

POLAR ADVENTURES

Schiffs- und Flug- Expeditionen
in Arktis und Antarktis



Antarktis Expeditions-Seereisen SY SANTA MARIA AUSTRALIS

POLARADVENTURES Schiffs- und Flug-Expeditionen in Arktis und Antarktis
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Lebensphilosophie

1996 gründeten die Venezolanerin Jeannete Talavera und der deutsche Skipper Wolf Kloss ein kleines Familienunternehmen, das sie „Turismo Sea, Ice & Mountains Ltda“ nannten. Nach Jahren, in denen sie durch verschiedenste Weltgegenden gesegelt waren, hatten sie mit Puerto Williams, Chile, in wilder Landschaft und überwältigender Natur gelegen, eine neue Heimat gefunden. Hier sollten ihre Kinder aufwachsen, während die beiden ihren Lebensunterhalt verdienten mit Angeboten für die wenigen Besucher, die sich so weit nach Süden wagten. Neben Segeltörns, der Basis der Unternehmung, offerierten sie unkonventionelle Stadttouren und eine gemütliche Unterkunft. Mit ihrem Sinn für herzliche Gastfreundschaft war es ihnen wichtig, nicht nur Dienstleistungen zu liefern, sondern eine intensive Erfahrung zu bieten.

Dieses Familienunternehmen ist mittlerweile zu einer erweiterten Familie herangewachsen, einem Team von Individualisten, in dem jeder auf seine Art und Weise dazu beiträgt, einen Lebensstil, der die Nähe zur Natur und den Einklang mit der Umwelt sucht, zu pflegen und zu feiern.

Heutzutage führen wir den Namen SIM Expeditions, und wie schon Jeannete und Wolf in ihren Anfängen streben wir danach, nicht nur Outdoor-Aktivitäten zu organisieren, sondern ganzheitliche Erfahrungen zu ermöglichen – so, wie es bei einer Expedition in die Wildnis geschieht.

Auch wenn Segeltörns weiterhin das Fundament unseres Angebotes bilden, sind unsere Ansprüche gewachsen und zielen auf alle herausragenden Arten des intensiven Erlebens von Natur und Wildnis. In Kürze werden Trekking- und Kajaktouren die klassischen Segelexpeditionen von SIM Expeditions ergänzen, um noch tiefere und umfassendere Erkundungen dieser unzugänglichen, wilden Gegenden zu ermöglichen.

Wir sind ein kleines Unternehmen mit der Philosophie von Unabhängigkeit und einer einzigartigen Einstellung zum Leben; ein Mosaik von Individualisten, die ähnliche Wertvorstellungen teilen, wie die Verpflichtung gegenüber unserem hiesigen Gemeinwesen, eine Leidenschaft für das Leben in der Natur und die Lust auf Herausforderungen und Aktivitäten in der Wildnis.

Wir möchten Sie dazu verlocken, uns zu schreiben, uns zu besuchen, sich uns anzuschließen.

Sie wissen, wo Sie uns finden – am Ende der Welt.

Das Ende der Welt

The World's End

Das „Ende der Welt“, Heimat der südlichsten indigenen Kultur der Welt, die der Yaghan, ist eine Geschichte für sich – eine Geschichte des Lebens und des Überlebens, eine Geschichte von Evolution und Ambition. Vor allem aber eine Geschichte über die Jagd nach Träumen und deren Verwirklichung.

Unlängst zum Welt-Biosphärenreservat erklärt, gehören der Feuerländische Archipel und die Region Kap Horn zu den historischen Territorien, die traditionell mit dem „Ende der Welt“ assoziiert werden. Eben diese Gebiete wurden auch von der NGO (Nichtregierungsorganisation) „Conservation International“ als eine der letzten 37 Wildnisregionen der Erde ausgewiesen.

Mit seiner reichen Natur und seiner spärlichen Besiedelung verfügt das „Ende der Welt“ über eine lange Tradition von Forschung und Entdeckung. Von den nomadischen Yaghan über Martial, Cook, Fitzroy und Darwin, ist diese Gegend bis heute der Traum eines jeden Abenteurers.

Puerto Williams, Chile, ist unsere Heimat und unser Basislager. Wir sind stolz darauf, nicht nur ein chilenisches Unternehmen zu sein, sondern auch gute Nachbarn in der südlichsten Gemeinde der Erde.

Als Einwohner dieser entlegenen Gegend möchten wir Sie zu einer Reise mit uns einladen und Ihnen zeigen, was diesen Teil der Welt für uns so besonders macht. Mit drei Haupt-Reiserouten eröffnen Ihnen unsere Expeditionen neue Horizonte und ermöglichen individuelle Erkundungen dieses wilden Terrains. Ob **Kap Hoorn, Kap Hoorn & Feuerlands Darwin-Bergkette, Südgeorgien** oder die **Antarktis** – alle Expeditionen streben danach, die Schönheit und Einzigartigkeit dieser unberührten und unzugänglichen Ziele sichtbar zu machen.

Kap Hoorn & Feuerland

Der Feuerländische Archipel, in seiner Größe ungefähr mit Irland vergleichbar, ist vom amerikanischen Kontinent durch die Magellanstraße getrennt. Von der windgepeitschten, kargen Prärie im Norden wandelt sich der Archipel im Süden zu einer Landschaft aus Inseln und Buchten.

Heimat der indigenen Ona auf den Inseln und dem Volk der Yaghan an der südlichen Küste, Ziel der Begehrlichkeiten von Robbenfelljägern, Goldschürfern und später Schafzüchtern – die Geschichte Feuerlands ist eine der reichsten Patagoniens. Wellen von Glücksrittern landeten an den hiesigen Küsten, formten und veränderten den kulturellen Raum, verwandelten ihn in ein Grenzgebiet.

Unser Interesse in Feuerland gilt den südwestlichen Küsten, insbesondere der Darwin-Bergkette. Über Fjorden erheben sich majestätische Gipfel, bedeckt mit jahrtausendealten

Gletschern, die aus einem gewaltigen Eisfeld, 2.300 qkm groß, der See entgegen fließen. Die höchsten Berge Feuerlands und einige von Südamerikas spektakulärsten Gletscherlandschaften vereinen sich in der Darwin-Kette zu einem einzigartigen Naturschauspiel.

Die chilenische Regierung schützt das südliche Feuerland durch die Errichtung des Nationalparks „Alberto D’Agostini“, und 2005 wurde die Gegend Teil des UNESCO-„Kap Horn Biosphärenreservats“.

