

ARGENTINA

SECOND EDITION

*Andy O'Grady
and Pete Hill*



ROYAL CRUISING CLUB
PILOTAGE FOUNDATION

2009

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Puerto Hoppner (see Port 6.4)
Charmain Bibby

Tierra del Fuego National Park
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The Foundation's principal activity is to collate and publish pilotage information for the benefit of cruising sailors worldwide. A team of dedicated authors and editors, all of whom are experienced sailors, work with the Foundation's publishers to update and develop its portfolio of pilot books and cruising guides.

In line with its charitable status, any surplus generated finances new publications and subsidises those publications that cover the more remote areas where commercial publication is not viable.

The Foundation's website gives full details of its activities and provides a portal for the sale or download of its books and passage planning guides as well as Cruising Notes comprising up to date navigational and other reports.

For further details about the Royal Cruising Club Pilotage Foundation and its publications visit: www.rccpf.org.uk



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TRINITY HOUSE

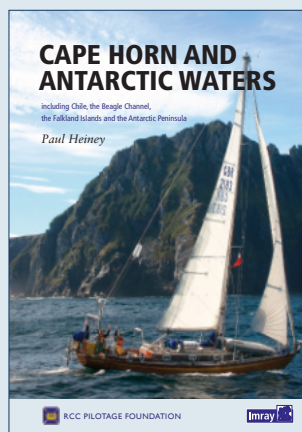
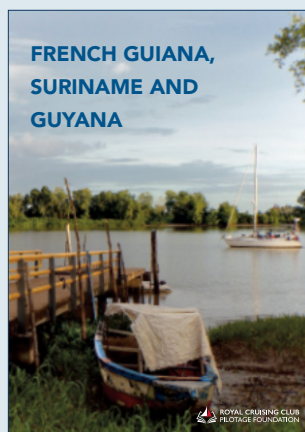
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FOREWORD AND ACKNOWLEDGEMENTS

This ebook originated with Charmain Bibby OCC who offered notes of her 2003 cruise of Argentina to the Royal Cruising Club Pilotage Foundation. This formed the first edition of a web pilot and augmented the earlier hard copy books of the *South Atlantic Circuit* and *Havens and Anchorages* published under the Foundation. This current edition contains considerably more information, especially in southern Patagonia, and builds upon the original notes with the addition of information gathered by co-ordinating author Andy O'Grady, Ulla Norlander and Pete Hill.

All do it to help those who follow in their wake and the Foundation is grateful for their selfless contribution and attention to detail; without it, publications of this type could not take place. This new book would not have happened without the initiative and lead authorship of Andy O'Grady.

Magellan's Strait divides Patagonia from Tierra del Fuego. Sailors considering entering the Strait should refer to Chapter 8 of Andy O'Grady's book *Chile* (RCCPF/Imray) but should also be aware of the author's comments at the start of chapter 6 to this book.

Updates to this and all our books may be found on our website www.rccpf.org.uk Yachtsmen are invited to contribute to our work for the benefit of all.

M R WALKER

Hon Director, Royal Cruising Club Pilotage Foundation

August 2009

PREFACE

I cruised this coast with Ulla Norlander aboard *Balæna* (12.5m) in the winter of 2008. To aid me I had the first edition of this publication, by Charmain Bibby and extremely thorough notes, sketches and photos from cruises in 2002, 2003, 2004 and 2008 provided by Pete Hill who sailed here aboard his catamaran *China Moon* and monohull *Pelican*. Reference was also made to earlier material collected by Pete and Annie Hill aboard *Badger*. All the information and sketches in these notes are based upon actual visits by the three contributors.

Balæna was making a passage to the Beagle Channel for a prolonged cruise in Chilean waters. As editor of the RCC guide *Chile* I have frequently received requests for information on the Argentine coast as many vessels approach from the Atlantic side. Hopefully this guide will fulfil that need. I was able to take the liberty of incorporating some of the information on Tierra del Fuego contained in the Chile guide.

Many people regard a cruise on the Argentine coast solely as a means of reaching Chilean waters. In fact it is a spectacular and rewarding cruising ground in its own right and I thoroughly recommend it to those looking for adventurous sailing.

I would like to thank many Argentinean friends for their unstinting kindness and hospitality, especially Claudio Useglio; Pete Hill for generously sharing his huge amount of information and helping substantially with the preparation of the book; Ulla Norlander for being the best sailing companion ever and for preparing the originals of most of the sketch charts; Ros Hogbin and Willie Wilson, who arranged for the professional preparation of the plans, for turning the rough material into a presentable publication and to Martin Walker and the RCCPF for their support and encouragement at every moment.

Andrew O'Grady

Patagonia

September 2009



Buenos Abrigado, Puerto Basil Hall

Pete Hill

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* For additional detailed information, see RCCPF book: *South Atlantic Circuit* available from this website

† For additional detailed information, see RCCPF book: *Havens and Anchorages* available from this website

‡ For additional detailed information, see RCCPF book: *Chile* available from this website



Tango Dancers
© Kobby Dagan/Dreamstime.com



1. GENERAL

The country

Argentina or the Argentine Republic occupies most of the southern portion of the continent of South America and after Brazil is the second largest country in South America (2,736,690 Square Km). After Brazil and Colombia it has the third largest population 39 million (2006). It is bounded on the north by Bolivia and Paraguay; on the east by Brazil, Uruguay and the Atlantic Ocean; on the south by the Atlantic Ocean and Chile; and on the west by Chile. The country includes the eastern half of the Isla Grande de Tierra del Fuego and a number of adjacent islands to the east, including Isla de los Estados, some southern Atlantic islands, as well as part of Antarctica. It is important to remember that Argentina claims sovereignty over the Islas Malvinas –Falklands and behaves as though they were actually in possession. The Argentine coastline measures about 5000km (about 3100M) in length. The capital and largest city is Buenos Aires.

Argentina comprises a diverse territory of mountains, upland areas and plains. The western boundaries of the country fall within the Andes mountain range with several high peaks including Aconcagua (6960m/22,834ft) which is the highest peak in the western hemisphere. Eastward the country consists almost entirely of a flat or gently undulating plain. The Pampas (treeless plains) include the most productive agricultural sections of the country. In Patagonia, south of the Pampas, the terrain consists largely of arid, desolate steppes. The main rivers of Argentina are the Paraná river, in the northern part of the country; the Rio Uruguay, which forms part of the boundary with Uruguay; and the Río de la Plata (River Plate), the great estuary formed by the

confluence of the Paraná and the Uruguay rivers. The Paraná-Uruguay system is navigable for about 3000 km (about 2000M). A notable scenic attraction is the Iguazu Falls on the Iguazu River, a tributary of the Paraná.

Argentina generally has a temperate climate, except for a small tropical area in the northeast and north. In Buenos Aires the average temperature range is 17° to 29°C (63° to 85°F) in January and 6° to 14°C (42° to 57°F) in July. It is generally colder in the higher Andes, Patagonia and Tierra del Fuego. Rainfall decreases heading southwards from more than 1520mm (60in) annually in the north to semi-arid conditions in the south and west. In the vicinity of Buenos Aires annual rainfall is about 950mm (about 37 in).

Argentina is one of the world's leading cattle and grain-producing regions, with meat-packing and flourmilling plants being central to the economy. However, mineral resources, especially offshore deposits of petroleum and natural gas in Patagonia and Tierra del Fuego are also important. The economy has been faltering for the last 6 years. Unemployment levels are high in the main northern urban areas but low in Patagonia where the oil industry and fisheries have produced jobs and where climatic conditions are unfavourable for migration of unemployed people from the land.

About a third of the population resides in the Greater Buenos Aires area. About 85 percent of the population is of European origin with a huge Italian influence, with only a small number of originally indigenous natives. Roman Catholicism is the official state religion.

The official language is Spanish, (Castellano), although some English is spoken in the bigger cities.

Entry Regulations and Formalities

Yachts arriving in Argentina must clear in with the following authorities: Immigration (Migraciones), Customs (Aduana) and the Naval Authority (Prefectura Naval Argentina) and sometimes port health.

Immigration

Present your passport at the Direccion Nacional de Migraciones, Policia internacional (sometimes Ministerio del Interior), in smaller ports the prefectura handles this function. Nationals of the other South American countries, USA, Canada, most West European countries, South Africa,

Laguna Lamas, Puerto Celular
Pete Hill





Panorama, Mar del Plata
Pete Hill

Australia and New Zealand do not need visas. A 90 day stay is allowed and can be renewed for another 90 days on payment of a fee. Alternatively leave and re-enter the country when no fee is payable. Yachts leaving for or arriving from the Falkland Islands will be treated as if coming from within Argentina. This may create problems if you have not already cleared in at some other port or have exceeded your 3 month visa period. If exiting the country in Ushuaia, there is a fee after hours.

Aduana

Foreign vessels are allowed to be temporarily imported for 8 months. Declare all firearms. Animals must be inspected by a veterinary health officer and must have vaccination against rabies. Several yachts entering in Buenos Aires were not asked to clear with customs, this was OK so long as they left Argentina from the Rio de la Plata but was not acceptable when visiting ports further south.

Prefectura Naval Argentina

This is the Coast Guard division of the Navy, and yachts should visit their offices on arrival and departure in every port (in Ushuaia they may visit you on board). It is also advisable to contact them by VHF on Channel 16 before arrival. The Prefectura stations along the coast each have a unique call sign and you might not be able to raise them on the radio by just calling "Prefectura" or "Control Mar del Plata" etc. The call sign for each Prefectura office is given in this guide at each port section. Note: different call signs are often used for the same stations on HF frequencies. Present your boat documents and previous port clearance papers. In some ports the Prefectura may also request to see your sailing qualifications, as they are very strict with Argentine sailors, who are obliged to do several courses before they are allowed to sail.

Money

The money unit is Peso (\$) and 100 centavos equal one peso. In 2009 one US dollar was roughly equivalent to 3 Pesos. US dollars are accepted widely and some items can only be purchased with dollars. Using foreign ATM cards and credit cards is possible in almost every town, though the maximum amount that can be withdrawn at one time was limited to \$300-600 in 2009. Major credit cards are still accepted by

supermarkets etc, but some smaller businesses have not accepted cards since the recent economic crisis. Counterfeiting, of both local and US dollars has apparently become a problem.

Communications

Time: Local Time is UT -3 hours. No daylight savings time.

Mail: There are Post Offices (Correo Argentino) in most towns. The post seems fairly reliable but is not cheap. You can receive mail Poste Restante at any post office.

Telephones, Internet and Fax: Usually these services can all be found under one roof, called telecabinas or locutorios and in many towns are practically on every street corner. They have private phone booths, where you can make international and national calls directly and you pay at the end of the call(s). Evenings and weekends are cheaper. Phone booths on the street work either with coins or with phone cards which can be purchased at the telecabinas. Internet and fax services are widely available.

Mobile phones: there are at least three major carriers. If purchasing a SIM card the number will be a local number for the province where you purchase it. Foreign mobiles may well work in Argentina; several companies have agreements with local carriers. Coverage can be variable, only working in some areas. Charges are high to use foreign mobiles.

Transport

Air: Argentina has regular flights to most international destinations. In Buenos Aires, almost all international flights arrive at the Ezeiza Airport and most domestic flights arrive at Aeroparque, which is much closer to the city centre. There is no direct bus link between them, though there are airport buses to and from both that go to a central city terminal. It may be quicker to take a taxi (and if there is more than one person it may also be cheaper) between the airports. Travel time should be just under an hour but in rush hour could easily be up to two hours. The airline booking systems often allow insufficient time to make the transfer.

Most provincial capitals have airports and connections to Buenos Aires. Flights are generally with Aerolineas Argentinas or LAN Argentina, which provides a much more reliable service.

Bus: The cheapest way to travel within the country is with the numerous and reliable bus companies. Towns have a central bus station and buses connect almost every town in the country and destinations in neighbouring countries. Companies that are more upmarket, like Andesmar and TAC have clean, modern, air conditioned coaches. Local buses within towns are cheap and easy to use.

Rail: Apart from the train system in and around Buenos Aires, railway links are limited and unreliable and are less comfortable than travel by long distance buses. However there is a good rail link between BA and Mar del Plata, which is much cheaper than the bus fare.

Taxis: Taxis with meters are available in all towns. *Remises* –a type of taxi service are also used and are often cheaper than regular taxis; a set fee is decided upon before the journey.

Car Hire: International rental agencies like Hertz and Avis have offices in most big towns, although local companies generally have better rates. It may be difficult to obtain a collision damage waiver.

Health and Safety

In general Argentina presents few serious health hazards. Argentina requires no vaccinations for entry from any country, but the usual general

vaccinations including hepatitis and rabies are recommended. Most towns have medical and dental centres and pharmacies. Emergency medical care in Argentina's public hospitals is generally good and inexpensive. If travelling rough in the Patagonian back country be aware of Hanta virus which is an often fatal disease spread in mouse droppings.

Public safety in some areas, especially the bigger cities, has recently declined as the country is experiencing economic problems. Pick-pocketing and petty crimes occur and common sense should be used. Ask locals where the unsafe neighbourhoods are. However, Argentina is still one of the safest and friendliest countries in South America.

Cruisers should be aware of the phenomenon of red tide (*Marea Roja*). This is a toxic micro-organism that contaminates shellfish, especially mussels. Red tide can cause fatal poisoning to humans after eating infected shellfish. There are no visual signs that the shellfish are toxic. First signs of poisoning are a tingling sensation around the mouth, dizziness and difficulty in swallowing. The Prefectura posts notices of affected areas, but it is safest to avoid eating mussel picked up in anchorages.

Puerto Español, Sawmill
Pete Hill





Buenos Aires

2. CRUISING

Foreign yachts tend to spend little time here, usually just passing through on their way to or from the Chilean Channels or South Atlantic islands. In fact, there is plenty of interesting, if challenging, sailing. From inland rivers to desert and sub-Antarctic anchorages with abundant bird and animal life, small fishing towns to the sophisticated city of Buenos Aires, Argentina as a cruising ground has a lot to offer.

Argentines love sailing and are very welcoming to foreign yachts. Most yacht clubs will offer use of their facilities for free (or for a very small fee) for up to a week, known as "*courtesía*". It is recommended to request *courtesía* from yacht clubs in advance of your arrival by boat—in person or by letter, and on departure to thank them with a letter for the hospitality. The yacht clubs are often the domain of the more wealthy Argentines and yacht club facilities are generally excellent—clean showers, nice restaurants, beautiful gardens and a variety of services and workshops. Carry some photos of your yacht with you, a lot of yacht clubs will present their visitors book to you at the end of your stay.

Charts and Pilots

Argentinian charts and pilots are of high quality and are issued by the Servicio de Hidrografía Naval Armada Argentina (www.hidro.gov.ar). They list all publications and charts, and also agents which stock their charts on their website. Unfortunately many charts, occasionally of important ports, are out of print.

Near San Isidro in Buenos Aires there is a good nautical bookshop (run by a yachtsman) with an impressive service in obtaining charts, it is: El Pulpo Negro, Uruguay 802 (1643) Beccar. Tel: 4742 0848. In down-town Buenos Aires charts and publications are available from the Instituto de Publicaciones Navales, Florida 971 (in a small shopping mall). Charts are also available in digital form on CDs. They are in raster format and can be used with navigational software that accepts that format. Included on each CD is a program for viewing and using the charts. Each CD covers a certain area, usually with 10 or more charts. The price is about 100 pesos (2009). They also publish 5 pilots (in Spanish) with information on the coast, mainly aimed for ships, but useful for sailing vessels called:

Derrotero Argentina Parte I, Rio de la Plata y Suplemento, Publication H-201.

Derrotero Argentina Parte II, Costa del Atlantico desde Cabo San Antonio a Cabo Virgenes y Punta Dungeness, Publication H-202.

Derrotero Argentina Parte III, Archipelago Fueguino, Islas Malvinas (Falkland Islands), Publication H-203.

Derrotero Argentina Parte IV, Rios Paraná, Paraguay, Bermejo, Pilcomayo y Uruguay y Suplemento, Publication H-204.

Derrotero Argentina Parte V, Antartida y Archipelagos Subantarticos Argentinos y Suplemento, Publications H-205.

The area S of Mar del Plata is also covered in the Patagonia and Tierra del Fuego Nautical Guide by Mariolina Rolfo and Giorgio Ardrizzi.

Puerto Español
Pete Hill



Sunset at La Plata
Andy O'Grady



Weather

Weather information is an important part of Argentinean sailing, and can be obtained from the Prefectura in person or by calling on the VHF, however there are no regular broadcast weather forecasts on VHF or HF. The following websites are useful if you have internet access:

www.hidro.gov.ar

<http://www.smn.gov.ar>

www.weatheronline

www.cptec

www.cibernautica

www.meteo

www.ecmwf

www.windguru.com

Weatherfax Frequencies and times:

Polar projection surface charts from Valparaiso, Chile daily at 0815, 1900 to 2010 local time. (although transmission times can vary –often up to 10 minutes late). Also satellite images and other charts.

Frequencies: 4228, 8677 and 17144 mHz

AM radio:

If cruising within 200 miles or so of the Falkland Islands, it is possible to pick up FIBS, the Falkland Island Broadcasting Service on 530 AM. They have a marine weather forecast at 2030 and also a mixture of local and BBC programmes.

Light on Punta Laserre
Pete Hill



In the vicinity of the Strait of Magellan, Radio Magellanes which is broadcast by the Chilean Armada in Punta Arenas can be heard on 4146 kHz and has notices to mariners and weather information in Spanish at 0935 and 2135. The Strait of Magellan falls within Forecast Area 8.



Beach at Puerto Madryn
Pete Hill

Punta Tombo Reserve
Pete Hill



3. RIO DE LA PLATA (RIVER PLATE), PARANÁ DELTA



The brown waters of the Rio de la Plata are notoriously tricky for sailing. They are very shallow with rapidly changing, unpredictable weather that can build a nasty short sea very quickly in bad weather and cause water levels to fluctuate dramatically regardless of the tide. There are also shifting shoals, unmarked wrecks and other hazards, excessive numbers of navigational aids and plenty of shipping. Sail here with care and attention. On the Argentine side, the city of Buenos Aires, the Paraná delta and the city of La

Plata (Ensenada) can be visited. You can contact the Prefectura in Buenos Aires, call sign L2G (Lima dos Golf) to announce your arrival and to get weather information.

Yacht entering the inner harbour of YCA
Andy O'Grady



Buenos Aires from the Rio de la Plata
Andy O'Grady



3.1 BUENOS AIRES

34° 35'S 58°21'W

Charts: H-113 (Rio de la Plata), H-116 (Rio de la Plata), H-118 (Buenos Aires), GB1751

Prefectura call sign: L2G

General

Population: 2.7 million and 11.3 million in greater Buenos Aires

Buenos Aires is one of the world's great cities and surprisingly European with its beautiful buildings, monuments, statues, plazas, theatres and parks. Visitors will enjoy sightseeing, attending a tango performance and sampling the excellent food and wine during their visit. The Plaza de Mayo is the original centre of the city and is seen as the political centre. The original European influence is still noticeable today, especially in the architecture, numerous Italian restaurants and the people's love of the arts. Most of the leading retail outlets are located along Avenida Florida and San Martin. The city also has an underground train system (Subte) and train connections to some of the suburbs that are especially useful for accessing the marine stores and clubs in San Isidro, San Fernando and Tigre.

Among the many attractions worth visiting are the Plaza de Mayo, Casa Rosada, Obelisco, National Congress, Evita Peron's grave, Colon Theatre and the neighbourhoods of San Telmo and Recoleta.

This is only a suggestion of the highlights –the city offers excellent entertainment for all.

Radio Europa on 97.1 FM in the city, broadcasts various European programmes in the morning and the BBC in the afternoon and evening.

Buenos Aires is the home of about 30,000 boats, many of them sailing boats. It is a great place to

visit as a tourist but also an excellent place for sourcing yacht equipment and services. Most chandleries and services advertise in the various sailing magazines such *Bienvenido a Bordo* and *Timoneles*.

Approach

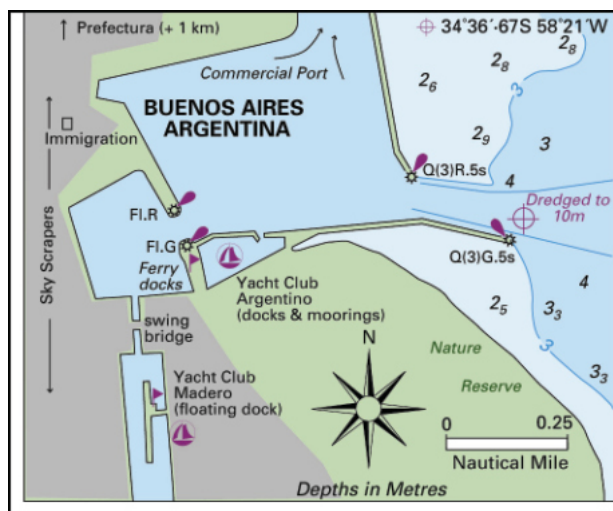
The approach is a very well marked buoyed channel which starts west of La Plata, along Canal Norte to Darsena Norte. Look out for high speed catamaran ferries which enter and leave this basin. Contact the Prefectura on VHF Channel 16 or 72, (Call sign: Lima dos Golf). Water level is often more affected (by several feet) by atmospheric pressure and prevailing winds than the tide itself etc. With up to date charts showing the position of wrecks it is possible for vessels under 3m draught to sail outside the marked channels and so avoid the traffic.

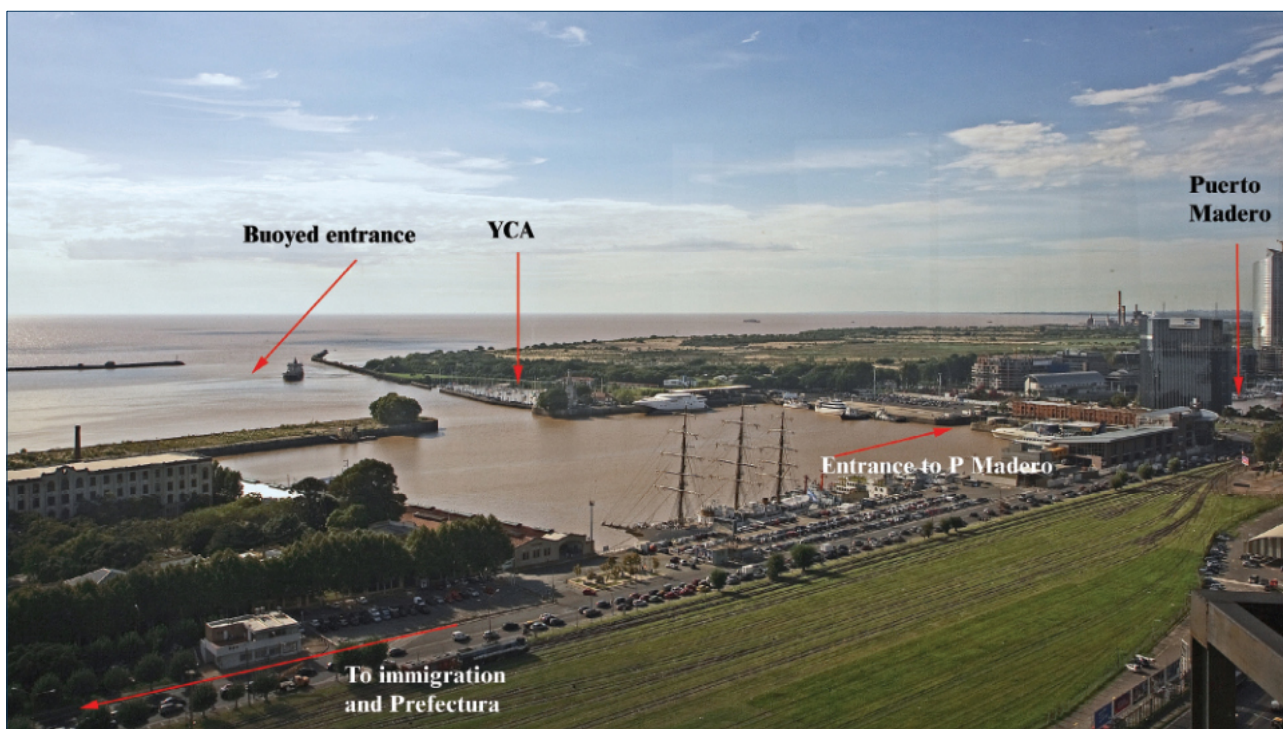
Yacht Clubs

There are two yacht clubs in the city centre. Both are perfectly located for sightseeing and doing the entry formalities. They are walking distance from down-town and the various restaurants of Puerto Madero. This old harbour area has been done up recently and some of Buenos Aires' nicest restaurants are now located in the restored brick warehouses.

