

Some Notes on Anchorages in the Chilean channels

Some of the Anchorages between Puerto Montt and Cabo de Hornos that I have 'cast anchor' in and my thoughts about them.

Based on 16 years and 18,000 miles 'all seasons' experience in Patagonia on a 39 foot Westerly Sealord with a 5'6" draft between 2004 and 2019.

Frank Holden
'Westerly Serenade'
February 2020



- Cape Horn to Starboard -

Inbound through Canal Chacao

The Shortcut

The tide can be felt a long way offshore from Canal Chacao and if any sea is running outside dangerous standing waves can be found out as far as the pilot boarding ground.

As a result any transit of Canal Chacao should only be attempted in settled conditions.

Much of the tide can be avoided by taking a 'shortcut' through Paso Chocoy between Islote Dona Sebastiana and Punta Chocoy.

Caleta Godoy

With the wind from a suitable quarter safe anchorage can be found inside Caleta Godoy.

Isla Abtao

Safe anchorage when waiting for the tide outbound.

The track from here to Puerto Montt past Calbuco is quite straightforward and other anchorages along the way shall be dealt with later.

Boca de Guafo

If arriving from Australia or New Zealand it can sometimes make sense to come in through Boca de Guafo rather than Canal Chacao. You then have the choice of sailing non-stop up to Puerto Montt or heading for Castro and clearing in there

Puerto Montt

There are 3 marinas in Puerto Montt - coming in from seaward they are Club Nautico de Reloncavi - commonly known simply as Club Nautico, Marina Oxxean, and Marina del Sur.

Note.... do not think about entering Canal Tenglo to the north of Isla Tenglo , ro-ro ferries berth stern to the wharf in the commercial port with headlines across to the island. It is also very shallow in parts.

Club Nautico de Reloncavi is the most popular marina with yachts at present and has a 30 tonne Travelift and an extensive hard stand.

Marina Oxxean is focused more these days on long term berth holders while **Marina del Sur** is the most expensive of the three but possibly best suited to larger yachts.



- Club Nautico de Reloncavi -



- The 'shiplift' at Marina del Sur -



- Marina Oxxean at low water -



Diesel can be obtained either alongside the fuel berth at Oxsean or by small road tanker at Club Nautico.

Propane

Unfortunately it is not possible to simply go to any of the local depots and get your bottles filled.

There is a local taxi driver who can arrange filling.... however the cost per kilo is three times the cost in Puerto Williams... sadly he is the only game in town.

Provisioning

There are numerous good supermercados in the town.... the pick of them for a big 'shop' is Jumbo www.jumbo.cl. For daily shopping Santa Isabel - opposite the Terminus de Buses - is very good.

For fresh fish and vegetables visit the Angelmo market.

Good potatoes can be purchased by the sack at the Muelle de Pappas.

There is a very good German butcher at Nuevo Branau who will vacuum pack to order. Take a bus from Puerto Varas.... a nice day out.

A Trip to the Andes



—View of Volcan Hornopiren from Caleta Andrade—

A pleasant side trip to the Andean side south of Hornopiren is worthwhile if you are staying over for a while in the Puerto Montt area and looking for a short cruise.

Caleta Andrade

On the north side of Isla Llancahue with very nice views to the north. Some salmonera junk here in 2016.

Caleta Isla Pelada

Closer to Hornopiren. Small and cosy. Open to the north.



Puerto Bonito

On the south side of Isla Llanquihue, a popular spot if sometimes a bit crowded with local boats.



Esterio Quintupeu



Estero Cahuelmo

I have overnighted here in settled weather.



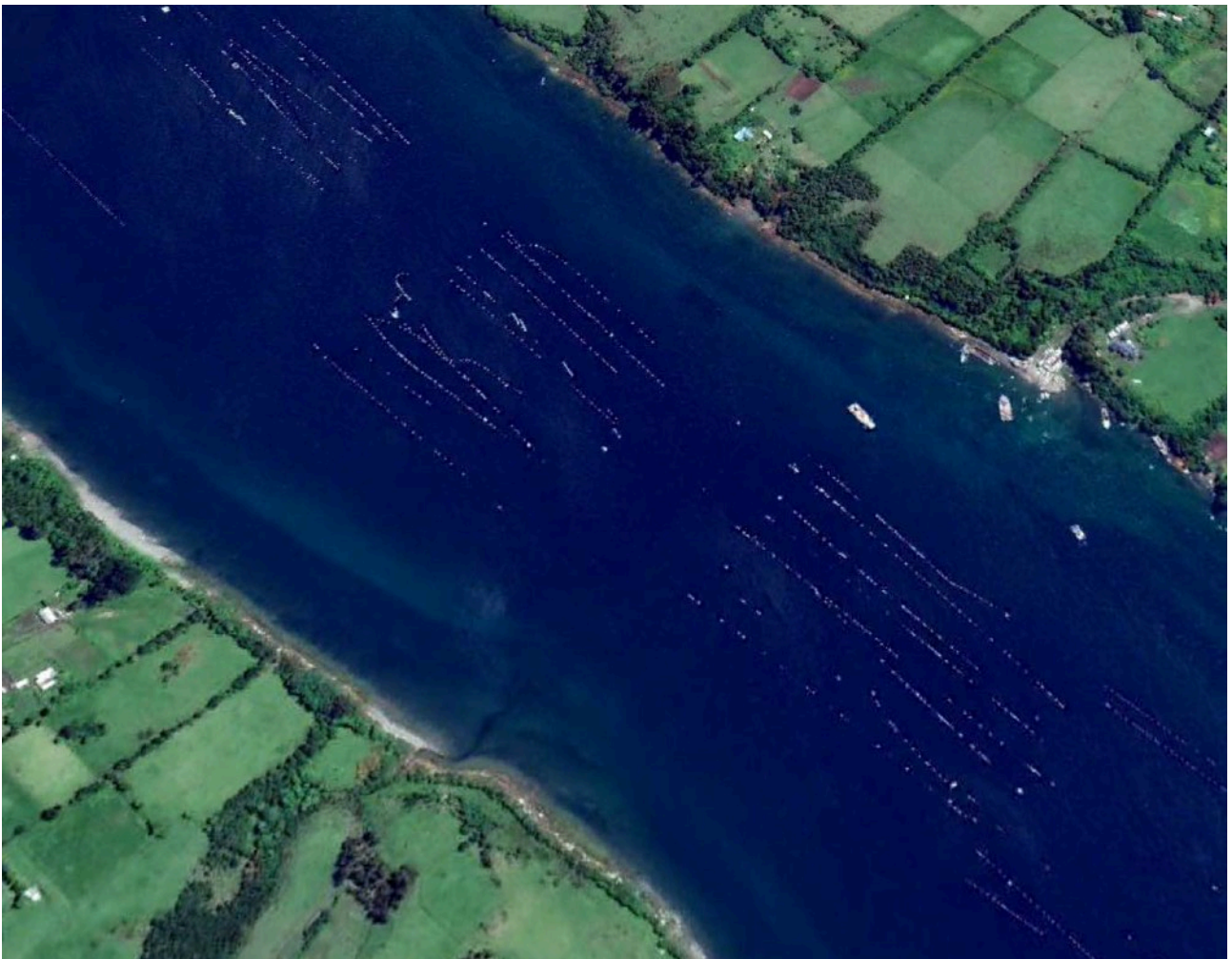
Southbound from Puerto Montt

Salmoneras and mussel farms.

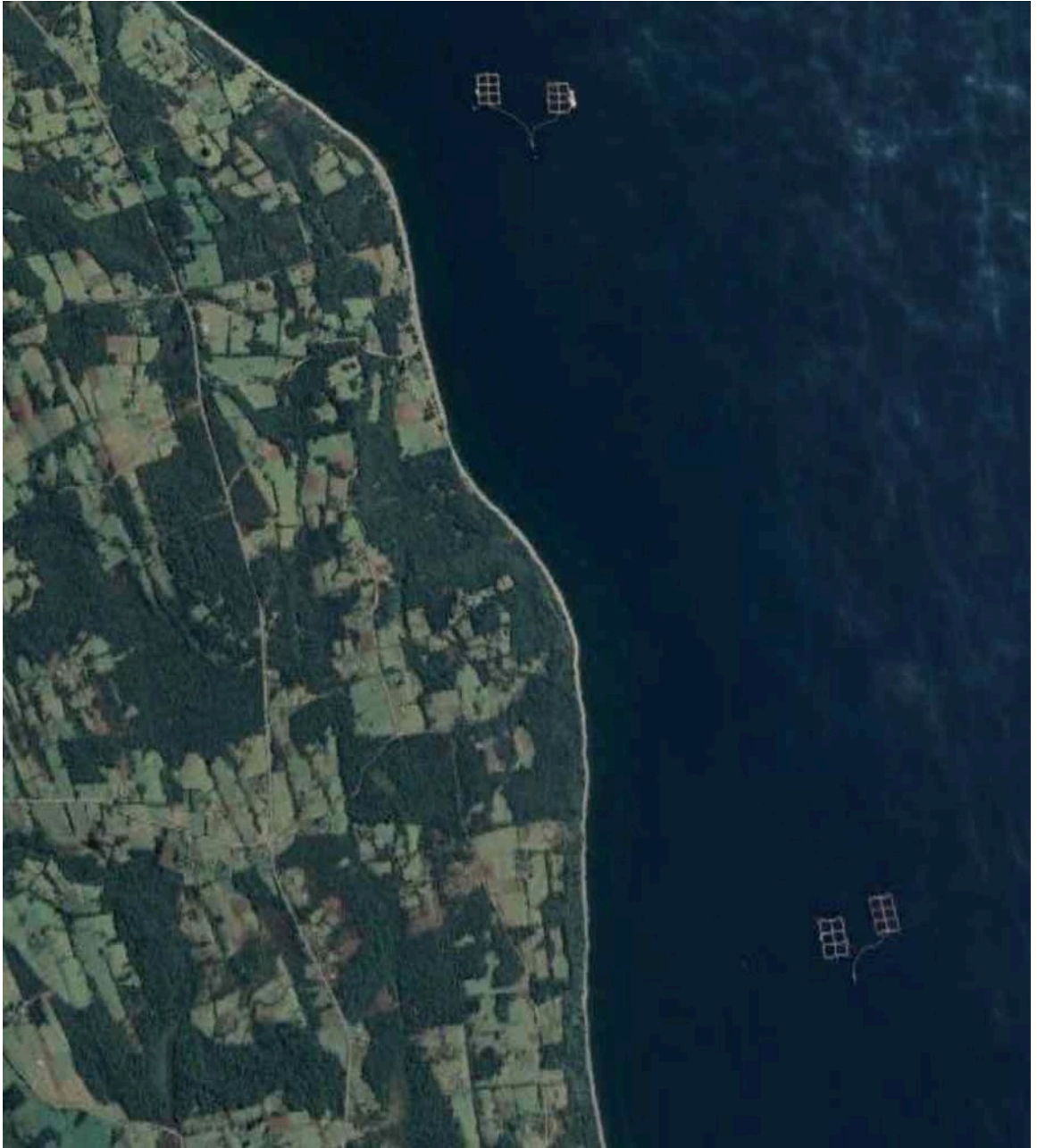
Over the years there seem to be fewer salmoneras in the northern caletas however more mussel farms are appearing in the area. The salmonera industry is moving further south and most new development appears to be south of Golfo de Penas. However in 2018 none of the farms in that area seemed to be in any of the popular anchorages. There are also numerous salmoneras throughout Islas Guaitecas but with few exceptions they don't seem to be an issue.

