

Nine of Cups – 45' Liberty Cutter – 7' draft – October 2006
Subject area: ***Cruising the Coast of Chile (Arica to Puerto Montt)***

Getting to Chile via Peru is no easy task. Peru's inhospitable coast combined with strong prevailing southerly winds and the Humboldt Current, make the down coast slog lumpy and largely unsailable. That said, once into Chile, the coast becomes more inviting and though the wind and current do not abate, the distance between anchorages is usually a daytrip. The RCC guide "Chile: Arica Desert to Tierra del Fuego" is still the best nautical guide available for northern Chile. Rolfo & Ardrizzi's "Patagonia & Tierra del Fuego Nautical Guide" (the Italian guide) picks up in Valdivia. We also used the Sailing Directions for West Coast of South America. For land info, we had "Lonely Planet Chile" aboard.

We arrived in Arica, Chile in September 2005 and were welcomed into the harbor by a chorus of barking sea lions. Arica is Chile's "First Port" in the north and the arrival procedure was efficient and courteous and a welcome change from the bureaucracy of Peru. We were given 90-day travel visas and four months for the boat, both renewable. Our zarpe request to Puerto Montt which included 30 ports of call was approved, but we were reminded that we still needed to check in at major ports and like Peru, we were required to check in twice daily to Directemar by email or radio. We were the second foreign yacht to have called in 2005. Arriving at night, we could not appreciate the enormity of the El Morro headland which dominates the city, but it was a splendid sight the following morning. Arica is an appealing town and we spent nearly a week exploring the city and the nearby PN Lauca.

From Arica, we motor-sailed to Caleta Chica and spent a rolly, but tolerable night at anchor. We were happy when dawn arrived and we headed to Bahia Pisagua. We were hailed by the Armada and asked our intentions, but were not required to check in if we did not go ashore. We stayed aboard, admiring their landmark blue and white town clock from the boat.

A quick 40 mile sail and we arrived in Iquique. We anchored with the fishing fleet and dinghied into the Club de Yates. We needed a high tide to negotiate the bar at the entrance to the yacht club and moved in the next morning with only a few inches under the keel to spare. A stern anchor was required to keep us off the pier. Iquique is a bustling town and we found three other foreign yachts to visit. Since we were heading to the Chilean canals and they had all been through the canals and were heading north, we had much to discuss. We were also able to buy a used copy of the Chilean Hydrographic chart book from one of them. A land trip to San Pedro de Atacama, the driest place on Earth, was a pleasant change, but we were anxious to be on the move.

After 10 days in Iquique, we were on our way. A mere 37 nm and we anchored in Caleta Patillos overnight, then moved on late the next day for a 143nm overnight to Mejillones del Sur. This fishing village was small, but quite pleasant. After anchoring, the wind piped up considerably preventing us from easily launching the dinghy. The Armada, however, had no problem coming to the boat to check us in. We spent a day enjoying the town and then took a bus to see Antofagasta on advice from other cruisers that the surge at the yacht club there had done damage to their boats.

From Mejillones, another overnight and we arrived in the little fishing village of Taltal. This rejuvenated little town had a spacious town plaza and lots of renovation and construction going on. We had purposely anchored a good distance from the fishing fleet as we noted lots of traffic coming and going.

During our second night there, we were awakened by a loud thump at around 0200, followed quickly by another. We rushed on deck to find a very large fishing boat banging into our stern, inches from our solar panels. We fended it off and determined that the fisherman had anchored earlier that evening and gone home. He had let out "lots" of rode...probably two hundred feet or more, which had managed to wrap itself totally around our boat... several times. Hails to the Port Captain's office rendered no response. We rafted the boat to us and David climbed aboard, detached the anchor rode, unwound it from our anchor chain and then we cast her free again. The ordeal took about 3 hours and we were so wound up at the end, we decided to haul anchor and

head out. We only managed 24nm down the coast before the wind and waves picked up considerably, so we spent the rest of the day and night in well-protected Caleta Cifuncho.

Light southerly winds found us motor-sailing once again to Caleta Flamenco. Fish pens close to shore and friendly, but vocal fishermen prevented us from anchoring in shallower water, so we dropped the hook in 50' and spent a rolly night before heading out at 0600 the next morning for the delightful little port of Caldera, only 30nm south.