Yacht Club Argentino 34°35'.71S 58°21'.69W

YCA is the oldest and most prestigious yacht club in Argentina and has excellent facilities and 7 days courtesia. There are no hauling facilities in the city and this is generally not a service and repair type of yacht club (but these facilities are available at their club in San Fernando further up in the delta.) The club moorings lie in a basin at the S side of Darsena Norte. Call the club on VHF 16/71 and a *marinero* will meet you and guide you to a berth.





Yacht Club Puerto Madero 34° 36'.25S 58° 21'.90W

Buenos Aires and clubs
Andy O'Grady

Yacht Club Puerto Madero is in Dique 4 which is entered by a swing bridge from the Darsena Norte basin. The swing bridge opens every hour on the hour. Contact the Prefectura/Yacht Club personnel on VHF Channel 71, 15 minutes before the hour. The yacht club dinghy will meet you and escort you to a suitable berth. They offer 5 days of *courtesia*, after which you pay. No workshops, work area or haul out facilities.

Tel/fax: 4313-8008,

e-mail: jconde@yachtcpm.com.ar

Formalities

The Prefectura Naval Argentina is located on the corner of Pte. Ramon and Calle 8. The yellow naval building near Yacht Club Argentina is the old Prefectura building, and although it looks like the official place to do paper work, it is in fact not. This building now hosts the Prefectura Museum. The immigration office (Ministerio del Interior) is in the yellow building near the Prefectura museum on Avenida Antartida Argentina 1355. This is a very busy office with huge queues, the people who deal with yachts are not in the main part but in the building behind which is reached by going through the busy main hall and out through the back door where the guards will hopefully escort you to the correct room.

Customs (*aduana*) is in La Boca, on Avenida de Mendoza along the Riachelo river. It is in a small unofficial-looking building almost under the Autopista La Plata –Buenos Aires bridge.

Services

Supermarkets: A long walk to Coto near the crossing of Esmeralda and Avenida Libertador, also Norte, Carrefour and Jumbo –a taxi ride away. All deliver to your boat, but there could be several hours' wait.

Buenos Aires is full of sculptures – religious, cultural and political figures, or simply for fun.
Martin Walker



3.2 RIO LUJAN

34°26'S 58°32'.5W

Chart: H-130

Prefectura call signs: San Isidro L5J, San Fernando L5K, Tigre L5M

Almost all of Buenos Aires' boats, yacht clubs and services are in the wealthy northern suburbs around San Isidro, Punta Chica, Marina Nueva, San Fernando and some in Tigre. It is possible to find all the boat supplies and service you could ever need. All the yacht clubs are along the Rio Lujan, one next to the other. The "tourist" train (Tren de la Costa) goes from Olivos to Tigre and runs along the river shore, conveniently close to most of the yacht clubs.

There are 2 options to enter the delta, the direct way to San Isidro or via Canal Emilio Mitre. Water levels in the delta are more affected by high and low pressures, than the tidal range. Unless familiar with the area, boats with a deep draught (>1.5m) should go to the Rio Lujan via Canal Emilio Mitre. Currents are strong in the canal with the river stream reinforcing the ebb tide, so it is best to enter on the flood. Enter Canal Honda at Km 52.4. Follow Canal Honda, then Rio Union and then further along Canal Vinculación (see sketch of confluence). The river is mainly 5-6m, there are many wrecks close to the shores and there are shallows inside corners and a shallow area marked by an east cardinal buoy where the Rio Union and Canal de Vinculation meet. Also take care entering the yacht clubs, shallow areas are often found around the upstream side of their entrances.

The Prefectura has offices in San Isidro, San

Fernando and Tigre. Call them on VHF if you are coming from within Argentina they will probably not require a visit.

San Isidro

The pleasant suburb of San Isidro has a range of supermarkets, general shops, restaurants, internet/phone/post office shops, cinemas and a good range of boat shops. There are 3 chandleries near the yacht clubs on the street Primera Junta, a marine paint supply shop, wood work shop, canvas and cushion shop. On Avenida Tiscornia there is another chandlery and a rigging shop. There are two second-hand shops with boat bits and bobs and an outboard shop on España. There are also sailmakers, stainless steel fabricators, hardware shops etc.

Club Nautico San Isidro

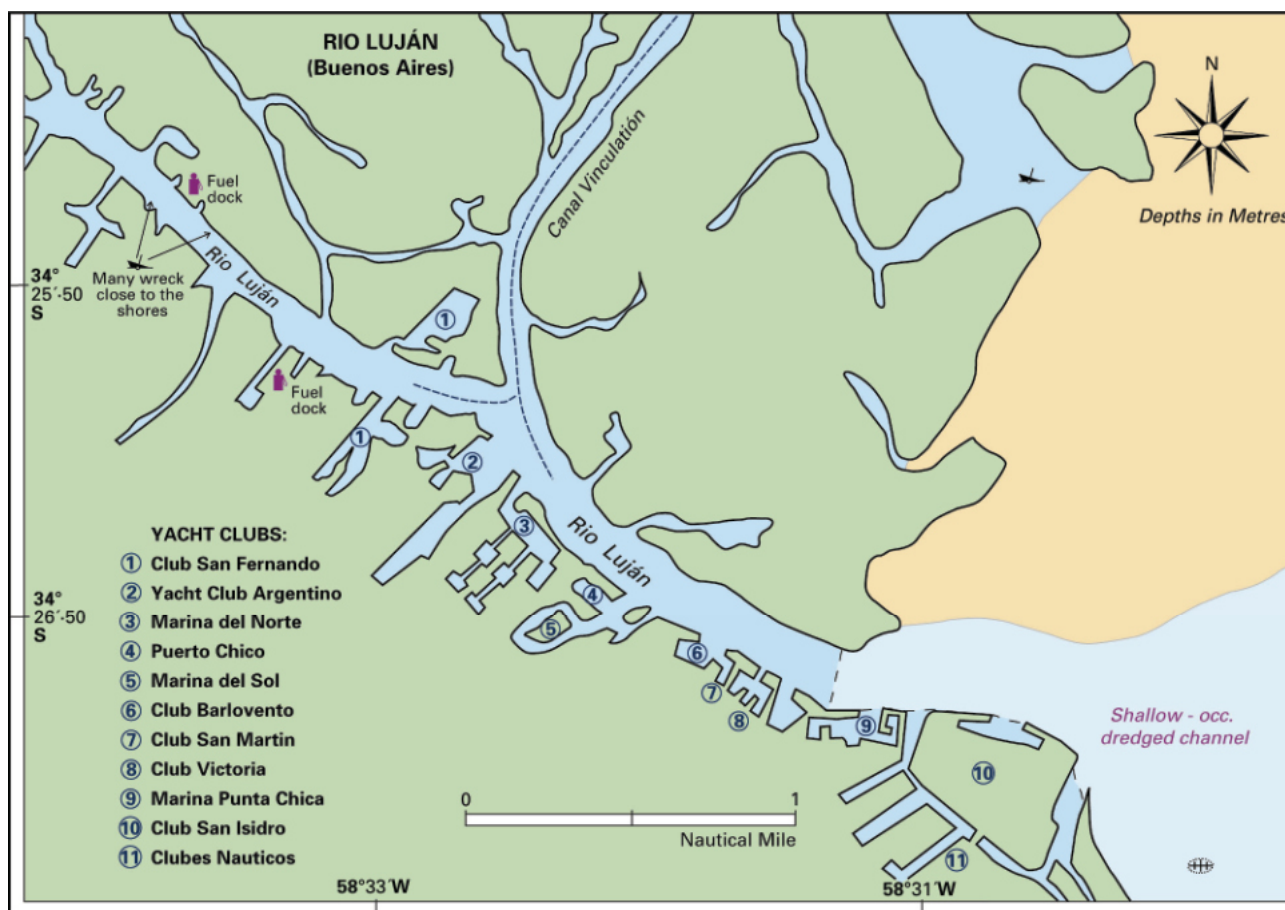
This is an upmarket yacht and sports club and is reported to offer a week of *courtesia*. Travel lift only for members.

Yacht Club San Isidro

Camino de la Escollera 1051 and Ave Mitre 1465. 4743-3927 or e-mail at ycsi@ciudad.com.ar. Rustic but friendly, offers 1 month *courtesia*. Only a small 6 ton crane.

Details of the Delta
Andy O'Grady





Punta Chica

Several yacht clubs are within walking distance from the Punta Chica station, there are fewer supplies and boat services available here, but they are not far by train in either direction. A supermarket (Coto where if you spend more than a set amount you can get a complimentary remis (taxi) to your boat), phone/internet/post office and a few small restaurants (apart from the YC restaurants) are within walking distance near the crossing of Avenida del Libertador and Drummont, just up the hill from the station. All these yacht clubs offer *courtesía* to foreign yachts. Contact them and discuss your stay. Some will let you stay for free, but will charge you for electricity usage. Visitor spaces are limited so that it may be necessary to visit or call several in order to find a place.

Club Nautico Sudeste

Calle 33 Orientales and Avenida Sarandi, tel/fax: 4743-0826

Club Nautico Albatros

Directly behind the Punta Chica station on Uruguay, tel/fax: 4743-1938, e-mail: cnalbatros@arnet.com.ar

Marina Punta Chica

Ricardo Rojas , tel/fax: 4745-1652, e-mail: ptachica@ciudad.com.ar

Club Nautico Victoria

Camino de la Ribera 3450, tel: 4549-2679 or ahamia: 15-5002-8502

Club Nautico San Martín

Camino de la Ribera 3314, tel: 4744-5552 or 4746-5293

Club de Veleros Barlovento

Vito Dumas adjacent to the Universidad de San Andres, 20 ton crane. Tel: 4744-5227 or 4745-6110

Marina Nueva / San Fernando:

At the Marina Nueva station there is a big chandlery towards the water on the street "Del Arca" —there are several yacht clubs in this area, but they are all part of residential developments and not available for foreign yachts.

The area between Marina Nueva and San Fernando also has a good supply of boat shops, they are mainly concentrated along Avenida del Libertador and Av. Pte Peron where it crosses with Del Arca. There are several chandleries and paint supply shops in the area near the San

Fernando *tren de la costa* station. A supermarket “Norte” is located on Avenida Libertador. Astillero Regnicoli, Boulevard de la Riviera 67 - Yanmar agents with stock of spares.

Yacht Club Argentino

This is the Delta branch of the YCA and is near the San Fernando station (*Tren de la Costa*). They have a 70 and 40 ton travellift. (amartinez@yca.org.ar)

Club San Fernando

This yacht and sports club is also near the San Fernando (*Tren de la Costa*) station. They have much more visitor space than the other clubs, but it is on an island across the Rio Lujan which is accessed by a complimentary 24 hour ferry service. Though this makes getting anywhere a long trip it is probably worthwhile for the peace and quiet on the island.

Tigre

No yacht clubs around here, but a good area for boat equipment, general hardware, filters, stainless steel nuts and bolts etc. Especially along Avenida Azon.

3.3 CRUISING THE PARANÁ DELTA



There are endless little rivers and canals and the best advice is to consult the local sailors if you plan to sail deeper into the delta. Charts showing the

delta in detail can be bought at chandleries in town. Unfortunately these charts don't show depths for all the canals and do not show overhead power cables. The canals are mostly used by the numerous water taxis which move people and supplies within the delta. It is possible to find pleasant anchorages in which to enjoy the poplar and willow-lined delta area, rich in bird life.

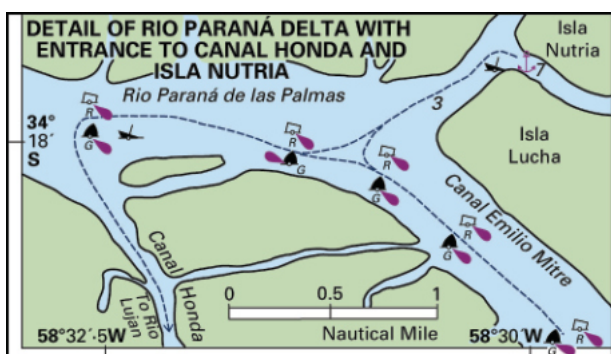
Akyay, Italia 1402, is a good place for parts and repairs to pumps and other engineering problems. Very helpful and English spoken.

Cormorants
Charmain Bibby



Isla Nutria and Isla Lucha

34°17'.8S 58°29'.19W



A safe and quiet anchorage (with no through motor boat traffic) can be found between Isla Nutria and Isla Lucha just off the main Paraná de las Palmas.

Approach

The channel leading from the Paraná de las Palmas is clear of all dangers if you stay in mid-channel, though it is hard to find the deepest water and the strong cross current makes things difficult. A half submerged wreck is visible on the beach at the northerly tip of Isla Lucha. The channel between Isla Lucha and Isla Nutria is about 7m deep with no dangers.

Anchorage

Anchor anywhere in the channel, which eventually shallows completely at the east end, good holding. There is a little local ferry traffic. Nothing ashore except a few local houses. Nice anchorage to stop in between the city and the yacht clubs. All round protection but might be a bit choppy in an easterly.

Also possible to anchor close to the west side of Isla Nutria, but completely open to northerlies.

3.4 CRUISING THE RIOS PARANÁ, PARAGUAY AND URUGUAY

Several boats each year cruise the Paraná to Rosario and even to Asuncion in Paraguay. There are several detailed guides to these waters available in Buenos Aires, the annual Guia Nautica Marin appears to be very detailed.

Isla Nutria
Andy O'Grady

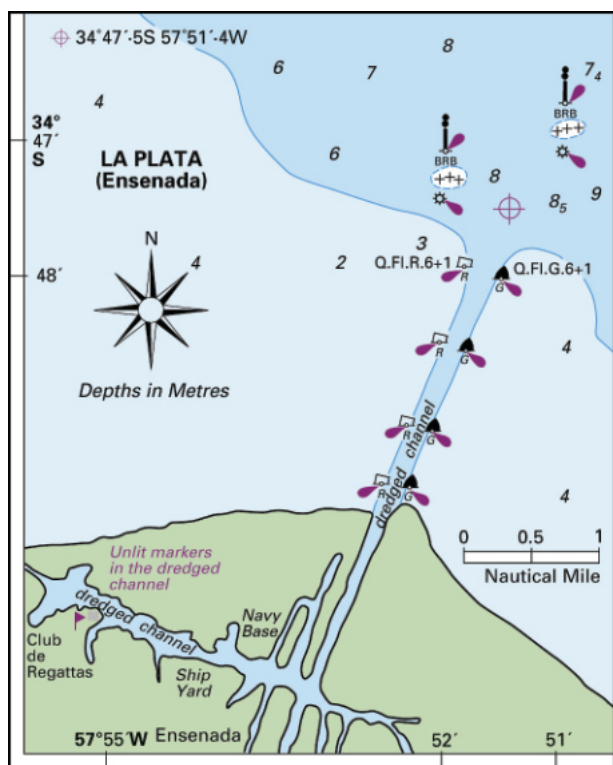


3.5 LA PLATA (ENSENADA)

34°47'.5S 57°51'.4W (GPS off entrance)

Charts: H-117, H-118, GB1751

Prefectura call sign: L5F



General

Population: 545,000 in La Plata

La Plata and Ensenada lie about 50km east of Buenos Aires and offer the only alternative stopping place on the Rio de la Plata on the Argentinean side. The yacht clubs are near the port of La Plata, with Ensenada being the nearest town and the small city of La Plata about 15km away. There are 3 yacht clubs here, but only the Club de Regatas La Plata has facilities for and welcomes foreign yachts. This club is reasonably far from town, but it is possible to get bus or taxi to the centres of Ensenada or La Plata.

Approach

The approach is straightforward. Big ships are usually anchored in the approaches. The "wall" shown on the charts is not much more than the remnants of a wooden jetty and depending on the water level, all that can be seen is the odd piece of wooden pole sticking out or nothing at all. However, the markers which lead you into the harbour are tall, conspicuous and well lit.

Yacht Clubs

Club de Regatas La Plata

Tel/fax: 0221-469 1628, Ensenada

The Club de Regatas La Plata is in the Rio Santiago, about 2 miles off the main channel to the W. The river is well marked with big buoys, the depth in mid-channel is generally 10m. Contact the club on Channel 71 and they will direct you into a berth. They offer 7 days *courtesia*.

Centro Naval

This is the little club on the starboard side as you enter the Rio Santiago. This is a navy yacht club and visitors are not encouraged. It would also be very difficult to get to services in town from here.

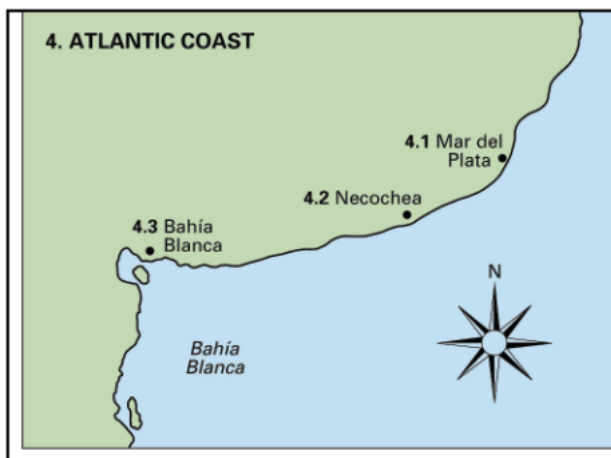
Services

The *prefectura* and *aduana* are in Ensenada. All services are available, but a long distance away. Walk 1km from the yacht clubs and get bus No. 275 (La Plata/Punta Lara) to the centre of Ensenada or further to the centre of La Plata. To get back from La Plata get the No 275 bus on Avenida 51 at the Plaza San Martin. Not much in the way of boat services, but Buenos Aires is only 1 hour away from the central bus station with buses every 30 minutes.

Rio Santiago looking towards Ensenada from Club de Regatas
Andy O'Grady



4. ATLANTIC COAST



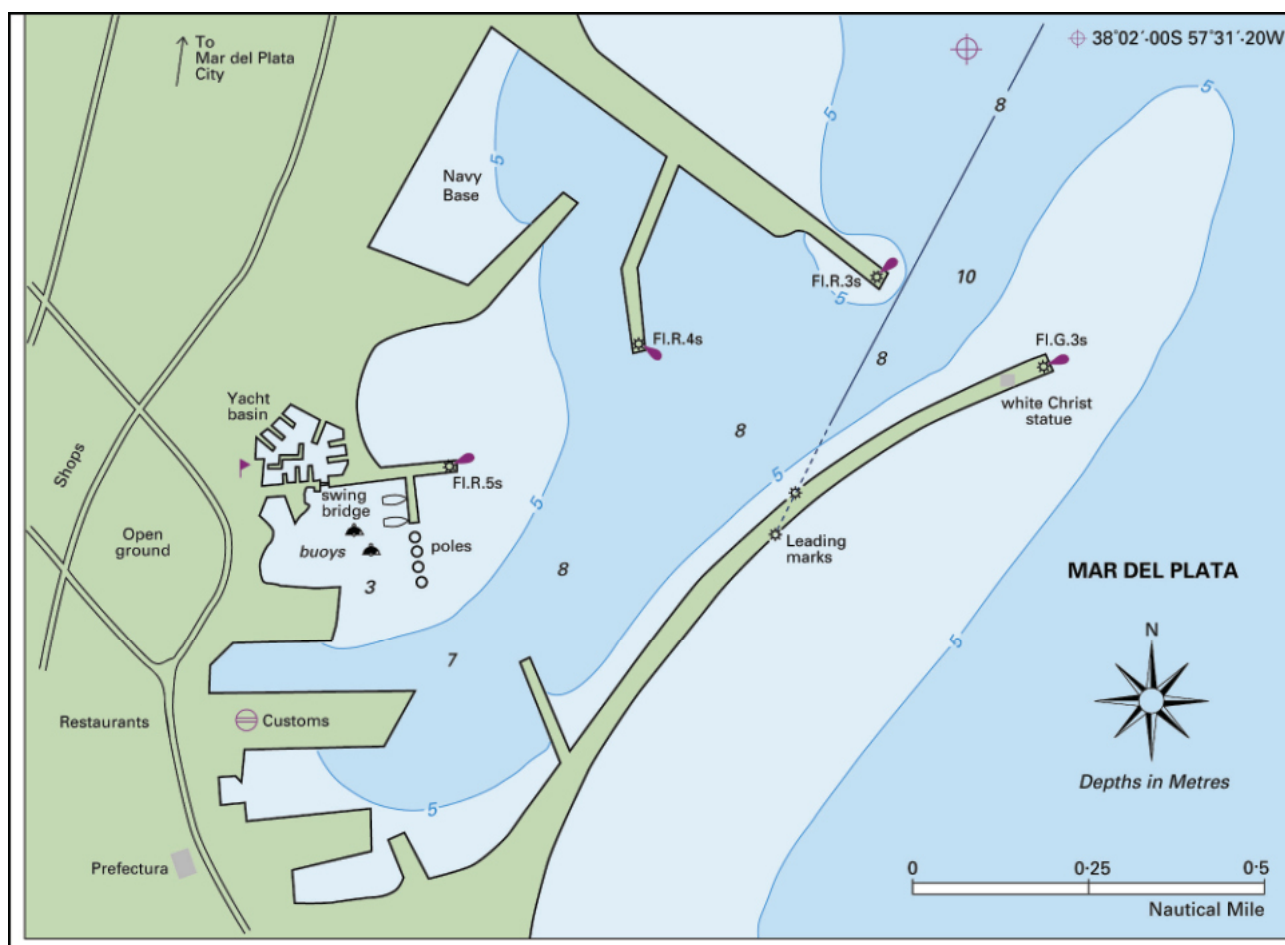
Marina – Mar del Plata
Andy O'Grady

4.1 MAR DEL PLATA

38°02'S 57°32'W

Charts: H-114, H-210, H-250, H-251, GB3065

Prefectura call sign: L2U



General

Population: 560,000, but 2 million in summer

The city of Mar del Plata is a favourite stop for cruisers going north and south, with the best services after Buenos Aires. This is a big fishing port and also a popular beach resort. There are some boat services available, but the chandlers are mostly geared towards the fishing fleet, although it is possible to get most work done.

Approach

The area N of the end of the southern breakwater is shallow and it is constantly dredged; there is deeper water near the northern mole. In northerlies the sea breaks heavily on the bank and in strong easterlies right across the entrance. At these times the Prefectura closes the port. It would be extremely dangerous to attempt to enter under these conditions.

There is a huge fishing fleet here and the bright orange and yellow boats might be encountered on the approaches.

Mooring

The Yacht Basin is entered through a small pedestrian swing bridge, which is manned 24 hours and will open on your approach, if not, use your fog horn. The entrance is marked by green and red lights, flashing simultaneously. The entrance has a depth of 2m. Some boats might have to wait for high water before entry. There are

several metal buoys just outside the entrance, and it is possible to wait on one of these if they are not occupied. Both clubs have small cranes, sufficient for small yachts.

Club Nautico Mar del Plata

The club has finger piers. Tie the bow or stern to the dock and the other end to wooden poles, in the same way as is practised for most of the Yacht Clubs in Buenos Aires. Club Nautico offers 2 days free.

