

Day 1 – Friday January 13th, Ushuaia, Argentina.

GPS noon position: 54°49'S / 068°18'W

Air temperature & wind speed: +13°C, Light airs

Weather conditions: Variable

Barometric pressure: 991

Sea temperature & condition: +12°C, Beaufort 1

At 14:00 the time that we had all been looking forward to had finally come. We walked through security at the pier of Ushuaia and made our way to the *Ortelius*. The *MV Ortelius* looked very small next to the big cruise liners *Hamburg* and *Crown Princess*, but none of us wanted to change places. We were heading for the Ross Sea, a place the people on those ships could only dream of (or well, maybe not, they might prefer the warmer places).



After we had been welcomed by Michael and Sava, the hotel manager and his assistant and brought to our cabins by other members of the hotel department, we had some time to wander around the ship and get to know our new home for the next month.

When everybody was onboard we were welcomed to the Lecture room for the mandatory safety briefing by Warren, the third officer. After that Michael gave us a brief virtual tour around the ship, telling us, among other useful things about toilet paper usage and slow internet service! Next it was time for the Life boat drill. Hopefully this was the only time we had to wrap ourselves in those big, bulky orange life jackets, but it was good to have some practice in case of emergency.



With all of these mandatory briefings out of the way, nothing kept us in Ushuaia anymore and we could untie the ropes and sail away. Antarctica: Here we come!

Just before dinner we were called to the Bar for a Welcome toast with the

captain. Captain Ernesto Barria welcomed us all to the ship and wished us a very good, but above all a safe voyage – followed by self-introductions from the Expedition Team.

Our first stop was at Puerto Williams, Chile. Just after dinner the last people joined the ship: our helicopter pilots and mechanics flew their helicopters from this small military town in Chile to the *Ortelius*. Many of us went outside to watch their arrival, excited that soon we would fly in these machines as well!

The remainder of the evening was spent unpacking, drinking in the bar, chatting to new (or old) friends or having an early night. We were all very excited about what was to come. But first of all the Drake Passage. How bad would that be?

Day 2 – Saturday January 14th, Drake Passage en route to South Shetland Islands.

GPS noon position: 56°13'S / 065°48'W

Air temperature & wind speed: +8°C, NE6

Weather conditions: Mainly overcast

Barometric pressure: 991

Sea temperature & condition: +9°C, Beaufort 4

Today is the first of two days at sea – perfect for getting over the jet lag and exhaustion of travel. After a refreshing night's sleep we awoke to smooth seas, with just enough of a gentle swell to know we were truly on our way to Antarctica.

When we'd finished breakfast, most of us dressed warmly and headed out on deck to do a bit of bird-spotting before Arjen's 11.00 lecture on 'Drake Passage Seabird Identification'. This came at a timely moment in our voyage and gave us many tips on how to work out if we're looking at a Shearwater, Prion, Petrel or Albatross! Unsurprisingly, it was well attended (in the Lecture room on Deck 3) and afterwards people were out on deck again to put their new-found skills into practice.



A buffet lunch was available from 12.30 and most welcome it was too. Spinach soup to start with, then casserole with pasta and salad, followed by profiteroles (or fruit for the health-conscious!). Fortunately there was a brief lull after this feast for digestion to take place before Boot Handout at 14.30 in the Lecture room. Boots are all-important to our expedition, enabling us to walk through mud and penguin guano and across ice, so trying them on with thick socks to find a good fit was an important part of preparing to arrive in Antarctica. With the help of Expedition Staff – all of whom have a PhD in boot fitting – we were all kitted out by afternoon tea time. Hint: it's important to stay away from the Bar area at 16.00 if you DON'T want to be tempted by the cake-of-the-day...

As well as cake there was a lecture on offer – Henryk was in the Lecture room to talk about 'The Maritime History of Cape Horn', in which he not only explained how Cape Horn acquired its name and infamous reputation, but also gave us anecdotes connected with its best known sailors and its graceful tall ships. He even quoted the well-known and beautiful poem engraved on the Cape Horn albatross memorial (originally in Spanish):-

'I am the albatross that awaits at the end of the world...
I am the forgotten soul of the lost sailors,
rounding Cape Horn from all the seas of the world.
But they did not die in the fierce waves,
for today they soar in my wings towards eternity,
in the last crevice of the Antarctic winds'.

We dispersed to our various activities after this, reconvening at 18.30 in the Bar for our first 'Recap & Briefing' of the trip. This provides the Expedition Team with the opportunity to talk of today's events and allows Cheryl to brief us on what is happening next – and of course, it's the perfect forum for a Q & A session over a drink or two! Today's main subjects were



appropriately enough seabird wing-span and Sir Francis Drake; we've seen lots of flying birds and are right in the middle of the Drake Passage after all.

Michael summoned us to dinner at 19.00, during which we got to know more of our fellow-passengers and made up the calories we'd lost whilst standing outside on deck taking photos during the day (Wilson's Storm petrels, Cape petrels and a Wandering albatross that circled the ship a number of times were our main targets).

After dinner there was a showing of 'Round Cape Horn', a black-and-white classic documentary featuring the sailing ship *Peking*, hilariously narrated towards the end of his life by the man who took the original moving camera shots. For me, not only the sailors, but the ship's dog too was the star of this gripping, real-life adventure story.

The bar was open until late for us to talk, read, play games, drink various beverages and generally enjoy the experience of an evening at sea in the Drake Passage.

Day 3 – Sunday January 15th, Drake Passage en route to South Shetland Islands.

GPS noon position: 60°16'S / 061°36'W

Air temperature & wind speed: +4°C, E7

Weather conditions: Overcast, some precipitation, some blue sky, some fog

Barometric pressure: 981

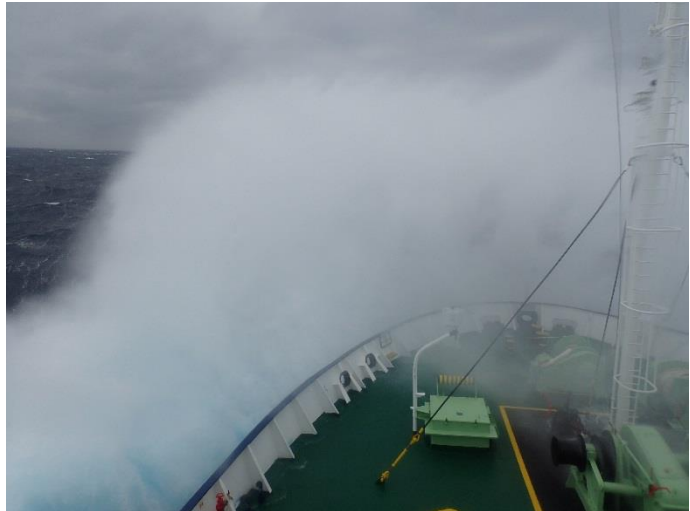
Sea temperature & condition: +2°C, Beaufort 5



Today was the second day of our voyage at sea towards the Antarctic Peninsula. We had a comparatively calm and beautiful morning – grey clouds with scattered blue patches of clear sky. We felt some movement of the ship, as it sailed through 2 m high dark-blue waves, with occasional bright white crests.

The air was cooler than yesterday – we have definitely already crossed the Antarctic Convergence.

Some of us were awake long before breakfast, enjoying the beginning of our new adventure and trying to identify the seabirds following *Ortelius*. We saw a few Southern and Northern Giant petrels flying nearby. They most likely were not nesting birds. The petrels had already started to moult and had new primary feathers



on their wings, but were missing secondaries. Five White-chinned petrels were gliding above the waves and it was unusual to see them here, so far south. In the distance, Black-browed albatrosses followed the ship – and just after breakfast two majestic Wandering albatrosses (the largest flying bird in the world) gradually closed distance with our ship.

The scientific name of the albatross genus is *Diomedea*. The name derives from the Greek name of Diomedes (Διομήδης) – the king of Argos.

After breakfast, our Expedition Leader Cheryl gave us a presentation on the IAATO regulations before our first planned landing in Antarctica tomorrow. This presentation was



immediately followed by a Zodiac Safety briefing, which was presented by Assistant Expedition Leader Lynn.

After lunch we had a Vacuum cleaning session (some people like to call it a “vacuuming party”!) to clean our used clothes and equipment, so as to avoid the possible introduction of foreign organisms into Antarctica.