Antarktis

Von Shackleton einst als „die letzte große Herausforderung der Menschheit“ bezeichnet, ist der fünftgrößte Kontinent der Erde auch heute noch eine Herausforderung für die Frauen und Männer, die eine Reise dorthin wagen.

Die Antarktis, eine lebensfeindliche Wüste aus Kälte, Schnee und Sturm, Bedingungen, wie sie extremer auf diesem Planeten nicht existieren, ist immer noch ein fernes und schwerzugängliches Gebiet. Gerade deshalb fühlten und fühlen sich hunderte und mittlerweile tausende Besucher magisch davon angezogen.

Der Weiße Kontinent, bedeckt mit zeitlosem Eis, an dessen Küsten sich Pinguine, Wale und Robben tummeln, der Kontinent, der nur der Wissenschaft gehört und keinerlei Staatlichkeit, ist vielleicht der letzte Ort auf Erden, wo der Mensch von der Natur nur als Besucher geduldet wird.

Wir streben danach, die Antarktis von ihren normalerweise kaum zugänglichen Seiten zu zeigen, mit all der Flexibilität, Wendigkeit und Unabhängigkeit, die nur ein für hohe Breiten ausgerüstetes Segelboot zu bieten hat.

SIM Expedition ist Mitglied der IAATO und unternimmt zur Zeit mindestens drei jährliche Expeditionen während des südlichen Sommers nach Antarktis.

Darüber hinaus...

Kein Ort ist unerreichbar, was das Segeln betrifft. Auch wenn wir natürlich im Vorraus planen, um unsere Expeditionen gewissenhaft vorbereiten zu können, ist jeder aufgefordert, sein spezielles eigenes Projekt vorzuschlagen, und wir werden zusehen, wie wir bei der Umsetzung behilflich sein können!.

Unsere Expeditionen

“Unsere Expeditionen handeln nicht nur vom Segeln, sondern vor allem von Entdeckungen.”

Wolf Kloss

Geschäftsführer und Firmengründer

Seit Jahrhunderten werden der Feuerländische Archipel und die Antarktischen Regionen erforscht und bereist, auf die immer noch bereichernste, effizienteste Art und Weise, dies zu tun – die Seefahrt.

Von den eingeborenen Yaghan bis zu Cook, Fitzroy und Shackleton – all jene, die es nach der Entdeckung dessen drängte, was sich hinter den Bergen, über den Meeren, jenseits des Horizontes verbergen möge, wählten den Weg über das Wasser.

Wir von SIM Expeditions haben hart daran gearbeitet, eine Verbindung zwischen unserer Lust am Segeln und unserer Sehnsucht nach Entdeckungen zu schaffen. Dies ist die Grundlage für alles, was wir tun: Außergewöhnliche und weltweit einzigartige Möglichkeiten zu bieten, in die wilde Natur einzutauchen, und die Welt zu erforschen, um sich selbst zu entdecken.

Informieren Sie sich über unsere geplanten Segelexpeditionen – und begleiten Sie uns nach

- Kap Hoorn & Feuerlands Darwin-Bergkette
- Südgeorgien
- Antarktis

Was macht diese Expeditionen so einzigartig? Sie bieten die Chance, das Abenteuer und die Kameradschaft der Seefahrt selbst zu erleben.

Was macht diesen Ansatz so reizvoll? Auf den Törns werden die Kojen einzeln angeboten, so daß Alleinreisende ebenso wie Gruppen jeder Größe problemlos und mit hoher Flexibilität dazustoßen können.

Vor allem aber sind unsere geplanten Expeditionen eine fantastische Möglichkeit, diese Regionen in einer Intensität zu erforschen und zu erleben, die weder Flugzeuge noch Kreuzfahrtschiffe bieten. „Unser Weg“ führt dorthin, wohin andere nicht gehen und nicht gelangen können, zu abgelegenen Buchten und unberührten Inseln. Es ist der außergewöhnliche Weg, auf dem sich die Geheimnisse der Gegend umsichtig entschleiern lassen.

Alle unsere geplanten Expeditionen werden ausschließlich im CREW Expeditionsstil angeboten.

Ihre eigene Charter-Expedition

Ob Sie auf autarke Terminwahl für eine Kap-Horn-Umrundung Wert legen oder eigene Expeditionspläne zu Ihrer Wunschdestination schmieden – bitte kontaktieren Sie uns, und wir werden Ihnen dabei helfen, Ihr Vorhaben zu verwirklichen.

Was macht diesen Ansatz so reizvoll?

Er gibt Ihnen all die Freiheit und Unabhängigkeit, die Sie sich wünschen, um die Region in genau der von Ihnen gewünschten Art und Weise zu entdecken!

Neben den verschiedensten Optionen bei einer eigenen Charter-Expedition können Sie für die Reise entweder den **CREW** oder den **Voyager**-Expeditionsstil wählen.

Logistik & Beistand

Wir bieten Logistik und Unterstützung sowohl mit der SY Santa Maria als auch mit der SY Santa Maria Australis. Zögern Sie nicht, uns anzuschreiben, wenn Sie Hilfe bei der Entwicklung eines eigenen Projektes benötigen.

Wir haben Erfahrung bei der Unterstützung von Tauch-, Kletter-, Foto-, Film- und Kajakexpeditionen. Wir sind offen für Aufgaben in diesen Bereichen, ebenso wie für die Arbeit an gänzlich neuen Ideen.

Informationen über bisherige Expeditionen, für die wir tätig waren, finden Sie im „[Testimonials](#)“-Bereich unseres Blogs..

Expeditionsstile: CREW order Voyager?

Durch unsere beiden Expeditionsstile offerieren wir Ihnen unterschiedliche Ansätze, von aktiver Partizipation bis zu einer kontemplativen Erfahrung. Um unterschiedliche Bedürfnisse erfüllen zu können, haben wir das folgende Konzept entwickelt:

Crew

Das intensive und authentische Segelerlebnis – Teamwork, Aufgaben und Arbeit im Sinne des traditionellen Seglergeistes werden betont, gefördert und erwartet. Die Mitreisenden segeln als Crewmitglieder, so eröffnet sich ihnen die einmalige Chance, sich aktiv einer der ältesten und wildesten Herausforderungen der Erde zu stellen.

