



Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.  
**SECTOR 6 — CHART INFORMATION**

## SECTOR 6

### ISLANDS AND SEAMOUNTS IN THE SOUTH ATLANTIC OCEAN

**Plan.**—This sector describes Ascension Island, Saint Helena Island, the Tristan da Cunha Group, Gough Island, and Bouvetoya. This sector also describes certain seamounts in the E part of the South Atlantic Ocean. The descriptive sequence is from N to S.

#### Ascension Island

**6.1 Ascension Island** (7°57'S., 14°22'W.) is an important communications cable station. Georgetown, in the NW part of the island, is the only settlement and port on Ascension Island and is the center of administration. The surface of the island is extremely irregular and presents a rugged and uninviting appearance when viewed from seaward. It rises to its greatest elevation of 859m at **The Peak** (7°57'S., 14°21'W.), the summit of Green Mountain.

The latter mountain takes its name from the color of its top, and it is surrounded by numerous other craggy peaks of less elevation, with deep gorges and dark ravines between. There are about 40 cones of various magnitudes on the island, being extinct craters, from many of which the courses of the lava streams may be traced to the sea. Rain falls more frequently on the summit of Green Mountain than on the lower parts of the island. Mist generally obscures the mountain for some part of the 24 hours. The only signs of vegetation on the island are on Green Mountain, where vegetables are successfully cultivated. Water is obtained from the cement rain catchments on the mountain and is conveyed through pipes to covered tanks in Georgetown.

**Devils Riding School** (7°58'S., 14°23'W.), a crater more rugged and remarkable than the rest, lies 2.5 miles WSW of Green Mountain.

**Tides—Currents.**—The predominant set is W at 0.5 knot. Rollers take the form of either SW or NW rollers, and may be expected about once every two weeks, and are strong enough to prevent lighters from lying alongside the wharf. Rollers can be up to 3m in height. Locally, the smaller ones are called single rollers and the larger ones double rollers. When single rollers are running, landing may still be effected, but difficulty is often experienced in getting alongside the steps, and great caution should be exercised. The origin of these rollers is attributed to the swell produced by intense storms thousands of miles away in the North and South Atlantic Oceans.

The depths offshore on the E side of Clarence Bay are sufficient to prevent the swell acquiring the character of breaking rollers, except in cases where the undulation arrives from NW and breaks directly upon the island. The waves are very low and of such great length that they are not noticeable in deep water, but on reaching shallow water they become shorter and higher. Off Clarence Bay, they frequently break on crossing depths of 9m. Rollers from either direction may occur during any month of the year, though the frequency of NW rollers is greater during the months of N winter, and of SW rollers during the S winter.

The shoals NW of the wharf appear to subdue the NW rollers and they arrive at the wharf in the form of an ordinary swell. It then becomes quite possible to use the landing place, and lighters can be taken in and unloaded as long as the swell is not very heavy.

A combination of NW and SW rollers seldom occurs, although this combination raises a nasty lumpy sea extremely dangerous to boats. On these occasions, a pyramidal mass of water, 3.7 to 4.6m high, may rise in the direct track of boats steering for the wharf from the roadstead and break about 50m NW of Tartar Rock. Neither SW nor NW rollers break in the vicinity of the anchorage, nor in the vicinity of the mooring buoys for lighters. Rollers cross these areas in the form of a swell, the effect of which diminishes as the distance offshore is increased. The swell at the anchorage is not nearly so heavy as that at the mooring buoys for lighters, and lighters can always be used by vessels lying at the anchorage, although at the same time communication with the shore may be impossible.

**Caution.**—An unnamed seamount, with a reported depth of 152m, lies in position 3°02'S, 0°45'E, about 960 miles ENE of Ascension Island.

**6.2 Ascension Island—West coast.—North Point** (7°53'S., 14°23'W.), the N extremity of Ascension Island, has foul ground and a wreck lying 250m N of it, and it should be given a wide berth. A depth of 5.1m lies about 0.2 mile NNE of North Point. An islet, with a cairn, 11m high, lies close N of the point. Two beacons, in range 090° and 100m apart, stand on North Point. Three gray oil tanks stand 0.6 mile WSW of North Point. Beacons, in line bearing 180°, stand 0.1 mile WNW of the oil tanks. A depth of 2.7m lies 0.3 mile NW of the oil tanks.

Three mooring buoys lie close offshore, about 0.1 mile NNE of the oil tanks. English Bay, close W of North Point, is encumbered by shoals. A radio mast, marked by red obstruction lights, stands near the head of the bay. Nine radio masts stand S of the E edge of the bay.

An offshore tanker berth lies off English Bay and can accommodate tankers of up to 12.2m draft and 183m in length. Special arrangements to berth tankers here are made through the Queen's Harbormaster, Ascension Island.

A headland, about 0.7 mile W of North Point, should be given a berth of at least 0.2 mile, as a shoal ridge, with a depth of 6.5m, extends 0.1 mile to seaward off the headland.

Vessels approach on a course of 090° with the beacons on North Point in line. The port anchor is let go 0.5 mile W of the front leading beacon (when crossing the 180° transit); the starboard anchor is let go when 0.3 mile W of the front leading beacon. The vessel then turns to port and secures its stern to hooks on the shore close N of the oil tanks. Two black and white poles, in line bearing 090° and 40m apart, stand 300m S of the 090° leading beacon above. They mark the final position of the stern of the tanker when it is secured.

**Georgetown (7°56'S., 14°25'W.)**

World Port Index No. 46670

**6.3** Clarence Bay lies between Pyramid Point, 2 miles SW of North Point, and Catherine Point, 1.7 miles farther SW. Georgetown, the only port and settlement on Ascension Island, lies in the S part of the bay, between Catherine Point and Fort Thornton, 0.7 mile NE.

**Depths—Limitations.**—An extensive area of shoal and foul ground, with depths varying between 0.3 and 10m, extends 0.6 mile NW from the coast between Catherine Point and Fort Thornton. The bottom is rocky and uneven. A black and white spar buoy is moored NW of the extensive foul ground, 0.7 mile NW of Catherine Point; it was reported (1986) that this buoy lies about 300m SW of its charted position.

Tartar Rock, 2m high, lies about 150m NW of Fort Thornton, and five rocks, between 0.5 and 2m high, lie 50m offshore, N of Fort Thornton. A black and white spar buoy is moored NE of the shoals of Georgetown, about 0.2 mile NW of Tartar Rock. The buoy marks the NE edge of the 10m curve surrounding the foul ground between Fort Thornton and Catherine Point. A floating hose leads from this buoy SE to the shore. There are mooring buoys for the use of the island launches and lighters close W of the 10m curve. Landing is effected at a wharf, 23m long, with a depth of 3m alongside, situated close W of Fort Thornton.