What have been appearing in the north are both large salmon farms and mussel farms well offshore in the most unlikely areas.

However....this is a constantly changing environment... what was a good anchorage last year may be rendered unusable for yachts next year.



Mussel farming in Estero Chope. There is usually enough water to pass inshore of the farms in all areas, not just here..



Salmon farms offshore of Isla Peluqui

Huelmo

Lying only some 12 miles south of Puerto Montt this is a very good place to stop on the 'first night out'.

There are mussel farms throughout the bay but safe anchorage can still be found. There is now a small marina on the northern shore, however it is very isolated and while suitable for laying up would not be my choice unless I had access to a vehicle.



Estero Chope

Recommended....there is deep water inshore of the mussel farms and good anchorage can be found at the head... but don't go beyond the boat ramp (on the south side) as it shallows rapidly further in.



The islands east of Isla Chiloe



— Mechuque on a quiet day —

Mechuque

One of the 'must visit' islands in this area.

The channel around the north and east of the island is a pleasant diversion.

There is considerable traffic in Mechuque at all hours. The floating shed mentioned in the Italian book and shown in the above photo is no longer there but space is still tight. A better anchorage can be found across the channel to the south east at Isla Anahue in approximate position 42° 19.2'S, 73° 15.4'W. Good anchorages can also be found further east.

Quehui

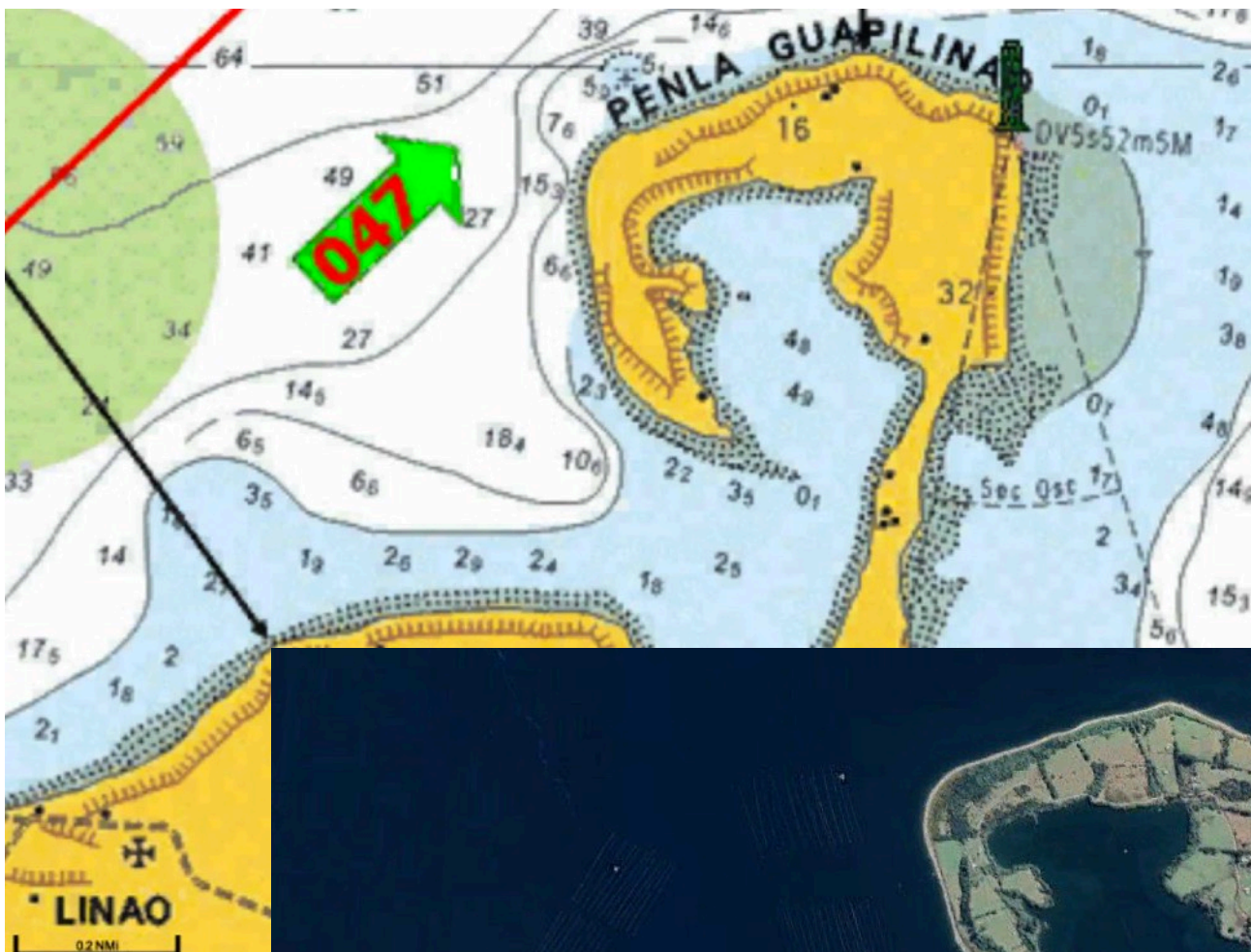
The anchorage is a bit 'steep to'. OK but not one of my favourites.



Along the Chiloé shore

Bahia Linao

A handy place to break the trip between the Calbuco area and Mechuque. Be aware that there is a very large tidal range here. Do not be tempted to use the small basin - shown as an anchorage in the IB - unless you are willing to wait for high water before departing.



Dalcahue

The tide runs strongly past here, however Canal Dalcahue is a handy shortcut when heading to or from the north towards Castro. Diesel, ATM, and a Supermercado handy for the town wharf. Crowded anchorage. Word is that there is now a charge for using the public wharf.

Rilan

A nice well sheltered spot.



Castro

An Armada town noted for its palafitos.



Estero Ichuac

A good anchorage when using the inside track, the fish farms shown in the IB had gone in 2017. There are shops with limited supplies in the village located at the head of the estero.



Queilen

Good anchorage off the town close south of the disused pier which can be seen on this chartlet.

Buses to Puerto Montt, good shopping... preferable to Quellon as a stopover northbound.

The track inside Isla Tranqui... the tranquil isle... is very scenic.



Estero Pailad

A beautiful spot, anchor off the church, limited water in the large bay further in although there are a few private moorings in the entrance thereof where there is a bit of water.



Estero Huildad

Safe and well sheltered anchorage on the south side just inside the point. No fish farms in the bay in 2018. An ideal 'jumping off' point for a run across to Juan Yates, the TicToc area, and Canals Refugio or Moraleda when southbound.



—Huildad—

The following are two ports I have used north bound

Quellón

Very busy, you can anchor south of the town on the far side of bay - keeping clear of the airport flight path. It is possible to catch a bus to town on the road that runs close alongside the shore. I now prefer San Pedro as a 'first stop' on Chiloe northbound and - if you need to do some shopping - make your next stop **Queilen** (see above).



San Pedro

We invariably use this as our first anchorage when north bound after crossing Boca de Guafo from the Melinka area...anchor in the narrow cove on the south side. There is a private jetty (not suitable for yachts) here together with several houses.



South of Boca de Guafo

Eastern Shore

Passage note:

Southbound I normally favour the Andean (eastern) side after sailing from Huildad to Juan Yates. Northbound I come up the minor channels to the west of Canal Moreleda and cross from the Melinka area to San Pedro.

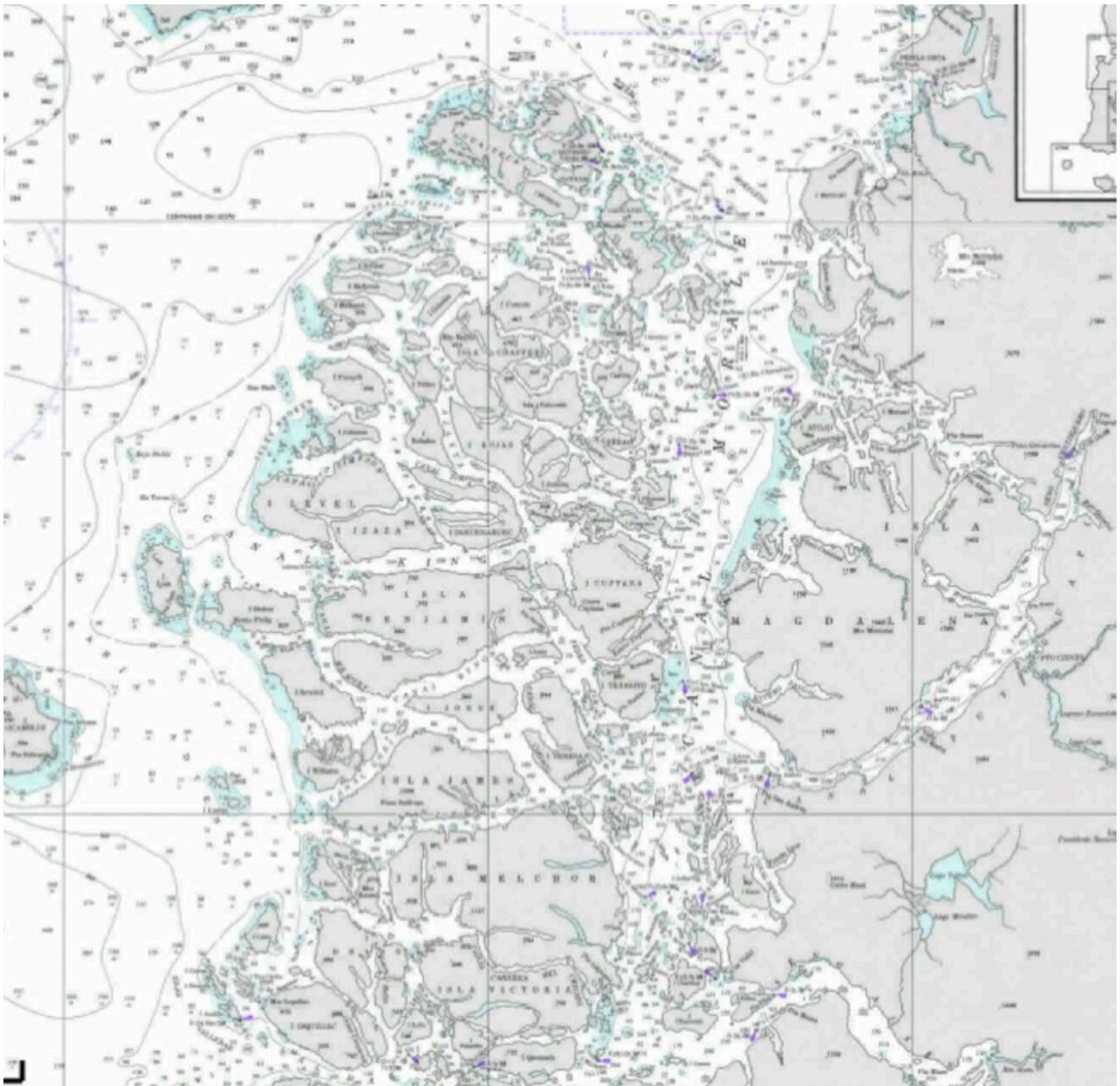
Juan Yates

A lovely spot with good views. Penguins.



Canal Moraleda and Canal Refugio

Southbound the logical route from Juan Yates is down Canal Refugio and Canal Moraleda. However the prevailing northerlies combined with the tides can make a north bound passage up Canal Moraleda very hard work. Therefore when going north I favour the secondary channels to the west where conditions are easier and anchorages more frequent. These shall be discussed later.



