

Royal Cruising Club Pilotage Foundation

Cape Horn and Antarctic Waters

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



This replaces all previous supplements

Caution

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safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice.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

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

Positions and waypoints

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

Bearings and lights

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

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

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

Acknowledgements

The Pilotage Foundation is grateful to Trevor Robertson, *Iron Bark II* for the bulk of these notes and corrections based on his recent voyages to the Falkland Islands and Antarctica.

Note that a 4th edition of Chile (2019) is now available. References to the 3rd edition will not correspond to the fully revised 4th edition. The Pilotage Foundation thanks John Chadwick for updating this supplement, No.2.

Before you go

Page 5 Equipment

Delete last paragraph beginning 'In addition to the lines...' and replace with:

In addition to the lines, you will need a way of making them secure ashore and preventing chafe. If tying off to a strong tree, then chafe is less likely to be a problem. If using sharp rocks, many yachts use chain slings, 9-10 metres long or even longer depending on the size of the rock. These chains are most easily carried ashore in a bag. Where no suitable tie-point is available, a knot in the end of a chain sling can be dropped into a crack in the rocks to form a jammer.

Heading far south

Page 33 Piriapolis, Uruguay

Delete '60-ton travel-hoist' and replace with '100-ton travel-hoist'.

Page 35 Piriapolis - Berthing

Delete paragraph headed 'Berthing' and replace with:

Enter between the two piers. There are moorings on the north wall to port as you enter and to these you can tie up bow or stern-to, with lines from each quarter to a buoy. Ahead of you are three pontoons lying roughly NE/SE (installed in the last few years) where you also lie bow or stern-to with a line to a buoy. Some of these may be reserved for local yachts and you should keep a sharp lookout for berthing directions given from the shore. A phone call in advance may be useful ☎+598 4432 0567 VHF Ch 16. It is reported that in strong cross winds, mooring here can be problematic.

This represents a major expansion of this harbour, and there is now much more chance of securing a berth than in previous years, although the hardstanding does not appear to have expanded.

You can also anchor in the bay north and clear of the harbour entrance, but this can become choppy in any westerly wind.

Page 35 Services

Add, to end of section: 'Note Anchoring off the Uruguay coast is forbidden.'

Page 42 Major weather systems plan

The diagram shows both warm and cold fronts, but warm fronts are almost unknown in the Southern Ocean and should be deleted from the diagram.

Chile

Page 46 Entry

Delete under heading 'Entry' and replace with:

There are four authorities that must be attended upon: SAG (agriculture authority), who will possibly want to visit the vessel before other formalities are completed, the *armada* (navy), the *aduana* (customs) and the *policía internacional* (international police) a division of *policía investigaciones* ('plain clothes' police).

It is possible that you may also have to give prior notice of arrival to the SAG. There is one report of a yacht being prosecuted for failing to do this. Others had no problems.

Full details of the correct procedure for advance notification are given in *Chile* 3rd edition page 15 and its supplement.

Page 47 Reporting in

Delete `mrcchile@directemar.cl` and replace with `controltrafico@directemar.cl`

Add: Upon arrival at a major port do not assume that, having checked in, the local authorities will report your arrival to SAG HQ. Send an email yourself.

Page 63 Puerto Natales

Second paragraph: A 50-ton travel-lift has now been installed although reported to be very expensive.

The Beagle Channel and Cape Horn

Page 83 Caleta Beaulieu

Replace first paragraph with:

This is another spectacular bay and if you want to anchor for the night within sight of a majestic glacier, this is the place to come. It has a reputation for good shelter but caution must be exercised in strong NW winds when violent katabatic winds can bounce off the surrounding mountains leading to a strong SE wind. There are reports of yachts dragging their anchors towards a lee shore in these conditions.

Page 87 Estéro Coloane

The photograph Estéro Coloane should be credited 'Tim Barker'.

Page 90 Puerto Williams

There is now a travel-lift at Puerto Williams, brand new, in its own building, as part of the fishing port / ferry terminal development. Also plenty of space on the hard.

Museum Martin Gusinde is welcoming and interesting, main focus is the indigenous Yaghan people. Upstairs there is a library, desks and chairs, and free WiFi.

Francisco, the guardian at the *Micalvi*, will provide transport to/from the fuel station for a small charge. His wife does laundry, returned to your boat in 1-2 days.

Page 92 The *Micalvi* Yacht Club

Delete last paragraph and add: The Club is greatly welcoming although it was reported mid-2018 that the bar had closed.

Page 92 Formalities

Check with other yachts before stocking up in Ushuaia for Chile. This has never been officially sanctioned but until recently has been permitted with a promise that no fresh products will leave the boat. SAG, the agriculture authority, have become much stricter with yachts and say they will confiscate all fresh produce arriving in the country

The Falkland Islands

Page 117 What is 'Camp' - final paragraph

Delete paragraph: At all times when travelling ashore you should be aware of minefields, many of which may still be live see p. 122. Do not ignore any warning signs.

Page 122 Landmines

Delete entire section relating to landmines (printed in red). The landmine clearance operation was completed in November 2020.

Page 125 The Narrows

Delete: If entering Stanley at night, note there are unlit ship mooring buoys, one in particular in the middle of the harbour a little to the W of the Narrows. (In March 2018 there were no ship-sized mooring buoys in Stanley Harbour, nor any plans to lay any.)

Also delete second part of final paragraph:.. however, some beaches are mined (see p. 122) and present a considerable danger to anyone venturing ashore. DO NOT land anywhere unless you have been given the all-clear by the authorities in Stanley.