Voyager

Eine der besten und exklusivsten Arten des Reisens – wir haben den „Voyager-Stil“ kreiert, um unsere Gäste dazu einzuladen, an der Durchführung einer Expedition teilzuhaben, dabei aber einen erhöhten Komfort zu genießen. Mit Freude bieten wir den Teilnehmern die Gelegenheit, seglerisches Können zu erlernen, während wir gleichzeitig jegliche Müße schaffen, um sich ausgiebig anderen Bedürfnissen zu widmen, wie Fotografie, Vogelbeobachtung, Filmaufnahmen ... was auch immer Ihnen ein Anliegen ist.

Cape Horn and Tierra del Fuego's Darwin Range

14 Days

Intro

The most popular of our expeditions, Cape Horn & Tierra del Fuego's Darwin Range provide a mixture in which one of the planet's oldest man-nature challenges such as the rounding of the horn meets an immersion into the deep wilderness that the southern shores of Tierra del Fuego have to offer; all this as part of a crew, in the spirit of sailor's camaraderie.

The same brutal nature feared by the seafarer's of the past, is today cherished as home to one of "earth's last wild places" as stated in 2002 by NGO Conservation International. The government of Chile has created two national parks (PN Cabo de Hornos, PN Alberto de Agostini) in the area, and UNEP designated in 2005 the "Cape Horn World Biosphere Reserve".

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

Our CREW expedition style, which is the unique way to experience first-hand navigation, contemplates team-work, duties, chores, and the traditional sailing spirit which 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.

Highlights

Visit to Puerto Williams, southernmost community in the world. Sail through waters of the ancient Yamana (Yaghan) culture. Explore the very same fjords, coves, and islets that Fitzroy and Darwin surveyed. Visit and spot of wild flora and fauna such native Southern Beech forests, Magellanic and Rockhopper penguins, Minke whales and Orcas, albatrosses, Peale's and Black dolphins, and other. Visit and explore Tierra del Fuego's Darwin Range with its dramatic fjords and superb glacier tongues. ...and of course, the ultimate sailor's test: the rounding of Cape Horn.

What makes this expedition particularly special is the fact that sailing on a vessel with a Chilean flag such as SV Santa Maria, makes it possible to do what no other sailboats in the area can: access to the south to the now legendary “Murray Channel”, which is famous not only because of its restricted status, but also because it’s a hotspot for historical sites as well as wildlife.

Who can join and participate?

Anyone with an adventurous spirit and a taste for wilderness.

It must be kept in mind though, that this is a sailing expedition, and as such, a good physical condition as well as a positive attitude towards team-work 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 and fully enjoy these expeditions.

Previous sailing experience is desired but not essentially required. All those who join participate in all aspects of the expedition, such as kitchen chores, navigation watch, navigation maneuvers, sailing maneuvers, and other. Those without experience get to learn, and those with the experience get to practice once more.

What can be expected?

Of the Destination

Cape Horn has been regarded not only as a landmark for sailors around the world, but today, it remains as one of earth’s oldest challenges. Few venture this far south, and even fewer have the opportunity to not only “round the horn” but also of exploring the areas’ pristine wilderness.

North of Cape Horn lays the southern shores of Tierra del Fuego and the Fuegian Archipelago of countless coves and islands. Deep fjords with stunning glaciers at their end, steep mountainsides, and wild scenes of flora, fauna, and landscapes compose the core of Tierra del Fuego’s rarely accessed Darwin Range.

Of the climate

It’s no secret that Cape Horn is renowned for its fierce climate. In general, Patagonia, the Fuegian Archipelago, and Cape Horn, are known for the changing pattern of their weather. During the summer, temperatures range from just above zero to around 15 (degrees Celsius) on a single day. The same can be said for rains, sunshine, snow and wind. It’s pretty much a cliché (but always true) to mention that you can experience all four seasons in one single day.

Rain and snow can be experienced during the spring and summer, but they usually go as fast as they come. The whole “layers” concept for clothing works in Patagonia at its best, given that rarely any weather lasts more than a couple hours, giving ample time for the wind to dry clothes and gear.

One of the best things about the summer this far south, is that the hours of light available make it perfect for fully enjoying full-day activities. A day can be started with good sunlight

as early as 5 or 6am during the summer months, and it can end with plenty of sunlight by 9pm.

During the wintertime, temperatures go down and they stay often below zero. The area endures snowfalls, and ice forms on some bays and fjords. The main aspect of the winter to consider is the significant less hours of sunlight available. This is the reason we only plan for longer expeditions during the wintertime. An expedition that would take 6 or 12 days during the summer, will typically last 8 or 15 days in the winter respectively.

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 back home. 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/her own sponge in order to better enjoy a “sailboat shower”.

Meals are prepared with the help of everyone on the expedition, and are composed of a variety of oven and pot menus, with local ingredients and a solid caloric content.

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.

Itinerary

Please Note that these Itineraries are tentative only. The weather has always the last word. Also, activities to do once ashore will be organized on the nights before they could take place.

Expedition Itinerary for SV Santa Maria

Day 1 – Our sailing trips goes from Puerto Williams - Chile. The sailing yacht is either at the dock in Puerto Williams or lying at anchor in the bay. The skipper will welcomes you at the Micalvi sailing club. If the skipper sees an opportunity, we will begin our voyage as soon as we get everyone on board, otherwise, we will prepare the boat to leave the next day, and glass of “pisco sour” at the legendary Yacht Club “Micalvi” will round-off our first evening.

Day 2 – Puerto Williams East and then South towards Puerto Toro.

Day 3 – Puerto Toro South to Puerto Maxwell

Day 4 – Puerto Maxwell, rounding of Cape Horn, Caleta Martial

Day 5 – Caleta Martial North to Caleta Banner on Picton Island

Day 6 – Caleta Banner West to Puerto Williams

Day 7 – Puerto Williams West to Islotes Campamento

Day 8 – Islotes Campamento North West to Caleta Olla

Day 9 – Caleta Voilier West to Seno Pía

Day 10 – Seno Pía South and East to Seno Coloane

Day 11 – Seno Coloane East to Bahía Fleuriais.

Day 12 – Bahía Fleureais East to Fuegian Estancia

Day 13 – Fuegian Estancia East to Puerto Navarino

Day 14 – End of expedition in Puerto Williams

Expedition Itinerary for SV Santa Maria AUSTRALIS

Day 1 – Our sailing trips goes from Puerto Williams - Chile. The sailing yacht is either at the dock in Puerto Williams or lying at anchor in the bay. The skipper will welcomes you at the Micalvi sailing club. If the skipper sees an opportunity, we will begin our voyage as soon as we get everyone on board, otherwise, we will prepare the boat to leave the next day, and glass of “pisco sour” at the legendary Yacht Club “Micalvi” will round-off our first evening.

