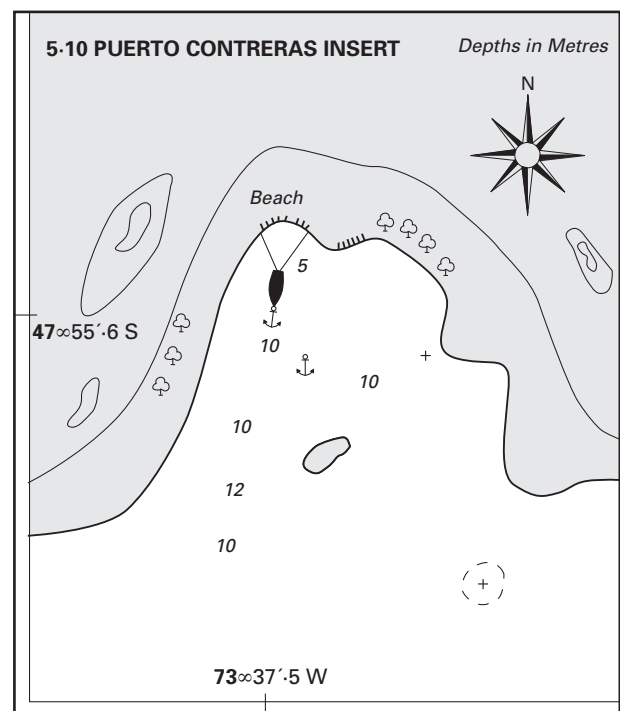
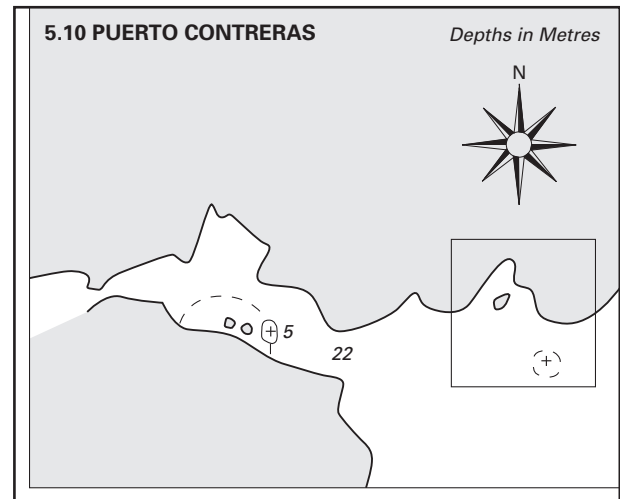
Anchorage The *carabineros* no longer have a launch. The locals use the pier. A better way to anchor is to tie a shore line to the bollard. The sketch is misleading in that there is ample room.

Facilities Line 1. ...few shops and gas, diesel, petrol, paraffin and oil is available from the EMAZA store, which is well stocked with basics. About 25m north of the hydro electric jetty is a good stream for drinking and laundry. Anchor in 15m and take one line ashore.

Communications Delete 1st para as no ferry. There are two bus services to Cochrane (journey time three hours). Interlagos leaves every day (except Sunday) at 1530, returning at 0930. The other service leaves Tortel at 0930 on Monday and Wednesday. From Cochrane, Interlagos leaves every day for Coihaique (6 hours), not Sunday, at 0900 returning at 1100. From Coihaique there are various companies with a service to Osorno (22 hours) and Puerto Montt via Argentina. Buses leave at 1700 (Queilen Bus, \$25,000) and 1730 (Trans Austral, \$22,000).

Flights – The post office is shut and it appears necessary to walk to the airport, so delete reference. Wednesday flight running in March 2007. From Coihaique, Lan Chile have flights to Santiago via Puerto Montt.
 Last line, delete post office. Internet in the library.

Page 106 5.10 Puerto Contreras
 Reported to be uncomfortable in strong westerlies and inaccurately sketched. An alternative anchorage is in the inlet on the north side, tucked in behind a small island and either swinging at anchor or with two lines ashore. Anchorage GPS 47°55'6S 73°37'5W. See sketch and insert.



Page 106 5.15 Puerto Island
 The *armada* buoy has been moved to the SE corner. Yachts can anchor at the head, on a mud bottom.

