INSTITUTO DE LA PATAGONIA
- BIBLIOTECA CENTRAL -
MAPOTECA Nº F-118

Price Three Shillings

SOUTH AMERICA

MAGELLAN STRAIT

(PROPERLY MAGALHAEN)

FROM VARIOUS ADMIRALTY SURVEYS

The Main Strait from Cape Virgins to Cape Pillar, from Surveys by
Captain Richard C. Mayne, C.B. and Officers of H.M.S. Nassau, 1867-8.
Captain J.F.L.P. Maclear, and Officers of H.M.S. Alert, 1880.
and Captain W.J.L. Wharton, and Officers of H.M.S. Sylvia, 1882-4.
The remainder by Captain P.P. King, H.M.S. Adventure, and
Commanders Pringle Stokes, & Robert Fitz-Roy, and Officers of H.M.S. Beagle, 1826-30.
With additions from Chilian and French Government Surveys.

Lights.— Alt. *Alternating*, F. *Fixed*, Fl. *Flashing*, Gp. *Group*, Occ. *Occulting*, Rev. *Revolving*.

blk. *black*, c. *coarse*, crl. *coral*, d. *dark*, f. *fine*, g. *gravel*, gn. *green*, gy. *gray*, h. *hard*, m. *mud*, oz. *ooze*, peb. *pebbles*, r. *rock*, s. *sand*, sh. *shells*, st. *stones*, wd. *weed*.

All heights are expressed in feet above High Water.

Magnetic Variation in 1912, decreasing { 4′ in Western portion / to 5′ — Eastern }

All bearings are Magnetic.

SOUNDINGS IN FATHOMS

W.T. Wireless Telegraph Station.

Notice

Settlements which may be used as places of refuge for shipwrecked mariners, have been established at

N. Douglas Mission Station	*in Lat. 55° 10′ S.*	*Long. 68° 8′ W.*
Ushuaia Mission Station	*54 49*	*68 18*
Harberton Harbour	*54 53*	*67 21*

In the event of a vessel being wrecked or abandoned westward of Cape Horn, the best course to Ushuaia is eastward of False Cape Horn and through Ponsonby Sound, where natives would be ready to pilot any shipwrecked men to Ushuaia.

If wrecked or abandoned eastward of Cape Horn, the best course to Ushuaia is eastward of Navarin Island and through the Beagle Channel. Friendly natives are settled at Banner Cove in Picton Island and at the south shore of the Narrows in the Beagle Channel.

A great change has been effected in the character of the Natives generally, and the Yahgan Natives from Cape San Diego to Cape Horn and thence round to Brecknock Peninsula can be trusted.

The southernmost farm on the N.E. Coast of Tierra Del Fuego is at C. S. Paulo in Lat. 54° 16′ S. Long. 66° 40′ W.

Remarks

Outside the Sarmiento Bank the flood stream sets N.W. along the Coast and the ebb S.W. At the S. end of the bank the flood divides, one part running into the Strait, while the other continues northward along the outer edge of the bank. The ebb stream coming out of the Strait is turned to the southward by the tide sweeping across the entrance to the South-West.

Throughout the Eastern entrance there are two regular tides in the 24 hours, but the point of the greatest importance to the seaman is that the flood & ebb streams continue to run in the channel for 3 hours after High & Low water by the shore, and as this occurs later as we proceed to the westward, a vessel may so time her arrival at the entrance of the First Narrows as to take advantage of the full force of the flood as soon as it makes and thus get to Sandy Point in one day.

Caution

The entrance to Magellan Strait should be approached with great care. The velocity of the tidal streams, the variability of their direction off C. Virgins and the absence of good objects with which to fix the ship, make the determination of position and the steering an intended course very uncertain.

Caution.— In proceeding into the Pacific, ships should not attempt to clear the Strait in one day from Port Gallant, but endeavour to get into Playa Parda or Port Tamar before dark, to be ready for an early start on the following morning, and to fetch a good offing during daylight. As the West and S.W. gales come on very suddenly and without warning it is impossible to run back and find an anchorage during a dark night. These remarks apply more especially to Winter navigation.

London.— Published at the Admiralty, 26th Jan. 1887, *under the Superintendence of* Captain W.J.L. Wharton, R.N. F.R.S. *Hydrographer.* *Large corrections Novr. 1898, July 1906.*
Sold by J.D. Potter, Agent for the sale of the Admiralty Charts, 145 Minories.

(37·99 × 24·01)

Engraved by Davies & Company.

554