Later Dmitri gave a well-illustrated presentation: “Life on the Edge”, in which he provided information on the identification and biology of birds of the Antarctic Peninsula - including Penguins, Petrels, Shags, Sheathbills, Skuas, Gulls and Terns.

Just before dinner we had a Recap & Briefing, in which we learned from our Expedition Leader Cheryl about our plans for the next day, with Victoria describing the three stages of Deception Island’s history – whaling, powered flight and science.

We had a very interesting and eventful day, and of course we are looking forward to our first day of landings tomorrow.

Day 4 – Monday January 16th, Half Moon & Deception Islands.

GPS noon position: 62°45’S / 059°60’W

Air temperature & wind speed: +2°C, ESE6

Weather conditions: Started overcast; sunshine later

Barometric pressure: 981

Sea temperature & condition: 0°C, Beaufort 5

Half Moon Island: 62°35’S / 059°54’W

Whalers’ Bay, Deception Island: 62°59’S / 060°34’W

Most of us were up extremely early this morning, eager to get our first glimpse of Antarctica as we arrived at the South Shetland Islands. It had not been a calm night – more rocking and rolling than expected and as we headed into breakfast the decks were still closed and the weather was not looking very promising.

After hard-boiled eggs, sausage and a delicious range of fresh fruits however, we were more fortified to face the cold and the decks were reopened as soon as we reached the vicinity of Half Moon Island. This island is tiny – a crescent shape, loomed over by the much larger, glaciated Livingston Island. As we approached winds were gusting at 40 – 50 knots, which were much too strong for safe zodiac operations. However, Captain Ernesto did his best to show us as much as possible; we circumnavigated the island and despite getting blown

about when we ventured out on deck, managed to get some good images and even see Chinstrap penguins, both in their rookeries and porpoising in the sea.

The decks had to be closed again as we continued on our way to Deception Island and came out of shelter. Arjen gave us his first lecture on 'Ten Tips for Better Nature Photography' at 11.00, once we'd had a hot drink and gathered upstairs in the Bar (where there is less movement than in the Lecture room). This provided us with some basic photographic tips, applicable to all camera-owners, at every level of experience! Later on in the trip, Arjen will be continuing with the more technical stuff...

Lunch was soon upon us – spaghetti bolognese and salad today. Shortly afterwards Cheryl announced our approach to Deception Island and we sailed successfully through Neptune's Bellows and into the caldera of a still active volcano at about 14.00.

As the afternoon wore on, so the weather improved. Overcast sky yielded to sunny spells and by the evening, the sun was shining with the weather seemingly set fair for the morrow. There was almost no snow left on the beach at Whalers' Bay, enabling us to see all the more clearly both the beauty and the desolation of Deception Island.



Streams of meltwater from snow threaded their way across the pebbles. Bright red and yellow chunks of rock lay dispersed over the black volcanic beach. Steam rose from geothermal activity along the shoreline - and standing out in this natural wilderness to a Historian like myself, were the remains of

human artefacts. These took the form of fuel tanks, blubber cookers and graves from the whaling era (1911 – 31); traces of Deception's flying history (from 1928) marked by a tractor in the sand and an aeroplane hangar; and several decaying buildings which had been occupied by British Antarctic Survey scientists from the 1940s to 1970.

Many activities were on offer: some folk chose to hike with Darrel up Ronald Hill; others headed in the opposite direction and climbed to the glorious viewpoint at Neptune's Window – a notch in the caldera wall from which Nathaniel Palmer, American sealing captain, is said to have first recorded a sighting of the Antarctic Peninsula in 1820; others were captivated by a small group of Chinstrap penguins strutting and preening at the water's edge; and yet others visited all of the historic relics in turn, which included remains of water boats, wooden oil barrels, metal detritus – a hotchpotch of equipment remaining after human occupation of Whalers' Bay ended.

The brave (or mentally challenged?!) went for a 'swim' at 17.00, before returning to *Ortelius* by zodiac. Stripping off outer layers, running into the sea as fast as possible, maybe swimming a few strokes and then heading for the beach again at full speed was the order of the day. No one lingered for long since any warm



water (such as described in *Lonely Planet...*) lasted for the first half metre, after which the temperature shot down to about 2 degrees C. Changing back into clothing with one's feet and legs coated in Deception Island black grit was a challenge, but we were all back on board by 17.45 and able to start a relaxing evening.

Recap & Briefing was held at 19.00. After talking briefly about today, Expedition Leader Cheryl told us of tomorrow's plans and then introduced Team Disney, who are here to take mainly aerial shots of Adelie penguins for various films and documentaries. Ours is the perfect trip on which to do this!

Curry or cod for dinner, followed by a special treat: Expedition Team member Shaun presented a slide-show of photos he took in 1967 when he worked on Deception Island. As he was here when a major volcanic eruption took place, he had quite a story to tell...

Both before and after Shaun's talk the views from deck were fantastic – as the sun descended in the sky, an orange light illuminated our first Antarctic

icebergs, proving a paradise for photographers. And so to bed, to ready ourselves for tomorrow's sights and sounds. Sleep well.



Day 5 – Tuesday January 17th, Lemaire Channel, Pléneau & Petermann Islands.

GPS noon position: 65°07'S / 064°03'W

Air temperature & wind speed: +2°C, N2

Weather conditions: Blue skies & sunshine

Barometric pressure: 985

Sea temperature & condition: +1°C, Beaufort 1

Lemaire Channel: 65°04'S / 063°57'W

Pléneau Island: 65°06'S / 64°04'W

Petermann Island: 65°10'S / 064°08'W

We were approaching the Lemaire Channel entrance just after breakfast and it was the perfect day for a traverse of one of the most photogenic spots on the Antarctic Peninsula. We were all on the bridge or outer decks, cameras at the ready. Captain Ernesto did a grand job of weaving through



ice floes and avoiding icebergs as we threaded our way between pinnacles towering to either side. Crabeater seals congregated in groups on small, flat floes, sliding off into the ocean at our approach; penguins porpoised through

the water and wherever we looked the scenery was just stunning. Keen photographers enjoyed capturing the reflections of ice and rock on camera, zooming in for special effects of texture.

Once at the southern end of the Lemaire Channel we prepared to make a landing. Even before we went ashore, our Pléneau anchorage treated us to a fine Humpback whale (with an unusually-shaped tail) display, beautifully backed by the glaciers coming down to the sea.

Then, not 100m from the ship and just as we stepped into the Zodiacs an Orca sounded, its dorsal fin like a triangular sail.



We were excited to step ashore on Pléneau Island, where several small Gentoo penguin rookeries provided good photo opportunities as we made our way to the top of the island. We had to look closely to spot tiny chicks hiding under their parents.

Then we returned to *Ortelius* for lunch, while our bridge officers repositioned

the ship off Petermann Island.

Both of today's landings had historical significance in the annals of Antarctic history: French explorer Jean-Baptiste Charcot twice visited this segment of the Antarctic Peninsula, first on *Français* (1903 – 05) and later on *Pourquoi-Pas?* (1908 – 10). Pléneau Island is named after his industrialist friend (and photographer) Paul Pléneau, who joined him on the former expedition. When asked if he would come along, his response was: 'Where you like. When you like. For as long as you like'. A wonderful attitude!

And our afternoon landing was on Petermann Island. This was Charcot's choice for his second exploratory expedition. The *Pourquoi-Pas?* was anchored for the winter at Port Circumcision and some of us were lucky enough to find the letters 'PP' engraved in rock just exposed at low tide. Petermann Island is the only site on Antarctica where penguin study records go back well over 100 years. Charcot's two expeditions charted over 1000 miles of coast line, named dozens of geographical features, produced reams of scientific data, over 300

photographs and were awarded a number of gold medals for their outstanding achievements.

At Petermann Island we landed next to the Argentinian refugio and our first stop was to admire and enjoy the Gentoo rookery clustered at its base, complete with small chicks. There were several walks on offer, including a full round circuit. These walks – as well as splendid views - took in a mixed colony of Adelie and Gentoo



penguins. It was fascinating to see the differing sizes of the chicks – Adelie chicks being ‘teenagers’ by now, but Gentoo chicks still newly-born and helpless. Down below us, close to the sea, a small number of Blue-Eyed shags were shuttling from sea to nest, busy feeding the family – as many as three chicks at once, rendering the nest very crowded!