Page 126 Berths and moorings

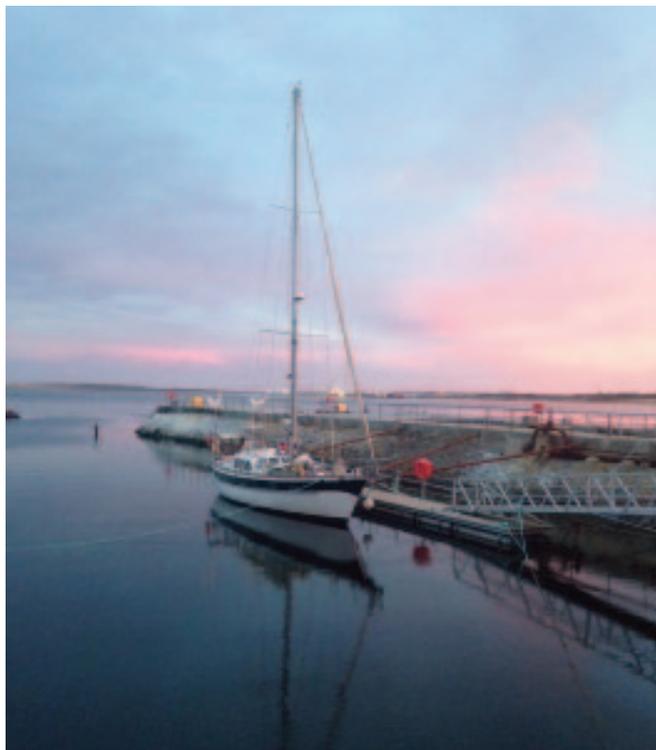
Delete paragraphs headed 'Berths and moorings' and replace with:

There are three places in Stanley where a yacht can lie alongside in varying degrees of comfort: the Public jetty, East jetty and FIPASS (Falklands Interim Port and Storage System). The Government jetty shown on some older charts has been removed. The Public jetty is the best option when it is available. It is used to land passengers from cruise ships but can be used by yachts without charge unless a cruise ship is expected, in which case you will be asked to move two hours before the ship is due.

The Public jetty consists of a substantial concrete pier with a pontoon on its E side. Lie alongside to the pontoon but attach the mooring lines to the round steel piles that hold the pontoon in place as the cleats on the dock are not strong enough to hold a yacht of even moderate size. The Public jetty pontoon is well protected from westerly winds but it is open to the NE and dangerous if there is any strength in the wind from that direction. Move out to anchor if a N or NE wind is forecast. There is a water tap at the foot of the Public jetty. When the Public jetty is being used to land cruise ship passengers, anchor 50 metres off it and land by dinghy on the small pontoon 30m east of the Public jetty. This pontoon is outside the port security area and always accessible.

The East jetty, owned by the Falklands Islands Company, is situated 100m E of the Public jetty. It is rough, dirty and semi-derelect. In 2018 the charge for berthing here was £25 per day. The best berth is on the east side but, like the Public jetty, it can be very rough there when the wind is from the NE.

FIFASS is a substantial floating dock system two miles east of Stanley. Yachts can moor on the east side, for which there is a charge. Diesel and water are available. The berth is noisy, uncomfortable and dirty; the most likely reason to come alongside here is to allow repairs that require shore power.



Snugly tucked in The Camber. Note lines laid to windward.
John Chadwick

~~such as welding. The visitors' moorings shown on some old charts and government brochures no longer exist.~~

~~The Canache is at the east end of Stanley Harbour and contains privately owned moorings and docks. One might be available for a long term stay. There is a small breakwater about 200m west of the Public jetty with room for two or three yachts inside it. This is privately owned and usually has no space for transients but it is may be possible to arrange a long term berth here if leaving the vessel in the Falklands for an extended period.~~

The Camber: A bullet proof alternative to FIFASS is to berth in The Camber. This is the old oiling/coaling dock on the opposite side of Stanley Harbour to the town itself. There is a pontoon available although no shore power or facilities.

From here to Stanley is a 4 mile trip, but if you are seeking a secure berth, perhaps whilst exploring the islands by land, The Camber is well worth considering. One note of caution: In strong westerlies a vessel might heel over to the extent that her cap-rails could catch under the pontoon's fendering. The recommendation is to lay lines to windward, across The Camber, so as to lie off by a metre or so. Ask at the FIC office.

Page 129 Anchorages

Delete paragraphs headed 'Anchorages' and replace with:

The most convenient anchorage for Stanley is off the Public jetty in 3-5m, soft mud, good holding with a good dinghy landing always available on the small pontoon between the Public jetty and East jetty. This berth can be uncomfortable, though probably seldom dangerous, in strong winds. If the wind has a westerly component and is too strong for dinghy work, it is best to move to Moody Brook at the west end of the harbour. In a strong W wind this is a much quieter berth than off Stanley; the fetch is less and the surrounding land lower so the wind is less gusty. Depths decrease gradually towards Moody Brook – go as far

west as your vessel's draught allows and anchor in soft mud with a little weed, good holding. There is a dinghy landing here that has been cleared of rocks, but as a general rule if the weather is good enough to land at Moody Brook it will be safe to anchor off the Public jetty, thus saving a two mile walk to town.

If strong E or NE winds are forecast, move to Whalebone Cove at the east end of the harbour and anchor in the lee of the wreck of the Lady Elizabeth, a three-masted steel barque in remarkable state of preservation. If a strong N wind is forecast, anchor anywhere convenient along the N shore of Stanley Harbour. Before doing, so call Stanley Port Control on VHF Ch10/16 to check that your proposed anchorage does not obstruct a berth assigned to an incoming ship.

