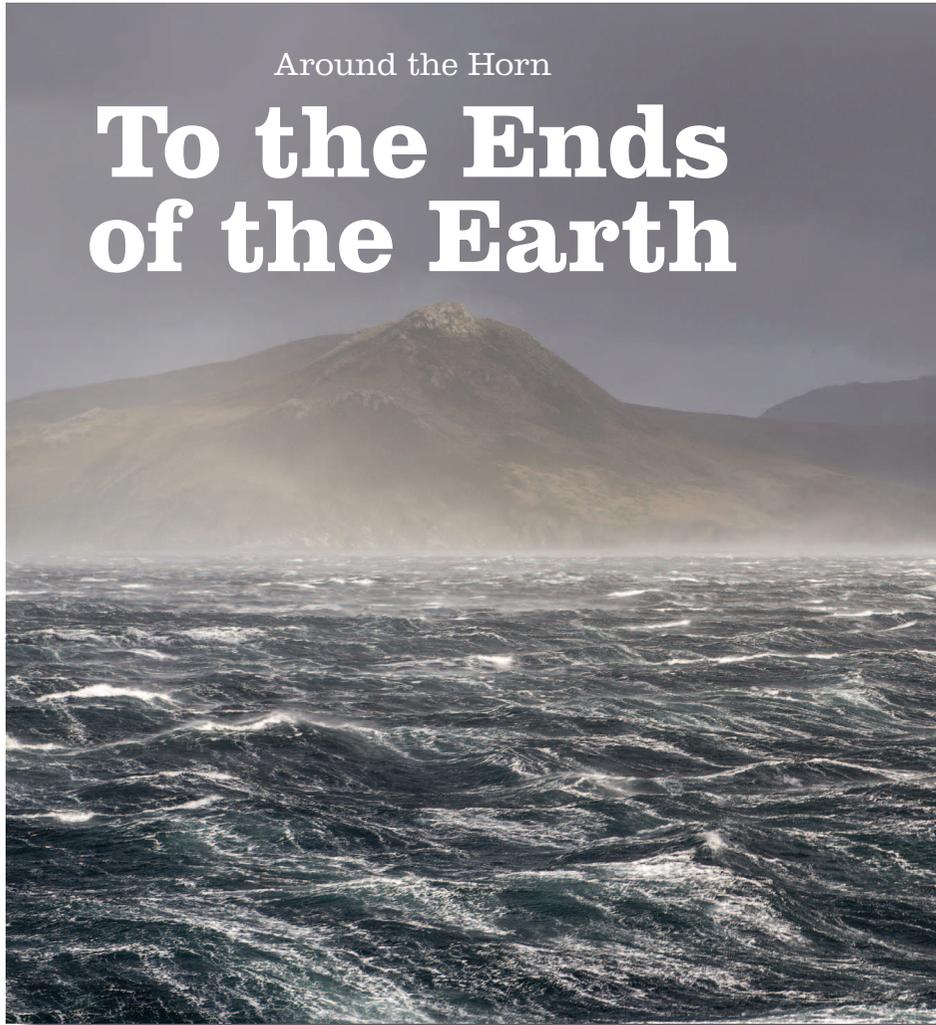


INVICTVS

DESTINATION

Around the Horn

# To the Ends of the Earth

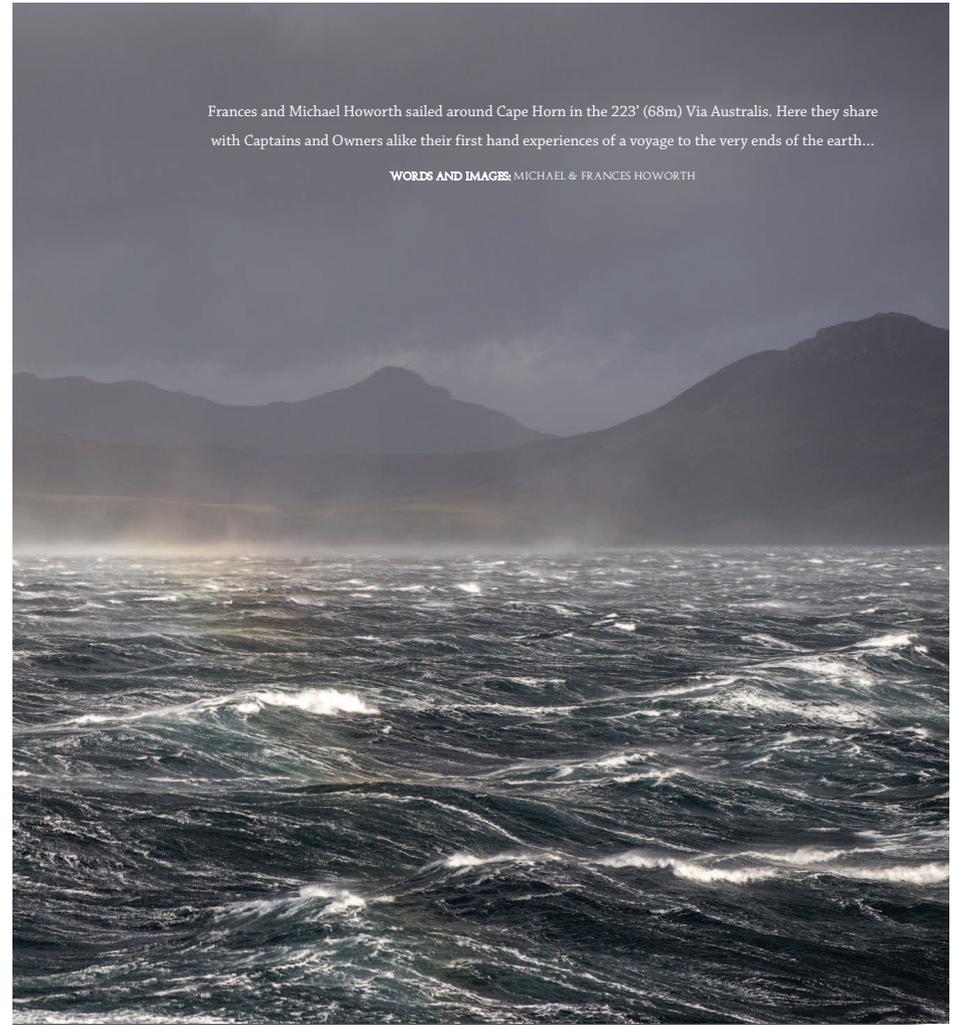


INVICTVS

DESTINATION

Frances and Michael Howorth sailed around Cape Horn in the 223' (68m) Via Australis. Here they share with Captains and Owners alike their first hand experiences of a voyage to the very ends of the earth...

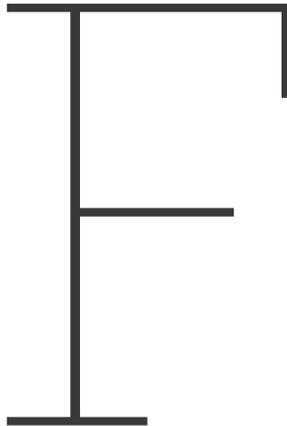
WORDS AND IMAGES: MICHAEL & FRANCES HOWORTH



## INVICTVS



*It is estimated 800 ships were lost off Cape Horn over the centuries. It's considerably safer cruising grounds today, but still an exhilarating and enchanting area for intrepid sailors.*



**F**or many owners of superyachts, passing through the North West Passage or sailing up the Amazon River are nautical adventures just waiting to happen. It is simply a question of getting the free time to make the trip and planning the voyage correctly. Sailing around Cape Horn, at the very junction of the South Atlantic and Pacific Oceans, is right up there with those other adventures but the passage by superyacht is a great deal easier and gentler on the sea legs than you might first think. Having just disembarked the 223' Via Australis we are able to share first hand with captains and owners alike the way to go about planning such a voyage.

Located at the meeting point of two great oceans, Cape Horn latitude 55°56' South and longitude 67°19' West, is surrounded by an almost mystic aura of lost sailors' souls. There are very few places in the world in which man feels quite as vulnerable and exposed to the elements. Bookshelves around the world are littered with volumes detailing the difficulties that sailing ships of yesteryear encountered rounding this point of land. It is

## INVICTVS

estimated that between the 16th and the 20th centuries more than 800 ships were lost in the stormy waters off Cape Horn, burying no fewer than 10,000 men of all walks of life and nationalities at sea.

Rounding the Horn is traditionally acknowledged as sailing from 50° south on one coast to 50° south on the other, a distance of around 900-miles. The fastest, and therefore perhaps the smoothest, of logged passages around Cape Horn was recorded by Priwall, which completed the transit over a five day period in 1938. The ill-fated sailing ship, Susana, however took a staggering 94-days achieve the same in 1905, and as a result holds the inverse record! While many fine ships were lost others enjoyed great trading success using the route. The clipper Flying Cloud for example voyaged around it safely many times, typically averaging 89-days between New York and San Francisco.