The walk traversed to a super view point - a lovely “Sea and Iceberg Scape”, then headed back downhill to the refugio and a Zodiac ride home. No wind, sunshine most of the day - what luck!

Cheryl briefed us about tomorrow’s events on our return. Tomorrow is the day we will cross the Antarctic Circle and reach south of 66°33'; this is a point of the earth few people ever cross! Just south of there, we hope to make a landing at a science base occupied by the British from 1956 – 59 – Base W on Detaille Island. Victoria filled us in on its history and then we made our way down to the Dining room for dinner. Conversation was convivial as we talked over the events of our long day.

Day 6 – Wednesday January 18th, Detaille Island.

GPS noon position: 66°50'S / 066°47'W

Air temperature & wind speed: +6°C, SW3

Weather conditions: Blue skies & sunshine

Barometric pressure: 992

Sea temperature & condition: 0°C, Beaufort 1

Circle Crossing: 66°33'S, 00°03'W

Detaille Island: 66°52'S, 66°48'W

Today was billed as an 'Expedition Day', which meant our activities would even more than usual be dependent on weather, sea ice and iceberg behaviour...

Breakfast was served from 07.00 – 08.00, leaving us free to prepare ourselves (body and spirit) for the ceremonial moment of reaching 66°33'S. The weather was in our favour and so we wrapped up warm and headed onto the outer decks with cameras and GPSs. When the moment arrived the ship's horn was sounded, leaving every single person on board in no doubt that we had penetrated the final boundary of Antarctica; from now on the sun will rarely set on our activities. Congratulating each other on this iconic event in our lives, we realised that we can guarantee to cross 66°33' again on the way OUT of the Ross Sea too!

Crystal Sound lay before us and we sailed on towards the mouth of Lallemand Fjord and our landing site at Detaille Island, Base W. This historic British Antarctic Survey hut has been empty most of the time since 1959. Established in 1956 for scientific work during the 1957 – 58 International Geophysical Year, the location turned out to be unfortunate; sea ice proved too thick for safe re-supply by ship from the north, yet too thin to permit safe dog-sledding to the main peninsula.



After three years the men and dogs had to make an emergency exit across thin ice, taking with them only a minimum of equipment and scientific records; they were never to return. One particular sled dog (named Scott) ran away.

They could not wait for him...but he turned up safe and sound and fat as butter about three months later at a distant base. Presumably he had successfully hunted penguins to keep himself alive!

For today's polar travellers, Detaille offers the rare opportunity to re-enter a late-1950s time capsule. Apart from making the building weather-proof, nothing has been changed. Because only 50 people can land on Detaille Island at the same time (it is small) and just 12 can enter the hut together, we divided into two groups for today's operation. The first half of the passengers came to shore, whereas the second half went for a Zodiac cruise in search of ice and wildlife.

As historian, I had the good fortune to be positioned at the hut. Shaun and Cheryl did a great job of opening window shutters to let in enough light to see by (there used to be an electricity generator, but alas, no longer) while I checked out the interior and got the brush out, so that we could clean our boots thoroughly before entering this fragile building. There was plenty to



explore both inside and out. Not only were there many angles from which to photograph the wooden hut itself, with its jaunty green-checked window curtains, but there were a number of associated outbuildings on the island, together with radio masts, bitch-and-pup pens and great views.

Base W consisted of one long corridor, with nearly all the rooms off to the left. Amongst storage rooms, larders stuffed with canned food, a radio room and laundry area, three rooms in particular stood out: two were bunk rooms arranged around a cosy stove, with jackets hanging on hooks, long-johns strung up to dry, home-made scrabble board and shelves full of books striking a homely note. The other was the kitchen and dining area, where 1950s magazines (including 'Tit-bits'!!) were spread on the table and a number of our passengers recognized the kitchen range from their parents' or grand-parents' homes! Right at the end of the building was the latrine (not currently in use...) from where we retraced our steps back to the entrance to make way for the next group.

A good time was had by all, both in Zodiac and on shore. A few lucky passengers spied a Leopard seal basking on an ice floe during their Zodiac tour, but all of us were rewarded by magnificent scenery. By the time we headed back to the ship for a late lunch and Captain Ernesto turned our bow south and west into the Bellingshausen Sea we felt we had maximised our time on the Antarctic Peninsula and experienced a great variety of what it had to offer.

The weather continued magnificent as we sailed out of Crystal Sound and the decks continued busy. Icebergs, ice floes (some with seals) and cloudscapes reflected in the open water kept our cameras clicking and the afternoon sped past. And there was one more special moment to come. Just before Recap & Briefing we heard the PA announcement we had all been looking forward to –

‘Big Bird’ on an ice floe. Yes! Our first Emperor penguin was out there, distant at first, but our Bridge Officers did a grand job of edging



nearer so that eventually we could all see this glorious bird with the naked eye as well as through binoculars or camera lens.

At 18.00 we gathered for our now familiar Recap & Briefing session in the bar – an extended version for Happy Hour! Cheryl advised that we would be spending another two days at sea before nearing Peter I Island, then handed over to Expedition Staff for a Q & A session. And Arjen covered a topic many of us had been asking about – who exactly was Abraham Ortelius, after whom our ship was named?

Time for dinner and a relaxing evening at sea. Bon appétit!

Day 7 – Thursday January 19th, Bellingshausen Sea en route to Peter I Island.

GPS noon position: 67°12'S / 074°37'W

Air temperature & wind speed: +6°C, Light airs

Weather conditions: Blue skies & sunshine

Barometric pressure: 996

Sea temperature & condition: +2°C, Beaufort 1

This morning we woke in the Bellingshausen Sea, to a sunny morning complimented by a flock of about 30 Southern fulmars. These beautiful, soft grey-patterned birds look almost identical to the northern version, and are a joy to see at sea. Pintadoes (Cape petrels) also occasionally came and went around the ship, but generally, we had a quiet morning. The drop in



temperature since departing the Peninsula could be felt in the air, but with no wind it was easy to spend too long outside and end up with very cold hands, noses and ears. We finally got to hear from Victoria in a full lecture, where she presented a great review of the major players in the discovery of the Antarctic Peninsula, including Gerlache, Charcot and Nordenskjold.



Immediately following on from lunch, we had our vacuum party - the staff borrowed all the vacuums from Michael the Hotel Manager, and we cleaned all of our used gear. Bags, pockets, hats and gloves got a good Hoovering, and poles and tripods got their first dipping in Virkon, the disinfectant best designed to shelter Antarctica from any northern

contamination. The sight - and sound - of all of us filling the bar, vacuums going and gear spread for inspection was one most of us never expected!

Once we had completed our cleaning duties, we joined Cheryl down in the Lecture room for our helicopter briefing. The noise in the room was high - we were all excited about the prospect of flying soon. We learned about Mustering and setting our lifejackets to manual inflate, and met the team of South American pilots and technicians who would be taking us up in their three helicopters. Following our briefing, we went up and signed ourselves into Muster groups 'Alpha' to 'Hotel', then headed up to the bar for a drink and Recap & Briefing. The weather was still quiet and calm as we all retired to bed, and we continued to make good speed towards Peter I Island.

Day 8 – Friday January 20th, Bellingshausen Sea en route to Peter I Island.

GPS noon position: 68°16'S / 085°51'W

Air temperature & wind speed: +5°C, E4

Weather conditions: Mainly overcast, light precipitation, some sun

Barometric pressure: 994

Sea temperature & condition: +1°C, Beaufort 3

Today was another day in the open sea. But fortunately the Expedition Team had some excitement planned for us. Directly after breakfast we were called to the Lecture room for a recap of yesterday's helicopter briefing. During this briefing Staff Captain Mika drew group 'Echo' to start as the first group for our first helicopter outing. Now we had completed all the mandatory briefings and we could begin with the real thing, albeit a dry-run.

Group by group we were called, first to the bar, then to the muster station so we could get real practice for how things would work when we actually flew in the helicopters. Our clothes and



life jackets were checked and we were assigned helicopter seats. Then it was time to head to the heli-deck and actually get in both types of helicopter. Many pictures were taken as this was the only opportunity to take photos of people sitting in helicopters or of the helicopters themselves on the heli-deck; once the helicopters are flying, safety becomes paramount and cameras have to be put away. This practice run lasted through the morning and soon it was time to have lunch.

After lunch the question of how close we would be able to get to Peter I Øy (thus called because originally claimed by Norway) became more and more important...but before that, Dmitri was waiting for us in the Lecture room on Deck 3 to tell us about 'Antarctic Seals', some of which we have seen already. He described the various species we have encountered and may still encounter, their characteristics and way of life.