Caldera's friendly little yacht club sent their launch to meet us on arrival and showed us to their visitor's mooring where we swung happily for several days and enjoyed the amenities of this pleasant little town. Locals told us that the desert was coming into bloom so we opted to catch a bus to the pleasant city of Copiapó, a one hour bus ride across the flowering desert.

Other southward bound cruisers had told us about Isla Damas, part of the Chilean PN Llanos de Challe. A recommended stop, Isla Damas itself is no more than 120+acres of rugged outcropping, but had a reasonable anchorage and good, albeit, limited hiking possibilities. During our visit in October, the birdlife was abundant and the flowers were incredible, especially the blooming cacti. With a rising tide, the surge increased significantly and hindered our attempts to return to Cups. After three attempts, all of which pooped the dink, we finally made it over the surf and back to the boat...completely wet, cold, relieved and very exhilarated.

Our next stop was the wonderfully protected anchorage of La Herradura (the horseshoe) in Coquimbo. Two boats were already anchored there and our social life improved dramatically within hours. We had planned a week's stay, but emergency medical problems lengthened a week to nearly two months. We are pleased to report that "second world" Chile has first world medical care at third world prices. David underwent emergency surgery at a private modern hospital, Clinica Elqui, in the neighboring city of La Serena. We could not have been more pleased with the surgeon, staff, hospital facilities or the surgical outcome. We were, however, way behind schedule now if we wanted to make it to Puerto Montt for a timely departure into the Chilean canals.

We finally departed Coquimbo in mid-December with a good weather window of northerly winds and the intent of sailing directly to Puerto Montt. 40 knot southerly winds and big seas were a surprise and hindered our progress. Caleta Tuman afforded us refuge for three nights as the wind continued to howl from the south. Dense coastal fog (camanchaca) each morning, burned off by midday. Visits from a young couple who ran a surfer's camp on shore were a welcome change. Finally some northerlies and we were southbound again, but Christmas was fast approaching.

We had one day of favorable winds and the strong southerlies were back. After heaving-to several times en route, we finally surrendered to the winds and two days before Christmas pulled into Talcahuano, headquarters of Chilean's Armada. We initially anchored with the fishing boats, but after discussion with the Port Captain, we were invited to stay at the naval yacht club. Since the club is on navy base property, we were given passes to come and go as we pleased. Club Marina de Manzano was nearly deserted, but hot showers, shore power and unlimited fresh water were most welcome. In the neighboring city of Concepción, we managed to scrounge up a small (and very expensive) smoked turkey with all the fixings to celebrate Christmas. Incredible as it might sound, Santa managed to find us even here and there were presents on the saloon table Christmas morning.

Along with the holiday spirit came an incredibly good weather window. We motor-sailed 340nm to Puerto Ingles at the entrance to Canal Chacao where we anchored overnight waiting for the morning flood tide to take us the final distance to Puerto Montt. The last 60 miles were incredible. The narrow Canal Chacao which separates mainland Chile from the island of Chiloe could not have been calmer, despite the fast current. The scenery was fantastic. The surface was a mirror broken only by the tail-walking antics of Peale's dolphins that accompanied and entertained us for miles. We arrived late in the day at the Yate Club Reloncavi with an invitation for a New Year's Eve party with "Breila" already waiting. A sigh of relief, we relaxed for a couple of weeks before tackling the Patagonian Canals.

Specific information about each anchorage including lat/long and available services is attached as a supplement to this bulletin.
Commodores Marcie (AA1ZM) and David Lynn (AA1ZL)

Nine of Cups – 45' Liberty Cutter – 7' draft – October 2006

Subject area: ***Cruising the Coast of Chile (Arica to Puerto Montt)***

Addendum to Article including specific anchorage and service information a/o 9/2005

Arica, Chile (from Paracas, Peru)

Note: One hour time change (later) between Peru and Chile (-6GMT)