The small craft berths off the Public jetty, at Moody Brook and in Whalebone Cove are well clear of those used by larger vessels so it is not essential to get clearance from Stanley Port Control before using them, though it is politic to do so.

Page 129 Warning

Delete paragraph of red warning text.

The South Sandwich Islands

Page 166 The South Sandwich Islands

After paragraph ending '...in good weather using large, tough Zodiacs.'

Insert: To underline the dangers on landing imposed by swell, there follows an extract from Skip Novak's log entry regarding landing on Kraken Cove on Candlemas Island (the complete entry can be found in RCC Roving Commissions 2020 at www.rcc.org.uk). 'The rule of thumb when doing these tricky inflatable beach landings is to hang in above the surf line for a good ten minutes to watch the sets coming through. Maybe we were a bit premature, but I gave Thomas the thumbs up to drive the Bombard C5 ashore. We surfed into the cobbled beach and before we could turn the boat around it was flooded by the next breaking wave, our survival gear in dry bags floated to the surface as we snatched them out in waist deep water and ran them up above the surf, stumbling like drunks, slipping and sliding on football size boulders. Beach was defiantly a misnomer... Having bailed out the C5, we pushed Thomas into a backwash, but he was caught by a breaker, beam on, and came close to capsizing. Only his aggressive and expert boat handling saved the day...'

The Antarctic Peninsula

Page 167 Polar Yacht Guide

After paragraph ending '...before even thinking about heading for these waters.'

Insert: World Sailing and the Royal Cruising Club Pilotage Foundation have collaborated to produce the *Polar Yacht Guide*. This is a vital resource and can be found at <https://rccpf.org.uk/pilots/187/Polar-Yacht-Guide> It is essential that, even during the planning stages, skippers become fully conversant with this guide and take heed of, and act on, its recommendations.

Page 171 Getting to Antarctica

After 'Getting to Antarctica' add:

The most common route to the Antarctic Peninsula is from Patagonia (either Ushuaia in Argentina, or Puerto Williams in Chile) across the Drake Passage, but a few vessels approach from the Falkland Islands and occasionally directly from New Zealand or Australia.

The crossing from Patagonia is less than 600 miles and

most yachts can make this between depressions, thus avoiding the worst weather. The distance from the Falklands is about 900 miles making it more difficult to avoid bad weather as depressions typically cross the area every 3 or 4 days. Unless a yacht can average 200 miles a day, it is likely to meet at least one depression. However the first 300 miles of the passage south (or the last 300 miles heading north) are in the lee of South America where the seas, if not the wind, are much reduced. A yacht making a direct approach from either Australia or New Zealand will have to take the weather as it finds it, but any vessel capable of a 5000 to 7000 mile passage in the Southern Ocean will be capable of this. Data is sparse, but it is likely that the worst weather on this route will be met not in Drake Passage but 1000 or 1500 miles further west.

Page 174 The cruising season

Delete 'The cruising season' and replace with:

The cruising season on the Antarctic Peninsula and adjacent islands becomes shorter as one goes further south. The navigation season for ice-reinforced cruise ships on the Antarctic Peninsula is 15 November to 15 March but they seldom get south of Le Maire Passage (65°S) until mid December. Even in this period they are occasionally beset or sustain ice damage and all have a very flexible itinerary to allow for vagaries of the ice and weather. A yacht is likely to be constrained by ice early in the season and bad weather later.

In most years the ice is open enough for a yacht to reach the South Shetland Islands and northern part of the Antarctic Peninsula between early November and late April, however the navigation season for yachts along the main part of the Peninsula is generally considered to be early January to mid March. The Neumeyer Strait between Anvers and Wiencke Islands (64°45'S) is usually navigable for a yacht by mid or late December, but it is rare for a yacht to get to the Argentine Islands (65°15'S) before January. Further south, Grandidier Passage and Crystal Sound may be passable in February, but this varies dramatically from year to year. This is, however, south of the route of most yachts. Any of these passages may become choked by ice, sometimes for quite long periods, any time in the navigation season.

Pages 191-192 The Melchior Islands

Delete paragraphs headed 'The Melchior Islands' and replace with:

The Melchior Islands

64°19'S 62°55'W

Charts BA 3213

These islands are a popular landfall/departure point for crossing the Drake Passage. The islands have a reputation for fair weather. Conditions are often benign here when a gale is blowing at sea or elsewhere on the Antarctic Peninsula.

The survey of these islands is an old Argentine one and the datum on chart 3213 differs from WGS84 by a variable amount. The best yacht anchorages/berths are in and adjacent to Andersen Harbour, which lies between Omega and Eta Islands. The other possible anchorages around The Sound, in Inner Harbour and Melchior Harbour, are more suited to large ships than yachts.

