



RCC PILOTAGE FOUNDATION

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Havens & Anchorages Mid Season Update (Summer 2008)

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Caution. Users should note that this file supports the book 'Havens and Anchorages' and its most recent Supplement; the cautions and notes recorded on page vi of that book apply. To the extent permitted by law, the RCC Pilotage Foundation and the authors do not accept liability for any loss and/or damage howsoever caused that may arise from reliance on information contained in these pages, and have no liability for any error in, or omission or failure to update such information.

The Pilotage Foundation is grateful to Andy O'Grady for sending in these notes following his cruise south down the coast of Argentina in his yacht Balaena in Summer 2008.

Notes for RCCPF Havens and Anchorages - S Atlantic

Page 20 Godoia GPS pos. 12° 51'.25S 38° 48'.3W

There is now a large new house on shore and a jetty in the best spot. Moderately uncomfortable with wind against outgoing tide. Not recommended except in necessity.

Page 21 Sao Francisco: the branch leading NE leads to the remote and friendly town of Santiago do Paraguacu. The channel follows the east bank and is mainly 4-6 meters deep. There is lots of room to anchor off the town. A French couple (ex yachties) live here and are very helpful and welcoming. See pdf (Santiago - Baia todo os Santos - waypoints) with waypoints for approach to town, though we met several boats who followed the channel without difficulty using only their depth sounder.

Page 21 Canal de Itaparica: Add chart 1110. There is a small marina at Itaparica, with a good restaurant. Shops are reasonably good in the area and there are several internet cafés.

Page 22 Itaparica anchorage: many marks and (naval) installations are not shown on the charts

Page 23 Itaparica channel, Sand Cay and Ilha da Saraiba and Ilha do Cal. On the new edition of chart 1110 most of this area is shown as anchoring prohibited due to cables.

Tororó Waterfall GPS pos 13° 01'.41S 38° 46'.92W

Page 30, 31 There were no buoys whatsoever in 2008.

Page 33 Anchorage between Ilha do Campinho and Ilha do Goio: GPS 13° 56'.05S 38° 59'.4W

Page 41 Call IBAMA on VHF 16 to ask permission to anchor or use the buoy. They will call to collect a fee (only payable if leaving the boat) and offer to take you on a tour of Ilha Siriba.

Page 56 Enseada de Sítio Forte GPS pos 23° 07'.5S 44° 17'.2W (mid bay)

In Saco da Taperais there is a rock where it is possible to tie up on the N side and take on water from a hose. If the hose is turned off the restaurant on shore will turn it on without charge.

Saco da Longa GPS pos 23° 08'.17S 44° 18'.7W

Page 64 Paraty. Anchoring and moorings. There are several marinas in the bay but all very expensive. The quietest and least dirty anchorage is just SW of Pta. Do Cantagalo. Several boats stay here with liveaboards who will probably direct you to the water hose on shore.

Page 65 Saco da Praia Vermelha, there were many schooners here on our visit.

Page 66 Saco de Mamanguá. It is possible to anchor in the head of the bay in 2.5m mud (don't go too far in as it shallows quickly) GPS pos 23° 17'.5S 44° 38'.9W. From this position it is possible to see a line of stakes that lead to the E side of the bay where there is a river running through the mangroves. Following the stakes and river in the dinghy at HW will lead, after quite a long journey, through ever denser jungle, to a landing place. The path is then followed upstream for about 15 minutes and leads to a cascade and natural pool that is a wonderful bathing spot.

Page 89 Rio Grande do Sur (see sketch chart). This is a recommended stop.

Approach and entrance - there are no dangers offshore. Make the landfall mark and enter via the buoyed channel. The entrance is protected by two major breakwaters and as it is a big ship port the depths are around 13 meters. However with strong onshore winds and an outgoing current the swells in the entrance can be dangerous. Call the Pilots on VHF16 for information in English. Note that this is an entrance to a lagoon and not a river, thus the currents are dependant upon the wind direction blowing over the lagoon. Strong offshore or NE winds produce an outgoing current of 3-5 knots.

Anchorage – there are several possibilities for anchorage to the sides of the buoyed channel but none with shore access. Follow the channel to the town and then along the north shore to the Oceanographic museum that has a dock capable of accommodating 3 cruising yachts and will make them very welcome.

Formalities – this is a port of entry and all offices are represented, though unfortunately at some distance from each other.

Facilities – the town has all shops and conveniences. There is a small YC with a marine railway for vessels up to around 10 tons. There are shipyards in the area with capabilities for hauling larger vessels.

Page 99 Piriapolis. Unfortunately in 2008 there seems to have been an increase in petty bureaucratic rules that make slipping and working on the boat more complicated. Check carefully as to the rules before hauling (for instance you may be required to undergo a survey in order to obtain a permit to launch the vessel after a period on the hard.)

Page 121 La Plata is a port of entry with all offices represented in Ensenada.

Page 123 Note on Formalities. It appears that the Prefectura is quite lax about documentation in the Rio de la Plata area. They seem to just apply a stamp to the back of your clearance from the last overseas port. Several yachts were told that did not need to see customs and that seemed to cause no problems if clearing out of the country from the area. However in Mar del Plata and further south this was not acceptable and it is essential to have all the documentation (including a Port Health Clearance) completed correctly. To avoid difficulties I would advise clearing out of BA and visiting Colonia and from there making a direct trip to Mar del Plata where the officials will delight in guiding you through the entry process (allow 2 days for the customs to complete your documentation). Luckily all the offices in Mar del Plata are close to the club.

Page 128 Puerto Santa Elena. Even in fine weather some swell enters from the SE and makes the anchorages in the N of the bay uncomfortable. We found it quietest, and well sheltered from the wind, in the SW anchorage shown GPS pos 44° 31'.835S 65° 22'.194W in 7m sand and mud.

Page 132 Caleta Horno In a gale the wind blows with great force and the water is white. The holding is good but in SW winds the stern will be only a few meters from the lee shore. If using lines the wind will catch the boat on the port side and create enormous strains – it is vital that the bow line to the mooring rock on the S shore is used and is very strong. An alternative is to tie directly to the rock wall on the W side where there is a lot of graffiti left by fishermen who use this spot regularly as it is well sheltered from the SW wind.

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