Many assume that it was the Portuguese Captain Ferdinand Magellan who, in the service of the King of Spain, first discovered Cape Horn. He was, in 1521, looking for a westward

route to the Spice Islands when he found the way past the foot of South America. But he did so by sailing through what he called the Victoria Strait—now known as the Straights of Magellan—a body of water that passes well to the north of Cape Horn. It was not until 1616, some 95-years later, that European eyes first set sight on Cape Horn. Departing from the port of Texel, Netherlands on 14th June 1615 the French merchant, Isaac Le Maire, and sailors, Guillermo Cornelio and Juan Schouten, set sail in two ships: the 360-ton Endracht and the 110-ton Hōorn. Having lost Hōorn to a fire earlier in the voyage they continued, rounded the Cape in Endracht and named the location after their lost ship.

Our own voyage around the Horn began in Punta Arenas, Chile's most southern city and one that claims to be the most southerly city in the world. Named after the prominent (and only) sandy beach in the area, it is now a city with a population of just 130,000. Since the opening of the Panama Canal a century ago, the city has lost its importance as a coal- ing station for ships passing around the foot

of South America. In 1851, during a period of 110-days, 130 ships are recorded having called into the port. Currently about 50 cruise ships call in on the city of Punta Arenas each summer and close to 1,500 ships per year pass through the Magellan Strait... at least ten times that number use the Panama Canal. The jetties of what was once Port Loretto were finally abandoned in 1940 and now lay disused and rotting. The railway lines that served it are rusting away and the pilings of the dock proving a popular roosting place for the white bellied cormorant. Often confused with penguins by visitors, it only becomes clear which is which when the cormorants take off and fly. We boarded Via Australis at 6pm and within 2-hours had set sail heading south and east towards Ainsworth Bay. As dawn breaks we find ourselves navigating through Almirantazgo (Admiralty) Sound, at around 9-knots and by breakfast time our Captain had dropped anchor at a spectacular spot within the Alberto De Agostini National Park. Walking ashore in the marvelous sub-polar Magellanic forest we are astonished to find a