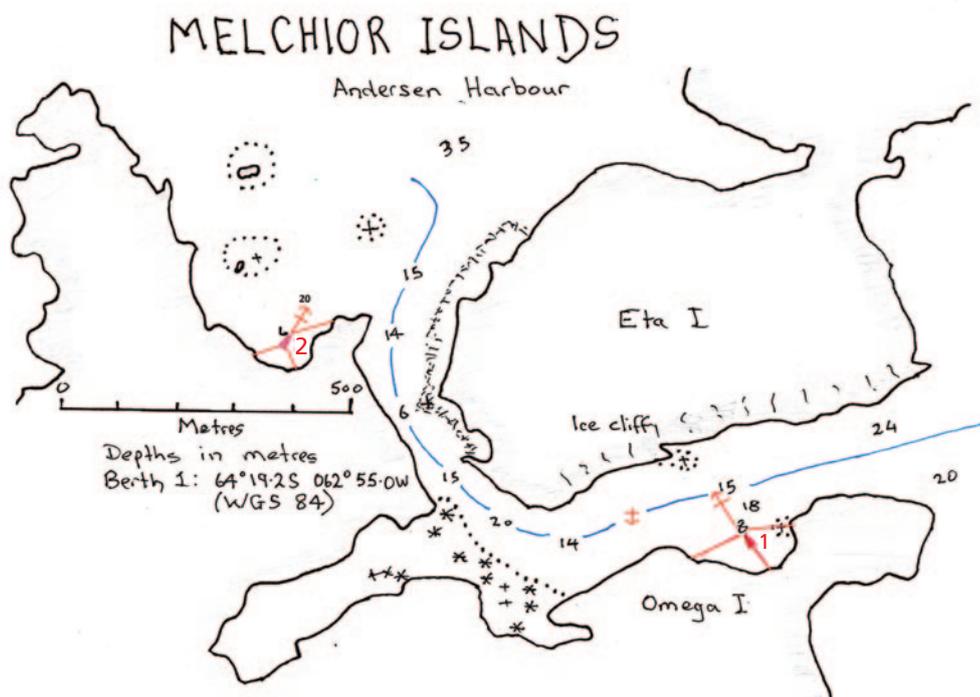
Note that the harbour is Andersen Harbour, not Anderson. The chart number is BA 3213, not BA 3219.

Andersen Harbour

The approach to Andersen Harbour is easy and in settled weather the harbour provides several reasonable anchorages. The main part of Andersen Harbour is protected from all but the northwest. There are always grounded and floating bergs in the harbour; if anchored or moored here an ice watch will probably be necessary. The best berth in Andersen Harbour proper is probably in the south-west corner of the harbour under a stable ice-cliff with an anchor ahead and three lines ashore (berth 2 on the sketch plan). Alternatively anchor in the middle of the harbour wherever grounded bergs allow. The channel between Eta and Omega Islands offers a better berth or anchorage than either of these options.

Omega/Eta Island Channel

The channel between Omega and Eta Islands is navigable by a yacht, but too narrow and tortuous for a ship of any size. The least depth is 6m and the least clear width about 15m, both near the Andersen Harbour end of the channel. There is a secure all-weather berth in a cove near the east end of the channel using an anchor and three lines ashore.



Alternatively in settled weather a yacht can lie to a single anchor anywhere in the east-west section of the channel.

Approach from Andersen Harbour

There is a rock in Andersen Harbour about 250m north of the entrance to the channel. It has about 1m over it at low water and is difficult to see. Once in the channel, favour the starboard side (west side) to avoid a rocky spur that extends from the first point on Eta Island. This is the narrowest and shallowest section of the channel with least depth of 6m and least clear width of 15m. The channel widens and deepens once past this spur and a mid-channel course is safe. The first long bay extending south-west into Omega Island looks attractive but its entrance is shallow and rock encumbered, as is the adjacent bay on the south side of the channel.

Anchorage/berth

In settled weather it is possible to anchor anywhere in the east-west section of the channel, but the holding is poor - gravel, mud and some kelp. However the channel is well protected and yachts anchor safely here in winds up to about 30 knots.

A cove near the east end of the channel on Omega Island side provides an excellent all-weather berth using an anchor and three lines ashore – berth 1 on the sketch plan. Set an anchor to the north on the Eta Island side of the channel and take lines ashore to the east, west and south sides of the cove on Omega Island. If there is more than one vessel in the cove, lying facing north allows several vessels to raft up with security. Facing north also minimises the danger from surge caused by icefalls from the unstable ice cliffs on Eta Island. In a north wind the anchor will take most of the vessel's weight, but despite the poor holding, this is seldom a problem as the ice cliff on Eta Island protects the cove and north winds seldom reach into the cove with any force. It would be dangerous to attempt to attach a line to the north (Eta Island) shore as this would require working under an extremely unstable ice cliff.

The strongest winds in this part of the channel funnel in from the west, less commonly from the east. Lines ashore in the cove to the obvious tie points provide good security from these winds. Drift ice is seldom a problem in the channel. Water is available at low tide from a stream issuing from the snow bank at the head of the cove. Tidal range in the channel is about 1.5m and steams are weak.

The snow slope above the cove is free of crevasses and the lower part is safe for walking. There is a cornice on its south side – do not go near that edge. The upper section of the slope is steep and does not have a safe run-out. An ice axe and ability to self-arrest are necessary to climb here.

Gamma Island

There is a possible berth in the narrow creek off the disused Argentine base on Gamma Island. Lay an anchor ahead, poor holding, with four lines ashore. This berth is open to the north-east and the creek can fill with ice. It is preferable to moor between Eta and Omega Islands and visit Gamma Island by dinghy.

Page 194

Before Anvers Island add:

Local weather

The worst summer weather on the Antarctic Peninsula comes from the north sectors. A gale from that direction funnels down Neumeyer Channel between Anvers Island and Wiencke Island, increasing in strength as it funnels between the mountains on either side of the channel. The

wind is further compressed as it crosses Wiencke Island over the low glacial saddle between the Wall Range and Mt Noble/Mt Jabert on Weinke Island then roars down into Port Lockroy and Dorian Cove. Thus an unpleasant 35-knot gale in the main part of Gerlache Strait becomes a dangerous 55-knot NE storm in Port Lockroy or Dorian Cove. It would be wise to move or take appropriate precautions if in either place when a NE or N gale is forecast for the general area. Melchior Islands, Paradise Harbour, Hovgaard Island and the Argentine Islands are all better protected from such a gale.