We depart Puerto Williams and aim East and then South towards Puerto Toro.

Day 2 – Puerto Toro South to Puerto Maxwell

Day 3 – Puerto Maxwell, rounding of Cape Horn, Caleta Martial

Day 4 – Caleta Martial North to Caleta Banner on Picton Island

Day 5 – Caleta Banner (Picton Island) West to Puerto Williams

Day 6 – Puerto Williams West to Caleta Olla

Day 7 – Caleta Olla West to Seno Pía

Day 8 – Seno Pía South and East to Seno Coloane

Day 9 – Seno Coloane East to Bahía Fleureais

Day 10 – Bahía Fleureais East to Fuegian Estancia

Day 11 – Fuegian Estancia East to Puerto Navarino

Day 12 – End of expedition in Puerto Williams

What's included?

A standard CREW Expedition Includes:

- Food and wine. Our choice of table wine and beer to be served with meals. A standard of three meals are to be expected by the Captain (Only a Joke).
- Port fees, permits & local taxes.
- Vessel running costs.
- Life jacket (PFD) Automatic type, with harness.
- Limited Access to global communication device (sat phone). We work with Iridium and INMARSAT (transmissions costs not included).
- Access to interpretative material such as nautical charts and a petite on-board thematic library.
- Accommodation on a heated cabin once on board.
- For S.V. Santa Maria, sleeping bags are required, and are not to be provided by SIM

Expeditions (Turismo Sea, Ice & Mountains Ltda)

- Linen (only on S.V. Santa Maria AUSTRALIS) which includes a cozy “Duvet”.

What's not included?

A standard CREW Expedition does not include:

- Beer, spirits and other alcohol unless otherwise indicated.
- Special and personal dietary supplements (i.e. power bars, energy drinks)
- Personal skin-care products such as sunscreen lip balms, Dermartone, or other.
- Travel arrangements to port of boarding such as airfare, hotels, restaurants and other, unless otherwise indicated.
- Travel costs to port of boarding such as airfare, hotels, restaurants and other.
- Necessary visa and immigration obtainer procedures, handling, and fees. Please be aware that you must obtain visa and/or the necessary paperwork in order to enter both Chile and Argentina.
- 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 Global Communication Device (Sat Phone) such as Iridium.
- 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.
- Expenses once ashore.
- Personal Accident and Evacuation Costs.

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 and Argentina (need to get visa for both), 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 SV Santa Maria).
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 either 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 (SV Santa Maria and SV Santa Maria AUSTRALIS) 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.

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 (Day 1, and Day 7).

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.

Antarctica 22 Days - Expedition Style

Intro

Opposite of Arktos, the “Great Bear” constellation which dominates the skies of the northern hemisphere, on the southern end of the planet lays Antarktikos.

Described by Shackleton as “the last great challenge left to man”, Antarctica, the planet's fifth-largest continent is still today, a challenge in many ways.

Our Antarctic Expeditions aim at reviving the manner in which Antarctica was explored first. A smaller vessel, such as SV Santa Maria AUSTRALIS offers enough independence to feel the true sense of exploration. Every year now, thousands of people visit the white continent, and just a few of those can say they have done it with enough freedom to feel they have visited Antarctica in a personal, intimate way.

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.

Highlights

Visit to Puerto Williams, southernmost community in the world. Sail through waters of the ancient Yamana (Yaghan) culture. Pass Cape Horn . Sail across legendary Drake Passage . Visit to Deception Island . Antarctic Peninsula . Enterprise Island . Gerlache Strait . Waterboat Point & Gonzales Videla Antarctic Base (Chile). Paradise Bay . Port Lockroy (UK). Vernadsky Base (Ukraine , southernmost place to be visited). Lemaire Channel. Sea Leopards. Gentoo Penguins. Adélie Penguins. Humpback Whales. Minke Whales. Orca Pods. Abandoned Whaling stations. Icebergs, Bergie Bits & Growlers.

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 to Antarctica 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 destination

Home to the driest, coldest, and windiest conditions on earth, Antarctica remains elusive and inhospitable; this in turn is why hundreds and now thousands of people visit it every year. From timeless ice to penguins, whales, seals, and science, the white continent is maybe the last place where man is still exclusively a visitor.

Of the climate

Antarctica has the characteristics that make it the driest, coldest, and windiest place on earth. Strong UV protection and adequate foul weather gear are a must. It must be taken in consideration, than the crossing of the Drake Passage is commonly what would be considered rough and tiring.

Temperatures in Antarctica, in the places (Antarctic Peninsula) and times of the year (December to February) to visit commonly stay above freezing, but the wind chills can be brutal given the strong winds common in the area.

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.

Itinerary

Day 1– You reach Puerto Williams, the starting point of your sailing expedition, via:

Santiago and Punta Arenas

From Punta Arenas you will be boarding the two-engine Twin Otter of the air taxi regional operator DAP, which will take you on a spectacular flight across the Darwin Range into the Beagle Channel to Puerto Williams, the starting point of our expedition.

A member of our SIM Expeditions team will be waiting at the airport, ready to pick you up.

The sailing yacht will reach Puerto Williams in the afternoon of the first day of your sailing expedition, and you will be welcomed on board to begin the voyage.

A glass of "pisco sour" at the Yacht Club will round-off our first evening.

Day 2 – Puerto Williams to Drake Passage

Day 3, 4, 5 – Drake Passage South . 2 & 4 hours two-man watches are to be carried by each participant.

Day 6 – Arrival to Deception Island

Day 7– Deception Island South to Enterprise Island

Day 8– Enterprise Island South to Chilean González-Videla Antarctic Base

Day 9– *González Videla Antarctic Base (Chile) South to Port Charcot*

Day 10, 11 – Port Charcot South to the Argentine Islands . Visit to Vernadsky Research Station (southernmost point of our expedition)

Day 12 – Visit North to Peterman Island, anchor at Port Lockroy.

Day 13– Port Lockroy North to Dorian Bay

Day 14– Dorian Bay North to Melchior Islands.

Day 15 – Melchior Islands . Preparations for the crossing N of the Drake Passage.

Day 16, 17, 18 – Crossing of the Drake Channel back North. 2 & 4 hours two-man watches are to be carried by each participant.

Day 19 – Arrival at the Fuegian Archipelago. Anchor at Martial Cove or Lennox Cove.

