

**Supplement**  
**to**  
**Falkland Island Shores**  
**(Ewen Southby-Tailyour)**

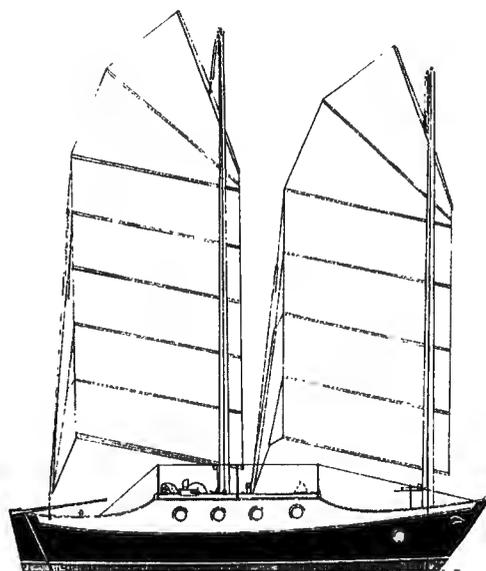


**ROYAL CRUISING CLUB  
PILOTAGE FOUNDATION**

**By Pete and Annie Hill**

---

---



*Badger*



**Supplement**  
**to**  
**Falkland Island Shores**  
(Ewen Southby-Tailyour)

---

By Pete and Annie Hill

ROYAL CRUISING CLUB  
PILOTAGE FOUNDATION

Published by

**Royal Cruising Club Pilotage Foundation**

Drove Cottage, Cold Ash, Thatcham, Berkshire RG18 9JP

☎ 01635 200274 Fax 01635 202644

1996

All rights reserved. No part of this publication may be reproduced, transmitted or used in any form by any means - graphic, electronic or mechanical, including photocopying, recording, taping or information storage and retrieval systems or otherwise - without the permissions of the publishers.

© Royal Cruising Club Pilotage Foundation 1996

ISBN 0 9527771 1 8

**CAUTION**

Every effort has been made to ensure the accuracy of this book. It contains selected information and thus is not definitive and does not include all known information on the subject in hand; this is particularly relevant to any plans included, which should not be used for navigation. The Royal Cruising Club Pilotage Foundation believes that its selection is a useful aid to prudent navigation but that the safety of a vessel depends ultimately on the judgement of the navigator who should assess all information, published and unpublished, available.

**PLANS**

The plans in this guide are not to be used for navigation. They are designed to support the text and should always be used with navigational charts.

Produced by RCCPF Desktop Publications, 6 Bingleaves Road, Weymouth, Dorset DT4 8RL.

This scanned version of the 1996 supplement to Falkland Island Shores is available as a free pdf download from the RCC Pilotage Foundation website.

More recent information about the Falkland Islands may be found in the RCC Pilotage Foundation book '**Cape Horn and Antarctic Waters**'

Published by Imray in 2017.

ISBN 978184623 836 9

RCC Pilotage Foundation

November 2017

[www.rccpf.org.uk](http://www.rccpf.org.uk)  
[info@rccpf.org.uk](mailto:info@rccpf.org.uk)

# Contents

Note that the numbers cross-refer to the chapters in *Falkland Island Shores*.  
Suffixed numbers (e.g.28a) refer to additional chapters in this Supplement.

	Foreword	ii
	How to use the Supplement	301
	Map Showing Chapters	302
	Map Showing Sketch Charts	303
	List of Admiralty Charts	304
<b>1</b>	<b>The Falkland Islands</b>	<b>306</b>
<b>2</b>	<b>Wrecks</b>	<b>309</b>
<b>3</b>	<b>Wildlife</b>	<b>310</b>
<b>4</b>	<b>Miscellaneous Notes</b>	<b>312</b>
<b>6</b>	<b>Stanley to Bluff Cove</b>	<b>319</b>
<b>7</b>	<b>Bluff Cove to Fitzroy</b>	<b>322</b>
<b>8</b>	<b>Choiseul Sound and Lively Sound</b>	<b>323</b>
<b>9</b>	<b>Sealion Island and Beauchene Island</b>	<b>326</b>
<b>10</b>	<b>Eagle Passage</b>	<b>336</b>
<b>11</b>	<b>East Falkland Sound</b>	<b>338</b>
<b>12</b>	<b>San Carlos Waters</b>	<b>342</b>
<b>13</b>	<b>North Falkland Sound</b>	<b>343</b>
<b>15</b>	<b>Salvador Waters</b>	<b>344</b>
<b>16</b>	<b>North-East Coast of East Falkland</b>	<b>350</b>
<b>17</b>	<b>Berkeley Sound</b>	<b>351</b>
<b>18</b>	<b>Fox Bay</b>	<b>352</b>
<b>19</b>	<b>Port Edgar</b>	<b>353</b>
<b>20</b>	<b>Port Albermarle and Chaffers Gullet</b>	<b>354</b>
<b>21</b>	<b>Cape Lagoon</b>	<b>355</b>
<b>22</b>	<b>Port Stephens</b>	<b>356</b>
<b>23</b>	<b>Port Stephens to Cape Orford</b>	<b>357</b>
<b>24</b>	<b>Cape Orford to Beaver Island</b>	<b>359</b>
<b>25</b>	<b>Passages to the North of Beaver Island</b>	<b>360</b>
<b>26</b>	<b>New Island</b>	<b>361</b>
<b>27</b>	<b>Weddell Island</b>	<b>362</b>
<b>28</b>	<b>Smylie Channel</b>	<b>363</b>
<b>28a</b>	<b>Queen Charlotte Bay</b>	<b>364</b>
<b>28b</b>	<b>Port Philomel</b>	<b>366</b>
<b>30</b>	<b>Roy Cove</b>	<b>370</b>
<b>34</b>	<b>Westpoint Island</b>	<b>372</b>
<b>35</b>	<b>Carcass Island</b>	<b>373</b>
<b>36</b>	<b>Jason Islands</b>	<b>374</b>
<b>39</b>	<b>Burnt Harbour and Reef Channel</b>	<b>375</b>
<b>41a</b>	<b>Rock Harbour</b>	<b>376</b>
<b>42</b>	<b>Pebble Sound</b>	<b>378</b>
<b>44</b>	<b>Many Branch Harbour</b>	<b>379</b>
<b>45</b>	<b>Port Howard</b>	<b>381</b>
	<b>Index</b>	<b>383</b>

# Foreword

The *Supplement* to Ewen Southby-Tailyour's *Falkland Island Shores* has been produced from material collected by Pete and Annie Hill whilst in Falklands Islands waters in their 34ft junk-rigged yacht, *Badger*.

The Royal Cruising Club Pilotage Foundation is indebted to Ewen for making available the copies of *Falkland Island Shores* which are bundled with this Supplement.

W H Batten

Director

Royal Cruising Club Pilotage Foundation

1996

## Introduction

When Pete and Annie Hill showed me an original copy of their supplement to *Falkland Island Shores* on board *Black Velvet* at the Royal Cruising Club's 1996 West Country Meet I was thrilled to discover a wonderful, accurate, lovingly-compiled document that constitutes a vital adjunct to my original book for any yachtsman sailing in these waters.

My original observations were compiled in a military environment in a variety of platforms ranging from a helicopter to a Bosun dinghy via a 15,000-ton warship, various assault craft, a ferro-cement 'Colin Archer'- and even swimming (!). By contrast, Pete and Annie's research was conducted almost exclusively under sail, and they have done a marvellous job under considerably more difficult circumstances than I ever had to face.

The value of their supplement is that it amends and corrects mistakes in the original book, covers areas which I did not visit and brings the whole thing up-to-date, post hostilities. It also undoubtedly benefits from the inclusion of Annie's most practical domestic perspective.

Additionally they have, very cleverly, produced their supplement in exactly the same format as the original, making it easy to use both volumes at the same time and especially when tired and gale-blown - as is so often the case with these waters. I accept all their amendments and corrections, with good grace and admiration. (Although I might have to return to Bull Roads and Fanny Cove for a recount of the penguins there!)

In many ways I am sorry that I got to the islands first, for I cannot help thinking that if Pete and Annie had written the original there would be no need, even now, for a supplement!

Ewen Southby-Tailyour

Ermington, Devon

1996

## Preface

This *Supplement* to Ewen Southby-Tailyour's *Falkland Islands Shores*, sets out to update, expand and, in a few cases, amend his book. Most of Ewen Southby-Tailyour's work was done in 1977-79, with a few revisions in 1982 when he advised the British Forces during the Falkland Islands Conflict. These supplementary notes were written in 1993-94 and, as well as expanding the original text, they reflect the changes that have taken place in the Islands since the Conflict. *Falkland Islands Shores* is by no means comprehensive and, while the *Supplement* tries to fill in some of the gaps, there are still many places in the Islands that are not covered. The scope for cruising in this area is so large, that any reader with a bent for exploring will find plenty to do.

Unless otherwise stated, these notes and comments are based on first-hand knowledge. Where the information is second-hand, this is taken from reliable sources and those sources acknowledged.

## Acknowledgements

We were given much help and made many new friends, whilst in the Falklands. The Islanders were always happy to share their local knowledge with us, which was extremely useful. Special thanks must also be given to Warren Brown and Willy Ker for the use of their charts and also to Tim and Pauline Carr and, again, to Willy Ker who took the trouble to send their notes and comments on *Falkland Islands Shores* to Ewen Southby-Tailyour. Thanks too, to Oz Robinson, the then Director of the Royal Cruising Club Pilotage Foundation for

his very real help and encouragement with our project. Finally, of course, we owe a great debt to Ewen Southby-Tailyour for writing *Falkland Islands Shores* and thus inspiring us to go and explore the Islands for ourselves.

Pete and Annie Hill  
*Badger*  
1996

## Corrections

Corrections, suggestions and additional material should be addressed to The Director, Royal Cruising Club Pilotage Foundation, Church Farm, Ryme Intrinseca, Sherborne, Dorset DT9 6JX.

## The Royal Cruising Club Pilotage Foundation

The Royal Cruising Club Pilotage Foundation was created to enable members of the Royal Cruising Club and others to bring their experience of sailing and cruising to a wider public and encourage the aspiring author to extend his range with confidence.

The Foundation, a registered charity, is based on a very generous benefaction by an American member of the Royal Cruising Club, Dr Fred Ellis. It fulfills its objectives, in a number of ways, amongst them re-editing and updating existing pilot books or initiating its own where a need is recognised. The first works undertaken were new editions of *North Brittany* by Adlard Coles, a member of the Club who gave the copyright of the pilot to the Foundation, and of *North Biscay* which he wrote in collaboration with Professor Black. With these and its other works, the Foundation now covers a substantial part of the eastern North Atlantic seaboard as well as the Mediterranean coast of North Africa as far as Libya.

The work of the foundation is carried out through the voluntary effort of members of the Royal Cruising Club who, in turn, rely on the support of yachtsmen and shore sources.

W H Batten  
*Director*  
*Royal Cruising Club Pilotage Foundation*

*Also by the Royal Cruising Club Pilotage Foundation*  
**Faeroes, Iceland and Greenland** (Imray)  
**North Brittany** (Imray)  
**North Biscay** (Imray)  
**Atlantic Spain and Portugal** (Imray)  
**Atlantic Islands** (Imray)  
**North Africa** (Imray)  
**Atlantic Crossing Guide** (A & C Black)  
**Lesser Antilles** (with SHOM)  
**The Baltic Sea** (Imray)  
**The South Atlantic Coast of South America** (RCCPF DTP)

*In preparation*  
**Balearics**  
**Mediterranean Spain**  
**Pacific Crossing Guide**  
**West Africa**  
**The Channel Islands**



## INTRODUCTION

### *How to use the Supplement*

The usefulness of this *Supplement* depends largely on how easy it is to refer between it and *Falkland Islands Shores*. Outlined below is the thinking behind how the *Supplement* is laid out and cross referenced.

The page numbering starts at 301. As *Falkland Islands Shores* stops at page 270, there should be no ambiguity about references to page numbers.

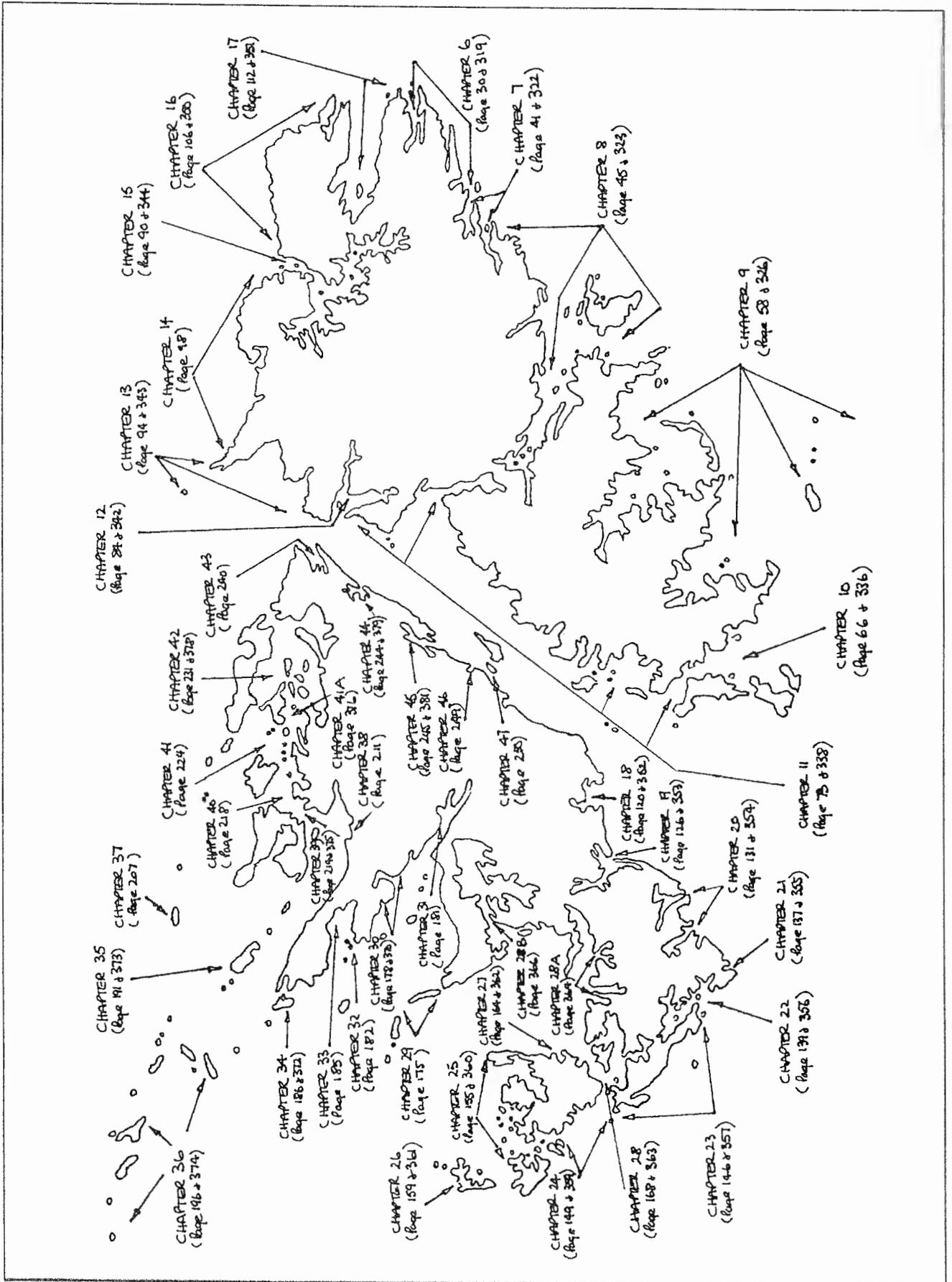
The chapters in the *Supplement* follow exactly from *Falkland Islands Shores* so that, for example, Chapter 6 in both instances, is concerned with Stanley to Bluff Cove. The only difference is the addition of three new chapters: No. 28a, Queen Charlotte Bay; No. 28b, Port Philomel; No. 41a, Rock Harbour.

At frequent intervals throughout the *Supplement*, there are page references to *Falkland Islands Shores*. If there is no page reference, then this is new material.

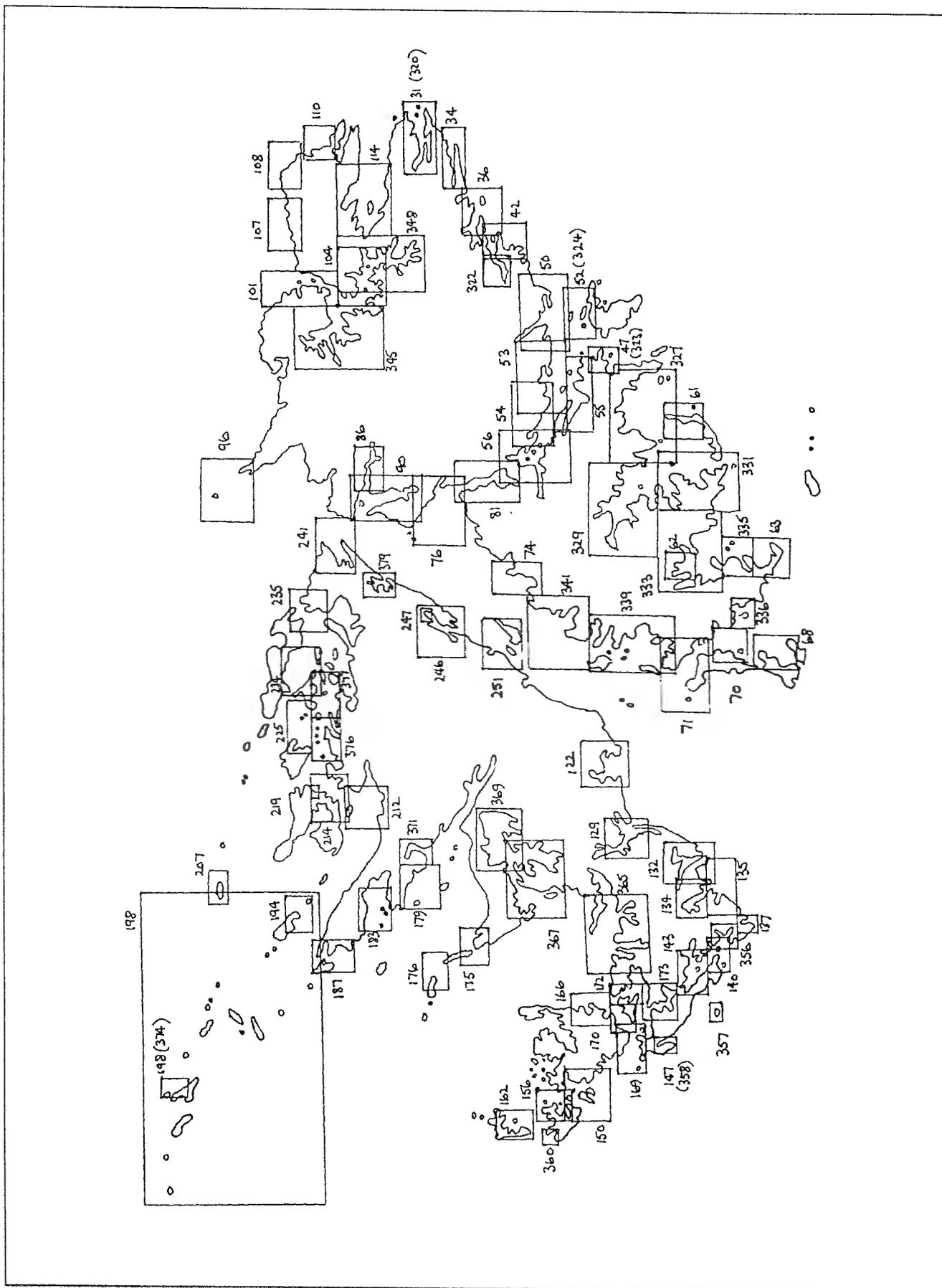
On first arriving in the Islands and certainly, when planning a cruise, the names of most places will be meaningless. The best table of contents in fact, was found to be the map on pages xiv and xv, but this really required the addition of a page number alongside each chapter number. Therefore, after the more normal table of contents, page 302 contains the same map, with the chapter references and the page numbers referring both to *Falkland Islands Shores* (pages numbered below 300) and the *Supplement* (pages numbered above 301). The more literate among the readers may scoff at this pictorial table of contents, but it was found to be very useful when underway, cold, wet and tired.

The map on the two unnumbered pages, just before page 1 in *Falkland Islands Shores*, showing the sketch charts included in the book and on what pages they are printed, also proved to be extremely useful. Again, this map has been kept for the *Supplement* and is on page 303. The numbers in brackets refer to pages in the supplement where there is a reference to the chart.

It will be found very useful to be able to refer from *Falkland Islands Shores* to the *Supplement* and the only feasible way in which this can be done, is to cross-reference each chapter in *Falkland Islands Shores* to the *Supplement* page number. Use the table of contents on page i to write the relevant supplement page number at the beginning of each chapter in *Falkland Islands Shores*.



Coverage of the chapters in *Falkland Island Shores* and this *Supplement*

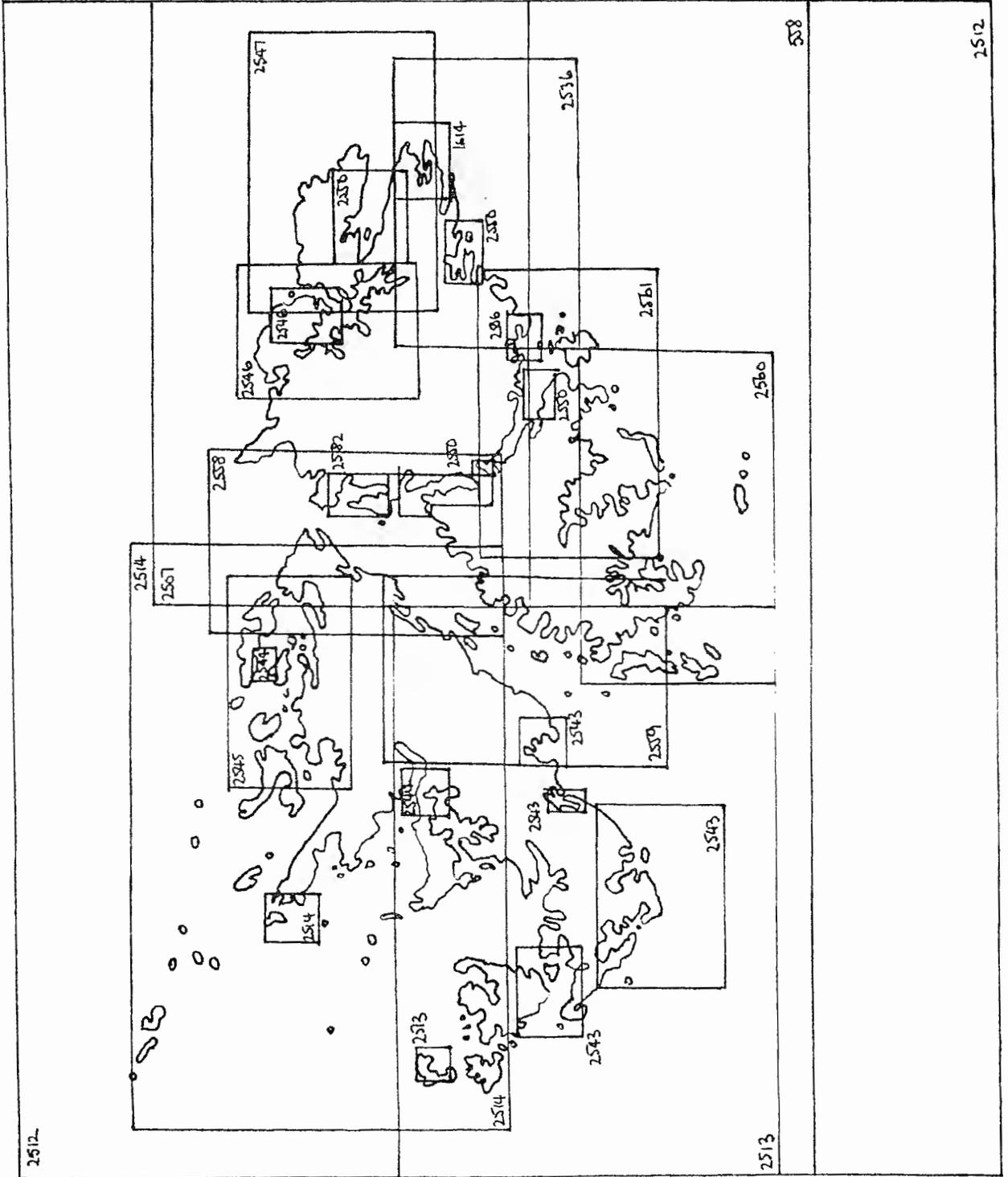


Coverage of the chartlets in *Falkland Island Shores* and this *Supplement*

## **List of Admiralty Charts**

- 1502 San Carlos Water and Upper Berkeley Sound
- 1614 Stanley Harbour and approaches
- 2438 Port Egmont and Keppel Sound
- 2506 Mare Harbour and approaches
- 2508 Port Fitzroy to Eagle Passage
- 2512 The Falkland Islands
- 2513 Eagle Passage to New Island
- 2514 New Island to Pebble Island
- 2536 Port William to Choiseul Sound
- 2543 Anchorages in West Falkland
- 2544 Passages in West Falkland Islands
- 2545 Port Egmont to Port Purvis
- 2546 Approaches to Port Salvador and Port Salvador
- 2547 Port Salvador to Port William
- 2550 Plans in East Falkland
- 2558 Falkland Sound: Northern Part
- 2559 Falkland Sound: Southern Part
- 2560 Lively Sound to Eagle Passage
- 2561 Choiseul Sound and Adventure Sound
- 2582 Plans in Falkland Sound

# Admiralty Charts



## CHAPTER 1

(Page 1)

# *The Falkland Islands*

Ewen Southby-Tailyour's comment that it is very difficult to describe the Islands is true: but to our mind, they are well worth the long sail to "go and see for yourself." It is a great pity that the majority of the few yachts that call in at Stanley, after rounding Cape Horn, never get out into camp and experience the remote anchorages and the abundant wildlife.

## **Climate**

(Page 2)

The wind is the only real drawback to the Falkland Islands, but it does not "blow a gale every day", as one yachtsman who had been to Stanley told us. Ewen Southby-Tailyour's comparison of average winds with Plymouth may be an unfortunate choice, as four knots is a very low average for the British Isles. If you compare Stanley with say, Milford Haven, which has an average wind speed of 15 knots, with 12.5 knots for July, it is not quite so daunting. On the other hand, there are more gales in the summer and you must be prepared to sail with at least one or two reefs in the sails fairly often.

The wind chill warnings are, perhaps, rather overstated for summer sailing. It is very unlikely that you would suffer from frostbite, but it is as well to be on the lookout for exposure - more so if caught out on a long walk ashore.

A heater on board the yacht, while not a necessity in summer, would greatly increase the comfort of the crew, and any yacht intending to spend some time here would be well advised to make strenuous efforts to fit one. There is plenty of driftwood about on the exposed beaches and coal is available in Stanley. Paraffin and diesel are also easily obtained in Stanley. As it is frequently very breezy, it should be ascertained that the stove fitted will work in gusty conditions, especially if it is diesel fuelled. It may be necessary to install a dedicated air intake or an electric fan to ensure that it will burn efficiently.

The wind certainly does tend to ease off at night and, as a rule of thumb, if it breezes up early in the morning a very fresh day is in the offing: "When the wind fills in 'fore eight, you know 'twill be a day you'll hate." Stanley appears to be one of the windiest places in the Islands, with a funnelling effect down the harbour and also out of Port William. The weather is generally better out west, with less wind, less rain and more sunshine.

Ewen Southby-Tailyour's warning about the fierceness of the sun is very true and should be taken even more seriously nowadays, with the hole in the ozone layer passing very close to the Falkland Islands on occasion. It is very easy to get badly sunburnt.

## **Population**

(Page 5)

The population of the Islands in 1995 was about 2000, but there is now a greater proportion living in Stanley (about 1500). This, of course, excludes the British garrison and its ancillaries at Mount Pleasant, which number somewhere under 2000.

## **The Economy**

(Page 5)

Sheep farming, while still the largest employer, is no longer the economic mainstay of the Islands. This is due to the very low, recent world wool prices. In fact, the Government is forced to give the farmers subsidies, to keep the industry alive. The whole organisation of the sheep farms has changed, largely since the Falklands Conflict, although the trend started before. In the past, most of the farms were owned by companies, based in Britain and managed and staffed by Falkland Islanders. These tended to be very large farms, run on somewhat feudal lines, the Farm Manager's son often taking over from his father. The biggest of these companies was the Falkland Islands Company (FIC) which also had a virtual monopoly of trade in Stanley. The general lowering of wool prices in the 1980s encouraged the companies to support the Falkland Islands Government plans to have the local farmers owning and running their farms. With the exceptions of Goose Green, North Arm and Walker Creek farms, which are owned by Falkland Land Holdings, a Government-owned company, all the others are now privately owned. The future for the sheep farmers looks brighter, as there has been a recent increase in the wool prices.

The major economic concern of the Islands now is the sale of fishing licenses to foreign vessels for the right to fish in the 200-mile Falklands Conservation Zone. The main catch is the various types of squid, but the heyday seems to be past and over-fishing in the adjoining Argentine zone has added to the problem of generally depleted stocks. Other types of fishing are being explored, and it is possible that krill may also be

taken, now that a way to remove the fluorine from it has been developed. The fish that are taken around the Islands are frozen and transhipped to 'reefers' for export.

Tourism is still on the increase, and several of the farms have renovated houses to rent out to overseas visitors. The wildlife and trout fishing appear to be the two biggest attractions. The difficulty and expense of travel to, from and within the Islands is the major limiting factor. Several cruise ships call each year and the Falkland Islands are often on the itinerary of Antarctic cruise liners. Nevertheless the importance of tourism to the economy, at the moment, is not great.

The Falkland Islands still has a thriving sale of postage stamps to philatelists around the world.

A recent oil exploration survey has shown that there are signs that there may well be large reserves of oil under the sea bed, in Falkland Islands territorial waters. There is much speculation in the Islands as to how an oil bonanza would affect them. Many residents are against the possible disruption of their way of life, but the harsh economic realities of paying their own way and, at the very least, helping the British Government to pay for the Garrison, mean that leases are being sold to oil exploration companies. It will be a while before there is firm evidence that there is, or is not, oil beneath the sea and many years before any oil could be brought to the surface. It is perhaps ironic that, should oil be found, it may well require the industrial resources of Argentina to exploit it.

At present, the Falkland Islands are self-supporting financially, if the cost of the British Garrison is excluded.

## **The Falkland Islands Dependencies**

*(Page 6)*

South Georgia and the South Sandwich Islands are no longer Falkland Islands Dependencies. They are, however, still administered from Stanley and the Falkland Islands Governor is usually the Commissioner for these former Dependencies. This appears to be a political move to keep them separate in the event of future developments, such as independence for the Falkland Islands.

## **The Falklands Conflict**

*(Page 6)*

Argentina invaded the Falkland Islands in early April 1982. This was done by the Argentine military Government in order to divert attention at home from the country's enormous economic problems and to bolster up the Government, with a popular move to 'take' the Islands, to which they have long laid claim. Great Britain responded by sending a Task Force south and landing at San Carlos in late May. The actual landings were a very close-run affair, with the Argentine Air Force inflicting heavy losses. Once safely ashore, the British Forces moved swiftly and recaptured Stanley, liberating the Islands by mid-June.