As an example of the effects of topography, a depression that GRIB files predicted to bring NE 35 knots to the general area brought 35 knots to Vernadsky Station in the Argentine Islands but a few hundred metres away in Stella Creek the wind was only 20-25 knots. At the same time a yacht in Paradise Harbour near Videla Base reported 20-25 knots, while the wind in Port Lockroy was NE 50-55 knots with gusts to 64 knots.

Pages 194-195 Weincke Island

Delete 'Port Lockroy' onwards and replace with:
64°49'S 063°29'W

Chart BA 3213

This is one of the few places on the Peninsula where it is possible to lie at anchor without lines ashore. No swell enters the harbour and the holding is good in places. Port Lockroy is the most visited place in Antarctica; there will often be a charter yacht in the harbour and most days a cruise ship will land its passengers Jougla Point and Goudier Island.

Fast ice persists in the inner part of Port Lockroy into December, and sometimes as late as early January, preventing a yacht from entering the inner harbour. Early in the season after south or west winds, drift ice may restrict the entrance to the harbour. This is rarely a problem after mid-December.

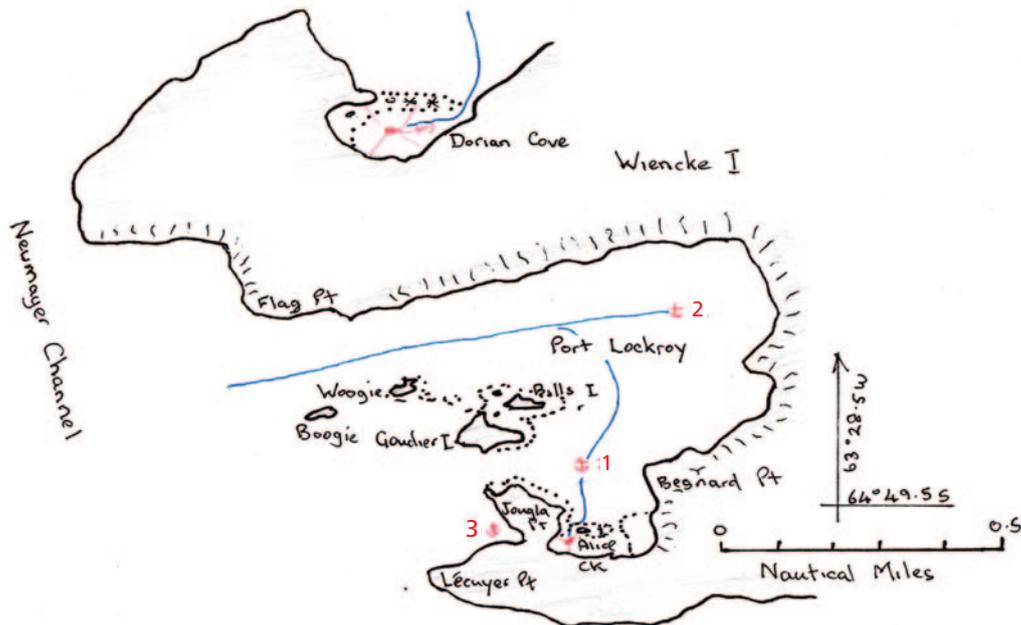
Ashore

There are some good walks ashore, with the usual restriction of avoiding rookeries. There are large gentoo rookeries on Jougla Pt/Lécuyer Pt and Goudier Island and a blue-eyed shag nesting area on the north side of Jougla Point, which can be viewed from the dinghy without disturbing the nesting birds. Dominican gulls nest on the rocky slope on the south side of Alice Creek as do a small number of sheathbills. Wilson's and Black-bellied petrels nest in rocky crevasses on the north side of the Barrel Stave Haulover, but they are wary and secretive, being much preyed upon by the skuas who nest and roost along the rocky ridges. There are often a couple of Weddell seals lying in the snow on the east side of the Barrel Stave Haulover. Terns (both Antarctic, in breeding plumage, and Arctic in plain dress), snow petrels and giant petrels are common, but usually do not breed in Pt Lockroy.

There are several good short walks ashore on Jougla Point, taking care as always not to disturb nesting birds. It is possible to walk to Harbour Glacier (the glacier on the east side of Port Lockroy and overlooking the harbour) from the east end of Alice Creek but this is not recommended. Harbour Glacier has numerous crevasses, many of which are hidden under dangerously thin snow bridges. Do not venture on to the glacier unless suitably experienced and equipped. At least one incautious yachtsman has died here after going through a snow bridged crevasse.

For those interested in 20th-century industrial archaeology, there are numerous traces of the whalers who used Port Lockroy as a base between 1911 and 1931. There are large piles of whale bones on Jougla Point, some of which

APPROACHES TO PORT LOCKROY AND DORIAN COVE



have been re-assembled to a crude approximation of a humpback whale's skeleton. Barrel Stave Haulover is littered with oak staves from the storage barrels used by the whalers and Goudier Island has the remains of several scows that were used as platforms for flensing whales. There are chain and wire rope mooring slings around many rocks around the harbour and a couple of mooring bollards cemented into the shore, one on Besnard Point and one on Flag Point. Graffiti on Goudier Island (from the whalers) and Besnard Point (from Sir Hubert Wilkin's 1924 flying expedition) has been elevated from pollution status to historical artefact, as has the whaler's detritus. Do not touch any of it.