*The opportunities to observe wildlife up close and personal are numerous and educating. Take the love-hate relationship between skua birds and penguins for example, the skua steal eggs and chicks... but also clean the penguin's habitat for them.*





*Prepare for and expect the periods of inclement weather. After all, one of the reasons we revere the Cape's imposing presence is its position in the Furious Fifties and south of the Roaring Forties!*

King Cormorants. The birds seem totally unperturbed by human intrusion and it is quite easy to approach the shoreline quietly in the tender to the point of placing the bow onto the beach. Sit still and keep the camera primed and it will not be long before the curious penguins approach the boat to check out the interesting human visitors.

At this time of year the penguin chicks are fleshing up, shedding the fluffy feathers and acquiring the smooth, sleek oiled-and therefore waterproof-plumage that enables them to survive for long periods in the water. It is not unheard of to find these birds as far north as the equator on either the Atlantic or Pacific side of the continent. Sit still in the tender and chances are a Cinclode, a small and somewhat curious bird, will approach. Distinctive markings around its eyes give the impression it might be wearing flying goggles and that seems to be the derivation of its more common name of the Pilot bird

As we circumnavigated the islets we were able also to observe close up other species including Skua and Caracara Hawk, a sinister looking bird of prey. The ever present scavenger Skua birds have a love hate relationship with the penguin, stealing the eggs and newly hatched chicks for food yet at the same time cleaning up the mess penguins leave behind.

During the night we briefly left the security of inland passages and ventured out into the Pacific. The force of the mighty ocean immediately demonstrated how important the Straits of Magellan were when small wooden built barques were attempting to navigate from the Atlantic into the Pacific.

By early morning everything was calm once more however as we entered the mournfully named Desolation Bay and on into the Ballenero (Whaler) Channel. Captain Robert Fitzroy, Captain of HMS Beagle, named this stretch of water in memory of his whaling boat that was stolen by the indigenous people and never recovered.

Navigating along the main part of the Beagle Channel we headed for Pia Fjord where we dropped anchor, accompanied by dolphins

## INVICTVS



*The exterior of the Overhang House blends sympathetically with the headland it occupies. Inside hangs a world-class collection art.*

beaver dam. Its existence is evidence of man's menacing intervention with nature. In the 1940's a local farmer had the idea of breeding the creatures in a terrain that, in theory at least, mimicked their natural habitat in Canada. He imported just 25 pairs in the hope of breeding them and harvesting pelts to create a profitable fur trade. The quality of fur however never matched the high standards seen in their native environment and the business failed to flourish. The animals were set free and quickly adapted and today, without natural predators, the beaver population is said by some to number in excess of 100,000. They are also dramatically altering the terrain by diverting rivers and little can easily be done to stop them.

At this time of year the beach at Ainsworth Bay is one of the places elephant seals come to breed. Being nomadic and unpredictable in their movements, it is impossible to know in advance the precise location of the colony and sadly we were not lucky enough to see during our visit. But the view of the Marinelli Glacier as it descends from the Darwin

**"Glaciers have carved fjords and channels, creating the most wonderfully isolated cruising grounds..."**

Mountain Range is spectacular and a major consolation. Like almost all glaciers in these parts it is in a period of retreat and we were surprised to learn quite how much it has retreated over recent years.

The power of the ice that has been the dominant factor in the sculpting of the Patagonian landscape and glaciers can best be described as massive masses of ice in motion. They are the most erosive force yet discovered on earth and it is they alone that are responsible for the creation of the myriad of fjords and channels that have created this most wonderful and isolated cruising ground. Chile is #3 in a list of countries with the largest ice field coverage and the southern most Darwin Range in which we cruised encompasses 9,250 square miles.

We sailed a short distance on to Tuckers Islets, a grouping of small inlands that makes a wonderfully sheltered anchorage teeming with birds. It is a perfect location to closely observe colonies of Magellanic Penguins (see sidebar) which only live in the Southern Hemisphere, as well as both the Rock and

## INVICTVS



*Trips ashore invariably lead to encounters with curious wildlife and sights few others can claim to have set eyes on.*

that played around our bow and stayed while the tenders were launched. Carefully negotiating small icebergs carved from the glacier in the tender, we landed and hiked up to gain a spectacular view across the entire glacier tongue. At the point where it meets the water the glacier is three quarters of a mile wide and the cliff face towers over 820' into the sky. Stretching dramatically from high in the mountains all the way to the sea, the creaking and groaning of the ever-active glacier was a fascinating addition to the majestic ice sparkling in shades of blue and white. After this unforgettable experience, we weighed anchor and continued sailing along the northwest arm of the Beagle Channel through the majestic channel that has earned the nickname 'Glacier Alley'. Cruise this stretch of water and you pass glaciers that bear the names Spain, Romanch, Germany, France, Italy and Netherlands.