**Aspect.**—Pyramid Point is 9m high. Pyramid Rock, 15m high, stands on the point. This rock is a useful mark for approaching the anchorage, but as it does not appear on the skyline until bearing about 023°, it is difficult to distinguish. The rock is a brown peaked rock near the water's edge and contrasts in color to the coast in the vicinity.

Lights, in range 050°, are shown about 0.2 mile E of Pyramid Point. The range is difficult to see during the day due to numerous masts in the vicinity.

Bates Point, formed of lava rock, lies 0.6 mile SSW of Pyramid Point. Bates Rock, above-water and marked by a white square beacon, 2.5m high, lies close off Bates Point.

**Catherine Point** (7°56'S., 14°25'W.) is low. White fuel tanks are conspicuous 0.2 mile SE of the point. A light is shown from a white column, with a red diagonal stripe, nearly 0.3 mile ENE of Catherine Point when vessels are in the vicinity. A group of radio masts stands N and S of this light.

Fort Hayes stands on Hayes Hill, 32m high, 0.4 mile NE of Catherine Point. Fort Thornton stands on a hill, 23m high, 0.2 mile farther NE. Several radio masts stand SW and E of Fort Thornton.

Redpole Monument, a white, square pyramidal obelisk, 4.6m high, with its apex 23m high, is conspicuous 0.3 mile ESE of Fort Thornton. Lights, in range 140°, are shown in the vicinity of Redpole Monument when vessels are approaching the bay.

Cross Hill, one of many rounded hills on Ascension Island, overlooks the settlement of Georgetown, and is surmounted by a conspicuous tower. A mast, close NW of the tower, stands at an elevation of 283m and is marked by a red light.

**Regulations.**—There is a port radio station at Georgetown. Vessels should send their ETA 48 hours in advance, via Ascension Island (ZBI), Saint Helena (ZHH), Cape Town

(ZSC) or other coast radio station. The port authority may be contacted on VHF channels 16 and 12.

**Anchorage.**—Vessels of 75,000 tons have used the anchorage in Clarence Bay. Lighters are used for unloading at the anchorage. One rescue launch is available. No tugs are available.

The best anchorage is in 20m, with the lights near Redpole Monument in range 140° and the lights near Pyramid Point in range 050°. From this position, the light 0.3 mile ENE of Catherine Point should bear about 180° and the beacon on Bates Rock about 082°. Some old moorings foul the bottom between the anchorage and the position of the mooring buoys for lighters.

Vessels should anchor with a good scope of chain, as the wind is sometimes strong off the high land. Vessels usually lie to a single anchor heading toward the land, but instances have occurred when they have swung the stern toward the shore.

Since vessels roll almost continuously at this anchorage, it is necessary to keep this possibility in mind when a berth is selected.

Anchorage S of the outer buoy, which marks the shoals off Georgetown, is unsafe, and rollers sometimes prevent landing in that vicinity for several days in succession.

**Directions.**—Vessels approaching from N should give the coast a berth of at least 0.5 mile.

Anchorage should be taken when the range lights previously described are in line.

Vessels from S or W should avoid the shoals off Georgetown by keeping seaward of the outer buoy, and by keeping Pyramid Rock bearing not less than 055°, nor should the N end of The Long Beach of Clarence Bay be brought to bear less than 085°. The latter bearing just clears the shoals off Georgetown.

**Caution.**—There is a disused cable area in the N part of Clarence Bay, the limits of which are shown on the chart.

Catherine Point should not be used for fixing the vessel's position as it consists of detached rocks with no definite extremity.

**6.4 Payne Point** (7°57'S., 14°25'W.) lies 1.1 miles S of Catherine Point. A mast, 154m high, stands almost 0.6 mile NE of Payne Point and shows red obstruction lights. Red obstruction lights are shown from a mast 0.2 mile NNE of Cat Hill and from a mast on South West Bay Red Hill, which are located 0.3 mile and 1 mile E, respectively, of Payne Point. A conspicuous sphere and a dish aerial stand on Cat Hill. A radiobeacon is situated approximately 0.5 mile E of Payne Point. A pumping station lies 0.2 mile SE of Payne Point. A group of buildings lies close E of the pumping station.

South West Bay is entered between McArthur Point, 0.7 mile SSE of Payne Point, and Portland Point, nearly 1 mile farther S. Shoal water extends about 0.2 mile W of McArthur Point. The bay has a fine sandy beach, backed by a steep lava cliff, the highest point of which rises to an elevation of 75m.

A smooth plain lies 0.5 mile inland of the head of the bay. A depth of 4.9m lies about 0.3 mile S of McArthur Point.

Meteorological rocket firings take place from a position 0.7 mile NNE of Portland Point. Lights are shown from the point when the range is in use.

**South Point** (8°00'S., 14°24'W.), the S extremity of Ascension Island, has several rocks or islets close off it. An

islet, with a rock awash close E of it, lies about 275m offshore, 0.5 mile W of South Point.

Saddle Crater, 129m high, 1 mile E of Portland Point, has several conical hills in its vicinity. A conspicuous mast, 30m high, stands on the 228m high summit of South Gannet Hill, 0.5 mile E of Saddle Crater. Dish aerials stand on Saddle Crater and South Gannet Hill.

Wideawake Airstrip is situated N of Saddle Crater and South Gannet Hill.

**Caution.**—Anchorage is prohibited, due to the existence of submarine cables in South West Bay, within an area shown on the chart, extending about 1.5 miles W from the entrance points of the bay.

**6.5 Ascension Island—Northeast coast.—Porpoise Point** (7°54'S., 14°21'W.) lies 1.5 miles ESE of North Point and Northeast Point lies 1.2 miles farther SE. Northeast Bay lies W of a point 0.3 mile W of Northeast Point. Foul ground extends about 100m off the E entrance point of the bay. It is reported that rollers only enter the bay about six times during the year.

Anchorage, fairly sheltered from the predominating SE wind, may be obtained in Northeast Bay.

The coast between Hummock Point, 0.5 mile SE of North East Point, and South East Head, 2.7 miles farther SE, is high, rugged, and inaccessible, with deep water close off it. Boatswain Bird Islet, 104m high, lies 2 miles SE of North East Head. Boatswain Bird Rocks, with depths of less than 1m, lie 0.2 mile offshore, about 0.3 mile SE of Boatswain Bird Islet.

**South East Head** (7°57'S., 14°18'W.), the E extremity of Ascension Island, rises to an elevation of 145m. White Hill, 525m high, lies 1.3 miles W of South East Head.