- **Anchorage:** 18S28.25 /070W19.45
 - Straightforward entry behind a breakwater
- **Check-in/Arrival Procedure**
 - Contact: Radio Arica on Channel 16 at 10 miles out to inform them of your arrival and receive entry instructions
 - Customs/Armada/Immigration and Health Department all board the boat usually within minutes (very courteous/very efficient)
 - Inspection includes list of safety & communication equipment
 - Provide a list of all anticipated ports of call with ETAs
 - Health Officer wanted a copy of our “Sanitation” certificate from Peru and confiscated fresh veggies/fruits; advised no fresh meat ashore.
 - Check-in costs \$22.56US (\$12,078 Chilean Pesos) \$534CP=\$1USD; payable at a bank specified by the Armada in US\$.
 - No fees for checkout or subsequent check-ins at various ports.
 - Twice daily radio or email check-in required while not in port. Format and contact information follow.
- **Yacht Club Nautico Arica** was closed for renovation when we were there, but we visited and received the following information:
 - Communication: VHF Channel 83; Ph: 58-254738; email: nauticoarica@123.cl
 - \$10/day for foreign yachts at anchor; 4-5 meters; amenities include launch service, hot water showers, restaurants, fresh water at dock.
 - Daunting entrance; stay in the middle of the entrance channel; call yacht club for assistance in.
- **Services:**
 - **Fuel** – At the fishing fleet fuel dock by appointment (intended for commercial vessels) or by jerry can from Copec via taxi. Diesel - \$3.22US/gallon
 - **Laundry** – Lavanderia Moderna, 18 Septiembre 457 (expensive)
 - **Banks** – Many banks and ATMs on 21 de Mayo
 - **Internet** – Several
 - **Provisioning**
 - Lider Express and Las Brisas (in town on Colon) or take bus 2 or 8 to large Lider out of town (20 minute ride)
 - AGRO, huge daily fresh market
 - **Restaurants**
 - Restaurant 303 (Bolognesi 303, just off the plaza); great food/economical
 - DiMango Ice Cream – 21 de Mayo – great!
 - **Water** – at commercial dock
- **Sightseeing/Items of Interest**
 - Specialties of the area include olives, olive oil, quinoa, oregano, artichokes, seafood
 - Daytrips to PN Lauca are highly recommended.
 - El Morro – hike or taxi to the top; great views; military museum

Caleta Chica

- **Anchorage:** 19S20.24 / 070W15.65
 - Rolly, but tolerable; Good holding in 40'; small house and tent ashore, no services

Bahia Pisagua

- **Anchorage:** 19S35.71 / 070W12.85
 - Good holding in 30' near fishing boats; easy entry, wide open

- **Check-in Procedure:** Pisagua Radio hailed us asking our intentions, but no check-in ashore required.
- **Services** – no details

Iquique

- **Anchorage** – 20S12.27 / 070W09.08; good holding in 30'
- **Check-in Procedure** – Call at Capitania's office required; next door to yacht club
- **Yacht Club**
 - Club de Yates y Botes; shallow entry, high tide entry recommended
 - Contact: clubdeyatesybotesigg@entelchile.net
 - Amenities: clean bathrooms but only cold water showers, restaurant
 - Costs: 3 days free, then US\$12.50/day; negotiate for longer stays
- **Services**
 - **Fuel** – Available by truck at the yacht club
 - **Banks** – Several banks and ATMs near Plaza Pratt
 - **Internet** - Several
 - **Provisioning** – Rossi's on Tarapaca downtown or large Lider on Ave de los Heroes near the Mall; also a Sodimac (Home Depot type store) & nearby Mall.
 - **Water** – at yacht club dock
- **Sightseeing/ Items of Interest**
 - Zona Franca (ZOFRI) – duty free complex via bus or taxi; large assortment of electronics and imported goods.
 - Local tours to Humberstone (nitrate ruins)

Caleta Patillos

- **Anchorage** – 20S44.57/ 070W11.26; anchored in 36' with good holding; some roll; long docks used for salt pellet loading
- **Check-in** – None, but can report daily position to "Terminal Patillos"
- **Services:** None identified