After the Conflict, Britain built a military base at Mount Pleasant (on the north shore, at the entrance to Choiseul Sound). This consists of a large airfield, army barracks and a naval harbour (Mare Harbour). At present the Garrison is something less than 2000 people (roughly the same number as the total population of the Islands), with the army garrison changing every four months. Air communications are run by the RAF, which makes a twice weekly Tri-star passenger flight, via Ascension Island, to RAF Brize Norton in Oxfordshire. Civilians are catered for, as well as military personnel.

The Royal Navy maintains a patrol vessel on station and either a frigate or a destroyer as guardship, on a rotating basis.

Argentina still maintains its claim to the Islands, but states that they will now be recovered by diplomatic methods. The Falkland Islanders place no trust in the Argentine Government and firmly believe that the British Garrison at Mount Pleasant is all that prevents another military invasion. At present, no Argentine citizen is allowed into the Islands and there is no contact between them and Argentina.

## **Currency**

*(Page 7)*

The currency is local pounds and pence, which is interchangeable with Sterling. The Standard Chartered Bank now have a branch in Stanley (the new building next to the Post Office and Town Hall, on Ross Road). Foreign money and travellers' cheques can be changed. British cheques from the major banks will be cashed, if they are supported by a cheque guarantee card. Cheques from other banks or building societies will be cashed, but with a delay of 14 days to clear the cheque. There is no credit card cash advance system. It should be possible to transfer money to Stanley from a foreign bank account, but this may well take some time.

During the summer, the bank usually has US dollars and Sterling cash available to exchange. The Falkland Islands Company may also have US dollars to exchange.

The post office, the Falkland Islands Government and the FIC will all take UK cheques.

The FIC and some other shops and restaurants take major credit cards.

Any queries concerning banking, should be sent to: The Manager, Standard Chartered Bank, Ross Road, Stanley, Falkland Islands, via London, UK.

## **Education**

*(Page 7)*

Primary education of camp children is still done by travelling teachers (often from New Zealand), who spend a fortnight with each child, usually twice a term.

A splendid new secondary school has been built in Stanley, next to Government House. Stanley House (on Ross Road) is where the camp children board during term time.

The secondary school takes children up to the fifth form (sixteen years old). Any pupil who wishes to go on to further education is sent to the Peter Symonds College in Winchester. All school, boarding fees and transport costs are paid by the Government and scholarships are available for university and other higher education.

## **Health**

*(Page 7)*

Following the fire at the old hospital, a completely new one has been built. It is the conspicuous, blue-roofed building at the west end of the town centre.

There is no private system of health care, and all residents pay a health levy as part of their income tax. Emergency treatment is available to anyone at the hospital. Cases beyond its capacities are flown to England.

Emergency dental treatment is available at the hospital. There is no charge for British residents, but there is a standard fee of £85 for other people.

## **The Future**

*(Page 8)*

The single biggest change likely to occur in the Falklands is the discovery and exploitation of oil offshore. This would have a dramatic effect on the Islanders and change forever their way of life, especially in and around Stanley.

Sheep farming has always been the main occupation of the Islanders and will continue to be a very important part of Island life, especially as the price of wool is increasing once more.

Until the British and Argentine Governments can negotiate some settlement, which will guarantee the rights of self-determination to the Islanders, there seems to be little chance of the Islanders ever restoring full relations with Argentina.

Since the Conflict, stronger links with Chile have grown up and a certain amount of trade takes place through Punta Arenas. Historically, there has always been a regular trade with Chile, but the weekly DAP air connections between Punta Arenas and Stanley strengthen these ties.

## *Wrecks*

The wrecks in the Falkland Islands are a unique collection of old sailing ships. The largest number is in Stanley and there is a 'wreck trail' along the south shore of the harbour, with an informative sign at each site.

Apparently the reason for so many ships being condemned in Stanley after suffering damage trying to round the Horn, was that labour was expensive. In those days, wool was fetching high prices and wages were such that to have any major repair carried out was often uneconomic.

Sadly, many of the wrecks are in very poor condition. It seems likely that before too long, there will be far fewer remaining in a recognisable state.

## CHAPTER 3

(Page 12)

# Wildlife

In addition to those mentioned on page 17, three books that would be very useful to anyone interested in wildlife are:

*A Field Guide to the Wildlife of the Falkland Islands and South Georgia* by Ian Strange  
Harper Collins 1992 ISBN 0-00-219839-8

*Sea Birds, an Identification Guide* by Peter Harrison  
Houghton-Mifflin 1983 ISBN 0-395-33253-2

*The TOTORORE Voyage* by Gerry Clark  
Century 1988 ISBN 0-7126-2438-4

Ewen Southby-Tailyour's comments about the voracity of the Upland Goose should be taken with a large pinch of salt. Several farmers actually believe that they are of benefit and that their droppings can be eaten by sheep in the winter, to supplement the grass, and many would be more than a little annoyed should you decide to shoot one for the pot. It goes without saying that you must seek permission before hunting any wildlife.

## Conservation

As well as a great variety of seabirds, the Falkland Islands also has a large number of birds living and feeding ashore. Some of these are species found only in the Islands. Two of the more interesting are the Tussac bird and Cobb's wren. The former is a dark-brown bird about the size of a Blackbird and the wren is about the size of the one seen in England, but lighter in colour. The reason that these are particularly interesting is that their breeding presence is a sure indication of an absence of rats, who otherwise eat the eggs and young. Falklands Conservation would probably be interested in reports of islands where these two birds are observed.

Sanctuaries and Reserves have been set up, and are protected by Government Ordinance. Some of them are Government owned, some are owned by Falklands Conservation and the rest are in private hands.

The map on the following page shows these Reserves.

### Government-owned Reserves

- 1 West and East Cays.
- 2 The Fridays, Seal Rocks, Flat Jason Island, South Jason Island, Elephant Jason Island, North Fur Island, South Fur Island.
- 3 Sea Dog Island.
- 4 Bird Island.
- 5 Pyramid Rock, Albermarle Rock, Clump Island, Tussac Island, Natural Arch Island, Peat Island, Arch East Island and islets in the Arch Islands.
- 6 Cochon Island, Kidney Island.
- 7 Beauchene Island.

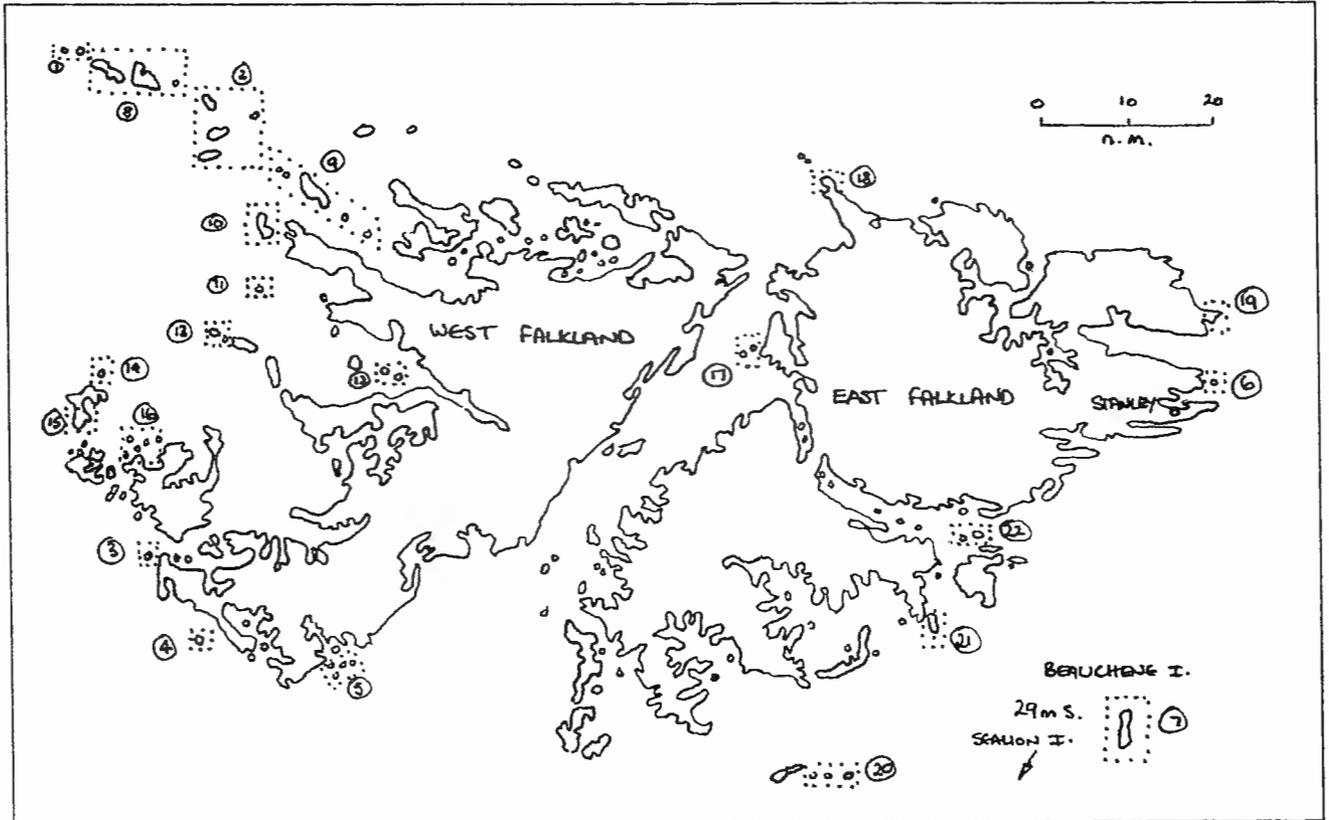
### Private Reserves

- 8 Steeple Jason and Grand Jason.
- 9 The Twins, Low Island, Dunbar Island, Carcase Island.
- 10 Westpoint Island, Gibraltar Rock.
- 11 Split Island.
- 12 Gid's Island, Middle Island.
- 13 Third Passage Island, Fourth Passage Island.
- 14 North Island, Saddle Island.
- 15 Ship Island, Cliff Knob Island, Beef Island, Coffin Island.
- 16 Penn Island, Low Island, Barclay Island, Fox Island, Quaker Island, Hill Island.
- 17 Rookery Island, Inner North West Island, Outer North West Island, Cat Island.
- 18 Cape Dolphin.
- 19 Volunteer Point.
- 20 Brandy Island, nameless island off Sea Lion Island and Sea Lion Easterly Island.

### Falklands Conservation

- 21 Motley Island, The Mot.
- 22 Middle Island, Green Island and adjacent islets.

Some sanctuaries can only be entered with a permit, which must be obtained through the Secretariat in Stanley.



Wildlife Sanctuaries and Reserves

## Miscellaneous Notes

### Formalities

Stanley is the only port of entry, and vessels must clear in there before proceeding elsewhere in the Islands. All clearance is performed by the Customs Department, who also deal with immigration. Customs prefer yachts to go alongside the Public Jetty and will usually board immediately. The Customs office is upstairs in the building behind the Philomel Store, next to the Public Jetty. Yachts that do not wish to go alongside (this may well be relevant if it is too rough), should pick up one of the yellow mooring buoys or anchor off. In this instance, Customs will usually board the yacht by way of one of the harbour launches. There is a £44 fee for each yacht that enters the Islands. All pets must be declared and are not allowed ashore. Yachts with pets aboard are not permitted to go alongside, but must remain at anchor. This is very strictly enforced. There is no import duty on any item with the exception of alcohol and tobacco. Small quantities for the yacht's own use may well be ignored.

Permission to stay in the Island is given for three months (this includes British residents) and at the end of this period application must be made (through Immigration) to the Governor to stay longer. Provided that you can support yourself and do not plan to reside ashore, there should be no problem in staying for as long as you want.

Anyone wishing to work in the Islands must first have a work permit. There is sometimes casual work available in the summer and a temporary work permit is not too difficult to obtain. A work permit for a full-time job is much more difficult to get, unless it is a Government job. The Falklands, being such a small community, there is little chance of doing work without being found out and Immigration will probably know within hours. This may well prejudice any application for extending the length of your stay.

It is necessary to clear out from Stanley before departing. The Customs will generally allow a vessel to work its way out west before leaving the Islands. Duty-free stores are available to yachts, but there is a charge of about £20 for this service. For small quantities, this fee may be waived. The procedure is to buy the alcohol or tobacco as normal and then to claim the duty back through the Customs office. The Treasury will give a cash refund in Sterling. This may take a few days, so organize it well in advance. Just before departure, a Customs officer will inspect the duty-free goods aboard the yacht. Taking duty free on board will mean that you have to sail directly from the Islands.

### Minefields and shooting ranges

The Argentines laid many minefields in the Falkland Islands - the major ones are near Stanley, Goose Green, Fox Bay and Port Howard. The mines were all plastic and their removal has caused too many injuries to be continued. The minefields have been fenced in, with appropriate signs, and the fences are regularly maintained.

It is well-worth calling in at the bomb disposal office, on Ross Road next to the new bank. As well as providing up-to-date maps, they also have a display of the various mines and unexploded ordnance that may be found. Many of the minefields are along the shore line, so make sure that you know where they are as there are no fences on the seaward side and landing or dragging on to a mined beach may well be embarrassing. If going ashore at any of the settlements where there are minefields, speak to the manager about them before walking around.

There are several firing ranges around the Islands and the bomb disposal office will tell you where they are and what the safe distance offshore is. The local radio announces the ranges in use each day.

### Walking ashore

It should be remembered that all land is either privately or government owned and, as Ewen Southby-Tailyour suggests, it is a good idea to call in at the settlement and ask permission to walk over their land. Be careful to leave gates as you found them. Climbing over fences will damage them, so pass between the wires after first checking to ensure that they are not electrified. September and October are the lambing months; be especially careful not to disturb sheep at this time.

The Islands are surprisingly dry, so be very careful with fires. It is only safe to light a fire on the beach, away from vegetation. Before leaving, always ensure that the fire is *completely* extinguished - the most reliable method is to douse it repeatedly with water. As well as the vegetation, the underlying peat is also inflammable and, once alight, is virtually impossible to put out and can burn for several years. Take great care.

## Fishing

(Page 25)

Many of the small creeks provide good mullet fishing. The most successful time appears to be the two hours before high water, where the creek meets salt water. The locals use mutton for bait and spinning is also successful. When the fishing is good, it is possible to land them one after the other. A good way to preserve the fish is to pickle it. This is simply done in any clean jar with an air-tight lid. The fish is first cut into approximately one-inch cubes and fried until just cooked. Place the cooked fish into a jar, pack tightly and top up with the pickling vinegar. This is made of 50/50 vinegar and water, boiled together for 5 minutes with spices to suit. Onion, garlic, chillies, etc. can also be added to the fish in the jar. Screw the lids down tightly. The fish will keep indefinitely and can be eaten as it is, as *hors d'oeuvres* or drained and used for fishcakes, etc. If you want to use the jars again, plastic film can be put over before the lid - this will prevent the vinegar from attacking the coating on the lid.

Brown trout fishing is very good in several of the rivers around the Islands. A license costing £10 is required and is valid for a year. It is available from the Police Station in Ross Road, Stanley. To fish certain rivers it is necessary to pay the owner a daily fee.

All guns require a fire arms license, also obtainable from the police station, and guns must not be discharged within three miles of Stanley. All birds are protected with the exception of the Upland Goose. Silver and Speckled teal may be shot between 1st March and 31st July. Permission must be obtained from landowners before shooting, and many forbid it over their land.

## Local news

Two newspapers are published weekly in Stanley: the *Penguin News* (offices beneath the Customs, next to the Public Jetty) and *The Teaberry Express* (offices in the building opposite the Malvina House Hotel on Ross Road). The local radio station broadcasts on the medium wave band at 550kHz and on VHF in some areas. There is a local news programme three times a week. The British Forces also broadcast from Mount Pleasant, and this includes regular British and World news. When FIBS is not broadcasting, the Forces radio programmes are transmitted on the same frequency.

Television is broadcast from Mount Pleasant, consisting of a selection of programmes sent down on video from Great Britain. Several people now have satellite dishes.

## Anchoring

Many yachts have come unstuck while at anchor in the Falklands. The usual cause is kelp, which is to be found in a lot of the anchorages. The problem occurs when patent anchors such as the CQR or Bruce do not take an immediate hold in the bottom and choke themselves with kelp. Once this has happened, no amount of scope will make them hold until the weed has been cleared. Even when this type of anchor has set, a change of wind or tide can break them out and, again, they can become choked and the yacht will drag quickly. The best solution to this problem is to have a well-designed fisherman-type anchor, with large palms and of sufficient weight. The American, Herreshoff-designed anchor, made by Luke is a good example.

If the vessel is not equipped with this type of anchor, then be extremely careful when anchoring. Try to drop the hook in a patch clear of kelp and set it well. A second anchor to moor the yacht against a wind shift or tide change is prudent but, again, make sure that it is well set.

Another problem with kelp is that it will often wrap itself around the chain, which makes recovering the anchor heavy work. A long, sharp knife attached to a pole makes a good kelp knife to cut the weed away as the chain comes up. A good windlass could be considered essential.

As the yacht will often be anchoring in very windy weather, its ground tackle must be suitably heavy and should be at least one size up from what would generally be considered as 'normal'.

## Rubbish disposal

When in Stanley, disposing of rubbish is no problem, as there are several litter bins situated along the waterfront on Ross Road. Out in camp, it is more of a problem. Each settlement has its own dump and permission may be given to make use of it. The general procedure is to burn the rubbish in an oil drum and then the ashes, etc. are taken to the dump at regular intervals. It is probably best to keep all non-biodegradable items and dispose of them when back in Stanley. Of course, latest international marine legislation forbids the dumping of any rubbish within three miles of the shore.

## **Library**

The Public Library is situated upstairs at the end of the new school (next to Government House). Entry is through the swimming pool doorway, at the east end of the building. Visiting yachtsmen can join on a temporary basis to borrow books - there is no charge, but there is the usual system of fines for late returns. If you are planning to spend some time away from Stanley, it will generally be possible to extend the borrowing time. The Library has a good selection of magazines and British newspapers. The times of opening are:

Mon, Tue, Thu: 0900 - 1200, 1330 - 1730  
Wed: 0900 - 1200, 1430 - 1730  
Fri: 0900 - 1200, 1500 - 1800  
Sat: 1345 - 1700

## **Museum**

At the west end of the town there is a good, small museum, showing the history of the Islands, which is open most days.

## **Swimming pool**

At the east end of the new school (next to Government House) there is a heated, indoor swimming pool and sports complex. The pool is open to the public, but the hours available depend upon the requirements of the school. There is a charge for using the pool.

## **Golf**

Stanley has a very active Golf Club situated at the west end of town. Keen golfers could arrange to borrow clubs and have a round. There are also several golf courses around the Islands - Port Howard boasting three!

## **Weather forecasts**

The local radio gives shipping forecasts on 550kHz, at the following times:

Mon - Fri: 0615, 0715, 0815, 1003, 1935  
Sat: 0610, 0715, 1935  
Sun: 0810, 0910, 1830

A weather forecast can be obtained from the Harbourmaster on VHF channel 16.

A more detailed and specific forecast can be had by telephoning the weather centre at Mount Pleasant. This is particularly useful before making a passage.

## **Fuel**

Stanley Services has a filling station on Airport Road (on the ridge above the town, at the east end, on the road to FIPAS and Stanley Airport).

In 1994, the prices per litre were as follows: petrol - 25p; diesel - 20p; paraffin - 26p.

Stanley Services also sell coal, smokeless fuel and bottled gas. It may be possible to have foreign gas bottles filled at their depot, next to FIPAS. Enquire at either the filling station or the depot.

The opening hours of the filling station are: Mon - Fri 0830 - 1700; Sat 1000 - 1300.

Diesel is also available alongside at FIPAS. See FIPAS Manager, Mark Collier, for details. His office is situated above the hangar next to the bridge, at FIPAS.

## **Food**

In the past, the FIC had a virtual monopoly on business, but more competition has brought prices down. The selection of non-perishable foodstuffs is nearly as good as in Great Britain, but there does seem to be a tendency for the distributors in the UK to send down their older stock. Prices, however, are considerably higher, reflecting the cost of transport and the smaller turnover. A standard-sized tin costs about 50% more than it would in England, and this is not untypical. The majority of food is imported from the UK, but there is an increasing amount now coming in from Chile.

The largest supermarket is the West Store, which is owned by the FIC. Payment can be made with British cheques backed by a guarantee card.

Beauchene, stocks largely Tesco brand products. The Co-op, on the same road, is supplied by the British Co-op with their branded products and although their selection is somewhat limited, their prices are generally the lowest.

Leif's is a surprisingly well-stocked delicatessen. The shop also sells a range of vegetarian products and carries a good stock of pulses, rice, etc.

There is a small food shop at the west end of town, on the new housing estate.

Fresh meat, usually mutton, is available in limited variety from the West Store and Beauchene. The Butchery, about 1 mile west of Stanley, can supply both whole mutton carcasses and smaller amounts. Leif's usually has various cooked meats.

Stanley Growers has a market garden at the east end of town, just before FIPAS. A small selection of fresh vegetables are available, in season, from them and also from the West Store. They also grow hot-house tomatoes and lettuce, but these are very expensive.

Stella, who lives on St Mary's Walk, close to the hospital, has a large vegetable garden and sells from her house. There is a small sign outside.

The majority of potatoes, onions and carrots are imported from the UK or Chile and, it has to be said, are frequently of indifferent quality. They are usually available but, from time to time, stocks are sold out and they are unobtainable until the next ship arrives. This can cause problems if stocking up for a voyage, so plan well ahead and find out when the next supplies are coming in. When a shipment arrives from Britain or Chile, there is often a selection of fresh fruit, but this will disappear from the West Store in a matter of hours. Apples and oranges are usually available.

The weekly DAP flight from Punta Arenas brings in a selection of fruit and vegetables, which are sold from Choice Fruits at the Lookout Industrial Estate at the east end of Davis Street. On the whole, this shop has the best selection in town, but is expensive and the quality varies.

Out in camp, Reggie's Veggies at Fox Bay should be able to provide most of the basics, but we have no first-hand experience.

Fresh milk is available from the West Store. UHT and full-cream dried milk are generally for sale.

Eggs are not always available, and are as common as hen's teeth in winter. Leif generally has them, and Emma's Guest House can often get them for you from the dairy. In times of scarcity, the dairy sells firstly to caterers and will not deal with the public. Teresa's Dress Shop on Barrack Street is also worth a try, as she has contacts in Fox Bay. Imported eggs are for sale from time to time, in the supermarkets, but could not be described as 'farm fresh'.

There are two bakeries in Stanley, Stanley Bakery and Clayton's Bakery. Both have shops attached and also sell cakes. The supermarkets also sell their bread. The Co-op sells, in brown paper bags, what it describes as 'brown flour' but which is, in fact similar to Granary flour and makes excellent bread.

A good selection of wines, beers and spirits are for sale in the West Store and a smaller selection can be bought in Beauchene or at Leif's. In 1994, a litre bottle of Scotch sold for about £12, a litre brik of Chilean wine for a little over £2 and a 250ml bottle of Chilean beer for 25p.

Buying by the case and spending over £100 at the West Store warehouse, at Crozier Place, entitles customers to a 10% discount. Beauchene gives a 10% discount for purchases of over £75. A discount on bulk purchases can be negotiated with Leif, who will also order special items, but allow plenty of time for this. Sacks of potatoes, onions and carrots, when available, can be purchased from the West Store warehouse at a discount.

There are few facilities in camp for buying food, but the larger settlements of Fox Bay, Port Howard, North Arm and Goose Green have small shops with limited stocks. It is very difficult to buy fresh milk, eggs, mutton or vegetables at the settlements because payment is usually refused. It is better therefore not to ask if they are available.

## Hotels/accommodation, restaurants and pubs

The following establishments provide accommodation: The Upland Goose Hotel, Malvina House Hotel, Emma's Guest House, The Warrah Guest House.

The cheapest accommodation in Stanley is at the YMCA situated on the new estate, above the cemetery at the east end of town. Self-catering rooms are rented out, with discounts for long stays.

Meals can be obtained from: The Upland Goose, Malvina House, The Warrah Guest House, Emma's Guest House, the Boathouse Café, Monty's Guest House and the Woodbine Café. The latter also does takeaways.

There are no fewer than five pubs in Stanley: the Victory Bar, the Globe, The Rose, the Ship (Upland Goose) and the Stanley Arms. Many of these also provide food.

## Taxi and car hire

There are three taxis in town.

Ian Bury, on Davis Street has a few Land-Rovers, which can be hired on a daily basis.

## Communications

There is an extremely efficient postal service in Stanley, with very helpful staff. All air mail is sent via the RAF, twice-weekly flight to the UK and surface mail is sent on the monthly ship.

Airmail letters and small parcels (under 1kg) take about two weeks or less, from Britain. Rumour has it that the RAF in England, will not take any parcel over 1kg and divert all these parcels to be sent surface - notwithstanding the fact that the airmail rate has been paid.

Surface mail takes approximately two months from the UK. From other countries, such as the USA, a surface mail parcel will take about five months.

Cable and Wireless run the telephone system on the Islands. International calls can be dialled directly, via satellite. There are several public telephones in town, many of which now take 'phone cards, and calls can also be made from the Cable and Wireless office, next to Government House, during office hours. These are paid for afterwards at the desk. It is only possible to reverse charges to the UK. Fax can be sent and received via the Cable and Wireless office.

Settlements in camp have VHF telephones, which have replaced the old shortwave system. It is likely that the system will be upgraded to a microwave one in the near future.

Air travel to the Falkland Islands is either by the RAF, twice-weekly Tri-star flight from RAF Brize Norton in Oxfordshire, or by DAP, a Chilean airline, which flies a Twin Otter from Punta Arenas each Friday. The RAF flight costs approximately £1,000 each way. There is a discount for early bookings. Seats are limited on the flight because there are many military personnel using the service. The flight stops at Ascension Island for several hours to refuel. It is not unusual for the flight to be delayed for a day, if there is a strong cross wind on the runway at MPA. Contact the Falkland Tourist Board for flight booking information. The FIC are the DAP agents in Stanley.

The *Tamar*, the local cargo ship, makes several trips a year to Punta Arenas and has limited passenger accommodation. Enquiries and bookings can be made through the FIC in Stanley.

Surface freight, to and from the UK, can be arranged through the FIC with a minimum charge of one cubic metre. They can also arrange freight from Punta Arenas. Stanley Services are another shipping agent and can arrange surface freight to and from the UK and have a lower minimum charge.

## General Shopping

The following is a list of where to find common requirements:

**Artist's Supplies:** The Pink Shop.

**Batteries/Motor Spares:** FIC Garage, Stanley Services.

**Chandlery:** None available.

**Chemist:** There is no chemist, but basic items are available from the supermarkets. Prescriptions are made up at the dispensary at the hospital.

**Clothing/Shoes:** Falkland Farmers, Falkland Store, Home Industries, Teresa's, West Store.

**Exterior plywood/Softwood:** Homecare.

**Film:** Beauchene, Pastimes.

**Film Processing:** At MPA (see telephone book).

**General/Gifts:** Fleetwing, The Gift Shop, Home Industries, The Philomel Store, The Pink Shop. Speedwell Store.

**Hardware/Tools:** Falkland Farmers, Homecare, The Tool Box.

**Household Goods:** Homecare, Lifestyles.

**Outdoor Clothing:** Falkland Farmers, West Store.

**Stationery/Magazines/Books:** Fleetwing, Pastimes, The Pink Shop.

## Repairs

There are no formal ship or yacht repair facilities in Stanley. However, most specialised skills are available from various locals. The best way to find out who does what would be to start off by asking Mark Collier, the manager at FIPAS. He will be able to suggest likely people to help. Remember that there are no chandlers and that any item weighing over one kilo that needs to be ordered may well take up to two months to be shipped out from the UK. Any spare parts that you are likely to need should be on board.

## Shops and businesses

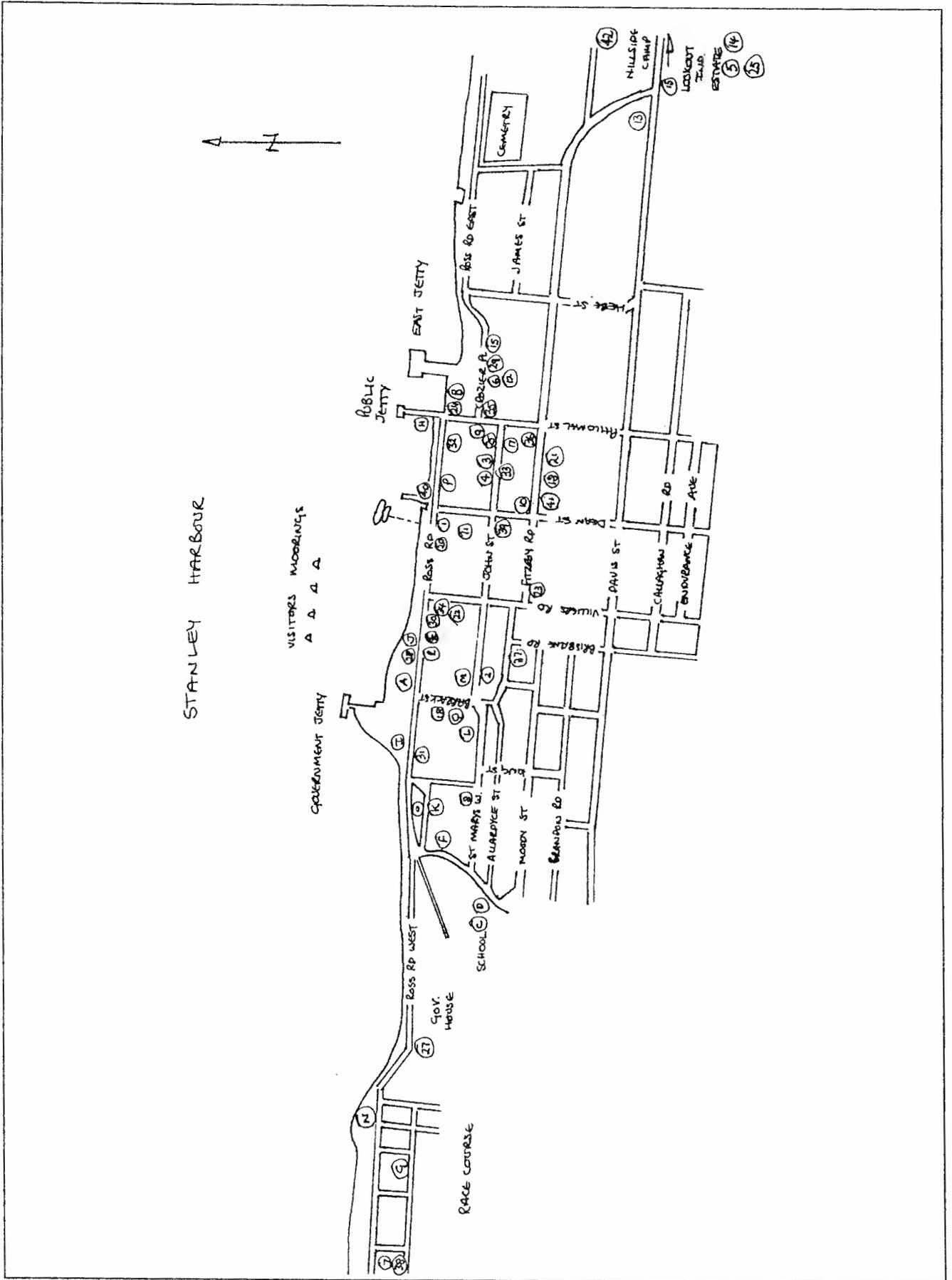
The numbers and letters refer to street map of Stanley, on the following page

1	West Store	22	The Gift Shop
2	Co-op	23	Speedwell Store
3	Beauchene	24	The Philomel Store
4	Lief's	25	Reflections
5	Choice Fruits	26	Lifestyles
6	West Store Warehouse	27	Cable and Wireless
7	Stanley Arms Shop	28	Standard Chartered Bank
8	Stella's	29	FIC Offices and Travel Services
9	Stanley Bakery	30	Upland Goose Hotel
10	Clayton's Bakery	31	Malvina House Hotel
11	Pastimes	32	Emma's Guest House
12	Homecare	33	The Warrah Guest House
13	The Tool Box	34	The Ship
14	Falkland Farmers	35	The Globe
15	Stanley Services	36	The Victory Bar
16	FIC Garage	37	The Rose
17	Falklands Store	38	The Stanley Arms
18	Falkland Islands Home Industries	39	Dino's Bar and Monty's Guest House
19	Teresa's	40	Boathouse Café
20	Fleetwing	41	Woodbine Café
21	The Pink Shop	42	YMCA

## General

<b>A</b>	Post Office Town Hall Justice Department	<b>H</b>	Falkland Islands Tourist Board
<b>B</b>	Customs Penguin News British Antarctic Survey	<b>I</b>	Teaberry Express
<b>C</b>	Library	<b>J</b>	EOD (Bomb Disposal Unit)
<b>D</b>	Swimming Pool	<b>K</b>	Secretariat
<b>E</b>	Police Station	<b>L</b>	Fire Station
<b>F</b>	King Edward VII Memorial Hospital	<b>M</b>	FIBS (Radio Station)
<b>G</b>	Museum	<b>N</b>	1914 Battle Memorial
		<b>O</b>	1982 War Memorial
		<b>P</b>	Christ Church Cathedral
		<b>Q</b>	Tabernacle
		<b>R</b>	St Mary's RC Church

(Note that there is no *Supplement* entry for Chapter 5.)



