

## Sailing Expedition (EX193-3556) with the SV Santa Maria Australis

Route: Punta Arenas/ Chile – Magellanstraße – Darwin Cordillera – Beagle Kanal – Kap Hoorn – Puerto Williams/ Chile  
 Travel Dates: 30.10.2023 – 17.11.2023  
 Duration: 19 days  
 Nautical Miles: approx. 550 nm  
 Travel Fare: 7,850 EUR plus 800 EUR cash for Operation & Provision Costs expenses. This contribution is payable in cash at the spot before the voyage starts. With this all-inclusive price we cover the costs for food and running costs of the vessel.  
 Additionally we charge 8 EUR (0,33 t CO2) for CO2-Offset.



### A sailing expedition through the water world of the Yamana natives.

Arrived in Punta Arenas the berths are distributed and the luggage is stowed. The technical equipment of the yacht as well as the safety precautions on board are explained.

The Strait of Magellan now turns south to Cabo Froward. This is the southernmost point of the American continent. We leave the Patagonian steppe landscape and the Strait of Magellan, dive into the fascinating mountain world of the Darwin Cordillera and the Tierra del Fuego archipelago.

We follow the Magdalena Channel, find anchorages at the feet of the "King of Tierra del Fuego", "Monte Sarmiento", an ice colossus west of the Cordillera; defiantly exposed to the forces of the westerly winds. Our route continues southwest, following the Cockburn Channel. One of the most desolate areas on earth is waiting for us: the "Peninsular Brecknock". Eternal rain, thunderous winds, hardly any vegetation.

Our "SM-Australis" knows sheltering anchorages here, too.

Then we turn to the east. Towards the Beagle Channel. Sailing through the "Brecknock Channel", the "Desolada Bay" and the "Ballenero Channel". The mountains are getting higher. The "Monte Darwin", "Romanche", "Bove", "Roncagli", all ice giants with peaks well over 2,000 m, fully glaciated, glide past us. Their icy tongues reach down into the sea.

We hike through untouched forests try our hand at smaller mountains, balance over impressive beaver dams; follow the condor, the guanaco, the dolphin and the sea lion through their lonely realm.

We leave the majestic mountain range. A visit to the "Estancia Kanasaka" is on the agenda. A "pioneer" of Tierra del Fuego lives here with his wife and son. Good friends. For the "celebration of the day" a lamb comes on the grill. Who wants can explore the Estancia with horses.

The next sailing day brings us to Puerto Williams, the administrative capital of the Cape Horn region.

The last descendants of the Tierra del Fuego Indians live here in the small settlement "Ukika". We can admire nearby beaver structures or learn about nature and Yamana in the "Martin Guisinde Museum". In the evening we will have a typical Patagonian "Asado". In the yacht club we end the day with a "pisco sour".



We sail down the Beagle Channel, east course, past small "estancias", the wreck of a stranded freighter to Puerto Toro. With a little luck we can trade freshly caught "Centollas", the king crab, with the fishermen here. With a long beat over the "Bahia Nassau", 50 nm, we now advance into the heart of the "Wollaston Archipelago", the Cape Horn Islands. "Santa Maria Australis" anchors in a sheltered bay and waits for calm weather. Caleta Maxwell or Caleta Martial are the best starting points. Still 15 or 23 nautical miles to the Cape.

The first possibility is taken, the "Cape Horn" is rounded. A good 30 nm we sail for the first time in the open waters of the Atlantic and the Pacific. If the weather permits, we stop in the "Caleta Leon" at the foot of the cape. Here a Chilean lighthouse crew is staying. If possible we visit them in their lonely station. In the small, windswept chapel "Stella Maris" we commemorate the sailors who had to give their lives at this lonely cape, in the fight with the terrible elements. A memorial in the shape of an albatross was erected here for them. Head north to Lennox Island. In the lee of the island there is a good anchorage. At the turn of the century a similar gold rush took place here as in Alaska. Names like "Caleta Oro" remind of it.

Via Bahia Oglander back to Puerto Williams. If we didn't stop in Puerto Toro on the way there, we'll make up for it now.

In the evening in Pto. Williams. 40 nm. In the yacht club "Micalvi" the new "Cape Horniers" toast to their successful circumnavigation.