Yacht Club Argentino

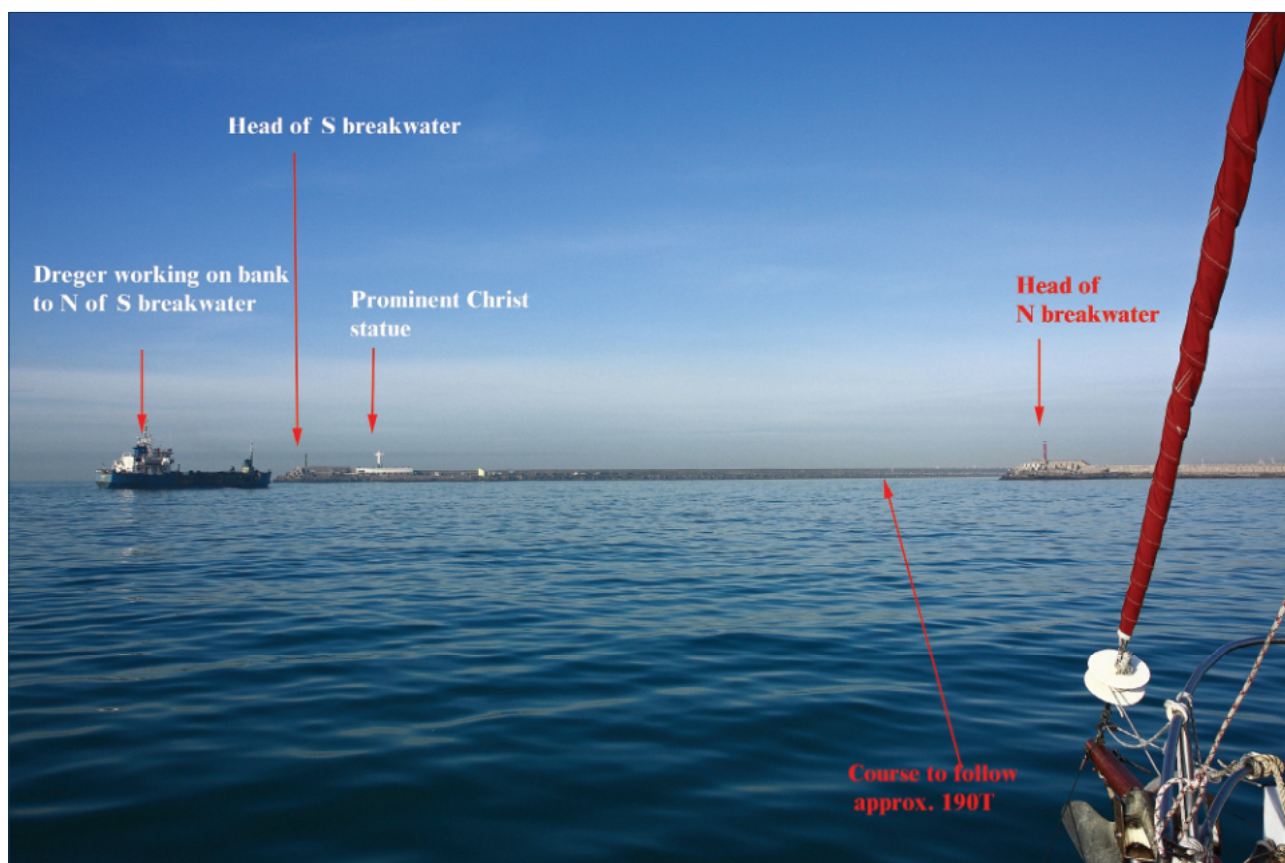
This club has docks to come alongside and offers visitors 7 days free berthing.

The yacht basin is very small and crowded, multihulls and large yachts should examine the basin and arrange a berth before entering. In summer, particularly in the Christmas/New year period, the Clubs may well be full of members' yachts from BA. It may be possible to use the moorings outside the basin. If anchoring outside the basin, note that the holding is not good.

Formalities

All officials are within comfortable walking distance from the yacht clubs, close to the port. On arrival and departure, visit the Prefectura (Call sign: Lima 2 Uniform) with documents, including sailing qualifications. If it is your official port of

Mar del Plata entrance from NNE
Andy O'Grady



entry, visit Immigration office within the *Prefectura* grounds and the *Aduana* nearby on the same street, in 2008 a port health clearance was also required.

Services

There are a variety of services available — supermarkets, pharmacies, banks, postal services, internet, hardware shops, laundry services etc. The main centre of the city is several kilometres away with more services.

Chandleries

Several small ones along Ave Martinez de Hoz and some geared more towards the fishing boats within the port area. Train or bus access to BA and the yacht chandleries there.

Getting around:

Bus use a magnetic card for paying the fares. These can be bought and credit added at several kiosks in town. The information office can supply a list of these kiosks, but none is near the yacht clubs. There is a bus stop right in front of the yacht clubs and also several along 12 Octubre. To get to the city centre, get any bus which says 'Centro' or 'Casino' and to return catch a 'Puerto' bus. The quickest way into the centre and back is on bus number 511. Airport, bus and train services connect Mar del Plata to many destinations.

Petrol and diesel:

There is a service station within walking distance, or fuel can be obtained within the yacht basin from the Motor Yacht Club next to Yacht Club Argentino.

Quequen
Charmain Bibby

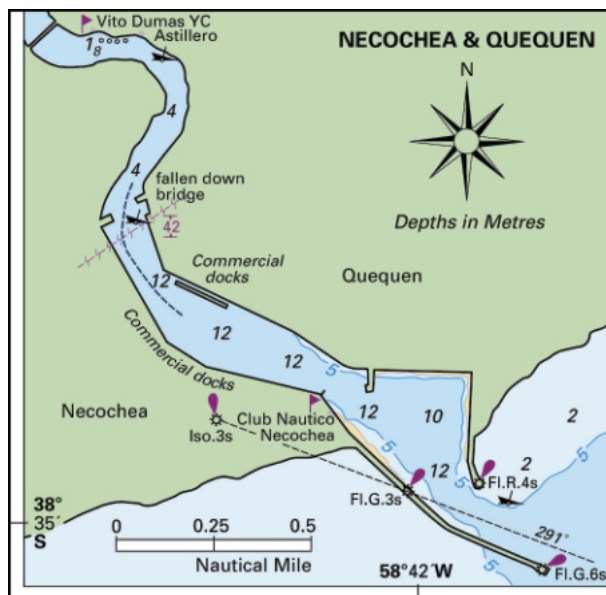


4.2 NECOCHEA/QUEQUEN

38°33'S 57°42'W

Charts: H-210, H-252, H-253, GB3066

Prefectura call sign: L3B



ATLANTIC COAST

General

Population: 85,000

Necochea lies on the west side of the Rio Quequen and Quequen with its port is on the east side of the river. This is a grain loading port which serves most of the interior of the Province de Buenos Aires, the bread basket of Argentina. The area is a popular beach resort.

Approach

The port has two breakwaters, and an approach from the south or southeast avoids the shallow beach areas to the north and northeast of the entrance. A safe bearing for entry is 291° with leading lights at night and a daymark for day entrance. Once inside, stay in the middle of the harbour and follow the river up to the YC. In the approaches watch out for the local fishing fleet and also larger, anchored ships. Strong southeast and southwest winds can cause breakers for up to 48 hours after the winds have dropped and can make entering or leaving the harbour dangerous for a small boat.

Mooring

There are 2 very small yacht clubs; Club Nautico Necochea and Yacht Club Agrupacion Vito Dumas on the Quequen side.



Moorings at yacht club Vito Dumas, Quequen
Shirley Carter

Club Nautico Necochea

This club is within the port area and a few small boats lie on moorings. They have a very small crane. You can contact them on Channel 71 for weather information, but it is probably better to proceed upriver to the other club.

Yacht Club Agrupacion Vito Dumas

Mooring: The harbour is dredged to 12 metres only as far as the wharf by the silos, 275m SE of the wrecked bridge. The area between the wharf and the bridge is very shallow with wreckage from the bridge (destroyed by a flood over 20 years ago). Once past the silos keep to the western shore between the pilot boat moorings and the fishing boats. The YCAVD moorings are on the north side of the river in 1.8 metres and out of the strongest current, it would be best to pick one of these up, if vacant. Otherwise anchor in front of the yacht club in about 5-8m. The current in the river is in general 1-2 knots and could be more after rains inland. There is also the danger of floating debris or logs from upstream. The yacht club gets only a handful of visitors every year and is very welcoming to foreign boats. There is a small club house and a hot shower. There are no hauling facilities, but it could be possible to dry out on the side of the river at low tide for hull work.

Formalities

Not an official port of entry. Visit and call the Prefectura (Call sign: Lima 3 Bravo) on arrival and departure on the Quequen side at Calle 520, near the beautiful monument in memory of the soldiers who died in the Falklands Conflict.

Services

There are two centres in Necochea; the older part lies a few miles away from the coast with most services and the newer part (La Villa) near the beach with hotels, restaurants etc. Most facilities



Wrecked bridge, Quequen
Shirley Carter

are concentrated along Avenida Carlos Pellegrini and the centre lies approximately where it crosses Ave 58. In the centre most services are available.

Tourist information near the beach: Ave 2 and Calle 79

Supermarkets: Nearest big supermarket at corner of Ave 30 and Calle 59. Also near corner of Ave 44 and Calle 59. Along Calle 59 there are also several greengrocers, butchers and bakers. On the Quequen side there are several smaller shops with fresh produce, bread etc.

Post Office: Ave 58 and Calle 63

Internet and phone: Near corner of Calle 59 and Avenida 38 also Calle 59 and Avenida 26.

Chandleries: Several small ones, but geared towards supplying the fishing fleet. Near corner of Calle 59 and Avenida 10 and another with charts and safety equipment (Fire extinguishers) near the corner of 59 and 26.

Laundry service: On the Quequen side, 3 blocks from Vito Dumas yacht club on Calle 59.

Wrecked bridge and pilot boat mooring
Shirley Carter

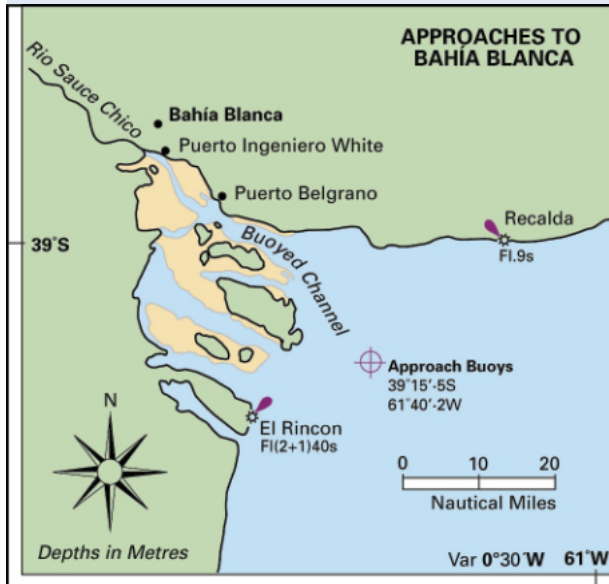


4.3 BAHÍA BLANCA

39 24'S 61 29'W (Charted pos. of landfall mark)

39 15.5' S 61 40.2' W approach buoy

Prefectura call sign: L2N



General

This river port lies off the main track S and it is 50M from the landfall buoy to Puerto Ingeniero White (in practice about 35M from where a yacht could join the channel). The Rio Sauce Chico flows into the sea at El Rincon and the delta forms the Bahía Blanca, from which the city takes its name. Bahía Blanca is a pleasant city with a population of 300,000. The port for the city is Ingeniero White. Ten miles downstream is the principal naval port of Puerto Belgrano. Bahía Blanca is rarely visited by yachts as it is well off the usual north/south route.

Approach

The channel from the sea is through a mass of sand banks and low islands. It is used by the navy and is well buoyed, lit and dredged to 10m. The buoys are spaced so that they are just visible from each other in reasonable visibility, they are much easier to identify at night. From approach buoy #5 it is 30 miles to Ingeniero White and as the currents are strong it would be prudent to plan the passage to make use of the tide. It is possible to anchor to one side of the channel in the shelter of the islands.

Berths

The naval base at Puerto Belgrano is closed to yachts so the only option is to tie up in the small boat harbour at Puerto Ingeniero White. This is dusty and unattractive but visitors are made welcome.

Ingeniero White

38 47.5'S 62 16.4'W

Harbour

The boat basin, which is used by small fishing boats and the Prefectura patrol launch, is the best place to lie. Tie up alongside the wall as space permits. The basin gives good shelter from the wind, but can be a little dusty. In 2002 no charge was made to use this berth.

The Club Nautico Bahía Blanca has its clubhouse opposite to the entrance to the basin. It makes visitors welcome to use its facilities. The club launches its boats as they are used and no yachts are kept afloat off the club due to the exposed position there.

Formalities.

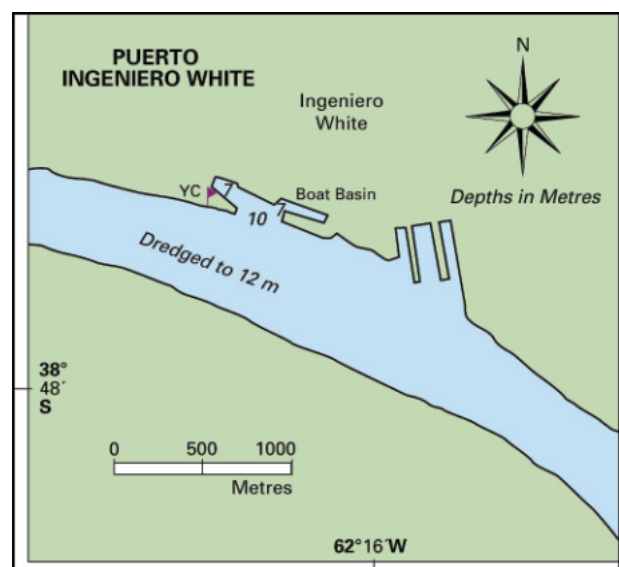
Call in at the Prefectura, a short way from the basin.

Facilities

Ingeniero White is a small town with the usual facilities. The small but well presented Museo del Puerto is worth a visit (open Monday to Friday 9 — 12, Saturday and Sundays 16 — 20).

Transport

Buses (500, 501 or 504) to Bahía Blanca run from the cross roads by the museum. Payment is by magnetic card, available from many shops.





Inland Patagonia



5. PATAGONIA



Patagonia stretches south of the Rio Negro (about 41°S) to Cabo Virgenes at the entrance of the Strait of Magellan (about 52°30'S) and includes the provinces of Rio Negro, Chubut and Santa

Cruz. This is the famous wild and windy, desert coast of Argentina. Offshore it is rich in sea life, including whales, dolphins, sea-lions, seals, penguins, albatrosses and many other varieties of birds.

Harbours are few and far between and they rarely offer complete protection. Many are situated in rivers with high tides, strong currents and uncomfortable anchorages.

This part of the coast also has a moderate to strong sea breeze which starts to blow most days around noon until dusk —and varies from the northeast, east, southeast and south.

The tidal range also gradually increases towards the south with increasing tidal currents along the entire coast. The maximum tidal range is 12m between Puerto San Julian and Cabo Virgenes. The tidal range decreases dramatically south of Cabo Virgenes.

5.1 RIO NEGRO

41° 04'S 64° 44'W

This is a sizeable river and has been used by yachts. However the bar shifts constantly and is unmarked so is only practicable in very settled conditions by a crew prepared to make a dinghy survey before entering.

VALDES PENINSULA

5.2 GOLFO SAN JOSÉ

42° 20'S 64 ° 25'W

General

The Golfo San José is the large bay to the north of the Peninsula Valdes isthmus, opposite the Golfo Nuevo. The bay is 20 miles wide and 10 miles deep. There are anchorages around the bay giving shelter from all directions, but it is a long way to shift berth with a change of wind. The whole of the Peninsula Valdes is a nature reserve with large areas uninhabited. Even the western shore of the gulf is sparsely populated.

Entrance

The gulf is entered between Pta Buenos Aires and Pta Quiroga, approximately 3.5 miles apart. Tidal currents are strong, between 2 and 6 knots and, together with the shoals in the entrance, cause overfalls, which can be dangerous in strong winds. The best time to enter or leave is near slack water. Pass 1 mile off either headland.

Entrance to Golfo San José
Pete Hill

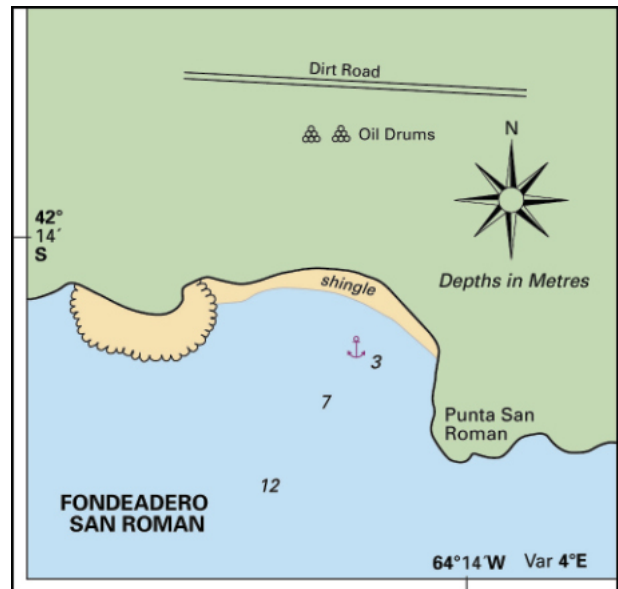


North shore of Pta Buenos Aires, Golfo San José
Pete Hill



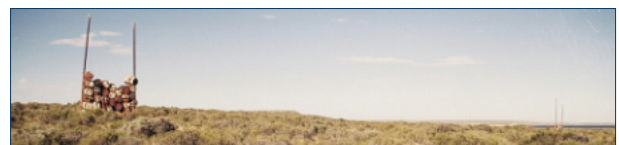
5.2.1 Fondeadero San Roman

42° 15'S 64 ° 15'W



This anchorage lies on the north shore of the gulf, 6 miles east of the Pta Buenos Aires. The anchorage is south of two conspicuous piles of oil drums on the shore. Anchor in 3 metres close to the beach, good holding. There is good shelter from the west through north to east. Land on the shingle beach between the rocky outcrops. North of the oil drums is a dirt road leading to Pta Buenos Aires where penguins and sea lions can be seen on the beaches either side of the point.

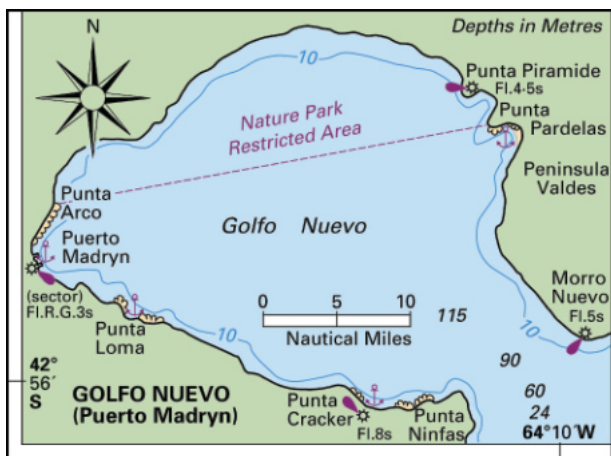
Oil drums, Fondeadero San Roman
Pete Hill



Anchorage at Pta San Roman
Pete Hill



5.3 GOLFO NUEVO

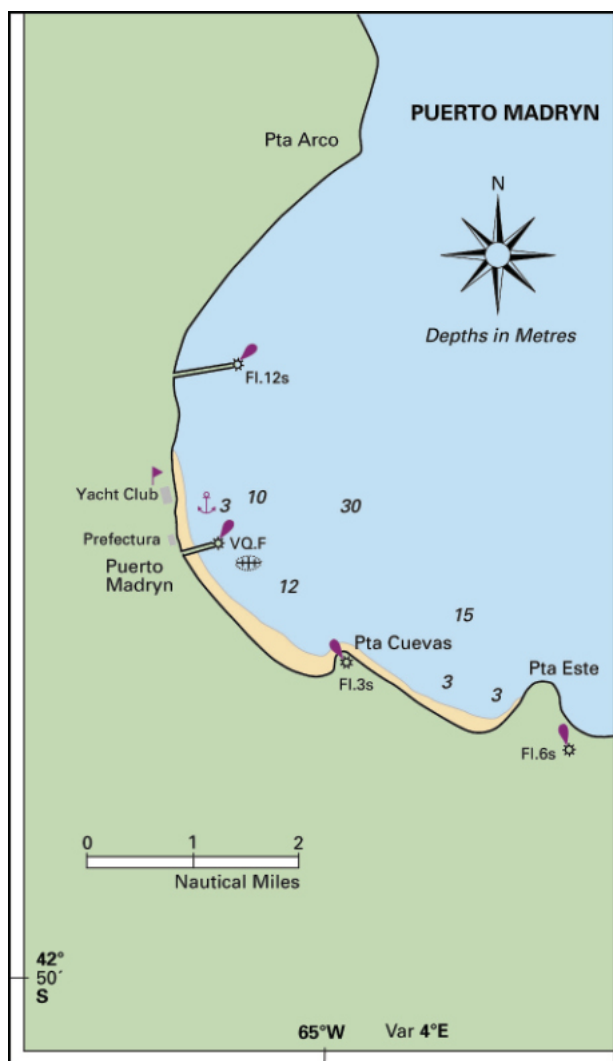


5.3.2 Puerto Madryn

42°45'S 65° 01'W

Charts: H-214, H-264, GB3067.

Prefectura L4S



General

Population: 60,000. Puerto Madryn is the main town in the gulf and is situated in the far southwestern corner of the Golfo Nuevo. It was founded in 1865 by Welsh settlers and is now a

Puerto Madryn, panorama
Pete Hill



busy beach resort in summer. It is the base for whale watching. If you don't see the right whales from your boat you can go on an organised tour leaving from Puerto Piramide. The Ecocentre is worth visiting. Also a centre for diving, trekking, kayaking and windsurfing.

Approach

Straightforward, see note for Golfo Nuevo

Anchorage

Anchor off the yacht club, where there are several club moorings, north of the town jetty, in 3 metres, sand. The Prefectura do not like you to anchor off the town, to the south of the jetty, and will ask you to move. While well protected from the west it is wide open to the east, from which the wind often blows freshly in the summer afternoons. This does make this anchorage uncomfortable at times. Land on the beach by the yacht club, which is very wide at low water. It is advisable to leave the dinghy inside the yacht club to avoid the children on the beach borrowing it.

In a southeast wind there is shelter in the lee of Pta Este, 3.5 miles ESE of the anchorage. In a strong easterly the anchorage would be untenable (although there are yachts kept on moorings here) and the only shelter would be Pta Pardelas, 30 miles across the gulf.

Formalities

Call at the Prefectura on arrival, situated on the beach, close to the town jetty.

Facilities

The Club Nautico Atlantico Sud, on the beach, makes visitors very welcome. Call at the office by the front gate. There are hot showers, a café/bar and fresh water available, as well as a safe place to leave a dinghy.

Diesel is available from the YPF on Yirigoyen (3 blocks from the front)

Small Chandlers on Ave. Rawson & Belgrano



Club Nautico Atlantico, Puerto Madryn
Pete Hill

2 good size supermarkets.

Many travel agents offering tours to the Valdes Peninsula and whale watching.

Tourist office: Av Roca 223

Banco de la Nacion: 9 de Julio 117

Post Office: Belgrano and Gobernador Maiz

Phone and Internet: Corner of Av Roca and 9 de Julio

Laundry service: 25 de Mayo 529 and Gobernador Maiz 438

Communications

Several car hire firms.

Puerto Madryn has its own airport and there is a larger one at Trelew, 35 miles away.

Long distance Buses to BA and other destinations.

Penguins
Charmain Bibby



5.3.3 Ensenada Avanzado

42° 50'S 64° 52.5'W



General

Ensenada Avanzado is a small bay 1 mile SE of Pta Loma. Pta Loma is a nature reserve and gives access to a good viewing point for a colony of sea lions.

Approach

If coming from Puerto Madryn (8 miles to the west), there is shallow water extending offshore, but the minimum soundings are 3 metres.

Anchorage

Anchor off the NW end of the shingle beach, taking care to avoid the drying reefs extending 400m off either side of the beach. The anchorage gives shelter from the SE through S to NW, but it is wide open to the east. Land on the beach and it is a short walk to the nature reserve.

Puerto Rawson, fishing boats
Charmain Bibby

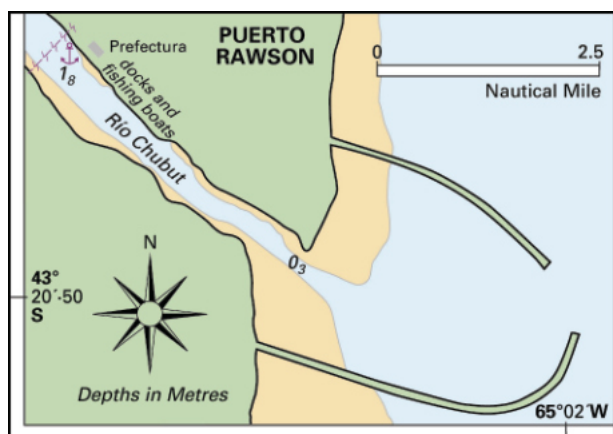


5.4 PUERTO RAWSON

43°20'S 65° 00'W

Charts: H-215, GB3067

Prefectura call sign: L4R



WARNING: This port and its entrance can be very dangerous. The entrance and anchorage is very shallow. Only enter at high water and in good weather (safe in westerlies). The anchorage is only recommended for boats with shallow draught. At low water *Vire Nord* with 1.8m draught and full keel scraped along the bottom of gravelly pebbles. It could be a tight squeeze for more than one yacht.