### ROUNDING THE HORN

The mere mention of the Horn as part of a voyage itinerary has in the past made many

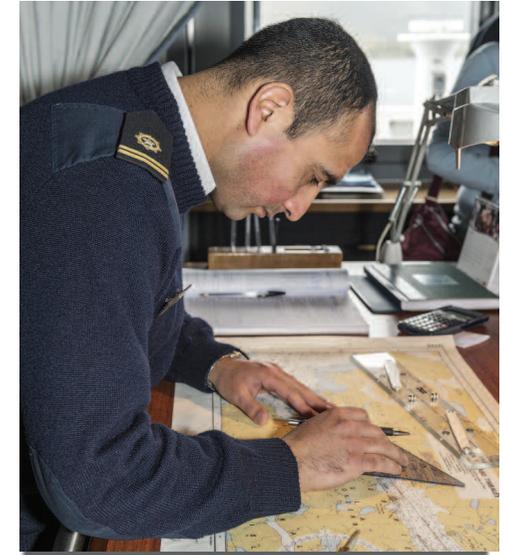
**"The current lighthouse keeper and his family surely have one of the most dramatic, wild and lonely homes in the world..."**

sailors question their choice of profession. To reach the Cape and its attendant National Park-declared a World Biosphere Reserve in 2005-it is necessary to navigate through the Murray Channel and then Nassau Bay. Known to sailors of old as the very 'End of the Earth', this impressively sheer 1,394' high rocky promontory has become famous as the ocean demarcation point since it was first discovered and the south east extreme of Isla Cabo Horno (Cape Horn Island) is the America's most southerly point of land. Weather permitting it is possible to land ashore at the Cape at León Cove. Once there visitors can visit the lighthouse, Stella Maris Chapel, an impressive monument on top of the mountain where the current lighthouse keeper and his family surely have one of the most dramatic, wild and lonely homes in the world. Landing is not always possible and when it is it can be quite hair raising. There is no beach, just a jetty and 162 steps lead up from the landing site. The jetty is very small and one good tip from a Captain, who has landed passengers ashore

on several occasions, is to have two crewmembers, each wearing wet suits travel in the after end of the tender, one on each side. As the tender touches the beach, they slip over the side into very cold water that comes to the shoulder and from there they hold the tender while guests disembark. He also added the wise words... "the thicker the wetsuit the happier the crew members are!"