This was followed at 16.30 by Darrel speaking on 'Antarctic Ice'. He especially focussed (through movie excerpts) on ice formation and what its presence means to ships sailing in Antarctic waters – much of his talk coming from personal experience.

Shortly before dinner the first icebergs and ice floes were found and excitement was definitely in the air at Recap & Briefing, as Cheryl outlined tomorrow's options. After dinner we found ourselves completely surrounded by ice. What a spectacular evening it was. The nice, low evening light lit up the big ice floes and the even more massive icebergs that had become trapped in the sea ice. Seals were all around, mainly Crabeater Seals, but we found one Leopard seal which showed up very conveniently close to the ship. We were roughly 35 nm from Peter I Øy by bedtime, but unfortunately visibility wasn't good enough to get any distant glimpses of it. And we did not know what would happen next!

Despite the heavy ice, Captain Ernesto still kept on steering the ship towards the island during the night. Many of us stayed up late, enjoying this high Antarctic scenery, but also full of anticipation about what tomorrow would bring. Would we be able to get close enough to the island to see it, or maybe even make a landing there?



Day 9 – Saturday January 21st, Peter I Island.

GPS noon position: 68°27'S / 090°21'W

Air temperature & wind speed: +1°C, SW2

Weather conditions: Started overcast; glorious sunshine later

Barometric pressure: 998

Sea temperature & condition: +1°C, various courses in ice

Peter I Island: 68°47'S / 090°35'W

We already knew yesterday evening that we were close (ca. 30 nm) to Peter I Island, but very thick pack ice obstructed our way. Early this morning we woke up and went out on deck to see what progress we had made overnight.

We could see that the ice covering the water's surface was not quite as dense as yesterday and we could see Peter I Island straight ahead of the ship, looking south. Our spirits rose, especially after Cheryl's briefing, when she gave us the information that we would try for helicopter flights to the island. The water (what we could see of it) was calm, the sun was shining and everybody looked happy.



Having made their preparations, the first scout group of staff flew off in the direction of the island. All of us left behind on *Ortelius* were tense with expectation to find out what would happen next.

It was a long flight and instead of landing, the scout helicopter soon returned to the ship with Expedition Staff still on board.



After her return to *Ortelius* Cheryl first met with both pilots and Captain Ernesto to assess the conditions and possibilities. Then she gathered all of us in the bar (not for a drink!) to tell us that the snow on Peter I Island's usual helicopter landing surface had been chiseled away by katabatic

winds, leaving a dangerous, pure ice surface unsafe for helicopters to land on. Since visibility over the island itself was poor due to low cloud and fog, Plan B was quickly formulated. Our pilots were happy to offer scenic flights in the direction of the island instead of a landing – definitely a good decision.

Even without a landing, the scenic flight operation took nearly the whole day. Fortunately, the weather improved as the day wore on, so everyone got their turn to fly and take atmospheric photos. Each group was called to the Bar in turn, where Henryk and Victoria 'checked our tubes' were unscrewed (changing our life jackets to manual mode as on any aircraft) and that we were appropriately dressed. Then Lynn and Arjen mustered us, assigning each person to a helicopter. We donned our ear-defenders and were soon being guided to our seat in one of the three helicopters (Quebec, Tango or Victor). It was VERY noisy on the heli-deck, but our dry run yesterday had shown us what to do.



It was so exciting lifting off from *Ortelius* and heading out high over the ice. The surface of the ocean was very picturesque, covered with chunks of sea ice

and icebergs. And on the horizon nestled the glacier-covered island of Peter I, illuminated by the sun.



After this helicopter operation our officers began to steer *Ortelius* out of the ice. The island looked beautiful in the sunshine as we slowly made our way

past it and onward towards the Amundsen Sea.

As usual, Cheryl recapitulated our day for us at 18.30, also letting us know what lay ahead for us in the next week. We have 1,485 nm to go before we reach the Bay of Whales, so we must be patient! Victoria spoke about the famous Captain Cook (both a lucky and an unlucky man), who circumnavigated the world three times; he was lucky to be commander of the first ship to cross the Antarctic Circle, but unlucky NEVER to see the actual continent of Antarctica. Had he been sailing at 71°S in the region of the Antarctic Peninsula, he would of course have made history as the first man to see this Southern Continent.

Arjen brought recap to a close with an interesting talk about the superstitions of sailors – including how it is unlucky to whistle, mention the animal ‘r_bb_t’, kill albatrosses, or carry women passengers (unless naked!) on board ship...though we cannot be sure how seriously he believes these superstitions since the last one he listed was that it is unlucky to let a staff member sit at the bar too long without a drink!!

After dinner we met again in the chapel (aka: Lecture room) to listen to Shaun telling us Part I of his tale of scientific adventure at the lower end of the Antarctic Peninsula in the 1960s. He illustrated it with slides, but imagine! It all happened in the days before digital photography...

Day 10 – Sunday January 22nd, crossing the Bellingshausen Sea.

GPS noon position: 68°03'S / 096°14'W

Air temperature & wind speed: +2°C, NNW5

Weather conditions: Cloudy, with driving snow later

Barometric pressure: 987

Sea temperature & condition: 0°C, Beaufort 4

Today is the tenth day of our voyage since we left Ushuaia. We are now on the Bellingshausen Sea, on our way south towards the Amundsen and Ross Seas.



The wind picked up this morning. The sky was grey and we

already had a few snow showers after breakfast. There were not too many birds around the ship – mainly Cape petrels and Southern fulmars. To increase avifaunistic diversity, our doctor spotted a Blue petrel crossing the waves in front of the ship.

Before lunch Lynn presented a well-illustrated lecture called “Land, Sea and Poles” in which she talked about the physical characteristics that make Antarctica so special. She also compared and contrasted the Antarctic Continent to the High Arctic.

After lunch Henryk gave his history talk “Belgica: the cradle of scientists and explorers”. In this lecture he provided a detailed description of the Belgian Antarctic Expedition lead by Gerlache, which sailed south in 1897 on the vessel *Belgica*. Henryk also linked Gerlache’s voyage with his own adventures on the

Antarctic Peninsula and told us of his discovery of a new island in 2003 - in the area of the Melchior Island archipelago.



Later in the afternoon we watched an HBO vice film “Our Rising Oceans” in which we observed the effects of climate change on melting glaciers and ice caps. Depressing as this was, it was a timely reminder of the fragility of our world and the especial sensitivity of the polar regions to

climatic variation. As Darrel played a brief (but starring) role in this film, it was apt that he was there to introduce it.

Before dinner we had Recap & Briefing, in which we learned from Expedition Leader Cheryl about our progress so far (and how we will reach the Amundsen Sea tomorrow once we pass Cape Flying Fish), also hearing about Antarctic place names and dates from Victoria, with other intriguing contributions from Darrel, Lynn and Henryk. And then Arjen warned us that the final deadline for entering photos into the ‘Peninsula’ section of the photo competition would be this time tomorrow.

Dinner time once again! And afterwards Shaun gave us Part II of his tale, this time focussing on the true heroes under his command – the dog teams, which enabled men to traverse such long, cold distances safely. His photos and verbal account showed us what an individual personality each and every dog had and he really took us back to ‘the good old days’ of dog-sledding in Antarctica (all dogs were removed from the Antarctic continent in 1991 under the Madrid Protocol to the Antarctic Treaty).

As we gained an hour again tonight, we adjourned to the bar after Shaun’s talk, to discuss today’s events and enjoy each other’s company.



Day 11 – Monday January 23rd, into the Amundsen Sea.

GPS noon position: 69°15'S / 108°06'W

Air temperature & wind speed: +3°C, SW4

Weather conditions: Overcast with some fog, brightening later

Barometric pressure: 975

Sea temperature & condition: 0°C, Beaufort 3

According to the Bridge charts we entered the Amundsen Sea very early this morning, so we are well on our way towards the Ross Sea now! Strangely, the ocean out there didn't look so different as I made my way to breakfast...

Hash browns again today and also pain chocolat, my favourite; clearly not a day to re-start the diet then. Well, my brain needed feeding as I was due to lecture at 11.00 on 'Ernest Shackleton and the Greatest Expedition of the Antarctic Heroic age'. Or was it? By lunchtime, most passengers had their own opinion on that! Whatever Shackleton's status as a hero, an explorer and a leader of men, the tale of what happened during his *Endurance* expedition is an exciting one.