Mejillones del Sur

- **Anchorage** – 23S05.64/070W26.96; anchored in 29', good holding
- **Check-in** – Required; Too windy to launch the dinghy on arrival; Armada came to us for check-in
- **Services:**
 - **Fuel** – Copec at Terminal Pesquero entrance
 - **Internet** – across from Megatur bus station
 - **Bank** with ATM
 - **Water** – at Terminal Pesquero dock
 - **Provisioning** – Several small tiendas with basics; fresh veggies and bread in the back of Confiteria Jocelyn
 - **Restaurant** – El Cobreloa across from Copec was excellent especially sopa marisco
- **Sightseeing/ Items of Interest**
 - Small town museum and some interesting buildings
 - Buses to Antofagasta

Taltal

- **Anchorage** – 24S24.43/070W29.58; straightforward entry; anchored 29', good holding
- **Check-in** – Required at Capitania north of the pier; tie-up dinghy at fishermen's pier; they might move you and will row you back to your dinghy if they do.
- **Services:**
 - **Fuel** – Copec Servicentro about 1km out of town off O'Higgins
 - **Internet** and call center on main street (Pratt)
 - **Water** – on the dock
 - **Bank** – Banco del Estado with ATM
 - **Provisioning** – Supermercado Perucci plus several small tiendas, butcher, produce and small fresh market near Copec.
 - **Restaurants** – several around pleasant plaza
- **Sightseeing/Items of Interest**

- Nice view from top of hill

Caleta Cifuncho

- **Anchorage** – 25S39.12/070W38.66 – Good holding in 31'; straightforward entry; stopped here when winds on the nose at 35 knots and seas high; good protection from S/SW; calm
- **Check-in** – None
- **Services** – None identified; New dock with ladders for dink tie-up; nice little village; pretty scenery

Caleta Flamenco

- **Anchorage** – 26S34.40/070W41.61; lots of fish pens marked with line of buoys in southern corner prevent close-in anchoring. Anchored in 50', very rolly.
- **Check in** – None

Caldera

- **Anchorage** – 27S03.76/070W49.76 – on free yacht club mooring
 - **Club de Yates Caldera** – hail on 16 or 09; very friendly; limited amenities include toilet and cold showers, restaurant (in season); good floating dock for dinghy tie-up. Next to a busy drydock/boatyard...noisy all night long. Possible repairs here.
- **Check-in** – Capitania's office about 1 km away; pleasant staff
- **Services:**
 - **Fuel** – By jerry jug from Copec in town
 - **Internet** – Three in town
 - **Banks** – Two with ATMs
 - **Restaurants** – several but very pricy and touristy at the beach; fishermen's wharf much more reasonable
 - **Provisioning** – several tiendas and fairly well-stocked Supermercado Noel
- **Sightseeing/Items of Interest**
 - Buses to Copiapó
 - Cute little town with pleasant beachfront and scenic fishing dock

Isla Damas

- **Anchorage** – 29S14.24/071W31.30 – good holding in 28';
 - Note these are not the anchorage coordinates used by "Mist" nor do they agree with Chilean guide, but this seemed the best spot for the anchorage; stern anchor required.
 - We later found a small dock in Caleta de los Baños (1/2nm to NW of Caleta Lynch on the chart) after beaching our dinghy. Beach landing a bit dicey and return in surf was rather exhilarating.
- **Check-in** – None (uninhabited island)
- **Services** – None
- **Sightseeing/Items of Interest**
 - Lots of birds; desert in bloom (October) with gorgeous flowers
 - Lots of little hiking trails, camping area, rock/wind shelters, porta-potties (4)!

Coquimbo/LaHerradura

- **Anchorage:** 29S58.81/071W21.69; good holding in 28' off yacht club; very well-protected
 - **Club de Yates de Herradura** – two weeks free then \$1,000CP/day; amenities include restaurant, hot showers, floating dock for dink tie-up; very attractive facility; friendly, helpful staff. We left the boat at anchor here for three weeks for quick trip home to U.S.. Staff will watch the boat and pets.
- **Check-in** – Yacht club faxes your zarpe in advance to the Capitania. Colectivo (shared cab) stops at yacht club gate and will bring you to Capitania's office in downtown Coquimbo.
- **Services:**
 - **Fuel** – Copec and Esso by jerry jug and colectivo
 - **Water** – on dock
 - **Banks** – lots in downtown Coquimbo
 - **Internet** – lots in Coquimbo; also at Deca supermarket; small, slow internet at little tienda across the street from the yacht club entrance.
 - **Restaurants** – lots in Coquimbo and LaSerena