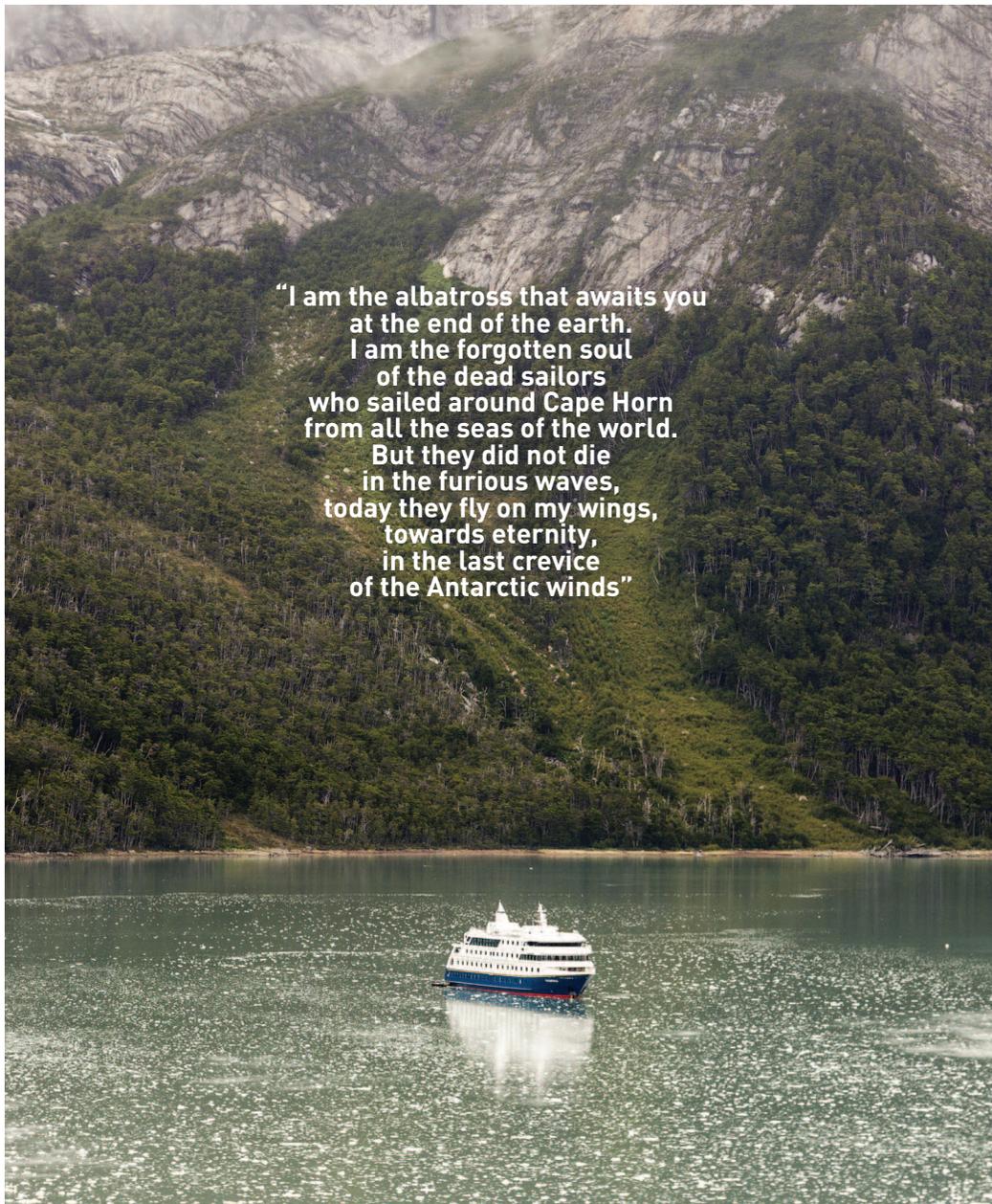
### ASHORE AT CAPE HORN

It is a steep and windblown climb to the site of the monument erected in 1992 by the Chilean Association of Cape Horners in memory of the 10,000+ souls whose lives were lost in over 800 recorded shipwrecks. The work of Chilean sculptor José Balcells Eyquem the monument stands 20' high and constructed to withstand winds of 175-knots (125mph) it took more than two months to erect. On the road leading up to it there is two marble slabs. One is engraved with details of the monuments dedication service, the other carries the words of the Chilean poet Sara Vial, a poet from Valparaíso. Translated it reads:



*The sight of the Marinelli Glacier as it descends from the Darwin Mountain Range is truly spectacular, it was distressing to hear how dramatically the glaciers have retreated in recent years however... so visit now!*





"I am the albatross that awaits you  
at the end of the earth.  
I am the forgotten soul  
of the dead sailors  
who sailed around Cape Horn  
from all the seas of the world.  
But they did not die  
in the furious waves,  
today they fly on my wings,  
towards eternity,  
in the last crevice  
of the Antarctic winds"

#### WRECKS

The Cape has claimed the souls of many a fine ship and called more than 10,000 sailors to meet their maker. Of these, O'Higgins a Chilean frigate, recently sold to the government of Argentina, was on her way to her new home port when she was wrecked rounding Cape Horn in 1826. Hers was a particularly sad loss given that all 506 souls on board perished. Reporter, an American frigate, was lost some 36-years later losing 32 of her 36-man crew while in 1890 the 1191 ton steamer Malborough foundered. She belonged to the British shipping company Shaw Saville and Albion and was lost along with her cargo of gold, meat and wool while on a voyage from New Zealand to the UK.

Some ships were wrecked deliberately! During the Great War the three-masted British ship Drumuir, whose 3,000 ton cargo of coal was coveted by the battle cruisers Scharnhorst and Gneisenau, was captured robbed of her cargo and sunk by gunfire. The last recorded loss was in 1929 when the German vessel Pinass sank on passage, coming to grief at the very end of the world as she tried to make her way from one ocean to the next.

#### THE TIERRA DEL FUEGO NATIONAL PARK

The island of Tierra del Fuego is shared by Chile and Argentina. Created by the government of Argentina in 1960 the Tierra del Fuego National Park covers some 69,000 hectares from the southern tip of the Andes in the north to the waters of the Beagle Channel in the south. First inhabited by the Yamana more than 10,000 years ago it is an area of archaeological interest as well as providing a haven for wildlife and fauna.

The Yamana were nomad people who roamed the area by canoes made from the wood and bark of the indigenous Lengua trees. They ate mostly sealions and mussels and it is the discarded shells of these molluscs that have created the many middens that are dotted around the shorelines. 3,000 Yamans lived hereabouts before the arrival of the Europeans but by 1890 that number had fallen to just 1,000. Just 20 years later records show that in 1910 the number was down to 100. As a race they have now ceased to exist.

Administered now by the National Parks Authority under the jurisdiction of the Ministry of Tourism the park offers the opportunity of

## INVICTVS



## Cape Horn Fact File

### Need to Know

**Cruising the area around Cape Horn**, throughout the Beagle Channel and Magellan Straits calls for a well prepared yacht. Crew should be fit and healthy and deck and engine room equipment checked to the point of complete satisfaction. This is a hostile part of the world and is isolated in the extreme. Small cruise ships do operate in the area but they do so on tight schedules and may be unwilling to assist a yacht with mundane requirements. Local cruising yachtsmen stay in touch with each other using the Patagonian Cruisers Net, which is run every morning at 09:00 local time on 8164 kHz. It is a useful way of discovering the state of an anchorage and local weather conditions from reliable sources. Night navigation is not advised for yachts save those carrying a local pilot and those operating a yacht's tenders are advised that high speed operations at night in ice can be fraught with danger.

### Getting There

**The main route into Chile** from the rest of the world by air is through Santiago. The country's carrier is LAN Chile, a member of the One World Alliance, and they have an impressive network of embarkation ports around the world. From Santiago, local airlines and private charter planes can be organised for onward transport to Punta Arenas. For yachts, using Ushuaia in Argentina as the starting point for the voyage, Buenos Aires is the international gateway. Carriers like British Airways and Iberia serve the capital from Europe, while Aerolíneas Argentina the country's flag carrier serves a good network of North and South American airports.

### Getting Around

**Private helicopters and yachts** with their own helicopters offer the very best of opportunities of getting around and accessing some of the most beautiful of isolated countryside. Ships agents appear to have a good grasp of what can be achieved and how helicopters can be chartered in to operate in conjunction with the cruising super yacht. Puerto Williams has an airstrip and flights are operated on a daily basis to larger cities the likes of Punta Arenas. The ferry Yaghan operates weekly service from Punta Arenas. Public transport is inexpensive if somewhat basic. There are no trains and buses run to timetables known only to the driver.