Page 107 5.16 Caleta Point Ley
 Holding reported to be poor.

Page 109 5.20 Caleta Yvonne
 Reported to be rocks at entrance to W cove, keep to centre.

Page 110 5.21 New chart 9412

Page 111 5.24 New chart 9412

Page 112 5.25 Angostura Ingles

Repeater stations notwithstanding, VHF contact with Puerto Eden cannot be relied upon.

Pages 115–117 6.1 Puerto Edén

Anchorage The armada building is white with a blue roof. Holding excellent. Three lines from end... Delete 'There is a convenient but decrepit...' and replace with 'Work on replacing and extending the existing pier should finish late in 2008'.

Facilities There are now freezers with meat and chicken in all three stores in the village. Limited vegetables, apples and pears found, plus a 'survival' selection of non-perishable foodstuffs. The best source of fruit and vegetables, also cheese, can be the shop on the E side of the headland, with centolla available from the nearby packing station. 'Hospedaje Eden', a guest-house by the EMAZA store, offers very acceptable evening meals; will also do laundry and bake bread. Public telephone centre adjacent. Email available at the school, free but need to book a session ahead. The post office has been found closed for a week or so because the post master was away.

Communications In 2007, Navimag was operating one ferry only, calling every seven or eight days. Puerto Tortel provides an alternative either by air or coach.

Page 118 6.4 New charts 9530, 9531

Page 118 6.5 Bahía Elizabeth

General Line 4. The glacier was advancing but its face is back to where shown on the charts. The waterfall in the anchorage on the E side is an easy watering point.

In the SW of the two anchorages suggested, in the bay 1M NW of Islote Genaro, anchor in the middle opposite a rocky promontory. Good shelter, good holding and plenty of swinging room in 8m

The anchorage in the notch on the N side has good depth most of the way to the beach, but would require lines ashore in most conditions.

Page 119 6.7 New chart 9542

Page 119 6.8 New chart 9541

Page 120 6.10 Estero Dock

There is much thick kelp reported in the anchoring area. In gusty conditions it would be wise to take lines ashore.

Page 126 6.23

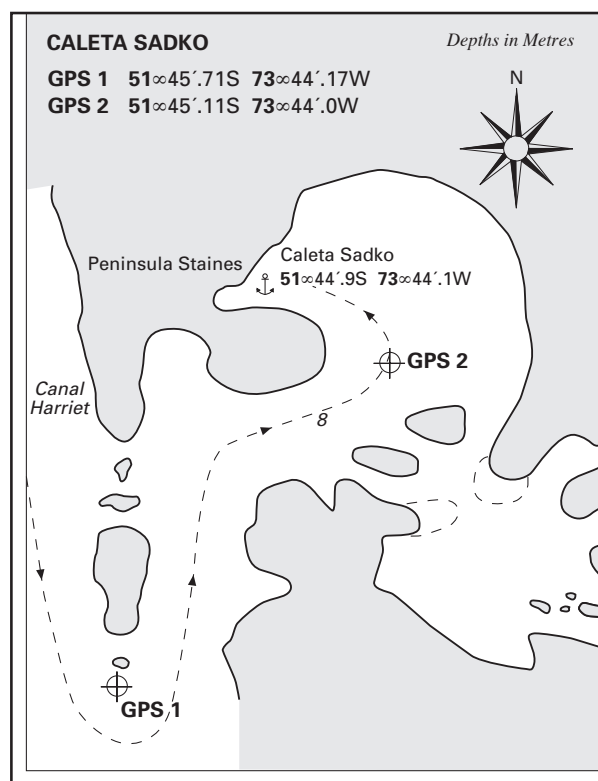
The third line should read: There is a distinctive cone-shaped hill to the W of the entrance.

Page 129 7.2 Puerto Mardon

Several boats have hit the rocks in the entrance to the inner anchorage, it is not recommended unless conditions are ideal which includes clear water and a crew member in the rigging.