**6.6 Ascension Island—South coast.**—The coast between South East Head and South Point, the S extremity of the island, 6.5 miles WSW, continues high, rugged and inaccessible. This coast is exposed to the full force of the SE tradewinds, and the sea breaks upon it with great violence. Mountain Red Hill rises to an elevation of 547m about 1 mile inland and 2.6 miles NW of South Point.

**6.7 Offshore seamounts.—Grattan Seamount** (9°45'S., 12°45'W.), with a depth of 70m, lies 140 miles SE of Ascension Island. A depth of 213m lies 40 miles E of Grattan Seamount.

**Cardno Seamount** (12°53'S., 6°08'W.), with a depth of 77m, lies 180 miles N of Saint Helena Island. A seamount, with a depth of 115m, lies 90 miles NNE of Cardno Seamount. A depth of 152m lies 720 miles NE of Cardno Seamount.

**Bonaparte Seamount** (15°45'S., 6°52'W.), with a depth of 105m, lies 70 miles WNW of Saint Helena Island.

**Dampier Seamount** (11°09'S., 0°28'W.), with a depth of 594m, lies 430 miles NE of Saint Helena Island.

Kutuzov Seamount, with a depth of 410m, lies 155 miles WNW of Saint Helena Island.

An unnamed seamount, with a depth of 515m, lies midway between Cardno Seamount and Kutuzov Seamount.

## Saint Helena Island

**6.8 Saint Helena Island** (15°58'S., 5°42'W.) lies 703 miles SE of Ascension Island. The island, at a distance of about 60 miles, resembles a huge pyramidal-shaped fortress rising abruptly from the sea. No signs of vegetation are visible until a near approach is made, when it can be seen in the valleys and on the summits of hills, in striking contrast to the precipitous and almost inaccessible cliffs which form the coastline. These cliffs, 300 to 550m high, are divided by chasms, through which streams flow from the high lands of the interior and terminate in small coves partially exposed to the sea.

Landing is impracticable except on the NW or leeward side of the island. In favorable weather, landing may be effected in Prosperous Bay and Sandy Bay, on the E and S sides, respectively, of the island.

Saint Helena Island is divided into two unequal parts by a ridge of mountains, 600 to 818m high, extending in a curve from Castle Rock Point, the S extremity of the island, to **Stone Top Point** (15°59'S., 5°39'W.). The principal peaks of the ridge are **Mount Actaeon** (15°58'S., 5°42'W.), 818m high, with Diana Peak, 794m high, close SE, and High Peak, 797m high, about 2 miles WSW of Mount Actaeon.

**Flagstaff Hill** (15°55'S., 5°41'W.) rises to an elevation of 693m near the N end of the island. Towering fragments of basalt are located on each side of the SW part of the above range. Two of the most remarkable are located on the S side of the range and are named **Lot** (15°59'S., 5°43'W.) and **Lot's Wife**, about 1.5 miles SW. They are formed of strangely contorted columnar basalt, and are 60 and 49m high, respectively, while their summits stand at elevations of 454 and 462m.

The most singular phenomenon connected with this part of the ocean is the setting in of very heavy continuous swells or rollers from NNW. They are most prevalent during the months of January and February, when the waves break on the NW coast of Saint Helena Island with astonishing grandeur. Landing in a boat is dangerous when rollers are setting in, and only shore boats should be used. These rollers rise without any apparent cause for, as a rule, the weather is good and the wind light. If a vessel is moored in a depth of 31m there is no danger, as the rollers only commence to be dangerous within 200m of the shore.

Local reports indicate that December to March is the time when rollers are most frequent. Ruperts Bay is reported to be more affected than James Bay. Up to 3 day's warning of rollers from the NW may be passed from Ascension Island by radio, which is relayed to ships over VHF by Saint Helena Radio.

**6.9 Saint Helena Island—Northwest coast.—Sugarloaf Point** (15°54'S., 5°42'W.) is the N extremity of Saint Helena Island. Sugarloaf Hill rises to an elevation of 272m, about 0.3 mile WSW of Sugar Loaf Point. Buttermilk Point lies 0.2 mile WNW of Sugarloaf Hill and is marked by a light. Banks Point lies 0.2 mile SSW of Buttermilk Point.

**Jamestown (15°55'S., 5°43'W.)**

World Port Index No. 46690

**6.10** James Bay, the port for Saint Helena Island, is entered between Munden Point, a little over 1 mile SW of Buttermilk Point, and Ladder Hill Point, 0.4 mile farther SW. Ruperts Bay is entered 0.5 mile NE of Munden Point. Loading and discharging of cargo is by lighters.

James Bay and Ruperts Bay afford the only landing places on Saint Helena Island, where landing can be effected at practically all times. Landing in boats can usually be effected at the wharf in Saint James Bay, but the swell becomes heavy at times. During periods of heavy swell, it is better to lie off the landing place and make use of the shore boats.

Deep valleys descend between steep rocky hills to the heads of the two bays. The two valleys are separated by a ridge rising from Munden Point to a height of 283m. James Valley, descending to James Bay, in which is the settlement of Jamestown, is bordered on its SW side by a ridge which descends from High Knoll. The summit of the ridge is located 1 mile S of James Bay. The ridge extends to Ladder Hill, where it terminates abruptly in a stupendous perpendicular cliff facing the sea. Ruperts Valley is bordered on its NE side by Ruperts Hill, 411m high.

**Winds—Weather.**—The SE wind is prevalent in James Valley and Rupert Valley, but where there is high ground the prevailing wind is deflected so that a light NE wind blows along the NW side of the island. The interaction of this wind and the main SE wind causes a confused sea in the vicinity of Ruperts Bay and Sugarloaf Point.

**Tides—Currents.**—The tidal rise at Saint Helena Island is 0.9m at MHWS and 0.7m at MHWN. The tidal current in James Bay is reported to set N during the rising tide and SW during the falling tide, although a vessel reported (1984) experiencing no tidal currents while at anchor.

**Depths—Limitations.**—There is a concrete wharf, 91m long, on the NE side of James Bay, with a depth of 3m alongside.

Two mooring buoys, used by tankers while discharging to the shore by a floating hose, lie within Ruperts Bay about 275m NE of Chubbs Point.

To assist in berthing, two beacons are positioned about 0.5 mile E of Munden Point and, in line bearing 091°, lead to the two mooring buoys.

A number of lighter and small craft moorings lie in James Bay.

A wreck, with a depth of 17.8m, is marked close NE by a buoy, and another wreck close NW, lie about 0.4 mile NNW of Ladder Hill Point. A foul area, in which ammunition has been dumped, lies about 0.1 mile farther NE.