Day 20 – Rest and relaxation after the crossing of the Drake Passage .

Day 21 – Arrival to Puerto Williams, where the Expeditions celebrates at the legendary Bar Micalvi, the end of an unforgettable expedition.

Day 22 – Disembarking of the vessel. Return to Punta Arenas .

Please Note that 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.

What's included?

A standard CREW Expedition Includes:

- Food and wine. Our choice of table wine and beer to be served with meals. A standard of three meals are to be expected by the Captain (Only a Joke).
- Port fees, permits & local taxes .
- Vessel running costs.
- Life jacket (PFD) Automatic type, with harness.
- Limited Access to global communication device (sat phone). We work with Iridium and INMARSAT (transmissions costs not included).

- Access to interpretative material such as nautical charts and a small on-board thematic library.
- Accommodation on a heated cabin once on board.
- Linen (only on S.V. Santa Maria Australis) which includes a cozy “Duvet”

What's not included?

A standard CREW Expedition does not include:

- Beer, spirits and other alcohol unless otherwise indicated.
- Special and personal dietary supplements (i.e. power bars, energy drinks)
- Personal skin-care products such as sunscreen lip balms, Dermartone, or other.
- Travel arrangements to port of boarding such as airfare, hotels, restaurants and other, unless otherwise indicated.
- Travel costs to port of boarding such as airfare, hotels, restaurants and other.
- Necessary visa and immigration obtainer procedures, handling, and fees. Please be aware that you must obtain visa and/or the necessary paperwork in order to enter both Chile and Argentina .
- 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 use of Global Communication Device (Sat Phone) such as Iridium.
- 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.
- Expenses once ashore.
- Personal Accident and Evacuation Costs.

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 SV Santa Maria).
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 (SV Santa Maria and SV Santa Maria AUSTRALIS 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.

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 (Day 1, and Day 7).

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.

South Georgia

Süd-Georgien

Eine Segel-Expedition

A 03/20

25. Okt. - 22. Nov. 2014

8.250,- €/P.

+

30,- €/Tag Bordkasse

Törnziel: ca. 1.800 sm

Falkland Inseln - Südgeorgien Grytviken - Ocean Harbor - Gold Bay - Cobbler's Cove - St Andrew's Bay - Fortuna Bay - Rosita Harbor etc. - Falkland Inseln

Vierwöchige Expeditions-Segelreise nach Südgeorgien und zurück.

Wir erwarten unsere Teilnehmer auf dem Flughafen Mount Pleasant auf den Falkland Inseln. Zusammen fahren wir nach Port Stanley, wo die „SM Australis“ am öffentlichen Steg im Zentrum wartet.

Rund 750 sm im rauen Südatlantik liegen vor uns. Die vorherrschenden Winde kommen aus westlichen Richtungen und sollten uns eine schnelle, vielleicht auch stürmische Fahrt versprechen. Sturmvögel und Albatrosse begleiten uns auf unserem einsamen Weg zur abgelegenen Insel Süd-Georgien. Nach Überschreiten der antarktischen Konvergenz verstärken wir den Ausguck nach Eisbergen. Es besteht eine hohe Wahrscheinlichkeit, dass wir Wale sichten.

Nach 5 oder 6 Tagen ist Landfall. Gletscherbedeckte Berge tauchen auf.

Für die nächste Zeit haben wir jeden Tag etwas vor. Es gibt vielfältige Ankermöglichkeiten. Entsprechend den klimatischen Bedingungen verlegen wir die SM AUSTRALIS an bestmögliche Plätze und nehmen uns auch die Muße, einfach in einer Bucht zu verweilen, um Zeit mit der Beobachtung der Tierwelt zu verbringen.

Eine der grössten von Königspinguinen bevölkerten Buchten ist St. Andrew's Bay.

Die gletscherbedeckten Berge steigen vom Meer auf beinahe 3000 Meter.

Gletscher schieben sich die Täler hinunter und kalben spektakulär ins Meer.

An den Küsten und in den Fjorden herrscht eine schier unglaubliche Vielfalt von Tierarten.

See-Elefanten kämpfen um ihren Harem, Weibchen gebären ihre Nachkommen. Zum Teil besetzen Pelzrobben die Strände so dicht, dass eine Anlandung unmöglich erscheint.

Hinter den bevölkerten Stränden, versteckt im Tussockgras, brüten Sturmvögel und Albatrosse.

Reste ehemaliger Walverarbeitungsanlagen säumen die Fjorde.

Nach fast zwei Wochen Entdeckungsreise bereiten wir uns auf die Rückreise nach Port Stanley vor. Wieder gilt es die Tiefdruckgebiete zu beobachten um das richtige Wetterfenster auszunutzen.

Wir verlassen eines der letzten unberührten Naturreservate der Erde. Achteraus sehen wir das letzte Mal Süd-Georgien, die Insel, die eine kurze Zeit unser Leben geprägt und vielleicht unser Denken verändert hat.

Nach unserer Ankunft auf den Falkland Inseln ruhen wir uns noch einen Tag aus, bevor der Rückflug ab Port Stanley nach Punta Arenas am Samstag mit der LAN Chile startet. Das ist keine Reise sondern eine Expedition! Den Teilnehmern kann er viel abverlangen.

SV Santa Maria Australis

SY Santa Maria AUSTRALIS (SMA) ist eine Aluminium-Ketsch von 20 Meter Länge, gebaut 1998 in Plymouth, UK, umgerüstet 2004 für den Einsatz in hohen Breiten.

Seit 2005 hier unten im Süden, hat die SY Santa Maria Australis bis heute – März 2009 – 12 Antarktisexpeditionen absolviert. Sie wurde entworfen und ausgerüstet dafür, Langstreckentörns unter komfortablen Bedingungen zu segeln.

SMA besitzt das CE-Zertifikat Kategorie A (Hochsee).
Sie ist gebaut und überwacht nach der Klassifikation des Germanischen Lloyd.

Derzeit hat die SMA das deutsche Sicherheitszeugnis der See-Berufsgenossenschaft.
Eine vollständige Überprüfung wurde 2005 durchgeführt.

SY Santa Maria Australis ist für maximal 12 Personen ausgelegt. Sie segelt unter deutscher Flagge mit Heimathafen Berlin.

SV Santa Maria AUSTRALIS Technische Informationen

Werft: Euro Aluship Ltd. Gdansk.

Designer: Horst Glacier & Kurt Reinke.

Type: Hydra Duo 66.