General

Puerto Rawson is a small fishing harbour in the Rio Chubut. The harbour is busy, with many fishing boats returning to the port daily at high water with their huge catches of hake, sole etc. The main town of Rawson is several km away and the touristy beach area of Playa Union is just north of the port. The originally Welsh settlement of Trelew with a bigger centre is almost 20km away. This area is known for its beautiful small black and white dolphins: Commerson dolphin (*Tonina Overa*) which you might encounter in the approaches, together with the brightly coloured orange and yellow fishing boats.

Approach

The approach is clear from any danger and the sea floor gradually shallows towards the port. The predominant wind direction in the summer is westerly and south westerly, but there can be a strong north easterly to southerly land breeze near the coast, starting in the early afternoon and dying away after sunset.

The entrance to this port and the river itself is very shallow and should only be entered just before high water with winds from the westerly

sector. Near the entrance there is only 0.3m. You will see the fishing boats waiting outside until the next high tide. It is possible to anchor outside the southern wall (safe in a westerly) in about 9m of water to wait for the tide (bear in mind the 4m tide range). Contact the Prefectura (Call sign: Lima 4 Romeo) on Channel 16 or 6 before entering, as the channel is very narrow and there might not be space for several boats leaving and entering at the same time.

The entrance is created by two walls and is narrow. Once inside, proceed cautiously upstream in mid-channel.

Anchorage

Anchor in front of the Prefectura office in the middle of the channel. It is possible to tie alongside at HW but the docks dry out at LW. The river is dammed upstream and consequently, it is very small and narrow with very little current. However there is a very strong current in and out of the anchorage due to the tides and a Bahamian moor or stern anchor is recommended. Wind and current can often be in opposing directions. Land with dinghy in front of the Prefectura office.

Formalities:

The Prefectura office is on the northern bank of the river. Check in with them on arrival and departure. They also provide daily information on the tides and weather.

Services:

Population: 500

At the port there are limited services. There are several small "kiosks" along the harbour with basic supplies, but no fresh produce. There is a telephone and fax service, a fresh fish shop and stalls. Also one of Patagonia's famous seafood restaurants, Cantina Marcelino, is next to the dock.

Showers: Hot, public showers about 100m towards the sea from the Prefectura office for a small fee run by a little kiosk, where it is also possible to have simple meal, buy baked goods or organise laundry.

Diesel: From the dock from a diesel truck which arrives every day around HW when the fishing boats return with their daily catch.

Water: Drinking water available on the dock.

The main town of Rawson (Population: 20,000) is several km away with most services. Get bus no.

8 (green) in front of the telephone shop. In Rawson you will find good supermarkets, butchers, greengrocers, internet cafes, postal services and banks.

Trelew (Population: 80,000) is an even bigger centre with all possible services. There are regular buses from Rawson.



Puerto Rawson
Charmain Bibby

5.5 PATAGONIA'S CRUISING GROUND

Between Bahía Janssen and Bahía Bustamante (45°10'S) it is possible to cruise and to anchor safely in a different bay every evening. This part of the coast is irregular, with lots of bays, inlets, *caletas* (coves) with shelter from most wind directions, except easterly. Winds from the east are rare, although the afternoon sea breeze can blow strongly from the SE and E at times. Tidal ranges are large, strong currents and overfalls are present, especially around headlands. There are a few *caletas* with almost all-round protection. The coast is sparsely populated with beautiful desert-like scenery and excellent hiking. The only place with services is in Bahía Camarones (Call sign: Lima 3 Bravo), a very small fishing village. You might encounter shrimp (*camarones*) fishing boats in the area.

Apart from the anchorages discussed, possible shelter can also be found in Bahía Vera (Chart 33), on Isla Leones (daytime in settled weather), Caleta Sara (Chart 3) and Caleta Carolina (Chart 3). British Admiralty charts GB3067 and GB3106 also have coverage of the area.



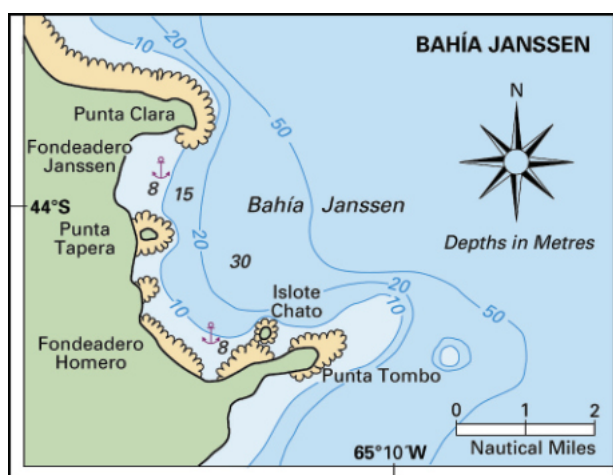
5.6 BAHÍA JANSSEN AND FONDEADERO HOMERO

44° 02'.34S 65° 13'.51 W

Charts: 4, H-215



Fondeadero Homero, Bahía Janssen, Panorama
Pete Hill



General

About 40 miles south of Puerto Rawson, Bahía Janssen is a beautiful wilderness anchorage and also site of the Punta Tombo Reserve for Magellanic penguins. The bay offers good protection from the southeast to northwest in the southern anchorage, Fondeadero Homero. In the northern part of the bay, just south of Punta Clara, Fondeadero Janssen gives protection from westerlies between SW and N.

Approach

From the north, the approach is easy, with no dangers or outlying rocks. At Punta Clara, the current runs north on a rising tide and south south west on a falling tide, but is usually not very strong. To approach from the south, give Punta Tombo a wide berth as there are overfalls and strong currents around the point and Islote Chato. There are no lights or marks. Be careful passing the headlands which have offlying reefs.

Anchorage

Anchor in both the northern and southern anchorages in fine to coarse sand in about 8 to 10m. Tidal range here is about 5m. Good holding. Could be roly if a north to north east swell is present. Very little current in the bay.

Services

There are no services, in fact it is prohibited to land as this a protected colony of Magellanic penguins (500,000, the largest in continental South America). The penguins come ashore from September to April, during the breeding season. Chicks hatch in November and December and from April to August they abandon this area to migrate north to Brazil. You might not be able to go ashore, but you will still be delighted by the hundreds of penguins around your boat and with your binoculars you can see them lining the shore and bushes inland.

Other

The Punto Tombo nature reserve office has a radio and monitors both Channel 16 and 12. They can contact Puerto Rawson for a weather forecast. Call sign: Parque Punto Tombo.

5.7 CALETA RASO

44° 20'S 65 14'W

Chart 33, 49



Approach

Caleta Raso is at the south end of Bahía Vera. If coming from the north avoid the shoal patch (min. 1.6 metres), approximately 3 miles west of Pta Loberia (about the middle of the bay). At low water it is marked by kelp, but this is not visible at high water. In a heavy sea the shoal usually breaks.

From the south avoid the off lying rocks in Bahía Cruz, particularly the Roca Salaverría, 7 miles ESE of Cabo Raso, which is covered by the red sector of the lights on Cabo Raso and Cabo San José. Note that there can be overfalls extending up to 10 miles off Cabo Raso.

Anchorage

Anchor in the southwest corner of the bay, close to the beach, off the concrete 'bunker', in 6.5 metres. There is shelter from the northwest through south to east.

Land on the steep shingle beach. In 2003 the village was no longer occupied (except for one fisherman's hut). The estancia and buildings are neglected and falling down. A dirt road runs just behind the estancia with the occasional passing car.

PATAGONIA

Caleta Raso Anchorage
Pete Hill



Estancia Caleta Raso
Pete Hill



5.8 CALETA JUAN JOSÉ PASO BAHÍA CRUZ

44° 27.'S 65° 19'W

Chart 44



Caleta Jan José Paso
Pete Hill



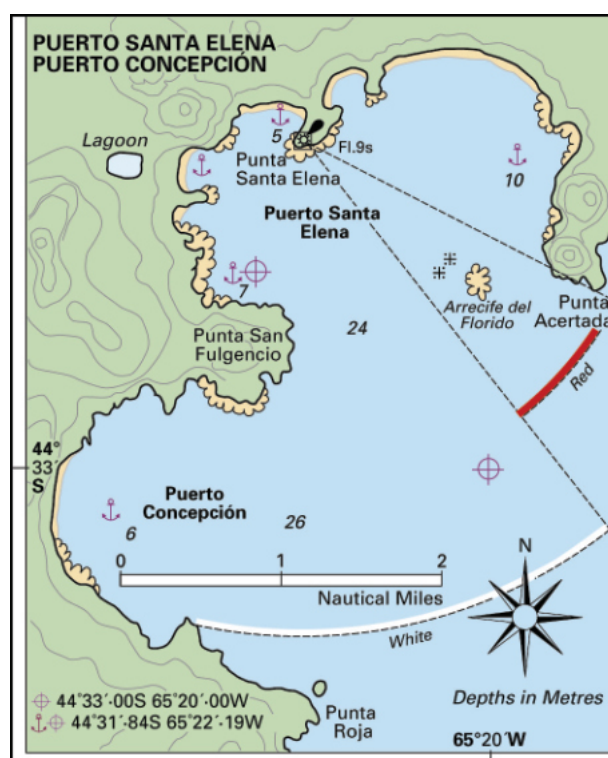
extending into the bay a short way. The head is a wide beach of fine gravel. Anchor in the middle in 5 metres. The beach is steep to and landing is straightforward. If there is any surf then land close to the appropriate reef to get some protection from the swell. Good easy walking ashore with no sign of habitation above a rough track. When visited in December there were penguins, seals and dolphins seen.

Approach

Bahía Cruz has many dangers in and off the bay. In the north there are overfalls off Cabo Raso extending up to 10 miles offshore. Seven miles ESE of Cabo Raso lie the Roca Salaverria, and 5 miles south of Cabo Raso are the Rocas Gutierrez. In the south, about 3 miles off Cabo San José lie the Rocas Cordova, extending 3 miles north. Inshore lies the drying Roca Oyarvide, 1.25 miles of Cabo San José. There are several other below water and drying rocks scattered around Cabo San José.

Anchorage

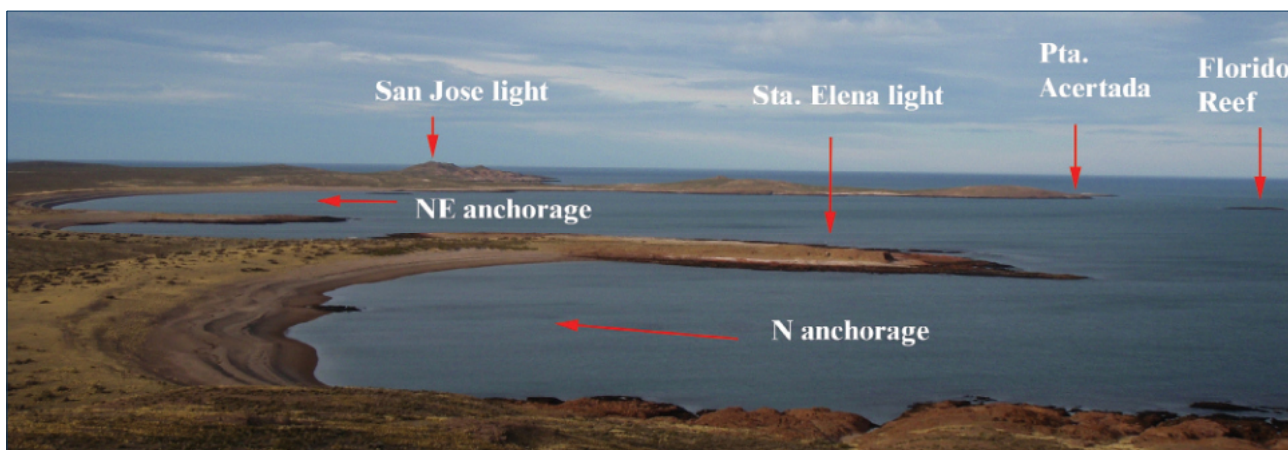
Caleta Juan José Paso, in the middle of the bay gives good shelter from all but winds and seas from the eastern quadrant. The north and south shores of the Caleta are rocky, with reefs



5.9 PUERTO SANTA ELENA AND PUERTO CONCEPCIÓN

44° 31'.835S 65° 22'.194W (GPS SW anchorage)

Charts: 33, 44, 46, H-310, H-311



Puerto Santa Elena, looking E
Andy O'Grady

General

South of Peninsula Betbeder, Puerto Santa Elena and Puerto Concepción together offer protection from the east through to southwest. The anchorage is within radio range of the Prefectura in Bahía Camarones, just to the south (Call sign: Lima 3 Bravo).

Approach

Approach the peninsula from the north with care. Rocas Cordova and Roca Oyavide lies about a mile northeast of Cabo San José, there are also strong currents and overfalls. To enter Puerto Santa Elena keep south of Punta Acertada and leave Arrecife del Florido to starboard. The approach to Puerto Concepción is more straightforward. To approach from the south give

Punta Roja a one mile berth, as there are strong currents and overfalls present.

Anchorage

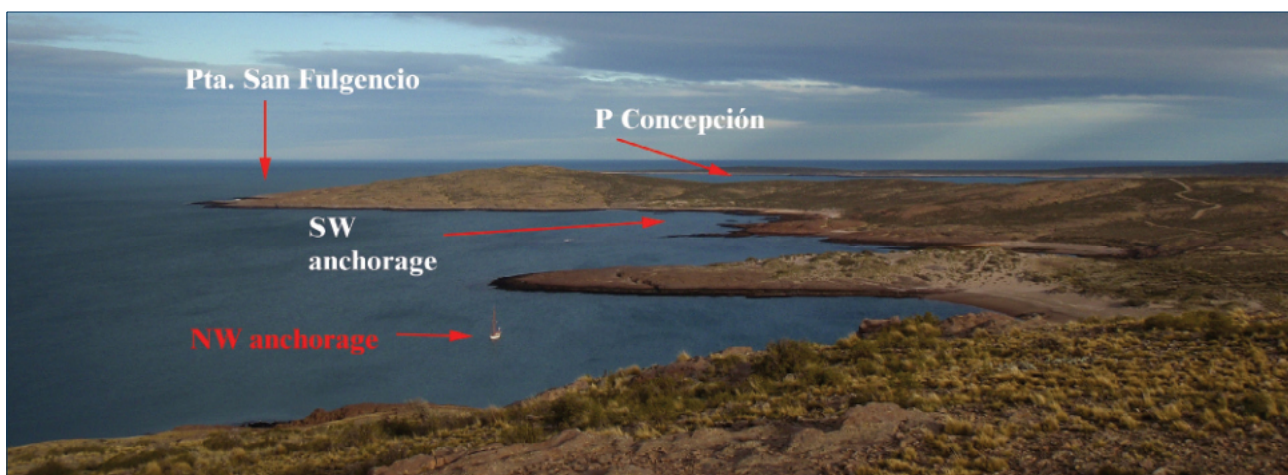
Good holding in both bays in fine to coarse sand. Puerto Santa Elena offers several different possible locations depending upon wind direction and swell. It may be possible to find shelter from SE winds in the NE corner. However all the beaches here are steeply shelving shingle which suggests that a very heavy swell often enters here — presumably in SE conditions.

Services

No facilities. Good hiking.

PATAGONIA

Puerto Santa Elena, looking S
Andy O'Grady

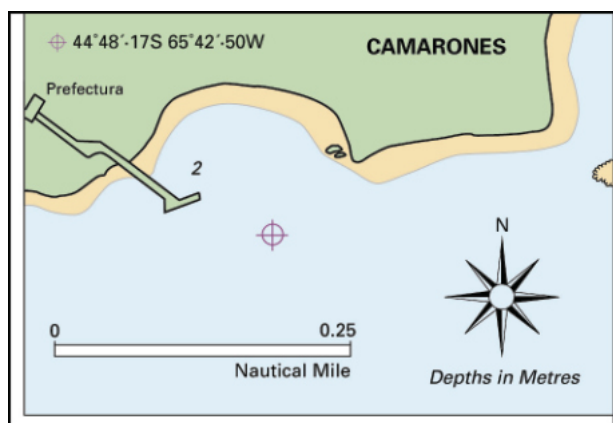


5.10 CAMARONES

44° 48.17S 65° 42.50W

Chart 3

Prefectura call sign L3B



General

Camarones (Pop. 1079 in 2001) is a very small fishing port with a Prefectura and limited facilities for provisioning.

Approach

Straightforward in offshore winds.

Berths

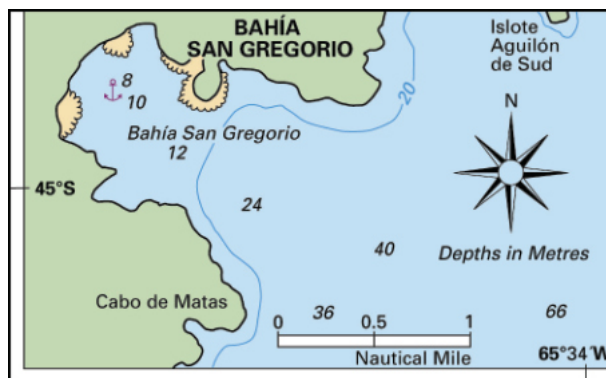
The harbour is tiny and is used by local fishing boats. However it is perfectly safe for a yacht to tie up here for a short time and despite the lack of space those that have done so have been received with pleasure. Technically sheltered from all winds but would probably have a heavy surge in SE.

Note: two anchorages are available just south of Camarones but have not been visited by any of the contributors to this guide: Caleta Sara and Caleta Carolina. (Caleta Sara is described on p131 of RCCPF *Havens and Anchorages*).

5.11 BAHÍA SAN GREGORIO

45°01'S 65°35'.7W

Charts: 12, 14, H-311



General

Bahía San Gregorio is a big bay, just south of Punta Dos Bahías and gives protection from the north through to the south. It is a good place to anchor and to wait for the correct tide to go through Canal Leones.

Approach

The approach from the north takes you past Cabo Dos Bahías, with overfalls up to one mile from the headland. Then head south, between Isla Arce and Islotes Aguilon del Norte and Aguilon del Sur. Head towards the centre of the bay. The approach from the south is through Canal Leones, and should only be used in good weather and the right tide.

Anchorage

Anchor in the middle of the bay in 8 to 10m in coarse sand and pebbles. Good holding.

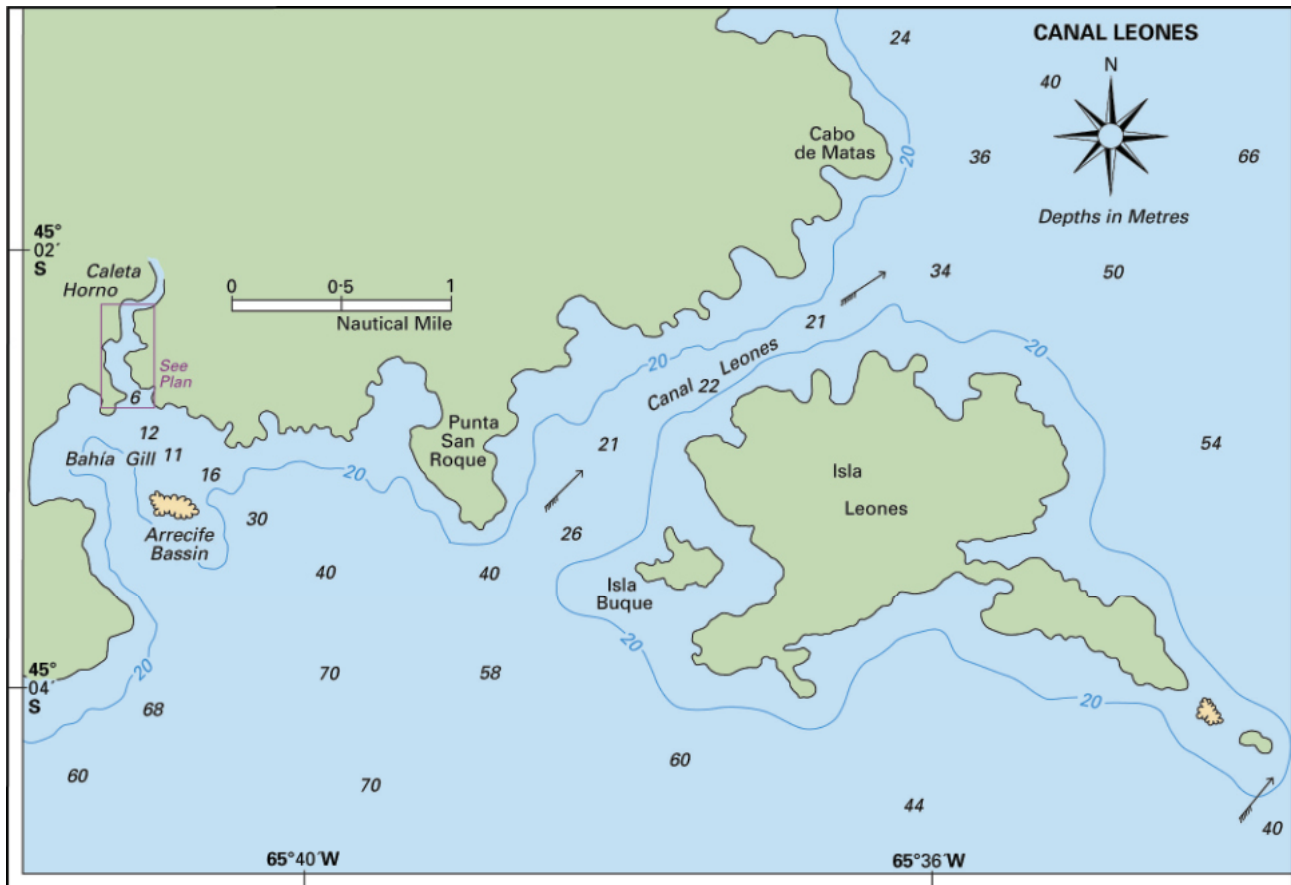
Services

There are no services ashore. Good hiking.

5.12 CANAL LEONES

45°02'S 65°38'S

Chart: 14



PATAGONIA

Canal Leones is a narrow channel between the mainland and Isla Leones and should only be navigated in good weather. The tide can flow up to 5 knots through here. In unsettled weather it is better to go around Isla Leones, although it can also be rough. The current flows north 2.5 to 3 hours after low water and flows south 2.5 to 3 hours after high water. Strong eddies exist, especially south of Punta San Roque. The Caleta between Isla Buque and Isla Leones is reportedly a good day anchorage with nice hiking on the island.



Tonina – dolphins
Charmain Bibby

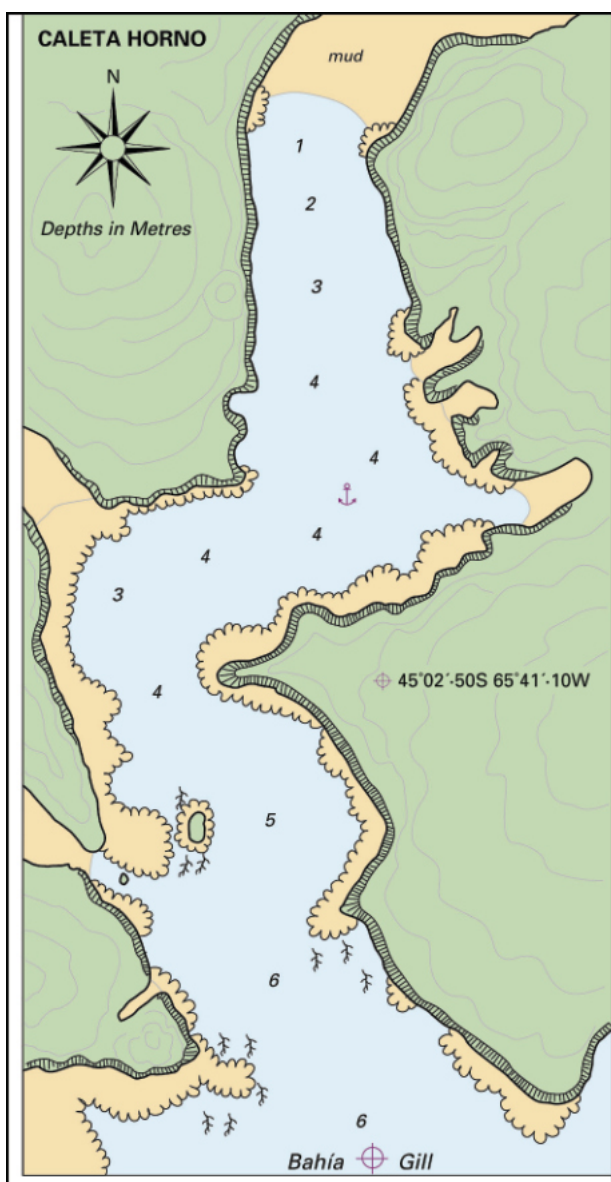
5.13 CALETA HORNO

45° 02'.2S 65° 41'.2W (GPS anchorage)

Charts: 12, 15



Caleta Horno
Pete Hill



General

Speak to any Argentinean sailor and they will recommend this *caleta* on the north side of Golfo San Jorge. It is a little canyon which offers good protection and a nice place to stay for a while, with excellent hiking ashore. There are many guanacos, hare, nandu and sheep ashore and if you are lucky you might cross paths with an armadillo.