Stanley

## Stanley to Bluff Cove

### Stanley Harbour

(Page 30)

The leading marks for the narrows are now lit and as the entry to Port William is also lit (see Port William), it is possible to enter Stanley Harbour at night. Take care to avoid the unlit ship mooring buoy in the middle of the harbour, a little to the W of the Narrows. In the season, many large fishing vessels are at anchor.

It is possible to go alongside the Public Jetty, which is under the Harbourmaster's control, on its E side and Customs prefer yachts to do this when clearing in (see *Formalities*, page 312). Yachts are usually allowed to stay at this jetty for a day or two and there should be no problems using it to collect stores, etc. The Harbourmaster, John Clarke, has his office at FIPAS, upstairs, over the hangar next to the bridge. Water can be obtained from a tap near the Philomel Store, and there are rubbish bins nearby. In 1994, the Tourist Office and public toilets were situated on the jetty, in portcabins. The jetty is used by cruise liners to disembark their passengers at the landing steps, so keep these clear. With strong westerly winds, quite a chop can develop and this passes through the open jetty. In these conditions, it is more comfortable to cast off all but the bow ropes and lie head to wind. This berth is well sheltered from the south and the East Jetty gives shelter from the east. A strong blow from the north would make the position untenable.

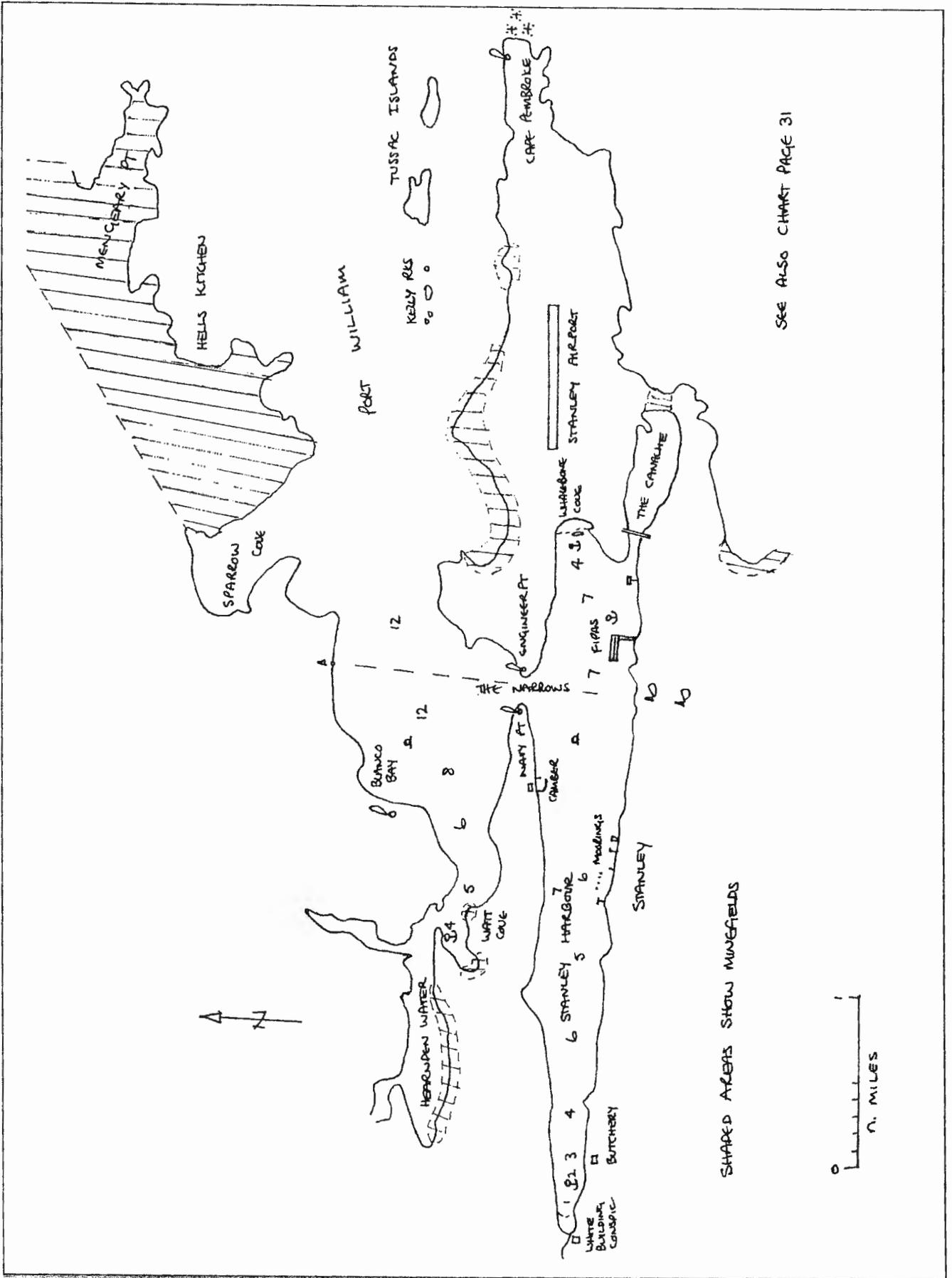
The Government Jetty is in a very poor state of repair, but it is possible to tie up by the bows, on the E side and lay out a stern anchor to hold the boat off. This provides good shelter from the prevailing westerlies, but would be untenable in strong winds from either the north or east. Good shelter can be obtained from all but the east by lying along the south side of the jetty, but it is shallow, with less than 1m and there is usually a local boat, *Dolphin*, moored in this spot. Unless the vessel is relatively large and heavy, conditions on the N side are usually too boisterous. Water is available from a tap at the foot of the jetty, in the Public Works yard. The Government Jetty is built over the remains of the 600 ton British barque, *The Margaret*, which can clearly be seen at low water - see page 10 for more details.

Four moorings, off the town, E of the Government Jetty, are available for visitors' use. They are painted yellow and are heavy, round steel buoys, not ideal for yachts. The buoys are unfendered and have no rope, making them difficult to pick up. The two at the W end are the heaviest and are designed for vessels up to 27m. They are in a depth of 5.4m and there is a minimum of 3.9m when the boat swings inshore. They are convenient for the town and landing can be made at either the Government Jetty or the Public Jetty. However, this is not a comfortable berth when the frequent strong, W winds are blowing and it can be difficult or impossible to get ashore at these times. If using one of the buoys, it would be prudent to shackle the anchor chain to the ring on the top. These moorings are lifted and inspected every year or eighteen months.

FIPAS (Falkland Islands Port and Storage) is the large, floating dock E of the narrows. A limited number of alongside berths for small vessels are available on the S side of the dock and there are plans for more, on the E end of the dock. To find out if there are any spare berths, contact Mark Collier, the FIPAS Manager by telephone, VHF or at his office, up the stairs above the hangar next to the bridge. In 1994, a charge of 10p per metre per day was made. The berths on the S side, are alongside wooden floats which are almost awash.

The approach to these berths is from W (the connecting bridge blocks off access from E). Take care to avoid the thick band of kelp along the shore. Diesel and water are available and there is a skip for rubbish disposal. Access is through the hangar. The disadvantages of these berths are: the hangar cuts out most of the sunlight; it is difficult to keep fenders in place between the floats and the boat; it is noisy; with strong SW'ly winds it is very uncomfortable; the floats are usually wet and slippery; it is 1½ miles from Stanley. Having said all that, it does provide an alongside berth, which means that you can always get ashore, something that is too often impossible when at anchor or on the mooring buoys. It is also the only place in Stanley where it is possible to leave a yacht unattended for any length of time. There are two routes into Stanley: by road or along the beach. The latter is quicker, but it is easier walking along the road, with the chance of being offered a lift.

It is possible to store a yacht undercover, at FIPAS, but this requires the hiring of a crane and the removal of the masts.



Approaches to Stanley Harbour

For those who prefer to anchor, the best place in the prevailing W'yly winds is at the W end of Stanley Harbour. The very head of the bay is shallow and dries out by Moody Brook, but sufficient depth for most yachts will be found at the Butchery anchorage. The approach up the bay is straightforward. Keep the white building, at the head of the bay, just right of the right-hand (N) peak of the conspicuous Two Sisters. Head in on this bearing (there is sufficient water to tack either side of this line) and continue past the Butchery buildings, to the scrap metal landfill on the S shore. A little E of this is a small area of beach (covered at high water) that has been cleared of the larger rocks to provide a landing and slip for a dinghy. Large rocks and broken metal pallets mark either side. Still using the same bearing, anchor abreast of this slipway keeping the tall radio aerial over the W end of the Butchery slatted barn. There is a depth of 2m, thick mud with little weed and extremely good holding. If the plan is to stay for any length of time, it may be prudent to moor. This berth is sheltered from SE through W to N and is only exposed to winds from E and NE, in which conditions good shelter can be found in Whalebone Cove in the lee of *Lady Elizabeth*. It is however, a walk of 1½ miles into town and, with the exception of the convenience of buying fresh meat, there are no facilities.

This anchorage was used by Tim and Pauline Carr on *Curlew* for many months when they were in Stanley, and it was they who cleared the slipway to make landing in a dinghy safer. It would be nice if a tradition could be established of visiting yachtsmen keeping the slipway clear.

Some yachts have anchored to the E of FIPAS, in its lee, with shelter from SE through S to W. Conditions are generally too rough for anchoring off Stanley itself, with any hope of comfort.

With the exception of FIPAS, there are no charges for anchoring, moorings or the jetties.

It is not possible to enter The Canache at the E end of the harbour. A bridge has been built across the entrance, and the lagoon itself is in a mined area. An additional hazard is that a wire hawser is sometimes deployed across the channel to hold off vessels which are lying at the jetty, close W of the entrance.

The street plan on page 318 shows the location of shops and other services. Refer to page 314 for more information on facilities and services available in Stanley.

## The Narrows

(Page 31)

There are leading lights and beacons located on the S shore of Stanley Harbour, indicating the passage through the narrows.

## Port William

(Page 32)

A leading light, sectored red-white-green, is situated on the shore W of Blanco Bay. The white sector leads clear of dangers to the N of the Tussac Islands. An unlit big-ship mooring is situated to the W of the narrows off Blanco Bay.

An anchorage, well sheltered from all but E winds will be found in Watt Cove in a depth of 4m, mud. The S shoreline is a minefield so do not go ashore here (or drag!). An easy landing can be made from a dinghy on the beach to the NE of Watt Cove. The building there is used by the boy scouts at weekends.

## Approaches to Port Fitzroy

(Page 37)

A swell is usually running into the anchorage off the lagoon, which makes the berth a little uncomfortable and landing ashore difficult. The land in this area is part of Bluff Cove Farm which is owned and run by Kevin and Dianne Kilmartin. On the N shore of the lagoon is a small Gentoo penguin colony and there are generally several to be seen on the beach.

## Bluff Cove

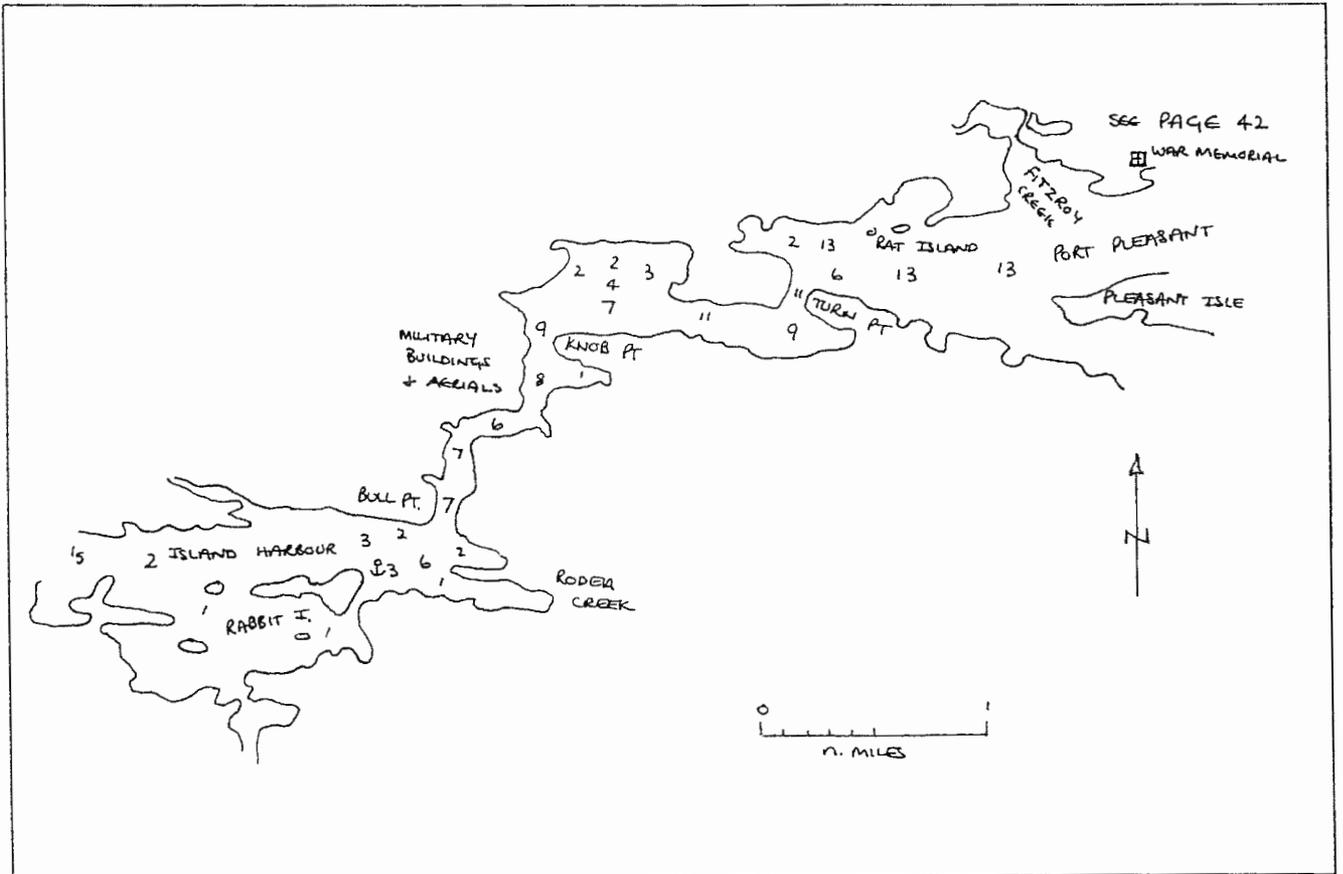
(Page 38)

The anchorage off the entrance to Bluff Cove is a little to the W of it, in 8m, close off a bed of kelp. This would be an exposed place in strong winds, although the kelp would damp down the waves to a certain extent.

# Bluff Cove to Fitzroy

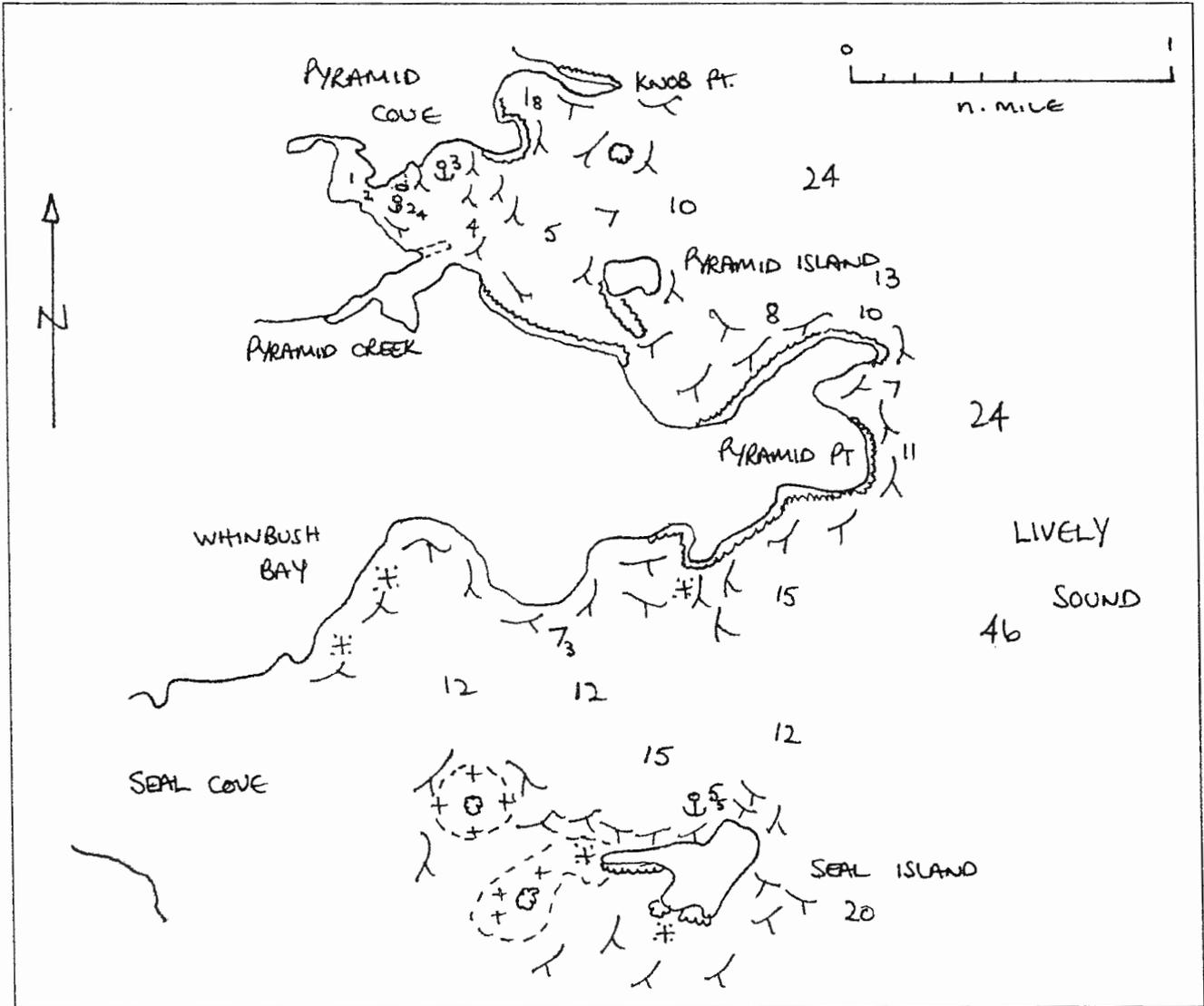
## Island Harbour

A narrow and winding inlet leads W from Port Pleasant for 3 miles to Island Harbour. It is a pleasant sail, with room to tack all the way, and there is an anchorage off Rabbit Island in 3m, mud, in Island Harbour itself. In the event of strong W'ly winds, a more sheltered spot can be found N of Knob Point.



Port Pleasant to Island Harbour

# Choiseul Sound and Lively Sound



Seal Cove

## Seal Cove

(Page 48; Chart page 47)

Temporary anchorage can be found N of Seal Island, just outside the band of kelp in 5-5m towards the E end of the island. There is adequate shelter from the S'y quadrant, but it is otherwise exposed.

Rowing through the kelp is awkward, but a good beach makes landing easy. This tussac island is rat free and, consequently, there is an interesting variety of wildlife which makes for a rewarding walk ashore.

## Motley Island

(Page 48)

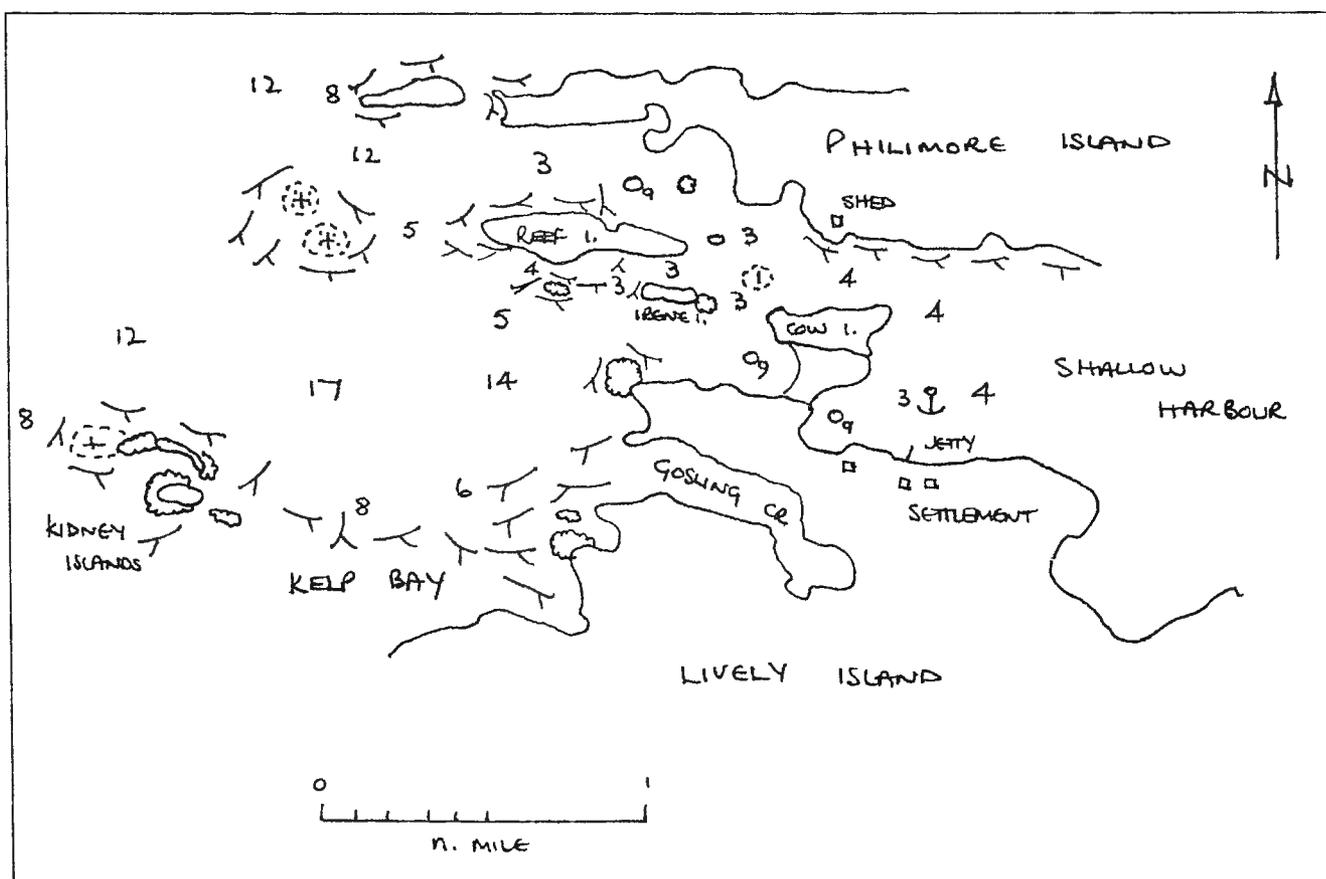
The island is well worth a visit and, being rat free, has an abundance of wildlife. It has recently been purchased by Falkland Islands Conservation as a nature reserve. Landing on the sand beach, next to the anchorage, can be difficult if there is any swell in the bay. However, by passing through the kelp to the S, it will be much easier to land on the pebble beach there, but it is not an easy row.

## Pyramid Cove

(Page 48)

This is indeed an excellent anchorage, with good mullet fishing at the head of Pyramid Creek - the best time seems to be from 2 hours before HW until just after HW. Note the slight differences on this sketch chart from the one on page 47. A clear passage can be found by weaving through the thin kelp to the W of Pyramid Island. Anchor S of the little islet in 3m: this gives the best access to Pyramid Creek. More shelter from a strong W'y will be found to the NE of the islet, again in 3m. The inlet to the W of the islet shoals quickly to 1m inside the narrow entrance.

Pyramid Island is an attractive tussac island, with a good variety of wildlife.



Shallow Harbour

## Shallow Harbour

(Page 49)

The revised sketch chart here shows two dangers not marked on the one on page 52.

There is a drying reef, clearly marked by kelp, 0.1M W of Irene Island which is shown on the 1985 edition of Chart 2536.

A shoal with mussels has grown up in the channel NW of Cow Island, with a least depth of 1m. This is not visible except at low water and has caught out a few vessels when they have been entering. Chart 2536 does not show this shallow patch.

The channel S of Irene Island is marked as less than 2m on chart 2536, so there may well have been some silting recently.

It is possible to pass either side of the reef W of Irene Island, but the N channel has some kelp across it. A clear channel exists between the reef and Irene Island, but it is only just wide enough to tack through. The holding is excellent in the harbour, but a strong E wind makes it uncomfortable, although it is still probably safe. With strong W'yly winds, more shelter can be found in the lee of Cow Island rather than off the jetty, which is the normal anchorage. Lively Island is owned and run by Alec and Elliott Jaffray.

## **Mare Harbour**

*(Page 50)*

A new military harbour has been built in East Cove, Mare Harbour. Chart 2506 covers this area on a large scale. The harbour is open to civilians, but there are frequent shipping movements. Contact the Harbourmaster to find a berth.

## **Darwin Harbour**

*(Page 56)*

Goose Green is the main settlement and the farm is managed by Tony McMullen, for Falkland Land Holdings, which is owned by the Government. Some thirty people live in the settlement.

In N'yly winds, the anchorage off the pier is exposed and more shelter can be found on the S side of the settlement peninsular, NW of the unnamed island. Anchor in 2-7m. The SE tip of the settlement peninsular is a minefield, so do not be tempted to land there.

It was reported by Tony McMullen, that yachts have lain alongside the S side of *The Vicar of Bray* in complete shelter. It is not known what depth of water there is alongside or in the approach past the bows of *The Vicar of Bray*.

*The Vicar of Bray* is now owned by the San Francisco Maritime Museum. They have removed the whole of the transom, and the ship is in a very poor state, despite some attempts having been made to minimise further deterioration. Note that many of the timbers have been numbered - there was a plan to dismantle the vessel and to rebuild her in San Francisco.

## *Sea Lion Island and Beauchene Island*

### (Low Bay, Adventure Sound and Bay of Harbours)

While not having the scenic grandeur of West Falkland, Low Bay, Adventure Sound and the Bay of Harbours offer numerous, well-sheltered anchorages and some excellent day sailing. They also offer some good refuges, if caught out by bad weather on passage out west. This area is well worth a visit if you have time.

### **Low Bay**

#### **Unnamed Bay**

At the NW side of Low Bay, 1.5 miles N of Bluff Head, there is a good anchorage in the unnamed bay.

In the approach, there are two sets of drying rocks which are marked by kelp. One is at the E side of the entrance to the bay extending 500m S from the headland. The other extends 600m off the E shore - half way along that shore. To enter, keep to the W side of the bay and follow the kelp along the W shore. There is a clear patch in the kelp, just SE of the entrance to the creek at the NW end of the bay. Anchor in 5m, sand.

Do not go close to this entrance as a sand bank extends out from it, with depths of less than 1m. This is clearly visible as a lighter patch. There is good shelter from the N through W to almost S.

A track runs along the N shore of the above mentioned creek, which makes a pleasant walk. At its head are the remains of a stone fish trap, so there may well be good mullet fishing near high water. The track probably goes to Walker Creek, which is only 5 miles NE of the bay. There is only a small shed standing at Low Bay House (marked on chart 2561).

#### **Turn Island**

Turn Island is a lovely little tussac island, between Low Bay and Adventure Sound. Anchor off the N coast, close in to the kelp in 5.5m, with good shelter from WNW through S to SSE.

Many sea lions were seen here when it was visited, especially at the N tip.

A clear passage leads between Turn Island and the mainland. Keeping to the centre of the channel, midway between the prominent kelp beds off each shore, a minimum of 3.5m was found.

### **Adventure Sound**

#### **Shell Bay**

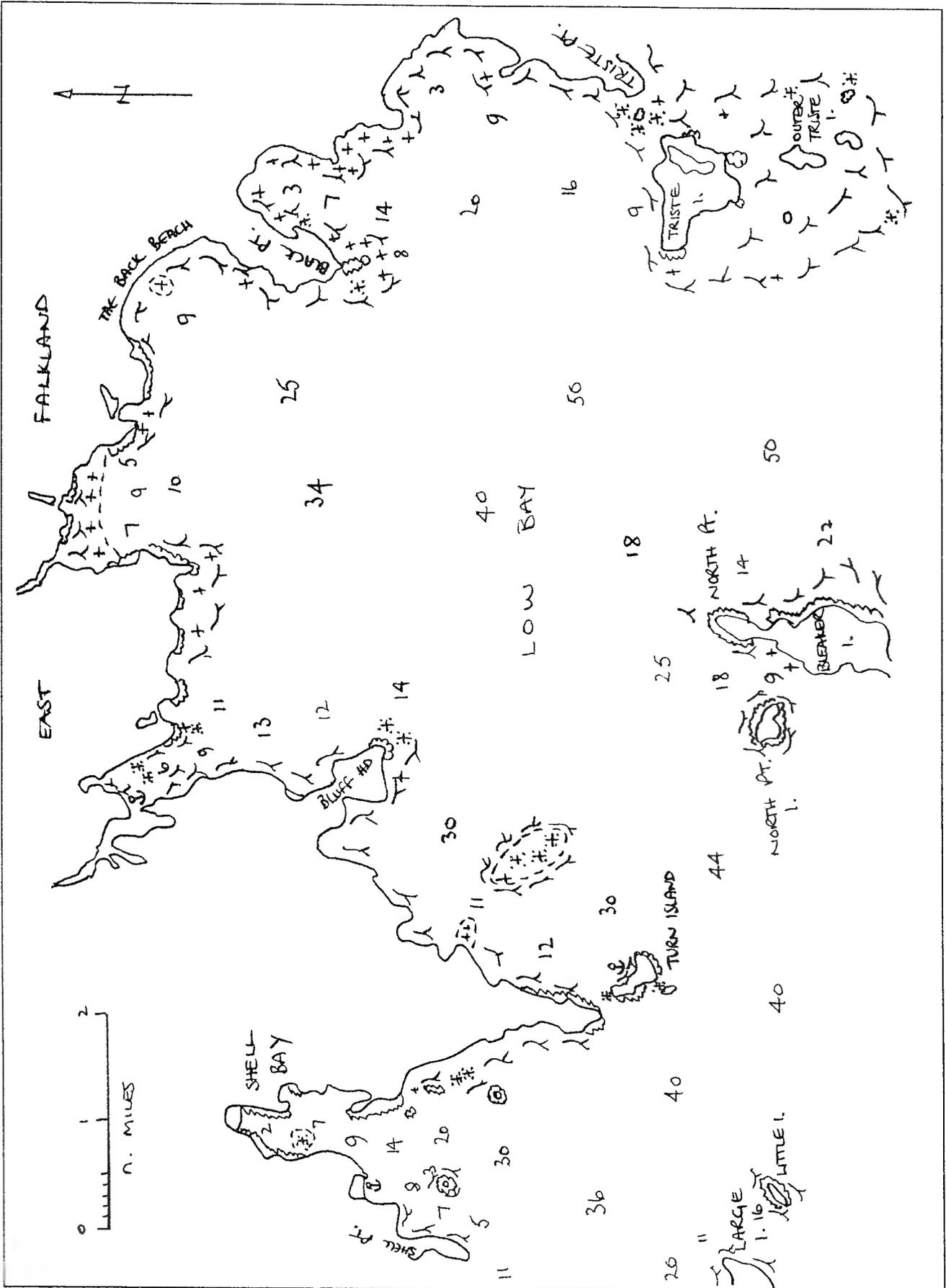
Two miles NNW of Turn Island, there is an anchorage off the small, sandy beach, half way up the W side of Shell Bay. Anchor in 3m, sand, clear of the kelp patches, sheltered from the N and W.