Seno Venas Abiertos

Very much a place to avoid. I have had my masthead wind instruments blown away here while only 20 knots NW was blowing outside!

There is now a salmonera blocking the entrance which is no bad thing. Unlike most anchorages in this area this one has very high ground close east of it which funnels the wind back down into the seno.

Just outside the entrance however there lies the small 'Bird island' which has standing room only for Peruvian Pelicans (almost the southern limit of their range) and several other types of birds. Worth a short diversion if you are coming down Canal Refugio.

Pozo de Oro

A retired couple from Santiago were living here in 2018 in splendid isolation. Nice people, good anchorage.

Caleta Punta Porvinir

Not quite as shown in the IB.... gusty.



Caleta Manuel

Not a favourite... tight... wouldn't bother going back.

Surgidero Calqueuman

Is OK, full of fishermen in 2004.



Puyuhuapi

Fuel and fresh vegetable stop, no water at low tide on the town jetty. Steep to and not a safe anchorage.

Fuel in bidones from the local COPEC.

Small, very expensive - \$CH35,000 a night - and often deserted marina to NW of the town.

The only reason I can think of for calling in at Puyuhuapi would be to take fuel.



Termas de Puyuhuapi, Bahia Dorito.

Worth a visit...use own anchor and lines on the SW side of the resort or pick up one of their buoys. In 2005 you could buy a 'day ticket' that let you use all the facilities.





Caleta Oro Verde and Caleta Equinocio

Good anchorages. Swing at anchor. In 2017 Equinocio was being used for buoy storage... still plenty room inside.

Puerto Aguirre

Another Armada port, you should present your papers to the Capitania and may possibly be issued with a new zarpe..

There is a small marina here... Marina Austral..... first night free but no information on the daily rate... Very handy if wanting to store ship and visit the Capitania.

Entel wifi in the town.

Dirty and expensive fuel in 2012.... more expensive than Puerto Eden. Reports from 2018 suggest the fuel situation has improved. If northbound there is reasonable shopping for a remote town. One shop had TimTams.....

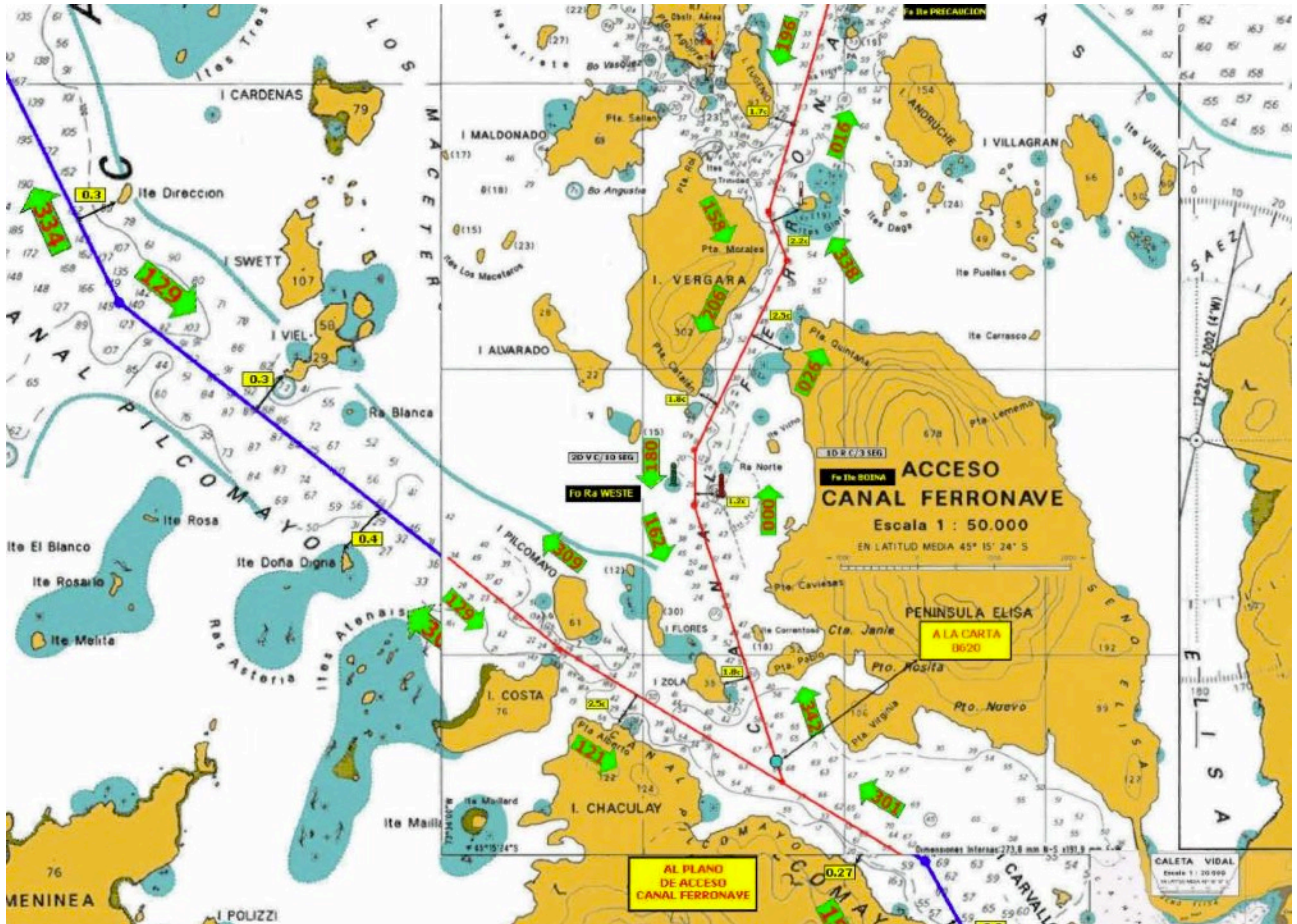
The landing on the northern face of the town wharf is also suitable for short time yacht berthing.



You can swing at anchor or run lines in Estero Copa. The buoys shown in the IB were non-existent in 2004/18. Easterlies can find their way into this anchorage.



Your electronic charting may or may not show these unsurveyed areas, Google Earth certainly doesn't. The Chilean Chart Atlas does.



Watch out for the unmarked dangers - that cover - if entering or leaving via Canal Ferronave.



Chacabuco

An Armada port.

Anchor either in Ensenada Baja or in the anchorage to the west of the town. Fuel available close to Ensenada Baja. Good shopping in Puerto Aysen a short bus ride away. A good town to do a visa run into Argentina via Coihaique. Frequent flights to Santiago from Balmaceda.

If heading into Ensenada Baja be aware that the 'chapel' mentioned in the Italian Book is very small and not that easy to spot.



Western Shore of Canal Moraleda

Melinka

Good anchorage off the town in front of the Capitania.
Reasonable stores but no ATM facilities as recently as 2012.

An Armada port that is often closed on account of bad weather. For this reason I prefer to give it a miss and anchor in Caleta Momia close south. Entel wifi available in port and also close inshore when passing.



Caleta Momia

I prefer this anchorage rather than stopping at Melinka, especially if northbound. Lines or swing at anchor.

If swinging at anchor then anchor in the northwestern corner in about 10 metres.

Caleta Pagoda

Nothing special... the 'pagoda' is long gone...

Estero Arboles Espectrales

Swing at anchor. Easily entered in the dark.... however....

The only time I entered in the dark (2008) I ran into a bit of semi- submerged salmonera junk and got a line around the prop....

That has long gone.... but for the last ten years there have been several old fish farm buoys sitting some distance offshore to the south.... on one occasion one of these had about 100 metres of ship's hawser streaming off it. That was no longer there in 2018 but three centolla pots had been laid inside...

Puerto Americano

Good, used by fishermen. Swing at anchor.

Estero Atracedera

In 2008 there was a large salmonera in the entrance which could be passed on either side.

A side trip to San Raphael

Caleta Punta Lynch

Deep , needs lines, fishermen use it which is always a good sign.



Laguna San Raphael



Conaf anchorage

There is a jetty and lodge in a small bay on the north-eastern shore of Laguna San Rafael. This is OK to use for an overnight anchorage if you are sure the wind will stay in the north.



South of Aguirre towards Golfo de Penas

Rio Humos

The only reason I stopped here on one occasion was because of northerlies in Canal Errazuriz. Unfortunately the north wind blows directly into Rio Humos.....

Therefore not recommended in northerlies.

Caleta Jaqueline

Swing at anchor or run lines by the stream in the NW corner. In 2018 there was a heavy ship's hawser set up across the front of the waterfall... ideal for securing to. The kelp here seems to come and go and there are quite a few drying rocks in the SW corner of the bay. Good fresh water.



- Southern side of Jaqueline at low tide -

Bahia Anna Pink and Boca Wickham

Caleta Saudade

An excellent and secure spot if delayed by heavy weather when heading south. Cosy. Best anchorage in the area. Highly recommended.



Millabu

A most attractive anchorage in reasonably settled weather. Good trekking ashore. Best option in this area if arriving from the south in the dark. The entrance is clear and free of dangers and it can be entered in safety with the aid of radar. Approach on a NNW heading. Be aware that at the head the water shallows very rapidly some distance from shore. Favour the north western corner and anchor off the conspicuous rock which is just visible astern of my yacht in this pic. It is possible to run lines in the vicinity of this rock.

Said to be subject to severe rachas in heavy weather. In those conditions use Saudade instead.



Caleta Giunin

This is an anchorage close southwest of Isla Larga that we once spent 6 days in while 'waiting on weather' southbound . At that time (2017) there was a fishermen's mooring in the bay that we utilised along with two lines ashore. Safe enough but very gusty. After 6 days we sailed back to Saudade - which was infinitely more comfortable - and sat there for another four.



Skyring Peninsula Area

I have never felt the need nor the desire to call at any anchorages in this area.

Caleta Gato

Popular with fishermen working this coast it is a good short stop if you cannot make Caleta Suarez before dark and don't wish to carry on across Golfo de Penas. I haven't visited **Caleta Cliff** but believe it to be similar.

Estero Cono and Caleta Suarez

When south bound this is an ideal spot to wait on weather before crossing the Golfo de Penas . Suarez is safe in all weather and is very popular with fishermen who are quite happy to have you raft up alongside. Unfortunately not the cleanest of anchorages these days despite what it says in the IB. Quite crowded when conditions are unsuitable outside for the fishermen.

Poorly charted both on iSailor and CM93.... positions are up to a mile adrift with both and there is no detail shown..however it is possible to enter Estero Cono in the dark with radar. Suarez itself is too small to permit swinging at anchor.

It is possible to anchor close SW of the entrance in about 15 metres... but keep well clear of the entrance as fishing boats come and go at all hours of the night.

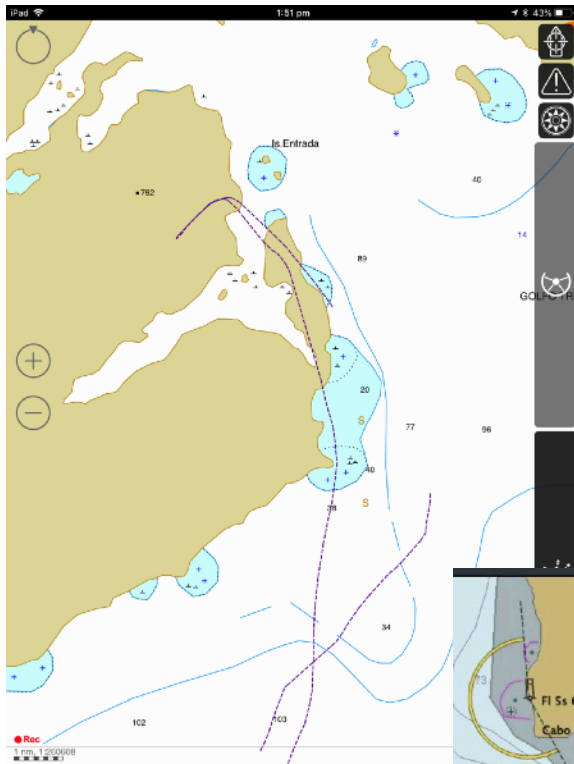
In settled easterly weather you can anchor at the entrance to a small cove on the south west shore abeam of Isla Cono and take a dinghy ashore to the hot springs.