Page 131 Canal Harriet provides an interesting alternative, although barely a short-cut, to or from the southern 15 or so miles of Canal Sarmiento between Arbra Justicia and Canal Collingwood. The Chilean charts have a line of soundings down the centre which show – correctly – a 14 m shallow patch

between two islands at approximately 51°43'S. This may be why the canal is 'not recommended' in a brief paragraph in the Admiralty Pilot. But for a small vessel it provides a safe and pleasant passage somewhat off the beaten track. This said, there is no other survey information. The channel is flanked, especially in the northern part, by many islands and rocks and exploration away from the 'fairway' in an un-supported deep-keel yacht involves some risk. During an uncomfortable reconnaissance no navigable passage was found between Canal Harriet and the fjord running ESE from Abra Justicia; and no likely anchorages were found elsewhere in the northeast of the channel. However, 3M N of the southern tip of Peninsula Staines (Punta Hamadryad) on the E side of Canal Harriet is a large un-named bay including the excellent anchorage described below, well-sheltered from all quarters; and other possibilities to be explored...



Estero 'Hamadryad' – Caleta 'Sadko' (GPS 51°44'.9S 73°44'.1W)

Enter at the south end of a long island in the mouth of the bay, (GPS 1 51°45'.7S 73°44'.2W) and follow the broad channel northwards and to the NE for 0.6M to (GPS 2 51°45'.1S 73°44'.0W.) Cross a bar with a depth of 8m past which the channel deepens again and continue to port into the caleta in the north-west corner. Anchor just past the entrance in 6–8 m with adequate swinging room; or continue almost to the beach and anchor in 2–4m with shore lines. Above the caleta a mountain ridge runs up to a point with a view over the channels and a spectacular panorama of the Andean ice-cap. Once through scrub vegetation by the shore the going is moor-land and rock.

To the east is a large unexplored lagoon. Depth of 6–7m was found in the narrows at the entrance, after

which it is deeper but erratic. A brief inspection revealed no particularly inviting anchorages.

Bahia Islas

At the southwest extremity of Canal Harriet is Bahia Islas where a sparse line of soundings leads to an anchorage marked on the charts, and described in the Admiralty pilot as affording emergency anchorage for vessels up to 80m in length. There is no obvious resting place there for a yacht but there is a caleta used by fishermen in the northwest corner of the bay (GPS) 51°46'6S 73°46'5W. Fishing boats moor in the inner pool in 2–3m with stern anchors and bow lines to the W shore. A yacht can anchor outside in about 10 m, with lines to shore if conditions dictate. Look out for rocks and kelp on the bottom. In the absence of other boats it might be possible to find a hole for a keel-boat in the pool.

Page 136 7.14 Estuario Kuven

A recommended spot. The inner bay (51°53'2S 73°16'0W) is well-sheltered but the holding is deceptive because of heavy kelp and the anchor will probably need shorelines in support.

Page 140 7.24 Puerto Natales

Mooring No change of substance from the published information; i.e.: situation difficult. The Armada will allow a yacht to use their dock for the arrival procedures and to decide what to do next. Konrad Alvarez's buoys are still available (the Armada will contact him) But the one kindly offered to us was not usable because it was in barely 2m of water.

Page 140 7.25 Seno Eberhardt-Puerto Consuelo

This is the only safe anchorage in the area. But it should be noted that the shore facilities are in the middle of a private estate and visiting yachtsmen are the uninvited guests of Rudolph and Gladys Eberhardt. They are surprisingly welcoming, will offer a water tap to fill cans and a ride if they are going into town, or will call for a taxi. But it is not an entirely comfortable arrangement.

Page 141 7.26 Seno Ultima Esperanza

Anchorages: Two, there is a parks dock at Río Serrano which yachts have been invited to use and is reported to be comfortable, location is reported as 51°25'.28S 73°06'.08W.

Further comments: We anchored overnight without lines in the easternmost of the three Creeks shown in the sketch. There is a Conaf campsite on the west side of the Serrano river with a good dock on which we could stay until the first tourist boat came in the following day. This is part of the Bernard O'Higgins national park. Rangers conduct walks on the forest trails and Zodiac trips on the lake below the Serrano Glacier. A wonderful place with occasional distant views of the Torres del Paine.

Page 142 7.30

Add new chart: 10722.

Page 143 7.33 Isla Manuel Rodrigues – Puerto Profundo

Last sentence: Two bays with good shelter are near position 52°40'.2S 73°45'.7W.

Page 149 8.6 Caleta Mostyn

Several boats have commented that this is one of the best anchorages on the Straits.