#### **Deep Arroyo Creek**

At the N end of the Sound, good shelter from N'ly winds can be found off the headland dividing Deep Arroyo Creek from the creek to the E of it. Approach from either side of Trap Island, keeping clear of kelp. Note the kelp-marked rock, approximately ½M SW of Trap Island. Anchor close in to the conspicuous, green valley in 4.5m.

#### **West Arm**

West Arm is the name given to the upper reaches of the Sound. On sailing up here, it was found that the water had shoaled greatly since the 1840 survey. About ⅔M, WNW of the prominent spit on the S shore, there is a new shoal, marked by kelp. There is a clear passage to the N and it also appeared to be clear to the S. Continuing on past the narrows, there is a turn to starboard and an island on the port hand, a little further up. A sand spit now extends from the N shore, to the W of this island. It may be possible to find a narrow channel and continue on. The bay to N of the island appears to be too exposed to offer a comfortable anchorage.



Low Bay

### **Sullivan Harbour**

In a strong N'y wind, an anchorage was found to the NW of the entrance to Mappa Big Arroyo. The wind and waves tend to hook around the headland and make it a rather uncomfortable berth, but it appears to be safe enough. There would be good shelter from the NW.

Anchor off the green (not conspicuous until quite close in) in 3m, sand and mud. A shoal patch extends off the headland to the NE of the green, with quite a bit of kelp offshore; if coming from the N, a detour should be made around this.

### **Sandy Cove**

Most of the entrance to Sandy Cove is blocked by kelp, although there does seem to be a clear lead in, at the S of the entrance. However, depths are not known.

An anchorage was found in the little bay N of the entrance, off the SE side of the promontory, close to the shore, in 3m, sand, clear of the kelp patches. This spot is sheltered from the N and W.

### **Fox Harbour**

The passage between Great Island and Low Point is clear.

There is a good anchorage to the W of Low Point. Sail in along the edge of the kelp line and anchor in 2m, sand and mud. This is sheltered from the W through N to E.

The deep bay (W of Ship Point) provides a good anchorage, off the W side, about half way down, in 2m. This gives shelter from the N and W. At the head of the bay, anchor in 2m, with shelter from the W through S to E.

It is possible to anchor in the bay between Ship Point and Seal Point. The W side of the bay gives protection from the W through S to SE. Anchor in 4m, clear of the kelp patches. The E side gives shelter from the E and S. Anchor in 4m, just outside the kelp.

### **Barrow Harbour**

The bay to the S of Seal Point, gives shelter from the N through W to SSW. Anchor clear of the kelp patches in 2.5m.

The bay at the N end of Barrow Harbour provides good protection from the SE through N to W. Anchor at the head of the bay, close in, in 3m sand and weed. There is a large pond just behind the beach.

It is possible to anchor in the entrance to the creeks at the W end of the harbour. Follow the N shoreline around, just outside the kelp line and anchor in the bight, just inside the entrance in 2.7m. The S shore is quite shallow.

Just S of this entrance, there is an anchorage in the small bay, providing shelter from the N through W to SW. Anchor clear of the kelp in 2m.

In the entrance to the SW creek, a depth of 1.8m was found and it should be possible to anchor here, with shelter from the NW and SE. The fetch up the creek would probably make it uncomfortable with a strong SW'y wind.

The spit at the end of Mutiny Point has a small colony of breeding giant petrels: eleven chicks were seen in 1994. The bay to the SE of Mutiny Point would be the best place to anchor in order to visit the colony. Anchor in 3.7m, clear of the kelp patches. Do not approach the nests more closely than 200m, otherwise the adults may abandon the eggs or the chicks; they are far too rare to risk this.

It is possible to sail well into Mutiny Creek and shelter from the NW through SW to SE can be found by anchoring in 2m, just outside the spits enclosing the upper creek.

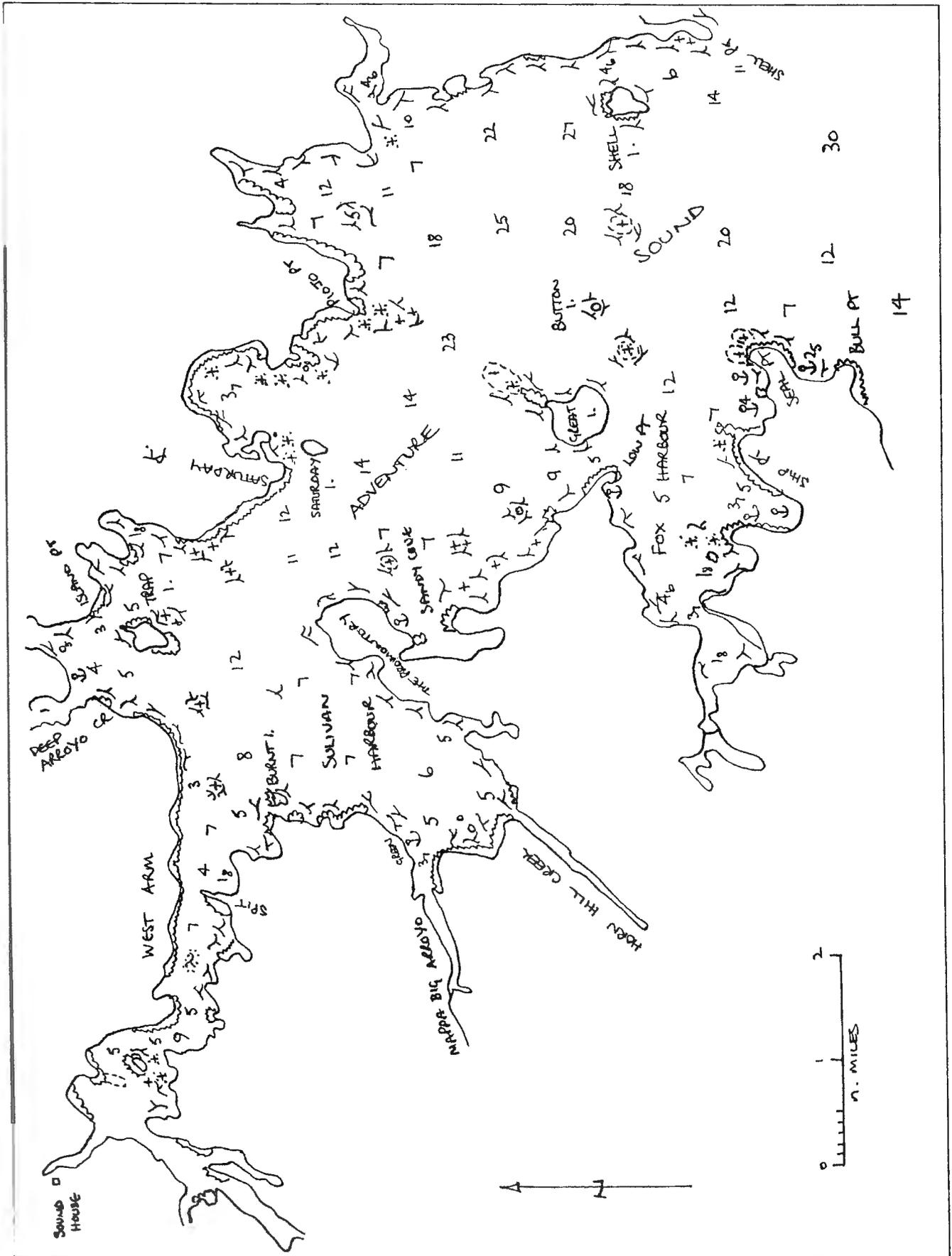
### **Large Island**

Large Island is a rather depressing 'diddle-dee desert'. It has obviously been overgrazed by sheep in the past, but there are signs of a few clumps of tussac coming back. If coming from the N, there is a narrow channel leading inside Kelp and Large Islands. An extensive kelp-marked reef runs S of Kelp Island and there are kelp beds off Large Island Point and the W side of Large Island. Follow the kelp-free channel between these dangers. The minimum depth in the channel is 2.5m.

There appeared to be a clear passage running to the E of Kelp Island and NW of Large Island, but this was not investigated. With the depths being so shallow, it would be prudent to approach this channel with caution.

There are two anchorages off the SE side of the island. The shallow bay at the S end gives shelter from the NW through N to NE. Anchor in 3m, clear of the kelp patches.

The next bay to the NE, gives shelter from the SW through W to NW. Anchor in 4m, clear of the kelp patches.



Adventure Sound

## Urchin Bay

This is a well-sheltered bay, giving protection from the S through W to NE. Anchor in 3m, in the NW corner of the bay, clear of the kelp patches.

A narrow passage leads between Urchin Island and Urchin Point. Kelp extends out from both shores and there is only 2m depth at the shallowest point. Use caution when attempting this passage. It is too narrow to tack through.

## Adventure Harbour

The following was reported by Larry and Maxine Bailey (CCA) on yacht *Shingebiss II*:

“Adventure Harbour - Bay between Urchin and Tom Watson’s Point.

“Entrance easy to identify. bottom shoals gradually. Anchored in 5m, mud bottom at western end of harbour between kelp beds, off obvious high ground. Good holding. Reasonable protection from north to north-east winds. Should be fine in south-west to north-west winds. No fetch from north, west or south.

“Comments: No scenic interest. Magellanic Penguin flocks on water in early November. Welcoming committee of Commerson’s Dolphins.”

The bay at the N end of Adventure Harbour (just under 1M, W of Tom Watson’s Point) is full of kelp and it would only be possible to anchor well offshore.

The next bay to the S gives shelter from the SW through W to N. There is a corridor through this kelp to the shingle beach. Anchor in 3.5m, clear of the kelp patches.

At the head of the bay, on the W side, it is possible to anchor in 2m, clear of the kelp patches. Just behind the beach, is a small lagoon, (not shown on chart 2561) which had Black-necked swans on it, when visited. Depths of less than 2m were found S of this beach.

The inlet to the E of Barrel Point has much kelp in it. It is possible to sail through the thinner patches (with a fair wind) and anchor off the W shore. Anchor when clear of the kelp in 2.5m. This spot is sheltered from the W. There is a long spit running out from the W shore, which appears to make access to the S part of the bay doubtful.

The passage between Adventure Island and Bagwell Point is clear.

## Bagwell Bay

This is the bay to the E of Bagwell Point, and gives good shelter from the W through S to SE. Anchor in 4.5m, clear of the kelp patches.

Keeping approximately 200m offshore, a minimum of 6m was found around the headland to Moffit Bay, despite the 1973-8 survey showing a 2.4m shoal here! *Shingebiss II* traversed this channel in 1994 and reported a minimum depth of 5.5m, when passing just S of the kelp bed off South Sister Island.

## Moffit Bay

The N end of this bay provides good holding in 4m, sand, just outside the kelp.

About ¼M S of the above-mentioned bight, there is a small lagoon just behind the beach, with Black-necked swans on it. This lagoon is not shown on the chart.

Six hundred metres further S, is a small bay, giving good shelter from NW through W to S. A clear channel through the kelp will be found close to the S side of the bay. Anchor in 4m, clear of the kelp.

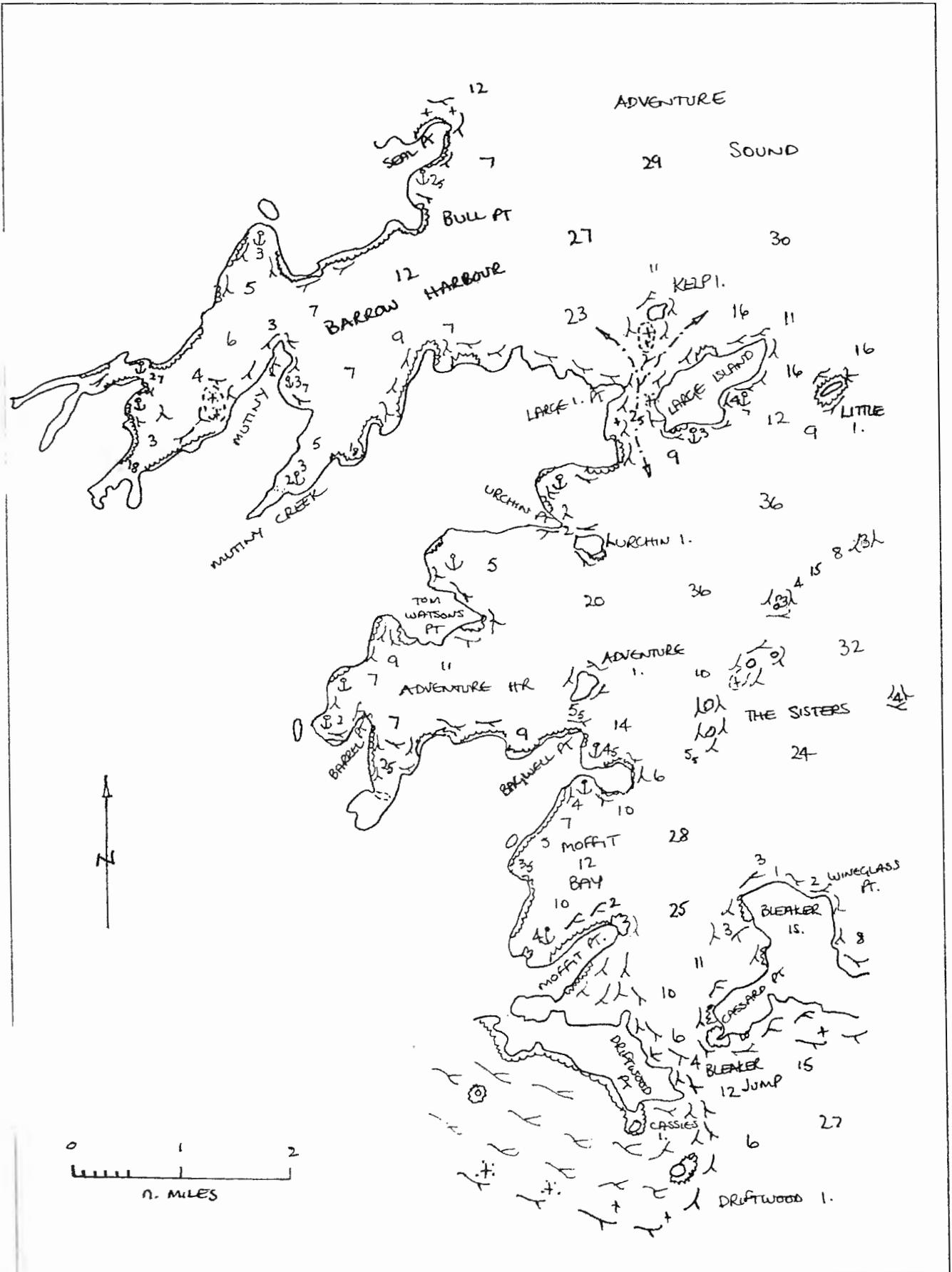
## Moffit Point

On the S side of Moffit Point, there is a colony of Imperial shags. The bay S of Moffit Point has a lot of kelp in it.

## Bleaker Jump

(Page 62)

This is a short cut either into or out of Adventure Sound. There is much kelp in this area and a clear passage through is blocked by a narrow band of kelp, a few hundred metres SE of the narrows. There should be no problems sailing through this band of kelp with a fair wind, but unless you can easily lay the course of 150° (or 330° going in), attempting the passage under sail is not recommended. Keep up to the windward side of the passage to allow for the leeway on passing through the band of kelp. Whether or not you are happy motoring through this kelp, depends on how your propeller copes with it. The band is not too thick and most yachts should have no problems, but this is not the place to try motoring in kelp for the first time.



Seal Point to Bleaker Island

Once S of Bleaker Jump, continue on S, past the extensive kelp off Driftwood Island. Do not try to cut the corner, as there are some rocks hidden in the kelp. Once clear of the kelp you can turn W. If approaching from the W, Driftwood Island is a pronounced, rounded island, covered with tussac. There are usually several sea lions to be seen on the N side of this island.

## Bay of Harbours

(Page 62)

### Cattle Point Creek

This is an attractive anchorage off a fine, white, sand beach, giving good shelter from the SW through N to E. However, it is wide open to the S and if there a S'y swell it would probably get in here (there would not be a nice beach, otherwise). It is a useful anchorage if caught out by darkness and unable to make it to one of the Bull Roads anchorages, but well worth a visit for its own sake.

Extensive kelp lies on either side of the entrance, but there is a clear passage through that is wide enough to tack up. Anchor off the beach at the head of the bay to the E of a kelp patch, in 4.5m, sand. Above the beach is a marshy pond.

The entrance to the E arm is blocked by kelp, but it appears to be quite shallow inside, anyway. An impressive amount of timber wreckage from an old ship, is lying about the shore of the creek and a small piece of teak scroll work was found.

The small bay to the S of the creek is completely covered in kelp (as shown on the chart).

The bay on the W side of Cattle Point has a fair amount of kelp around the edges. 12m was found on the edge of the kelp, a long way from the shore. There is a colony of Imperial shags on the top of the cliffs on the W side of the bay.

### Blake Inlet

Blake Inlet is on the NE side of the Bay. Half way up the inlet, on the S shore, is a small bay with a lagoon on the SE side of the beach. Anchor in 2m, sand, clear of the kelp. There is shelter from the S and E. On approaching this bay, keep well clear of the kelp bed to the W of the bay as the chart shows several rocks hidden in the kelp.

Continuing up the inlet, keep to the SE ashore, as the NW shore has extensive kelp patches off it. Anchor at the head of the inlet in 2m. This gives shelter from the W through N to E. Just behind the beach are two large lakes.

Shag Rookery Point is the N point of Blake Inlet. The shag rookery is actually a few cables to the NE of the point.

### North Arm

(Page 64)

North Arm settlement is located on the creek at the top of the E arm of North Arm. The farm is owned by Falkland Land Holdings and is managed by Eric Goss. The 830,000 acres hold over 70,000 sheep and the farm employs 15 people.

The direct approach to the creek is blocked by a large kelp-marked reef. This can be avoided by heading for the E side of The Bluff and then turning to port once past the kelp. There is a clear passage N of the kelp with deep water close to The Bluff. Follow the shore round and keep to the starboard side of the channel. The jetty has deep water alongside. Several spits run out from the W shore by the settlement, so keep to the E side for the deepest water. Anchor off the first house in the settlement, in 3.5m, mud; it is prudent to moor the vessel, as the creek is quite narrow. It is possible to proceed as far as Sleepy Hollow by keeping to the E side of the creek. Carl and Dianne Freeman kept *Compass Rose* (a sister ship to Eric and Susan Hiscock's *Wanderer IV*) moored here for quite a while.

North Arm Creek is a well-sheltered anchorage. Strong winds from the N or S may produce a short chop, but the reef outside the creek would stop any real waves coming in.

There is a small settlement store which is open on Mondays, Wednesdays and Fridays from 1500 to 1630 (camp time). They have a good selection of items including frozen meat and booze. Prices are about the same as in Stanley.

Water is in short supply here, but it may be possible to obtain a small quantity; ask the manager first. There are several taps about: one in the wool shed, one by the gallows (at the S end of the settlement) and another by the kennels next to the creek.

There is a post bag in the shop and a post box outside. Mail is taken to Stanley Post Office every few days. Stamps can usually be obtained from the shop.

Apparently, good mullet fishing can be had in Sleepy Hollow.

The dogs in the kennels can be a little noisy at times.



## **Thetis Bay**

To the E of The Bluff, Thetis Bay provides good shelter except from S and SW. Anchor in 3m off the fence that runs into the bay on the E side. There is good shelter except from the S and SW.

## **North West Arm**

If coming from North Arm, pass to the S of the kelp patch off Pond Islets. Do not cut the corner as there is a rock marked on the chart, S of the S Pond Islet. Off the headland at the SW side of the entrance, there is a very large kelp-marked reef to avoid.

The N part of North West Arm has a lot of kelp streamers in it, especially to the E of the small islet (half way up the W shore). The kelp is thin enough to sail through, but tacking could present some problems. There is an anchorage 0.6M N of the islet off the small bight on the E shore. Anchor in 2.5m, sand and mud. There is shelter from the N and E, but it may be uncomfortable here with strong winds from other directions. At the head of the bight there is a small pond with Black-necked swans.

There is an anchorage in the narrows at the entrance to the W arm. In N or NE winds, anchor to the W of the small spit, off the tiny valley in 4m. There is deep water close to this N shore. With winds from S or SW, anchor on the other side of the narrows in 2.5m. The depths are less on the S side and you cannot approach too close to this shore.

On the S side of North West Arm, just inside the entrance, is a bay which gives good shelter from W through S to SE. Avoid the large kelp patch off the W side of the entrance to the bay. Anchor at the head of the bay in 2m.

## **Snug Cove**

The bight at the N side of Snug Cove provides good shelter from the E through N to W. There is a light band of kelp stretching across the entrance, but it is possible to sail through this. Just past the inlet to the S, is a spit running out from the S shore. When visited six giant petrel chicks were sitting in nests here.

Anchor in the pool, just past the spit in 3m. The water shoals to less than 2m further up the creek. There is good shelter here, except from the E. This is an ideal vantage point to watch the giant petrels, especially as it is advised to go no closer than 200m to giant petrel chicks or nesting adults, because they are easily disturbed and can abandon the nest.

S of Salthouse Point is a bay giving good shelter from the S through W to N. Anchor at the head of the bay in 2.5m. There is a pond here with Black-necked swans.

## **Lion Creek**

The spit on the N shore of the narrows, at the entrance to this creek, is a Gentoo penguins' landing beach. The colony is on the hill to the NW of the spit. It is possible to anchor to the W of the spit in the bight off the N shore. Anchor well in, in 3m - there is shelter from the W through N to E. Further up the creek, the water shoals to less than 2m about half way to the head. There are a couple of sheds, but Lion Creek House appears to have been moved.

On leaving Lion Creek and heading into Island Creek, keep clear of the kelp patches off Island Point and the island, as the chart shows rocks hidden among the kelp.

## **Island Creek**

There is good shelter from the N through W to SW in the entrance to the Creek, half way down the NW shore. Anchor in 2.3m.

Mullet fishing looked promising, but the fish were not biting when the Creek was visited.

The next inlet S is shallow, with depths of less than 1.5m. The head of the bay gives good shelter except from the N and NE. Anchor as far in as your draught permits - the depths decrease slowly.

600m NE of the head of the bay, on the SE shore, there is a creek with 4m in the entrance. Shelter can be found here from SE and E winds. The small bay just inside the entrance to this Island Creek, on the E shore, provides shelter from the NE through E to S. There is a large kelp patch off the S shore, but a clear lead in. Anchor in 3.5m at the head of the bay.

## **Fanny Islands**

The Fanny Islands are now two islands, as the thin neck between them, shown on the chart, has eroded away and probably only dries out on a big spring tide. The cove between the two islands, on the E side, is completely choked with kelp and appears to be impossible to get through. A clear channel leads between the kelp to the W of the Fanny Islands.

## Fanny Cove Creek

(Page 64)

At the entrance to Fanny Cove Creek, on either shore, there are large patches of kelp, but there is plenty of room to tack between them. The anchorage shown on the sketch chart on page 63 is too exposed to be used with any hope of comfort in strong winds.

In N and NE winds, the small cove on the N shore, 600m inside the entrance, gives good shelter. Anchor in 2.5m close to the beach, clear of the kelp.

Proceeding further up the creek, the narrow inlet on the N shore (1M inside the entrance) has depths of less than 1.5m. The creek narrows here and the deepest water will be found off the N shore - there is room to tack up between the kelp along the shorelines.

Further up the creek branches in two. The S arm of the Creek has depths of less than 1m in the entrance. It is possible to carry 2m up the W arm until it starts to widen out again - it then becomes shallow and the head of the creek dries out. Anchor off the headland between the two arms in 2m. There is good shelter here, but it would probably be uncomfortable in very strong W or NE winds.

Although it cannot be seen from the anchorage, there is a house (Fanny Cove House), 2/3M W of the head of the bay. It is now only used from time to time as a bunk house.

The comment on page 64 about two million Gentoo penguins should not be taken literally. It is obviously a gross, local exaggeration: it is doubtful if that many exist world wide! A colony is there, however, in Bull Roads and is shown on the sketch chart on page 63.

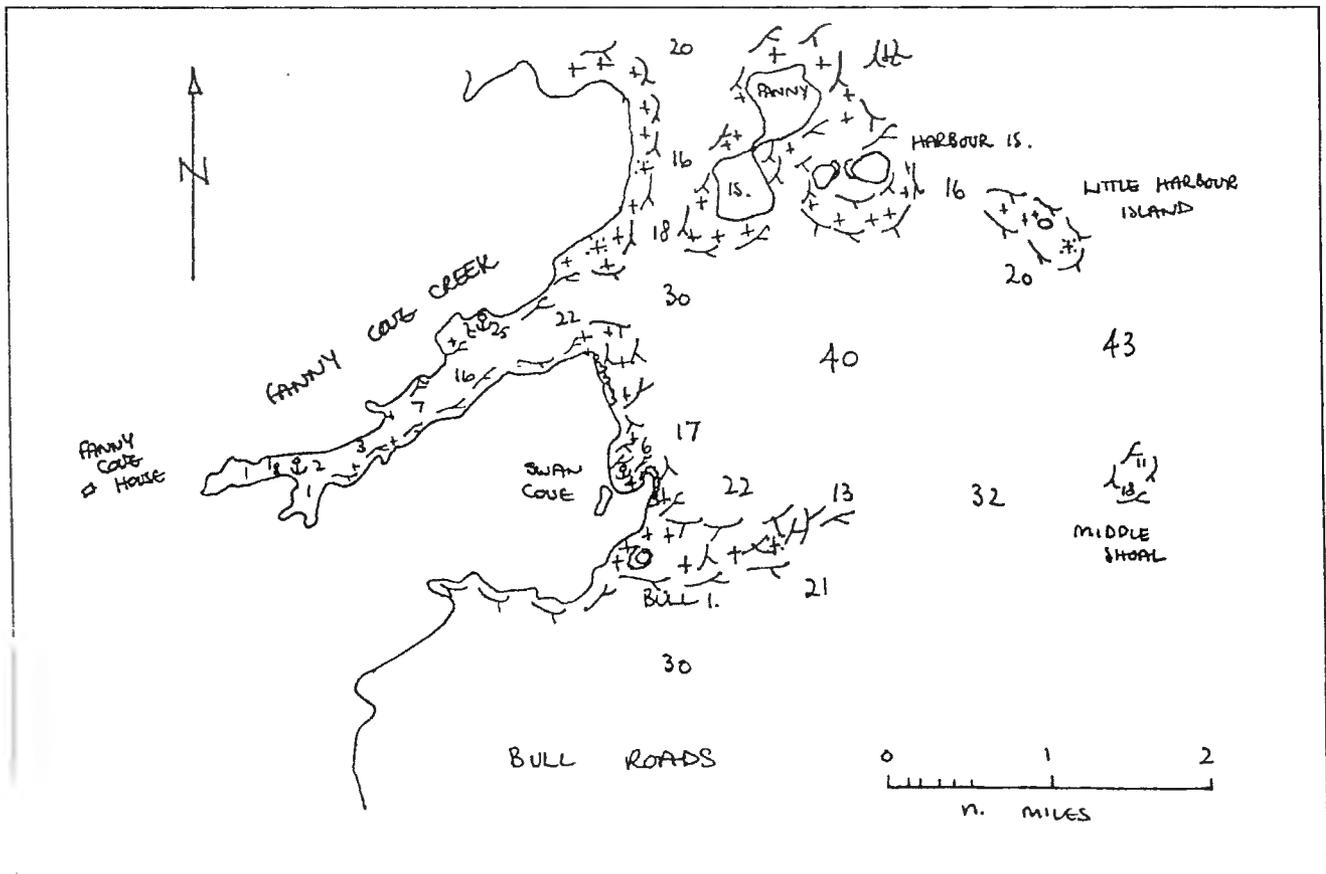
## Swan Cove

This is an excellent anchorage just N of Bull Roads. It is less distance into the Bay of Harbours than Fanny Creek Cove, and provides a good place for an overnight stop when travelling out west.

When approaching Swan Cove, take care to avoid the extensive reef, which is kelp-marked, that extends just over 1M E of Bull Island. On entering the cove it will be found that there is quite a bit of kelp in the northern half, but a clear passage can be found close to the S shore.

Anchor at the head of the cove in 4m, sand. It is well sheltered from E through S to NW.

When visited, quite a few Black-necked swans were observed, on the pond behind the beach.