Dangerous wrecks lie in James Bay, about 150 and 250m, respectively, NNE of Ladder Hill Point. Fish havens lie 0.2 mile N of Munden Point and 0.4 mile W of Ladder Hill Point; anchoring and fishing are prohibited in these areas.

**Aspect.**—An old artillery barracks stands on the summit of Ladder Hill. Range lights, shown from white triangular beacons, stand on Ladder Hill and lead to No. 2 Anchorage. Although these beacons are clearly visible by day, their vertical difference in height reduces their transit accuracy. Only the

lower beacon is easily identified; the upper beacon can be found close E of the flagstaff on Ladder Hill.

**Chubbs Point Light** (15°55'S., 5°43'W.) is shown from a mast on the NW side of a building, 300m ENE of Munden Point.

The tower of Saint James Church is conspicuous at the head of James Bay. A white monument is conspicuous on the shore about 120m NW of the church. A white triangular beacon, 2m high, stands on the W extremity of Sampson's Battery, 0.7 mile SSE of Munden Point.

A white cottage, about 0.2 mile ESE of Munden Point, is conspicuous from W or NW, but is obscured by trees on certain bearings from N.

**Pilotage.**—An experienced pilot is available for taking vessels to the anchorages.

**Regulations.**—No boat, except the Health Officer's boat, is permitted to go alongside any incoming vessel which intends to anchor, nor is any contact with other vessels or with the shore permitted until pratique has been granted. Any vessel placed in quarantine shall continue to show a yellow flag and by night shall exhibit, from the foremast, two white lights in a vertical line, at a distance apart of not less than 1.2m or more than 1.8m. Vessels calling at Saint Helena Island for refuge to land a sick person, or for other reasons, are advised to anchor.

Port officials, including medical staff, will not board unless the vessel is at anchor. However, if a vessel is unable to anchor, it should heave-to 1 mile NNW of Ladder Hill Point.

If anyone is to be landed, a ship's boat must be used. The Saint Helena Island port launch will meet the boat in the mooring area, about 275m N of Ladder Hill Point. During the operation, radiotelephone contact should be maintained with Saint Helena Island coast radio station. If a vessel is likely to arrive outside the normal operating times of the radio station a request should be made in advance to maintain communication until the operation is completed.

**Anchorage.**—Anchorage may be taken as convenient off James Bay, but in depths of not less than 31m due to the rollers. The bottom in the roadstead is coarse sand, gravel, and silt. A large vessel intending to remain for any length of time should anchor N or NW of Ladder Hill Point.

No. 1 Anchorage, the best sheltered, is in a depth of 33m, NW of Ladder Hill Point, with Saint James Church tower, bearing 120°, in range with the beacon on Sampson's Battery, and with Sugarloaf Hill bearing 058°30', or Munden Point bearing 073°, in range with the SW entrance point of Ruperts Bay.

No. 2 Anchorage, used by vessels of up to about 20,000 tons, is the most convenient, being close to the range line, nearer the wharf, and also well sheltered. The berth is in a depth of 37m, good holding ground, with Saint James Church tower bearing 152°, and with the summit of Sugar Loaf Hill in range with the S edge of the battlements at Banks Point bearing 058°30'. Most vessels use No. 2 Anchorage.

A smaller vessel can anchor in No. 3 Anchorage, a little closer inshore, in a depth of 35m, with Saint James Church tower bearing 142°, and the N end of the wharf bearing about 093° in range with the conspicuous white cottage on Munden Hill. Numerous boat and lighter moorings may prevent the use of No. 3 Anchorage, as the swinging circle may be foul.

All three anchorages are clear of the previously described wrecks. Anchorage may be obtained off Ruperts Bay, but vessels are cautioned that abandoned submarine cables exist E of a line drawn 335° from Munden Point.

**Directions.**—From NE, after clearing Sugarloaf Point and Buttermilk Point, which may be passed at a distance of about 0.1 mile, steer WSW to bring the entrance range in line for the appropriate anchorage. From SW, steer to keep a prudent distance off the NW coast of the island, then use the entrance range for No. 2 Anchorage as a guide.

**Caution.**—A local magnetic anomaly, causing variations of up to 7° greater than charted, was reported (1972) in the vicinity of Munden Point.

**6.11 James Bay to West Point.**—Anchorage may be obtained, in 27 to 51m, about 0.3 mile offshore, anywhere off the coast between Ladder Hill Point and Lemon Valley Bay, 1.5 miles SW.

Long Ledge, a narrow reef, extends 0.2 mile NW from the coast, 0.5 mile SW of the W entrance point of Lemon Valley Bay. The Lion, an isolated above-water rock, lies about 275m offshore, 0.2 mile SW of Long Ledge.

Lighter Rock lies 275m offshore, 1 mile SW of Long Ledge. Egg Island, 88m high, lies 1 mile SSW of Lighter Rock. Peaked Island and Thompson's Valley Island lie 0.2 mile and 0.8 mile, respectively, SW of Egg Island.

Anchorage can be taken in 37m, about 0.2 mile NW of Egg Island.

**West Point** (16°00'S., 5°47'W.) is the W extremity of Saint Helena Island.

**6.12 Saint Helena Island—North and E coasts.**—Flagstaff Bay, between Sugarloaf Point, the N extremity of Saint Helena Island, and a point 2 miles E, has not been thoroughly examined. The indications are that it is fairly steep-to and is clear of known dangers.

The remains of a vast crater can be traced between **Flagstaff Hill** (15°55'S., 5°41'W.) and The Barn, a mountain 618m high, at the NE end of the island. Barn Ledge, a small detached rocky shoal with a least depth of 5.9m, lies 0.8 mile offshore, 1 mile SE of Barn Long Point, the NE extremity of Saint Helena Island. Depths of 16.5 to 22m lie within 0.1 mile of Barn Ledge, which is generally marked by a heavy ground swell. Sugarloaf Point, bearing less than 279° and open N of the N part of the coast under The Barn, leads N of Barn Ledge.

Prosperous Bay is entered between Black Point, 1 mile SSE of Barn Long Point, and Bay Point, 0.8 mile farther SE. Anchorage can be taken in Prosperous Bay, in 22m, about 0.2 mile offshore.

**King and Queen Point** (15°57'S., 5°38'W.), the E extremity of the island, also known as Saddle Point, lies 0.7 mile SE of Bay Point. The intervening coast is steep-to. Gill Point lies nearly 1.5 miles S of King and Queen Point. George Islet, a detached rock, lies 0.5 mile SSE of Gill Point, the SE extremity of Saint Helena Island. George Islet bearing more than 178°, and well open E of King and Queen Point, leads E of Barn Ledge.