Sleep in and a leisurely breakfast. Packing things.

Arrival: Via Santiago de Chile to Punta Arenas.

Departure: Via Punta Arenas and Santiago de Chile.

*What makes these Expeditions so special?*

They are a chance to experience first-hand the adventure and camaraderie of sea navigation.

*Why is it a good idea?*

Because individual berths are sold on each trip, giving enough flexibility for different group sizes to join in. Also these Expeditions are a good opportunity to fully explore the area the way not even airplanes or big cruise ships can. Full access to coves and islets are what make "our way", the unique way in which to carefully unveil the secrets of the area.



### **Expedition Style**

CREW; The unique way to experience first-hand navigation. Team-work, duties, chores, and the traditional sailing spirit are emphasized, encouraged, and expected. Participants join the expedition as crew, getting access to the special opportunity to be part of a revival of the ancient art of sailing-based exploration.

### **Who can join and participate?**

Everyone with an adventurous spirit, and a taste for wilderness.

It must be kept in mind, that this is a sailing expedition, and as such, a good physical condition as well as team work aptitude and a positive attitude in order to be able to spend time with other individuals in enclosed spaces for periods of time are not only desirable, but required in order to participate. All those who join participate in all aspects of the expedition, such as kitchen chores, navigation watch, navigation maneuvers, sailing maneuvers, and other.

It must also be kept in mind that an expedition within this region is no small feat, and even though SIM Expeditions counts with a high latitude-prepared vessel, and with prepared skippers and sailors, it should be understood that this expedition is to one of the most remote and harshest of places on the planet. Previsions must be taken by participants regarding insurance for emergencies, accidents, evacuations, and other, as well as suitable gear, and correct expectations on the physical demands of an expedition to such a destination.

### **What can be expected?**

#### *Of the Expedition*

SIM Expeditions founder Wolf Kloss puts it quite well when he says that “our expeditions are not just about sailing, but mainly about discovery.” Even though the main activity in our expeditions we recognize as sailing, the whole concept of exploration is what we want people to take with them. To achieve this, efforts are made in order to land in places where treks, wild flora and fauna, and even visits to some of the local people are a possibility. In order to keep a schedule that will provide the opportunities to witness the breath-taking landscapes the area has to offer, wind conditions are key, and whenever sailing does not allow for efficient mobility, the vessel will turn to engine power in order to not only make the best of the track, but also to avoid unfavorable weather conditions.

Life on board is to be expected in an atmosphere of expedition. Chores and sailing maneuvers reinforce the camaraderie unique to this type of expeditions. Early mornings are the rule, in order to take maximum advantage of the area's attractions. The temperature inside the boats can vary depending on the situation, and the climatic and sailing context, typical of a sailing vessel, but inside temperature averages around 16-18 degrees Celsius. Both Vessels have pump-powered toilets and “sailboat showers” available. Please note that even though available, showers cannot be expected everyday given the importance of conserving and efficiently use water. A good recommendation is that each person brings his/hers own sponge in order to better enjoy a “sailboat shower”.

#### *Of SIM Expedition's Crew*

You can expect a team of friendly and hospitable individuals who will help you out experience the Expedition at its fullest. Also, we have a very “down to-earth” approach towards everyone, making the atmosphere in the boats, the field, or the office, accessible, warm, and welcoming.

At SIM Expeditions we have worked hard to have our taste for sailing meet our call for exploration and let it become the core of our objective: to provide world-class opportunities to immerse oneself into wilderness, and explore the world in order to discover oneself.

#### **Please Note:**

This trip is an extraordinary journey with an expeditions character. This itinerary is tentative only. The weather has always the last word. The itinerary is designed in order to leave enough time at the end of the Expedition in case of any delays. The itinerary, if necessary, will be modified by the Captain according to his criteria. Always keeping in mind the best interests of all participants and the safety of the vessel.



### **Participation Fee - What's included - What's not included?**

*A Standard CREW-Expeditions-Participation Fee includes:*

- Participation on board of a sailing vessel.
- Own berth on board.
- Expenses of the permanent crew.
- Life jacket (PFD) with harness.
- Linen which includes a cozy "Duvet".
- Towel.
- Limited Access to IRIDIUM satellite communication device. Transmissions costs are not included.
- Access to interpretative material such as nautical charts and a petite on-board thematic library.