Baujahr: 1998.

LüA: 20.20 m.

Lwl: 17.10 m.

BüA: 5.50 m.

Tiefgang: 2.30 m.

Verdrängung: 32.00 Tonnen.

Rumpf und Deck

Aluminiumrumpf, -deck & -aufbauten

Teakdeck.

Doppelverglaste Deckshausfenster.

Winschen

Lewmar Chromwinschen.

2 x 64 EST, manuell oder elektrisch, im Cockpit für Genuaschoten.

2 x 54 ST, manuell, im Cockpit, für Kuttersegelschoten.

3 x 40 ST, manuell, am Großmast, zum Reffen etc.

2 x 40 ST Besanmast.

Ankergeschirr

2000w 24v elektrische Ankerwinch mit Fernbedienung im Mittelcockpit.

70 kg ROCNA-Anker.
60 kg Buegelanker.
150 Meter Kette / 14 mm.
100 Meter Schlepp-/Ankerleine.
400 Meter Landleinen.

Motoren

Zwei Deutz Vetus DT43 106hp (2x 78kw).
Zwei x 3-Flügelschrauben.
Dieselkapazität in drei Tanks: 5.100 Liter.
Ungefähre Reichweite unter Motor: 4.000 Meilen.

Machinery

SMA besitzt einen großzügigen begehbaren Maschinenraum mit Stehhöhe, in dem die meisten der elektrischen und mechanischen Bordsysteme untergebracht sind, mit leichter Zugänglichkeit zu allem Equipment.
Generator – 9,5 Kva Fisher Panda, in schalldichtem Gehäuse achterlich im Maschinenraum.
Tauchkompressor, Bauer Junior, in Achterlast. Verfügbar bei Bedarf.
Wassermacher – Technicomar (maximal 140 Liter/Stunde), im Maschinenraum.
Zentralheizung – Refleks 61 MSK, mit Warmwasserzirkulation in allen Kabinen und Nasszellen.

Elektrik

Bordnetz: 12v / 24v / 220v / 380v.
Batteriebänke: Service 460AH, Navigation 460AH, Starter 230AH und separate 80AH für den Generator, um das Anlassen der Motoren im Fall einer Entladung des Hauptbatteriesystems zu garantieren.

Installation

Frischwassertank: 2500 Liter.
Grauwassertank: 1,600 Liter.
Schwarzwassertank: 450 Liter (mit Absaugvorrichtung an Deck).
Heißwasser: 2 x Vetus Heißwassertanks, 150 Liter insgesamt, im Maschinenraum (Boiler oder Motor)

Navigationsinstrumente

Simrad / Anritsu 48-Meilen-Radar, mit Antenne am Besanmast.
Simrad / Robertson AP45 Autopilot.
Simrad CE32 farbiger Karten- & Tiefen-Plotter.
Simrad dif. GPS.
Simrad Navigationsinstrumente.

Plath 6" hemisphärischer Kompaß.

Kommunikationssysteme

Simrad UKW RS8400 DSC, mit Zweitgerät im Mittelcockpit.

Icom M700 SSB Radio.

2 x Icom tragbare UKW-Funkgeräte.

Fastnet Radio Wetterfax und nav. Daten-Decoder & Drucker.

Nera Inmarsat World Marinetelefonsystem Sprache, Daten & Fax.

Iridium Satelitten-Telefon.

Rigg

Bermuda Ketsch-Rigg – Segelfläche 220 m².

Profurl Rollsysteme am Vor- und Kutterstag.

Besan-Rollmastsystem.

Stehendes Rigg aus rostfreiem Stahl.

Lewmar-Beschläge.

Segel

Großsegel 60 qm, durchgelattet mit 3 Reffs und Lazy Jacks.

Roll-Genua 93 qm.

Roll-Kuttersegel 42 qm.

Roll-Besan 27 qm.

Spinnaker.

Reacher.

Sturmfock.

Sicherheit

2 x Plastimo SOLAS 8-Personen-Rettungsinsel in Heckaufhängung mit Notfall-Auslösesystem.

2 x Danbuoy-Rettungskörper mit MOB Bergungssystem.

12 x Automatik-Rettungswesten.

Abnehmbare Sicherheitsleinen.

Jotron EPIRB.

Jotron Sart 40S.

Raymarine 430 Schiffssignalhorn.

Vollständiges Hochsee-Signalraketen-Set.

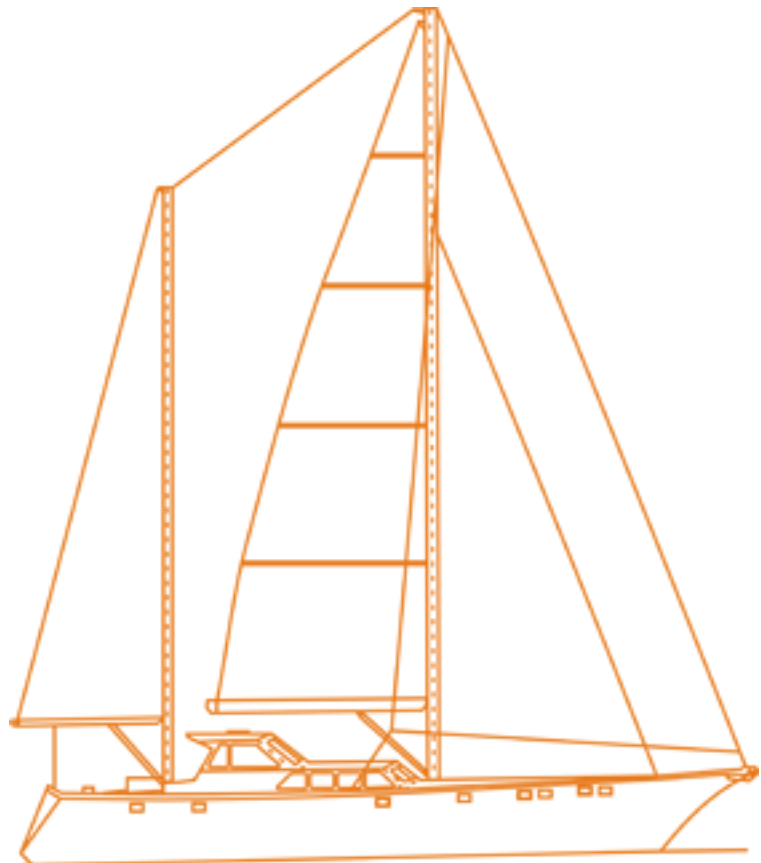
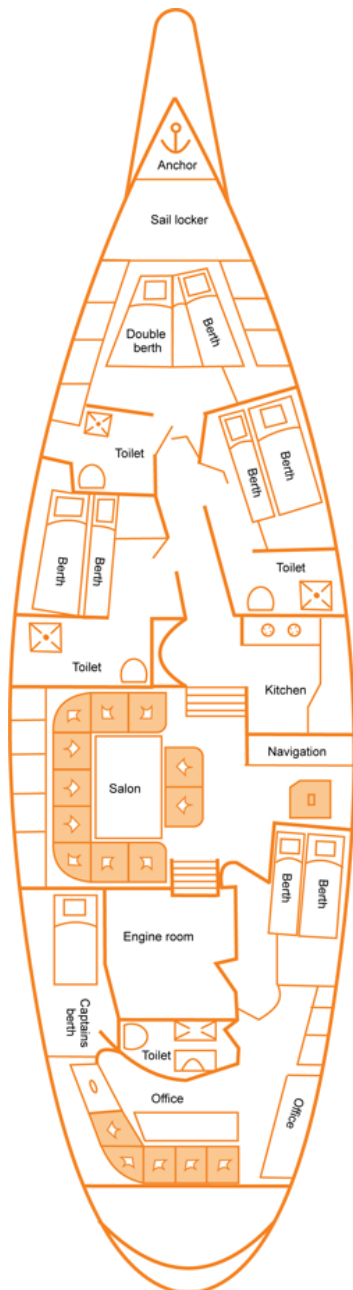
Automatisches CO₂-Feuerlöschsystem im Maschinenraum.