Keep an eye out for 'the elephant' just south of here.



Suarez is used by the larger type of offshore fishing boats, often - like this one - from Lebu

Puerto Barrosa

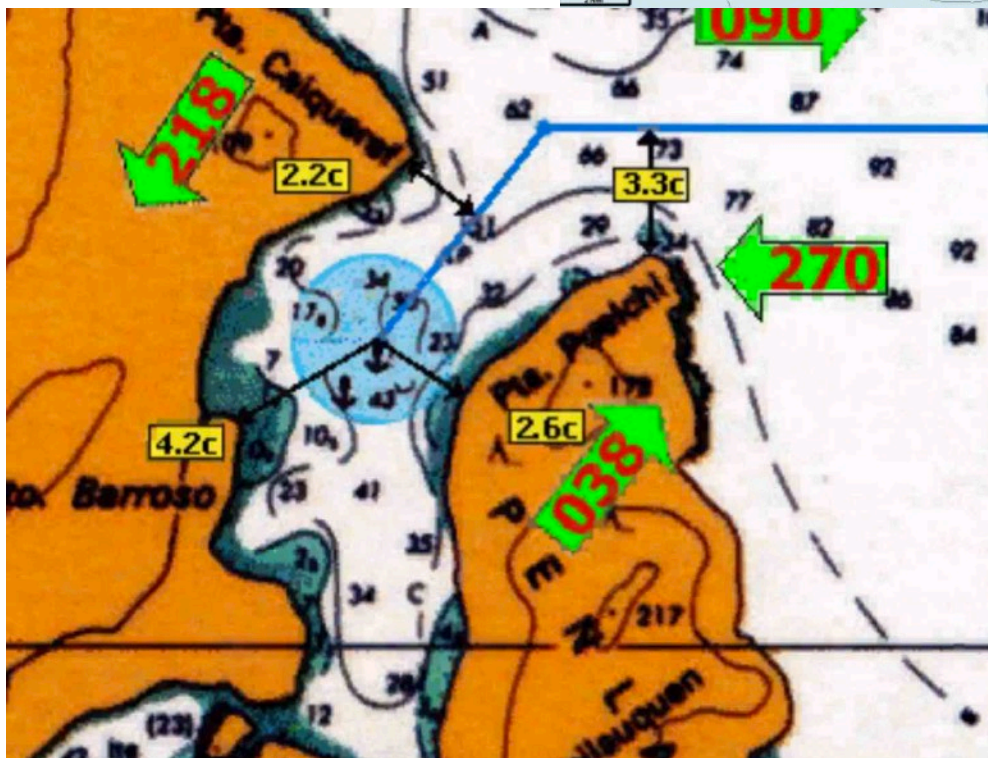
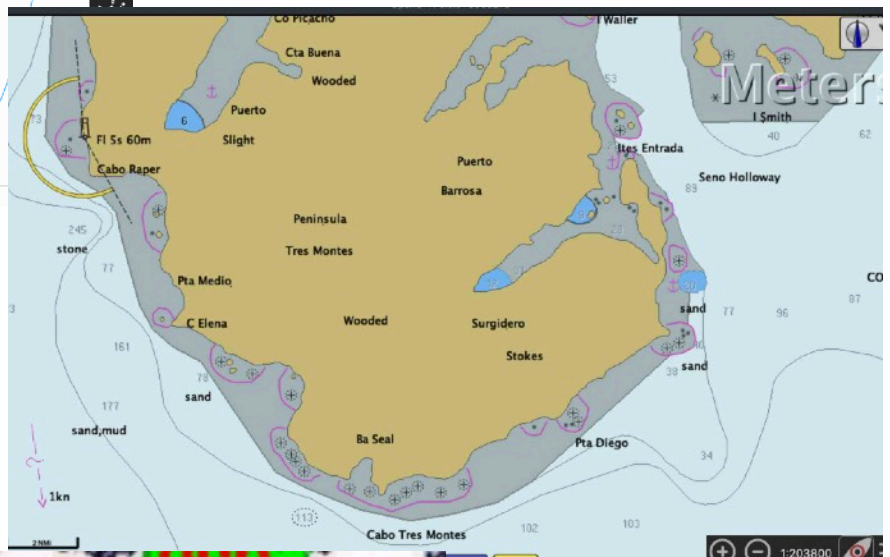


On the eastern side of Tres Montes, listed in the RCC guide but not the IB.

Only spent one night here in settled conditions. Both CM93 and i-Sailor are over a mile in error in the entire Tres Montes area including Estero Cono.

My recommendation is to carry a copy of the Chilean Chart Atlas... the 'Atlas hidrográfico de Chile'.. Pub. 3042. It is currently (Feb 2020) out of print but a new edition is due mid year.

Also carry raster charts of the coast if you can find them



Some Thoughts Regarding the Golfo de Penas

Patience is the key to crossing the Golfo de Penas and on several occasions I have had to wait 8 days for a suitable weather window.

Be aware that quite a bit of tide can be felt in the entrance to Canal Messier with the resulting wind over tide effect.

Depending on what charts you are using the longitudes around the top end of Messier and also around Tres Montes may be in error, so trust your eyes, not the chart. Both paper and electronic charts are affected although recent editions of both are believed to be OK.

Ideally you will time your southbound run across GdP so that you arrive at the entrance to Canal Messier in daylight with time to make a safe anchorage. If you arrive off Faro San Pedro in the dark you have several options - if you have a fair breeze you can just carry on down Messier, which is wide and free of dangers, until daylight. I once went straight through to Caleta Yvonne.

Northbound when carrying a fair breeze I have gone straight through to Boca Wickham.

The other option is to heave to or 'stand off and on' north of Isla Sombrero - where there is ample room and deep water free from dangers - until daylight and then choose between Puerto Francisco, Caleta Lamento del Indio or one of the other anchorages around Isla Zealous and Isla Orlebar.

I would not recommend Caleta Ideal or any other anchorages to the west when coming from the north. The approaches are encumbered with ill charted rocks, easy enough in daylight but if things turn to custard and you lose your daylight life becomes 'interesting'. Do not ask me how I know this.....

Anchorage in Canal Messier



- The aptly named Isla Sombrero -

Caleta Ideal

Safe enough but not recommended by me.... see above.... when southbound. However it is a good jumping off point when heading north as it is the closest anchorage to the GdP itself.

Puerto Francisco

The inner anchorage is well sheltered in a blow.

Caleta Lamento del Indio, Isla Zealous.

The first anchorage to starboard as you enter is sheltered enough but choose your trees well. We spent a week here once 'waiting on weather' when northbound. Scenic.

The inner anchorage is also very good, in fact it is the better option and can hold a number of yachts.



Caleta Hale

A pleasant spot, anchor and run lines in the notch, the spot suggested in the RCC guide is very shallow....

Puerto Island

Only mentioned in the RCC guide. No Armada buoy in 2012 or since. A good spot to just lie at anchor.



Caleta Point Lay

A good spot, northerlies may make it easier to lie 'bow in'. Good fresh water on the western shore. Take care to avoid the dangers on the way in.



- Caleta Point Lay -

Caleta Connor

Has shoaled considerably at the head and cannot be recommended.

Caleta Morgane

Nice spot, appears bullet proof.

Caleta Yvonne

Good secure anchorage, not quite as shown in the IB. A good spot if you plan a trip up Canal Icy.



Canal Icy

Like many of the Chilean glaciers the one at the head of Canal Icy is receding at a rapid rate.



Caleta Saubada

Nice and secure

Angostura Inglesa

Use the track between Isla Medio Canal and Punta Cedar.

Caleta Lucas

Good spot if you have made a late departure from Puerto Eden or can't make Puerto Eden before dark when southbound. Swing at anchor in the northern end of the caleta rather than with lines in the top end. The anchorage spot shown in the IB was full of kelp in 2017.

Puerto Eden and southwards to Faro Fairway.

Puerto Eden

The most remote settlement in all of South America seems to be experiencing something of a revival.... the boardwalks are being replaced throughout the town, new houses are being built and old ones refurbished.

Safe anchorage off the town in the middle of the bay. In 2017 it was necessary to visit the Armada with your paperwork but there is now a floating pontoon berth in front of the Capitania that you can lie alongside. In 2018 the Armada visited our yacht and inspected our paperwork onboard.

I have taken diesel in this port on eight occasions and it has always been of the best quality. Cost is typically 50% greater than places such as Puerto Montt or Puerto Williams which I consider reasonable considering the remoteness of the area.

Don Jose and his wife have retired to Puerto Montt and in 2018 fuel was being sold by a gentleman living a few doors away from the guest house. He keeps the fuel in 200 litre plastic bidones on the Caribineros jetty so it could be possible to load directly into your tanks. Price was \$CH1000 a litre and quality was good.

Fresh water is also available at the Caribineros jetty.

The 'supermercados' here carry a very limited supply of foodstuffs - do not rely on restocking in this port.

Frequent Navimag ferry service if you require urgent parts from either Puerto Montt or Puerto Natales.

Wifi available with an Entel wingle or - possibly - at the school if you don't have a wingle..

Puerto Eden (cont.)



- The new Armada jetty -



- Puerto Eden... the Capitania is the blue roofed building in the distance. -

Puerto Grappler

Anchored here once.. nothing special.

Caleta Apala

My preference in this area. This may involve going south down the northbound side of Isla Suarez but that is not an issue on a yacht as it is a rule designed for large commercial traffic. Simply keep out of their way





-Paso del Abismo viewed from the South-

Ventisquero Pio XI

A 'must visit' ... spectacular. Recent reports suggest it is no longer a 'tidewater glacier'.



Bahia Sally

Good spot, centolla fishermen's camp in 2008. Good fresh water.



Isla Rosa

Worth a visit to see the shell fish middens



Estero Dock

Can ice up in the cooler months. Swing at anchor. Fresh water on the south side. The entrance is to the north of the big rock.



Estero Dock (cont.)



Caleta Alicia

A spectacular anchorage, appears to be well sheltered. Sadly you have no real idea what the weather is doing outside.....

Caleta Neruda

Well sheltered.



Canal Pitt

I have once gone south through Canal Inocentes and Angostura Guia but now favour the route north of Islas Canning and Jorge and through Canal Pitt.

Caleta Luna

Good well sheltered spot.

