

Stony Point (Draft)

Possible landing area:
64° 54' 45.1" S 62° 56' 05.8" W

IAATO

visitor site guide



Key Features

- Beautiful views over Paradise Bay, Skonthorp Cove & Bryde Island peaks
- Possible site for short overnight stays where minimal to no wildlife is present



Description

TOPOGRAPHY

Located on the southern coastline of Paradise Harbour, between Oscar Cove and Sturm Cove, and located due south of the southeast tip of Bryde Island.

Small, headland in Paradise Bay. A small peak features a chance for beautiful views over Paradise Bay, as well as a nice continental landing spot. Snow covered most of the season, with a very rocky shore line. Inner approaches are shallow and susceptible to sea ice in early season.

Proximity to Skontorp Cove and Brown Station requires coordination with other vessels in the area.

Rocky shoreline on the northern end of the point has several options to land. To the west of Sandra Island (marked with navigation structure).

All options are on to rocks, caution should be taken to avoid shallow rocks on approach to landing site. Highly impacted by the ebb and flow of ocean tides, requiring care to be taken when leaving vessels on the shore line. To the West, the gradient of the beach is much less steep than to the North and East, and approach is shallow and difficult at low tide. The landing site will be heavy with sea ice and snow cover in the early season.

FAUNA

No known residents

Hauled out: Fur seal, Weddell seal

Occasionally present: Brown skua, Gentoo penguin, Giant petrel, Antarctic shag, Cape petrel, Crabeater seal, Minke whale

Visitor Impact

POTENTIAL IMPACTS

Disturbance of wildlife.

Landing Requirements

SHIPS'

Maximum passengers onboard: 500

Ships per day: 3

* A ship is defined as a vessel which carries more than 12 passengers

Maximum passengers onshore at one time (exclusive of guides): 100

Visitor Area

LANDING AREA

Rocky shoreline with boulders. To the east are rocky reefs, and to the west are shallows.

The landing site will be heavy with sea ice and snow cover in the early season.

Landing passengers can take time due to the nature of the boulder beach. The walking is easier once on snow.

The site has large, steep snow features near edges with sheer drops to the east and west edges. Approach to the peak should be from the North.

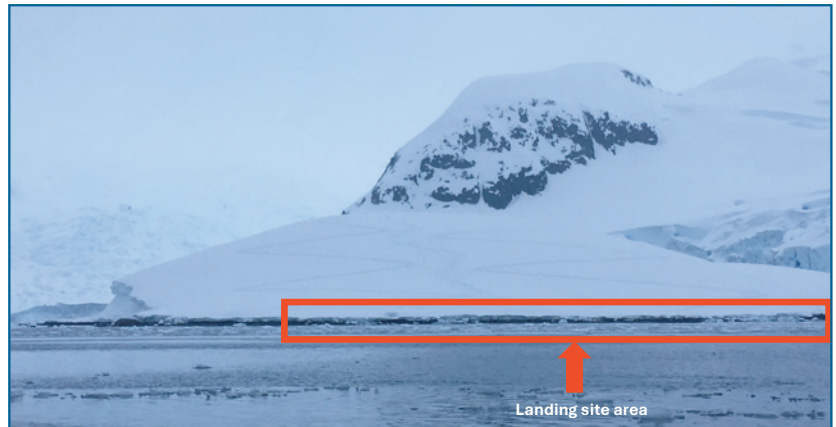
RESTRICTED ZONES

The site has sheer drops to the east and west of the peak. Approach to the peak should be from the north, with clear markers to indicate the end of the safe walking area. The drop offs/overhangs are difficult to spot until you are on them.