**"Magellanic Penguins can weigh up to 11lbs, dive to 260' and sleep under water... they also have a call like a donkey's bray and sneeze out a thick fluid viscous to purge excess salt!"**

camping and fishing (with a permit) in the southernmost wilderness amid stunning scenery in a location that is unequalled anywhere else. Red fox roam the area but seldom bother the visitor. The number of other species that are endemic this far south is very small but include the Guanaco, some small rodents and birds. Introduced species such as the rabbit, grey fox, muskrat and the ubiquitous beaver have all been less kind to their surroundings.

Apart from the scenery tourists come to the park to stand at the very start (or is it the finish?) of the Pam American Highway that connects Alaska to Tierra del Fuego some 17,000 miles away. Visitors can play a round on the world's most southernmost golf course or ride the steam engine trains plying the pic-

turesque narrow gauge railway that runs slowly for five miles through the countryside.

#### **THE MAGELLANIC PENGUIN (SPHENISCUS MAGELLANICUS)**

The first mention of this cute animal dates back to 1520, when Antonio Pigafetta, the man who chronicled the voyages of Ferdinand Magellan, described it as a wild goose! There are 17 species of penguins in the world, all of which live in the southern hemisphere. The northernmost species is the Galapagos penguin and the southernmost one is the Emperor penguin, which lives in the Antarctic continent.

The Magellanic penguin can be found from Tierra del Fuego up to Brazil (along the Atlantic Ocean) and Peru (in the Pacific). These

faraway destinations are reached after a migration to warmer waters of over 3,700 miles. Our penguin measures between 20 to 28" tall; it weighs up to 11lbs and lives until the age of twenty. The male penguin is slightly larger than the female and its beak is also a little longer. They lead a pelagic life and spend most of it in the water, even when they're sleeping.

They are fantastic swimmers and can reach speeds of up to 5mph underwater and dive to a depth of 260'. Their plumage is similar to a duvet; it is very dense and is coated with waterproofing oil secreted from the uropigial gland. A thick layer of fat that helps insulate their body from the cold.

They have a peculiar call which sounds like a donkey's bray and they sneeze out a salty



*All 17 species of penguin live in the southern hemisphere, Magellan's travel companion, Antonio Pigafetta described them as 'wild geese' in his written records of expeditions. The Magellanic penguin can live up to the age of 20-years old.*



#### **Currency**

The area covered in this report spans the jurisdictions of both Chile and Argentina and therefore two currencies could be considered local. Both are referred to as Peso and neither is particularly stable. Of the two the Chilean Peso is more robust. Captains cruising locally advise that while small amounts of local currency should be carried it is far better to carry Euros or US Dollars and change them when required. Rates of exchange change daily, hourly even in Argentina, and there are two markets on which money can be exchanged. The legal route is not quite as attractive as the more often used black market rate whose existence is inevitable given the poor economy of the area.

#### **Language**

Locally the language spoken is South American Spanish and there are few places where English is ordinarily spoken by locals.

#### **Weather and Climate**

The area around Cape Horn is, let's face it, one of the reasons why we hold it in such reverence. It is after all inside the Furious Fifties and to the south of the aptly named Roaring Forties! The temperature drops quickly the further south a yacht sails and strong pressure systems seem to pass consecutively. Relatively dry on the Atlantic coast, there is a more heavy precipitation on the Pacific Coast. On the Atlantic side of the continent the wind varies as the pressure system passes, but on the Pacific side the prevailing wind direction in the summer season is from NNW. Very seldom is the area granted a Westerly or South Westerly airflow. There are two dominant seasons in the area, summer and winter. It is unlikely that superyachts would seek to cruise in the area during the winter months of June until October. That said, there is more wind and rain in the summer months and in winter there are many periods when clear skies are predominant. Winter is naturally colder, with shorter days and during that time precipitation is more likely to fall as snow instead of rain.

#### **Golf and Yacht Clubs**

**Golf:** We know of one superyacht that made the journey to this part of the world so that her owner could play golf at the world's most southernly Golf Course, 'Outside Ushuaia' 'The End of the World Golf Course' is tucked away in a fertile valley, surrounded by the hills of the lower Andes. The yacht owner said, "The greens are small and the Pipo River makes it a demanding course. Short greens coupled with sometimes vicious local wind makes it difficult to make par, even for low handicappers." That same superyacht owner played the course at the Magallanes Country Club in Punta Arenas, Port Williams Yacht Club, Located at Puerto Williams, Chile, The Micalvi

## INVICTVS

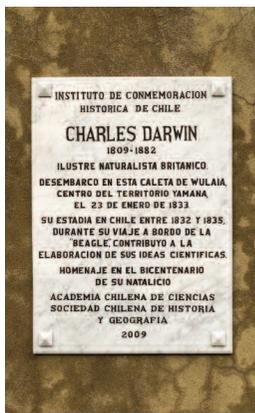


Charles Darwin landed in Wulaia in 1833, during the second voyage to the area by HMS Beagle. It is an area of mesmerizing beauty made the more so with its limited vegetation and granite formed geography.

fluid produced by a gland that concentrates excess salt in their body. Penguins shed their feathers every year. During this period (January - February), they avoid going into the water to eat. They attain their final colors only during their third year of life, which includes eye-catching rings around their eyes and neck. Their diet consists of small fish, such as anchovies, sardines or sea silversides. The penguin's main enemies are sea lions, fishing nets and ocean pollution.