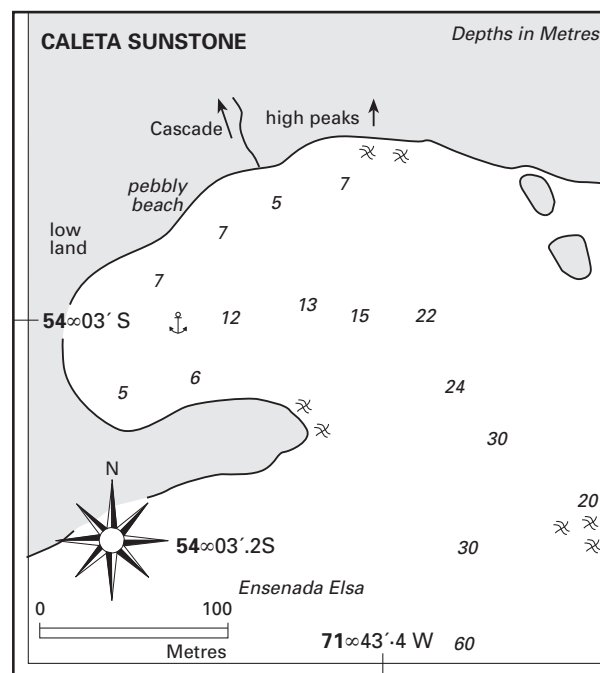
Page 157 8.21 Canal Acwalisnan – Zarpe

In 2007 one vessel reported obtaining a zarpe to use this passage.

8.21 Canal Acwalisnan – Seno Pedro – Caleta Felix Sunstone and *Taraki* provided another anchorage just to the south in Ensenada Elsa (more information on both of these anchorages would be greatly appreciated by the editor. (We only need one in this area for the next edition.)

On the N side of the Ensenada is a caleta indicated on the chart, but not named. It gives good protection from N, S and W. We were there in quite good weather. It is possible that there would be some rachas in strong W/NW winds from the higher ground. However, the holding is very good in mud and kelp. Though the trees are not tall there are some good strong ones for stern lines. The anchorage position is 54°03'.01S 71°43'.43W (in 9 metres). There is a wide area of kelp which may conceal some shoals toward the middle of Ensenada Elsa in the approaches to this caleta. A yacht entering along the southern shore and then heading for a waypoint 54°03'.24S 71°43'.35W (outer approach), should clear the western edge of this area. Then head for 54°03'.06S 71°43'.29W (inner approach), followed by the anchorage waypoint. There is kelp all round the caleta, but depths shoal evenly, except for a small patch close in at the mouth of the little stream on the northern bank.

See sketch: Caleta Sunstone.



Page 161 8.27 Punta Arenas

Comments: If anything even less yacht-friendly than indicated. I would hate to leave a boat at anchor in the roadstead and in 2005 the few proper moorings were in use by the pilots and tug-boats. We were helped, by a tug-boat, to the only other buoy visible and went ashore on the beach, although this became impossible when wind and swell got up. The Muelle Prat was fully occupied most of the time by Armada vessels, cruise ships and other commercial craft. It is possible to go alongside only for fuel and water.

Page 166 9.9 Caleta Pamela

It is probably dangerous to tie across the inlet in the manner shown as strong rachas can blow down it. Tying in fore and aft direction would probably be best.