After being surrounded by ice, his ship drifted at the whim of the floes for nine months before being crushed. Camped on an ice floe, his men watched and waited as currents continued to carry them north for a further five months. Finally, they made for Elephant Island in three tiny life boats...only to realise that no one would ever rescue them from that godforsaken place. So Shackleton and five of his men set out on one of the most famous open-boat journeys in the world, 800 miles to South Georgia. As they reached King Haakon Bay, the *James Caird* was smashed by a storm and so Shackleton, Worsley and Crean had to walk the remaining 30+ miles through the mountainous interior of this unexplored island to the whaling station at Stromness to fetch help. Meanwhile, Wild cared for the remaining 22 men on Elephant Island who were only rescued by the *Yelcho* over four months later, when they had almost given up hope of being saved. Three cheers for the 'boss'!

This talk took us up to lunchtime, since Victoria kept up a steady stream of anecdotes and quotations with which to enliven her account. After some



delicious slices of home-made pizza and a hot drink to aid digestion, we reassembled in the Lecture room to meet Dmitri, who was ready to talk to us about 'Adaptations'. As well as penguins, seals and whales and how they coped with the harshness of the Antarctic environment, Dmitri showed us images of cute puppies and baby tarantulas, assuring us that their mothers found them beautiful even if we didn't! It was at this dramatic moment

in his talk that Cheryl's voice came over the PA system announcing 'Orca at 2 o'clock' and the lecture room emptied out in seconds.

About half of us made it out on deck in time for a close bypass of the ship by a pod of Orca. The rest of us arrived in time to see some distant fins and splashing up ahead and we eagerly peered at the misty horizon for more action, only giving up when our camera fingers got cold. It was a tantalizing encounter – a reminder that unless you are out on deck, you can miss sightings (but we unadapted human beings CAN'T stay outside all of the time!). Dmitri kindly gave us the last 10 minutes of his talk upon our return to the Lecture room and by then it was just about tea time.



A guest appearance was lined up for us at 16.30. Alastair Fothergill had agreed to treat us to his presentation on 'The Making of the BBC Documentary Series "The Frozen Planet"'. There was standing room only as he began his talk, since there was considerable interest in him and his team of camera-men who have all worked closely on various Attenborough documentaries over the years. He gave us a taste of the challenges, trials and joys of working on these huge projects – involving many years of patient organisation and a fair amount of physical discomfort. Having described the circumstances of various shoots, he then showed us the final product on film – wolves in Canada, Emperor penguins and Orca hunts in Antarctica. We were truly wowed by his stories

and deeply impressed by the lengths these men went to get their job right and capture the perfect shot in freezing conditions.

There was time for a stroll on deck before Recap & Briefing, since sea conditions were fairly calm and visibility was improving. Cheryl gave us the usual update on progress at 18.30 over a drink and was followed by Dmitri on sea currents and Henryk with an animation of Shackleton's daring *Endurance* adventure. Then dinner time was upon us again.



Despite the fact that we DIDN'T gain an hour this evening (some of us felt quite cheated...) quite a crowd turned up to view Part I of 'Frozen Planet' after dinner – a tribute to Alastair from earlier. At first Charlotte was surprised that the bar was so empty, though it suddenly filled up again for a time at 21.30. Breakfast will be at 08.00 again tomorrow, so lots of sleep time still.

Day 12 – Tuesday January 24th, crossing the Amundsen Sea.

GPS noon position: 70°26'S / 119°38'W

Air temperature & wind speed: +3°C, SW4

Weather conditions: Overcast, clearing to brilliant sunshine later

Barometric pressure: 998

Sea temperature & condition: 0°C, Beaufort 3

This morning's instruction and entertainment featured Arjen speaking on 'Orcas'. These amazing cetaceans have been described as 'wolves of the sea' and ongoing studies are teaching us more each year about their matriarch-led groups and incredible social networks. Arjen described their characteristics, keen intelligence and hunting techniques as well as explaining how to identify the different 'types' according to their colouring and saddle-patches.

After chicken curry and profiteroles (not on the same plate!) many of us were back again in the Lecture room to meet Shaun. His talk was tantalizingly entitled 'Would you like to meet a Martian? Hunting Antarctic meteorites'. Who could resist this?! Once again he drew on personal experience dating back to the 1960s, when he was involved in meteorite-gathering expeditions pretty close to the South Pole. His talk was part-practical, part-scientific and communicated to us some of the awe he felt at being a member of the team responsible for picking up these ancient rocks that tell us so much about the history of the universe.



A break for tea and then Darrel replaced Shaun in the Lecture room, presenting two films of his own Antarctic expeditions, which highlighted the differences between the still technology of 2009 and today's drone capabilities. Darrel was on hand to elucidate what we were seeing and answer questions afterwards.

Who would have thought it – after a gloomy morning the afternoon weather improved and improved; the icebergs grew more numerous and more striking. One square, narrow tower must have been 75 ft. tall.

The beautiful light for photographers (and everyone else) caused our regular Recap & Briefing session to be cancelled in favour of getting pictures outside!! By 18.30, brilliant sunshine beckoned us out of the bar and Cheryl



rightly believed it wrong to drag us all indoors when outside on deck was the place to be. We came into ice after dinner, with light conditions continuing good too, and those of us out on deck between 21.30 – 22.00 got a



positive sighting of an Arnoux's beaked whale. This mammal is rare, greenish-brown in colour and measures up to 10 m long.

The day ended with a 20-knot SW wind bringing snow flurries and a distinctly cold nip, with cloud backing off and a striking low light. All in all, a good day at sea. And we gained another hour too...

Day 13 – Wednesday January 25th, into the Ross Sea.

GPS noon position: 71°31'S / 131°31'W

Air temperature & wind speed: 0°C, ENE6

Weather conditions: Snowing most of day, clearing later

Barometric pressure: 982

Sea temperature & condition: 0°C, Beaufort 3



Very early this morning we passed from the Amundsen to the Ross Sea at Cape Dart. Hurray!

However, we still awoke to a sea day – we are getting into the rhythm now, covering this huge distance round the coast of Marie Byrd Land. We were greeted by driving snow when we opened our eyes and the outside decks were soon crowded with people taking photographs, making snow angels and

even in one case, building a characterful snowman (who, sadly, did not survive the AB's daily hosing down of the bow deck). What a change from yesterday evening's glorious sunshine – a timely reminder of how quickly the weather can close in in Antarctica.

A scrambled egg-and-bacon or porridge breakfast was especially welcome after all of this early morning activity, washed down with one's beverage of choice. Henryk was offering an educational experience this morning at 10.00. Those who wished to join his small workshop on how to plot a course on a naval chart were invited to the Dining room for some hands-on experience. We hear there is a waiting list for tomorrow's identical session!

At 11.00 Dmitri was to be found in the Lecture room, ready to tell us all about 'Penguins'. This is, of course, an understandably popular subject, leaving both Bar and Bridge fairly empty of passengers. Dmitri satisfied our curiosity about our non-flying feathered friends with a general description of the group including their taxonomy, distribution, ecology, generic adaptations, origin and phylogenesis...and along the way he explained all these scientific terms too, with clear images. Now we know a lot more about penguins' life styles and idiosyncracies.

You could tell by the queue at the coffee machine when this talk had ended! There was still time before lunch to peruse the *Ortelius'* polar library, pick up a crossword, word puzzle or Sudoku – or venture out on deck to enjoy the snow, which continued to fall throughout most of the day, transforming ordinary shipboard deck equipment into mysterious and unidentifiable piles of white crystals. Those of us who come from hot climates were particularly enamoured of the scene.



The bridge was a popular place from which to gaze out on the falling snow, especially from a vantage point right in front of the heater. Captain, officers and staff were on hand to answer passenger questions, explain how to read the various screens, charts and radar, etc. Having an Open Bridge is a great privilege and nearly all of us are to

be found there on a daily basis, following *Ortelius'* progress and experiencing our voyage to the full.