Fanny Cove Creek

# Eagle Passage

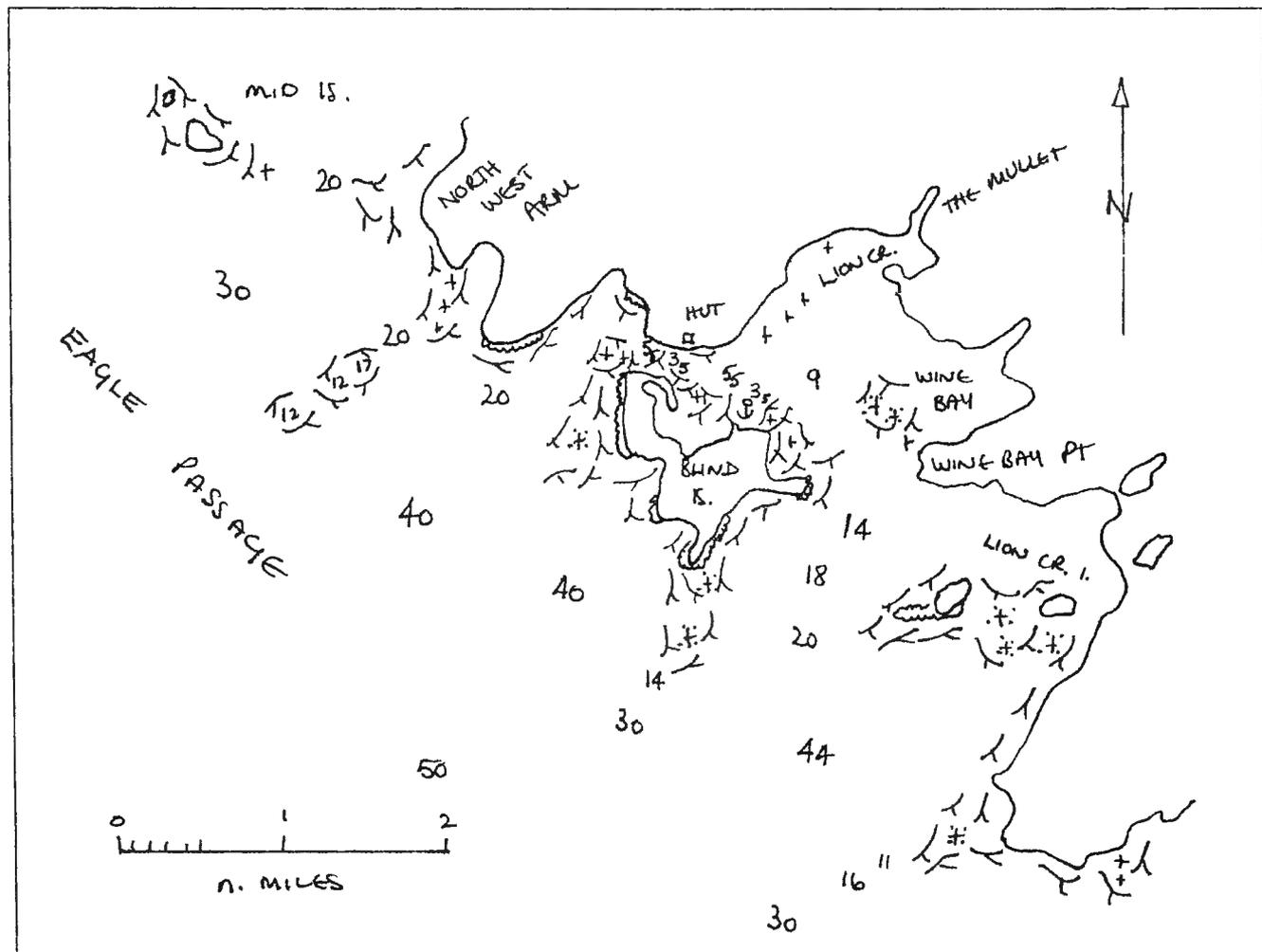
## Blind Island

This is an interesting island. When visited, quite a few sea lions were seen on it. An old corral is at one end of the island, but there is no longer any livestock and the tussac is making a good comeback. The two shingle beaches on the W coast offer some good beach combing, with a lot of driftwood to be found.

The area to the N and E of Blind Island has not been surveyed. Approach from the S keeping well clear of the kelp-marked reef, which extends over ½M from the S tip of the Island. There is plenty of kelp near the shore: follow it along the E side of Blind Island. The first bay around the headland on the NE coast, is completely blocked by kelp, but a clear lead takes you to a good anchorage off the headland at the E side of the large bight (shown on the sketch chart). Anchor fairly close in between the two kelp beds in 3m, sand.

There is shelter from SSE through S to W. The surrounding kelp gives protection from all but N to NE in reasonable weather conditions.

A passage exists between Blind Island and the mainland, but it is covered with kelp. *Badger* sailed through with a N wind from Wine Bay to Eagle Passage. Follow the clear lead through the kelp up to the narrows and then steer through the thinnest patches. A minimum depth of 3-5m was found in the narrows. Avoid the thicker patches of kelp as they probably hide the rocks marked on the chart. Once clear of the narrows, there is plenty of kelp-free water to get back to Eagle Passage. While the use of this passage could not be recommended, it is possible to sail through with a fair breeze. Do not attempt to do this unless you have previous experience of kelp.



Eagle Passage

## **Speedwell Island**

*(Page 69)*

Speedwell pass is straightforward with no dangers. The tide probably runs through here quickly, but it should present few problems if taken at near slack water and if the wind is not blowing too strongly.

The Gentoo penguin colony is on the top of the hill to the N of Kit's Creek (not on the S as indicated on page 71).

## **Jack's Well**

Halfway Cove is exposed to N and E winds, but an excellent anchorage can be found at Jack's Well, 3.5M NNE of Halfway Cove. Good shelter can be found here from the W through N to NE.

To enter, keep to the edge of the kelp off Semaphore Point (see chart page 71) and work your way into the bay N of this point. Anchor in 6m, sand and weed, clear of the kelp, just before you reach the spit with a small jetty, off the W side of the bay.

## **Northern end of Eagle Passage**

*(Page 71)*

If heading towards the S end of West Falkland, a useful exit from Eagle Passage can be made by passing between Stinker Island and Phillips Point and following the Speedwell Island shore SSW to Sea Hen Point. Once clear of the shoal ¼M SW of the S Elephant Cay, a course can be made towards Port Albermarle or Cape Meredith. Take care to avoid being set towards Wood Shoal with a N going tide.

## *East Falkland Sound*

### **Passage to Ruggles Bay**

Ewen Southby-Tailyour describes the N of Eagle Passage clearly on page 72, but there is a short cut, requiring careful pilotage, around the N of Ruggles Island.

Once clear of Eagle Passage, steer to pass fairly close W of Mike's Island (see chart on page 71), but keep outside the line of kelp off the island. Then steer to pass close off the W side of Ruggles Island (again keeping outside any kelp). This will take you inside the kelp shoals, 600m off the shore of Ruggles Island.

Once round the N tip of the island, steer E for  $\frac{3}{4}$ M, before heading SW to Danson's Harbour, in order to avoid a kelp-marked rock.

If going to Wolfe Island or Tickle Pass, the safest course is to go S and E of East Wolfe. There are some drying rocks and shoals NW of Wolfe Island and on the direct course for Tickle Pass. It should be straightforward to avoid these kelp-marked dangers, in good visibility and settled conditions, by keeping close to the W coast of Wolfe Island, but outside any kelp. Otherwise, steer for the S side of East Wolfe and proceed up the E shore, keeping reasonably close in, but outside the kelp line.

### **Danson's Harbour**

The bay to the S of Mutton Point gives good shelter from the NW through S to E. Go as far S into the bay as your draught allows - the bottom shoals slowly. Anchor in 1.8m near the S shore, with good holding on sand and light weed. Shoal draught boats should be aware that there are drying rocks, very close to the SE shore of this bay.

The house that can be seen  $1\frac{1}{2}$ M SE of the anchorage, is part of North Arm Farm. It is not now inhabited, but is used from time to time by shepherds.

### **Wolfe Island**

(Page 75)

This anchorage is described in *Falkland Islands Shores*, as "one of the finest in the Falkland Islands". However, after visiting Wolfe Island it was considered that it would probably be a little too exposed in a NW or N blow to remain here in comfort, as a sea may cross the shallows at high water.

Enter the bay at the N end of the island, between Flat Wolfe Island and the NE point of Wolfe Island. There is no passage between the SW tip of Flat Wolfe and the N point of Wolfe, which all but dries out at low water. There is a large kelp reef off the NE point of Wolfe Island which must be avoided on entering.

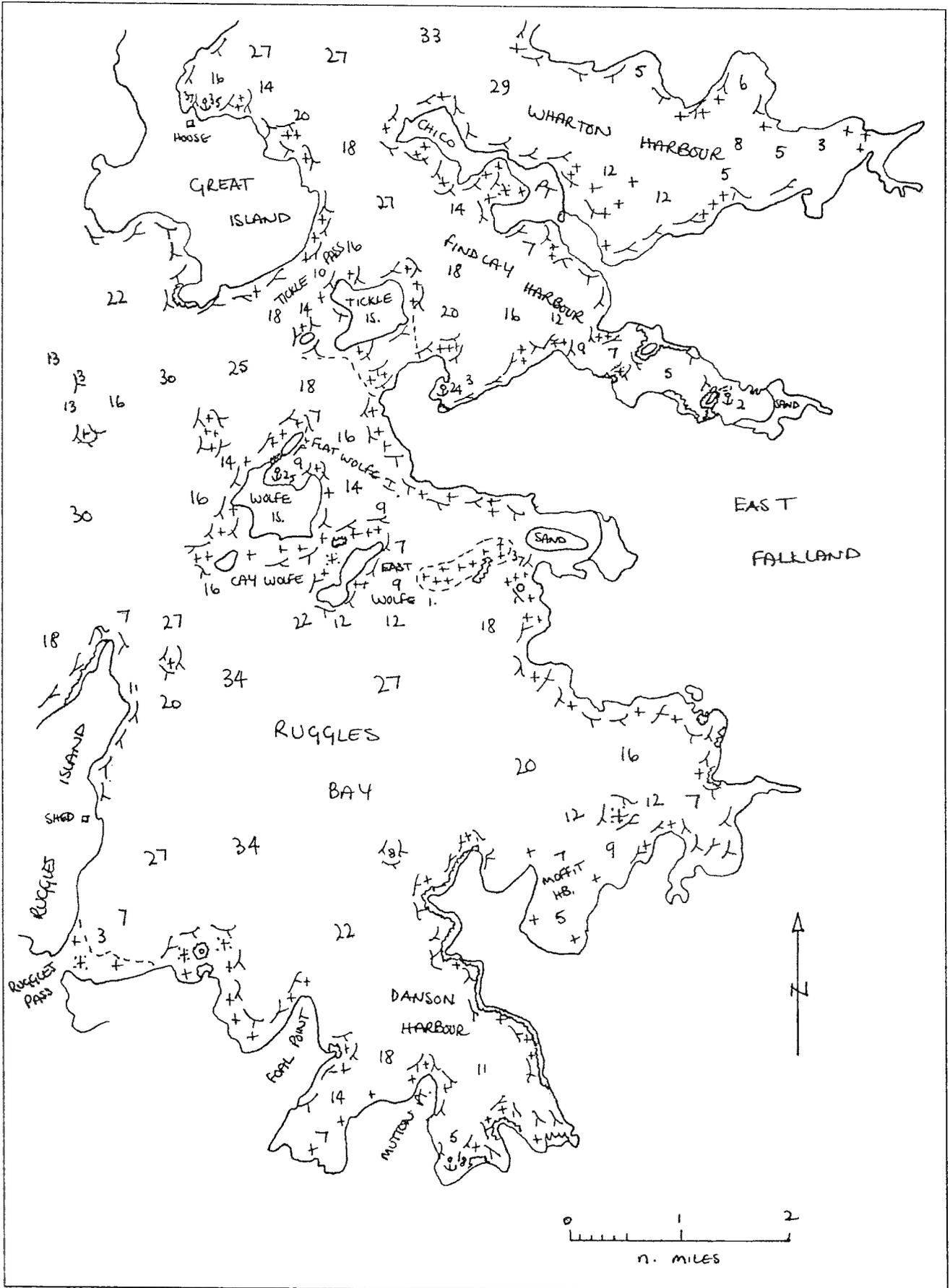
Proceed up the bay and anchor at the SW end of the bay in 2.5m. There are a few kelp streamers about. There is good shelter from the W through S to SE.

Wolfe Island has been used for grazing sheep in the past, but is not used now. It appears a bit barren when compared to the tussac on Flat Wolfe Island.

### **Tickle Pass**

This provides a short cut into Findlay Harbour, passing between Great Island and Tickle Island.

The deepest water will be found by favouring the Tickle Island half of the channel. Keep to the W of the tussac islet, W of Tickle Island. On passing through at half tide, during neaps, little current was noticed and the kelp did not run under. It would be prudent to wait until slack water during spring tides, as the current may well be enough to run the kelp under.



Ruggles Bay

## Findlay Harbour

(Page 75)

The bay 1M SE of Tickle Island, at the S side of the entrance to Findlay Harbour, provides good shelter from the N through W to SE. There is much kelp either side of the bay, but a clear channel through from the NW.

The best anchorage is in the inner bay at the W shore. Room to anchor can be found in between the two points at the entrance to the inner bay, in 2.4m. There is 1.7m in the middle of the inner bay.

When proceeding up Findlay Harbour, there are two narrow passages to negotiate to get to the head of the harbour.

The first is a straightforward channel between a kelp-marked reef, extending from the S shore and a kelp patch, extending from the island on the N shore. The channel is approximately half way between the island and the S shore and is wide enough to tack through. The first narrows is just past the conspicuous, white, sand beach on the N shore.

Once past this narrows, steer to pass to the N of the next island. There is a large patch of kelp running in a N direction, from the island and a kelp marked shoal off the N shore. Pass between these two kelp patches and head for the centre of the channel, to the N of the island. A long sand spit runs out NE from the NE tip of the island. This extends fully half way across the channel and is not marked by kelp. This spit is steep-to and an echo sounder would not give sufficient warning to avoid running aground. From a position in the centre of the channel, N of the island, swing to the N and follow the N shoreline around past the spit. Anchor to the E of the island in 2m sand and mud. There is good shelter here from N through W to S. In the event of an E'ly blow, better shelter could probably be found to the W of the island. Wreck House, 2M SW of the anchorage does not appear to be usually occupied.

## Great Island

(Page 75)

According to the chart, there is a jetty off this island, but this has now disappeared. However, it is possible to anchor off the house and shed at the S end of the bay, in 3.5m, quite close inshore. There are several kelp patches off either shore, but these are easily seen and avoided.

Good shelter can be found here from the W through S to SE. A SSW gale was ridden out here, in relative comfort.

The island is now privately owned and farmed, but it is not occupied all the year round.

There is a small Gentoo colony on the side of the hill, 600m NW of the settlement.

## Port King

(Page 75)

Only the most W bay, on the S side of Port King was visited.

This bay is deep (over 12m), but it is possible to anchor off the beach at the SE end of the bay. The shallower, sandy bottom is easily seen as you approach the shore. Anchor in 6m, sand, just as you reach the light-coloured sand. The depths shoal rapidly, so approach with caution! Because of the steep slope of the bottom, except in gentle conditions, it would be prudent to anchor in the deeper water.

Good shelter can be obtained from the S and W.

As shown on the chart, the inner bay to the W, dries out completely at low water.

There is a Gentoo colony on the side of the hill, to the W of the bay, with many penguins to be found on the beach.

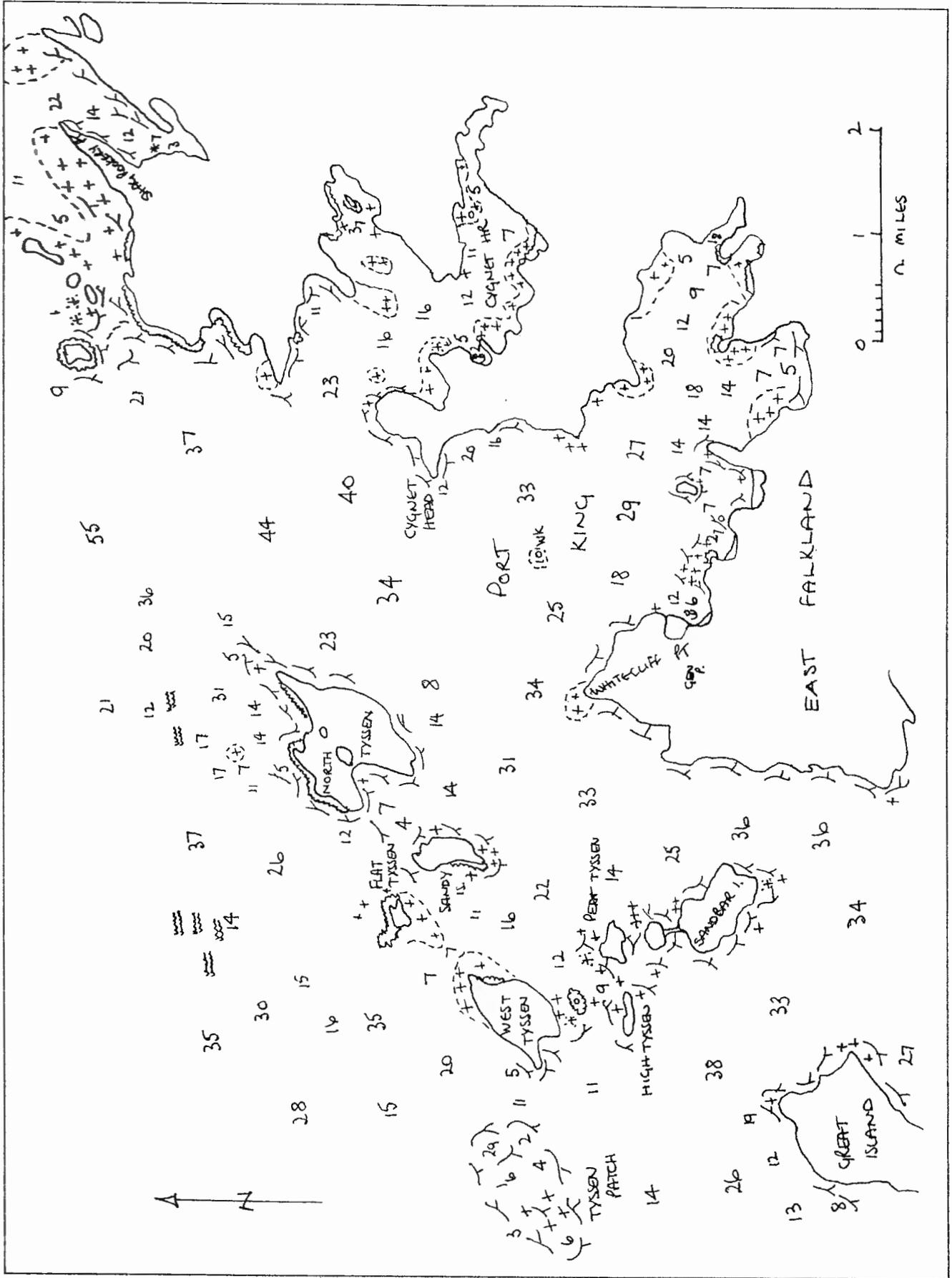
## Cygnets Harbour

(Page 75)

When approaching Cygnets Harbour, take care to avoid the rock, which is marked by a small kelp patch, 600m ESE of the headland at the S entrance. This is off the first bay. There are also kelp-marked rocks off the headland, separating the first and second bay on the S shore, and rocks extending 800m SSW of the headland opposite. Watch out for, and keep clear of kelp.

An anchorage was found in the second bay on the S shore. This is fairly narrow, with a long, thin peninsula forming its SE side. The bottom shoals gradually as you proceed up. Anchor in 2m, sand and weed, near the head of the bay. It is best to anchor half way between the SE and the NW shores, as they both dry out for some distance at low water.

There is very good shelter from all but the N and NE.



Port King and Cygnet Harbour

## CHAPTER 12

(Page 84)

# *San Carlos Waters*

### **Careening Cove**

(Page 89)

The mooring buoys are no longer in existence (in 1994) and the cove is deep with depths of over 15m until very close to the shore. Chart 2558 shows 4.9m but appears to be in error. (Perhaps the original survey showed 14.9m?)

### **San Carlos River**

(Page 89)

This is indeed a beautiful stretch of water and well worth the sail up. The Racecourse is narrow, but wide enough for a handy vessel to tack up. The river to the W of Salt Point also provides a good anchorage in 2.5m.

## CHAPTER 13

(Page 84)

### *North Falkland Sound*

#### **Eddystone Rock and Cape Dolphin**

(Page 95)

The inshore passage S of the Cape Dolphin Race should only be made in moderate winds. The race extends right up to Cape Dolphin in strong winds from the N. It would be prudent in these conditions to take the longer route around the Eddystone Rock or, better still, postpone the passage altogether (see page 98).

(Note that there is no *Supplement* entry for Chapter 14.)

## *Salvador Waters*

### **Tides**

When visited, the tide appeared to turn at High Water, but this may have been a 'variation due to the weather'.

### **Centre Island to Rabbit Island**

(Page 102)

If the tide turns against you, before you have completed the passage of the entrance, Sheila's Creek provides an anchorage out of the tidal stream. Favour the NE side of the entrance, as a shoal spit extends from the SW point.

Anchor just in the entrance in 4m. It is possible to go further up the creek, but soundings of less than 2m were found just before the creek opens out. This anchorage could well be rather exposed in a strong W'ly wind.

### **Salvador Settlement**

(Page 103, chart on page 101)

The station is owned by the Pita Luga family and is run by Robin and Jean Pita Luga and their son, Nicholas. The 40,000 acres supports 16,000 sheep. This is one of the Islands' oldest sheep stations and was originally started in the 1860's, with the name of Gibraltar Station.

The anchorage described on page 103 gives good shelter from just N of W, through the N to SE. The anchorage is very exposed to the SW and if the wind shifts to this direction, you would do well to seek shelter over in Punta Frio Bay, 2.5M away. There is a lot of kelp in the anchorage, so the holding may be poor unless the anchor is well set. The anchor will probably come up with a large ball of kelp around it and the chain.

There is good mullet fishing at the head of the inlet, near the fish wall, close by the settlement.

### **Ear Island**

This is an attractive, tussac island and there is a pleasant anchorage on the S side, in the bay at the W end.

Anchor in 4m, sand and shells. There is good shelter from just N of W through N to E. The island is tussac covered, but the growth is thin enough to make walking fairly easy. Several sea lions were seen on the shore here.

### **Punta Frio**

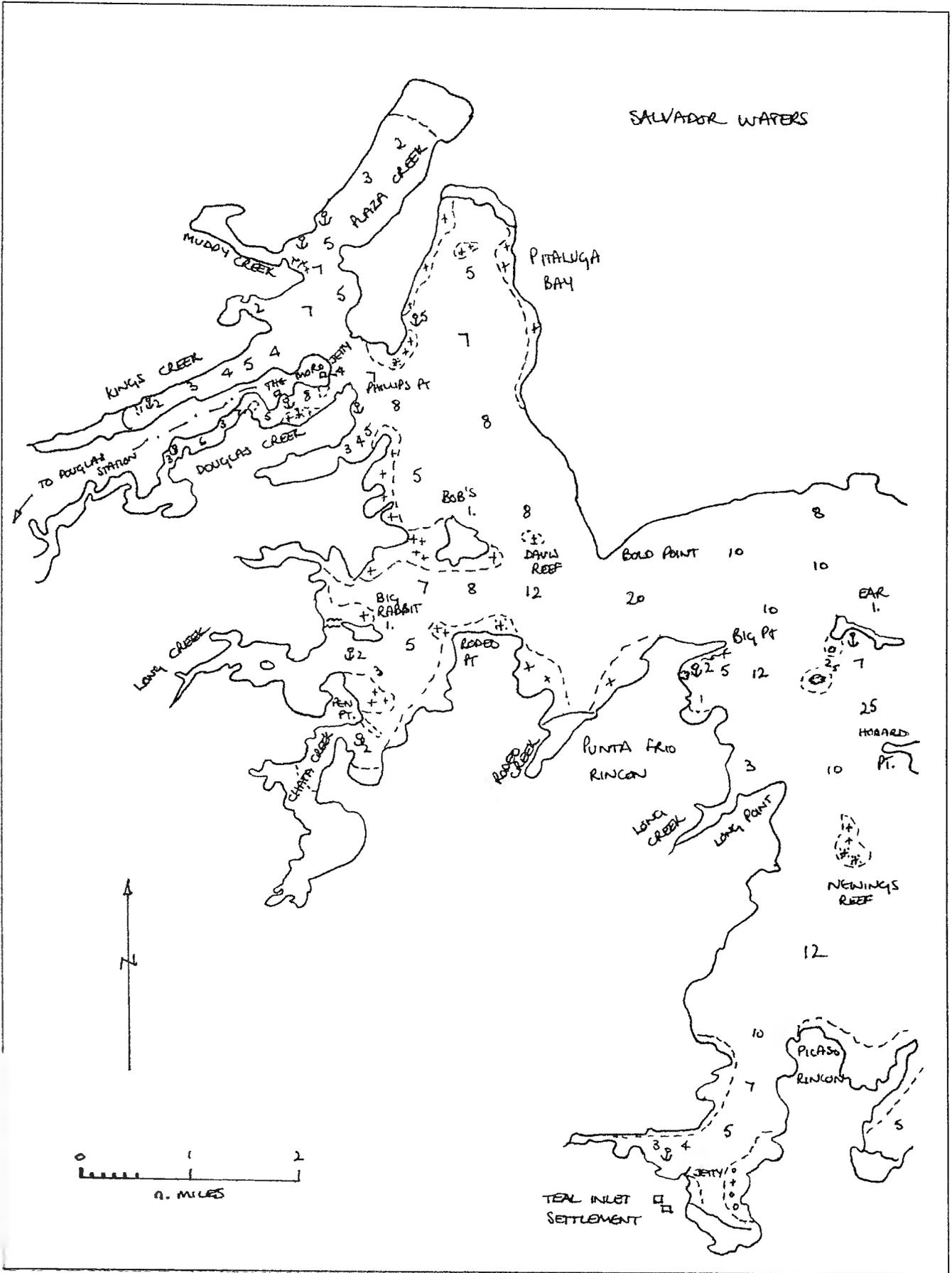
One mile W of Ear Island, Big Point forms the N side of this bay, which gives good shelter from the SW through W to just E of N.

Anchor in the middle of the bay, off the rock outcrop, which divides the shingle beach, in 2.5m. The anchorage has a lot of kelp and a ball of it will probably come up with your anchor. The chart does not show the rock outcrop in the middle of the beach, nor the drying rocks close NE of it. Take care to avoid these rocks, when landing on the beach. There is a spring just behind the beach, to the S of the outcrop.

### **Chata Creek**

When approaching Chata Creek, keep at least 500m off Rodeo Point to avoid the area of rocks and kelp to the W of the point. Favour the E half of the passage, as you pass Pen Point, as there is an area of rocks and kelp extending 500m offshore. Keep to this half of the passage, until you are past the sand spit, that extends from the headland at the S end of Pen Point.

Anchor in the bay off the entrance to Chata Creek, in 2.5m, sand, mud and shells. This is rather a bleak spot, on a windy day and there are some short waves, on the ebb, for a little while. Reasonable shelter can be obtained except in wind from the N and NE.



Salvador Waters (NW)

## Long Creek

It is possible to anchor in the entrance to Long Creek, between Big Rabbit Island and Pen Point. There is a depth of 2m here, with a bottom of sand, mud and shell. It is, however, an exposed spot.

## Phillip's Point

Close S of Phillip's Point is a small bight providing shelter from the SW through W to the N. Anchor fairly close in, in 4m, mud and light weed.

The inlet S of Phillip's Point has not been surveyed. Sailing in as far as the narrows, it is possible to tack between the kelp on either shore. The soundings slowly reduce from 5m at the entrance, to 3m just before the narrows. There appeared to be a narrow channel on the S side of the narrows, but this was not investigated further.

## Douglas Creek

Douglas Settlement is at the head of Douglas Creek. It used to be one big farm of 100,000 acres, but in 1987 it was split into 4 smaller ones. Mike and Jeanette Clark now own the farm by Douglas Creek. It has 28,000 acres, with 7,000 sheep.

The Morro, on the N shore at the entrance to the creek, has a good jetty with 4m alongside the head. There is a track leading to the settlement, 4M away. The Morro gives good shelter from just W of N, through W to SE.

A good all weather anchorage can be found in the Creek. A sand spit, extending S from the Morro, at the entrance to the Creek, reaches nearly half way across the entrance, so keep to the SE shore, until you are past it. Once inside the entrance, there are two drying reefs. One is quite small and in the bay to the N (this is not shown on chart 2546) and the other is extensive and on the S side of the Creek. These reefs will show themselves at half tide or less, and have patches of kelp around them. There is plenty of room to tack between them.

The 50ft motor boat, *Penelope*, is usually to be found on a mooring, NW of the S reef. She was built of oak on oak in 1928 and came to the islands in 1930. Anchor between *Penelope's* mooring and the boathouse, in 4-5m, mud. Good holding.

It is possible to sail another 1.5M up the Creek. The first two bends have spits on the inside of them. On the first bend, the spit only extends a short way, but the spit on the second bend extends two-thirds of the way across the channel, leaving a passage of only 50m width. Apart from this narrow channel, it is possible for a handy vessel to tack up the Creek. Anchor as shown on the chart, in 2.5m, mud. Good holding. It is very sheltered here, but there is some tidal stream.

If you wish to visit the settlement, land at the beach to the W of the anchorage (by the stream) and at the top of the hill to the N, the track will be found. It is about 2M to the settlement, along this track.

There is good mullet fishing off the beach, on a rising tide, until just after high water. Mussels can be collected at low water.

According to Mike Clark, the channel gets narrower further up the Creek and it dries out completely, at low water, by the settlement.

## King's Creek

North of The Morro, this inlet runs SW/NE and would be a good anchorage in a NW or SE wind. Otherwise, the wind will tend to funnel up or down it. There is plenty of water up the creek until you reach the shingle spit, on the N shore, 1.5M in from the entrance. Anchorage can be found to the E of the spit in just under 2m. The water shoals quite quickly to the SW of the spit.

In the bay to the N of King's Creek, there appears to be a good anchorage off the hill at the S side of the bay, in 2m. This would seem to give good shelter from the SW and S and is only exposed to the E. The narrows at the head of the bay appears to have a very restricted but deep channel into the inner bay. This would be a good place to explore in the dinghy.

## Muddy Creek

There appears to be a good anchorage outside the entrance to Muddy Creek, sheltered from the NW and N. Anchor off the short beach, in 3m.

Muddy Creek is rather exposed to the W and the chart shows depths of only 1.5m, but this was not investigated.

## Plaza Creek

A small headland provides an attractive anchorage off the NW shore at the entrance to Plaza Creek. Anchor behind the headland in 4-5m off a pebble beach. This gives good shelter from S of W through to NW. There are a few decent mussels to be found near low water, on the rocks to the N of the anchorage.

Plaza Creek shoals progressively as you go further up and dries out completely at the head. The further up you go, the further offshore you will need to anchor, and so there is less shelter from the wind than at the anchorage described above.

## Pita Luga Bay

An anchorage can be found just N of the headland at the W side of the entrance to this bay. Take care to avoid the rocks and kelp, which the chart shows extending nearly 400m off the S and E of the headland.

Anchor in 5m, mud. Shelter can be obtained from the SW through to NW. The land is quite low here, and gives little protection from the wind.

## Eastern Salvador Waters

(Page 103, see also chart on page 101)

### Teal Inlet

Teal Inlet settlement has been broken up into several smaller farms, all privately owned. There are two farms based at Teal Inlet itself. Ben and Gloria Thorssen own Teal Inlet farm and together with their son, David, run 6000 sheep on 33,000 acres. Their house is the most W'ly one, close to the shore, with a TV satellite dish next to it.

In the prevailing W'ly winds, the best place to anchor, is in the bay to the W of the jetty. This has silted up a little, but there is 2m approximately 800m WNW of the jetty. More shelter can be found from the NW, by going further into the bay, but it does gradually shoal to depths of less than 1.5m.

There is now a road to Stanley, which is less than an hour's drive away. Because of this, the jetty is no longer used to ship the wool out or to bring supplies in. The boat which is hauled out, used to belong to the old settlement and is now owned by Ben Thorssen. She broke her moorings some years ago and was damaged. Since owning the farm, Ben has not had time to repair her and she has dried out badly. The vessel was originally a Norwegian, whale-towing boat (the large towing hook can easily be seen behind the cabin) and came from the whaling factory ship, *Guver Noren*, which stranded on the beach at Cow Bay in 1921. (See page 109.)