Poza de Las Nutrias

Used by fishermen, recommended

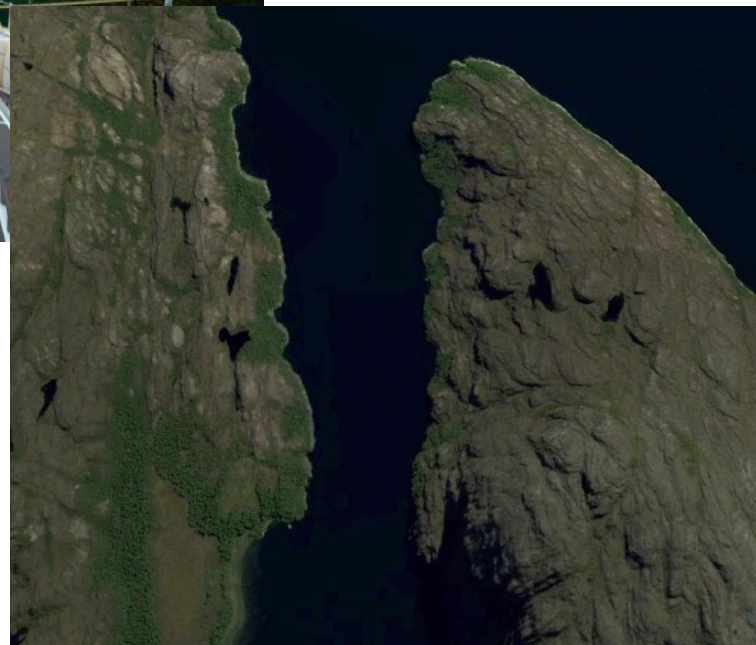
Caleta Rachel

On my first visit anchored happily on the 'ridge' as mentioned in the IB.

On my last visit anchored very close south of my previous position and had the anchor bouncing over rock.

Mani's Notch

One mile south of the northern tip of Isla Pitt on the Isla Chatham side. Used by fishermen. Appears very uninviting and exposed but is in fact well sheltered from the north. Was listed in the first edition of the IB but not in later editions. Discovered by Mani Suanto of the Yacht 'Biribi B' it lies in 50° 47.8' S, 74° 08.9' W



Caleta Wanderer (not illustrated)

Good spot but a bit kelpy.

Canal Sarmiento

I have used all the named anchorages in Canal Sarmiento with the exception of Caleta Violetta Perra. All are good anchorages and choice is mainly about what is convenient at the end of the day

Puerto Bueno

Easy approach, good fresh water, can swing at anchor or run lines.



Caleta Damien

A good honest anchorage

Puerto Mayne

Also good.



- An 'anchor and four line' tie up in Puerto Mayne -

Moonlight Shadow

Attractive, well sheltered, can get icy in winter.



Balandra

Yet another good anchorage.

Bahia Moore, Caletas Bernard and Tamata

Tamata is one of those places where you can truly 'make the land your friend'.



Canal Smyth and Paso Shoal

Caleta Victoria



Caleta Victoria (Cont.)

Looking seaward from Caleta Victoria towards Canal Smyth.



Bahia Mallet

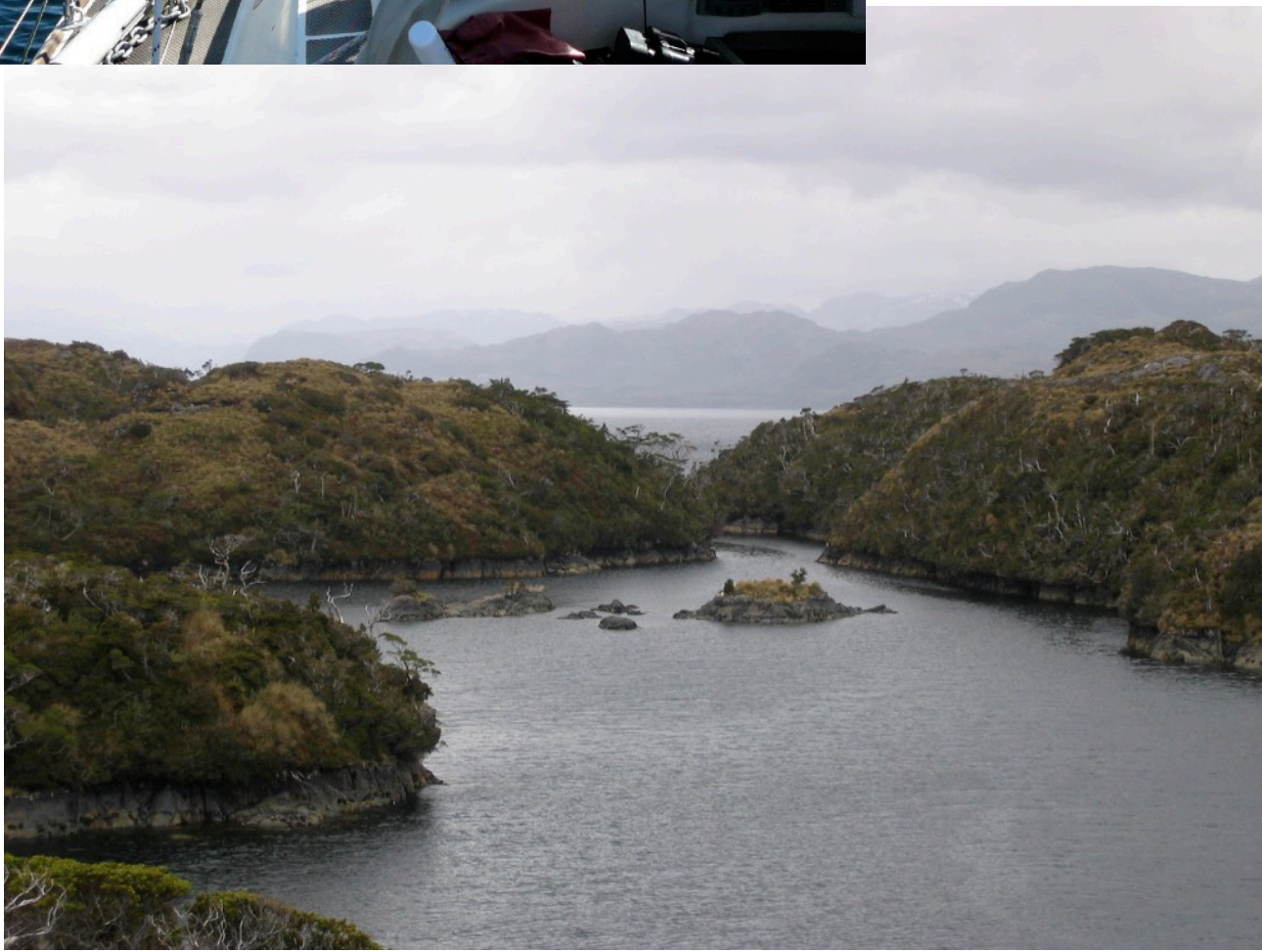


Bahia Fortuna
Caleta Tandy
Caleta Darde
All good anchorages.

Teokita

This is extremely well sheltered and I can think of no reason to use any other anchorage in the Puerto Profundo area. The Armada buoy in Puerto Profundo (shown in both pilots) has been missing since at least 2005.

VHF contact possible with Faro Fairway who can provide weather forecasts.





- Faro Fairway -

Estrecho de Magallanes

From Faro Fairway towards Cabo Froward.



- Looking westward down Paso Largo during the month of May -

Paso Roda (The inside pass behind Isla Tamar)

This - if approached with care while using the plan in the RCC guide - is a good short cut which avoids a long haul southwest of Isla Tamar.

Be aware , however, that in NW'ly weather you will be on a very nasty lee shore to the north of Paso Roda and Isla Tamar. Also be aware that the 'mark' off the northern entrance is in a state of considerable disrepair - its just a bit of rusted iron - and that the entrance can be very difficult to spot when approaching from the north.



Paso Roda (Cont.)

Two interesting encounters in Paso Roda.



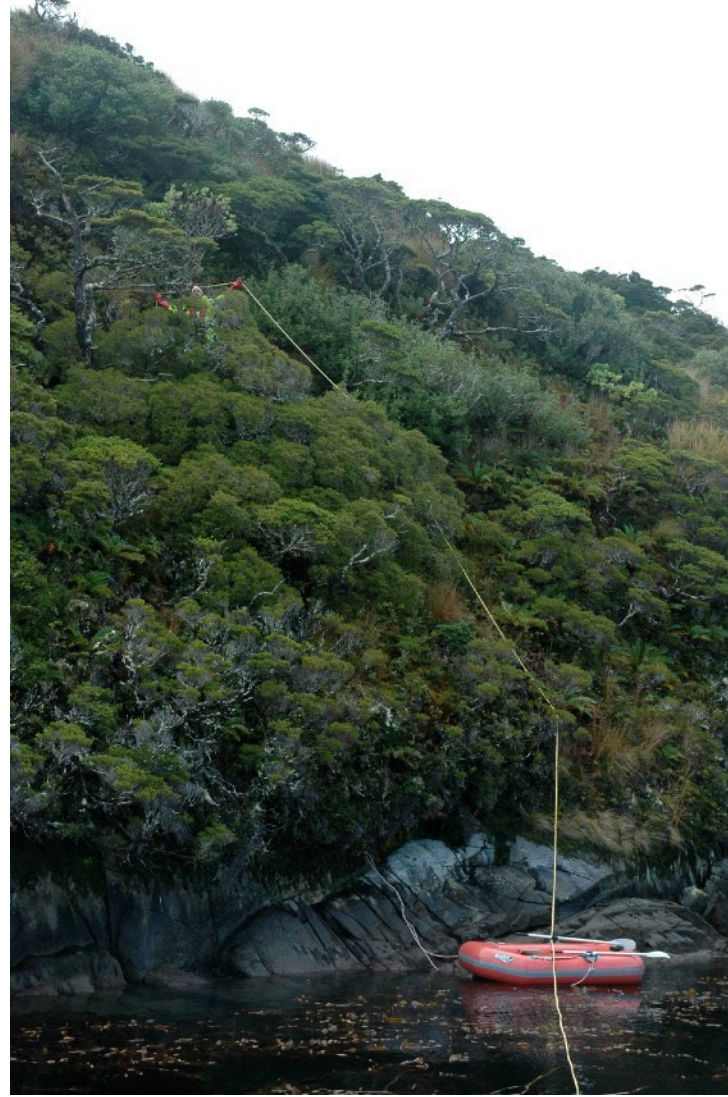
Three men in a boat... in May and no mothership in sight.....

Caleta Uriarte

Visited once in 2005 when headed by strong easterlies in Estrecho de Magallanes .
Unfortunately the prevailing SW wind - which arrived overnight - blows you onto the beach and the anchorage is encumbered with kelp. Better to use Caleta Extra on the north side of the Strait.

Caleta Extra

Well sheltered from the prevailing winds and a short hop from Angosto. The passage through Canal Sylvia north of Isla Providencia also keeps you out of the long fetch in Magallanes if there is westerly weather about.



Puerto Angosto

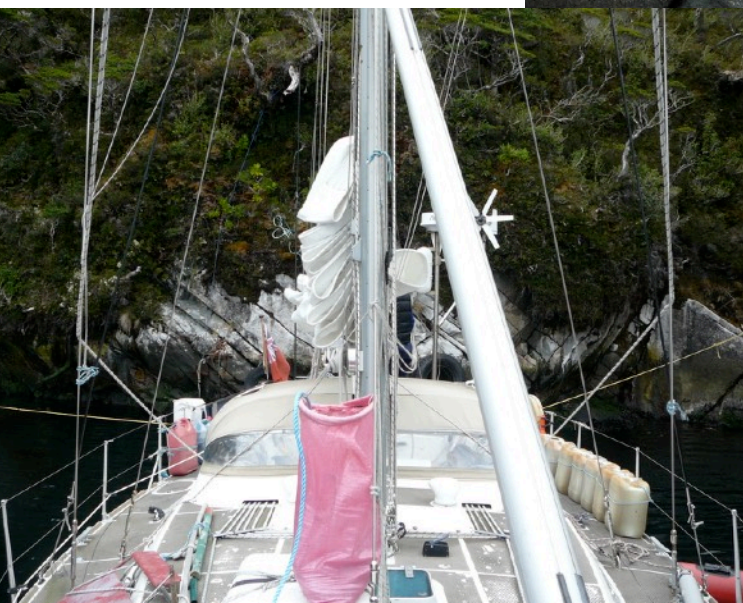
The inner anchorage here needs an anchor plus 4 (long) lines and is bedevilled with squally winds in bad weather. The rocks shown in the NE corner dry at low water springs.