Approach

The approach is from the SE through Bahía Gil and the reef, Arrecife Bassin, which can be passed on either side. The reef is covered at high water, but is still easy to see as the sea brakes over it and its extent is well marked by kelp. The entrance is somewhat difficult to see until you are closer.

Approach to Caleta Horno from Canal Leones
Andy O'Grady





Entrance to Caleta Horno from Canal Leones
Andy O'Grady

Anchorage

Anchor in 4m, mud, in the deepest part of the bay where the *caleta* turns to the north. It is larger than it appears and there is swinging room. However if a gale is expected it is probably better to tie with several shore lines, both fore and aft as the South Westerly blows here with extreme ferocity and the water will be white and air filled with spray. A northerly wind can funnel down the *caleta* and can be in fact windier than outside in the bay. This can be a very popular spot and if there is no room in the main anchorage it is possible to anchor in the mouth of the *caleta* in 5m close to the western shore. There is more shelter from the north here.

Services

There are no facilities ashore. Excellent hiking with lots of animal life. At high water it is possible to follow the canyon by dinghy up to a little stream that flows into the *caleta*. This is a beautiful anchorage but unfortunately it has been subjected to some graffiti on the canyon walls. Most of this is on the W side of the *caleta* where fishing boats moor directly to the rock wall in complete shelter from the SW.

Caleta Horno
Charmain Bibby



5.14 BAHÍA ARREDONDO

45° 01'S 65° 49'W

Charts: 12, 16

General

Bahía Arredondo is about 5 miles west of Caleta Horno. It is a perfectly round bay and is only open to the southeast.

Approach

The safest way to approach is from the southeast through Isla Valdes and Rocas Los Frailes and to follow a northwest course into the bay. The approach from southwest is more hazardous.

Anchorage

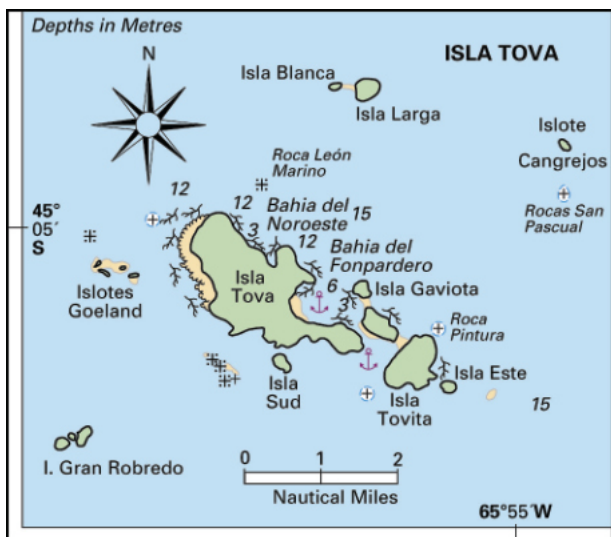
Anchor in the middle of the bay in 8m in sand with good holding. The surrounding land is fairly low-lying and strong winds can make the anchorage a little bit rough, though still safe. The afternoon southeast breeze might blow into the anchorage for a few hours, but should die down at sunset.

Services

There are no facilities ashore. There is a dirt road which runs to Pto Melo, the next bay to the west, which has a small population.

5.15 ISLA TOVA, GOLFO SAN JORGE

45°05'S 65°58'W



General

Isla Tova is a small island in the middle of Golfo San Jorge, about 15 miles west of Caleta Horno. The island is uninhabited but there is a ruined estancia ashore. This is a lovely island with a large breeding population of Magellanic Penguins.

Approach

To the west and south west of the island there are many islets and rocks extending up to 3 miles off. From the east pass south of Islote Cangrejos and the Rocas San Pascual.

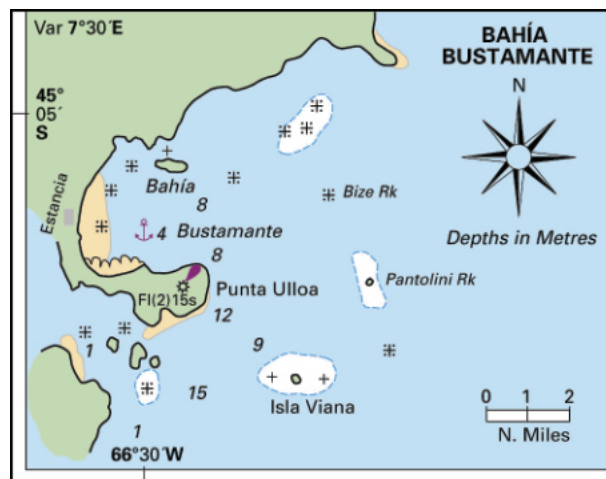
From the south approach the island from the east. From the west pass north of the rocks 3 miles WNW of Isla Tova.

Anchorage

The best anchorage, sheltered from all but the north, is the Bahía Del Fonadero, in the north side of the island. There is much kelp in the bay, especially around the shallow edges. The bay shelves gradually from 5 metres in the centre and the kelp becomes quite thick as the depth gets to 3 metres. Anchor in 4 metres in a clear patch of sand, good holding. Most of the south side of the bay is fine shingle and an easy landing. Take care when walking ashore to avoid the many penguin burrows. There are quite a few Armadillos to be seen just in from the beach west of the buildings.

5.16 BAHÍA BUSTAMANTE GOLFO SAN JORGE

45 08'S 66 27'W



General

Bahía Bustamante is a large bay 20 miles west of Isla Tova, and 60 miles north of Comodoro Rivadavia. On the western shore is a large working estancia. This is a useful anchorage if sailing between Comodoro Rivadavia and Isla Tova.

Approach

The easiest approach is from the south passing between Pta Ulloa and Isla Viana. Once past Pta Ulloa head west towards the estancia. The north side of the bay has several dangers. It is possible to sail directly west from Isla Tova, or vice versa, but there are several dangers to avoid and a good chart is essential.

Anchorage

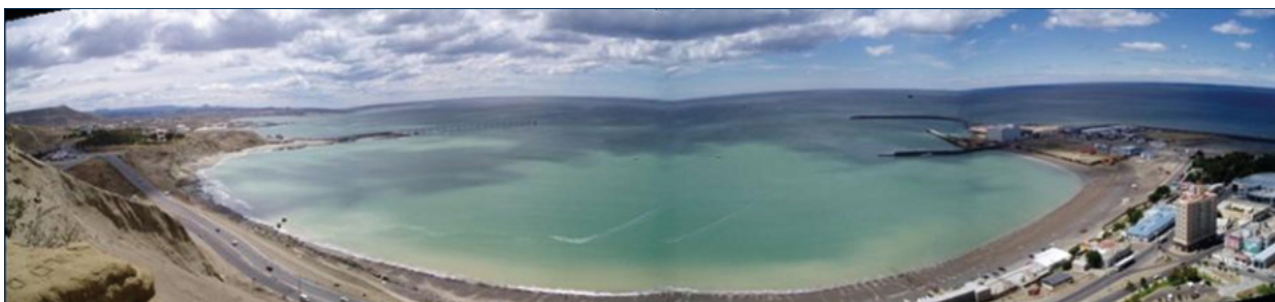
Anchor in about 4 metres off the estancia. The head of the bay is quite shallow and dries out a long way.

5.17 COMODORO RIVADAVIA

45° 51'.25S 67 ° 27'.37W

Charts 37, H-357A, H-357B

Prefectura L2B and L3B



Comodoro Rivadavia
Pete Hill

General

This is an important town and port. It is off the direct route heading S and does not offer an attractive anchorage for yachts. However facilities here are good and a vessel in need of them may consider calling, one advantage is that it can be entered with any tide.

Approach

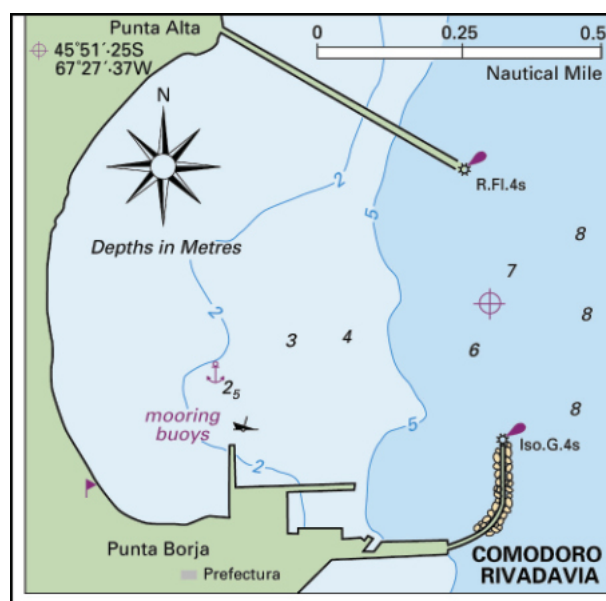
Straightforward from between NE and SE. At night the towns lights obscure the navigation marks. From the NE at night Comodoro is separated from its N suburbs by a dark patch formed by Cerro Chenque, the harbour being at the S end of this patch. The entrance is over 500m wide.

Anchorage

None of the port facilities are suitable for a yacht. Anchor where shown near to the club in 2.5m. This spot is windy and completely open to the NE. Land on the beach near the club. When the boatman is in attendance he may lower a trolley to pull you and your dinghy up to the club.

Facilities

The club is friendly and helpful and may offer use of its facilities. The Prefectura is not far from the club. The port has a large crane and it may be possible to lift a yacht in an emergency. All nautical facilities for a commercial boat are available. The town has all the facilities of a small city with a good supermarket not far from the club.



5.18 CALETA SUR – CABO BLANCO

47° 12'.7S 65° 45'.0W

Charts 19 (which has detailed plan)



Cabo Blanco, looking SW, anchorage to left of middle
Pete Hill

General

Caleta Sur, 35M north of Puerto Deseado would give good protection from the southwest through northeast. However, around Cabo Tres Puntas and Cabo Blanco are extensive shallow banks, with strong currents and overfalls. Only use this anchorage in settled weather and stay close to the coast inside the banks.

Approach

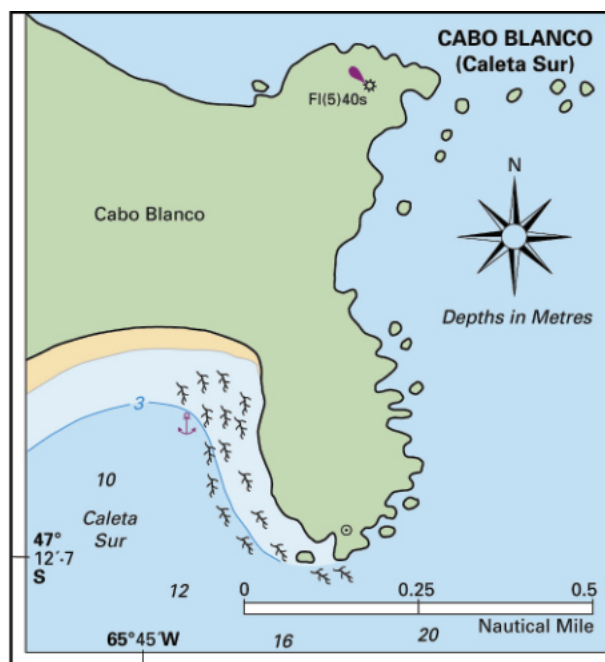
Straightforward when coming inshore from the south. From the north give Cabo Blanco and its overfalls a good berth and then approach from the south east.

Anchorage

In about 3m sand and good holding, to the E of the kelp and off two abandoned buildings on shore.

Facilities

None, the lighthouse was manned in 2003.



Cabo Blanco – Caleta Sur
Pete Hill

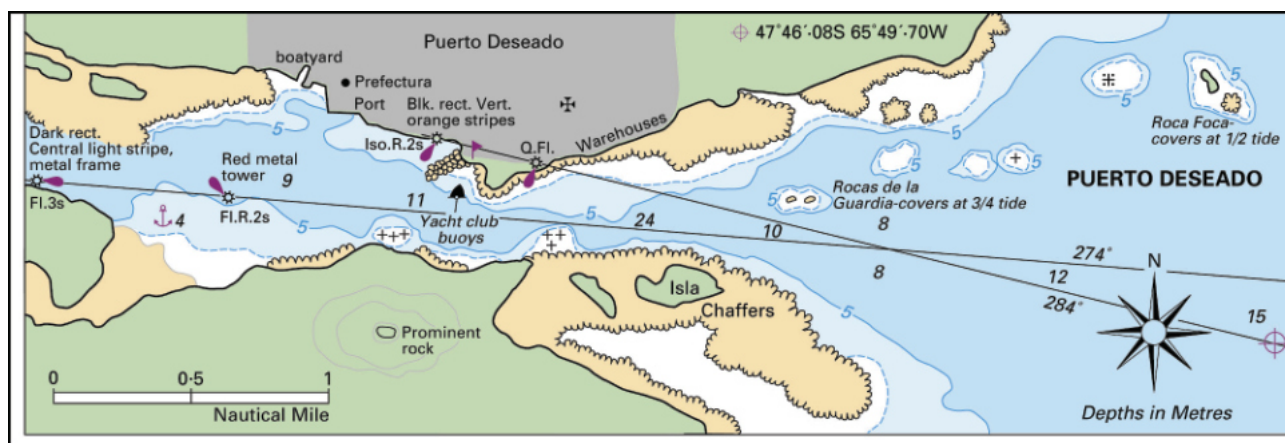


5.19 PUERTO DESEADO

47° 45'S 65° 55'W

Charts: 19, H-360, H-361

Prefectura callsign L4N



General

Puerto Deseado (population 20,000) is the first large port south of the Golfo San Jorge, approximately 40 miles south of Cabo Tres Puntas. It is an important fishing port with regular small container ship visits from overseas. Most services including a shipyard called Gypsy where repairs can be made and in an emergency a boat can be hauled out. The harbour lies on the north side of the *ria* (estuary). There is a big tidal range with very strong currents and a narrow entrance. The *ria* is an important marine reserve. It is well worth going on an organised tour upriver to view Commerson's dolphins, penguins and cormorants.

Approach

When approaching from the north keep clear of Roca Sorrell and Roca Foca. When approaching from the south give Isla Penguin a wide berth as there are strong overflows up to 2 miles around it.

The best time to enter is at slack water, (tidal currents can run at up to 6 knots), and even then the entrance can be rough. The river starts flowing out 1 hour after HW and starts flowing in 2 hours after low water. Best way to enter is to use the leading marks, which are lit and well maintained. In fact the second set of marks leads clear of all dangers and they are easier to identify. In light weather it was possible to enter against the ebb, which had a maximum rate of 4 knots, a few days off spring tides.

Harbour

In the little bay east of all the fishing boats there is a wooden dock and some yachts have anchored off here with lines to the dock, holding is said to be very good. However it is open to the west and south west, the prevailing wind directions. A new rock breakwater has been constructed immediately east of this position forming a well protected bay,

Puerto Deseado entrance
Andy O'Grady





Puerto Deseado, Gipsy Boatyard
Pete Hill

which mostly dries at LW. The Club Nautico has put down a bow and stern mooring east of the tip of this breakwater which is very strong and offers good protection from all except the south west (GPS 47° 45'.47S 65° 54'.12W). However in a south westerly there is surprisingly little swell here due to the calming effect of the fast current to windward. Land at the floating dinghy dock. There is a moderate charge.

The best place to tie up is the Gipsy Boatyard's floating barge. However this facility is currently not available to yachts.

Alternatively one can anchor up the river off the south shore, but with strong winds and strong currents it is not ideal. It is also a long dinghy ride away and would be impossible at times to get to shore or back to your boat due to the ever-present wind.

Formalities

Call and visit the Prefectura (Call sign: Lima 4 November) office on arrival and departure. The Prefectura office also acts as an Immigration office if it is your port of entry or if you need to renew your 3 month visa.

Services

The town has most services, supermarkets, post office, phone and internet service, laundry services, diesel etc. The friendly tourist information office will provide you with maps and also information on tourist excursion up the *ria*. The community here is exceptionally friendly and helpful.

Deseado Port looking west
Andy O'Grady



5.20 BAHÍA OSO MARINO AND BAHÍA DE NODALES

47° 55.7S 65 ° 47.25W (Not GPS – charted position of anchorage in Oso Marino)

Charts 19, 48



Bahía Oso Marino
Pete Hill



General

These bays lying 10M to the south of Puerto Deseado offer good anchorages in offshore winds and, if coming from the south, may be a good place to await the tide for entering Puerto Deseado.

Approach

From the N give Isla Pengüino a good berth and from the south avoid the reefs off Punta Medanos. Enter Oso Marino from 2M offshore on a bearing of 290° on the light structure on Pta Azopardo. Nodales is best approached by passing 0.5M S of Punta Lobos and Isla Lobos between which lies Ensenada de los Lobos.

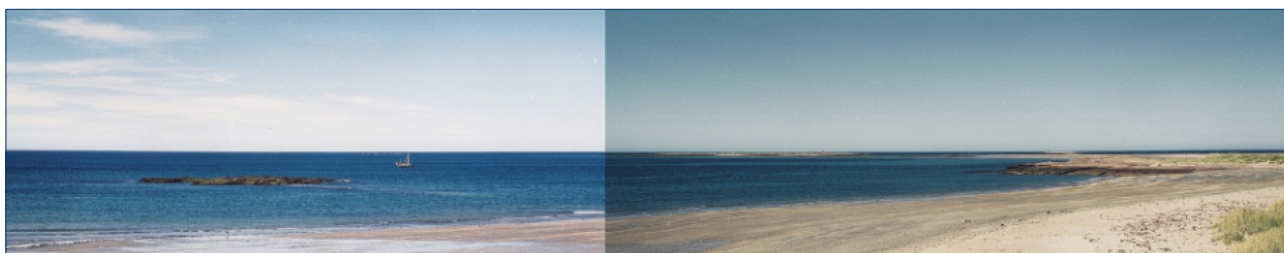
Anchorage

In Oso Marino, sand, 4m north of the light on Pta Azopardo. There are several places in Nodales, Ensenada de los Lobos offers the best protection from N - NE.

Facilities

None. Some penguins will be seen on shore and nearby. Isla Penguino has large colonies (but is a nature reserve).

Ensenada de Ferrer, Bahía de los Nodales
Pete Hill



Passage note

Unmarked Roca Bellaco ($48^{\circ} 29'.8S$ $066^{\circ} 11'.5W$) lies 10M SE of Cabo Guardian (Bahía Laura). The lights on C Guardian and P Mercedes have red sectors that meet at the rock.

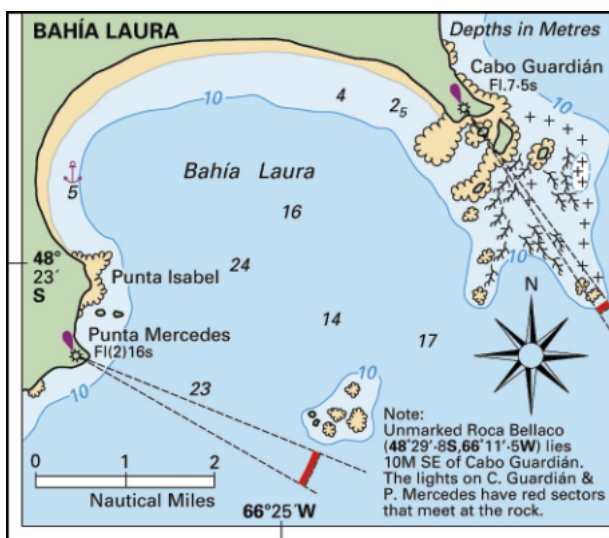


Pta Medanasa, Bahía de los Nodales
Pete Hill

5.21 BAHÍA LAURA

$48^{\circ} 22'S$ $66^{\circ} 28'W$ (Charted Position)

Chart 19, 47



General

A useful anchorage in settled weather or offshore winds lying 30M south west of Nodales with shelter from south west to north.

Approach

Pass south of the reefs south east of Punta Mercedes and then 0.2 - 0.3M to the east of Punta Mercedes.

Anchorage

North of Punta Isabel in 5m sand, good holding.

Facilities

None. In 2003 there were people living in the bay south of Punta Isabel.



Puerto San Julian
Pete Hill



5.22 PUERTO SAN JULIAN

49° 12.8S 67° 36W (Charted position for an approach on the northerly leading marks.)

Chart H-364

Prefectura L4M

General

This is a fine natural harbour used by such navigators as Magellan and Drake. Unfortunately it is not a particularly good anchorage for yachts but could be a good jumping off point for vessels heading south.

Approach

This is not straightforward and should not be considered without the detailed chart, our sketch is only a guide to aid in orientation. Only the north entrance is safe. The bar has about 2m at chart datum, but is subject to change so it is best to enter 2 hours before HW, though the current will be strong. It is possible to enter shortly after LW in settled conditions. From seaward follow the leading marks, but keep a little to the south of the line. Note that the line

passes over the dangers on the bank north east of Punta Peña. Once over the bar it is simply a matter of following the leading marks until one arrives off the Club Nautico at the south east end of the town.

Anchorage

Anchor to the south of the club and north of the final leading mark (Bal. Pueblo) and small craft moorings in about 10m mud good holding. It is very steep-to here and difficult to place the anchor. Shelter from south west to north west, in strong east winds it may be necessary to anchor on the far side of the river.

Facilities

All the facilities of a small town. There is a Prefectura who will expect a visit. The club is friendly but has little in the way of facilities, it may be possible to collect water here.