### High Island

This island is largely covered with diddle-dee, with very little tussac. It is no longer used for grazing and is privately owned and not part of a larger settlement.

The best anchorage would appear to be off the shanty, on the E shore. It is quite deep until you are close in. Anchor in 4m at the edge of the kelp.

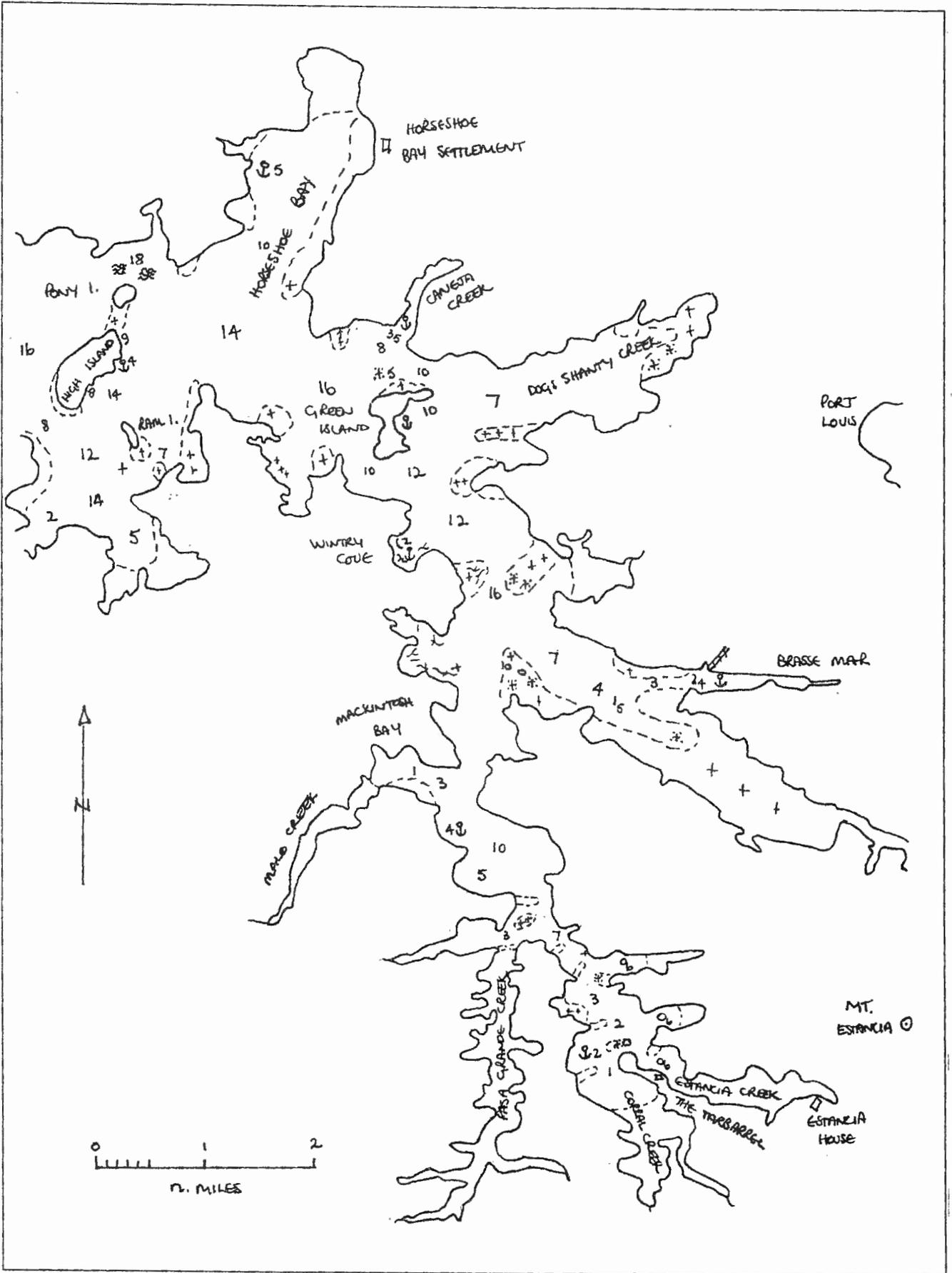
The bay further S is deep, with soundings of 9m very close to the beach. To the N of the shingle beach, there is a small colony of rock shags, nesting on the cliffs. It is possible to sail close by to look at them.

### Wintry Cove

This bay, which has no name on the chart is  $\frac{3}{4}$ M S of Green Island. There is quite a bit of kelp in the bay on the NW side. Sail in off the SE shore, where there is less kelp and anchor in 2.3m, mud, clear of the kelp. In a S'ly gale, this bay was found to be quite protected with good holding.

### Mackintosh Bay

This appears to have silted up a lot since the 1841 survey and soundings of less than 1m were found, not far into the bay. The basin SE of Mackintosh Bay can provide shelter from any direction. Choose your shore to give the most protection from the wind. Good shelter from the W will be found in the bight, just S of the entrance to Mackintosh Bay, in a depth of 4.5m, mud.



Salvador Waters (SE)

## **Estancia**

The very S end of Salvador Waters, to the W of Mt Estancia, has changed considerably since the last survey in 1841. This area requires careful pilotage and should not be attempted without an echo sounder or a good hand on the leadline.

At the S end of the bight (mentioned above), on the W shore, there is a long sand spit, extending E, well over half way across the channel. This is not marked by kelp and is only indicated by the tidal stream crossing it, at certain states of the tide. This is a trap for the unwary and 2 hours were spent here, waiting to float off. The soundings give little warning, as the spit is steep to. It is, however, easily avoided, by keeping well over to the E shore.

## **Passe Grande Creek**

Once past the sand spit described above, you should see the kelp-marked reef to the S of the spit. Keep well to S of this. The deepest water will be found close to the headland on the S side of the entrance. Once past the reef, it is possible to anchor in about 3m. Passe Grande Creek opens out to the S, but there are sand spits on either side of the entrance, with only a very narrow channel, which was not visited.

## **The Tarbarrel**

Continuing S from Passe Grande, there are two more sand spits running out from the W shore. Keep well to the E side of the channel, to avoid these unmarked dangers. There are a few drying rocks close to the E shore, but these appear to be all kelp-marked.

Once past the second spit, steer a course of approximately 325°, heading to the right of a black shed, towards an islet off the end of the Tarbarrel. The Tarbarrel is diddle-dee covered. The islet is the lighter green of grass, but is not particularly conspicuous, until one is reasonably close to it. When the islet has been approached, a reef running W from it will be seen, clearly marked by the kelp, as should a reef running out from the W shore. Turn W and head between these two reefs. Deeper water will be found closer to The Tarbarrel reef. Once clear off the reefs, anchor in 2·2m, mud, to the W of the Tarbarrel. At the S end of Corral Creek, you can see the road which goes to Stanley, 10M away.

## **Brasse Mar**

This is a long, narrow inlet, about as far E as you can get in Salvador Waters and only 2M from Port Louis harbour.

The entrance is straightforward and any dangers are marked by kelp. Sail up the middle of the inlet. Once past the small bay on the N shore (which has a conspicuous fence running into the water), the bottom shoals slowly from 3m to depths of less than 2m. Anchor as far up as your draught allows, in the middle of the inlet.

This anchorage is wide open to any winds in the W'ly quadrant, but otherwise should give good shelter.

## **Green Island**

The bight on the E shore provides a good anchorage, sheltered from the W. Anchor just outside the kelp in 3·5m, mud.

When approaching the anchorage, you will notice a ruined building to the N of the bight. This is the remains of a well-built, stone building, possibly from the gaucho era.

If sailing N about Green Island, note the drying reef, 500m N of the island. This is kelp-marked and it possible to pass either side of it.

## **Caneja Creek**

In N winds, Caneja Creek should provide a good anchorage just inside the entrance, in 3·5m.

## **Horseshoe Bay**

An anchorage sheltered from W and N winds can be found off the creek, on the W shore of the Bay. Anchor in 2·2m, mud and weed.

*North-East Coast of East Falkland  
from Port Salvador to  
Berkeley Sound*

**Dutchman's Bay**

(Page 108)

The small bay SW of Dutchman's Island provides shelter from the SW through W to NE.

Approach the bay S of Dutchman's Island, keeping outside the kelp. Anchor off the sandy beach in 6m, sand bottom. Several Gentoo penguins were seen on the beach here.

**Volunteer Bay**

(Page 110)

Much of the kelp seems to have disappeared from the bay, although there is a large patch towards the S end (as shown on the chart, page 110).

The NW corner of the bay provides an anchorage in 4m, with a hard sand bottom and no kelp.

The main problem here is the swell, which, apparently, is often present. Landing on the beach would normally be untenable for most yacht's dinghies. The best landing is in the NW corner among the rocks. Mike Rendell, who often takes people here by boat, has marked the hillside with a line of white stones above the best landing spot. It is not easy and requires negotiating kelp and rocks.

Once ashore, the King penguin colony is to be found at the S end of the beach, half way to the lagoon.

**Volunteer Point**

(Page 111)

A small colony of King penguins has established itself here; there were 20 pairs in 1994.

## CHAPTER 17

(Page 112)

# *Berkeley Sound*

In the fishing season, the Sound is still used by a large number of fishing vessels and support ships. At night, the lights glow like a small town, and several years ago a yacht mistook them for Stanley and entered Berkeley Sound, thinking it to be Port William. She ran aground, but was towed off safely, shortly afterwards.

### **Kidney Cove**

(Page 115, chart page 31)

Note that the whole area around Kidney Cove and Mengeary Point is mined, so do not attempt to go ashore here.

### **Cochon Island**

(Page 116)

The passage to the S of the island is straightforward and quite wide. There is a fair amount of kelp off the island, so favour the East Falkland side of centre. The minimum depth was found to be 15m.

### **Johnson's Harbour**

(Page 117, chart page 114)

The jetty has 1.5m alongside it at high water and dries out at low water. The anchorage is in 4m, with much kelp about. More than one yacht has dragged her anchor here, so ensure that it is well set.

Johnson's Harbour Farm is run by George and Jenny Smith. Fish Creek, to the W of the settlement, provides good mullet fishing.

### **Port Louis Settlement**

(Page 118, chart page 114)

The farm is managed by Mike and Sue Morrison. Port Louis, as the name suggests, was the old French settlement and the original capital of the islands, when the British took over. The capital was moved to Stanley in 1894. There are several stone buildings from the French settlement, still standing.

The farm's jetty is in the Careenage, but it dries out at low water. The bight to the W of Jack's Point, provides reasonable shelter from W and N winds, with a depth of 6m.

The W head of Port Louis Harbour provides good shelter from all W winds. A drying shoal, clearly marked by kelp, lies near the centre of the harbour, W of Green Patch. Pass to the N or S of this and proceed toward the shingle beach. The N end of the bay is very shallow, with drying reefs.

Anchor S of the shoals in 3.5m. The recently-built road from Stanley passes along the shore here, with a branch to Rincon Grande, close by.

## *Fox Bay*

### **Fox Bay Inner Harbour**

The farms at Fox Bay, East and West, have been broken up into several smaller, privately owned farms, but the settlement still has many people living there.

Larry and Maxine Bailey (CCA) on yacht *Shingebiss II* report that:

“Jetties are not suitable for small boats. The main one at Fox Bay East has loose concrete posts at the end and thick kelp on either side. The small one indicated to the north of the settlement is a wreck. The jetty at Fox Bay West has no water depth.”

Both *Shingebiss II* and Tim and Pauline Carr in *Curlew* used the anchorage S of Dip Point show on the chart on page 122.

Note that there are extensive minefields at Fox Bay, so get advice from the settlement before exploring ashore. Fresh vegetables are available from ‘Reggie’s Veggies’ in Fox Bay East.

## CHAPTER 19

(Page 120)

# *Port Edgar*

## **The Anchorage**

(Page 130)

The settlement is now occupied by Michael Alazia who owns and runs Port Edgar Farm.

Larry and Maxine Bailey (CCA) report that the anchorage off the settlement is a sand bottom, but with lots of kelp.

Tim and Pauline Carr report that the anchorage at Starfish Creek has poor holding with a very weedy bottom.

## *Port Albermarle and Chaffers Gullet*

### **Chaffers Gullet**

(Page 132)

Tim and Pauline Carr report that they anchored here:

“in a little nook ESE of the Little Mollyhawk, with lines ashore. Ultimate hurricane hole.”

### **Anchorage**

#### **Arch Islands**

Tim and Pauline Carr report using an anchorage

“in between eastern [Arch Island] and low sandy tussac [island] with shelter from North by kelp, close off Beach. Open NE only. Elephant seals, sea lions. Magnificent.”

#### **North West Arm**

The first inlet on the S side of North West Arm, has a jetty shown on the chart on page 134. BA chart 2543 also shows a chimney. These are the remains of an old whaling and sealing station.

#### **West Arm**

(Page 135)

This is now the settlement for Albermarle Farm which, is owned and run by Leon and Pam Berntsen, who moved their house from Hoste Inlet to the new site by the sealing station.

Chart 2543 shows a sounding of 3.7m SE of the jetty. This must refer to the SW corner of the inlet as it is much deeper elsewhere. More reasonable depths for anchoring can be found in the inlet N of the settlement. The N part of this arm has much kelp, but 7m will be found just outside this, with good shelter from all but the S.

## CHAPTER 21

(Page 137)

# *Cape Lagoon*

**Willy Ker** (Royal Cruising Club) in *Assent* visited here and reported:

“Now wall to wall thick kelp” - where the track is shown on the chart on page 137.

“... the swells were breaking so plugged through to a charming but shallow anchorage.”

“... actually Cape Lagoon is not too comfortable with a westerly as it is very cramped and a longish fetch down the ‘lake’, but rather fun with a family of sea lions.”

## CHAPTER 22

(Page 139)

# Port Stephens

### Tides

(Page 140)

Willy Ker (Royal Cruising Club) observed that off Cape Meredith, slack water was at -1 h HW Stanley, with the NW-going ebb reaching ½ knot at HW Stanley.

### Kit's Creek and Sweeney's Creek

(Page 144)

The approach past Cross Island is as described on page 144. There is room to tack through the channel, but note that if leaving with the ebb tide, there is quite a short wind against tide sea, which can make tacking difficult.

As well as the anchorage at the head of Kit's Creek, it is also possible to anchor SE of the smaller of the two islands, a short way to the W. The depth is about 5m. Excellent shelter can be found with winds S of W, but W and NW winds tend to funnel down the creek.

Better all round shelter can be obtained in Sweeney's Creek. Anchor as shown on the sketch chart, in 7m. Tim and Pauline Carr have used this anchorage several times and report:

"... excellent shelter past the bend and superb walking out to Three Crowns, Cape Meredith, Cape Lagoon, etc."

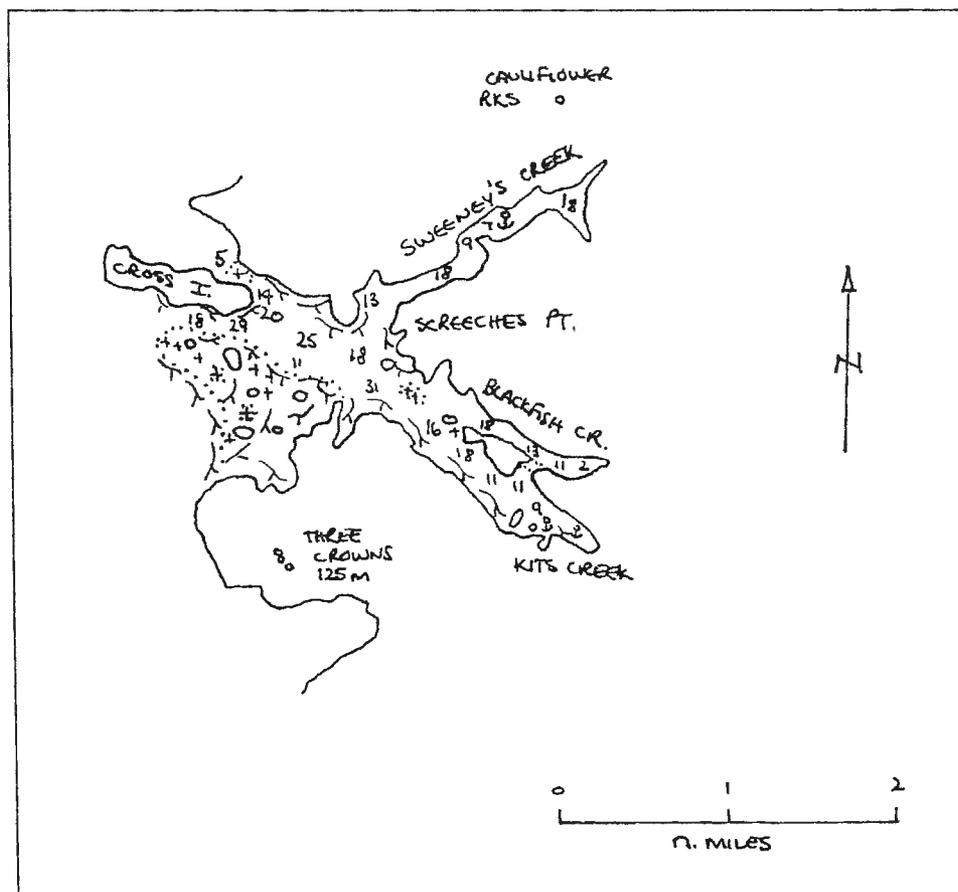
### Port Stephens

(Page 144)

Tim and Pauline Carr rode out a gale here and reported:

"NW/SW gale - good shelter"

This anchorage is, however, open to the S and SE.



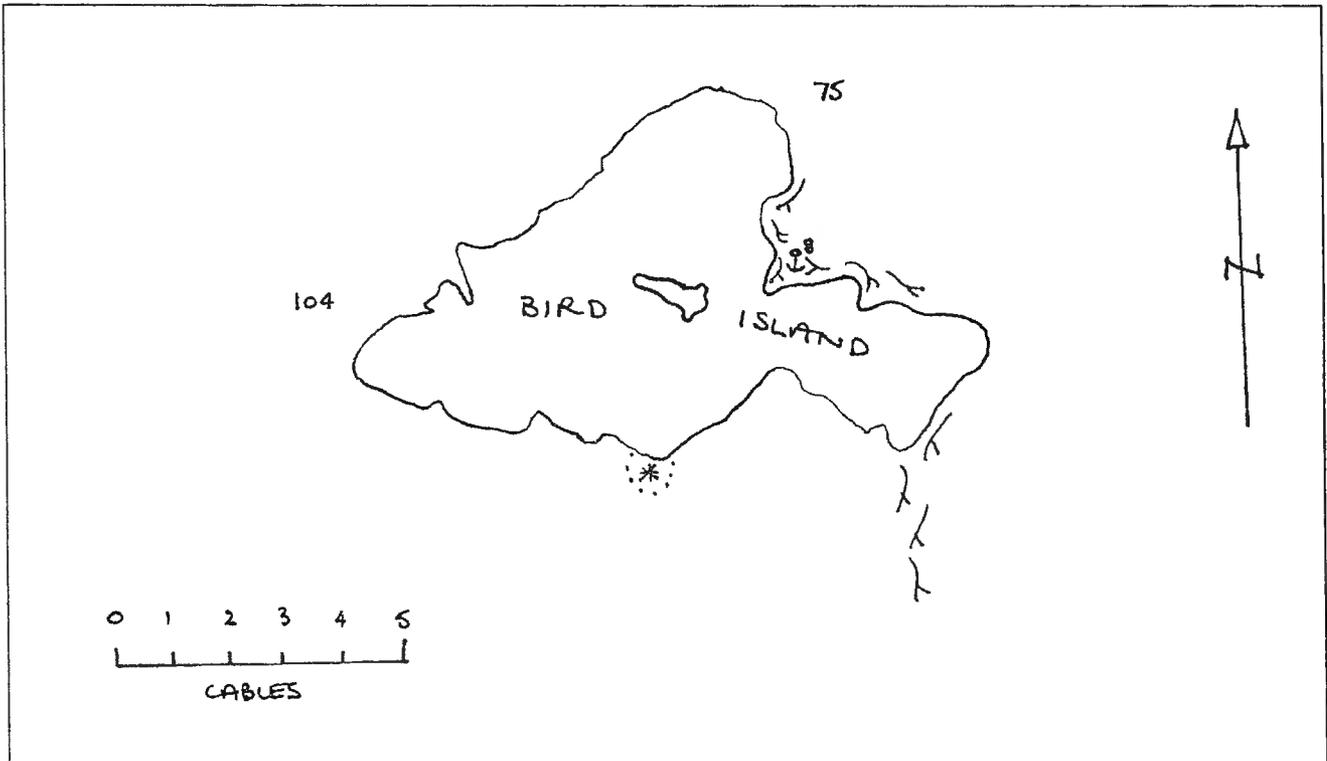
Kit's Creek and Sweeney's Creek

*Port Stephens to Cape Orford*

**Bird Island**

The bay on the E side of Bird Island provides a temporary anchorage. The head of the bay is thick with kelp and the bottom is rocky, but it is possible to anchor at the edge of the weed, in a depth of 8m. The anchorage is tricky and should only be attempted in good weather.

The easiest landing is probably on the low, rock cliff on the S side of the bay, or there is a stone beach at its head. The cliffs to the S are home to a big mixed, Rockhopper penguin and Black-browed albatross colony.



Bird Island

## Rodney Cove

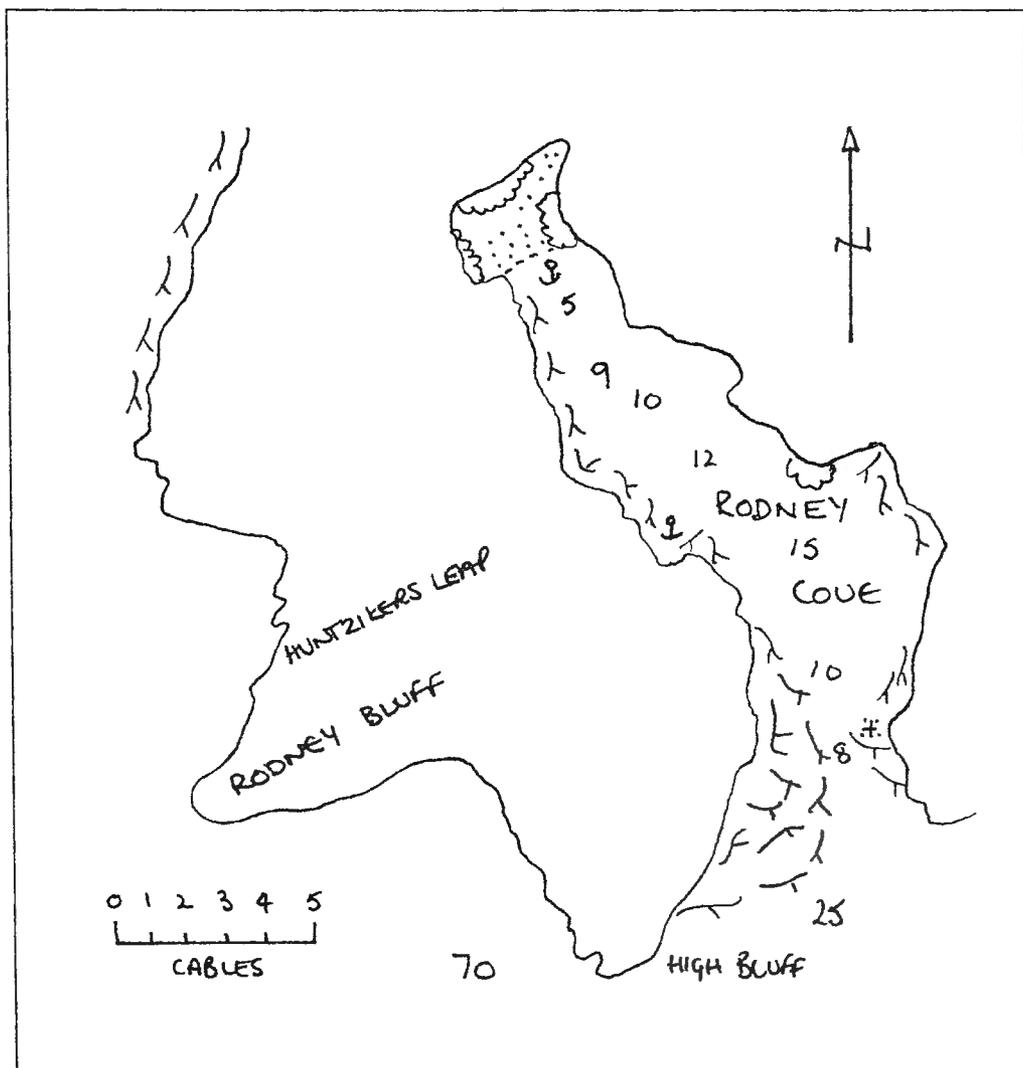
(Page 147)

This cove provides an excellent half-way stop, if sailing along the SW coast of West Falkland. It is the closest anchorage to the Smylie channel and the passes to the Beaver Island area.

The entrance has much kelp in it, but there is a clear lead through, a little to the E of centre, with just room for a handy vessel to tack.

With the wind in the SW quadrant, the best shelter is to be found off the sand beach on the W side of the cove - tucked in behind a small headland. Anchor just outside the kelp in 6.5m.

With the wind anywhere in the N, better shelter will be found near the head of the cove in 3.5m. The N part dries out at low water.



Rodney Cove

## CHAPTER 24

(Page 149)

# *Cape Orford to Beaver Island*

## **Tides**

(Page 150)

The speed of the tides given for Governor Channel, Tea Island Passage and Stick-in-the-Mud are on the high side and probably refer to exceptional conditions.

Chart 2513 gives the average speeds for the Tea Island Passage as 4-6 knots, Governor Channel as 2-3 knots and I would estimate that Stick-in-the-Mud would be more like 6-9 knots. From observations, slack water at Stick-in-the-Mud is at 2¾ hours after HW Beaver (HW Full and Change 9 h 45 m), after which the NW-going ebb starts. Presumably, the tides are at a similar time in Tea Island Passage and Governor Channel.

## **Tea Island Passage**

(Page 153)

The outgoing flood causes a heavy race to the S of the passage, which can be dangerous with a W'ly or S'ly wind. In these conditions, the Governor Channel is safer.

## **Governor Channel**

(Page 153, chart page 150)

The tides in this channel are appreciably less than those in Tea Island Passage, usually running at 2-3 knots. If the tide through Stick-in-the-Mud has been missed, there is a passage between Green Island and Governor Island. Kelp stretches most of the way across it, but it is thinnest in the centre of the channel, half way between the E tip of Green Island and Governor Island. A reef extends SW, off the W tip of Governor Island, so give this point a wide berth. The minimum depth found was 3m. At full flood or ebb, the kelp runs under.

Once round the W tip of Governor Island, turn NE and keep to the centre of the channel. At the N end of this channel, half way between Governor Island and Beaver Island, there is a kelp-marked rock to avoid. While it may be possible to cheat the tide through Stick-in-the-Mud with this passage, because there is a longer period of slack water, the tide still runs with some speed at full ebb and flood, so treat this pass with caution. The kelp would prevent a vessel from tacking through.

On the W tip of Governor Island is a small colony of breeding Giant Petrels - take care not to disturb them.

## **Staats Island**

(Page 153, chart page 150)

The anchorage off the shanty, mentioned on page 154, is in 5m close in to the beach. The depths increase rapidly offshore. Good shelter can be found here from W and N and it is a useful place to wait for the tide to turn in Stick-in-the-Mud.

## **Stick-in-the-Mud Passage**

(Page 154, chart page 150)

While 12 knots is only attained on exceptional occasions, the tide still sluices through here and slack water only lasts for a few minutes. See *Tides* for the times. There are often sea lions to be seen on the tussac island in the pass.

## **Fish Creek and Beaver Island**

(Page 154, chart page 156)

Beaver Island Farm is owned and run by Sally and Jérôme Poncet. Their exploits in *Damien II* in the Antarctic, should be well-known to anyone interested in the Southern Ocean.

There are usually one or two moorings laid here. Anchor off the jetty in 6.5m. The holding is not particularly good, with patches of kelp about. With strong SW winds, there is quite a fetch from the head of the creeks and it can be uncomfortable for a small vessel. Fish Creek, incidentally, is now something of a **misnomer**, as the head of the creek has silted up and no longer attracts fish. The remains of the old, stone fish trap can still be seen.

Beaver is an attractive island with a good variety of wildlife. Keep a lookout for Patagonian foxes on the shoreline as you sail up Fish Creek. There is a Gentoo penguin colony on the S coast and fur seals on the N coast, but these last are not easily accessible.

## Passages to the North of Beaver Island

### Tides

Chart 2513 gives the speed of the tide in the Grey Channel as 7-9 knots. Note that the stream turns W 3 hours before high water. HW New Island, Full and Change is 10 h 30 m.

### Split Creek

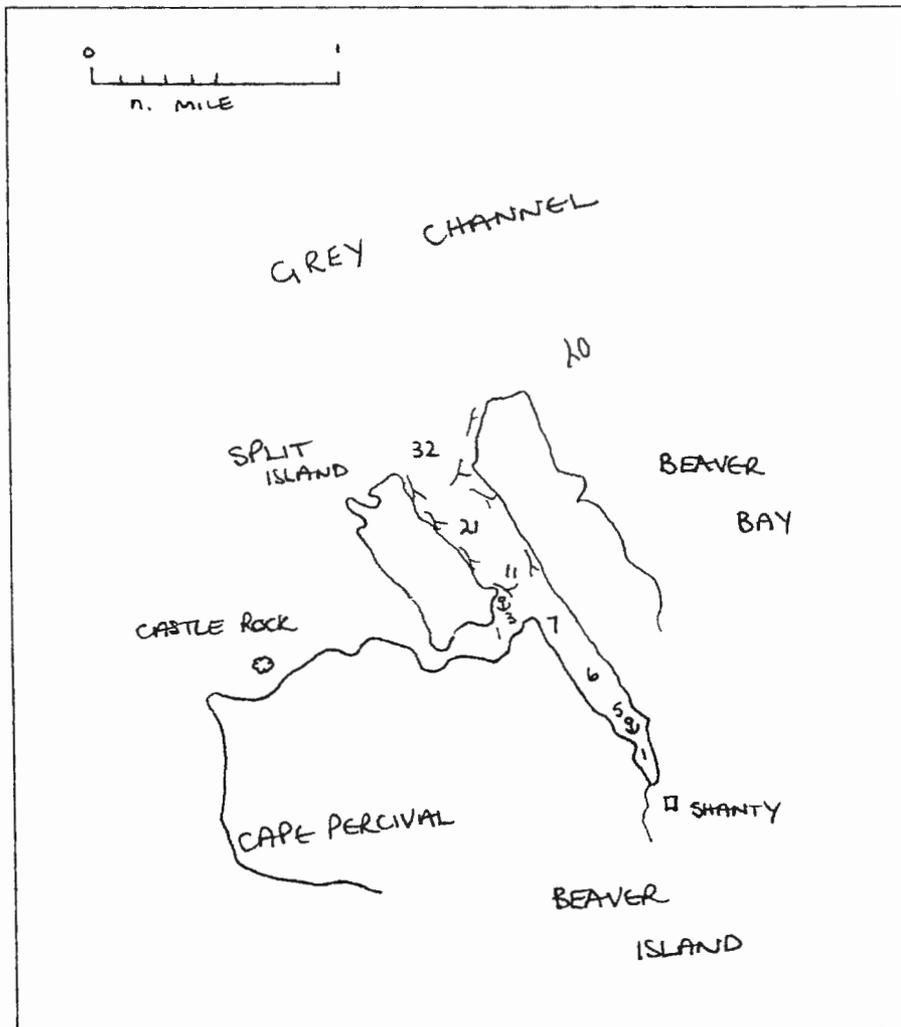
Split creek is a long, narrow indentation at the NW end of Beaver Island, with Split Island at the SW side of the entrance. The creek appears to be clear of dangers, if the kelp on either shore is avoided. At its head, it opens out into a small pool, but it is shallow with depths of about 1m. A stream runs in to it and there is a shanty here. There is room to anchor just before the pool, in 5m, with good shelter from all but the NW.