After lunch it was Victoria's turn to take the microphone in the Lecture room. Today's theme was 'The Problem of Longitude: or The Heavens vs. The Clock, Part I'. Thousands of sailors died because captains became lost at sea, leading to long, scurvy-ridden voyages or shipwreck. Dead reckoning was the only navigational aid for hundreds of years. From the sixteenth century onwards, the search was on for a means

of measuring longitude at sea, whether by reference to the movements of the stars or by creating a reliable timepiece. Britain's Longitude Act of 1714 offered a £20,000 prize to whoever could end the uncertainty and danger of long sea voyages, by enabling sailors to know their precise position on the world's oceans. But despite the skill of the little-known, self-taught John Harrison, the problem of finding longitude was not to be solved for another 60 years; to learn the end of the tale, remember to go to Victoria's Part II!

Just after teatime Shaun introduced a great film 'The Last Husky', all about the enforced removal of husky dogs from Antarctica in the early 1990s under the Madrid Protocol to the Antarctic Treaty (all non-indigenous animals except human beings were removed at this time). This is a bitter-sweet film marking the end of an era with interesting historic footage, then following the fate of the dogs on the Australian base Mawson into a life they had never known or imagined...Happily, they were successfully transported to a new home in Minnesota and the story of their great journey to a strange new continent with TREES (which they had never before encountered) kept us content for the next hour. Shaun answered general husky questions afterwards and used his personal experience to extrapolate from scenes shown in the film, which we all greatly enjoyed, though we were sad to hear that these same dogs had later died of a virus – though only after having first travelled to the North Pole itself.

Evening was approaching once more and Charlotte was getting busier with drinks orders as Recap & Briefing approached. We were all keen to learn of our progress into the Ross Sea and the bar was full by 18.30. Cheryl kicked off by showing us some charts, our positions over the last few days marked by red circles. Then it was Victoria's turn and she took this opportunity to tell us of great events happening in Antarctica 'on this day (January 21st) in 1821 and (January 24th - well, yesterday's recap was cancelled!) 1895'. Amazingly, Bellingshausen had first seen Peter I Island on the very date WE did, and (maybe) the first people to step on the Antarctic Continent did so precisely 122 years ago in the Ross Sea region at Cape Adare. It all depends if you go with the official record or assume that some unknown sealer or whaler had the honour, but didn't boast about it...



The highlight of Recap & Briefing tonight was the Photography Competition results, presented by Arjen on behalf of the judging panel (also including Cheryl and Dmitri). We got to see maybe a third of the entries (with Arjen indicating why each one had been singled out) before getting on to 'Honourable mentions' and 3rd, 2nd and 1st prizes. The winning iceberg and helicopter shot was universally admired,

but there were some wonderful sunlit sea-and-ice-scapes and cute penguin pictures too.

Michael announced dinner and afterwards James Bond fans gathered for an evening of reminiscence in the Lecture room, reliving the classic 'From Russia with Love.' The bar was full of conviviality too, buzzing with a variety of conversations, scrabble games etc. in full swing, while out-of-doors the weather improved considerably and we could see huge tabular icebergs on the horizon. Yes, we gained an hour again – this is becoming a habit.

Day 14 – Thursday January 26th, in the Ross Sea.

GPS noon position: 72°52'S / 144°21'W

Air temperature & wind speed: +2°C, WSW5

Weather conditions: Variable, though generally dull

Barometric pressure: 1003

Sea temperature & condition: -1°C, Beaufort 4

The wind changed direction overnight and so the movement of the ship also changed. There was an occasional very small bump from the side, but it was generally a smooth and gentle passage. By the time most of us got up it was cold, a bit windy and sunny. Henryk's navigation and chart-plotting class was popular; he had a full class of ten and more signed up for tomorrow. The first lecture of the day was by Arjen, who presented 'Photography Part 2' on how to create good photos to take home. His focus this time was more technical - on aperture size and shutter speed. Another truly popular topic, the talk went a little overtime with lots of things to discuss.

As usual, we all hurried in to lunch as if we had not had a big breakfast, and tucked into a hearty and tasty beef ragout with all the extras spread across the various buffet tables. By the time we came out of the restaurant, both the wind and sunshine had disappeared, and we sailed a calm, quiet sea spotted with ice and blown with small, light snow. There were a few Snow petrels, but the lack of wind kept the birds away, and only the dedicated birders glued to their spots on the bridge saw much wildlife.

Many of us had a quick nap (some unintentionally snoozing in the bar); then Henryk talked about Arved Fuchs, a moving personal story of a recreation of the voyage of the small boat James Caird, part of the Shackleton saga. We all came out of that impressed



and thoughtful about the strength of the Antarctic environment.

Not long after Henryk finished his talk, word of “Fin whale” came over the ship's loudspeakers. Rushing for coats and cameras, we all headed outside to find the animal turned out to be a lone Minke, heading in the opposite direction to us. These small baleen whales can be found almost everywhere in Antarctica, and some may even overwinter in the ice.

Throughout the afternoon our weather gradually turned to very light snow and distant fog, with a few bergy bits and individual pieces of brash ice showing clearly in the dark grey water. Our officers and captain ensured the ship kept a good distance from the large tabular bergs scattered around us, so they remained on the radar and on our horizon only.

In the late afternoon, Victoria put on the programme 'A Year on Ice', an interesting personal view of life at McMurdo Station, which gave us some insight into what it might be like to be here for much longer than this one voyage. Just before dinner, Arjen gave us a quick recap on Arctic terns, the beautiful and delicate little grey and white birds we recently saw on the ice. He showed us some maps and photos explaining just how long and how far they fly every year to come down and gorge themselves on krill during the northern winter. What he didn't mention is that he makes the same annual trip!



The big draw for the night was Alastair, who showed some of the footage Ted has filmed so far with the special camera they have mounted on helicopter Tango. We saw some fabulous footage from the peninsula and near Peter I Island, reminding us how special this trip has already been.

After dinner, we watched the second episode of 'Frozen Planet', which was followed by

Cheryl's first call of "Emperor penguin sighted ahead" and the predictable rush to the decks. Many of us were still outside enjoying the evening light when the second Emperor was spotted; but even that paled into insignificance when we heard the first call of "Ross seal!!" These elusive animals are not especially rare, but are very hard to see due to their habit of staying deep in the thick pack ice that ships cannot reach. The weather had settled to a flat grey sky and matching sea, and with no wind it was not hard to stay outside to see the second Ross seal, which the ship circled at a distance. While there was an Adelie penguin on the same ice floe and a Crabeater seal on a nearby floe, all the attention was on the star of the moment, the Ross seal. That we spotted two Ross seals in the same general area suggests the ice we were passing through at the time had probably been further south and part of a denser pack quite recently.

By now it really was time for a nightcap and bed – especially since we were NOT gaining an hour tonight for a change!

Day 15 – Friday January 27th, in the Ross Sea.

GPS noon position: 74°22'S / 153°28'W

Air temperature & wind speed: +1°C, NNE4

Weather conditions: Overcast, some fog

Barometric pressure: 990

Sea temperature & condition: -2°C, Beaufort 2

Today was generally on the foggy and overcast side, though that didn't prevent some super wildlife sightings. During the course of the morning we saw Ross seals, Adelie penguins (one apparently impossibly high up on an iceberg!) and Emperors on ice floes as well as the now familiar Crabeater seals. The ice- scape alone was worth being outside for, and after the first three calls many of us decided to wrap up warm and anticipate the next sighting! With regular runs into the bar for hot chocolate and coffee, this was a great way to spend a morning in the Ross Sea.



At 11.00 Victoria was in the Lecture room to finish her talk on longitude – ‘Longitude: the great scientific problem resolved.’ This section of her presentation focused on the human relationships between those who favoured reading heaven’s clock from the stars and John Harrison, who



produced a series of ingenious man-made clocks to measure time at sea, culminating in H4, the size of a large pocket-watch. Once chronometers could be cheaply mass-produced (from around 1800) they clearly won the day, as using a sextant and lunar distance tables was a complicated and time-consuming process, open to error. So why haven’t more people heard of John Harrison and his long struggle for recognition at the hands of the Board of Longitude?

After a welcome lunch and some head-clearing power naps we reconvened in the Lecture room to hear one of our many erudite passengers, Gill Wood, share his favourite subject with us. Gill is in the process of researching and writing a book on ‘Ross and his Rivals’ and kept us enthralled by the adventures not only of James Clark Ross himself (UK), but also of contemporaries Dumont D’Urville (France) and Charles Wilkes (US). These three men were all exploring the same part of Antarctica as we are today – and this was some 50 years before the so-called ‘Heroic Age’ of Antarctic exploration (traditionally 1895 – 1917). Each man was a real character in his own right, with both positive and negative traits! Gill kept us well-entertained with his accounts of Ross dressing as a woman for amateur theatricals, of D’Urville naming a penguin species after his wife (Adelie) and of Wilkes getting his maps wrong...He also reminded us of the recent discovery of Ross’ ships *Erebus* and *Terror* in the Arctic, where they disappeared in the late 1840s during Sir John Franklin’s quest for the North-West Passage.