The chief historical relict is the British base on Goudier Island which has been restored and operates as a shop/museum/post office during the tourist season from mid November to early March. The staff (three people in 2018) are very busy and cannot accommodate casual callers. The landing is on the NW side of Goudier Island besides the whaler's mooring chains. Someone will come to meet you and give briefing. Visits are usually limited to an hour.

Approach
Straightforward.

Anchorage/berths

The best anchorage is that marked 1 on the sketch plan Approaches to Port Lockroy and Dorian Cove. It is NE of Jougla Point in 20m, good holding, clay. An alternative marked 2 on the sketch plan is in the NE part of Pt Lockroy in 12 to 18m, fair holding. Both are safe in all but a NE gale.

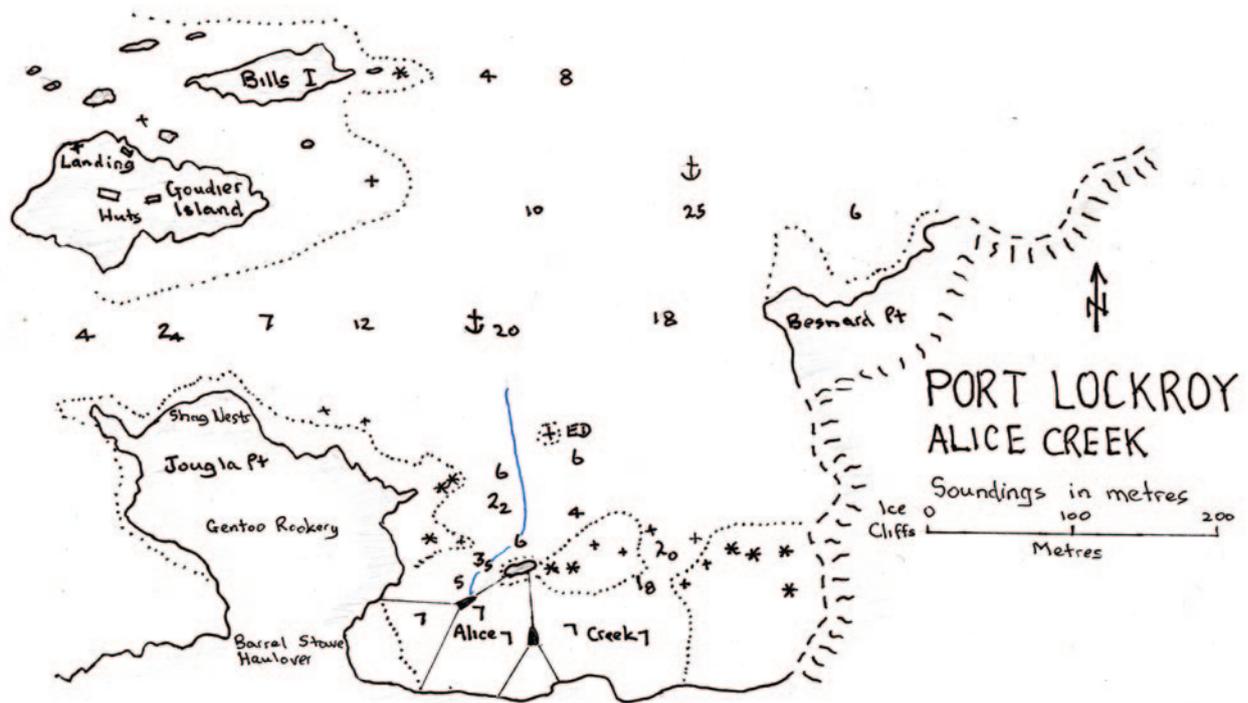
The most secure (if not the most convenient) berth for a yacht is in Alice Creek. As there is no room to swing here it is necessary to run lines ashore, but once moored the berth is safe in all conditions. The best approach to Alice Creek is to pass west of the skerry that lies on the north-west side of the creek. It is possible to enter Alice Creek from the east of this skerry but that route is narrow, tortuous and not recommended. Approach the skerry from the north, avoiding

the rock with a charted position 100m NNE of the skerry. This rock may not exist; if it does, it is not in the charted position. Aim for the mid part of the skerry and turn sharply to starboard when 6-8m from it. Follow around the west side of the skerry keeping 6-8m from it: least depth 3.5m, least clear width 10m. Once in Alice Creek the depth increases to 7-8m.

Run a line from the bow to the skerry and two lines astern to Jougla Point. There are numerous suitable rocks to attach lines to on Jougla Point but the skerry is low and ice-smoothed with few suitable tie points. However it has wedge-shaped cracks that will accept a length of chain with a couple of overhand knots in the end. Once dropped into the crack the knots act like a climber's nut. This arrangement will withstand hurricane force winds.

Secure with the bow facing the skerry as this puts the vessel's bow towards the ice driven across the harbour by a NE gale. As the temperature rises during a NE gale the rate at which the ice cliffs around Port Lockroy calve is increased and the whole of the inner harbour is sometimes covered with brash. Most of this ice is too small to menace a yacht, but there will also be some growlers that weigh a tonne or two. Some of this ice will drive down into Alice Creek, but the skerry deflects the larger growlers and, as the yacht is facing into the wind, brash and small growlers rumble harmlessly down the vessel's sides. In the same conditions a vessel anchored NE of Jougla Point will not only have to cope with hurricane-force gusts but will be repeatedly bashed by growlers large enough to be worrying and perhaps dangerous.