GUIDED WALKING AREA

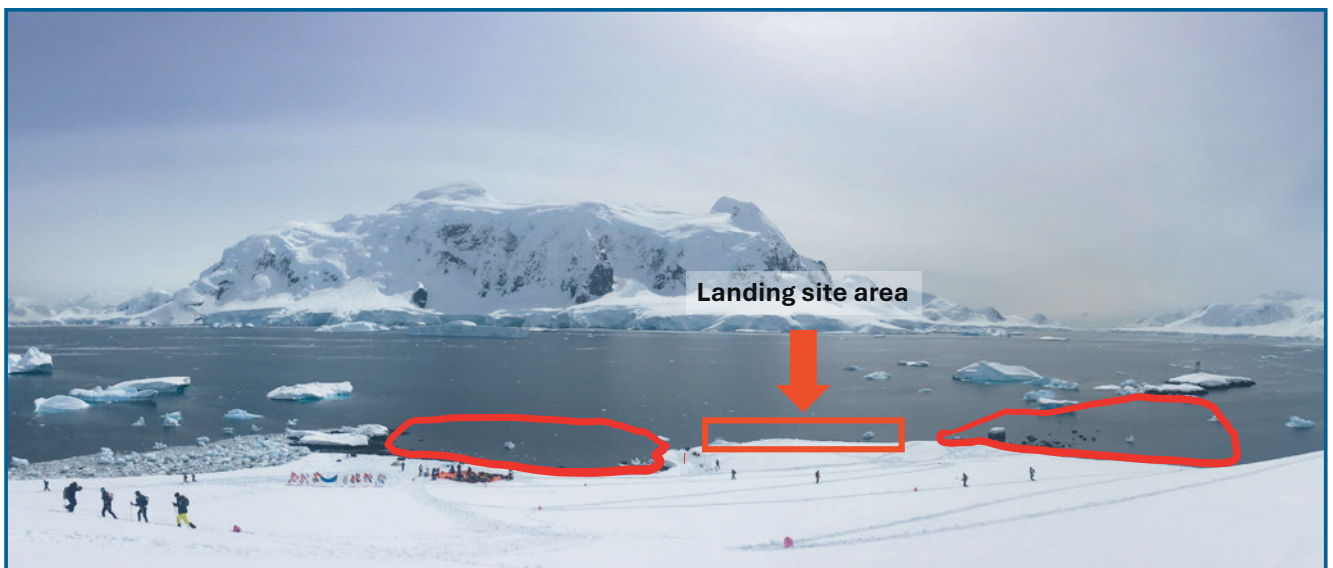
Immediately above the landing site there is a flat plateau before the incline up the slope that is the best possible area for short overnight stays.

A wide zig zag can take visitors up the north slope to the peak, and back down the same way. Visitors staying on the marked guided walk do not require roping up. The east and west sides have steep drops. A restricted area should be well marked at the summit of the hill to avoid guests wandering off, as drop offs/overhangs are difficult to spot until you are on them. Within the marked area at the summit, free roaming is possible. Clear marked route up and down should be provided.



This picture shows the North face of Stony Point taken from the water. In the picture there are several routes visible and the wide North face which has several route options/opportunities - staying clear of edges with steep drops/snow features.

Red arrow indicates landing site area – this Northern shore offers several landing possibilities.