It was chocolate nut cake for tea! Irresistible. I took some down with me to the Lecture room to enjoy during Shaun's tale of 'Four Guys Walking to the South Pole'. Well, they flew too – and saw Emperor penguins along the way. As ever, Shaun made his story come alive via anecdote and reminiscence.

Then it was time to get some fresh air before Recap & Briefing. Cheryl reported on our progress once again – good, though it is very difficult to predict our arrival time at Bay of Whales as we never know the thickness or extent of the ice we may encounter (satellite images are a helpful guideline, but not good on detail). With Dmitri talking about the Ross seals we have seen, Darrel speaking on the types of icebergs we have encountered recently, and Victoria telling us what some of the great explorers had been doing on this day in 1820 (Bellingshausen saw Antarctica), 1841 (Ross saw and named Mount Erebus) and 1911 respectively (Amundsen finished building Framheim at Bay of Whales), dinner time was soon upon us.

It was roast beef for dinner; all agreed it was delicious, though a deep and meaningful discussion was triggered at my table as to how it should best be cooked (Dutch, French, Irish, English all having different ideas!). The banana split (and birthday cake – Happy Birthday, Sarah) were consumed without any need for comment at all! Tonight's after-dinner treat was supposed to be the movie *Casablanca*, with popcorn especially prepared by the galley team! Wonderful as this classic is, it had to be interrupted when our captain spotted about 15 Emperor and Adelie penguins hanging out on an ice floe just off our starboard side. Despite the evening being overcast and foggy, we got excellent views of these wonderful animals in their natural habitat, a number of them looking a bit scraggly since they were moulting.

A satisfying day, all in all. AND we gained an hour again, so the bar was buzzing until fairly late.

Day 16 – Saturday January 28th, in the Ross Sea.

GPS noon position: 76°20'S / 158°27'W

Air temperature & wind speed: 0°C, SW7

Weather conditions: Overcast, clearing to sunshine in evening

Barometric pressure: 979

Sea temperature & condition: -2°C, Beaufort 4

We have already been some days on the Ross Sea and it is not stormy, for which we are grateful. Sometimes we sail through open water, and sometimes we seek for a way between the ice floes just as the explorers did of old. In addition today quite thick fog arose, so full concentration was necessary on the part of our navigators. Nevertheless, we were still making 10 knots on average. And we managed to catch a quick glimpse of a Minke whale ahead of the ship as it sank into the sea fog.



At 11.00 Dmitri offered his talk about 'The Origin of Whales'. And a very interesting (and maybe surprising) story it was too - how whales started their lives as land animals for about 50 million years, only advancing to conquer the seas in the last 10 million years or so. During Dmitri's talk our ship proceeded to steam to the south. The weather changed and now a clear, sunny day emerged, but with a south wind of around Force 7 on the Beaufort scale. The bridge was continuously occupied by passengers, who have by this stage of the



trip learned to stay very quiet, so as not to distract the duty officers from their work.

At 14:30 Victoria began her history lecture about Roald Amundsen and his incredible life; he always wanted to be a polar explorer from his early days of training on northern sealing voyages, then with Gerlache's *Belgica* expedition to Antarctica in 1897. In 1903 he

led his own small, tightly-organised expedition through the North West Passage before going on to be the first to reach the South Pole (beating Scott) in 1911. From that time on Amundsen focused exclusively on Arctic exploration, with his attempts on the North Pole by air (in N24 & N25, 1925), then finally succeeding in flying above the North Pole with Ellsworth and Nobile in the airship *Norge* (1926). And as the last act of a brave life, Amundsen and his team died attempting to rescue his former colleague Nobile from the High Arctic in June 1928.

After a break for us to go out on deck and get some air, Lynn introduced the film 'Chasing Ice' at 16.30 – a documentary about a team whose work focused on recording the advance and retreat of glaciers; there was some pretty amazing footage involved!

At about this time *Ortelius* was approaching Cape Colbeck, on the coast of King Edward VII Land (named by Robert Falcon Scott). And we could see the Ross Ice Shelf (formally known as the 'Great Barrier') on the horizon to the left, so excitement was hotting up even if outside it was rather cold...

At Recap & Briefing time our boss Cheryl spoke of the options for tomorrow - a potential zodiac cruise, or if the wind conditions do not allow for that, ship cruising in the Bay of Whales. Victoria provided us very properly with the history of



the place, and Shaun talked about the various poles of the Earth (of which there are more than most of us realized!). Other recap offerings had to wait until tomorrow as it was time for dinner by then – sorry Henryk; we know you are a Pole too...

Day 17 – Sunday January 29th, Bay of Whales & along Ross Ice Shelf.

GPS noon position: 78°04'S / 171°17'W

Air temperature & wind speed: -1°C, NW5

Weather conditions: Variable – snow, fog, overcast, some sunny spells

Barometric pressure: 989

Sea temperature & condition: -1°C, Beaufort 4

Today is the seventeenth day of our voyage along the shores of the Antarctic continent. We crossed the Bellingshausen and Amundsen Seas, took a beautiful scenic flight near Peter I Island and now we are in the Ross Sea sailing along the Ross Ice Shelf towards Ross Island.



We woke up early this morning. Some of us were already up at 05.00 in hope of seeing the Ross Ice Shelf that was just seven miles to the south of our ship. It was a beautiful, calm morning with some light cloud and patches of blue sky.

The temperature was -10 degrees C and the Ross Ice Shelf was clearly visible under the low morning sun. Three Snow petrels were flying around, and for the first time in the last few days we had the chance to see South Polar skuas again, which are much lighter in colouring than the skuas of the Antarctic Peninsula.

We had been planning an early zodiac cruise along the Ice Shelf before breakfast. Unfortunately the cruise had to be postponed to another occasion because of a medical emergency. One of our passengers had a severe medical condition and it was a priority to evacuate her. We had to sail towards Ross Island as fast as possible in order to transport our passenger to McMurdo



Station, with a view to her taking a subsequent evacuation flight on to New Zealand.

Captain Ernesto and Cheryl, our Expedition Leader, explained the situation to us and we totally agreed with their decision. So instead of a zodiac cruise, we were offered a scenic helicopter flight as we sailed along the edge of the Ross Ice Shelf! However it took 30-40 minutes to free the first helicopter (which was iced up on the helicopter pad), and by this time we were in the middle of a snow storm that lasted most of the day. It was very atmospheric, but not helpful for our flight-seeing plan. Just goes to show how quickly Antarctic weather can strike and change the best-laid plans.

After lunch Arjen gave his talk about the 'Ross Sea Ecosystem', during which he also described the establishment in the unique Ross Sea region of a new Marine Protected Area – a very good thing. And later in the afternoon, Arjen presented and showed the movie 'The Last Ocean'.

Just before Recap & Briefing we had a chance to see Orcas not too far from the ship - most likely type C (which are fairly common in this area), but still a joy to glimpse.

Soon it was 18.30 and this time Henryk had his opportunity to talk us through the complexities of who reached the South Pole when and how; thank you for clarifying things for us! Victoria followed with tales of what Shackleton (1908), Mawson (1911) and the Ross Sea party's *Aurora* group (1916) were doing 'on this day'. And finally Darrel gave us a run-down on the logic behind the position of the date line, which we were about to cross soon after dinner tonight.



Day 17a – Monday January 30th, along Ross Ice Shelf.

And then, there it was: a new day. Not starting at 00.00, but this time at 21.51. At that moment we crossed the 180th degree of longitude, which is also the date line. This means that for us January 29th ended at this time and a very short January 30th started. Many of our passengers wouldn't have noticed at all because they were already in bed and sound asleep, but the people on the bridge and in the bar clearly noticed. On the bridge it was visible on the screens, as suddenly we were east of Greenwich again instead of west. At that moment all in the bar started on a 'Happy Birthday' as one of the guests now had a very short birthday (lasting just over two hours...) to celebrate. Whether people on the outside decks noted the exact moment of the date change is not certain, but they could still enjoy the really nice views of the Ross Ice Shelf as we continued cruising along it.