Pulverfeuerlöscher überall an Bord, 2 Löschdecken.

Löschpumpenanschlüsse im Cockpit.

6 automatische Bilgepumpen.

1 manuelle & 1 elektrische Bilgepumpe (mobil).
Heckplattform mit Sicherheitsleiter zu Deck und See.
Beiboot Bombard C4 mit Mercury 15 hp Außenborder.



Click here for Ferry Crossing: Punta Arenas / Puerto Williams / Punta Arenas

Crossing Ushuaia - Puerto Williams and return Over the Beagle Channel:

Where do you need to go after arriving in Puerto Williams? We can help you with these crossings as a special service to our Hostal Bella_Vista_Hostal guests.
We can also offer you transfers, a city tour, trekking, Cape Horn trips by yacht and transportation back out by air, ferry or boat.

You may book by an Interbank transfer or by credit card through PayPal.

4 seat Airplane:

Mondays through Fridays

From Ushuaia at 9 AM arriving 9:30 AM

From Puerto Williams at 10 AM arriving 10:30 AM

Costs in US\$, one way

Costs \$170 per person

Minimum 2 persons

One person: \$270

The Small Plane Fleet

Our modern fleet is ready to fly you to any destination from Ushuaia, Argentina and specially to other areas in Patagonia (Río Grande, Río Gallegos, Calafate, Punta Arenas, Puerto Natales).

We can also make you reservations to fly round trip from Puerto Williams to Punta Arenas. This is a one hour flight over the Glaciers and snow capped mountains of Tierra Del Fuego. Cost about US\$100.

There are 3 boats of 6-12 passenger capacity between Ushuaia and Puerto Williams.



This boat goes daily to Port Navaino from Ushuaia and then you are taken by van to and from Puerto Williams.

There are crossings Mondays, Wednesdays and Fridays at 9AM

There are a minimum of 2 passengers to make the crossing.

*Maximum capacity is 6-8 passengers

* Return open 5 days subject to availability for round trips

Costs are the same as below

FAST BOAT SERVICE BETWEEN USHUAIA & PUERTO WILLIAMS



CARACTERÍSTICAS OF THE 2 FAST BOATS

The boat "Silvana Energy" carries 12 passengers and has 500 HP and was constructed in Buenos Aires in 2008.

The "Rio Santa Cruz" also has 12 passenger capacity with 700 HP, constructed in 2009.

Both are comfortable, combined with high speed and security conforming with the rules of the Argentine Navy and OMI.

Security aboard

Radio, VHF

Fire extinguishers

Life boats for all passengers

GPS, depth sounder and Radar

Life jackets for all passengers

Smoking is prohibited aboard

Schedule for "Silvana Energy" and "Rio Santa Cruz":

Saturday (Argentine time)

From Ushuaia 09:00 AM, arriving Puerto Williams 10:45 AM

Sunday (Argentine time)

From Ushuaia 1:45 PM, arriving Puerto Williams 3:30 PM

From Puerto Williams: 4:15 PM, arriving to Ushuaia: 06:00 PM

Minimum 5 Passengers

RATES all boats

USHUAIA / PUERTO WILLIAMS US\$ 160.- + US\$ 10 port tax

USHUAIA / PUERTO WILLIAMS round trip* US\$ 300 + US\$ 20 port tax



Regular Flights:

Aerovías Dap has three daily departures to Porvenir and Puerto Williams, offering a quick, efficient, and safe alternative of connection to these two locations.

Porvenir is a district of more than five thousand people located in Isla Grande de Tierra Del Fuego across the Strait of Magellan. Because of its remoteness and difficult access, our flights connecting the town to Punta Arenas are absolutely necessary, taking only 12 minutes or so.

The same applies to Puerto Williams, located on Navarino Island. This area can only be reached by sea (taking about 38 hours), or on our flights taking an hour and fifteen minutes.

Puerto Williams is an area that offers many attractions related to ecotourism.

* Flight Itinerary may vary depending on weather conditions and season.

REGULAR FLIGHTS PROGRAMS

Punta Arenas - Porvenir

Time of flight: 12 Min

Monday to Friday Departures

Punta Arenas - Porvenir : 08:15 / 12:30 / 17:00

Porvenir - Punta Arenas : 08:35 / 12:50 / 17:20

Saturday Departures

Punta Arenas - Porvenir: 08:15 / 13:30

Porvenir - Punta Arenas: 08:35 / 13:50

Punta Arenas - Puerto Williams

Time of flight: 01:15 hrs.