Puerto Angosto (Cont.)

'Slocum's Notch' , close east of Punta Hoy , is the better alternative. Two drums have been concreted in for use as bollards and there are also several iron rings set into the rock face. Well sheltered you are also able to monitor conditions in the strait from this berth. Be aware that at low water springs the outer concrete bollard may be impossible to reach.

Rare easterlies can also make this anchorage uncomfortable. At such times the inner basin would be a better choice.



Playa Parda

Nice spot, used by fishermen, swing at anchor, iced over in September 2108.



Playa Parda Chica

I have utilised a 4 line tie up in the slot in Playa Parda Chica on a number of occasions. While not suitable for larger yachts it appears to be well sheltered.



Caleta Notch

We have lain to our anchor several times in the northernmost bay while waiting for heavy weather to abate in the strait. No serious gusts or rachas were experienced.

Be aware that the very dangerous rock shown in both guides close east of Isla Westley is not marked by kelp and dries at low water so is a hazard at all states of the tide. The old 'marks' that keep you clear of this rock have been replaced, by the armada, with two very good day leads or 'ranges'.

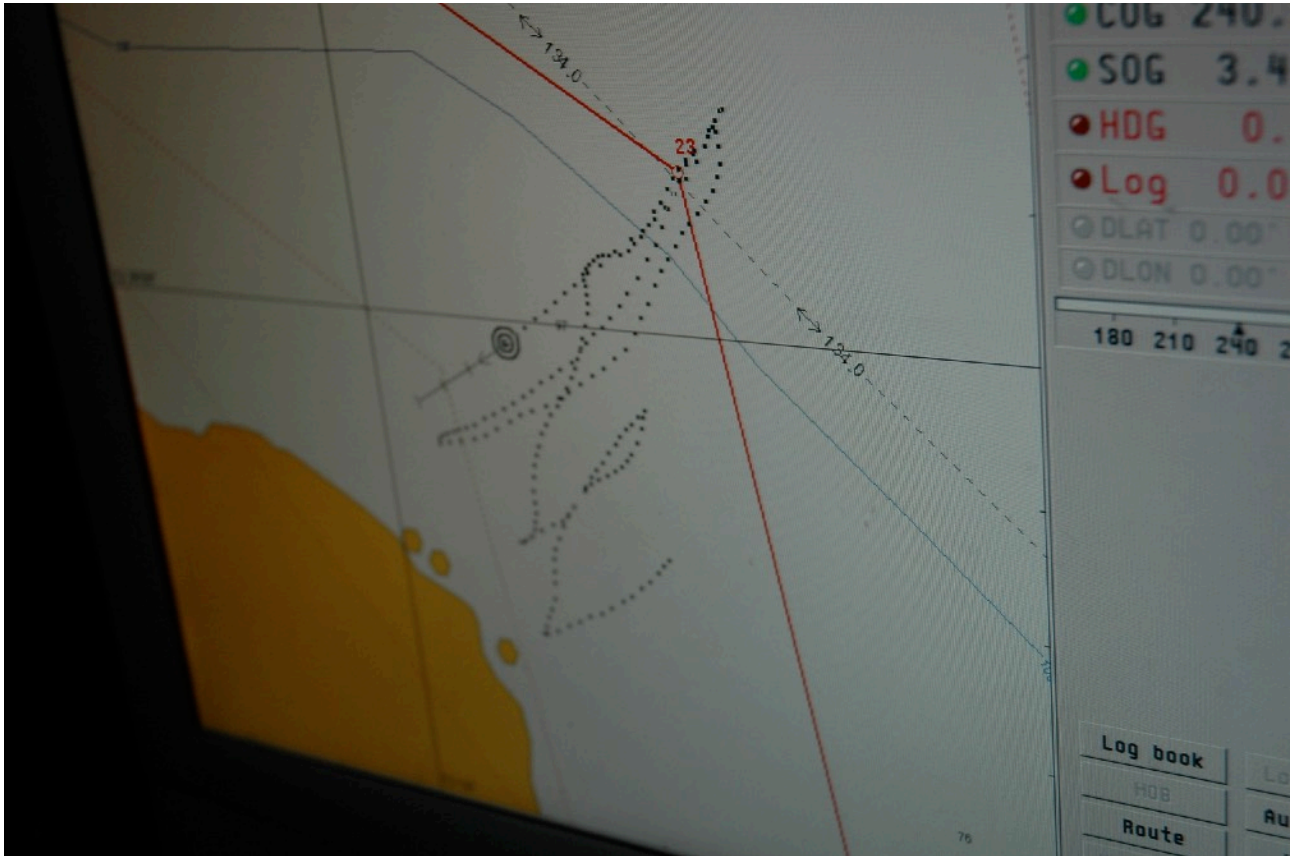
Bahia Borgia

I once spent a very unpleasant 36 hours in this anchorage. Unable to get a secure berth on the first night with the anchor dragging on several occasions I spent the second night alongside a fishing boat. Shall not use again.

Paso Tortuoso

Tide notes.

The tide can still be felt well south of Isla Carlos III.
It is a mug's game to try and sail against it.



Alcamar Crosstide

There is now an alcamar in the entrance to Canal Jeronimo.

There are a number of anchorages in **Paso Tortuoso**, I have used four of the five in **Bahia Tilly** and **Bahia Mussel** and all appear good.

East of Paso Tortuoso to Cabo Froward

Caleta Gallant



An excellent spot to wait for a favourable tide when bound west.... easy to enter by day or night using the waypoints in the IB . Anchor opposite the isthmus connecting Isla Wigwam with the mainland so you can monitor conditions outside. Be aware that a drying bank extends a long way from the river mouth in the north eastern corner.

Cabo Froward to the Atlantic

Bahia Mansa

A good spot to overnight before going up to Punta Arenas to clear out of Chile.

Punta Arenas

Not suitable for extended stays. You can however leave Mansa before daybreak, tie alongside a fishing boat on Muelle Prat for a few hours while clearing out and be at Punta Delgado by dawn the following day..... if the tides serve...

Armada, aduana, and immigration are all a short walk from Muelle Prat as is a Unimarc supermercado.

Punta Delgado

The anchorage shown in the IB is right on the edge of the kelp. It is however out of the tide.



- Punta Delgado -

Some Thoughts on Rachas

The winds of Patagonia take many forms, from gentle zephyrs to rachas.

So what is a racha? Essentially it is an extremely strong gust and comes in two forms.

The most dangerous is the 'drop bear' racha as you don't see it coming.

I've most commonly experienced these offshore from Cabo Froward in northerly weather and in Estrecho de Magallanes along the coast of Isla Desolacion when a strong SWly gale is blowing in the Pacific. In the latter case the wind being experienced in the Strait is normally a quite pleasant NW'ly.

What happens is that the heavy SWly airflow comes up against Isla Desolacion which rises to about 1000 metres. This heavy air then comes off the far side and finds itself over the water with no visible means of support.. a bit like something from a Roadrunner/Coyote cartoon where Coyote runs off the edge of a cliff.... and it drops.

So you have these bombs hitting the water... wind and spray goes in all directions with considerable violence.. and if you have the misfortune to have it land on you while you have sail up something will most probably break..... Keep a good eye out upwind and you should be able to pick if you are going to have a racha day.

Our most memorable experience was during dinner while nice and secure in Caleta Olla as a hard northerly was blowing overhead. Best way I can describe it ... it was like the yacht had been struck all along her port side with a giant's sledge hammer... with sufficient violence to make a nice bottle of Carmenere jump clean off the saloon table.....

Line rachas are a more predictable and I have experienced them all the way from the top of Moraleda down to Brazo Nordoeste. Typically in canales with high land on either side but where the wind can funnel in either down a side estero or from a joining channel. Most unexpected was after leaving Caleta Alicia a few years ago. With the gribs all showing a nice NW'ly airstream offshore we found a SW'ly blowing up Canals Concepcion and Wide with embedded line rachas of up to 70 knots.... which blew us all the way back to Estero Dock....

More recently we experienced them in Brazo Nordoeste.... as seen below.... with northerlies coming down Seno Pia or somewhere and then turning left with some violence..... once again up to 70 knots...



South of Magallanes

Caleta Hidden

Have used this anchorage once in settled conditions. Appears to be a safe anchorage.

Caleta Murray

A handy spot if arriving in Seno Pedro in the dark. No shore lines required. Easy to sail into in the dark.

Caleta Felix

A good honest spot. Swing at anchor but be aware that the shallow water extends a long way out from the head of the Caleta. No sign of the fishermen's line - mentioned in the IB - between 2007 and 2018.

Canal Acwalisan & Paso O’Ryan

In May 2007 I spent a week here with no engine monitoring the tide on a daily basis looking for an opportunity to sail through.

This experience forms the basis for the following notes -

Slack water in the narrows is at HW Punta Arenas + 2h 20m
Then the tide runs north for approximately 8 hours.

Slack water is then at LW Punta Arenas + 4h 20m
The tide then runs to the south for approximately 4 hours

(I have now used this route 9 times .. the tide times appear sound.)

Little tidal effect is felt except in the immediate vicinity of the narrows.

Favour the western shore.

May 2018.... A further observation.... commercial traffic - including the ferry “Yahgan” - from Punta Arenas to the south is using this route.

Caleta Cluedo

You can swing at anchor here in the first basin.

ISailor shows a drying rock exactly where I anchor... it does not exist.

The other option is to go a bit further in and use anchor and lines.

Caleta Luis

Stopped here once when the weather had been very settled for some days. A few hours after arrival a very nasty surge started working its way into the caleta. We packed up and left muy pronto. Definitely not recommended. Use Parmelia, Cluedo, or Niemann instead.

Parmelia

Good spot that I have only used in settled conditions.



Puerto Niemann

A handy bolt hole if you find the weather in Canal Cockburn is too boisterous. Use the notch at the head.



Canal Magdalena

Puerto Hope

Nice anchorage, good birdlife.

Puerto King

Use an anchor and a four line tie-up in the notch.... bulletproof. I have twice sat out hard westerly gales here in perfect comfort. Poor radio propagation due to the surrounding high ground. To run your starboard headline you need to take your dinghy around the 'headland' to find a landing place.



Canal Cockburn

Wide open to the South West..... avoid in any sort of southwesterly weather.

Paso Gonzales

Recommended at all times , north or south. Beacons are in considerable disrepair (2018) and consist - with one exception - of small unpainted metal tripods less than a metre in height. The exception is a rust red pole maybe 2 metres high. Plan your route in advance... the southern end can be confusing.

Do not think it will be a sheltered route in heavy weather.... it is not....