- **Provisioning** – small tienda across from yacht club entrance has the basics plus fresh bread and produce; large, modern Deca Supermercado in Sidempart (via colectivo) also has lavandería, internet and pharmacy.
- **Medical/Hospital** – modern, efficient Clínica Elqui in La Serena has private clinic, emergency room, hospital and full medical staff with most specialties.
- **Sightseeing/Items of Interest**
 - Both Coquimbo and neighboring LaSerena are very pleasant.
 - LaSerena has a large mall; also airport with several daily flights to Santiago for connections worldwide (LanChile).
 - Daytrips to Tongoy and Vicuña

Caleta Tuman

- **Anchorage** – 34S05.05/071W57.61 – good holding in 27'; relatively good protection from southerly winds and swells. Small beach and surfer's camp ashore.
- **Check-in** – none
- **Services** – none

Talcahuano

- **Anchorage** – 36S42.67/073W06.22 in 30' with fishing fleet; moved to naval yacht club
 - **Club Marina de Manzano** – naval yacht club; nice facilities with shore power, water on dock, hot showers, free internet in office; small restaurant. On navy base, but club office provides a pass; Bus 56 with stop at yacht club goes to Talcahuano and Concepcion every 10-15 minutes. \$10/day.
- **Check-in** – Capitania's office near entrance to Navy Base
- **Services**
 - **Fuel** – by jerry jug from Copec on navy base or jerry jug across the street from the fishermen's pier.
 - **Banks** – lots with ATMs
 - **Internet** – several in town
 - **Provisioning**
 - Santa Isabel, large, well-stocked 1 block west of Plaza de Armas
- **Sightseeing/Items of Interest**
 - Talcahuano is the headquarters of Chile's Armada; the "Huasco", Peruvian ship captured during the War of the Pacific, is on display
 - Concepcion is a pleasant city with lots of restaurants and shops

Puerto Ingles

- **Anchorage** – 41S47.91/073W53.24, in 23', good holding
 - Great spot to wait for flood tide to negotiate Canal Chacao
- **Check-in** – by radio only to Faro Corona
- **Services** – None

Puerto Montt

- **Anchorage** – choice of three yacht clubs; we chose Reloncavi. See Chile guides for more info on other club facilities.
 - **Club de Yate Reloncavi** – 41S29.99/072W.59.22; first yacht club approached; good amenities including clean, large bathrooms (6) with hot showers; washer/dryer on premises; restaurant/bar. Water/electric. Slip costs for 45' = \$10US/day plus electricity
- **Check-in** – Club office faxes copy of zarpe in advance; Colectivo to Port Captain's office in Angelmo.
- **Services**
 - **Fuel** – Oxxean Marina dock
 - **Provisioning** – several huge well-stocked supermarkets
 - Most services are available in Puerto Montt...just ask.
 - Several chandleries in Angelmo; life raft inspection/certification; flares
 - **Sotovento Libros** - Good, but expensive place to buy "Patagonia & Tierra del Fuego Nautical Guide" (aka The Italian Guide") and "Aves de Patagonia, Tierra del Fuego y Peninsula Antártica" (English & Spanish bird identification book).

Note: The Chilean Armada requires position reports twice a day (0800/2000) via radio or e-mail when you are not in port. This is not as onerous as it sounds. Hail all ports in advance of arrival as "Radio XXX" (e.g. Radio Arica, Radio Iquique on Channel 16).

Format (English is acceptable) and address for position reports:

To: cbpradio@directemar.cl

Re: QTH - Nine of Cups

Vessel Name: Yate Nine of Cups
Ship Rep: David Lynn or Marcie Lynn
Call Sign: WCZ7548
Flag: USA + give document number
Last Port: Talcahuano
Next Port: Puerto Williams
ETA: 29 December 2005 - 1200
Agency: None

Current reporting information:

Date	Time	Latitude	Longitude	Course	Speed
05/12/06*	0800L	54S55.47	70W36.74	305M	7.0 knots

*(Note that when writing date, the format is DD/MM/YY)