Good mullet fishing is reported in the pool here, and a track leads SE up the valley to Beaver settlement, a little over 2M away.

If caught in Split Creek by NW winds, the small bay at the SE end of Split Island should give protection and provides a delightful anchorage in 3m, with quite a few Sea lions to be seen ashore.

There appears to be a bar across the channel S of Split Island, with depths of less than 1m. This may well be passable at high water.

Split Creek should not be visited if there is a likelihood of strong NW winds, because the seas in the entrance could keep a vessel trapped in here.



Split Creek

## *New Island*

### **Tides**

Chart 2513 gives the speed of the tide in the Grey Channel as 7-9 knots. Note that the stream turns W 3 hours before high water. HW New Island, Full and Change, is 10 h 30 m.

### **South Harbour**

(Page 163, chart page 162)

The anchorage off the settlement now has a lot of kelp in it, which may mean that the holding is not particularly good. Try and anchor in a clear patch.

New Island is divided into two properties. New Island North is still farmed and is owned by Tony and Annie Chater (who run the Pink Shop in Stanley). New Island South is a nature reserve run by Ian and Maria Strange as the New Island South Conservation Trust. Ian Strange is a locally well-known naturalist, author of *Wildlife of the Falkland Islands*. The wildlife here is excellent. Particularly worthwhile seeing are the mixed colony of Black-browed albatross, Rockhopper penguins and Imperial shags and the large Fur seal colony. Contact Ian Strange about visiting these.

The stone hut at the head of the bay was originally built by Captain Barnard when he was marooned in the years 1812-13. His book, *Marooned*, edited by Bertha S Dodge is well worth reading.

### **North Harbour**

This provides a good and secure anchorage at the E end of the island. Anchor near the head of the bay in 5m, good holding. There is shelter from all but the SE quadrant.

## CHAPTER 27

(Page 164)

# *Weddell Island*

## **Gull Harbour**

(Page 166)

Both Tim and Pauline Carr and Mike McRae of South Harbour Farm report that the wind often increases when right inside Gull Harbour, when the winds are W'yly.

## *Smylie Channel*

### **Tides**

**Chart 2513** gives the speed of the tide as 5-7 knots, with the flood running W. The latest supplement to the **Admiralty Pilot** has a table, showing the rate and direction of the tidal stream for each hour. The tide turns 3 hours after HW. HW, full and change, Smylie Channel is 9 h 10 m.

### **New Year Cove**

**Tim and Pauline Carr** report that W'ly winds tend to increase inside New Year Cove.

## CHAPTER 28A

# *Queen Charlotte Bay*

### **Anthony Creek**

The W bay provides the closest anchorage to South Harbour settlement. The roof of the house will be seen on entering the bay. A kelp reef extends from the S shore of the bay, about midway along, but there is a clear passage to the N of it. Although this kelp reef is prominent at low water, it is not easily seen at high water. Once past the kelp, anchor in 1·8m, abeam the fence on the N shore. The bottom is sand and mud, with weed.

Once past the kelp reef, the weed on the bottom can make a digital echo sounder stop reading, so it would be advisable to keep a leadline handy if using one of these instruments. The bottom shoals quite rapidly just past this reef.

The head of the bay dries out and it is probably easiest to row ashore on the N side. South Harbour settlement is owned by Mike and Linda McRae; Mike is very interested in yachts.

The SW arm of the creek provides better shelter, especially in strong W'ly winds as the wind funnels through the gap from South Harbour, in the W bay. Anchor in 2m off the NW shore. It is, however, rather a longer walk to the settlement.

### **Carew Harbour**

The next inlet E of Anthony Creek, provides two anchorages. The W bay has three arms. The N arm is rather deep until it gets too narrow to anchor in, and the best place would appear to be the W arm, which shoals gradually. In a fresh W'ly breeze, the wind does funnel down the valley. Anchor as far in as your draught permits.

The head of this inlet gives good protection from W'ly winds, but it is open to the N. Anchor in 2·5m in the narrows, before the inlet branches E and W. These two arms dry out a low water.

At the head of the W branch there is a shanty.

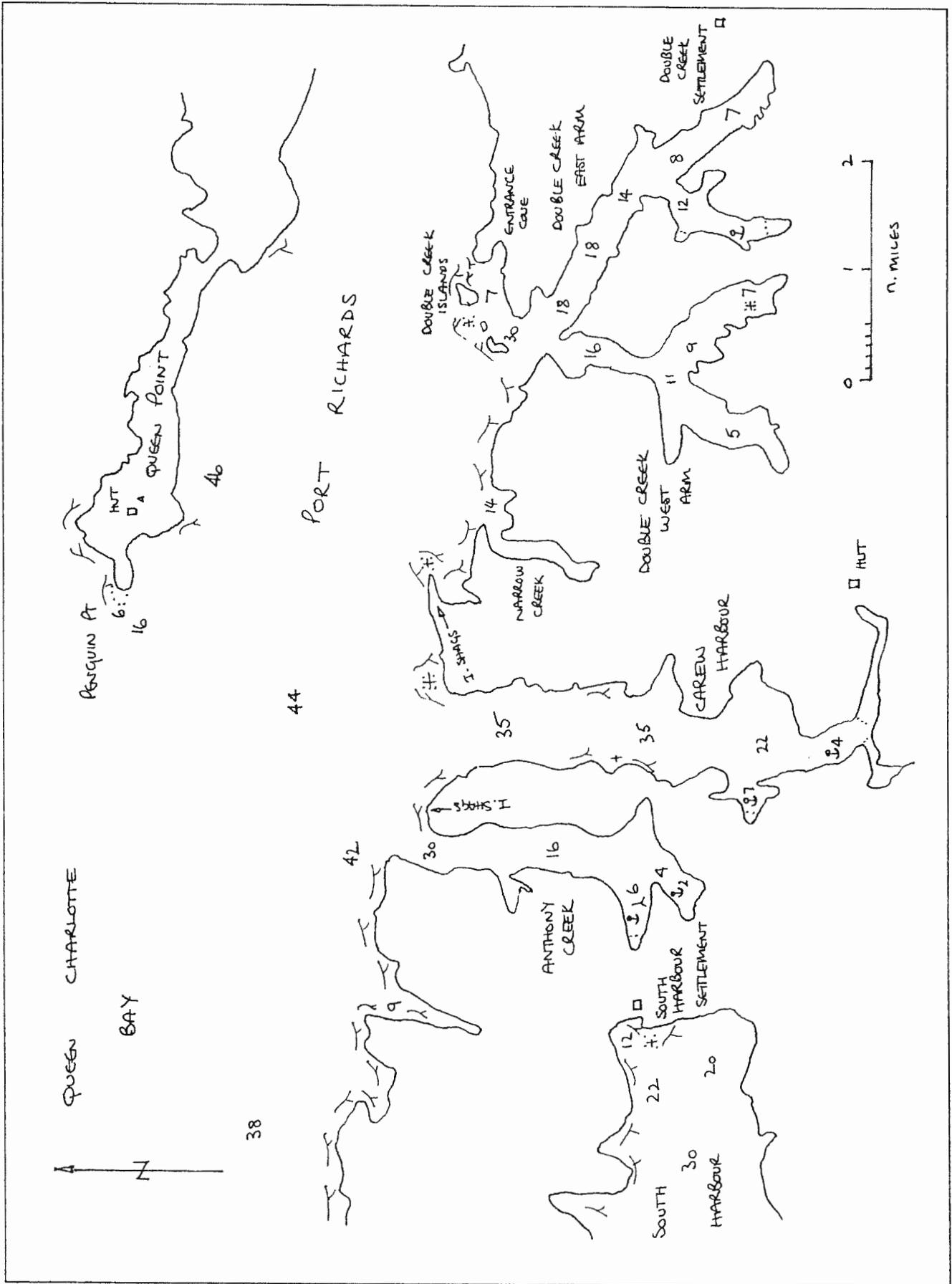
### **Double Creek**

Readers of Captain Barnard's book, *Marooned*, may have been surprised that his secret harbour was shown on the map as at the head of Port Richard. Reading the Captain's description leads one to believe that the harbour was actually inside the Double Creek Islands. This would probably prove a very snug berth for a sizeable vessel, but would be rather too exposed for a yacht.

There is a small sandy beach on the S side of the W island and it may well be possible to anchor off in suitable weather and land on the beach.

The heads of all the inlets of Double Creek have reasonable depths for anchoring. In a fresh W'ly wind, a good, sheltered anchorage was found in 2m, sand and mud with weed, near the head of the W creek of the E arm.

The E creek of E arm is the anchorage closest to Double Creek settlement, which is owned by Andrew Smith. It is, however, open to the NW.



Queen Charlotte Bay

## CHAPTER 28B

# *Port Philomel*

Port Philomel is a large, land-locked harbour, which has a somewhat tricky entrance, with strong tides.

### **Dangers**

Strong tides in Philomel pass run the kelp under, which make the rocks difficult to see except at low water.

### **Tides**

High water, full and change for Port Philomel is given as 00 h 30 m, with a spring range of 2m. High Water Full and Change for Philomel Pass is 11 h 45 m with a spring range of 2m. The exact time of slack water in the pass is not known, but it is estimated to be 1 hr to 1 1/2 hours after HW Philomel Pass.

### **Approach**

If approaching from the S, steer to pass well clear of Black Rock, which is 1.6M W of Fox Island. Green Island, a conspicuous tussac-covered island, 0.6M SW of Dick Point, makes a good mark to steer for, when it has been identified. When 0.5M S of Green Island, it is then safe to head in to Philomel Roads.

From the N and W it is a straightforward passage to Green Island. You may pass either side of it, with a clear lead between the kelp off the island and a kelp patch of Dick Point.

### **Shallow Harbour**

The easiest approach is close W of the small tussac island at the S side of the harbour. Once past the island, head N into the harbour to avoid the two drying reefs either side of the entrance to the lagoon N of Dick Point. Both these reefs are marked by kelp. The best shelter is to be found at the W end of the harbour.

Anchor as far in as your draught allows. A rock shelf extends some distance off the N shore and the inner bay, to the W, dries out completely. The bottom is sand, with weed. There is good shelter here from the N, through W to S.

The buildings of Shallow Harbour settlement can be seen on entering the harbour, but are obscured once in the anchorage. The farm, which extends to Dunnose Head and includes the first two Passage Islands, is owned by Alistair and Marlene Marsh. There are two small Gentoo rookeries, which are shown on the sketch chart.

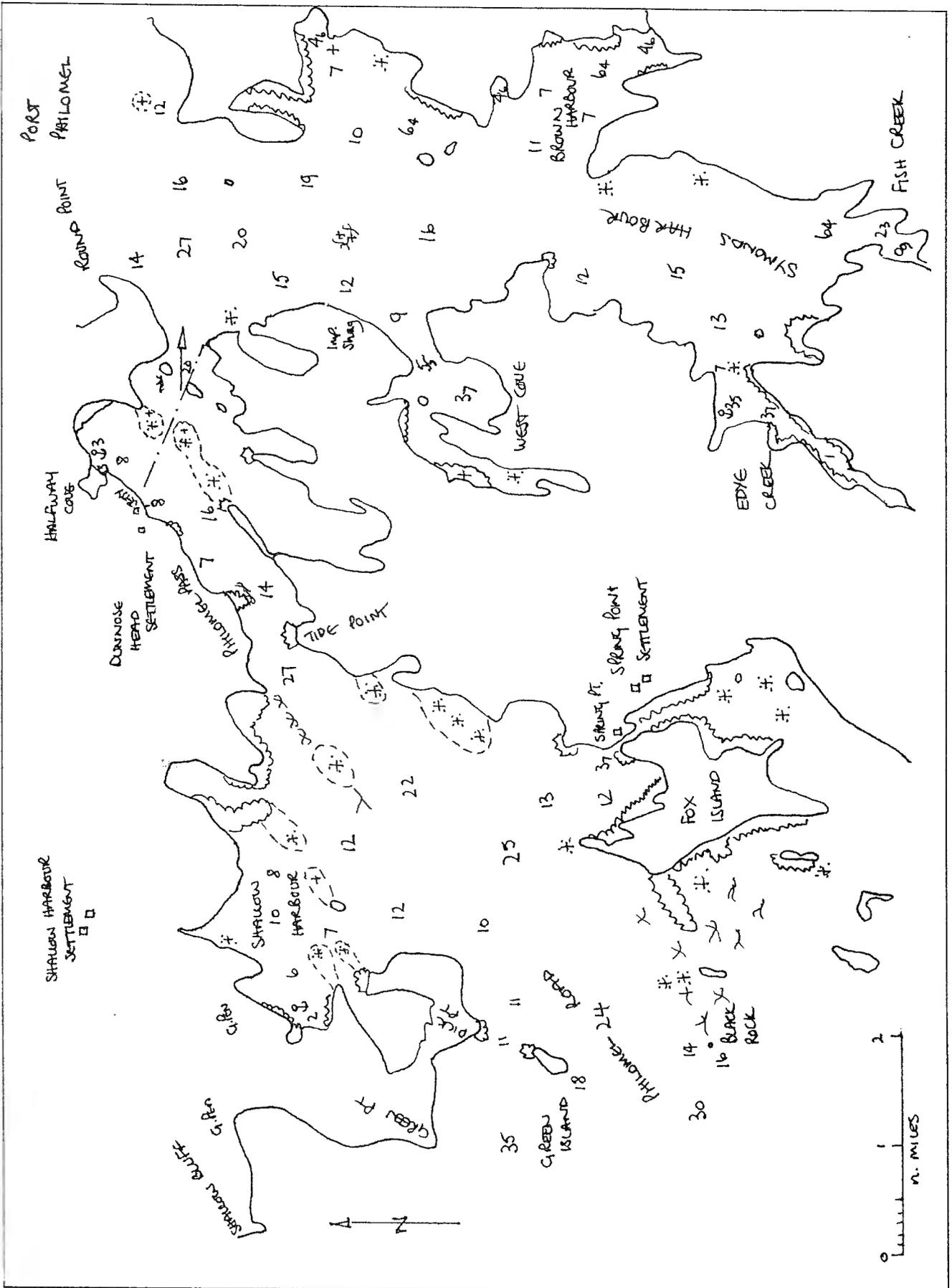
The tidal range is approximately 2.5m at springs.

### **Philomel Pass**

Philomel Roads has a tidal stream of 2 - 3 knots, but once up to Tide Point, there can be a very strong current, as all the water going into and out of Port Philomel and Symonds Harbour has to pass through the narrows. Speeds of 10 - 14 knots are mentioned, but these probably occur only in exceptional circumstances and a speed of 8 knots might be more realistic on a spring tide. Obviously, slack water is the best time to pass through here, or near the beginning or end of a favourable current.

A drying rock shelf extends a short distance off Tide Point and there is a drying, kelp-marked reef off the N shore, NNW of Tide Point. When entering Philomel Pass, keep to the centre of the channel as you pass Tide Point and then take a short dogleg towards the S shore in order to clear the reef. Any current tends to take you clear of the dangers. Once past the reef, favour the N shore, where the current is much slacker.

The anchorage off the jetty at Dunnose Head settlement is not recommended, as it apparently has poor holding and is in the current.



Port Philomel and approaches

## Halfway Cove

This is a good place out of the current, to await slack water. Anchor off the inlet in the NW corner, in 3m, sand. The inlet dries out and there is a rock shelf extending from the S point. This anchorage would be exposed with winds from the S quadrant.

The settlement is the centre for two farms: The Narrows, owned by Raymond and Marla McBeth and Dunnose Head Farm, owned by Clive and Rosemary Wilkinson.

## Entering Port Philomel

The passage through to Port Philomel and Symonds Harbour is a little more tricky. Once again, it is advisable to pass through here at, or near, slack water. The pass contains extensive kelp reefs, with drying rocks and tussac islands, two of a reasonable size and a small one.

From a position off the settlement jetty, identify the three tussac islands. The pass goes between the kelp reefs and in between the two larger islands. By lining up the N shore of the middle tussac island with the tip of land on the S side of the pass, beyond the island (see sketch chart), this transit gives a clear passage between the reefs. The approximate bearing is 105° T. Once this has been clearly identified, steer for the N shore of the middle island, keeping it in line with the tip of land beyond. The kelp will be seen to the SW, but the kelp to the NE is not so noticeable. When about 100m from the middle tussac island, alter course to port to pass between the two islands and into Port Philomel. When leaving Port Philomel, reverse the procedure and use the transit as a back bearing, once past the middle island.

## Port Philomel

There are several underwater and drying rocks in the harbour. Navigate with caution around them, as some are not as clearly marked by kelp as is generally the case in the islands.

The cove at the S end of East Bay is the closest anchorage to East Bay settlement, and a suitable place from which to pay a visit. It is best to approach this anchorage in East Bay by passing down the W side of Half Tide Island, as the drying rocks, 800m NE of Ropewalk Point are not marked by kelp.

This anchorage is sheltered from the NW through W to E-SE, but is rather open to the N and NE. East Bay settlement is owned by Ian Gleadell, who runs the farm with his son, Mark. There is a good track to Fox Bay, 13 miles away.

North Beach is an attractive bay with a white, sandy beach, set in among the mountains.

The anchorage is easily identified by the sandhills which rise from beyond the beach. Anchor off these in 2.5m, clean sand. This bay gives good shelter from the N'ly quadrant.

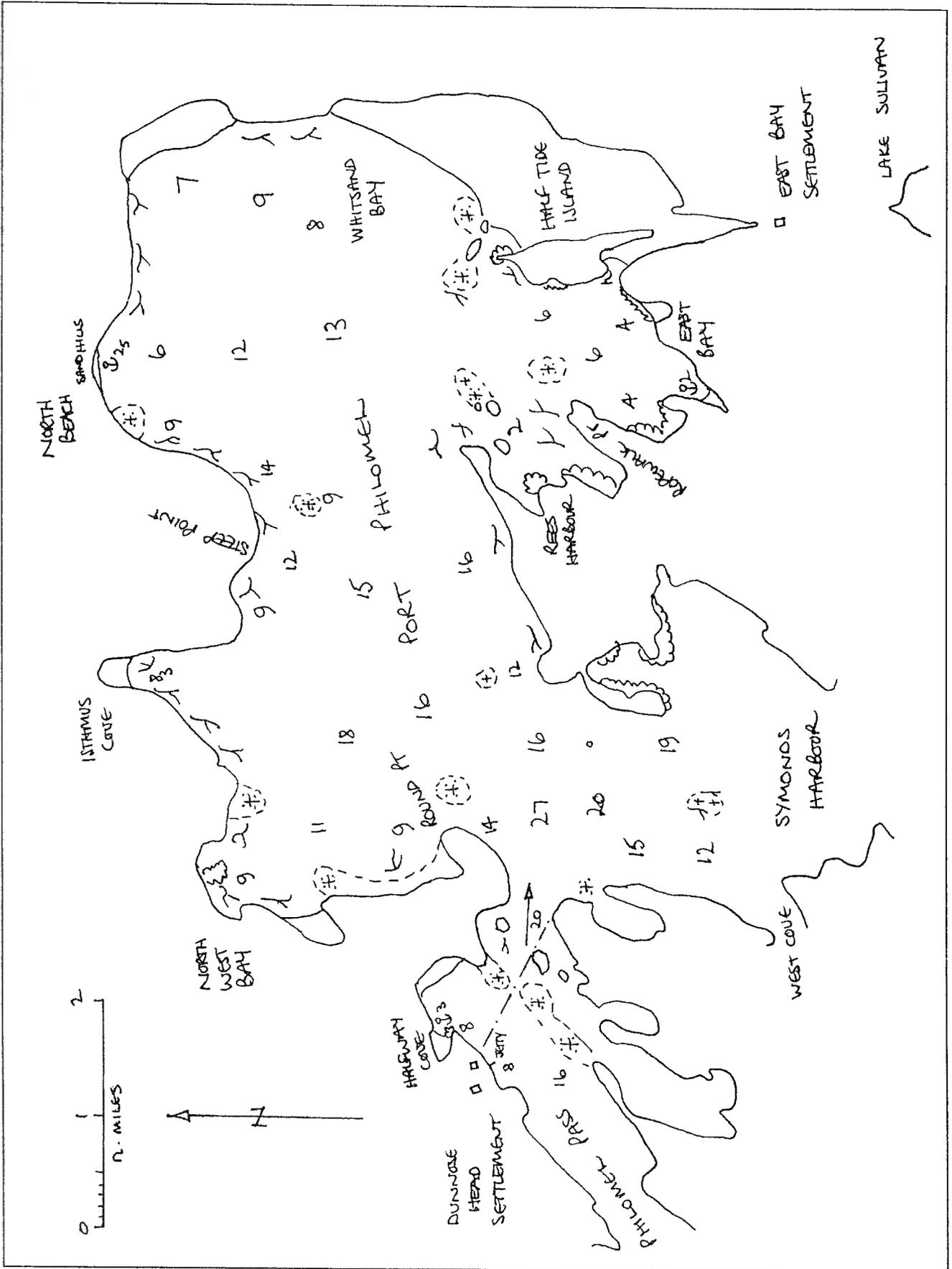
## Symonds Harbour

This area is less scenic than the N part with the surrounding land being much lower. Just to the N of West Cove, there is a prominent Imperial Shag Colony.

Shelter can be found in E'ly Creek from all but NE'ly winds.

Anchorage was found in 3.5m, sand and mud, off the narrow inlet, W of the entrance to the creek.

(Note that there is no *Supplement* entry for Chapter 29.)



Port Philomel

*Roy Cove*

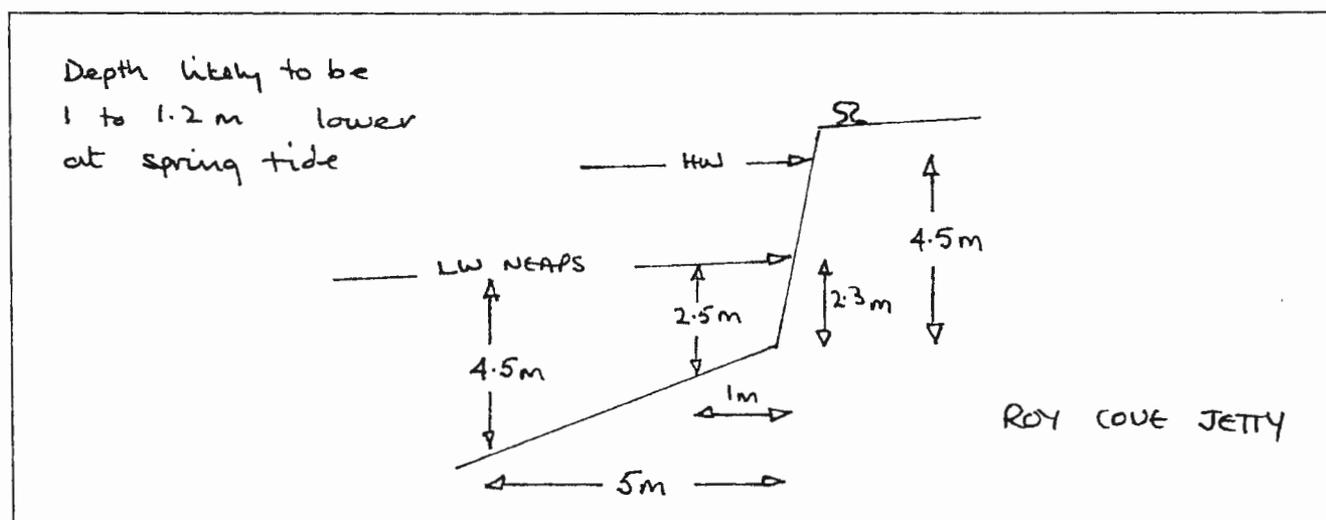
(Page 180, chart page 179)

Roy Cove is narrow, but there is *just* room to tack down it. The concrete jetty is on the E side, where the creek splits in two.

Willy Ker reports that the depth of water at the jetty was found to be as in the sketch.

A good anchorage will be found a short way up the inlet to the N, well before it splits again into Fish Creek and Dip Creek. Anchor in 5m, mud, with good holding and complete shelter. This inlet is quite narrow, with limited swinging room, and it may be prudent to take lines ashore.

There are two settlements here: Pickthorne Farm, owned and run by Simon and Susie Bonner and Crooked Inlet, owned and run by Daniel Donnelly. There is excellent mullet fishing in Fish Creek.



Roy Cove Jetty

**Crooked Inlet**

This creek lives up to its name and wanders for quite a distance inland. The twists and turns make for interesting sailing and it comes as something of a surprise to turn the final bend and to find oneself sailing apparently on a lake. The scenery at the far end of the inlet is open and bounded at some distance by hills. It is well worth a visit.

The entrance to Crooked Inlet is just over 3M ESE from Roy Cove creek. Turkey Island is, in fact, joined to West Falkland by a rock spine, which is broken at high water in several places. A rock shelf extends WSW from the end of Turkey Island approximately 200m and uncovers at low water. The end of the shelf is marked by kelp.

To enter the inlet, pass N of Turkey Island. Note the drying rock, NNW of the island, shown on the sketch chart. Pass to the S of this drying rock. There is plenty of water up the inlet and it is steep to on each side.

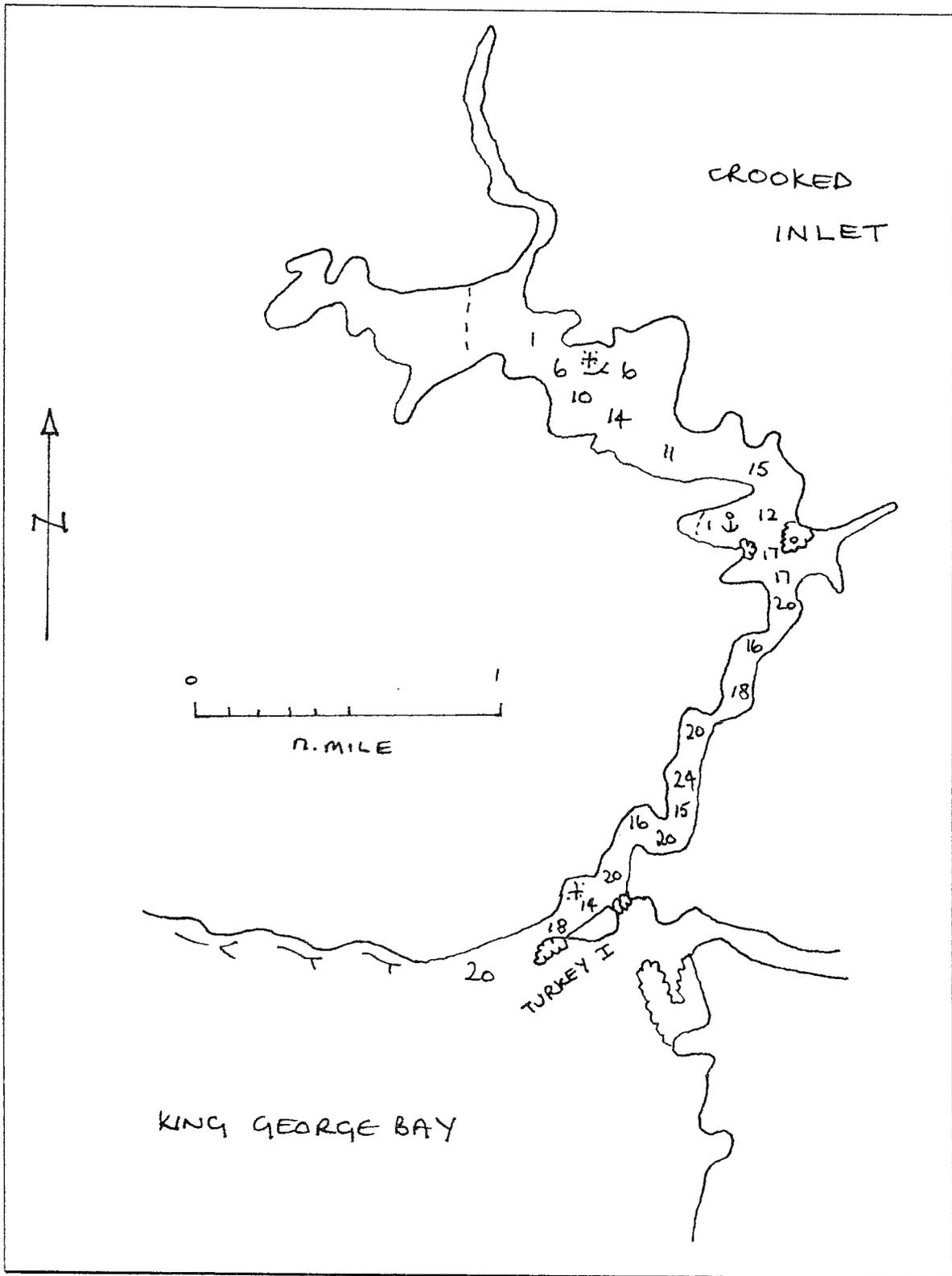
It is perfectly feasible to sail up with a fair wind, but with a headwind, conditions can be fluky in some sections of the channel. However, the inlet is wide enough to tack up.

Once through the narrow channel, which extends about 1.2M from Turkey Island, the inlet opens out W. There is deep water, as shown on the sketch chart, but there are shoals, spits and occasional rocks, close to the shoreline.

The best anchorage would appear to be in the bay so marked, on the sketch chart. This bay dries out a long way at low water, so sound in carefully and anchor in whatever depth suits your draught. The holding is very good in sand and mud.

There are no settlements in sight, but the land around the creek is part of Crooked Inlet Farm, owned by Danny Donnelly, whose house is at the Roy Cove settlement, about 1½ miles W of the end of the inlet.

(Note that there are no *Supplement* entries for Chapters 31-33.)



Crooked Inlet

## CHAPTER 34

(Page 186)

### *Westpoint Island*

#### **The Settlement Harbour**

(Page 190, chart page 187)

There is now a lot of kelp in the harbour, so try to find a clear patch and set the anchor(s) securely.

Roddy Napier is an experienced sailor who knows the islands well and is happy to pass on his knowledge.

It is well-worth visiting the Black-browed Albatross colony in the gullies W of Mount Misery, when they are nesting.

## *Carcass Island*

### **Port Pattison**

On North West Point, about 3 miles NW of the settlement, there are Elephant seals and nesting Giant petrels. Do not approach the latter closer than 200m as they are easily disturbed. It is a very pleasant walk from the settlement, with easy going and magnificent views out to the Jason Islands in clear weather.

Roddy Napier suggest that in the event of strong S or SW winds, good shelter can be obtained in Dunbar Creek or in the inlet 5M NW of it. This inlet is used by the supply ship for the radar station on Storm Mountain.

### **Low Island**

*(Chart, page 194)*

Low Island is owned by Roddy and Lily Napier and is a designated nature reserve. although cattle are grazed here. There is an anchorage off the E coast, in the bay at the S end of the island.

Anchor in 5 m, clear of the kelp. If approaching from Byron Sound and passing between Low Island and Button Island, give the E tip of Low Island a berth of at least 300m in order to avoid a reef running out from the point. The outer end is marked by kelp.

## The Jason Islands

### Tides

(Page 198)

The tide race between Grand Jason and The Fridays, extends well S of the E tip of Grand Jason, during the flood. Chart 2514 (1983) shows a spring tide rate of 7 knots between Grand Jason and The Fridays.