*A Standard CREW-Expeditions-Participation Fee does not include:*

- Necessary visa, immigration obtainer procedures. Please be aware if you must obtain visa and/or the necessary paperwork in order to enter Chile and other countries we visit during the navigation.
- Travel costs to port of boarding such as airfare, hotels, taxi, restaurants and other.
- Personal clothing and gear unless otherwise stated.
- Personal medications. A general medical kit is available on board, despite this we recommend you consult your doctor and bring your personal medical kit.
- Transmission costs from the use of the IRIDIUM Satellite Communication Device.
- Access to laptop or personal computers. The vessels do have this equipment on board, but they are for exclusively for the skipper's use for weather forecast reports, emergency communication, and others. No foreign USB drives or such can be plugged to this equipment either. We recommend you to bring your own storage device.
- Personal Accident and Evacuation Costs.

*Right to technical amendments, typing errors, omissions and general errors reserved.*



## **Operation and Provision Costs Flat Rate**

Please do not forget to take along cash for Operation & Provision Costs expenses. We often sail in remote areas; therefore, it is difficult or very expensive to get cash money. The Flat Rate disputes the cost of consumed food on board and running boat costs. It will be collected on board prior to departure.

### *Operation and Provision Costs Flat Rate What's included?*

A Standard CREW-Expedition Operation and Provision Costs Flat Rate includes:

- Governmental travel permissions for the vessel.
- Harbour and marina fees.
- Food and non-alcoholic beverages. A standard of three meals are to be expected by the Captain.(Only a Joke -:)).
- Vessel running costs. Fuel, oil, gas, water, electricity. Maintenance and repair.Final cleaning.Laundry.

### *Operation and Provision Costs Flat Rate What's not included?*

A Standard CREW-Expedition Operation and Provision Costs Flat Rate does include:

- Personal visa fees.
- Personal immigration & visitor fees.
- Permissions for special activities.(mountaineering, diving, paragliding, etc.)
- Expenses once ashore.
- Beer, wine, spirits and other alcoholic drinks.
- Special and personal dietary supplements.(i.e. power bars, energy drinks, freeze dried meals, etc.)
- Personal body care products.
- Third-party services.

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## **Notes of Importance**

Due to the geographical, meteorological, and cultural context of the area in which we operate, participants must be mindful of the importance of booking flights with enough time before and after the Expedition's start and end dates.

We demand from every participant, to book flights, hotels, and other services for the dates before and after the Expedition, and not for the very same days the Expedition starts and/or ends. Please also note that it is highly recommended to purchase flexible air tickets given the possibility of late arrival due to unfavourable weather conditions, or other.

SIM Expeditions (Turismo SIM Ltda.) will not be held responsible for flight failure.

Please note that even though access to Global Communication Devices (in this case, Iridium and Inmarsat satellite Phone) is available, this access is limited and restricted to use according to the captain's criteria. The use of such device, available on board, is primarily for safety reasons. If you need unrestricted, continuous use of such a device, we highly recommend you bring your own.



## Suggestions.

Further information and reading about the area, the geology, geography, history, and other important topics, as well as more practical one such as immigration documents for entering Chile or Argentina, currency, and other, can be widely found on the internet, and some of this info can be also be found in our website.

Please consider the importance of bringing the following items listed just below.

We strongly recommend the following items in order to better experience an Expedition to Cape Horn, Tierra del Fuego, and/or Antarctica . Please note that these items are not just suggested, but most of them required.