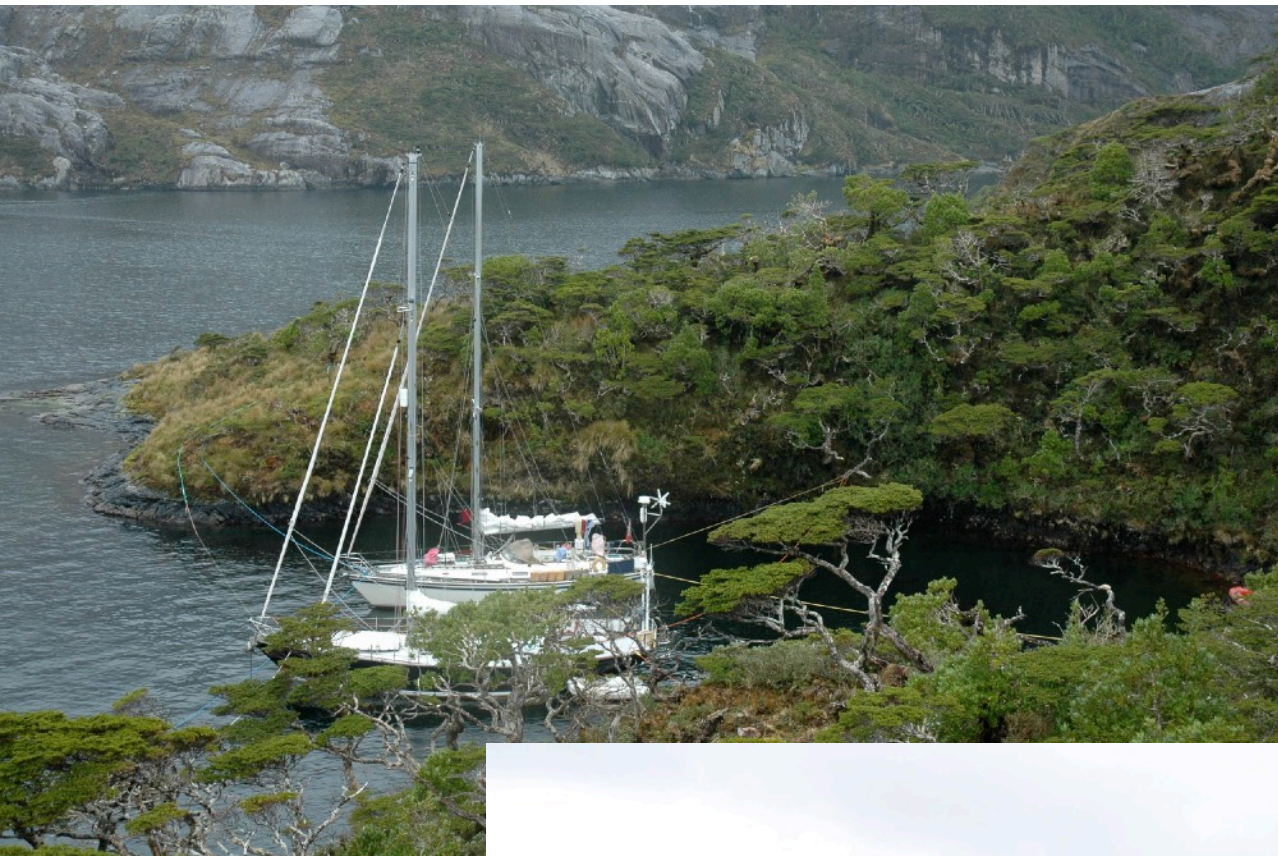


Caleta La India

Visited once.... A pretty spot that appears to be well sheltered.

Caleta Brecknock

Appears to be bulletproof ... however make sure you back right into the notch so that your starboard headline does work as a headline, not a breastline. I have known yachts that have anchored too far out to drag and even lose their anchors here.



Caleta Yahgan

The 'give away' here is that there are almost no trees in vicinity... the land has been swept bare by the wind.

Ignore the description, the advice, the photo and the sketch in the IB.

I once arrived here in a 60 knot plus westerly that stopped our progress towards Brecknock and removed our windex (we had some years earlier lost a previous set of masthead instruments in the north).

The wind can blow directly out of this caleta with extreme force. Anchor head in and run two lines when the weather moderates if caught in this situation.

Caleta Macias

Kelpy, I prefer Atracedero on the north side.

Puerto Atracedero

Good spot, useful fishermen's lines here in 2018. Quite shallow at the rope.
Ignore the sketch in the IB.

This is one of two anchorages where I have had rodents board the yacht along my shore lines.....



Notes regarding fishermen's lines.

Starting to appear in the south they can be a nuisance as they don't let you get in as far as you may want. Best procedure - in my view - is to drop anchor in the usual way , back up and tie to the middle of the rope.. and then run shore lines...

Caleton Silva

The best anchorage in the area. It is normally possible to get from Atracedero to here in a day.

Swing to anchor or run two shore lines. Fishermen's lines here in 2018 which are well set up. South Easterly winds can blow 'across' the anchorage and can make running lines 'interesting'. This is a very 'kelpie' anchorage.



Caleta Huajra

An interesting approach through the kelp.... keep to the middle.
Shore lines required. I prefer it to Lagunas.



Caleta Lagunas

In 2018 was a mess of fishermen's lines.



Brazo Noroeste

Isla Chair

Can be entered either north or south of the small island in the entrance. Easterly winds can work their way in here.

Good fishermen's lines in 2018. If no lines go head or stern in with anchor plus 2 or 4 lines.

Ideally use a four line tie-up in the notch.... bulletproof. I have sat out seriously bad weather here in perfect comfort on a number of occasions. Excellent views towards Cerro Darwin.



Caleta Mediodia

Tight.... swing outside and back in.....



Seno Pia

Best of the glaciers in this area, fresh water in western arm. Favourite anchorage is Caleta Beaulieu



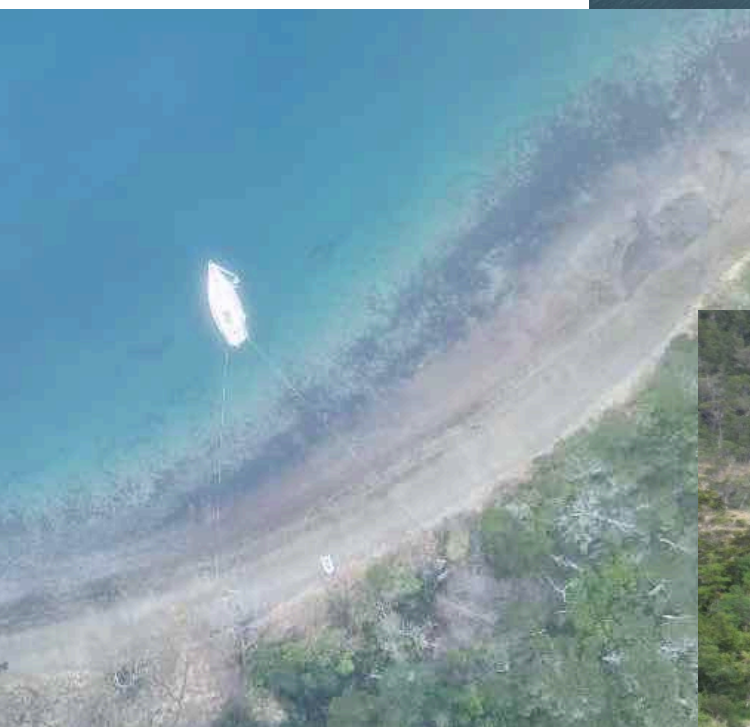
Caleta Olla

Generally considered bullet proof, but you need to get close into the beach with an anchor and two lines. It shelves gradually out to just past the low water mark and then there is a steep drop off that you can tuck well into.

Don't be tempted to simply anchor ... you will be in the worst of the wind and the holding is poor.

Poor radio propagation. Do not take fresh water here. Beaver Fever!!

I have been told that **Caleta Chorito** - a few miles away on Isla Gordon - is better in hard northerlies.



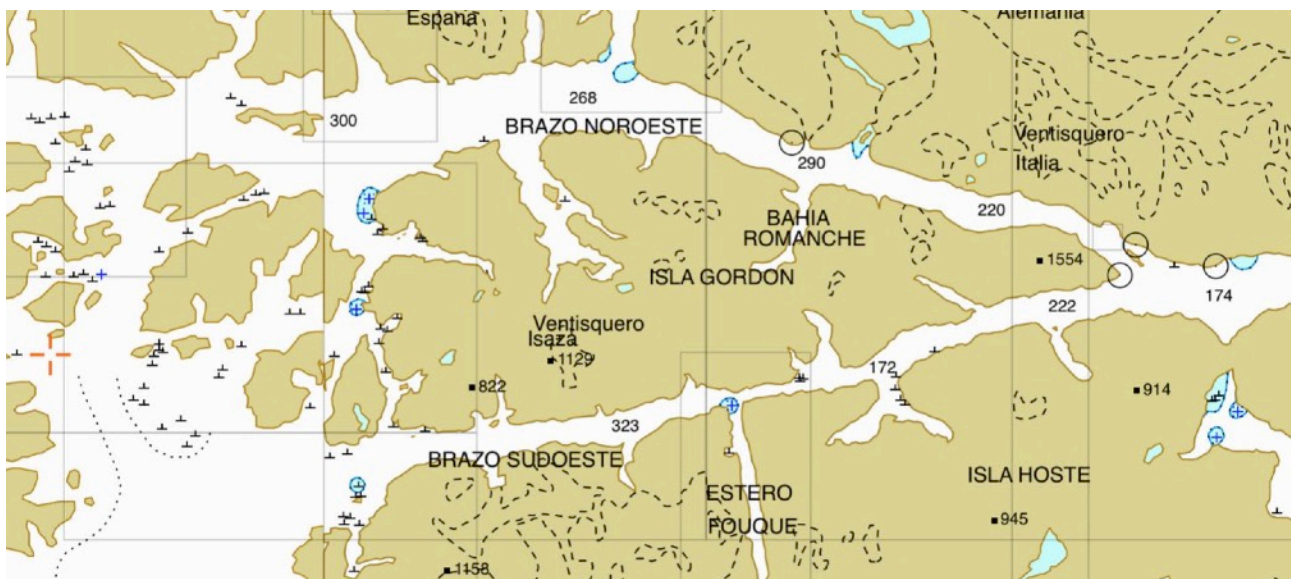
Caleta Olla (Cont.)



Brazo Sudoeste and the Circuito de Ventisqueros

A 'must do' when in the south is a circumnavigation of Isla Gordon to visit all the glaciers in the area.

They may put Canal Thompson on your Zarpe but, despite this, I have used both Canal Barros Merino and Canal Occidental with no repercussions.



Caleta Istmo

A good well sheltered spot, in behind the inner island, behind the isthmus.

Chorlito

A bit tight, said to be good in hard northerlies.

Estero Penhoat

Went in here for a look once... not impressed.. went elsewhere..

Bahia Fleuriais

The entrance is a bit fussy.... used by fishermen



Estero Fouque



An obligatory port call for the obligatory 'boat and glacier' photo.



Caleta del Bosque

Be aware of the dangers on the south side of the caleta.
Good tramping country.