### Grand Jason

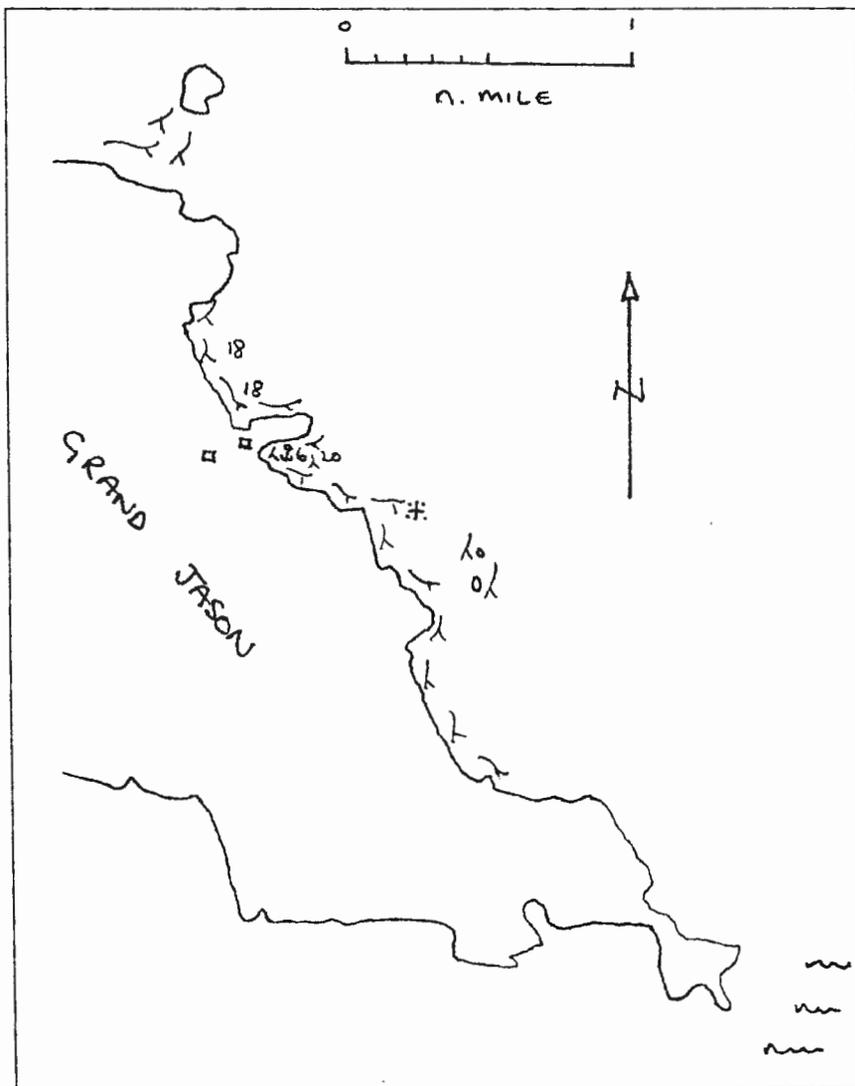
(Page 205)

If approaching Grand Jason from the S, the best time to arrive is at slack water. The flood should be avoided because there is a race off the SE tip, extending well S.

As well as the two rocks on the NE coast, (shown on the sketch chart, page 198 and on the 1983 edition of chart 2514) there is also a drying rock  $\frac{1}{4}$ M NW of the N rock.

The bay to the N of the old settlement is very deep, with soundings of 18m. The shallower water is very close to the shore, right in the kelp.

A better anchorage for a yacht, will be found in the cove to the SE of the old settlement. There is much kelp here, but it is in patches and it is possible to motor into the cove and to anchor in a clear spot in 6m, sand. The head of the cove is a boulder beach and an easier landing was found on the low cliff to the SE of the beach. This anchorage is sheltered from the N through W to S, but is wide open to the E.



Grand Jason

## *Burnt Harbour and Reef Channel*

### **Reef Channel**

(Page 215, chart page 214)

*Notice to Mariners*, 1085-2393 shows a 0.1m spot on chart 2545, 400m W of Channel Point. Willy Ker (Royal Cruising Club) reported that this shoal patch is clearly marked by kelp at slack water, and that there is a kelp-free channel to the SW of it.

If passing through Reef Channel at **slack low water**, a short cut can be taken through the pass between Channel Point and the unnamed island 600m to the W of it. This pass is quite narrow, with a minimum depth shown on the chart of 2.2m. The course through this pass is approximately 048°T, heading for the cairn on Letterbox Point.

Once clear of the drying reef, to the E of Calf Island, bring the distinct valley below Mt Keppel (see view, page 216) onto a bearing of 046°T, to take you through the N end of Reef Valley.

(Note that there are no *Supplement* entries for Chapters 37-38 and 40-41.)

## CHAPTER 41A

# Rock Harbour

Rock Harbour is a large area of islands, channels, shoals and reefs, which would be an excellent place for a yacht to explore.

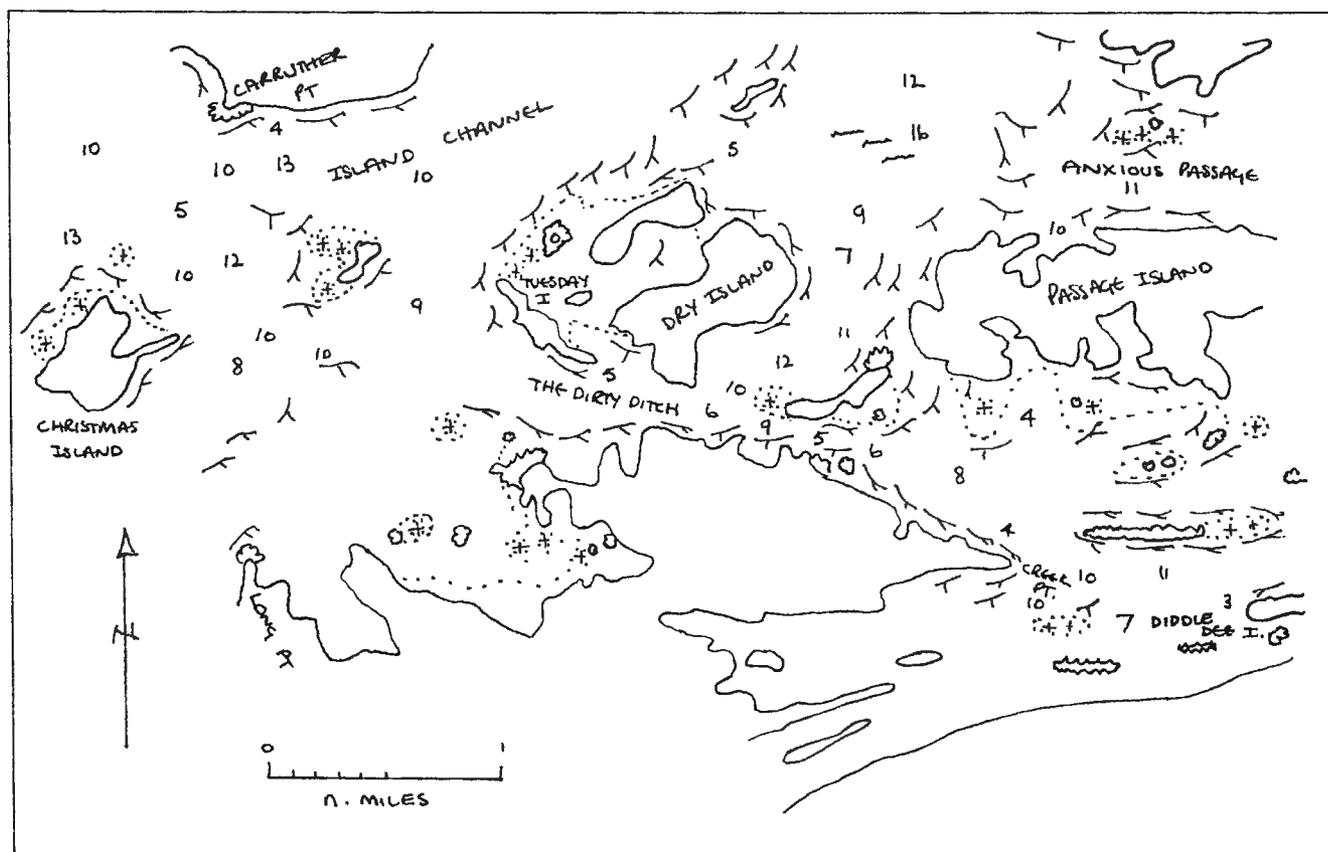
### Dangers

Reefs and rocks are scattered throughout this area. The last survey was by leadline and carried out in 1843-47; care should be exercised when sailing here. The tide runs quite strongly in the passes and the kelp will run under.

### Tides

The flood runs into Rock Harbour, flowing E through the Dirty Ditch, SE through Anxious Passage and W through Golding Channel. In Rock Harbour, the flood flows S through the channel between High Island and Private Island, and then on past Carthorse Point towards River Harbour.

High Water full and change for Keppel Island, is 9 h 00 m with a spring rise of 2.5m. High water full and change for River Island is 9 h 15 m with a spring rise of 3.1m.



W approach to Rock Harbour

## Passage through Rock Harbour, via Dirty Ditch and Golding Channel

Approaching from Port Egmont, pass N of Christmas Island taking care to avoid the drying rock, 400m N of the island. Once past the rock, head SE between Christmas Island and the unnamed island,  $\frac{3}{4}$ M ENE of it. The unnamed island has an extensive kelp reef extending 500m W of it. When S of this kelp, head for the Dirty Ditch channel on a heading of 103°T.

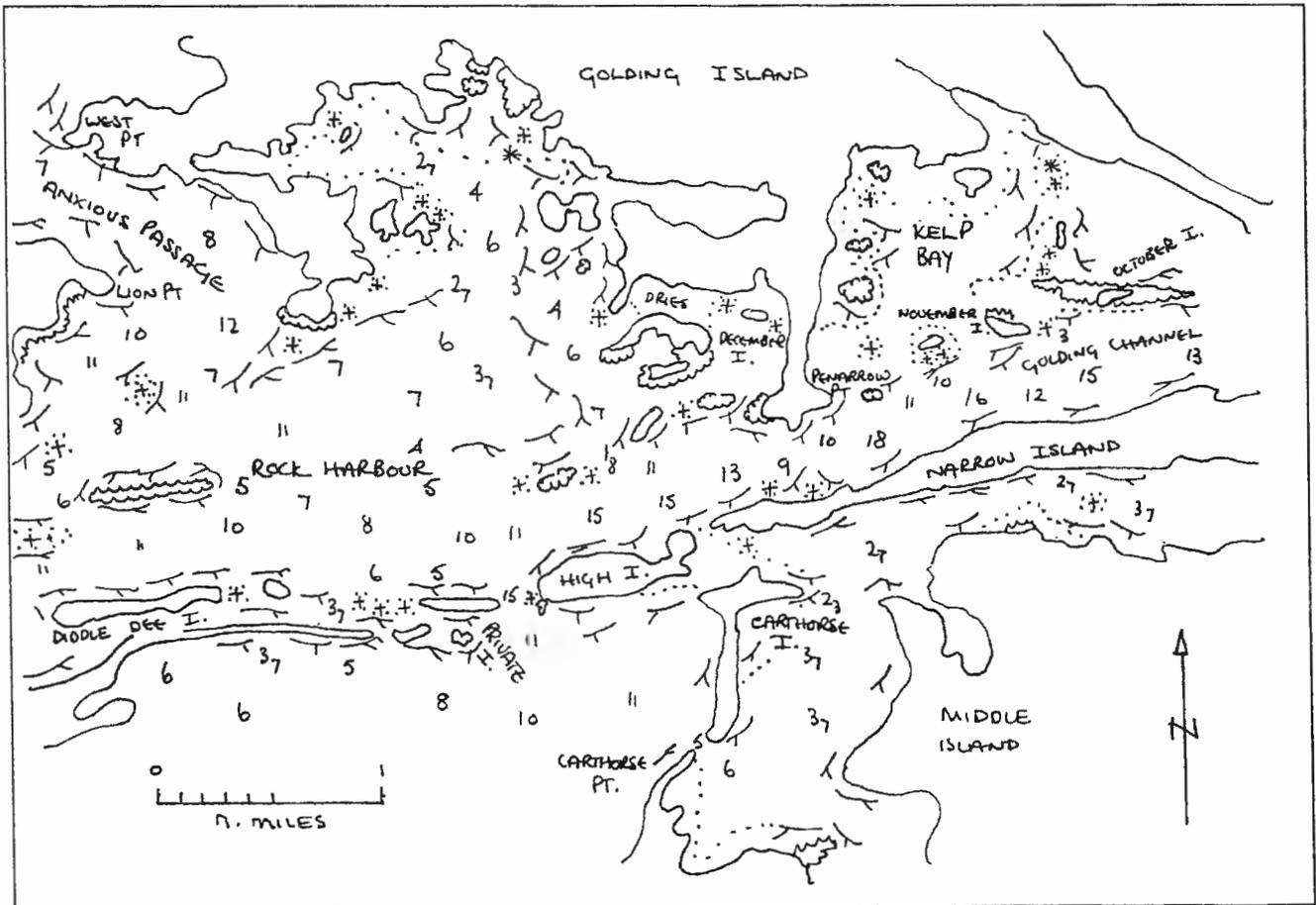
The tide runs through at 5 knots at springs, with overfalls. The best time to arrive is on the last of the flood, if heading E. With careful timing, it is possible to take a fair tide right through to Pebble Sound, by taking the flood into Rock Harbour and then the first of the ebb through the Golding Channel.

A 0.2m patch is shown in the narrows on chart 2545, but Sam Miller (who used to fish in this area and owned Keppel Island for many years) could find no trace of it and it seems likely that this is a hydrographic error from the 1976 survey of Keppel Sound. There are soundings of 6m over this area.

The channel is very narrow between the unnamed island, ESE of Dry Island and the mainland and may well be too restricted for most yachts to tack through.

Once through the narrows, there are several drying reefs at the entrance to Rock Harbour. The most straightforward way to avoid these, is to follow the S shore along, keeping 300m off, outside the kelp, until E of Creek Point. Then head for the W end of Diddle-dee Island and pass to the N of the island, keeping outside the line of kelp, approximately 200m offshore.

To pass through the Golding Channel (see also chart page 234) from Rock Harbour, head to pass 200m N of High Island, outside the line of kelp, and then steer to pass midway between Penarrow Point (on Golding Island) and Narrow Island. The channel is straightforward along the N shore of Narrow Island. The Woolly Gut starts N of Nipple Point and there is a right angle bend just before the entrance to Pebble Sound. This bend may well be too narrow for most yachts to tack through.



Rock Harbour

## CHAPTER 42

(Page 231)

# *Pebble Sound*

## **Ship Harbour**

(Page 237, chart page 235)

As well as the anchorage at the N end of Ship Harbour, there is also a good berth in the bay at the W end. Anchor outside the kelp in 4m. There is shelter from all but the E quadrant.

(Note that there is no *Supplement* entry for Chapter 43.)

## Many Branch Harbour

Many Branch Harbour is well worth a visit, with several creeks to explore and anchor in. The land is part of the Port Howard settlement. Note Ewen Southby-Tailyour's warning about woollies.

### Dangers

The survey of this area was carried out in 1841-42, so navigate with caution. Kelp marks all the rocks shown on the chart.

### Tides

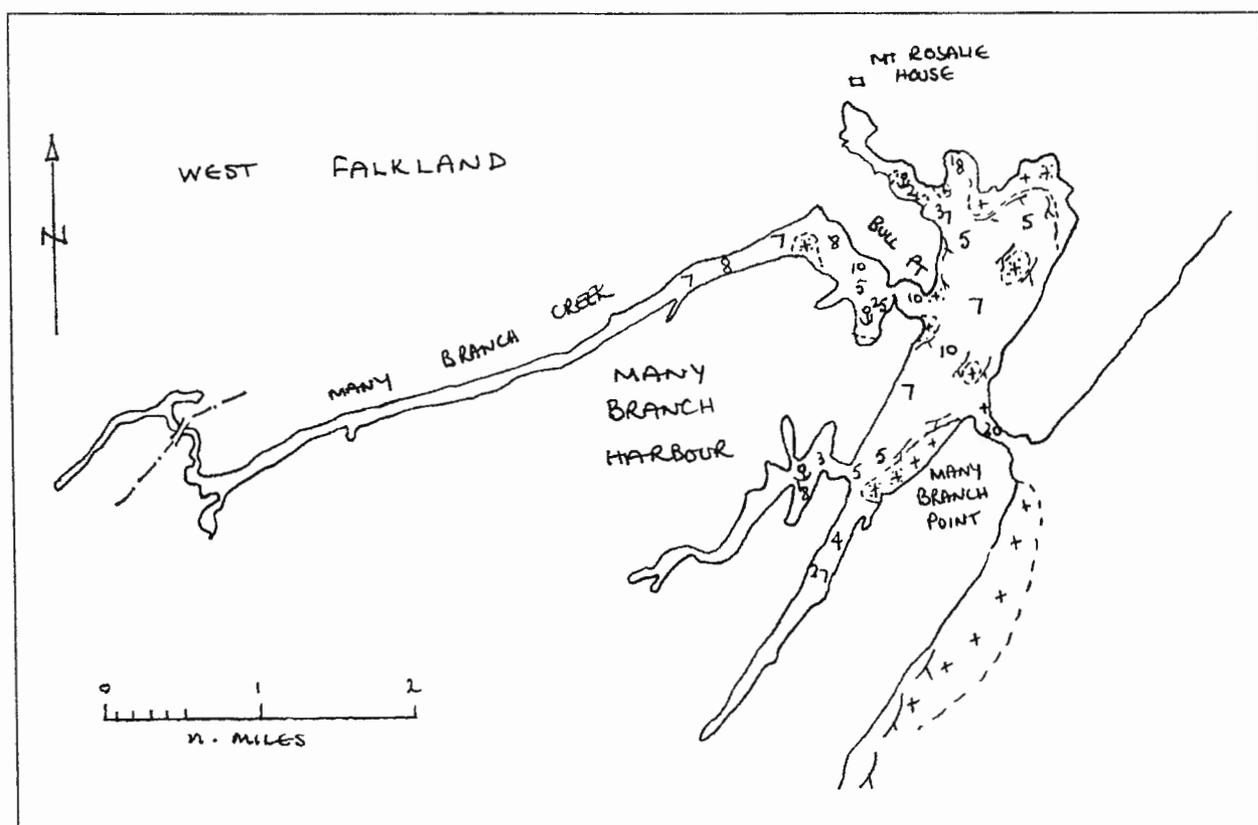
A considerable volume of water has to pass through the narrow entrance, but it is fairly deep, which explains why the current is not too strong at neap tides. At springs, it will obviously run faster. High water full and change for Many Branch Harbour is 7 h 40 m, with a spring range of 2.5m.

### Approaches

If approaching from the S, pass at least 600m off Poke Point (5M SSW of the entrance), a low headland and then keep 1M off the shore to avoid below water rocks. The entrance will easily be seen in reasonable visibility. When it bears NW, it is safe to approach. If approaching from the N, there are no dangers close along the shore. The entrance is not as obvious from this direction, but it will be found at the end of the low, rock slab cliffs.

The entrance has a slight dogleg in it and is fairly narrow, but a handy vessel should be able to tack through. Unless the wind is either W or E, the high ground on either side may well give confusing gusts in the channel. The drying rock at the inner end on the N shore, is quite close in and does not really obstruct the fairway, as the chart suggests.

All the rocks shown on the chart were found to be kelp-marked, including the one 600m N of the inner end of the entrance.



Many Branch Harbour

## **Mount Rosalie Creek**

This is an excellent anchorage at the N end of the harbour. Anchor in the pool, just inside the entrance to the Creek, in 2.1m. There is good shelter except from the E and SE. When approaching the pool, take care to avoid the drying rock off the N point, but favour the N shore, as a spit runs out quite a way from the S shore, almost opposite the point. The spit is sand and not marked by kelp.  $\frac{3}{4}$ M NW of the pool is Mt Rosalie House. It is easiest to visit it by walking along the N shore. The house is not always occupied, but it is kept in good repair and used by shepherds from time to time.

## **Many Branch Creek**

Avoid the drying rock off Bull Point and the underwater rocks off the opposite point - both kelp marked. There is a good anchorage to be found in the bay to the S - just past the narrow entrance to the Creek. Anchor about half way down the bay in 3m, mud, with shelter from the W through S to E

If sailing up the creek, keep to the N shore as you go around the bend, to avoid the drying rocks and shoal at the corner on the S shore. The creek is several miles long, with not much of interest to be seen.

## **Next Creek South**

There is an anchorage in the long, neck, just past the narrow entrance. This harbour is rather exposed to SW'y or NE'y winds blowing along its length, otherwise there is good shelter. The deepest water (about 4m) will be found at the NE end, just by the entrance channel. The water shoals gradually to the SW with a depth of 1.7m just past the entrance to the W branches of the creek. Note that off this junction is a kelp strand that may well hide a rock, so keep clear.

## **South Creek**

The S creek was not visited.

## *Port Howard*

### **Dangers**

An Argentine minefield exists along parts of the W coast of the harbour - see the appropriate bomb disposal squad map and speak to the farm manager before wandering ashore.

### **Settlement of Port Howard**

Anchor off the creek by the main settlement, close NE of the jetty (the creek dries at low water), in 3-5m, sand and shell. It is reported that the holding is not very good. There is a mooring, NNW of the jetty, quite close to the shore and plenty of water at the end of the jetty, but it would be very uncomfortable alongside in a strong SW blow. As noted in *Falkland Islands Shores*, this area is affected by the woollies in strong W'ly winds. When the wind is SW, it is funnelled along the harbour and increases greatly in strength. At the threat of these conditions, it would be prudent to seek shelter elsewhere (possibly Egg Harbour or San Carlos). If caught here by a strong blow, the safest course of action might be to take a line to the jetty.

The farm is managed by Rodney and Carole Lee. Eddie and Anne Chandler run a small grocery shop, which is open most afternoons and by special request. They also run a cottage knitwear business from their home, making Falkland Island wool garments, which can be quickly made to order.

Unbelievably, there are three golf courses. Good trout fishing on the Warrah River, can be arranged from the settlement. Port Howard Lodge, the old Manager's House, has been run as a guest house, but was closed in 1994. In its grounds is a small, but interesting museum about the Falklands Conflict.

# Index

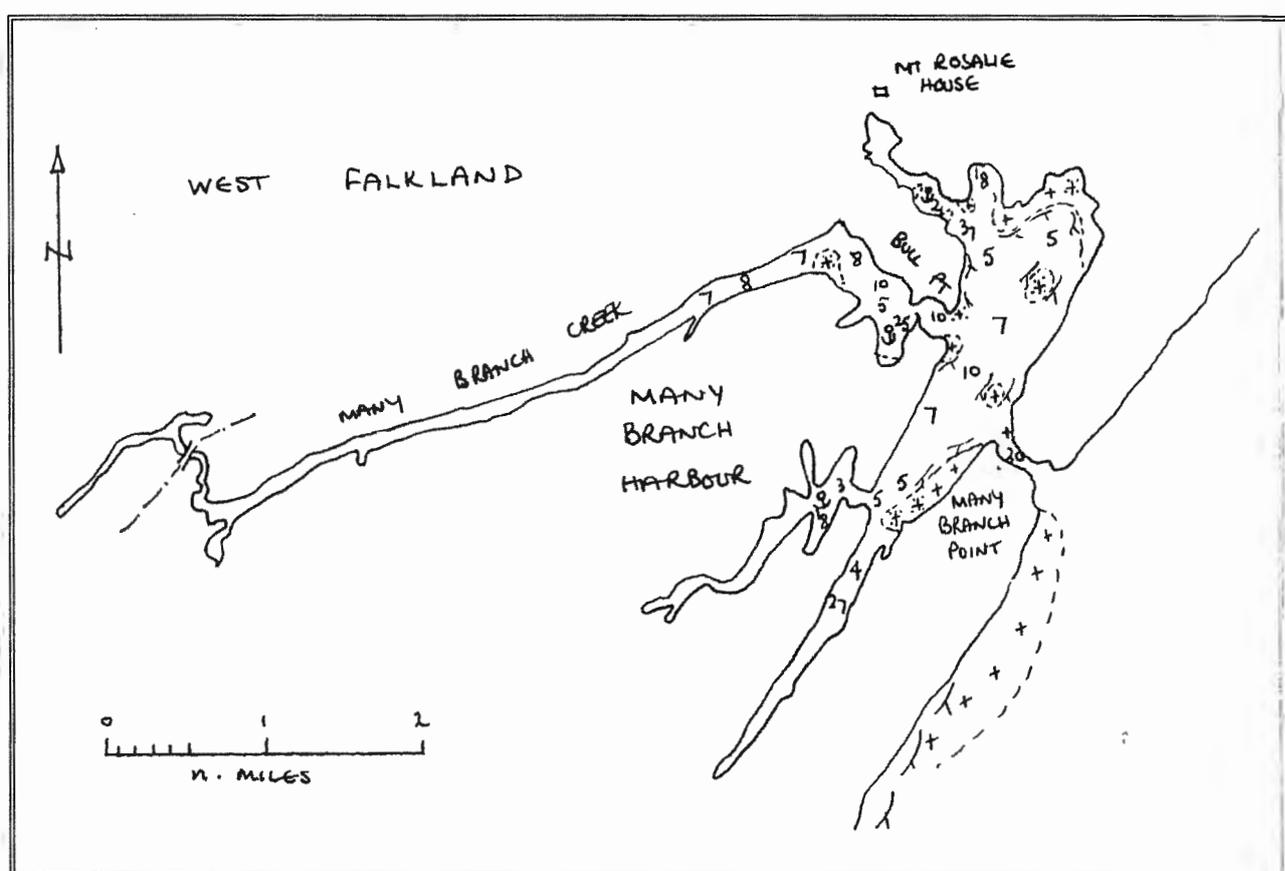
- Adventure Harbour, 330  
Adventure Sound, 326  
Anthony Creek, 364  
Arch Islands, 354
- Bagwell Bay, 330  
Barrow Harbour, 328  
Bay of Harbours, 326, 332, 335  
Beauchene Island, 326  
Beaver Island, 359, 360  
Berkeley Sound, 350, 351  
Bird Island, 357  
Blake Inlet, 332  
Bleaker Jump, 330, 332  
Blind Island, 336  
Bluff Cove, 319, 321, 322  
Brasse Mar, 349  
Burnt Harbour, 375
- Caneja Creek, 349  
Cape Dolphin, 343  
Cape Lagoon, 355  
Cape Meredith, 337, 356  
Cape Orford, 357, 359  
Carcass Island, 373  
Careening Cove, 342  
Carew Harbour, 364  
Cattle Point Creek, 332  
Centre Island, 344  
Chaffers Gullet, 354  
Chata Creek, 344  
Choiseul Sound, 307, 323  
Cochon Island, 351  
Cow Island, 325  
Crooked Inlet, 370  
Cygnet Harbour, 340
- Danson's Harbour, 338  
Darwin Harbour, 325  
Deep Arroyo Creek, 326  
Dirty Ditch, 377  
Double Creek, 364  
Douglas Creek, 346  
Dutchman's Bay, 350
- Eagle Passage, 336, 338  
Ear Island, 344  
East Falkland Sound, 338  
Eastern Salvador Waters, 347
- Eddystone Rock, 343  
Estancia, 349
- Fanny Cove Creek, 335  
Fanny Islands, 334  
Findlay Harbour, 338, 340  
Fish Creek, 359  
Fitzroy, 322  
Fox Bay, 312, 352  
Fox Harbour, 328
- Golding Channel, 377  
Goose Green, 312, 325  
Governor Channel, 359  
Grand Jason, 374  
Great Island, 338, 340  
Green Island, 349  
Gull Harbour, 362
- Halfway Cove, 368  
High Island, 347  
Horseshoe Bay, 349
- Island Creek, 334  
Island Harbour, 322
- Jack's Well, 337  
Johnson's Harbour, 351
- Kidney Cove, 351  
King's Creek, 346  
Kit's Creek, 356
- Large Island, 328  
Lion Creek, 334  
Lively Sound, 323  
Long Creek, 346  
Low Bay, 326  
Low Island, 373
- Mackintosh Bay, 347  
Many Branch Creek, 380  
Many Branch Harbour, 379  
Mare Harbour, 307, 325  
Moffit Bay, 330  
Moffit Point, 330  
Motley Island, 324  
Mount Pleasant, 307  
Mount Rosalie Creek, 380
- Muddy Creek, 346
- New Island, 361  
New Year Cove, 363  
North Arm, 332  
North Falkland Sound, 343  
North Harbour, 361  
North West Arm, 334, 354
- Passe Grande Creek, 349  
Pebble Sound, 378  
Phillip's Point, 346  
Philomel Pass, 366  
Pita Luga Bay, 347  
Plaza Creek, 347  
Port Albermarle, 337, 354  
Port Edgar, 353  
Port Fitzroy, 321  
Port Howard, 312, 381  
Port King, 340  
Port Louis, 349  
Port Louis Settlement, 351  
Port Pattison, 373  
Port Philomel, 301, 366, 368  
Port Pleasant, 322  
Port Salvador, 350  
Port Stephens, 356, 357  
Port William, 319, 321  
Punta Arenas, 316  
Punta Frio, 344  
Pyramid Cove, 324
- Queen Charlotte Bay, 301, 364
- Rabbit Island, 344  
RAF Brize Norton, 316  
Reef Channel, 375  
Rock Harbour, 301, 376, 377  
Rodney Cove, 358  
Roy Cove, 370  
Ruggles Bay, 338
- Salvador Settlement, 344  
Salvador Waters, 344  
San Carlos, 307
- San Carlos River, 342  
San Carlos Waters, 342  
Sandy Cove, 328  
Sea Lion Island, 326  
Seal Cove, 323  
Seal Island, 323  
Shallow Harbour, 324, 366  
Shell Bay, 326  
Ship Harbour, 378  
Smylie Channel, 363  
Snug Cove, 334  
South Creek, 380  
South Georgia, 307  
South Harbour, 361, 364  
South Sandwich Islands, 307  
Speedwell Island, 337  
Split Creek, 360  
Staats Island, 359  
Stanley, 312, 319  
Stanley Harbour, 319  
Stick-in-the-Mud Passage, 359  
Sullivan Harbour, 328  
Swan Cove, 335  
Sweeney's Creek, 356  
Symonds Harbour, 366, 368
- Tea Island Passage, 359  
Teal Inlet, 347  
The Jason Islands, 374  
The Narrows, 321  
The Settlement Harbour, 372  
The Tarbarrel, 349  
Thetis Bay, 334  
Tickle Pass, 338  
Turn Island, 326
- Urchin Bay, 330
- Volunteer Bay, 350  
Volunteer Point, 350
- Weddell Island, 362  
West Arm, 326, 354  
Westpoint Island, 372  
Wintry Cove, 347  
Wolfe Island, 338



This *Supplement* to Ewen Southby-Tailyour's *Falkland Island Shores* has been produced from material collected by Pete and Annie Hill during 1993-94 whilst in Falklands Islands waters in their 34ft junk-rigged yacht, *Badger*.

It is specifically designed to be used in conjunction with *Falkland Island Shores*, and it mirrors the layout of the parent book for ease of cross referencing.

The *Supplement* expands on the original text, and reflects the changes that have taken place in the Islands since the 1982 Conflict. It includes details on the numerous anchorages that they visited in *Badger*, with many new supporting sketch plans, and advice on 'living' in the Islands in a small yacht.



Many Branch Harbour - a sample of *Badger's* anchorages