Page 173 9.23 Caleta Sur

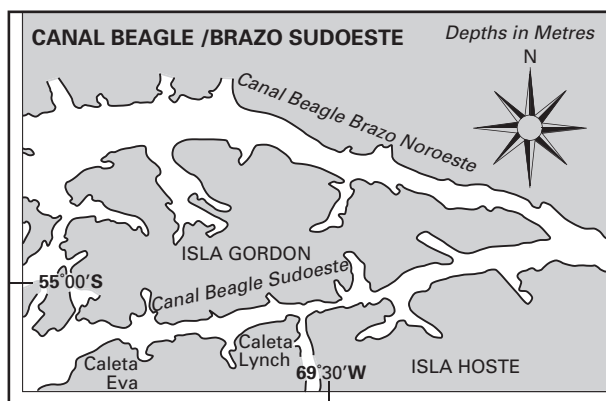
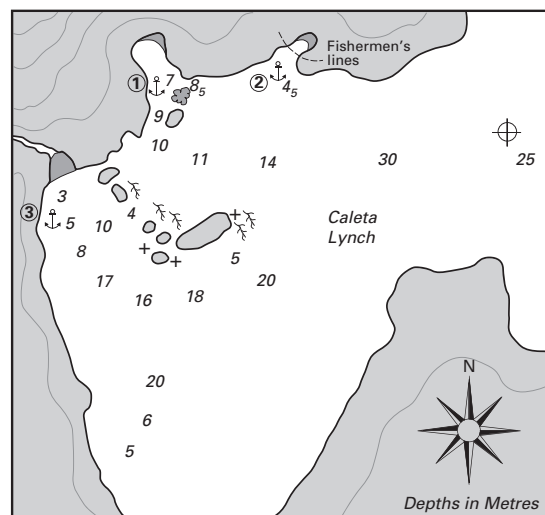
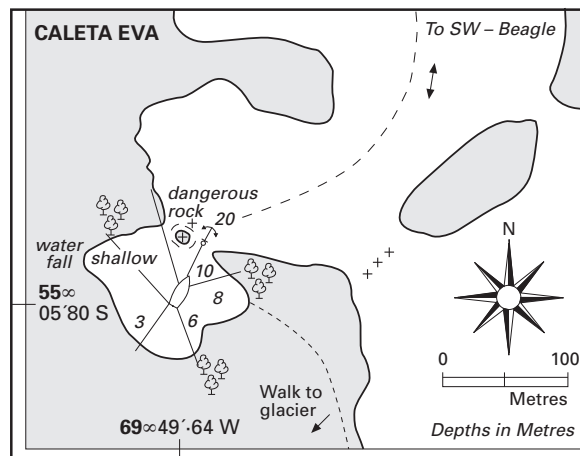
Balaena with a 1.6m draught found it difficult to anchor in the position shown and had to anchor further out with poor shelter. This anchorage is therefore only recommended in settled or E weather or for shallow draught boats.

Page 176 Introduction, notes: The Cape Horn excursion

Be sure that you understand the Armada's rules. They may issue to foreigners general information which includes routes which are only open to Chilean vessels. Conversely it seems to be acceptable to sail between Caleta Maxwell and Cape Horn via Bahia San Francisco rather than round by Canal Franklin as shown on the coloured sketch-chart issued with the zarpe. Take your own charts to the Armada office. There is a very active Armada station on the Islas Evout, east of Bahia Nassau about halfway between Isla Lenox and Cape Horn which does not feature on the list given to us by the Armada.

Page 176 and 185 10.12 (text and sketch) Islas Hoger Change name to Caleta Margarita from Caleta Echappebelle.

Anchorage There are stout trees to which it is recommended to moor with shorelines. Shelter is good though rachas can be felt here.



- ⊕ 55°04'.8S 69°33'.1W
- ⚓ 1 54°04'.84S 69°33'.87W
- ⚓ 2 54°04'.77S 69°33'.60W
- ⚓ 3 55°05'.06S 69°34'.12W

Page 179 Canal Beagle Brazo Suroeste

The Brazo Sudoeste is beautiful stretch of water with some fine anchorages and glaciers, it is now open to navigation, though most people receive a *zarpe* prohibiting anchorage or limiting it to Caleta Lynch (see below). Unfortunately Canal Barros, the shorter and more protected passage between the Brazos Noroeste and Suroeste, is prohibited to navigation and yachts are compelled to use the more exposed Canal Thomson.

Page 179 New anchorage, unnumbered

Caleta Eva

GPS 55°05'.8S 69°49'.6W

Charts: 12700

General The Brazo Sudoeste is now open to navigation and this is a useful anchorage on Peninsular Cloudy, Isla Hoste. The scenery is spectacular with good walks to the nearby glacier.

Approach There is a rock, that covers, in the entrance which must be passed to the SE as shown.