**6.13 Saint Helena Island—South coast.—Shore Islet** (15°58'S., 5°38'W.) lies 0.2 mile SSE of Gill Point. Rough

Rock, a point on this precipitous part of the coast, lies 1.5 miles SW of Gill Point. Rough Rock Islet and Flat Rock lie 0.1 mile E and 0.4 mile WSW, respectively, of Rough Rock. Two rocks, known as The Buoys, lie 0.2 mile SE of Powell Point, 2 miles SW of Rough Rock.

Sandy Bay is entered N of Horse's Head, 1.3 miles W of Powell Point. There is a landing place on the SW shore of the bay, and an old battery is situated on its N shore. Along the S coast of the island, W of Sandy Bay, a horizontal stratum of columnar basalt stretches for a considerable distance, forming a stupendous wall 15 to 55m high. The Chimney, a remarkable hexagonal column of basalt, 20m high, is an isolated portion of this wall, lying close offshore, 0.8 mile WSW of Sandy Bay.

**Castle Rock Point** (16°01'S., 5°45'W.), 165m high, lies 2.2 miles SW of Horse's Head. The intervening coast is precipitous and apparently steep-to, though it has not been thoroughly examined.

There are a number of off-lying rocks up to 100m offshore, including The Chimney, Lot's Wife Ponds, and White Bird Islet. Robert Rock, an islet, lies 0.2 mile S of Castle Rock Point, with two small rocks lying close N and S of it.

The Jar and Flat Rock lie about 0.1 mile SE and SW, respectively, of Castle Rock Point. Speery Islet lies 0.5 mile SW of Castle Rock Point. Flat Rock and Salt Rock lie 0.1 mile NE and E, respectively, of Speery Islet.

A depth of 23.7m, position approximate, lies 0.5 mile ESE of Castle Rock Point. Speery Ledge, an isolated reef with a depth of 2.7m, lies 1.2 miles S of Speery Islet.

Lower Black Rock, 43m high, and Upper Black Rock, 49m high, lie about 0.3 and 0.5 mile, respectively, WNW of Castle Rock Point.

**Gill Point** (15°58'S., 5°38'W.), the SE extremity of Saint Helena Island bearing less than 051°, and open E of Long Range Point, leads SE of Speery Ledge.

From Upper Black Rock to West Point, 2.5 miles WNW, the coast consists of several bays which are exposed to the SW.

## Tristan da Cunha Group

**6.14** The Tristan da Cunha Group consists of five islands. **Tristan Island** (37°06'S., 12°17'W.) is the largest island. Inaccessible Island lies 18 miles SW of Tristan Island; Nightingale Island, Middle Island, and Stoltenhoff Island lie close together, about 16 miles SSW of Tristan Island, and 10 miles SE of Inaccessible Island. The group is of volcanic origin. There was a volcanic eruption on Tristan Island in 1961.

The current generally sets NE, but other sets are common. A velocity of 2 knots may be attained.

At Tristan Island, the rollers may occur at all times during winds or calm. They are always heavier in calms. Although rollers are more frequent during the winter months, the heaviest rollers occur in December, January, and February, three of the finest months, when they sometimes last 3 or 4 days; this also applies to Gough Island and the other islands in the S hemisphere, according to the account of whalers.

Good radar returns have been reported from the Tristan da Cunha Group at a distance of 24 miles. Tristan Island may be detected by radar at about 95 miles, and Nightingale Island and Inaccessible Island at about 80 miles.

## Tristan Island

**6.15 Tristan Island** (37°06'S., 12°17'W.), about 6 miles in diameter, is in the form of a truncated cone, with its sides rising at an angle of about 45° to a central peak, 2,060m high. The sides of the island are walls of inaccessible cliffs, 300 to 610m high, rising directly from the sea, except on the NW side. On the latter side there is, in front of the cliffs, a comparatively low and grassy slope, 30 to 60m high, which terminates in Herald Point, the NW extremity of the island. The sides of the mountain mass as far as the central dome are covered with brushwood, intermixed with ferns and long grass. At elevations above 1,500m, which coincides with the normal upper level of the clouds, the mountain consists of loose stones and volcanic rubble, with occasional rocks and boulders.

**Winds—Weather.**—Wind from a NW direction has been observed to eddy around the island and to increase in strength as it does so, backing to NW again about 2 miles SE of the island. According to the islanders, this is a common phenomenon.

Thunderstorms are rare, but violent storms occur three or four times a year. Between June and October, the upper part of The Peak is often snow-covered, and sleet, snow, and hail are occasionally experienced at sea level. Mariners are advised to consult the islanders concerning the weather, as they are reported to be able to predict changes within a very short time of their taking place when normal signs give no indication of their approach.

**Depths—Limitations.**—The island is practically surrounded by a belt of kelp. It was reported (1970) that, at least as far seaward as depths of 36m, the kelp was dense enough to cause blockage of seawater inlets.

The island is steep-to at a distance of more than 1 mile from the coast. Rocks and shoals generally border the points on the S part of the island. Shoals lie about 0.7 mile and 1.5 miles ENE of **Stonyhill Point** (37°09'S., 12°16'W.), in the S part of the island.

## Edinburgh Anchorage (37°03'S., 12°18'W.)

[World Port Index No. 46710](#)

**6.16** Edinburgh, the only permanent settlement of the Tristan da Cunha Group, stands on the grassy slope which terminates in Herald Point, the NW extremity of Tristan Island. The Ridge, a point terminating in a yellow cliff, lies 1 mile E of Herald Point. During the volcanic eruption on Tristan Island in 1961, lava flowed into what was formerly Falmouth Bay and Quest Bay, between Herald Point and The Ridge. By 1962, the lava field had extended up to 0.3 mile seaward beyond the original coastline on a front of about 0.5 mile between positions about 0.1 and 0.8 mile W of The Ridge. The E part of the lava rose to an elevation of 5m and the W to about 0.3m.

**Depths—Limitations.**—The anchorage was surveyed in 1972. Mariners are cautioned that following the volcanic eruption at Tristan da Cunha in 1961, there is a possibility that isolated pinnacles, undetected by the above survey, may be encountered offshore.

A rock, with a depth of 3m, was reported (1982) to lie 0.4 mile N of the flagstaff.

Depths of less than 5m extend up to 0.3 mile off Herald Point. A depth of 3m lies 0.4 mile ENE of the point.

**Aspect.**—Herald Point is 18m high and steep-to. The Hardies, two rocks, the higher of which is 37m high, lie about 2 miles SW of Herald Point. A mast, 10m high, stands 300m E of Herald Point. A conspicuous wind generator is situated on Herald Point.

Prince Philip Hall, near which there is a flagstaff, is the social center, and is situated 0.3 mile SE of Herald Point.