1. Thermal Underwear.
2. Warm Socks (Fleece, Wool, or other).
3. Polar/Pile Fleece Jacket.
4. Trouser or Overall.
5. Outer Wind Proof Shell.
6. Water resistant and water proof protection (look for sailing and foul weather clothing gear, which is not the same as ordinary outdoor gear).
7. Waterproof Gloves.
8. Hat, Cap, Balaclava , preferably windproof.
9. Sea Boots, preferably full height, non-slip sole.
10. Boat Shoes or Slippers, with rubber sole.
11. Hiking Boots if desired for ashore hikes.
12. Towel.
13. Sleeping Bag (if sailing with SM).
14. Sunscreen of high SPF and after-sun Cream, as well as lip balm.
15. Sunglasses.
16. Small backpack.
17. "Soft Luggage" (no hard suitcases on board, unless it's special photographic equipment, for example). Duffel bags are a good example of what's a proper luggage format. If you happen to bring hard suitcases or similar, SIM Expeditions will provide storage space in Puerto Williams.
18. Personal medications. A general medical kit is available on board, despite this we recommend you consult your doctor and bring your personal medical kit.
19. Special Dietary supplements not included in SIM Expeditions meals.
20. A personal sponge for "sailboat showers".
21. Cash, in order to be able to purchase souvenirs. US dollars or Euros will work fine.
22. Laptops, USB drives and other electronic equipment useful for downloading and storing personal pictures, videos, and other data. The vessels do have this equipment on board, but they are exclusively for the Skipper's use for weather forecast reports, emergency communication, and others. No foreign USB drives or such can be plugged to this equipment either, so we recommend you bring your own in order to freely manipulate your personal information.
23. Plugs and adaptors. The electric current on the boats is of 12v and of 220v. The sockets on board are for plugs/outlets "Type C" ("European Two-plug"). Please be aware that access to the electric current on board is available, but limited to the Skipper's criteria.
24. CASH! Yes, in Port Lockroy, for example, there's a small and cozy gift shop which takes credit cards only if the amount is of more than U\$100. The Port Lockroy Gift Shop takes American dollars, British Pounds, and Euros.



## SV SANTA MARIA AUSTRALIS

SV SMA-Expeditions is a 66 foot aluminum ketch built in Gdansk, Poland. She was built in 1998 and refitted in 2004 to endure high latitude sailing conditions.

In 2006, SMA-Expeditions reached these southern latitudes and has since, endured about 30 Antarctic expeditions as of March, 2023. She has been designed and equipped for long distance cruising in comfort. SMA-Expeditions possesses CE-Certification Category A (Ocean). She is built and surveyed under the Classification of Germanischer Lloyd.

SMA-Expeditions is currently sailing under full service. She has the German CERTIFICATE OF SECURITY, issued by the German Seamanship Association.

SV SMA-Expeditions can accommodate up to a total of 12 people. She sails under German flag, registered in Berlin.

### SV SMA-Expeditions Technical Information

- Builder: Euro Aluship Ltd. Gdansk.
- Designer: Horst Glacier & Kurt Reinke.
- Type: Hydra Duo 66.
- Built: 1998.
- LOA: 20.20 m.
- LWL: 17.10 m.
- Beam: 5.50 m.
- Draft: 2.30 m.
- Displacement: 32.00 tons.

### Hull and Deck

- Aluminum hull, deck & superstructure.
- Teak laid decks.
- Double-glazed port lights throughout.

### Winches

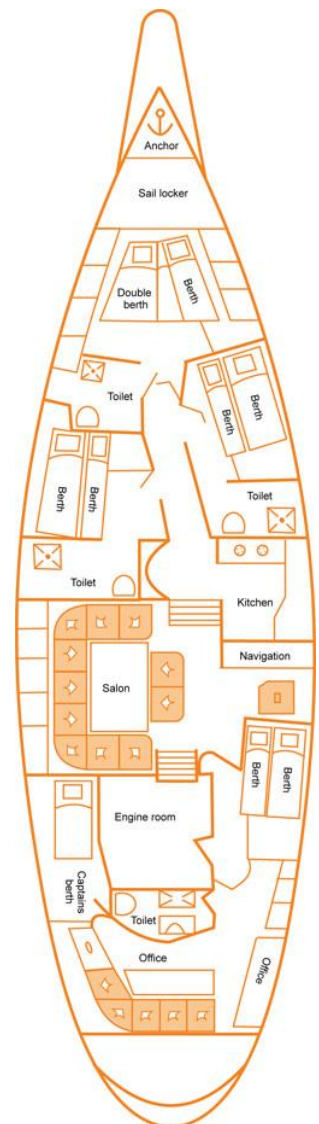
- Lewmar chrome winches.
- 2 x 64 EST electric in cockpit for Genoa sheets.
- 2 x 54 ST in cockpit, manual, for staysail sheets.
- 3 x 40 ST, on main mast, manual, for reefing etc.
- 2 x 40 ST mizzen masts.