Page 179 New anchorage, unnumbered:

Estero Fouque - Caleta Lynch

GPS Entrance 55°04'.8S 69°33'.1W

Anchorage 1: 55°04'.84S 69°33'.87W

Anchorage 2: 55°04'.77S 69°33'.6W

Anchorage 3: 55°05'.06S 69°34'.12W

Charts: 12700, 13112

General In 2008 *Balæna* received a *zarpe* prohibiting anchoring in any place during a 10 period in the Beagle Canal. This was somewhat illogical as we were then asked each day for the planned anchorage in the coming night. In the Brazo Suroeste we were told that Caleta Lynch was the only permitted anchoring place. The large scale chart shows this as a 'Zona de hielos' - ice zone, however, there is no glacier in the bay and the only way that ice could occur here is by freezing of the fresh water on the surface on cold still nights, a phenomenon that is common in all sheltered anchorages in this area. This appears to be a safe anchorage, used by fishermen and is very beautiful with good hiking. Not far to the south Ventisquero



Fouque reaches the sea and can be approached to within a few hundred metres.

Approach From the Brazo Suroeste and into the outer part of the Caleta the approach is straightforward without dangers. Once into the Caleta there are submerged and visible rocks as shown on the sketch. Anchorage 2 can be approached without danger, Anchorage 1 should be approached from the S of the small islet unless a lookout (up the mast) is able to identify the rock on the NE side. Anchorage 3 is easy to approach along the line of soundings shown and giving the small group of islets a good berth.

Anchorage: There are well grown trees in all three anchorages which suggests good shelter. Anchorage 1 appears to have the best shelter but as conditions were very quiet at the time of *Balæna's* visit two alternatives are given. Shore lines are preferred in all three positions.

Page 179 10.2 Seno Pia

The position given is a GPS waypoint for the entrance.

Page 179 10.3 Bahía Romanche

A GPS waypoint for the outer entrance is: 54°54'.85S 69°28'.24W

Page 181 10.6 Caleta Ferrari

Delete text and replace with:

GPS entrance to Bahía Yendegaia 54°54'.0S 68°41'.0W

GPS anchorage in Ferrari 54°51'.44S 68°49'.00W

General Bahía Yendegaia is a deep inlet very close to the border with Argentina. Near the SE extremity is a Police (*Carabinero*) post which is manned by at least six friendly and helpful personnel and has full communications with the rest of Chile, it is possible to anchor off the post but it is exposed to NW winds. There are several possible anchorages in the bay. Caleta Ferrari, once the centre of a large estancia, offers excellent protection and warm hospitality and has become a favourite with visitors. There are some old buildings on the shore occupied by a Chilean/Belgian couple who act as caretakers for the present owners Fundación Yendegaia (www.theconservationlandtrust.org/eng/proyectos_yendegaia.htm)

Approach This is simple and straightforward along the Bahía; don't go too close to the small islet shown on the sketch.

Anchorage The pier shown has been removed. Anchor in 7–10m mud and excellent holding directly off the beach, being careful not to dry out at LW. Alternatively tie up between the mainland and small island shown. The caretakers are very hospitable and may well offer to take you horse riding. They live an isolated life far from the shops and gifts of fresh vegetables are especially welcome.

Page 182 Puerto Navarino

Anchorage The inlet to the W of the Armada base is now usually full of fishing boats. Anchor off the Armada's jetty, the holding is good and there is no need to use lines.

Formalities Navarino does not have border facilities for yachts but is used by a fast inflatable service from Ushuaia for passages across the Beagle Canal. The Armada station here has a helpful and friendly

personnel who may be able to issue a new *zarpe* – this may be useful if Puerto Williams continues to restrict *zarpes* to 10 days.

Page 183 10.10 Puerto Williams

GPS for W approach to inner passage over Banco Herradura (3m) 54°55'.2S 67°36'.7W

The naval supermarket is now only available to Armada personnel; however, the selection in the public stores has improved remarkably.

Warning In strong winds, not necessarily gale force, the port may be closed at short notice. This will be announced by the Armada on the VHF. There is a good safe alternative about five miles to the west in Caleta Villarino but to the nearest shelter to the east on the Chilean coast is over ten miles away (Puerto Eugenia).