### WULAIYA BAY

Back in protected waters is Wulaia Bay on Isla Navarino, some 78-miles to the north of Cape Horn, a site steeped in history. It was here that one of the region's largest Yamana aboriginal settlements was located, though little remains of their presence much has been recorded of their life. HMS Beagle was to visit the area twice. On his first visit during his four-year long voyage from England, Captain Robert Fitzroy charted many of the channels to make the straits of Magellan a safer



passage for ships avoiding rounding the Horn. He was responsible for the naming of many of the channels including the Beagle Channel and the infamous Whaler Channel. It was the loosing of his whaler that caused Fitzroy to snatch four local children in revenge and take them back with him to England in 1830. He named them Boat Memory, Fuegia Basket, York Minster and Jimmy Button. Fuegia Basket died of smallpox before she reached England but the others survived and Button, the youngest at just 14 when snatched, went on to become famous in London's society after having been presented to Queen Victoria. Charles Darwin landed in Wulaia in 1833, during the second voyage to the area by HMS Beagle.

It is an area of mesmerizing beauty made the more so with its limited vegetation and granite formed geography. Drawings made in the 1830's by Robert Fitzroy, an accomplished artist, show that the terrain is little changed since he visited. A century after he left the Chilean Navy arrived to build and man a

## INVICTVS

radio relay station that was active until the 1950's. They shared the land with a family of Croatian settlers who farmed the area at the same time.

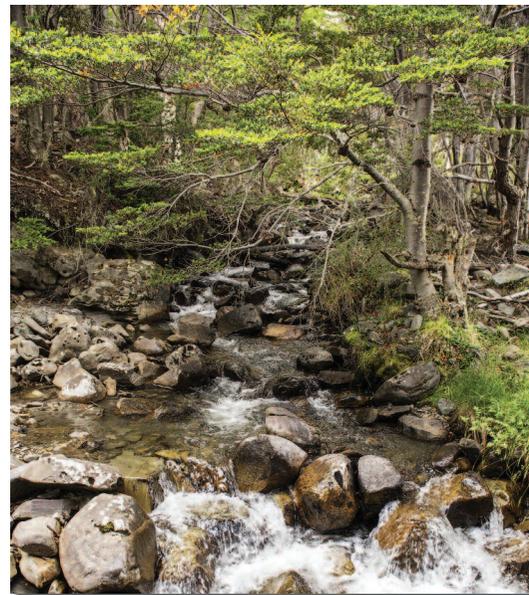
The settlers raised horses, sheep, cattle and pigs but when they decided to leave the area at the same time as the Navy they left some pigs behind. This explains why today the area is inhabited by a colony of wild boar that is leaving their mark on the territory. Pigs are not the only animals to be responsible for a rapidly changing landscape, the beaver population is totally uncontrolled and with their penchant for damming streams they are quickly killing off the Lenga, the only tree species that has adapted to this high latitude part of the world.

Walking through the Magellan forest with its understandably limited varieties of vegetation tamed naturally by the extreme weather makes one realize how the remoteness of the land has created what we see. Lengas, Coigües, Canelos, ferns, and other endemic vegetation are all because of this, truly awe

inspiring. A panoramic viewing point and a small improvised visitor center fashioned from the former radio station has become the focal point for passengers visiting the area on board ships of the Cruceiros Australes fleet, where it invites visitors to meet and explore the cultural and archaeological heritage.

### PORT WILLIAMS

Puerto Williams is a small and quiet town along the Beagle Channel and proudly, if somewhat quaintly, is described as being 'drugs and delinquent free'. It lies 96-miles north of Cape Horn and 26-miles east from Ushuaia. Like everything else around here it has its own 'world's most southerly claim', but in this case it might well be true! The Micalvi Yacht Club (see Fact Box) is the southernmost yacht club in the world and lies inside one of the most secure harbors of the area. It has found favor with captains who need a port in which to lay in wait for owners to fly into or out of the area.



Yacht Club is said to be the world's most southerly yacht club. It has a reputation for making superyachts welcome and can be a good source for local pilots and guides. The former Chilean Navy vessel Escapavía Micalvi acts as the club house. Built in Germany during 1995 she was used as a transport along Rhine river before being acquired by the Chileans in 1928 for use as a service and supply ship in and around the Magellan Straits for naval outposts, lighthouses keepers, Indian villages and sheep ranches. There are local yacht clubs in both Punta Arenas and Ushuaia. Both are friendly but have less experience with handling or assisting superyachts.