In a NE gale the anchorage in the cove west of Barrel Stave Haulover, marked 3 on the sketch plan, is protected from drift ice but the holding is poor and the anchor is pulling down a steep, rocky bottom. However, if the vessel should drag it is into deep water, unlike the situation in inner Port Lockroy. Some charter yachts use this anchorage when a NE gale threatens, but they have very large anchors and



powerful motors capable of pushing the vessel to windward in hurricane force winds to re-anchor if they should drag. The berth is less attractive for a low-powered yacht.

Another possible berth in a NE gale is with the bow tied to the bollard (left there by the whalers) on Flag Point with a stern anchor to the southwest. The holding is poor and it will be necessary to move immediately the wind shifts from the northeast. A considerable amount of ice, some of it quite large and moving quickly, will stream past this berth in a strong gale. Pulling close in to the shore will minimize the number of impacts.

Page 196 Dorian Cove

Delete from the beginning of this section and replace with:

Dorian Cove is a delightful spot 3 miles by sea from Port Lockroy but only half a mile north of it over the glacier. Dorian Cove is protected from the sea by a reef extending east from Wiencke Island. Landing is easy on a section of gently sloping beach that has been cleared of rocks.

Chart BA 3213 is misleading. It shows a gap in the middle of the reef that looks as if it might be passable for a yacht. There is no such gap and the only entry is through a narrow gap at the east end of the reef close under the ice cliff.

Ashore

There is a large Gentoo rookery and good walking and skiing around Dorian Cove. The snow slopes above Dorian Cove are free from crevasses except for a large crack along on the summit. This crack usually has a thick, secure snow bridge that is safe to cross. Walking on this snow slope is generally safe except around the base of Mt Jabert where there are numerous crevasses with thin, unstable snow caps.

There are two huts ashore. The larger one is in good condition and until 1995 was used by the British Antarctic Survey as a bunkhouse for crew transfers. Crew were brought to Dorian Cove by ship and flew the rest of the way to Rothera on aircraft that landed on the glacier above Dorian Cove. The other, older hut, originally built as a refuge by the Argentinians, was used as a rubbish dump by BAS personnel and has not been cleaned up since.

Approach

Enter from the east side of the cove through the narrow gap between the drying reef that forms the north side of Dorian Cove and the ice cliff on the Wiencke Island shore. Keep 5-8m from the ice cliff, least depth 3m, least clear width 10m. Once through the gap swing gently east, initially favouring the Wiencke Island side as rocks extend a short distance south of the point of the reef.