Range beacons, fitted with triangular topmarks, are situated on the grassy slope, about 0.1 mile E, and 0.2 mile S, respectively of Herald Point. Two beacons, in range bearing 114°, are shown about 1.2 miles E of Herald Point. These beacons only become visible from a distance of about 1.5 miles.

**Anchorage.**—In 1993, a vessel anchored almost 0.7 mile NNE of Herald Point, in a depth of 34m. This anchorage was reported to be adequate and provided a lee from the SW swell.

Due to the uncertainty of the weather, main engines should be kept ready and the anchor chain considered expendable. There is a small boat harbor, protected by moles, about 0.2 mile E of Herald Point.

There are depths of up to 2.4m at HW within the harbor, but its use is hazardous due to reefs inside the harbor and in its approach, and by breakers which are continuous in the entrance during any form of swell.

Local knowledge is necessary if attempting to enter the harbor by boat, and is at all times difficult.

There is a helicopter landing area about 0.3 mile E of Herald Point. Helicopter operations are possible most days, and are the best way of landing. The landing area is indicated by a circle of white stones and a small "H." The ground slopes away slightly towards the shore.

**Caution.**—A local magnetic anomaly causing compass variation of up to 14° W was reported (1968) within 3 miles of the coast in the vicinity of Edinburgh.

## Inaccessible Island

**6.17 Inaccessible Island** (37°17'S., 12°40'W.) is a high mass of rock with a table-topped summit. Its highest peak lies on the W side of the island, and rises to an elevation of 560m, and is reported to be a crater with water in it. The irregular slopes of the summit terminate on all sides in precipitous cliffs about 335m high. The NW coast of the island is low with the cliffs receding sufficiently to allow the summit to be reached without difficulty. Kelp-covered reefs extend seaward on either side of the landing place.

The NE coast of the island, also low, has two waterfalls, the E of which is larger and more conspicuous. Kelp was reported on the NE side of the island in depths of 22m at distances of up to 0.5 mile offshore.

A rock, 0.6m high, lies 0.1 mile offshore, about 0.8 mile ESE of North Point, the N extremity of the island.

Carlisle Bay, a marked indentation on the NE end of the island, has a beach, a waterfall, and the remains of a hut at its head.

Anchorage can be taken, in 35m, with the waterfall at the head of the bay bearing 197°, distant 0.8 mile, but caution should be exercised, as the survey of the island is incomplete.

Good landing may be made on the beach near the hut at the head of Carlisle Bay. From here a path leads to the top of the cliff. Another landing place is about 0.2 mile farther W. Landing is not allowed without a permit.

A rock, 1m high, lies 0.1 mile offshore, close S of East Point, the E extremity of the island.

South Hill, on the S point of the island, is a remarkable conical rocky hill, 348m high, and located in front of the cliffs. A similar conical hill rises to an elevation of 210m about 0.6 mile NW of South Hill.

A detached rock, 70m high, lies close to the shore, 0.5 mile NE of South Hill.

Pyramid Rock, 18m high, lies about 275m SW of South Hill, with a rock, awash, 0.5 mile W of it, and a rock, 1m high, close S of it. Two other rocks, awash, lie off the SW side of the island, the W and outer of which lies 0.5 mile offshore, and 0.7 mile SW of West Point.

Inaccessible Island was declared a nature reserve in 1994. Landing is prohibited without a permit from the Administrator of Tristan da Cunha. Permits are normally only granted for scientific visits.

### Nightingale Island, Middle Island, and Stoltenhoff Island

**6.18 Nightingale Island** (37°24'S., 12°28'W.), about 1 mile in diameter, has two peaks. The E peak, 337m high, is rugged and precipitous. It appears conical when seen from NE or SW. The other peak, 293m high, has gentle slopes on all but its S side. The coasts of the island, with the exception of the NE side, are precipitous and cut into deep recesses and caves.

Stoltenhoff Island, 0.8 mile N of Nightingale Island, is a precipitous flat-topped rock, 99m high. It consists of one large and two smaller sections, separated by narrow chasms which can only be distinguished from a particular bearing.

Middle Island, 46m high, lies between Nightingale and Stoltenhoff Islands. Pin Rock, 9m high, lies off its NW extremity.

There are apparently no known off-lying dangers in this island group. A few submerged rocks border the S coast of Nightingale Island, but their positions show up well. Several above-water rocks lie about 0.2 mile S of the SE end of Nightingale Island. Kelp extends 0.3 mile offshore from the E side of the islands. There is less kelp on the S and W sides, which are the most exposed.

The passage between Stoltenhoff Island and Pin Rock is about 0.2 mile wide and appears deep.

The passage between Middle Island and Nightingale Island is about 275m wide, but completely blocked with detached rocks.

Nightingale Island is visited by the settlers of Tristan Island several times a year for birds, eggs, and guano. Walking on the island is difficult during the breeding season of the penguins and Great Shearwaters, except along the old sealers roads and on the plateaus and ridges. Their nests and burrows occupy almost the entire ground, and tussock grass, 2 to 3m high, overruns the island.

The water on Nightingale Island tends to be tainted, possibly due to the number of birds. Drinkable water can be obtained in four large and several small ponds or bogs on the plateau below

the lower peak, and also in a small bay about 0.3 mile W of the sealers' road leading from the NE landing place.

Landing may most easily be effected on the rocks at the NE extremity of Nightingale Island. Caution should be exercised, as there is a small rock awash about 50m from the point. There are some huts near the NE landing, and a path leads to the three ponds on the plateau. The old landing place on the SE side of the island is seldom used.

### Gough Island

**6.19 Gough Island** (40°19'S., 9°56'W.), 230 miles SSE of Tristan Island, is 7 miles long, well-wooded, and watered. Cliffs rise steeply behind narrow boulder beaches around most of the island. The cliffs at North East Point are 365m high and sheer. Those between Reef Point, 2 miles SSE of North East Point, and Haulround Point, about 2.2 miles farther SSE, are also sheer, but not very high. In most other parts of the island, vegetation, chiefly tussock grass, grows on the steep cliffs up which routes can often be found.

On the W side of the island, the steep cliffs attain a height of 460m in places. At the S end of the island, the land is comparatively low. The interior of the island is an undulating boggy plateau with an elevation of 600m or more, from which the summits rise in easy slopes.

The highest summits are Edinburgh Peak, 910m high, Expedition Peak, Mount Rowett, and South Peak. The sea area in the vicinity of Gough Island has not been fully surveyed, but it is reported that the island may be approached in safety to a distance of about 1 mile, except off West Point and North East Point, where reefs extend up to about 0.8 mile W and 0.2 mile N, respectively. The reef off West Point breaks heavily.