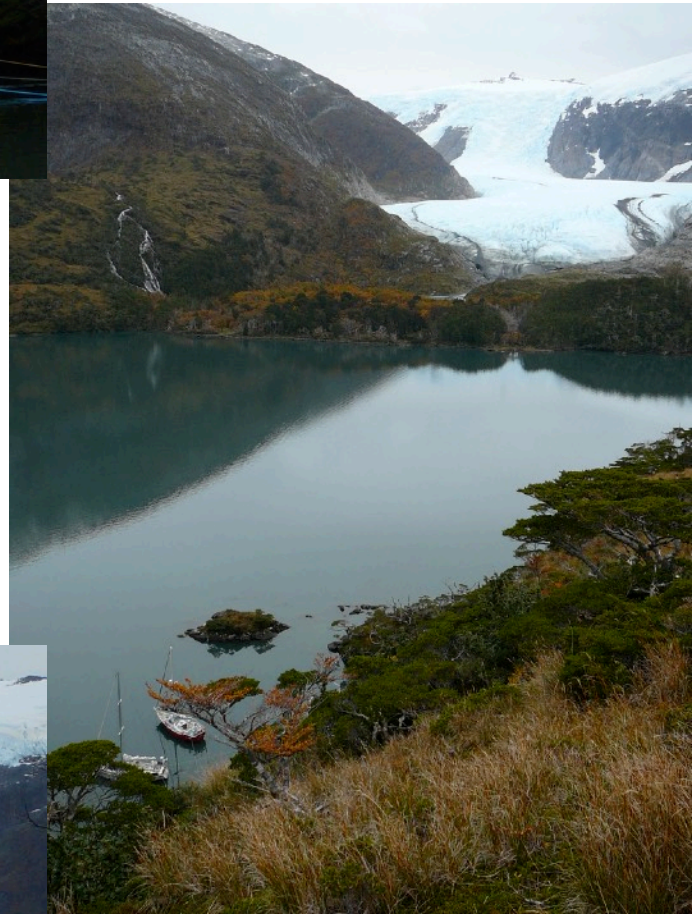
- Caleta del Bosque -

Bahia des Los Pescadores

Had a crew member go ashore and go ski-ing here one winter.

Estero Coloane

Very attractive and very secure.



Anchorage in the Beagle

Caleta Ferrari, Bahia Yendegaia.



A good safe anchorage. However the caretakers of the estancia have now left and the buildings are derelict.



Caleta Borracho

A good short stop if you can't make Olla in daylight.

Caleta Canasaka

Shallow, not recommended. Went in here once to pick up the two residents and take them to Navarino so they could go to a funeral in Williams. Won't bother going back.....

Caleta Eugenio
A pleasant anchorage



Caleta Letier

At the entrance to Canal Murray. A very pretty spot well sheltered from north through west. At low water a lot more kelp in the entrance than is mentioned in the IB however a path can be found through it. Anchor well in with two lines in about 4 metres at LW.





Puerto Navarino

Handy spot... the mooring buoy had gone in 2018. Very kelpie...

In the summer of 2008 it was possible to check out of here for Ushuaia on the day that the Patagonia Cruises ferry called. The ferries are still calling so it should still be possible.

It is not possible to enter Chile here from Ushuaia with the intention of starting a voyage north through the channels...

Santa Rosa

A handy anchorage close to Puerto Williams. Swing to anchor in good holding. The passage to the west - mentioned in the IB - is foul and cannot be recommended.

I have sat out severe weather here on several occasions.

Be aware the entrance is **very** narrow and only 4 metres at low water so it should only be attempted by 'first timers' in settled conditions. If a westerly is blowing in the Beagle it is very rolly close outside with the chop on the beam when entering or leaving. Kelp banks extend some distance offshore to the northeast of the entrance... don't cut the corner!!
At high water favour the western side of the entrance



- Looking seaward from Santa Rosa at low water -



Puerto Williams

Puerto Williams is no longer the backwater that many websites still suggest it is and the Armada is no longer the dominant presence in the town.

As of 2018 the tourist trade was booming with many people choosing Isla Navarino instead of Torres del Paine as a destination. Many houses are being refurbished, new government buildings going up and most of the roads are now concreted ... including the one past Micalvi out to the airport.

DAP now operate a Bae 142 service to Punta Arenas on three days of the week with the Twin Otter still covering the other days. Often extra flights are laid on. Do not anchor off the end of the runway.....

As of September 2018 the rate for a boat of less than 12 metres was about \$CH6500 a day.

Getting quite crowded with more than 20 boats wintering here in 2018 although only 4 were inhabited... the rest were old laid up ex charter boats.

There is now a Travelift operating at the new fishing boat harbour... however it is quite expensive..... but very handy if you require essential underwater work.

Good clean diesel available from COPEC at Puerto Montt prices.

Propane from Gasco... \$CH4000 for 4.5kg delivered in 2018.

Four small supermercados and two Panaderias. Good for storing.... the weekly ferry arrives on Saturday so do your fresh produce shopping on Saturday afternoon or Sunday morning. The various shops are best for different things.... Sotito's for vegetables, Ingrid's for eggs, Temuco for wine, Simon y Simon for largest range of general items. All will deliver.

Be aware that SAG has been enforcing the quarantine regulations and any meat, fruit or vegetables you bring in from Ushuaia may be confiscated.

If you require foodstuffs not available here simply place an order a week in advance. In my case it has only been fancy cheese that I felt the need to order. Use the lider.cl website as a reference.

Laundry can be done either by Denise or the Lavaderia Yukituc at the far end of Piloto Pardo.

Micalvi has free wifi or you can use an Entel wingle. Entel recharges are available at the haberdashery in the square.

The bar at Micalvi is now closed but the clubroom is available .



Then and now in Puerto Williams



-Winter, 2007 -



Winter, 2017



- Winter 2007 -



- Winter 2017 -

Towards Cabo de Hornos

Puerto Toro



Puerto Toro is an excellent 'jumping off' point for Cabo de Hornos. This jetty has now been replaced by a fine new one.



Caleta Maxwell

The only anchorage west of the Horn. You can tuck further in than shown in these photos.... best spot is in the nook by the lady's left hand.. using kedge, bower and 3 lines.





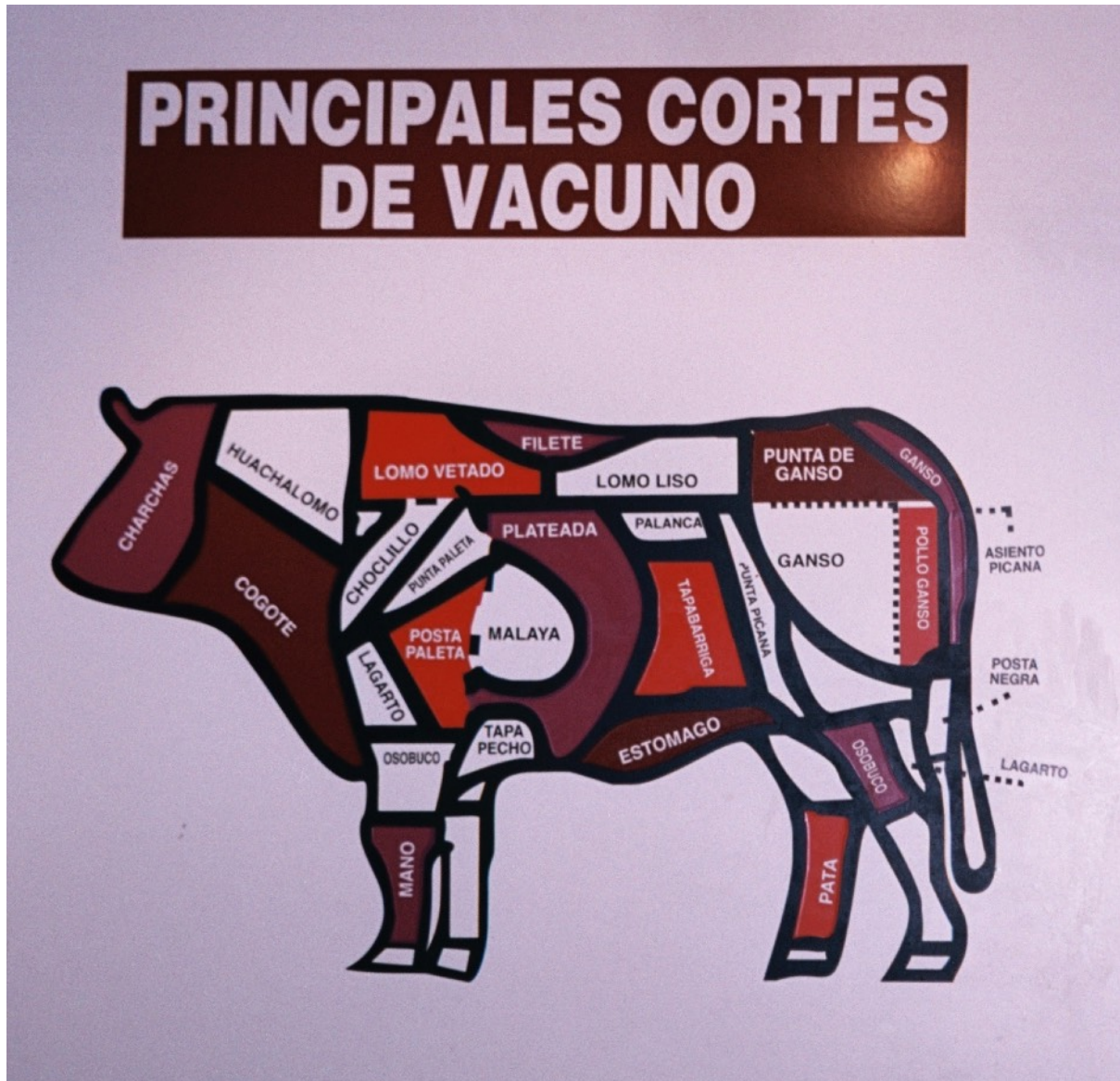
Caleta Leon, Isla Hornos

An unsafe anchorage, send you crew ashore in the dinghy and stand off until they return.... hoping that in the meantime the wind doesn't come away from the east...

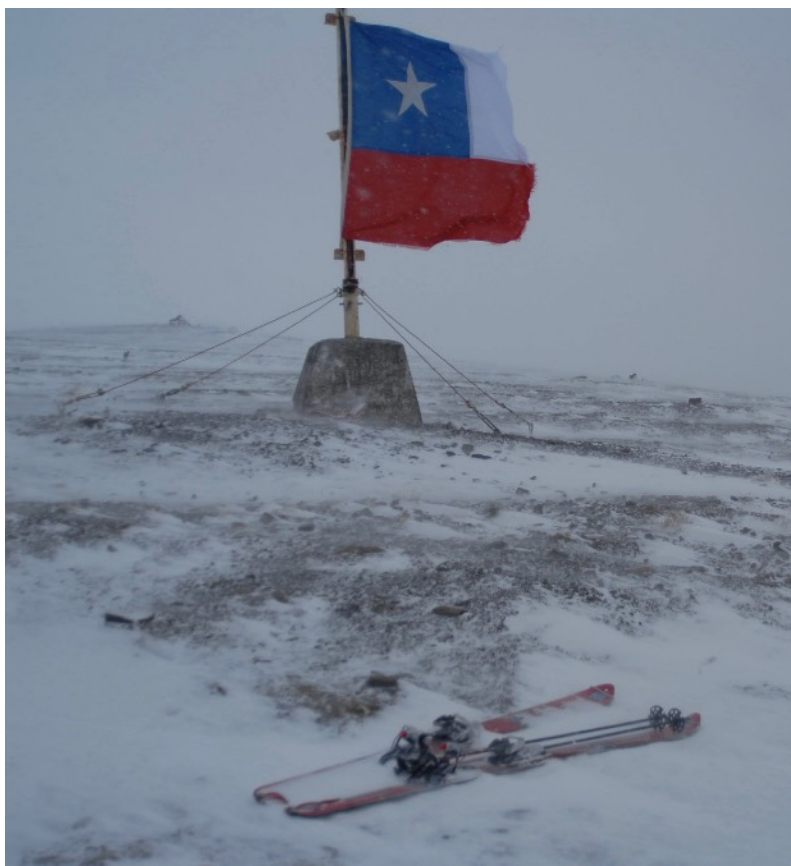


Last but not Least

The Parts of the Cow



fin del mundo



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