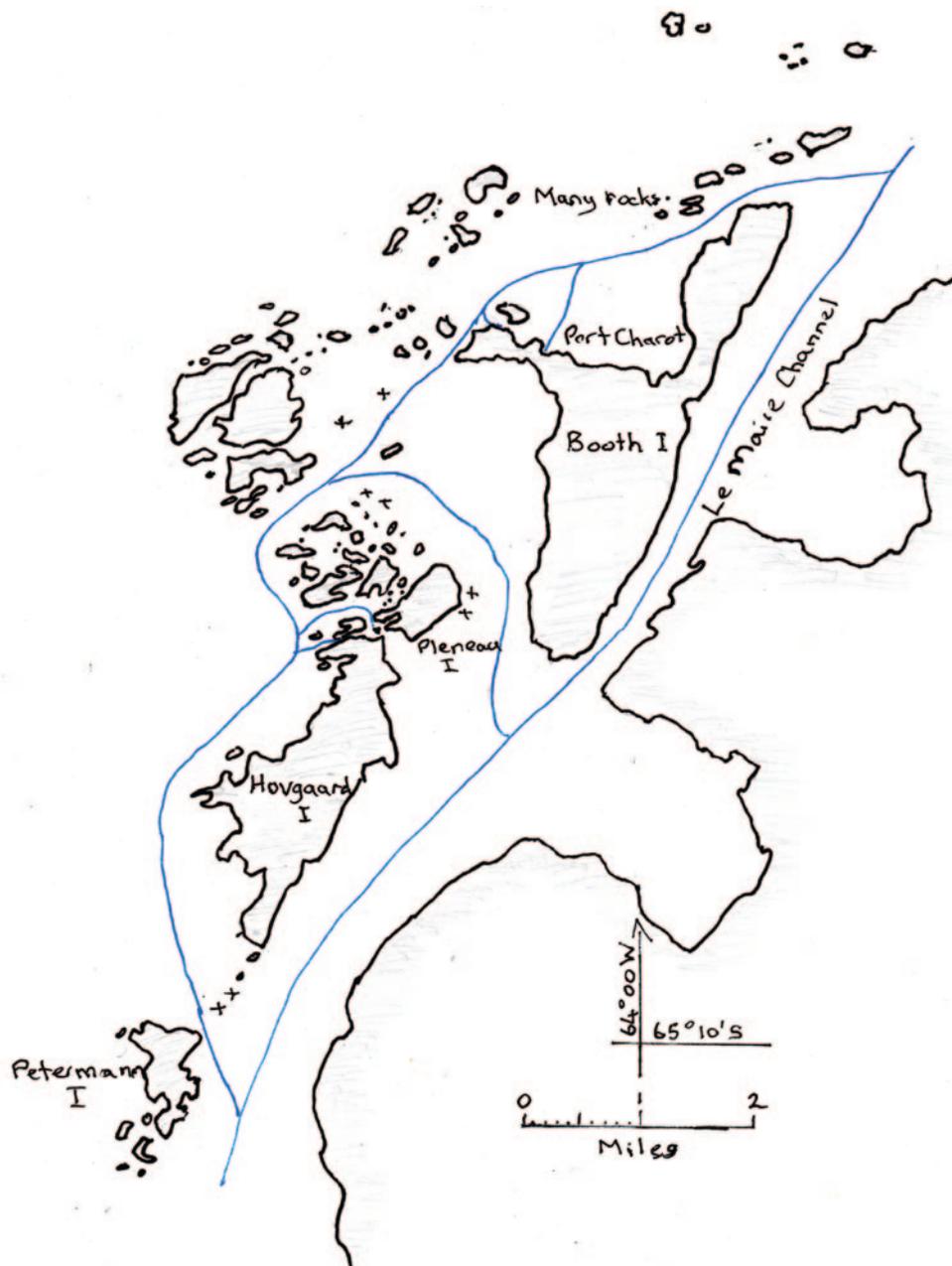
Anchorage/berth

Anchor as convenient midway between the reef and shore and run lines ashore. The holding is only fair and four lines ashore are necessary for anything other than a short stay in settled weather. Moor with the bows facing east as the strongest winds are likely to be from the northeast. There are numerous strong tie points on the Wiencke shore for the port (south) side lines and the stern lines. The port bow line has to be tied to above-water rocks on the seaward reef. Finding a secure place to attach this line can be difficult. A chain sling, perhaps knotted to form a jammer, is probably the best option. This line is critical for safety in bad weather as it will be the only line taking any weight in a north-east gale. The local topography accelerates and funnels wind from that quarter and a gale elsewhere will be storm force in Dorian Cove.

Although the reef keeps the bigger pieces of ice out of Dorian Cove, enough brash and small growlers will be blown by a gale to be a nuisance. The ice catches on the shore lines, which then funnels the ice on to the yacht's bow. The line to the reef is of necessity attached to rocks close to sea level; ensure this line cannot be lifted from its attachment by drifting ice at high tide.

Page 196 Sketch plan

The best berth is with the vessel facing ENE into the strongest wind with an anchor ahead and lines ashore. Note that Dorian Cove is north of Jougla Point, not east.



APPROACHES TO PLENEAU I AND PORT CHARCOT

Page 197-198 Hovgaard and Florence Islands

Delete 'Hovgaard and Florence Islands' and replace with:
65°07'S 064°05'W

Charts BA 3572, BA 3575

The pool between by Hovgaard, Pleneau and Florence Islands has several safe berths in attractive surroundings. There is always a spectacular collection of grounded icebergs in the shallows north of the islands and Booth Island makes a spectacular backdrop to the east. Gentoo penguins, blue-eyed shags and skuas nest on the islands and there are usually Weddell seals hauled out ashore. Less common are elephant and fur seals. There is often a pod of killer whales in the area. There is good walking and skiing, particularly on Hovgaard Island, but beware of snow-bridged crevasses. Hughes Delignieres (yacht *Oviri*) wintered here in 1990 and Shapiro and Bjelke (yacht *Northern Light*) in 1991.

Approach

There are several possible routes by which the Hovgaard/Florence/Pleneau area can be approached. – see sketch chart Approaches to Pleneau Island and Port Charcot. It is not possible to enter the area from Penola Strait through the gap between Hovgaard and Pleneau Islands; this passage is foul and barely passible to a dinghy. All practicable approaches are from the west. One or more of these routes may be blocked by ice at any time but, given persistence and good weather, a way through is generally available at least after early January. All the approaches are in unsurveyed waters so treat them with caution. The sketch plan is based on at least four traverses of each section, but there may be uncharted shoals close to the routes shown.

HOVGAARD AND FLORENCE I



Berth/anchorages

There is an excellent berth in the narrow creek between Hovgaard and Florence Islands – berth 1 on the sketch plan Hovgaard and Florence Islands. Enter from the west as shown, least depth 3-4m, least clear width 20m. Secure with lines from each quarter to rocks ashore – there is no swinging room and the bottom is ice-scoured rock. It may take a little exploration to find secure tie points, but they exist. The east end of this creek, where it enters the pool between Hovgaard, Florence and Pleneau Islands, is foul and only suitable as a dinghy passage. Very little ice finds its way into the creek. The creek is narrow and it may be necessary to warp the yacht around to exit.

There are several possible berths in the main pool. The one marked 2 on the sketch chart is probably the best. Pass around the north side of Florence Island anchor as shown and run lines ashore. The holding is poor; except in settled weather the anchor should be backed up with a line across the pool to Pleneau Island. This line should be sinking or weighted so other yachts can pass over it. It is possible to anchor further south in the pool with stern lines ashore to Hovgaard Island. With a north wind this berth relies entirely on the anchor holding as there is no tie point for the bow within reasonable reach, and the holding is poor.

The bay on the southwest side of Pleneau Island marked 3 on the sketch plan is well protected but the entrance is shallow (1.6m at high water) and is only suitable for vessels with a lifting keel. Stay south of the centre line on entry as there is a large polished rock slab on the north side. There is no room to swing in this cove and the holding is poor - use a lines ashore. There are several possible berths. The one shown is probably the best. Fast ice persists in this bay long after it has cleared elsewhere, but glacier ice larger than brash seldom finds its way in.

There is a safe berth at the east end of the channel between Hovgaard and Florence Islands, marked 4 on the sketch plan. There is no difficulty finding tie points for the stern lines but the rocky islet to which the bow line is attached is smooth, ice-polished rock with no obvious tie points. Pitons may be required here.

Page 199 Vernadsky Base

Delete all references to 'Verdanský' and replace with 'Vernadsky'

Page 199

The picture of the Wordie House should be credited 'Tim Barker'.