The island is apparently steep-to on all but its E side, where depths of 37m are found up to 0.5 mile offshore. Several islets or large rocks lie off the island, but with the exception of Penguin Islet, they all lie close inshore. In most places, the cliffs of Gough Island rise steeply from the sea and numerous waterfalls descend in long cascades.

Gough Island and the waters surrounding it out to a distance of 3 miles are a declared nature reserve. Landing is prohibited without a permit from the Administrator of Tristan da Cunha. Permits are normally only granted for scientific visits. Exigency visits must be reported as soon as practicable to the administrator and must last no longer than is absolutely necessary according to the safety and health requirements of the visit.

All visiting vessels must be in possession of deratting certification and may be required by the administrator to call at Tristan da Cunha to clear customs, immigration, and health controls before proceeding to Gough Island.

The island is uninhabited (1995) apart from the manning of the meteorological station.

**Winds—Weather.**—Scientific expeditions have found that, in the summer, E-moving depressions passed mainly to the S of the island, but as winter approached, their tracks moved N; by mid-April, the depressions were passing to the N of Gough Island, causing many more E winds with consequent deterioration of landing conditions at The Glen Beach. Rainfall was heavy, and strong winds and gales were frequent. The Glen had a marked funneling effect on the wind and outside the

base hut, the wind had only two directions, down The Glen and up The Glen, which was very gusty.

**Tides—Currents.**—Currents are strong at times, but erratic, being mostly wind generated.

**6.20 Penguin Islet** (40°18'S., 9°54'W.), 117m high, with an above-water rock close SE, lies 0.5 mile ENE of Reef Point.

Channel Rock, 7m high, lies between Penguin Islet and Reef Point. Passage between the rock and islet is not advisable, except by boat.

Milford Bay lies between Reef Point and Dell Rocks, 4.6m high and close offshore, 1 mile SSE. Buttress Rock, 79m high, lies almost 0.3 mile NW of the outermost Dell Rocks.

Quest Bay lies in the N part of the bight between Dell Rocks and Waterfall Point, 0.6 mile SE. Archway Rock, 21m high, 275m SW of Dell Rocks, lies on the S side of the mouth of The Glen. The Glen, at the N end of Quest Bay, gives access to the interior of the island. The Glen Beach consists of small boulders and shingle, and is approached from SE to clear a submerged rock in the center of the cove.

Luff Point lies 0.3 mile SSE of **Haulround Point** (40°20'S., 9°52'W.). Number One, an islet, 73m high, lies close N of Luff Point.

The Admiral, an islet, 52m high, lies between Luff Point and South East Point, 0.4 mile S. The Commodore, an islet, 56m high, lies 0.1 mile NNW of The Admiral. There are a number of other islets and rocks off this stretch of coast.

Transvaal Bay, a small bay with a stream at its head, lies between South East Point and Cavern Head, 1 mile SSW. A meteorological and scientific station, manned by South African scientists, is situated about 0.1 mile inshore on the N side of the bay. It consists of several white buildings, prominent from E, and is well-lit at night. The station is in radio contact with South Africa and can be contacted by VHF channel 16, call sign "Gough Island."

South West Islet, 104m high, with an above-water rock about 0.1 mile SE of it, lies 1 mile W of **South Point** (40°22'S., 9°53'W.). South West Point, with Snug Harbor E of it, lies 0.3 mile NNW of South West Islet.

Saddle Islet, 119m high, lies 0.8 mile NNW of South West Point. Sea Elephant Bay lies between **Gaggins Point** (40°20'S., 9°57'W.) and West Point, 3 miles WNW.

North Point lies 2.5 miles NNE of West Point; several rocks lie off this part of the coast. A number of islets lie between North Point and North East Point, 3 miles farther E. The coast continues 2 miles SW to Penguin Islet.

**Anchorage.**—There are no sheltered bays, but there are a number of open roadstead anchorages. Those off the E side of the island provide the best shelter from the prevailing W and SW winds. Kelp grows around much of the island.

Good anchorage may be found, in 22m, sand and stones, off the head of Hawkins Bay, and in 18 to 27m, in Milford Bay off Capsize Sands, the beach extending about 0.4 mile NNW of Buttress Rock.

Anchorage in Quest Bay, in a depth of 27m, about 0.4 mile E of Archway Rock, is normally used with winds between W and S. This is known as The Glen Anchorage. The bottom consists of black volcanic sand and shell, good holding ground. Landing on The Glen Beach is made difficult, and even dangerous, by the surf. At the foot of Archway Rock, there is a

place where experienced boatmen can effect a landing in almost any weather. At the corner of the rock nearest the N end of the beach, there is a chimney up which an active man carrying a coil of rope could climb, and on top of the rock, there are a few island trees to which the line would be secured. In this way, landing on, or departure from, the island can be effected in any but the worst weather.

Anchorage can be obtained in Transvaal Bay, in 37m, with a NW wind. Landing can be made on the NE side of an archway rock, at the entrance to a cove on the N side of the bay. Stores may be hoisted by a crane on the cliff, which can safely handle loads up to 0.2 ton. A boat can secure to an anchor in the rocks.

Anchorage off the W side of the island is not recommended, as it is the weather side and steep-to. The prevailing SW swell renders anchorage on the W side of the island uncomfortable.

Snug Harbor provides slight protection from N winds, in a depth of 27m.

Temporary anchorage in the N part of the island may be found, in 27m, stone, in the W part of Lot's Wife Cove. The cove lies 1 mile W of North East Point.

Cone Islet and Lot's Wife lie about 0.5 mile WNW and NW, respectively, of Lot's Wife Cove.

Landing can be made in calm weather in a number of places around the island, including Lot's Wife Cove and S of Church Rock, close off North East Point, where there is an islet within which landing is safe, as the place is protected from the swell and N winds by North East Point. The best position for landing will obviously depend upon the wind and swell prevailing at the time. From most beaches, access to the interior of the island is very difficult owing to the cliffy coastline.

**6.21 Off-lying seamounts.**—An unnamed seamount, with a depth of 185m, has been reported 160 miles WNW of Gough Island. Another unnamed seamount, with a depth of 269m, lies 120 miles NW of Gough Island.

**Crawford Seamount** (38°50'S., 10°30'W.), with a depth of 463m, lies 95 miles NNW of Gough Island.

**McNish Seamount** (40°10'S., 8°30'W.), with a depth of 143m, lies 70 miles ENE of Gough Island. A depth of 90m lies 20 miles W of McNish Seamount.