Puerto San Julian – jetty to N of anchorage
Pete Hill

5.23 PUERTO SANTA CRUZ

50 ° 01'S 68 ° 30'W (Charted position in the river approaches)

Chart 2 (not available in 2008)

Prefectura L4L



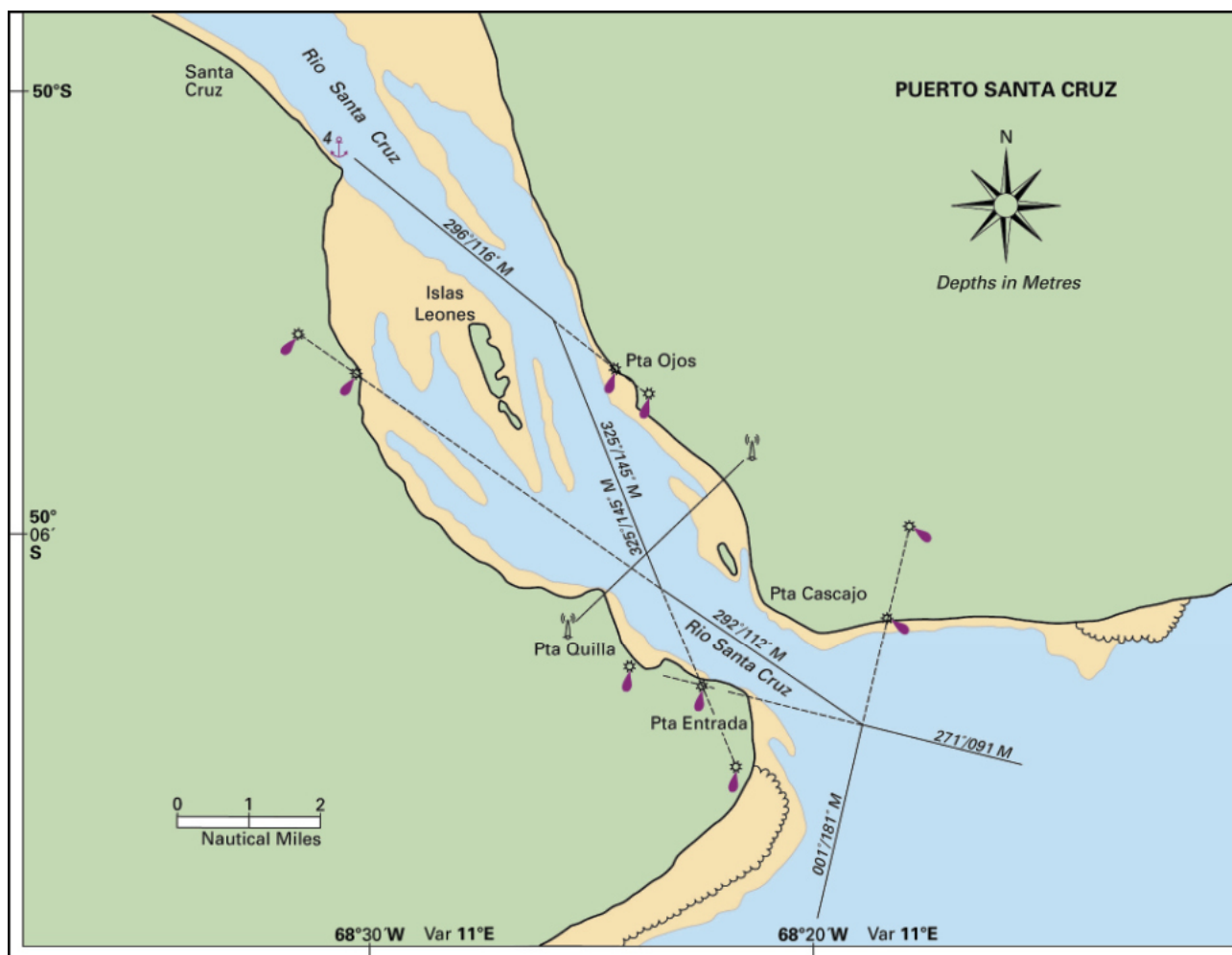
Puerto Santa Cruz
Pete Hill

General

Puerto Santa Cruz is a small town with a population of 2,500 on the Rio Santa Cruz. The town is 12 miles from the mouth of the river.



Seal
Charmain Bibby



Approach and entry

Caution: In strong onshore winds the sea breaks across the entrance and entry should not be attempted in these conditions. It is essential to have a recent copy of the detailed chart. Two channels lead into the river mouth. The northern one leads across a shoal patch and the southern through a deeper channel. Tidal streams are strong and can reach up to 6 knots, which can cause heavy seas with wind against tide. The best time to enter is towards the last of the flood. The channel in the river passes between drying sand banks and is well marked with leading lines as shown on the sketch chart.

Caution: The leading mark shown on the sketch were correct at the time of the visit in December 2003, but well may have changed.

Anchorage

Anchor off the town near the Yacht Club (a converted barge high and dry on the beach) in about 5 metres. Note that the tidal range here is 10 metres at springs and 6 at neaps.

A strong northwest or north wind would make this berth untenable.

Formalities

Call in at the Prefectura, close to the Yacht Club.

Facilities

The normal facilities of a small town. No doubt the Yacht Club would make visitors welcome, but it was closed when visited.



Ushuaia Anchorage



Wildlife



Beaver Dam



Narrow Gauge Railway

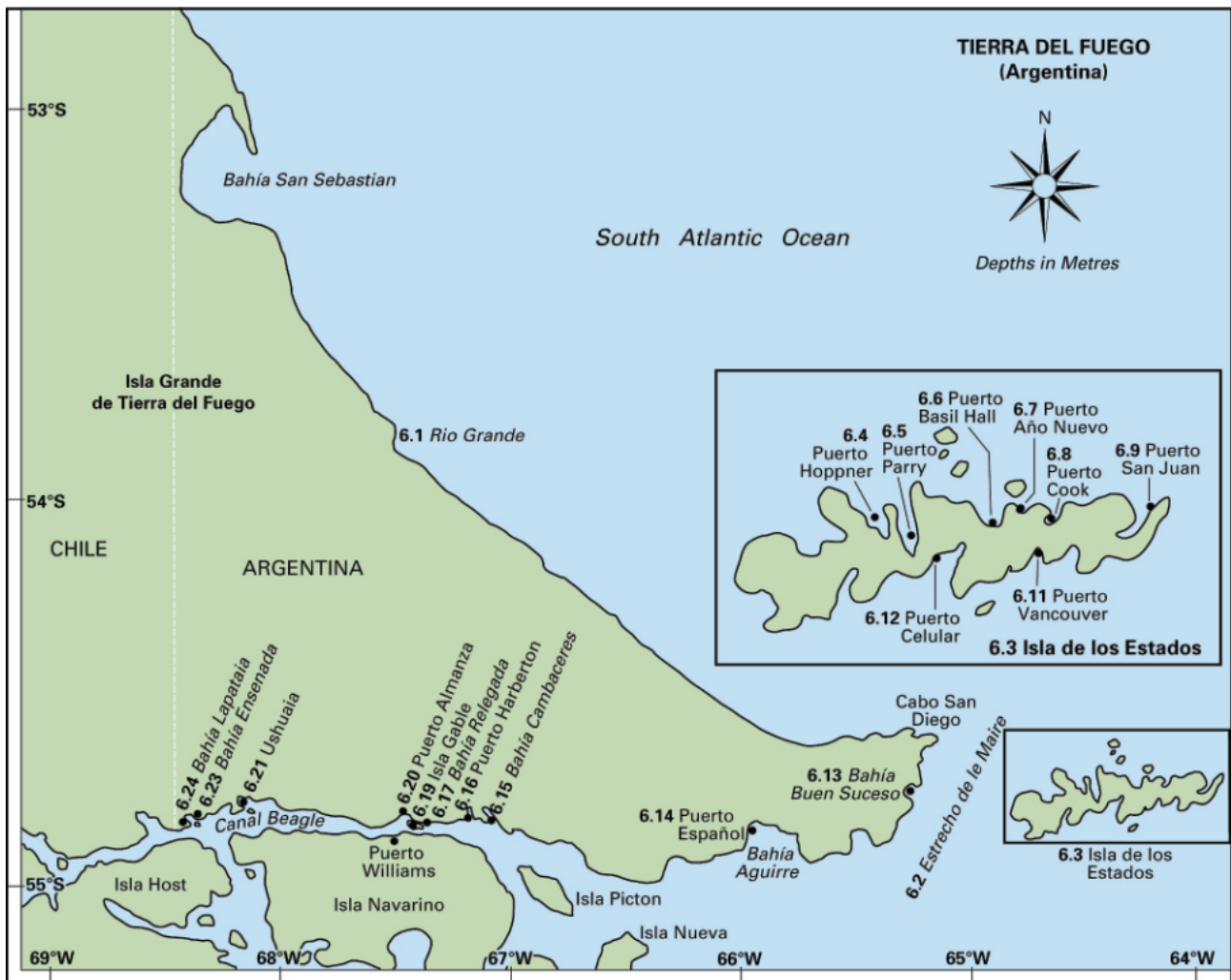


Beagle Channel



Open Roasting

6. TIERRA DEL FUEGO



Tierra del Fuego includes the area south of the Strait of Magellan ($52^{\circ} 30' S$). It includes the following islands: Isla Grande de Tierra del Fuego, Isla de los Estados, Islas del Sur which are Isla Nueva, Isla Lennox, Isla Picton, Isla Hermite, Islas Wollaston (which includes amongst others Cabo de Hornos), Isla Navarino, Isla Hoste, Isla Gordon, Isla Londonderry, Isla Stewart, Islas Camden. The biggest island, Isla Grande de Tierra del Fuego is divided between Argentina and Chile at approximately $68^{\circ} 36' W$. The only Argentinean towns are Rio Grande and Ushuaia, and Porvenir is the sole Chilean town.

The area around the Strait of Magellan is notorious for rough conditions and strong currents, with very little protection and few safe anchorages. If planning to cruise the Chilean channels most cruisers choose to go through the Beagle Channel and not the Strait of Magellan.

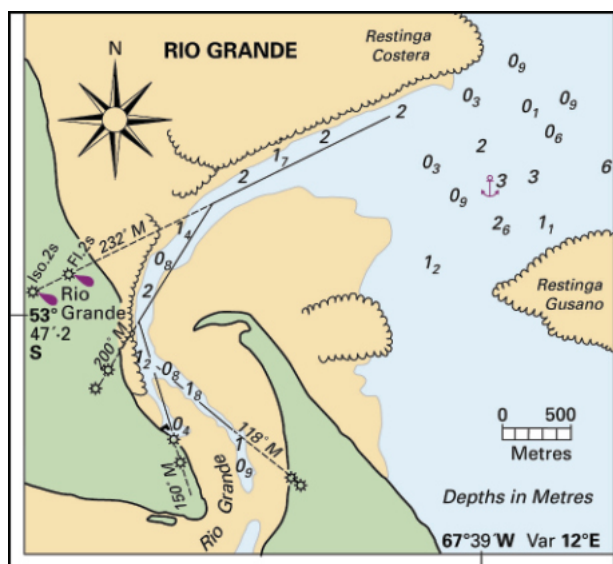
The high tidal ranges experienced around the Strait of Magellan decrease again further south. Weather information on this area can be obtained from the Prefectura base at Cabo Virgenes (Call sign: Lima 3 Charlie). From the Strait of Magellan to the Strait of Le Maire (Estrecho de la Maire), there are no safe harbours or anchorages. The first safe and good anchorage can be found on Isla de los Estados, east of the notorious Strait of La Maire.

6.1 RIO GRANDE TIERRA DEL FUEGO (EAST COAST, TIERRA DEL FUEGO)

53° 46'S 67° 40'W

Charts H-412

Prefectura L4F



General

Rio Grande is a small town on the east coast of Tierra del Fuego at the mouth of the Rio Grande. The harbour all but dries out at low water and it would be difficult for even a shoal draught boat to find a suitable hole to anchor in, except at neap tides. A boat that can take the ground would have a rough time when the tide turned, until it was afloat. A pier off the town has 0.4 metres alongside, but it's open framework makes it unsuitable for a yacht. The pilot boat uses the inland side of the pier with lines to shore. It may be possible to lie outside another vessel using the

outside of the pier. Not recommended except in an emergency.

Approach and entry

Approaches to Rio Grande are clear. The entrance to the river is between the Restinga Costera to the north, and Restinga Gusano to the southeast. If waiting for the tide it is possible to anchor between them in 3 metres.

The entrance to the river is narrow between drying banks, and marked by leading lines.

The first line is 232° mag. and the front marker (on an apartment building) is very difficult to spot in daytime.

The second line is 200° mag. with the back beacon being easily spotted, while the front one was difficult to see in daylight.

The third line is 150° mag. with the back beacon being seen south of the pier and the front in the water at high tide.

This harbour was visited in December 2003, near high water springs, when the current in the river was 4 knots, one hour before high water. Because of the lack of a suitable berth the visit was only an in and out.

Facilities

The usual facilities for a small town. There is an airport here and bus connections to other towns.

6.2 PASSAGE – ESTRECHO DE LE MAIRE

54°40'S 65°00'W

Charts H-418, Chile 1340

General

The overfalls in Estrecho de Le Maire are notorious. A transit of the straits must be made with great respect for the risks involved, particularly going from south to north where a north west wind against a flood tide can create

standing waves of 10-12m off Cabo San Diego. Yachts should keep to the centre of the straits where the current is usually about three knots. Care should be taken to stay at least eight miles off Cabo San Diego and four or five miles off the west end of Isla de los Estados. The current floods north and slack tide in the straits is at low and

high water at the tidal station in Bahía Buen Suceso.

Local charter boats and fishermen have another approach to transiting the straits from south to north. Sail along the northern (i.e. south side of Tierra del Fuego shore), right next to the kelp in about 20m. Alongside the kelp, even in wind against tide situations, a path of smooth water will be found, although tide rips can be seen a couple of hundred metres to the south. One yacht used this route entering the straits eastbound against

the full ebb, but inshore found the ebb current never exceeded 1kn. Counter currents of up to three quarters of a knot were common. The result was that the transit was easily made with the yacht arriving at Cabo San Diego at slack tide.

6.3 ISLA DE LOS ESTADOS

54° 45'S 64° 20'W

Charts: H-467, GB554, GB1373

Isla de los Estados is a wild, spectacular, uninhabited and lush mountainous island just east of the southern tip of South America. Various deep and well protected anchorages exist on the north and south coasts. The favourite with sailors is the inner bay of Puerto Hoppner, which offers excellent protection and a place to wait for good weather to enter the Strait of La Maire. However the entry may be difficult to locate at night or in strong on-shore winds and needs to be timed with slack San Juan de Salvamento, at the NE of the island offers a good alternative, especially if the tides are wrong for Puerto Hoppner, at night or in strong onshore winds.

There is an Armada base at Buen Suceso, which might be within VHF range on approaching Isla de Los Estados and can usually provide a 3 day weather forecast. All vessels should report to them when passing through the Strait.

The whole island is a provincial nature reserve

and permits are required for visits. These are obtainable in Ushuaia.

Tidal streams

In general, tidal streams are strong in the vicinity of the island, five knots or more off headlands. The flood flows west along both the north and south coasts and north in the Estrecho de la Maire. Rough sea conditions and overfalls are likely around the island, especially at headlands and narrow entrances. Use great caution even in moderate weather conditions. But note the quite large variations in tidal range which will make for differing strengths of currents.

Anchorage are described in clockwise order starting in the NW and finishing in the SW.

6.4 Puerto Hoppner

1. 54° 45'.30 S 64° 25'.21 W (GPS position 0.25M NW of N entrance)

2. 54° 46'.41 S 64° 24'.83 W (GPS position mouth of inner entrance)

3. 54° 46'.86 S 64° 24'.39 W (GPS position inner anchorage)

4. 54° 45'.85 S 64° 26'.25 W (GPS position outer anchorage)

Charts: H-467

General

Puerto Hoppner is reported to have less violent squalls (*rachas*) than other harbours on the island

and the inner harbour offers very good shelter in a spectacular setting. Conditions outside could be severe, but the anchorage will be relatively calm with occasional williwaws.



Puerto Hoppner
Pete Hill

Approach

Entry may be difficult at night or in strong onshore winds. The two entrances show up well on radar from about 1M offshore. Beware of several dangers once inside the bay. There is a possible temporary anchorage in the north west corner of the outer bay where one could await slack water for entering the inner bay. Enter the inner part of Puerto Hoppner near slack water, preferably on low water and proceed through the very narrow gap (10m at LW) to the inner harbour. The minimum depth is 1.3m at chart datum, most low tides are about 0.8m above this, but there are a few lower so check the tables. Keep the rock near mid channel to port (covers at extreme HW). There is a considerable variation in tidal range here from a maximum over 3m to a minimum under 1m. *Balæna* (1.7m draft) entered on a tide of 1.5m at 1.5hrs before LW and experienced a 2 knot outgoing stream which allowed for good control of the boat in the narrow gap with a minimum depth of 3m. Once inside, keep to the east side to avoid the dangers visible only at LW until reaching the small islet, which can be passed on either side. In general, kelp is a good indicator of rocks and should be avoided.

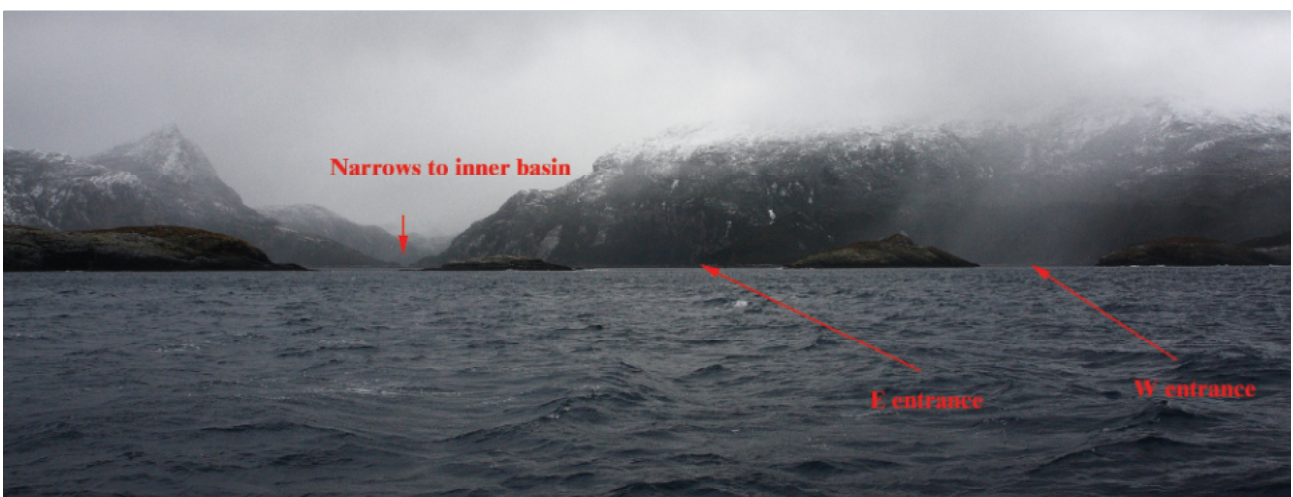
Anchorage

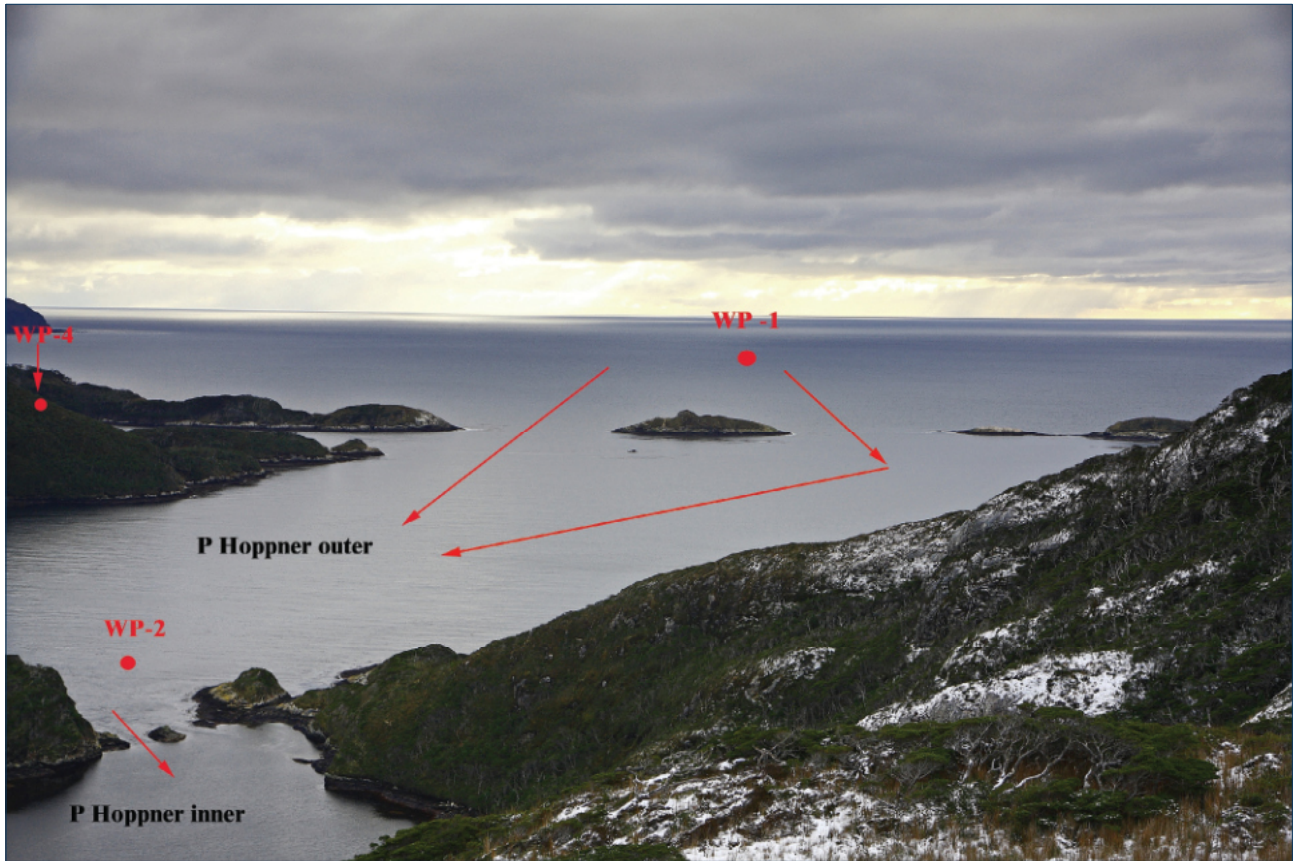
There are 3 possible anchorages. The east anchorage behind the islet has better protection and there is space for several boats, tied up bow and stern between the island and mainland. Other possibilities are marked on the sketch.

Services

Water (a bit peaty) is available at the waterfall and the stream. Do not be tempted by the mussels, there could be red tide. However, there are centolla crabs in the bay.

Puerto Hoppner entrance from the north
Andy O'Grady



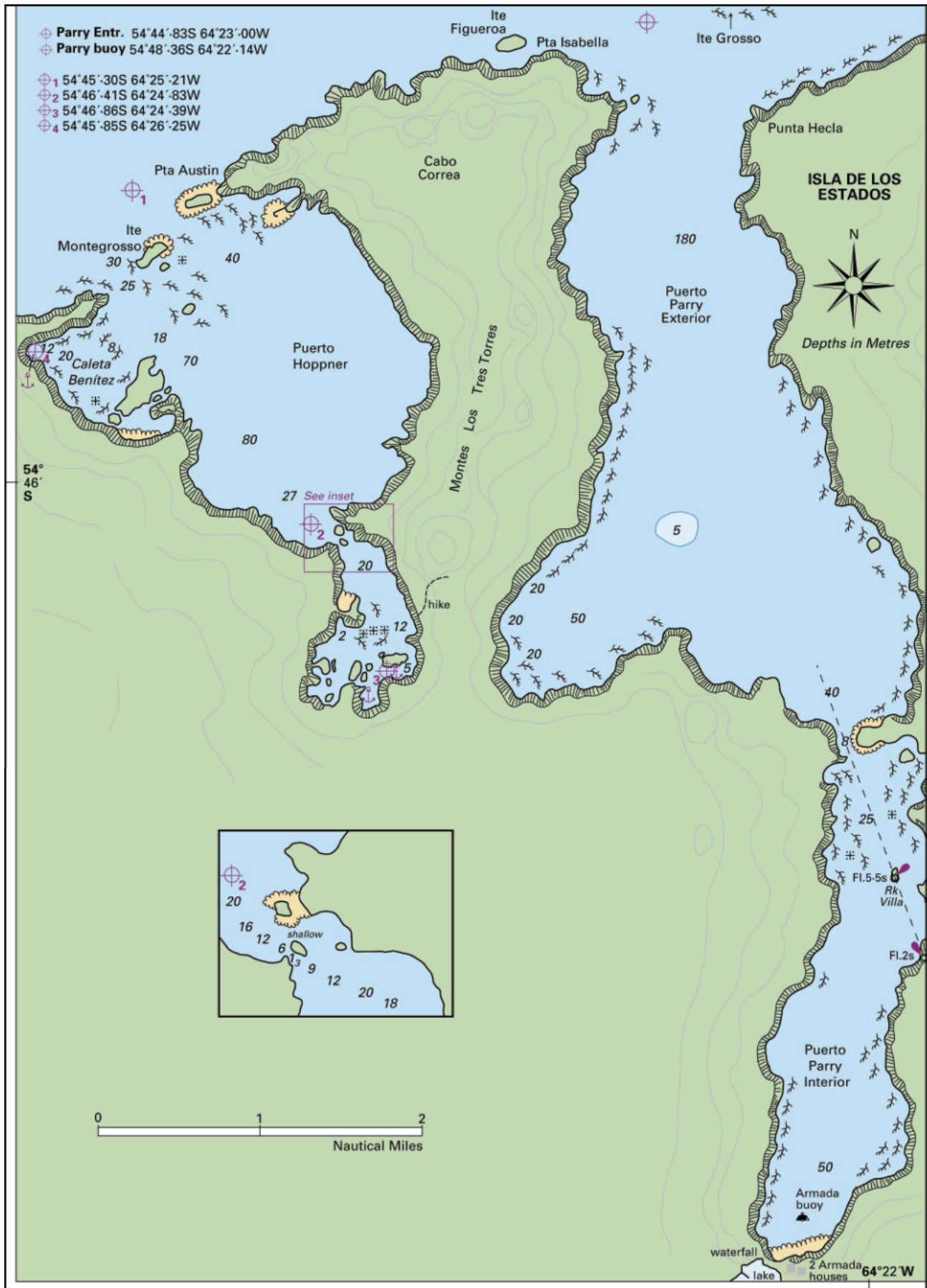


Puerto Hoppner outer bay
Andy O'Grady

Puerto Hoppner pass to inner basin from waypoint
Andy O'Grady



TIERRA DEL FUEGO



6.5 PUERTO PARRY

54° 44'.83 S 64° 23'.00 W (entrance)

54° 48'.36 S 64° 22'.14 W (buoy)

Chart H-467



Puerto Parry from the north
Andy O'Grady

General

The inner harbour is a spectacular basin surrounded by precipitous mountains and waterfalls. In the south west corner of the outer basin the chart shows soundings of 10m but *Balæna* investigated and cruising close to the rocks at the junction of the kelp and clear water only found 18-25m. It may be possible to find anchorage in an emergency by placing a kedge in deep water and tying to the trees..