Facilities Denis Chevally a Swiss back country guide resident in P Williams runs a business that helps visiting yachts with logistics and will act as caretaker for yachts left unattended at the Micalvi. Contact: ☎ +56 61 621 251 or Email_fuegia@usa.net

More generally, do not have too high an expectation of the romance of the world's most southerly yachting centre. *Sadko* was in and out over nearly a month during the 2005–6 season and life at the *Micalvi* was chaotic, mainly because they did not appear to be anybody in charge. There was no catering and even the bar was not reliably open. Yachts were stopped from putting domestic waste ashore on the grounds that most of it had originated in Argentina. This was true in some cases but not helpful or hygienic.

During the season there was a high-speed passenger service by covered RIB and minibus between Puerto Williams and Ushuaia, via Navarino.

Page 187 10.18 Puerto Maxwell,

General There is a covered rock on the E side of the S passage, keep to the W side as shown in the sketch and keep a good lookout.

Page 187 10.19 Caleta Martial

The large metal buoy in the entrance reported missing was in place in 2005–6 but was difficult to use because it lacked an effective leader line/marker buoy. It had to be lassoed, with some damage to the bows of the boat.

Page 188 10.20 Caleta León

General The anchorage is 0.5M NW of Punta Espolon.

Sketch The 'New Lighthouse' is in fact the Albatross statue.

Page 188 Argentina

See the free guide available at:

www.rccpf.org.uk/publicat/ind_webp/argentina/argentina_options.htm

Note: This guide is shortly to be extensively updated with extensive additions to Isla de los Estados.

Page 189 Bahía Lapataia

The area is a national park and vessels with a motor are prohibited from entering the northern part of the bay. There are signs on shore warning of this.

Page 189 Ushuaia

General The city has grown considerably and the population is likely to exceed 100,000. Facilities are steadily improving, though there is little specifically



aimed at yachts. The town has a busy airport with frequent connections to Buenos Aires and Santiago via Punta Arenas. In winter there is a first class ski field a 20 minute bus ride away at Cero Castor.

Formalities Most yachts have to visit the 'Prefectura' (marine authority) which is located to the left of the Storage tanks shown in the sketch. They will also carry out immigration procedures.

Anchorage It is increasingly hard to anchor due to the number of moorings being laid. Apart from a problem with kelp, holding is good. The landing at the now defunct Club Nautico has been demolished. AFASyN will hire moorings (not well maintained and yachts frequently break free!) but will also insist on charging for anchorage in any part of the bay. As there is no practical dinghy landing other than the AFASyN pontoon, it is hard to avoid this payment.

Facilities The YPF fuel dock no longer supplies yachts. Small quantities are handled by dinghy from the YPF petrol station in the harbour. For larger quantities yachts hire a pickup with fuel drums to carry fuel to the AFASyN dock.

Page 191 **10.26 Bahia Almirante Brown – Puerto Harberton**

Bahia Cambaceres: An anchorage at 54°52'.8S 67°16'.7 has been reported as reasonable, holding mud and sand under kelp. Beware of a long kelp spit to the SE.

Page 192 **10.29 Puerto Hoppner**

General Isla De los Estados is now a natural reserve and a permit (obtainable from the Provincial authorities in Ushuaia) is required to visit, however it is still used frequently by yachts in transit. While yachts may claim the need to seek shelter as a reason for anchoring without a permit it would be hard to explain your presence on shore in these circumstances.

Approach There is a cove in the NW of the outer bay suitable as a temporary anchorage. The entrance to the inner anchorage has a minimum depth of 1.3m at chart datum (most tides are 0.8–1m over datum – check the tables) and a width of 10m at LW.

Page 194 **11.1 Hanga Roa**

Leading line and sector light LFl.8s39m13M is reported in position 29°09'.33S 109°26'.21W, sector light LFl.086°-123° leading line bearing 109° from seaward.

Page 197–198 The following changes should be made to the list of UK Hydrographic office charts:

Note In the area S of Puerto Montt, the Admiralty is now advising mariners to use Chilean charts for inshore navigation. This endorses the editor's opinion that SHOA is doing a wonderful job and in future Chilean charts will be the only sensible option for navigation in these waters. Delete chart lists for Admiralty and DMA charts.

Page iv **Caution**

Whilst the RCC Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the content 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 on

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 RCC 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 assess all information, published or unpublished. The information provided in this pilot book may be out of date and may be changed or updated without notice. The RCC Pilotage Foundation cannot accept any liability for any error, omission or failure to update such information. To the extent permitted by law, the RCC 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.