### Ground Tackle

- 2000w 24v Electric windlass with remote control at bow & helm.
- 70 kg Rocna Anchor.
- 60 kg Bügel Anchor.
- 150 meters chain / 14 mm.
- 100 meter tow / anchor line.
- 400 meter shore lines.

### Engines

- Twin Deutz Vetus DT43 106hp (2x 78kw).
- Two x 3 blade propellers.
- Fuel capacity: 5,100 liters (1,125 imperial gallons).
- Approximate range, engines only @ 2,500 miles.





#### *Machinery*

- SMA has a very well laid out full walk-in engine room with generous standing height, housing most of the ships mechanical & electrical systems, laid out for ease of access to all equipment.
- Generator - 9.5 Kva Fisher Panda, in sound proof box at aft end of engine room.
- Diving Compressor, Bauer Junior, in lazarette. Available when required.
- Water maker - Technicomar (max 140 liters / hour), in engine room.
- Central heating Reflex Diesel Stove with hot water circulation to all cabins, heads & saloon.

#### *Electrical*

- Electrics: 12v / 24v / 220v / 380v.
- Services 460AH, Navigation 460AH, Starting 230AH and separate 80AH to generator to allow main engine starting in case of main battery bank discharge.

#### *Plumbing*

- Fresh Water: 2500 liters (550 imperial gallons).
- Grey Holding: 1,600 liters (352 imperial gallons).
- Black Holding: 450 liters ((99 imperial gallons) (with deck suck out facility).
- Hot water: 2 x Vetus hot water tanks, 150 liters total (33 imperial gallons) in engine room (immersion or engine).

#### *Navigation Instruments*

- Simrad / Anritsu open 48 mile radar, with scanner on mizzenmast.
- Simrad / Robertson AP45 autopilot.
- Simrad CE32 Colour chart plotter & depth plotter (mono at helm).
- Simrad dif. GPS.
- Full suite of Simrad navigation units.
- Plath 6" hemispherical compass.

#### *Communications Equipment*

- Iridium Satellite Phone
- Sky Eye Real Time Weather
- Icom SSB Radio
- Simrad RS8400 VHF repeated at helm.
- Simrad RS8400 DSC radio.
- Icom M700 SSB radio.
- 2 x Icom hand held VHF's.
- Fastnet Radio weather fax and nav. data decoder & printer.
- Nera Inmarsat World phone marine with voice, data & fax.

#### *Rig*

- Bermudan Ketch Rig – Sail Area 220sqm (2368 sq ft).
- Full batten system on mainsail with lazy-jacks.
- Profurl furling units on headstay and cutter stay.
- In-mast furling for mizzen.
- Stainless Steel wire standing rigging.
- Lewmar fittings.

#### *Sails*

- Mainsail 60 sq.m with 3 reefs.
- Furling Genoa 93 sq.m.
- Furling Staysail 42 sq.m.
- Mizzen 27 sq.m.
- Spinnaker.
- Cruising Chute.
- Storm Jib.



### Safety

- 4 Manual Pumps
- 2 x Plastimo SOLAS 8 man life rafts in cradles with emergency release System.
- 2 x life rings with MOB recovery system & Danbuoy.
- 12 + life jackets fitted with lights & manual gas inflation.
- Removable safety lines.
- Jotron EPIRB.
- Jotron Sart 40S.
- Raymarine 430 loudhailer, internal hailer & ships horn.
- Full Ocean flares pack.
- Auto CO2 fire system to engine room.
- Dry powder extinguishers throughout the ship, 2 fire blankets.
- Salt and fresh water pumped fire-fighting outlets in cockpit.
- 6 auto bilge pumps.
- 1 manual & 1 electric bilge pump (movable).
- Stern platform with security ladder to deck & sea.
- Inflatable Bombard C4 Dinghy de 4,30 mts with Mercury 15 hp outboard motor.