Approach

This is straightforward with the only dangers being Isleta Grosso (low rock with no vegetation and difficult to see from offshore but shows on radar) north of the eastern entrance point and a rock

close off the western point. Approach at night or in poor visibility with radar would be simple with the entrance showing clearly from about 2M off. The leading marks to the inner basin are lit and probably well maintained as the naval detachment here is relieved every 45 days. The beacons on either side of the narrows have fallen into disrepair and there are is no buoyage. Following the leading marks there is no difficulty entering the inner basin (though in strong northerly winds it can be rough here, especially with falling tides) and then steering for the collection of buildings at the base.

Anchorage

There is no anchorage, ask permission to use the Armada buoy. This is about 0.33M N of the base.

Facilities

The base here is maintained by the Armada and not by the *Prefectura*. They have no function in control of shipping, but will take your details and forward them to Ushuaia. Radio. Communication by VHF is only possible when their base is in visual range. They do not monitor maritime HF frequencies. The four man crew will almost certainly welcome you to visit them.

Puerto Parry, inner narrows
Andy O'Grady



Passage – ISLAS OBSERVATORIO AND AÑO NUEVO

It is recommended to go outside Isla Observatorio in rough conditions, strong tides or wind against tide. Between I. Observatorio and Islas Año Nuevo the current can attain 5 knots. Inside Islas Año Nuevo the passage is shallower

with much kelp and not advised. If heading directly to Pto. Basil Hall from Isla Año Nuevo, beware of shallows to the E of Isla Alferez Goffre - marked by tide swirls and kelp.

6.6 PUERTO BASIL HALL

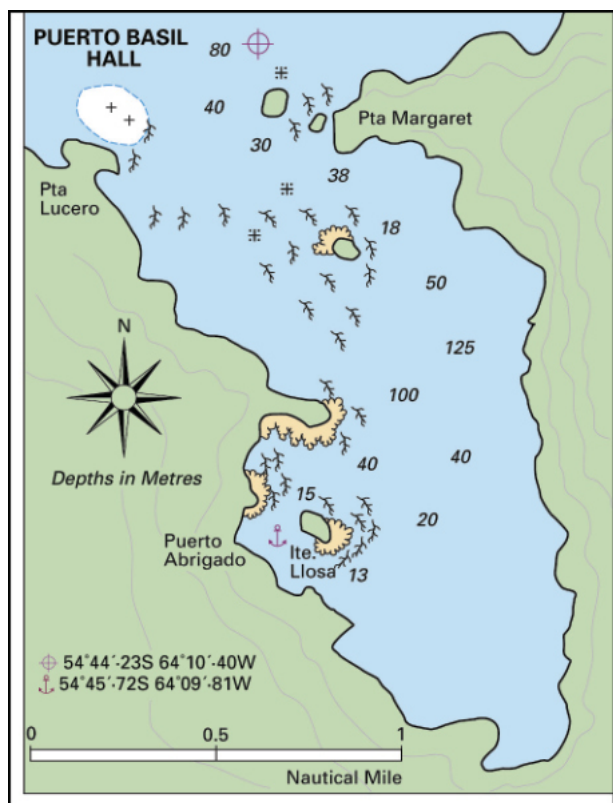
54° 44'.23 S 64° 10'.40 W (entrance)

54° 45'.72 S 64° 09'.81 W (anchorage)

Chart H-471



Puerto Abridado Puerto Basil Hall
Pete Hill



Approach

From the east the approach is straightforward with no dangers until the entrance. From north and west see notes above on Isla Observatorio. There are several dangers in the entrance and it would not be wise to enter at night. The waypoint given is just north of a small islet that lies north west of the eastern entrance point, Punta Margaret. From here pass the islet to its west side and then proceed down the east side of the bay until the anchorage in Puerto Abridado (sheltered harbour) begins to open up behind the small islet on the west side of the bay. There are many shallows scattered about the bay, which seem to be well marked by kelp.

Anchorage

Secure anchorage in sand (between kelp patches) between islet and stony beach in 15m. Several boats have reported that this is well sheltered and that the *rachas* here are not so severe as in other bays.

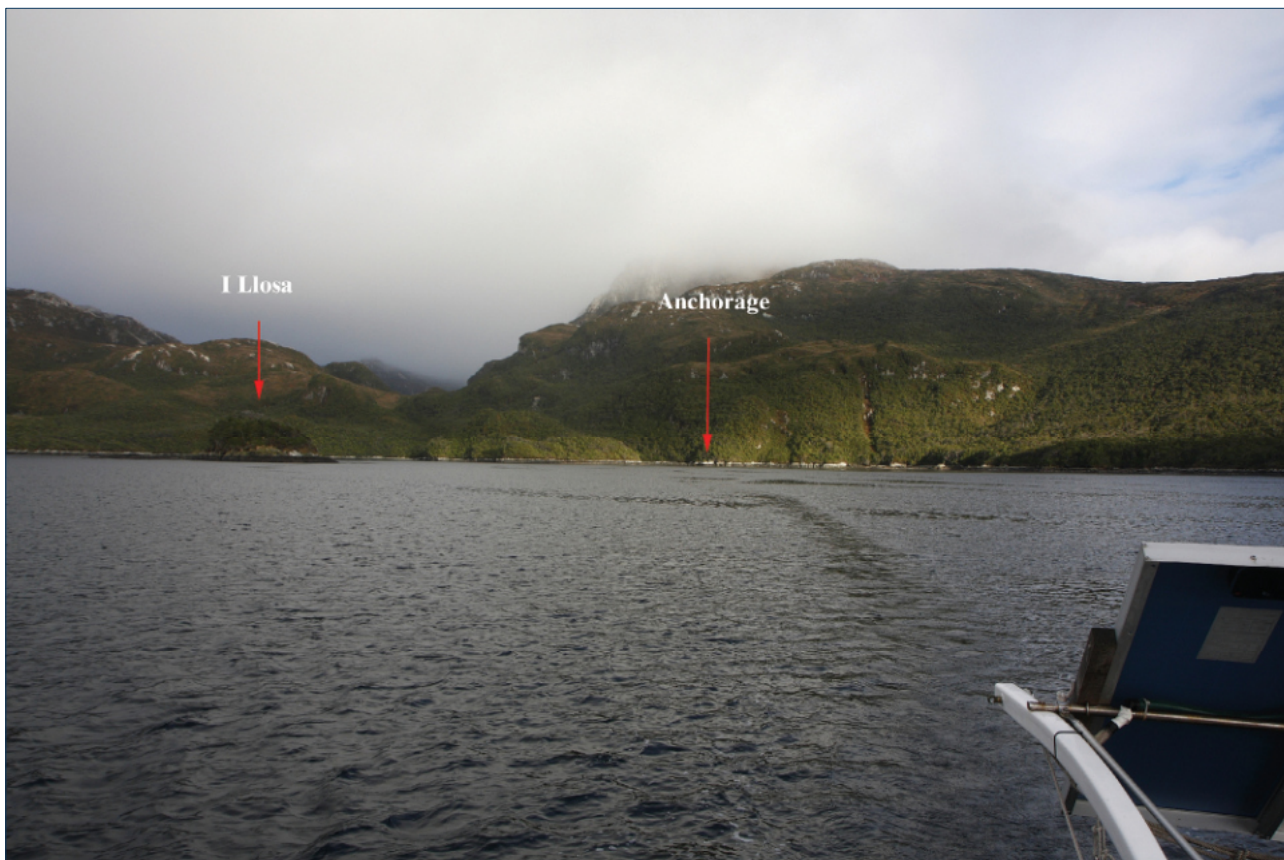
Facilities

None but plenty of streams.



Entrance to Puerto Basil Hall
Andy O'Grady

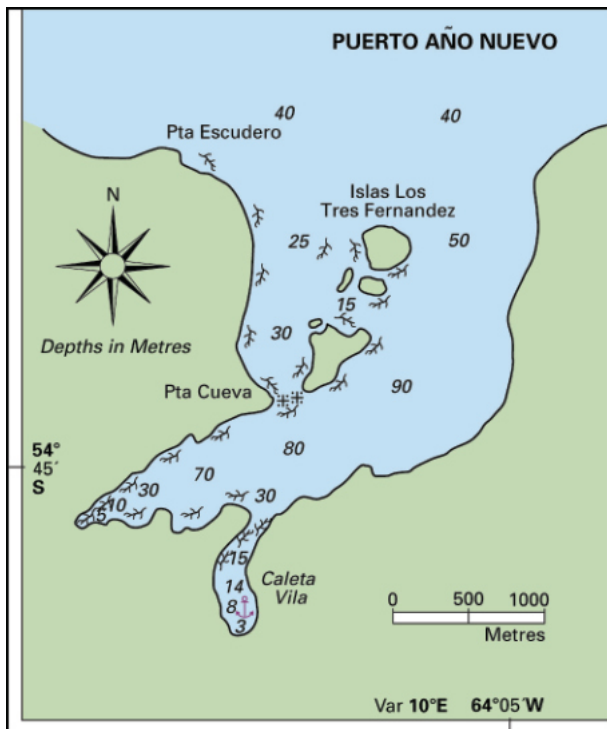
Puerto Abrigado from outer bay
Andy O'Grady



6.7 CALETA VILA, PUERTO AÑO NUEVO, ISLA DE LOS ESTADOS

54° 43'S 64° 06'W

Chart H-471



General

Caleta Vila forms the southern arm of Puerto Año Nuevo. This is a delightful enclosed bay with high mountains above it to the south. It appears well sheltered from all directions but when visited a northerly gale produced hurricane force *rachas*. While well worth a visit in reasonable weather it should be avoided in bad weather.

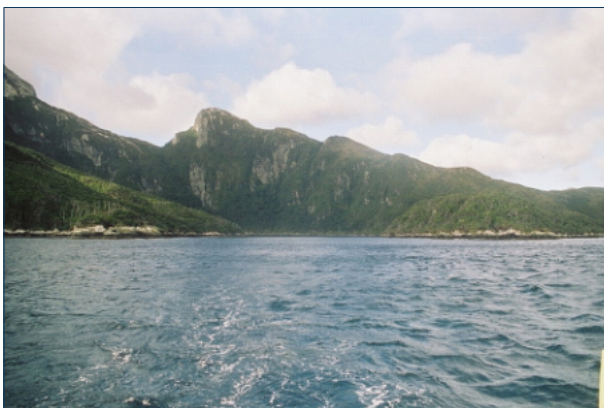
Approach

The Los Tres Fernandez islands take up much of the middle of the entrance to Puerto Año Nuevo, but the east side of the bay is clear.

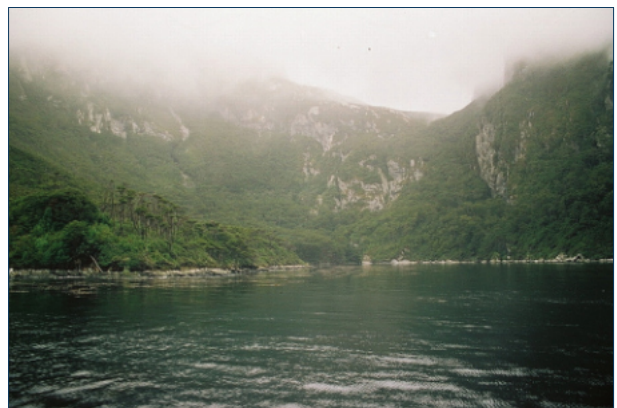
Anchorage

Anchor in about 8 metres at the south end of the inlet with lines ashore to the south. There is much kelp on the bottom. A beach in the south corner makes landing easy.

Entrance to Caleta Vila, Puerto Año Nuevo
Pete Hill



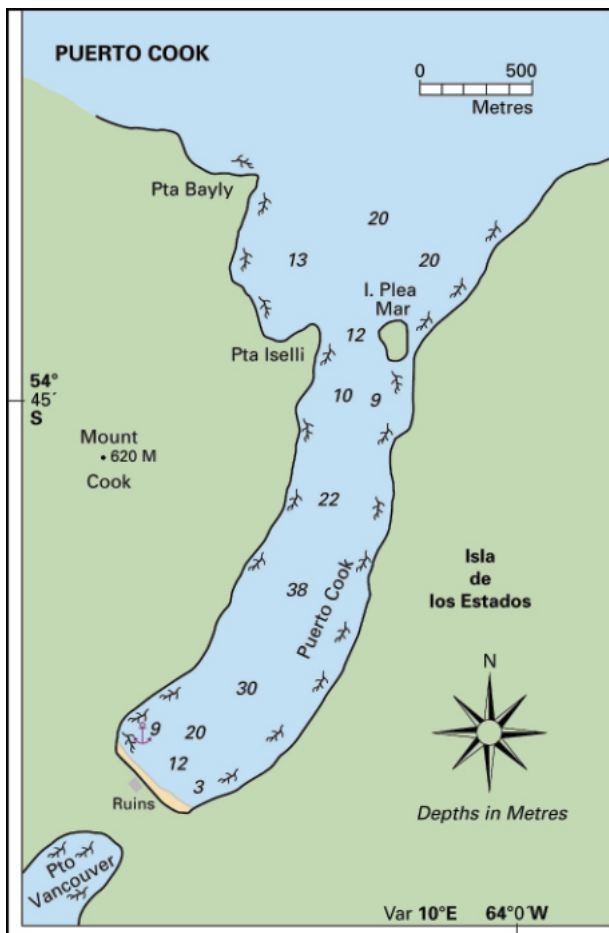
Caleta Vila, Puerto Año Nuevo
Pete Hill



6.8 PUERTO COOK, ISLA DE LOS ESTADOS

54° 44'S 64° 01.7'W

Chart H-471



General

Puerto Cook is a long deep inlet on the north coast of Isla de los Estados. It is separated by a 600 m low-lying neck of land from Puerto Vancouver on the south coast. On shore is a ruined building and graveyard. It is an easy walk over to Puerto Vancouver. The bay is well sheltered, exposed only to the north and north-east.

Approach

The approach is straightforward.

Anchorage

Anchor at the head of the bay, off the north west end of the beach in 8 metres, some kelp. Landing is easy on the beach.

Puerto Cook from seaward
Andy O'Grady



Anchorage, Puerto Cook
Pete Hill



6.9 SAN JUAN DE SALVAMENTO

54° 45'.15 S 63° 53'.21 W (entrance)

54° 45'.15 S 63° 53'.21 W (anchorage)

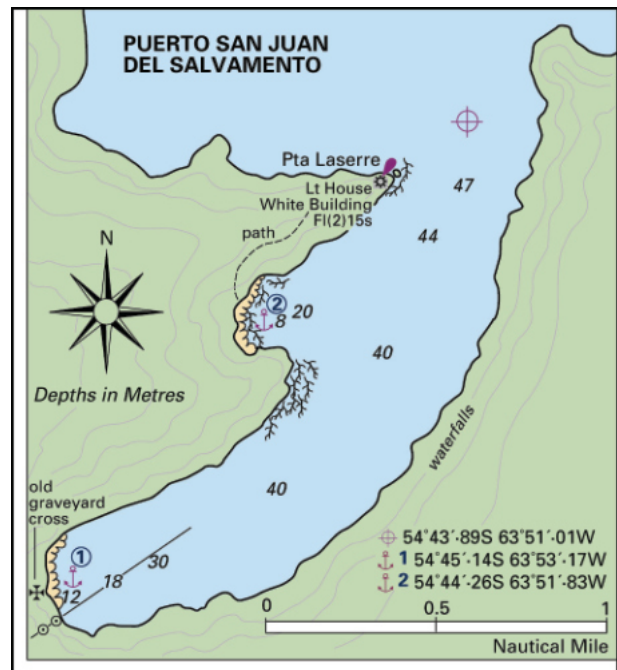
Charts: H-470

General

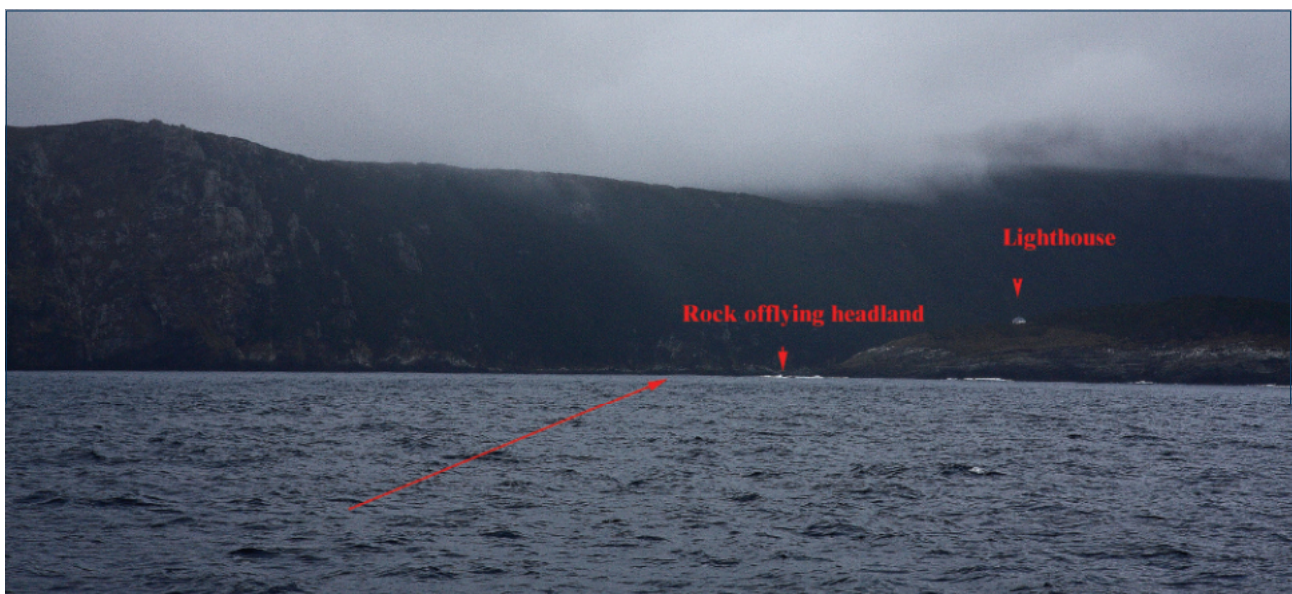
This is a spectacular enclosed bay, well protected from all winds and seas (though its long axis is to the north east and a gale from this direction could be very uncomfortable). Ease of entrance and anchoring make this a possible first choice in heavy weather or night (if sailing in the winter there is only likely to be one slack water per 24 hours in daylight for entry into the inner basin at Puertos Parry or Hoppner).

Approach

There is a lighthouse on Punta Laserre (GpFl (2) 15sec) which cannot be relied upon to be working. The entrance is easy to see in daylight and shows up well on radar, though Punta Laserre is low and appears more like an island on the west side of the entrance. Keep to the east side where there are no dangers and the radar image is unequivocal. (The admiralty pilot mentions a submerged rock off Punta Laserre which was not found by the editor.) Once inside the bay the swells will quickly decrease and there are no dangers in the way of continuing to the head of the bay.



San Juan de Salvamento from NW
Andy O'Grady



Anchorage

At the head of the bay the bottom shoals gradually allowing for anchoring in 12-15m good holding in sand. There are many patches of kelp which may mark rocks or stones on the bottom with poor holding and should be avoided. There is room to swing with the stern about 100m from the shore in a north east wind.

A second anchorage is available just inside Punta Laserre. It is well sheltered from winds except north east but swell enters. There is a well marked and maintained track that leads to the lighthouse. The lighthouse building is an impressive modern shelter with a few interesting historical displays.

Facilities

None of any kind.

6.10 PASSAGE AROUND CABO SAN JOSÉ

Tides

Flood runs north and ebb runs southeast

General

The sea to the east of Cabo San José has a very bad tide race, which with strong winds can extend up to 18 miles off the cape. In reasonable weather there is a safe passage around the cape at or close to slack water keeping close to the shore.

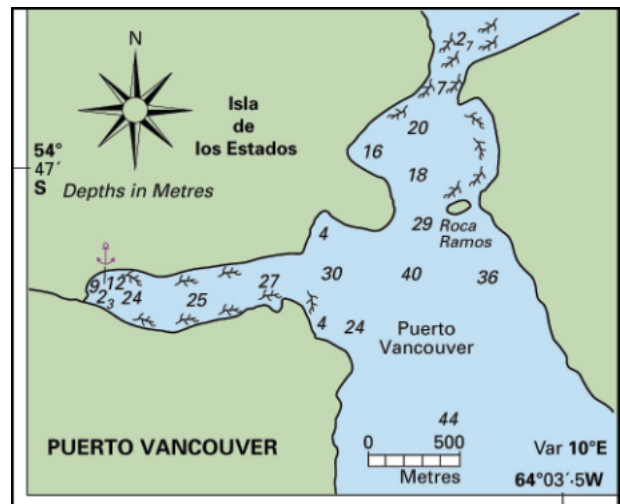
Puerto Vancouver (both photos)
Pete Hill



6.11 PUERTO VANCOUVER, ISLA DE LOS ESTADOS

54° 50'S 64° 04'W

Chart H-469



General

The Western arm of Puerto Vancouver provides a well-sheltered anchorage, exposed only to the east. The inlet at the north end of Puerto Vancouver, which is separated from Puerto Cook by a 600 metre neck of land, is completely choked with kelp.

Approach

Approaching from the west the only dangers are the Islas Dampier. The Pasaje Fattori, south of Isla Barriar Nuevo (the large northern island in the group) is clear. Approaching from the east, pass south of the Laporte rocks, at the west side of Bahía Blossom.

Anchorage

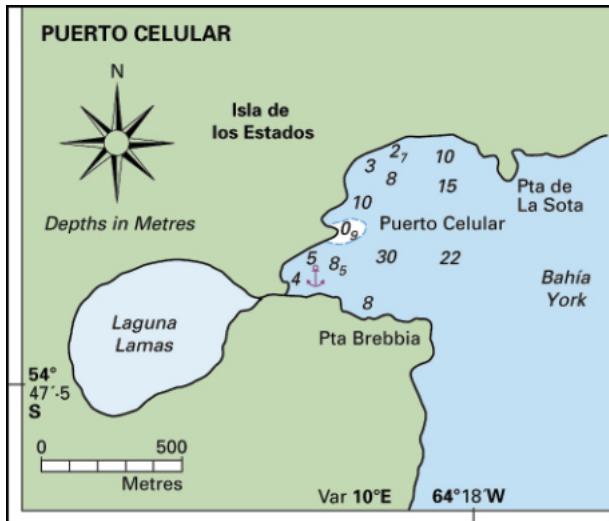
Anchor at the west end of the inlet in 12 metres, close in, with lines ashore.



6.12 PUERTO CELULAR, BAHÍA YORK, ISLA DE LOS ESTADOS

54° 52'S 64° 17'E

Chart H-469



Sea Otter, Puerto Celular
Pete Hill

General

Puerto Celular is a well sheltered inlet at the northwest end of the bay, with protection from all but the southeast. A small stream runs from Laguna Lamas into the inlet and when visited in 2003 a sea otter was living here. It would be possible to portage a light dinghy to the lake to explore.

Anchorage, Puerto Celular
Pete Hill

Approach

The only dangers entering the bay are the Islas Menzies at the southwest entrance to Bahía York. Los Dos Ahumada are two islets in the centre of the bay.

Anchorage

Anchor of the stream at the head of the inlet in 8.5 metres, with lines ashore.