**R.S.A. Seamount** (39°35'S., 6°40'W.), with a depth of 176m, lies 160 miles ENE of Gough Island.

**Zenker Seamount** (41°00'S., 5°50'W.), with a depth of 1,094m, lies 180 miles ESE of Gough Island.

**Discovery Seamount** (42°05'S., 0°15'E.) has a least known depth of 375m. Shannon Seamount (43°00'S., 2°20'E.), with a depth of 586m, lies 120 miles farther SE.

Unnamed seamounts, with depths of 326m and 660m, lie 86 and 140 miles, respectively, WSW of Discovery Seamount. Another unnamed seamount, with a depth of 316m, lies 110 miles SW of Discovery Seamount, and a seamount, with a depth of 633m, lies 70 miles W of it.

**Zapiola Seamount** (38°10'S., 26°00'W.) has a depth of 1,926m.

**Valdivia Bank** (26°02'S., 5°30'E.) has a least known depth of 23m, near the main shipping route NW of the Cape of Good Hope.

In 1985, a local deflection of the compass of 6°E was reported near the SE edge of Valdivia Bank. Anomalies have also been reported in 25°10'S, 9°50'E and 28°03'S, 12°16'E.



### Bouvetoya from NW

A depth of 115m was reported (1966) to lie in position 26°08'S, 6°30'E.

Ewing Seamount, with a depth of 791m, lies about 220 miles NE of Valdivia Bank.

**Vema Seamount** (31°40'S., 8°22'E.) has a depth of 11m and constitutes a danger to deep-draft vessels. It lies 465 miles WSW of the mouth of the Orange River. There is some evidence that the top of the seamount consists of a plateau about 5 miles in diameter, with depths of 45 to 90m, with some shallower peaks. An unconfirmed depth of 11m is reported to lie on the S side of the plateau.

**Tripp Seamount** (29°37'S., 14°15'E.), with a depth of 150m, lies 125 miles WSW of the mouth of the Orange River. A similar depth was reported (1985) to lie 5 miles SE of the 150m depth.

**Wust Seamount** (33°50'S., 3°35'W.) has a depth of 775m.

## Bouvetoya

**6.22 Bouvetoya** (54°26'S., 3°25'E.), formerly known as Bouvet Island, is a territory of Norway and consists of a single volcanic cone with a wide indented crater. Olav Peak attains an elevation of 780m at the center of the island. Bouvetoya lies about 1,360 miles SW of the Cape of Good Hope and 997 miles SE of Gough Island. Bouvetoya is the most isolated piece of land on the earth's surface. The island is uninhabited.

**Winds—Weather.**—Bouvetoya lies in the path of the strongest W winds. Thick clouds usually obscure the covering ice cap from view. Snowfalls are frequent. Temperatures rarely exceed 2°C in summer and average about 1.5°C in winter.

**Ice.**—The mean position of the sea ice limit at the time of greatest extent (September to October) probably lies close S of Bouvetoya. It is therefore only in worse than average years that the island is likely to be engulfed by sea ice and even then, only during the period from about August to November.

**Tides—Current.**—A slight E current has been observed in the vicinity of Bouvetoya.

**Aspect.**—The slopes of the central cone terminate on all sides in precipitous cliffs or glaciers, descending abruptly to sea level. The two largest of these glaciers are Posadowsky Glacier, located W of **Cape Valdivia** (54°24'S., 3°24'E.), the N extremity of the island, and Christensen Glacier, about 1 mile E of Cato Point, the SW point of the island.

The E side of the island is entirely covered with an ice sheet which extends up the crater slopes to an elevation of about 425m and reaches the sea as an ice-wall about 122m high.

The N and W sides of the island are comparatively free from ice, except for isolated glaciers, and are much steeper than the S and E sides of the island.

**Cape Circoncision** (54°25'S., 3°21'E.), the NW extremity of the island, is easily recognized by its dark color, which stands out prominently against the glaciers descending to the sea on either side of it.

Norvegia Point, 2 miles S of Cape Circoncision, is surmounted by a conspicuous knoll.

Mosby Peak, 671m high, and Lykke Peak, 767m high, lie 0.8 mile NE, and 1 mile E, respectively, of Norvegia Point.

A rock, 1.2m high, lies 0.4 mile W of Cape Circoncision, and rocks, partly submerged, extend about 0.3 mile NE of the cape. Norris Reef lies 0.5 mile SW of the same cape. A rock, 46m high, existence doubtful, was reported (1929) in 56°07'S, 23°39'E, about 720 miles E of Bouvetoya, and 1,277 miles S of Cape Agulhas. A seamount, with a depth of 207m, lies 170 miles farther NNE. Benn Skerries and two detached rocks, one submerged and one above-water, lie within 0.5 mile W and SSW, respectively, of Norvegia Point.

Larsoya (Lars Islet), 21m high, lies close off Cato Point. Submerged rocks extend about 0.3 mile SW from Larsoya.

A pinnacle rock, with a depth of 7.3m, was reported (1964) to lie about 0.8 mile S of Cato Point.

Williams Reef lies close SSW of Cape Fie, the SE point of the island. Lindsay Reef lies close N of Cape Meteor, the E point of the island.

Spieß Rocks extend up to 0.3 mile NE of Cape Lollo, which lies 0.8 mile N of Cape Meteor.

Lille Kari, 1.8m high, lies 0.3 mile offshore, 2 miles ESE of Cape Valdivia. Store Kari, 3m high, lies 0.8 mile E of the same cape.

Norvegia Rock, with a depth of less than 1.8m, position doubtful, is charted 0.5 mile ENE of Cape Valdivia.

**Anchorage.**—Temporary anchorage can be taken, in depths of 40m, about 0.4 mile off Christensen Glacier.

Anchorage can also be taken, in depths of 27m, about 0.6 mile ENE of Cape Meteor.

Vessels may anchor, in depths of 40m, about 0.4 mile ENE of Store Kari and 0.4 mile N of the landing place close W of Posadowsky Glacier.

Landings, at all times difficult, have been made at the following places:

1. In a small cove close W of Posadowsky Glacier.
2. On a beach 0.2 mile S of Norris Reef.
3. Near Norvegia Point.
4. On Larsoya.

5. Near Cato Point.

**Caution.**—It has been reported (1994) that Bouvetoya lies about 2 miles W and 0.8 mile N of its charted position.

Dangers not shown on the chart may exist. The rocks off-lying the coast are generally covered with ice and may therefore be mistaken for icebergs.

**Meteor Seamounts** ( $48^{\circ}30'S.$ ,  $9^{\circ}00'E.$ ), with a least depth of 532m, lie 475 miles NE of Bouvetoya.

**Spiess Seamount** ( $54^{\circ}25'S.$ ,  $0^{\circ}15'E.$ ), with a least depth of 285m, lies 120 miles W of Bouvetoya. A seamount, with a depth of 207m, lies 170 miles farther NNE.