### Superyacht Agents

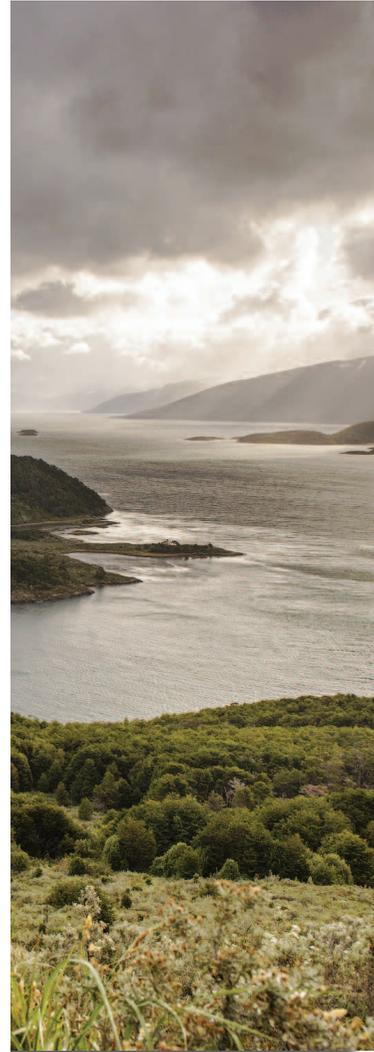
Perhaps the best contact for captains seeking to employ local ship agents who know their stuff is Australis. With offices in Punta Arenas, Santiago and a branch in Ushuaia this is the company that already operates the two tiny superyacht like cruise liners Stella Australis and Via Australis. They have as a result gained an intimate knowledge of what can and cannot be done by small ships and superyachts in Ushuaia. SS Seaways, Sealand and Ushuaia Shipping have experience handling cruise ships

### Formalities

In Argentina it is Immigration, Aduana and the Prefectura Naval who are the agencies that need to be contacted by cruising captains. Through them it is possible to obtain 3-month visas for crew. In Chile, the relevant authorities include Immigration, Aduana, Armada de Chile and the Agricultural authorities. Crews working on board superyachts can obtain 3-month visas. These can be extended for an additional cost of around 100 U.S. dollars or by taking a trip out of the country to Ushuaia for example and then returning. In both countries cruising superyachts must obtain a sailing permit, called a Zarpe, detailing the area in which the plan to sail. In Chile the Zarpe needs to detail ETAs and itineraries for anchorages along the route.

### Documentation

- For port clearance upon arrival
- Certificate of registry
- Crew list
- List of weapons and ammunition (Make, Model, Serial No, Quantity)
- Vessel particulars
- Insurance papers, valid for the duration of the vessel's stay
- Passenger lists (if applicable)
- Crew effects declaration
- Ship stores list (Bonded)
- IMO Maritime declaration of health
- Vaccination list
- Copies of De-ratting Certificate
- List of last five ports of call lists
- Last port Clearance



*Everywhere you visit in the region has some amusing claim to being 'the southernmost something or other' but this only adds to the memorable experience. We thank the crew of Via Australis for helping fulfill that age-old ambition of 'Rounding the Horn'.*

The yacht club offers visiting crews temporary membership and use of facilities, such as internet, showers, bathroom, electricity and its club house bar, which are all to be found on board a former Chilean Navy supply ship now owned by the club.

**USHUAIA**  
Ushuaia, with a population 80,000, is Argentina's most important city in Tierra del Fuego and is another claimant to the southernmost city in the world title! The city was founded in 1871 by the Anglican missionary Thomas Bridge from England, whose direct ancestors still live in the area on an Estancia named Harborton, after the Sussex town that was the family home of Bridge's wife. With Argentina seeking to set up a province and so establish sovereignty of the area—to ensure Chile could not dominate the important shipping route—the town was expanded in 1884. It became a penal colony and the prisoners were used to develop the town in much the same way as the British developed Australia. The then president Juan Peron closed down the colony in 1947. The settlement slumped into almost total obscurity until the government, again worried about its geographical claims, bestowed upon it very favorable tax incentives which, with the cheap and willing work force, turned it almost over night into a thriving light industrial zone.

While Ushuaia has little to merit as a tourist attraction the nearby National Park is definitely worth a visit. During the short Antarctic season the port bustles with cruise ships and yachts leaving and returning from the south, as well as visitor like us having completed the age old ambition of 'going around the Horn'. ■

## Procedures

Masters are required to give notice of ETA 24hrs and 12hrs prior to arrival in any port and will be expected to report their positions to the authorities while cruising. Clearance formalities take place before crew and passengers land ashore or yachts enter docks and marinas. Pilots are required inside some harbor limits and are advisable when cruising. Harbor Control stations can be contacted on Channel 12 or 16.

## Suggested Charter Itinerary

**Day 1** Punta Arenas to Ainsworth Bay  
**Day 2** Ainsworth Bay to Tuckers Islets  
**Day 3** Tuckers Islets to Pia Glacier  
**Day 4** Bia Glacier to Porto Williams through Glacier Alley  
**Day 5** Porto Williams to Wulala Bay  
**Day 6** Wulala Bay to Cape Horn and if necessary back to Wulala Bay  
**Day 7** Wulala Bay to Ushuaia

## Charter Yachts

**Finding a yacht to charter in the area is not an easy task, but some yachts do undertake charters in the area on occasions. One such is Sherekahan that is available through YCO. Both vessels in the Australis Fleet can be chartered on a whole ship basis, so those without their own yacht in the area or are unprepared wait the arrival of one to charter, they would do well to consider a voyage in Via Australis. We recommend it.**

## Acknowledgments

**Frances and Michael Howorth** the writers, are grateful to Cruceiros Australis who facilitated their voyage on board Via Australis.

## Useful Contacts

**Micalvi Yacht Club:**  
<http://micalvi.net>  
**Ushuaia Shipping:**  
[www.ushuaiashipping.com](http://www.ushuaiashipping.com)  
**SS Seaways:**  
<http://www.ssa-shipping.com>  
**Australis:**  
[www.australis.com](http://www.australis.com)