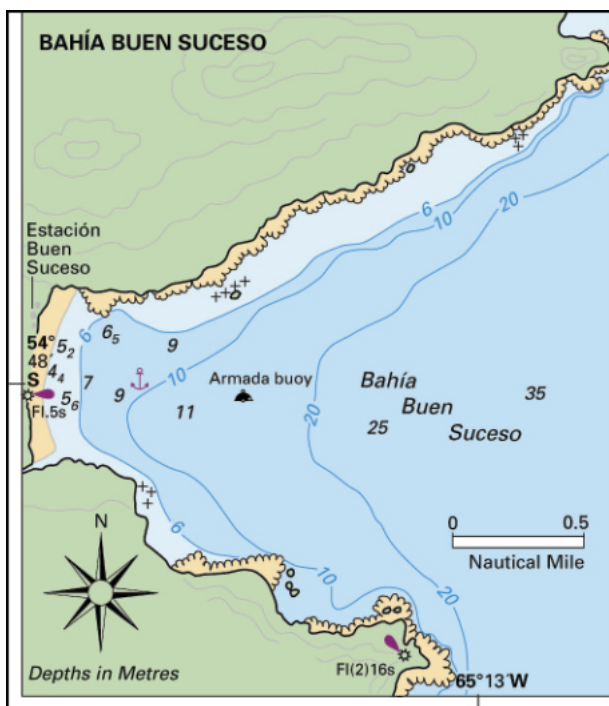


ISLA GRANDE DE TIERRA DEL FUEGO

6.13 BAHÍA BUEN SUCESO

54°48'S 65°15'W

Charts H-474 Chile 1340



General

This wide-open bay on the east coast of Peninsula Mitre, just south of the narrow part of the Estrecho de Le Maire, provides shelter from south west to north winds. It is a rolly anchorage but the holding is excellent at the head of the bay, in sand. The large *Armada* buoy in the middle of the bay might be available. There is an Argentinean Naval Station at the head of the bay, and yachts transiting the straits should report their position on Ch 16.

6.14 PUERTO ESPAÑOL

54°54' · 74S 65°59' · 27W

Charts H-474 Chile 1340

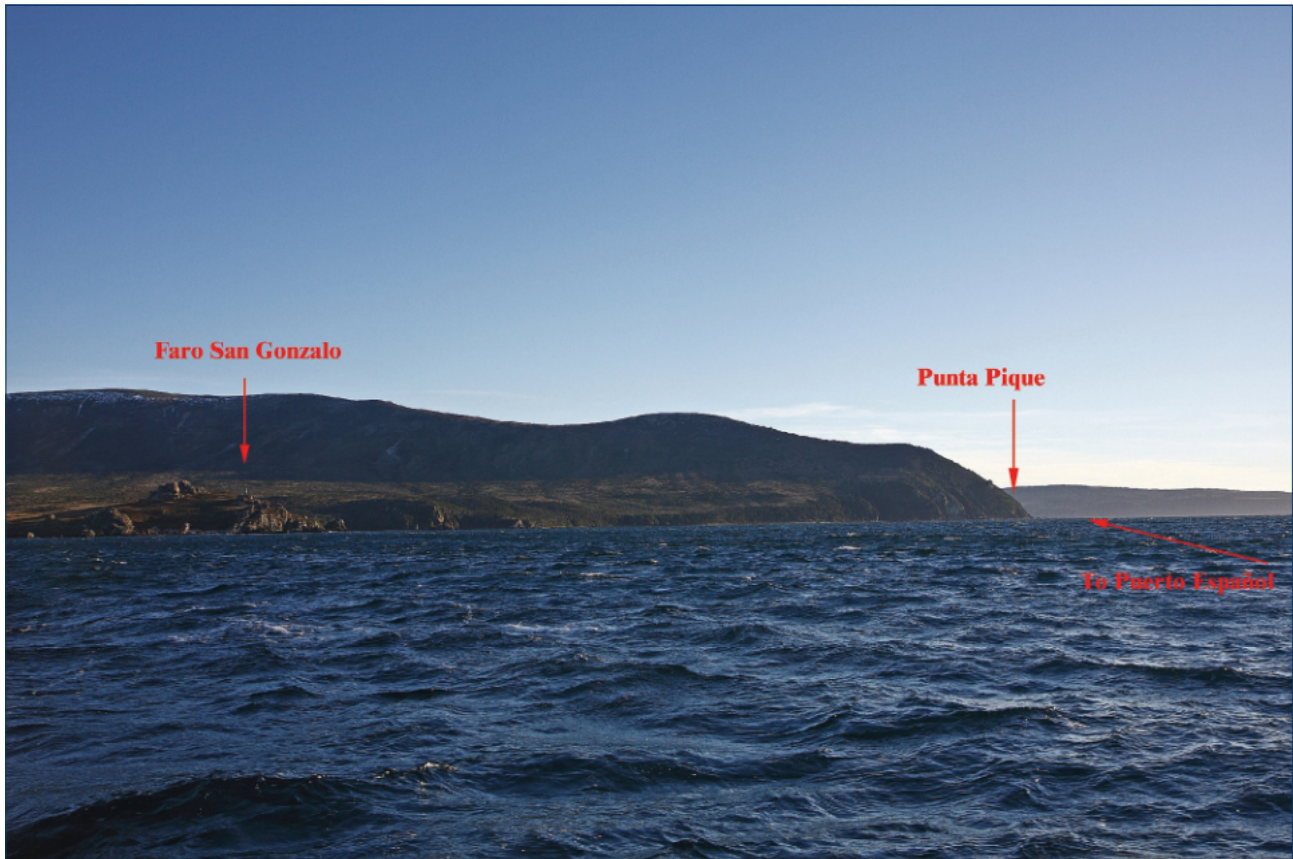


General

Located at the eastern end of Bahía Aguirre, this is a very useful anchorage for boats en-route to or from the Beagle Canal. It lies approximately mid way between Puerto Hoppner and the first usable anchorage in the Beagle, breaking the trip into two day hops of approximately 55 miles. There is no shelter from the east or south east and west winds can blow with extreme force. On the shore at the south side of the main anchorage is an old, abandoned, steam powered saw mill, the engine still has the makers plaque.

Approach

Straightforward by day or night. When coming from the west give a good berth to the dangers around Punta Kinnaird and the Rocas San Gonzalo to the north east of the point. Once in Bahía Aguirre, Puerto Español shows up clearly on radar and it is easy to arrive at the main anchorage by day or night.



Puerto Español
Andy O'Grady

Anchorage

The main anchorage is in the middle of Puerto Español; holding is good in sand 5-7m. There is a reef of rocks and kelp that extends out from the south side of Puerto Español which cuts down on the swell. To find shelter behind this, approach the beach in the middle of the bay and then in about 4-5 m turn south and follow the line of the beach until off the river. Anchoring here in 4m one will have the least swell.

An alternate anchorage is in the bay north west of Punta Pique but it is subject to swell particularly during strong south westerly winds. There is usually an *Armada* buoy between this bay and the light on Punta Pique.

Gable Island/Harberton Area

To the east of Ushuaia there are a number of delightful anchorages and winding waterways on the north side of the Beagle Canal.

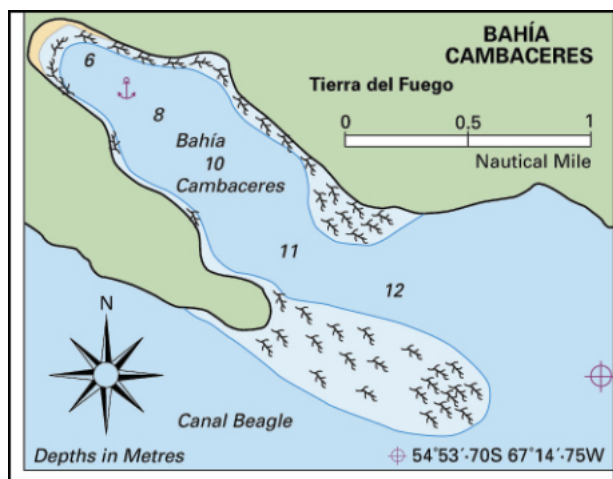
Bahía Cambaceres
Pete Hill



6.15 BAHÍA CAMBACERES

54°52' · 88S 67°16' · 77W (anchorage)

Charts H-477, Chile 1318



General

The outer bay is a lovely bay, well protected from all but the south east, which is surrounded by farmland, part of the Haberton *Estancia*. There are many circular depressions on the west side from Yagan dwellings. The inner bay, approached from the next bay west is navigable with care and is totally landlocked.

Approach

Straightforward from the south east. There are kelp banks, marking rocky spits, extending from both entrance points, give a berth of 1M when approaching from the W. When approaching with radar the head of the bay provides a poor echo as it is just a narrow sandy isthmus separating the bay from the inner bay.

Anchorage

At the head of the bay in 6m sand. When the editor visited, there was very little kelp and the holding was excellent, however other vessels have reported problems with kelp choking the anchor. Perhaps the quantity of kelp varies, in any case it is advisable to look carefully (the water is very clear) to ensure that the anchor is not let go over kelp.

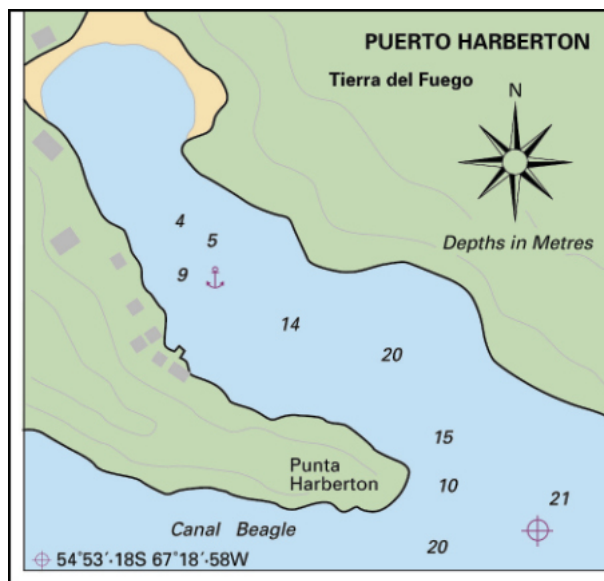
6.16 BAHÍA ALMIRANTE

BROWN – PUERTO

HARBERTON

54°53'.18S 67°18'.58W (WP in entrance)

Charts Arg H-477, Chile 1318



General

Harborton is the site of the original settlement in this area by the Bridges family. It is now a large sheep *estancia* and a popular tourist attraction (closed mid April to mid October). Catamarans bring visitors each day from Ushuaia. The *estancia* welcomes visiting yachts and the guided tour is well worth taking.

Approach

Straightforward, there are no dangers in the entrance, but if coming from the E, beware of shallows which lie to the south of the Ponsati light beacon

Anchorage

Holding for an anchor is good if a patch clear of kelp can be found. Two vessels with good gear reported dragging in a strong NW due to kelp on the anchor. It may be possible to use the pilot boat's mooring; check with the *estancia*.

6.17 BAHÍA ALMIRANTE BROWN – BAHÍA RELEGADA

54° 53'S 67° 20.1W

Charts H-477, 80



General

Bahía Relegada is a lovely well-sheltered bay close east of Puerto Harberton.

Approach

If approaching from the east, proceed as for Harberton. From the west, if using Paso Remolcador Guarani, pass north of Isla Petrel and Isla Chata and then head east keeping north of the rocks in Rada de Los Cazadores between Isla Chata and Isla Yungue. If using the passage south of Isla Gable then once through keep east of Isla Yungue.

Anchorage

Anchor northeast of the island in the bay, in 3 metres, sand and mud, good holding. Easy dinghy landing north of the anchorage. The land ashore is part of Harberton Estancia with a road leading there.

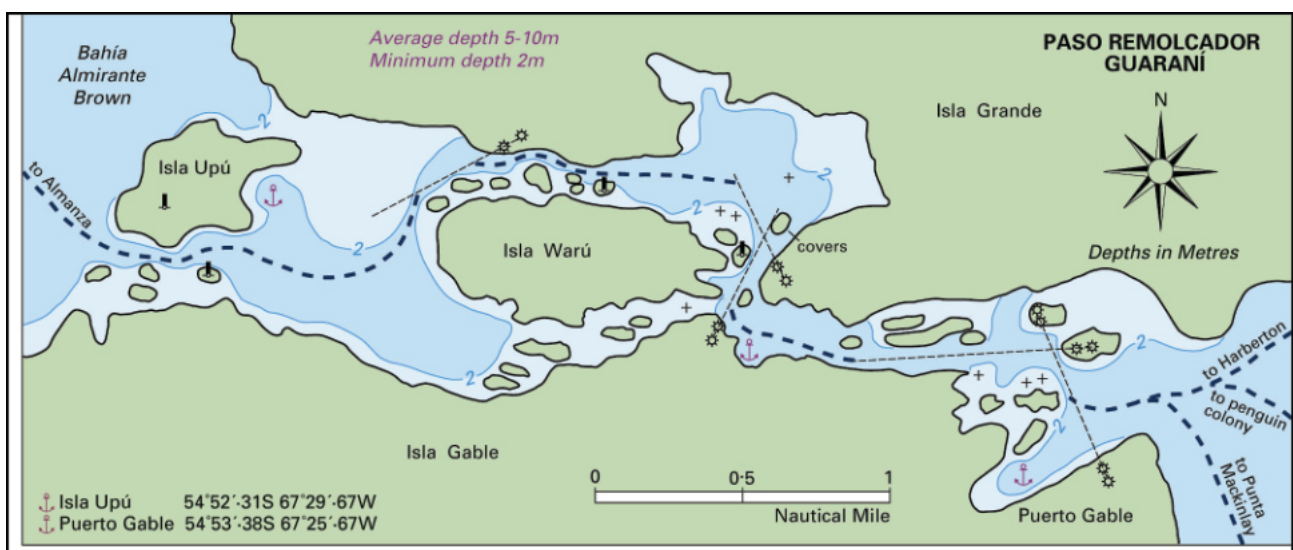
6.18 PASO REMOLCADOR GUARANÍ

Charts Arg H-477, 80, Chile 1318

General

Navigating Argentinean waters it is possible to avoid using Paso Mackinlay by using Paso Remolcador Guarani around the north side of Isla Gable, negotiable in daylight only, giving access to

numerous sheltered anchorages amongst the low-lying rural islands. The charts show a drying bar across the boat passage north of Isla Gable, but there is in fact at least 2.5m of water at LW all the way, and it is well marked with numerous transits,



presently in disrepair. There is a nice anchorage about half way, just off the abandoned farmhouse. Fishing, charter and coastguard boats from

Ushuaia use this passage every day. The best chart for this area is the Argentinean strip chart for Canal Beagle '*De Isla Becasses A Bahía Lapataia H-477*'.

6.19 PUERTO GABLE

54° 53' 4S 67°25' 7W (GPS)

Charts Arg H-477, 80, Chile 1318

Approach

From E or SE the passage is deep and dangers clearly charted and visible. From the W via Paso Remolcador Guaraní - see above.

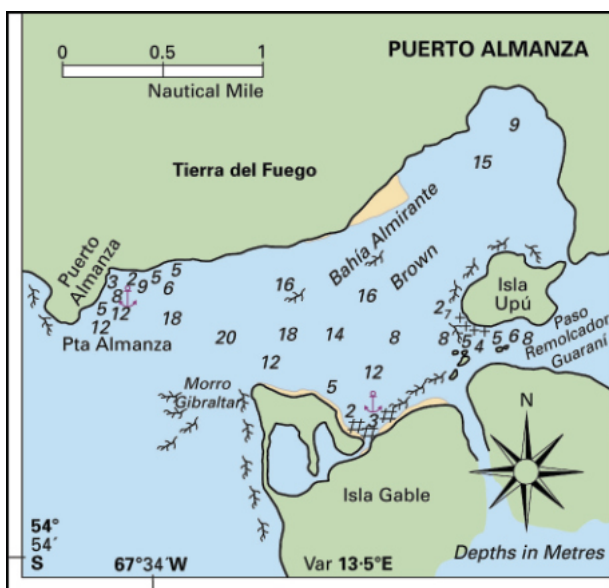
Anchorage

The inner part of the bay is shallow so one must anchor well out in 3m heavy mud with no kelp, protected from all winds. There are a number of very nice walks ashore with easy dinghy landing on the beach.

6.20 PUERTO ALMANZA, TIERRA DEL FUEGO

54° 52.3'S 67° 33'W

Charts Arg H-477, 80, Chile 1318



is a useful place to anchor either before or after making the passage past Gable Island. This is the last anchorage before Ushuaia, 25 miles to the west. Puerto Almanza is a tiny settlement with several fishing boats on moorings.

Anchorage

Anchor outside the moorings in 8 metres, at the east side of the bay. There is shelter from the north and west. In a southerly wind shelter can be found to the east of Morro Gibraltar on Gable Island. Anchor in about 3 metres clear of the fish farms.

Formalities

There is a Prefectura presence here that will probably call you on VHF.

Facilities

No facilities ashore except a road to Ushuaia.

General

Puerto Almanza is close west of Gable Island and

Puerto Almanza (looking west)
Pete Hill



6.21 USHUAIA

54°48'.73S 68°18'.33W (GPS amongst moorings)

Charts Arg H-477, Chile 1301, 1307



Ushuaia AFASyN jetty
Pete Hill

possible during working hours. There are charges for movements out of hours and at weekends.

Anchorage

The bay is very shallow and the wind frequently blows very strongly from the west especially in the afternoon. It is hard to find room to anchor among the moorings, the holding is not good and an anchor line is strongly advised. AFACyN, the sailing and diving club, is on the south side of the bay. There is a jetty to which yachts moor in rafts. There may be moorings available if resident yachts are away.

Facilities

Diesel and kerosene: in cans by dinghy from a YPF gas station on the north side of the bay. Larger quantities can be delivered by “flete” in drums to the AFASyN dock.

Water: from hoses on the jetties.

Provisions: There are several good supermarkets. The usual practice is for the supermarket to provide a complimentary taxi if the purchase is substantial.

Butcher: on Belgrano and San Martin. Supermarkets sell high quality vacuum packed meat that will keep in a cool place for up to a month, longer with refrigeration.

Almost all food supplies, including vegetables and fruit can be obtained from a wholesaler in case or half-case lots (*Gualdesi*, 771 Gov. Campo or *Allatuni*, Godoy Godoy 261 and Paz).

Self-service laundrette: Los Angeles on J M Rosas - expensive.

AFACyN has showers.

General

Ushuaia, population over 50,000, is much the best place to stock up before heading through the Chilean *canales* or going to Antarctica.

Approach

From the east it is straightforward. Coming from the W, the entrance to Bahía Ushuaia is through Paso Chico, the two light structures used as leading marks can be difficult to identify. The bay is very shallow and the wind frequently blows very strongly from the west in the afternoon

Formalities

Ushuaia is a port of entry. Call *LIMA TRES PAPA* on Ch 16 in advance and obtain instructions; immigration formalities may be carried out aboard. Customs should be cleared at the Customs Office on the main pier as soon as



Ushuaia and Beagle 2
Andy O'Grady

Communications

There are many Internet cafes

Daily flights available to Buenos Aires and Punta Arenas.

Mail: from Europe takes about a week.

Telephone Area Code 901

6 · 22 BAHÍAS ENSENADA AND LAPATAIA

54°51'.6S 68°34'.7W

Charts H-477, Chile 1301, 1307

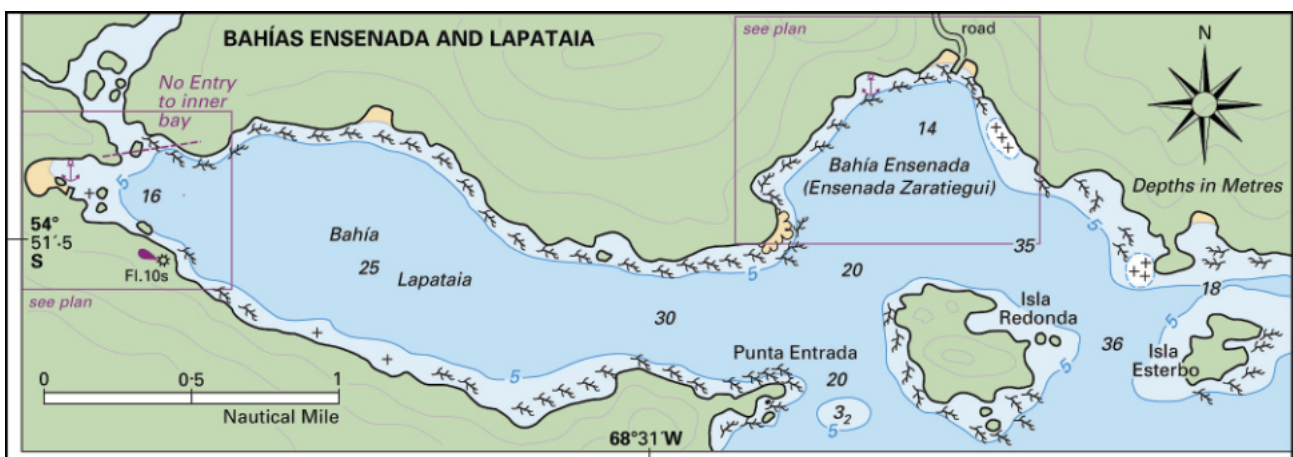
Prefectura L4A

General

This bay, lying 10M west of Ushuaia, almost on the border with Chile, is a lovely place to visit, especially in springtime. There are several anchorages to choose from. The area is a national park and vessels with a motor are prohibited from entering the northern part of the bay and mooring within is prohibited. There are signs on shore warning of this. The south shore of the bay is a military zone and also prohibited. Control of traffic in this area is from a post on Isla Redonda

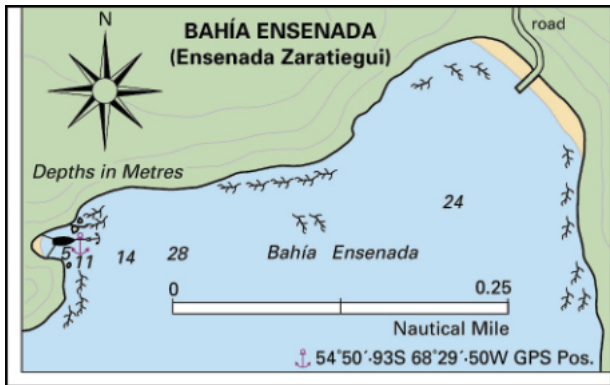
(call L4A).

This is a small notch in the rocky shore, about 1/2M W of a dock accessed by a private road and used by tourist excursions. Anchor in 11m, good holding sand and mud, and pull back into notch with lines. Well sheltered from the wind but a little swell enters in strong westerly winds.



6.23 BAHÍA ENSENADA

54°50.92'S 068°29.50'W



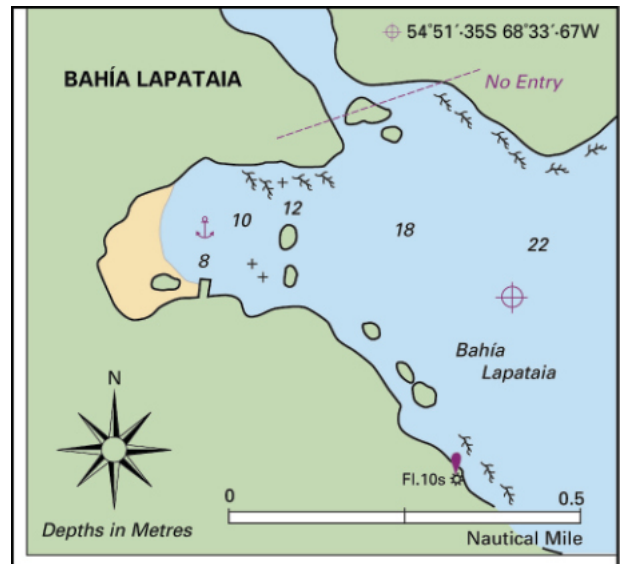
This is a small notch in the rocky shore, about 0.5M W of a dock accessed by a private road and used by tourist excursions. Anchor in 11m, good holding sand and mud, and pull back into notch with lines. Well-sheltered from the wind but a little swell enters in strong westerly winds.



Inner anchorage at Lapataia
Andy O'Grady

6.24 BAHÍA LAPATAIA

54°51.35'S 068°33.67'W approach.



Anchor in 7-10m off the park dock, beware of shallows at the head of this bay.



Lapataia
Pete Hill