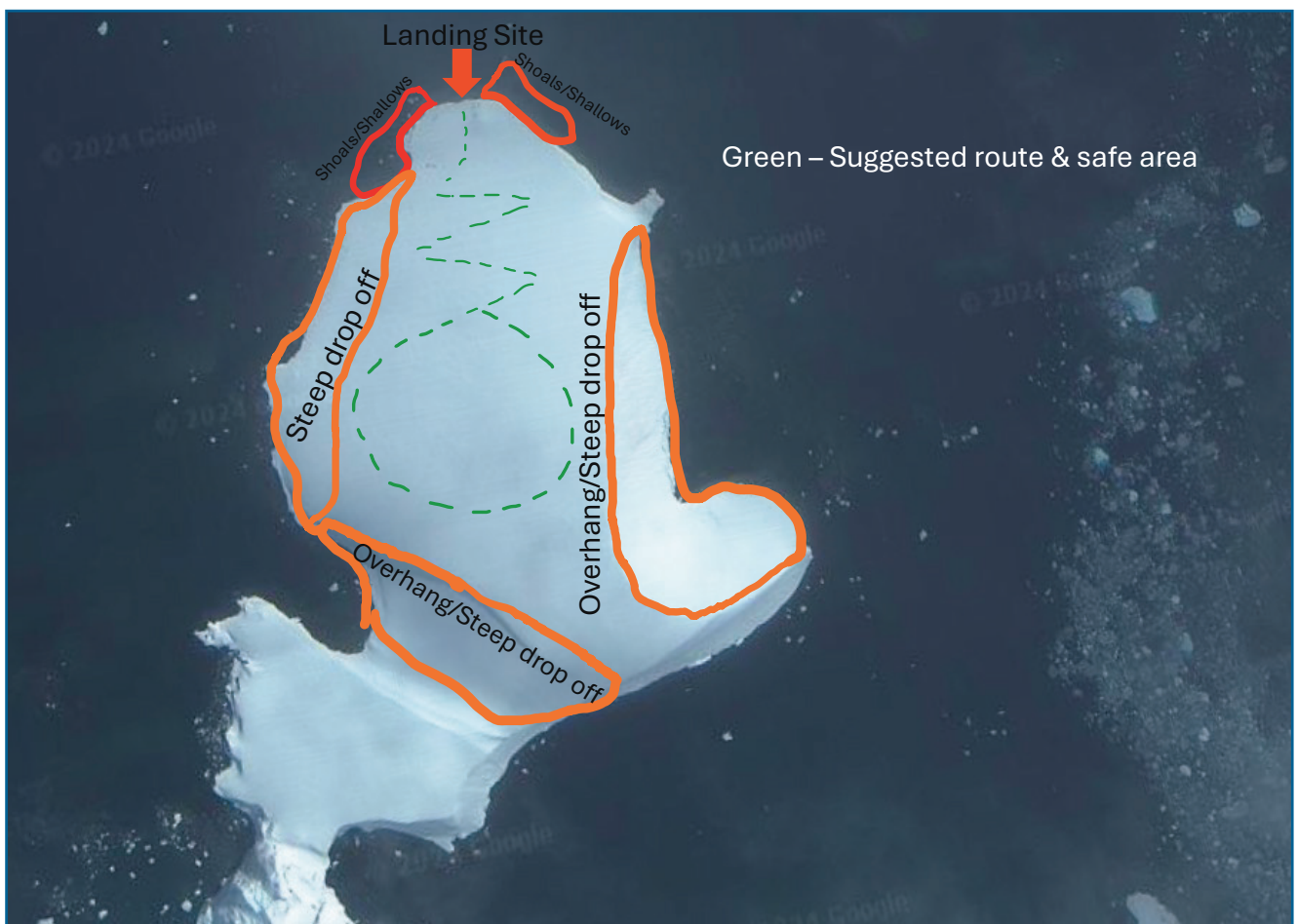


This picture shows the view looking down on to Paradise Bay and Bryde Island. Again, you can see multiple routes up. Arrow indicates landing site area on the north of the point. Red areas indicate shoals/shallows to east and west of landing site.

Visitor code of conduct

BEHAVIOUR ASHORE

- Landing passengers can take time due to the nature of the boulder beach. The walking is easier once on snow. Extra help needed on the boulders around the landing area to disembark and embark the passengers from/to the small boats as the terrain is very uneven.
- Monitoring of possible wildlife disturbance will be needed.
- Safe distance from all overhangs and boundaries of the safe guided walking areas must be clearly marked at all times.
- Large, steep snow features to east and west of hill summit should be avoided, only visible from close to the edge, visitors should approach with caution always following safe marked paths and maintain a safe distance from the edge.
- The landing site will be heavy with sea ice and snow cover in the early season.
- When operating amongst sea ice or icebergs, be vigilant to local sea and wind currents, especially those in Paradise Bay and Ferguson Channel. Be alert to ice movement in relation to your operation and how it may affect both vessel and shore operations.
- Be aware that grounded icebergs will experience a gravitational change with tidal variation. This makes them more unpredictable and more likely to calve or break up.
- Be aware that a collapsing iceberg can cause a huge breaking wave and ice fragments can move remarkably quickly over a large distance. Be prepared. Anchoring close to ice is not advisable, instead maintain a watch and keep your engine running. This is especially important for short overnight stays. Vessels should be aware of iceberg or glacier locations when considering anchorages or starting points for operations.



Historical Information

Names Punta Piedras [stones point], so called descriptively by AAE Punta Popa. The point was photographed from the air by FIDASE and surveyed from the ground by FIDS from "Danco Island", 1956-57. Stony Point

Argentine scientists named them after the hut deck (Spanish popa 'poop') at the stern of a ship.