From Monday to Saturday

Pta. Arenas - Pto. Williams Departure: 10:00

Pto. Williams - Pta. Arenas Departure: 11:30





Antarctic Treaty Inspections Programme Report 2014-15

Report of the Antarctic Treaty Inspections undertaken
jointly by the United Kingdom and the Czech Republic in
accordance with Article VII of the Antarctic Treaty and
Article 14 of the Environmental Protocol

United Kingdom, Foreign & Commonwealth Office
Czech Republic, Ministry of Foreign Affairs

Antarctic Treaty Inspections Programme Report 2014-15

Report of the Antarctic Treaty Inspections undertaken jointly
by the United Kingdom and the Czech Republic in accordance
with Article VII of the Antarctic Treaty and Article 14 of the
Environmental Protocol

United Kingdom, Foreign and Commonwealth Office
Czech Republic, Ministry of Foreign Affairs

May 2015

SY Santa Maria Australis (Germany)

Inspected 2 January 2015, 1300–1430



Date of last inspection

None.

Introduction

The SY *Santa Maria Australis* was visited whilst at anchor in Port Lockroy. The vessel had arrived the previous day and the passengers were ashore visiting 'Base A' Port Lockroy (HSM No. 61).

Vessel Details

SY *Santa Maria Australis* is a 66ft ketch rigged aluminium hulled (8mm thick) sailing yacht built in Gdansk, Poland in 1998. Flagged in Germany and owned by Ritz Consultants she is classed by Germanischer Lloyd. *Santa Maria Australis* is operated by SIM Expeditions, who are a member of IAATO, and was skippered by a German Master who was also the expedition leader. Capable of

accommodating a maximum of 12 people, the vessel was carrying eight passengers in addition to the three crew members.

The yacht had two Deutz 106hp main engines with two shafts in addition to an independent diesel generator. Heating was provided by a main boiler which provided central heating throughout the boat. The three diesel fuel tanks (total 5000lt capacity) provided an endurance of approximately 4000nm and which gave a significant safety margin in case the vessel were to be beset in ice.

External Inspection

The Observers considered the vessel to be in good order and capable for the sea conditions found in Antarctica. The crew members were experienced yachtsmen, especially the Master who had over twenty years of experience of sailing in Antarctica. The crew were capable of carrying out running repairs and routine maintenance as required.

Antarctic Treaty, Documentation and Compliance

The inspection team were shown the expeditions permit from the Federal Environment Agency in Germany and the Master told the team he would be providing the agency with an end of season report which would also go to IAATO. The Master showed the Observers the IAATO Field Operations Manual and told the Observers he briefed his clients every time they went ashore, using the Visitor Site Guidelines wherever applicable.

The Observers were subsequently informed that the yacht also has a Ship Security Certificate, issued by the German Seamen's Accident Prevention and Insurance Association and was therefore authorised to take aboard paying sailors worldwide.

Environmental Management

Waste was managed onboard by separation and stored on the stern, in watertight barrels, for removal in port. The passengers were thoroughly briefed on environmental and waste management on joining. The crew were fully conversant with the IMO regulations for discharge into the sea and did not discharge any non-permitted products below 60°S.

Pollution and MARPOL Plan

The Observers were told that there were 12lt of oil in the drive motors, in addition to five litres of replacement oil in the engine room. There was no formal oil pollution plan held onboard, but in case of a spillage, absorbent material was available. The Observers were told that any spills on the vessel were cleaned out and all absorbents used bagged and landed in port.

Emergency Procedures

All passengers were provided with a full safety brief prior to sailing, which included actions in the event of a fire, man overboard and other emergencies. The engine space had a CO₂ drench fixed fire fighting system, and adequate supplies of fire extinguishers were evident throughout the vessel. Two eight person life raft, as well as emergency survival suits to augment yacht foul weather clothing, were available. When underway the Master had an all-personnel policy of no drinking of alcohol in order to safeguard passengers.

SY *Santa Maria Australis* had a comprehensive outfit of up to date charts and publications. An EPIRB and emergency communications were available in addition to the vessel's Iridium SATCOM and IMM VHF. The vessel was operating in Antarctica in co-operation with the yachts SY *Saoirse* and SY *Paradise*, providing mutual support and assistance in the event of an incident.

Medical

The Master and crew were first aid trained and a comprehensive first aid box was held. All passengers are required to complete a medical questionnaire prior to acceptance of a booking. In the event of a serious incident, plans were in place to contact an on-call doctor in Germany for further advice.

Small Boat Operations

Boat operations to and from the shore were conducted using two small inflatable tenders with an outboard motor.

Expedition and Tourist Management

The expedition focused on sailing and short visits to notable sites around the northern Antarctic Peninsula. The expedition leader accompanied and supervised all visits ashore with his clients.

Summary

Santa Maria Australis is well prepared for the location and conditions in which she operates. She is run by a well-qualified team, with many years of Antarctic experience.

Recommendations

> None.

POLAR ADVENTURES

Schiffs- und Flug- Expeditionen
in Arktis und Antarktis

Saison 2025-26

**Es gibt aktuell leider keine Abfahrten,
da das Schiff momentan nicht mehr in
antarktischen Gewässern unterwegs
ist.**

POLARADVENTURES Schiffs- und Flug-Expeditionen in Arktis und Antarktis
Reiseagentur * Heinrich-Böll-Str. 40 * D-21335 Lüneburg * Deutschland
Tel +49-4131- 223474 Fax +49-4131-54255 infos@polaradventures.de www.polaradventures.de

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Schiffs- und Flug- Expeditionen
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Schiffsname	
Reisename/ -Route	
Abfahrt von - bis (tt/mm - tt/mm/jj)	
Alternative Abfahrt (tt/mm - tt/mm/jj) (falls ausgebucht)	
Kabinenkategorie	
Alternative Kabinenkategorie (falls ausgebucht)	

- ☐ Doppelkabine ☐ Doppelkabine zur Einzelnutzung ☐ Halbe Doppelkabine zur Mitbenutzung

Zubringerflüge:

Abflughafen	
Hinflugdatum (tt/mm/jj)	
Rückflugdatum (tt/mm/jj)	
bevorzugte Airline	

- ☐ Economy-Class ☐ Business-Class

Zusätzliche Hotelübernachtungen:

Hotelname/Übernachtungsort	
Aufenthalt von - bis (tt/mm - tt/mm/jj)	
Hotelname/Übernachtungsort	
Aufenthalt von - bis (tt/mm - tt/mm/jj)	

Reiseversicherungen:

- ☐ keine
☐ Reiserücktrittskostenversicherung
☐ Komplettschutz (Reiserücktritts-, Kranken-, Unfall-, Gepäck- und Notfallversicherung)

Persönliche Angaben:

1. Reiseteilnehmer Vorname, Name / Geburtsdatum	
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