Day 18 – Tuesday January 31st, along Ross Ice Shelf.

GPS noon position: 77°24'S / 168°59'E

Air temperature & wind speed: 0°C, NNE3

Weather conditions: Mainly clear skies

Barometric pressure: 994

Sea temperature & condition: -2°C, Beaufort 3

During the night *Ortelius* had come close to Ross Island in order to minimise the distance our helicopter would have to fly to McMurdo, the large US base. A passenger had suffered a stroke and needed advanced medical care – available only in Christchurch, which lies a five-hour flight north from McMurdo station. It was incredibly lucky that we should be close to help, and that the US authorities were able to accommodate our patient. Our thanks go to all involved.



Back on board ship, Henryk presented a detailed account of ‘Shackleton’s Ross Sea Party’ and their heroic efforts installing depots for ‘the Boss’ all the way to the foot of the Beardmore Glacier. They accrued more sledging days than any other group in the heroic era of exploration, and did so on the absolute bare minimum of supplies and equipment. Their main supplies were blown out to sea on board *Aurora* in an incredibly violent storm soon after arrival. *Aurora* had a remarkable wintering of its own in sea ice and was not able to return to Cape Evans until the next sledging season was well underway.



After lunch it was action stations again! Cheryl announced that we would spend the afternoon flight-seeing in the area around the Ross Island coast; the weather was fine and so it seemed too good an opportunity to miss. We were all delighted with our scenic

flights, managing to get some good still images and video shots of this breathtaking landscape, including excellent views of Mount Erebus.

Evening brought Part I of Kenneth Branagh’s acclaimed ‘Shackleton’ movie. The film clearly portrays the complex individual and we look forward to further installments.

Finally, we gained an hour in bed as the clocks were put back again. We have been getting plenty of sleep lately, but this is the last time we gain an hour before our arrival in New Zealand!



Day 19 – Wednesday February 1st, Cape Evans, Ross Island.

GPS noon position: 77°06'S / 167°45'E

Air temperature & wind speed: +3°C, NW2

Weather conditions: Blue skies & sunshine

Barometric pressure: 1001

Sea temperature & condition: -2°C, in ice

Cape Evans: 77°38'S / 166°24'E

Today was to be a red-letter day for the historically-minded, as our destination was none other than the largest and most luxurious (relatively speaking!) hut of the Antarctic Heroic Age - that of Robert Falcon Scott's *Terra Nova* expedition at Cape Evans.

There was no question of reaching it by zodiac as there is so much sea ice in the region this year, so our helicopter pilots prepared themselves for a long, but exciting day of flying over ice and icebergs with fine views of Mount Erebus all along the way.



Expedition staff were all ready to depart by 07.00. Just as the final pieces of essential safety equipment were being loaded into Quebec, a snow storm threatened to starboard of the ship and we had to wait patiently to see what the weather would do next. Many times we have to remind ourselves that the most important quality for a successful polar explorer is PATIENCE. We finally lifted off at about 08.30 when the pilots were

once more satisfied with visibility and the 28-minute flight in to Cape Evans was a sight for sore eyes. At first we were flying over huge pancakes of ice, with penguins and seals to be glimpsed on and between the floes; but after a while there was just solid white stretching from horizon to horizon. Icebergs were frozen into this whiteness and then we were flying over land and could see a green New Zealand hut (used for scientific purposes) and in the distance, Shackleton's hut at Cape Royds. But our destination lay further ahead.

Quebec circled, then hovered above black rock and a gravelly beach before gently settling onto the designated helicopter landing site at Cape Evans.

It was with great excitement that I hiked over the small hill between our landing site and the hut itself, key in hand. Set in a sheltered corner of beach facing north-west and well protected by numerous small hills, Scott's last Antarctic home soon came into view. Scott himself was extremely proud of it and described it as follows:

'We have made unto ourselves a truly seductive home, within the walls of which peace, quiet and comfort reign supreme. Such a noble dwelling transcends the word "hut", and we pause to give it a more fitting title only from



lack of appropriate suggestion. What shall we call it? The word "hut" is misleading. Our residence is really a house of considerable size, in every respect the finest that has ever been erected in the Polar regions: 50 ft (15 m) long by 25 (7.5 m) wide and 9 ft (2.7 m) to the eaves'.



The key turned easily in the padlock and I was inside! Fortunately, no snow was blocking light from the windows as in previous years, so with a few lanterns distributed round the main building and handy use of flash photography out in the pony stables, all could be revealed.

Despite Shackleton's Ross Sea Party's occupation (1915 – 17), the Scott legacy (1910 – 13) still predominates. What makes it so striking are the clearly recognisable features of the famed images taken by photographic artist Herbert Ponting: the wardroom table where Ponting captured Scott's last birthday party, the tenements where five of the officers slept, Clissold's kitchen still stuffed with Edwardian provisions and the science laboratory still brimming with scientific equipment. This truly is one of the birthplaces of Antarctic science.

We had plenty of space in which to soak up atmosphere and explore the hut, as our long helicopter ride in gave each of us around an hour to cover the small area with few other people about. Many photos were taken upon approach (Victoria and Shaun TRIED to keep their bright red parkas out of shot!) and passengers' reactions to the hut interior were quite emotional; a number of people commented on how it seemed as if the occupants might just walk back in at any time and take up their daily work...after a hundred years. Every one of the 8000 historic objects has been worked on by conservationists in



order that the process of decay can be slowed, and then replaced in the exact same spot. Even in the freezing conditions of Cape Evans the hut and its contents had suffered deterioration and needed to be stabilized; Falcon Scott, grandson of the famous explorer, has even contributed to the hut's restoration over the past few years with his own carpentry skills!

The stables were a popular last port of call (especially the oil-oozing blubber stack, the penguin eggs, the wooden wheelbarrow, the bicycle (why bring a bicycle?!) and dog remains, chained in the end stall). And then for most there

was time for a brisk walk up Wind Vane Hill to examine the cross erected to the memory of the three men who died in this region on Shackleton's Imperial Trans-Antarctic expedition of 1916. The views from atop the hill were absolutely spectacular, with Mount Erebus dominating the scene behind the hut, and ice shelf/sea ice (with basking Weddell seal) drawing our eye in the opposite direction.

We reported for our flights back to *Ortelius* on time and yet more camera memory capacity was taken up with still and video shots on the return flight. Getting all of us to Cape Evans and back took the whole day – from 08.30 to 18.30 in fact, so we are grateful to our weary pilots. Dinner was extremely welcome – served as a buffet in order to accommodate the later arrivals back on board – and then Cheryl gathered us for a quick Recap & Briefing in the bar at 21.00. Victoria gave us a quick summary of the history behind what we'd seen today, whilst Cheryl showed us our current location and indicated plans for tomorrow – a day we hope to spend at sea by or in the air over the mighty Ross Ice Shelf.

Day 20 – Thursday February 2nd, Cape Crozier & along the Ross Ice Shelf.

GPS noon position: 77°25'S / 169°44'E

Air temperature & wind speed: -7°C, SE2

Weather conditions: Partly foggy, partly blue skies & sunshine

Barometric pressure: 995

Sea temperature & condition: -2°C, Beaufort 2

Cape Crozier: 77°31'S / 169°24'E

Overnight the captain sailed the ship to just north of Cape Crozier, at the eastern end of Ross Island. Many of the landmarks in this area were named by James Clark Ross during his voyage in 1841, often after ships and their captains. In this case, Cape Crozier was named after Commander Francis R. M. Crozier, captain of the *Terror*, one of Ross' two ships.

The weather was good, but cold. Cheryl announced it was -6°C in the morning wake-up call, and we had both low fog around Mount Terror and a sea fog

further out from land. The ice shelf itself was visible in the distance, and in some places fog-free. As we came closer the details of the ice shelf became sharper, with blue shadows and fractured white faces cut along the wall. The Ross Ice Shelf, around 400 miles long and up to 50 metres high, was first discovered by Ross on 28th January 1841, and is the largest floating ice sheet in the world.



When Cheryl announced the gangway time, we were all excited to hop in our little black boats, with up to two hours' cruising planned. The gangway was a little tricky, but we have all practised now, so took it in our stride, simply waiting and watching until it was a good time to step in. After a few minutes' driving toward the ice shelf, it started to come to life as we approached it. A rainbow of blues, greys and greens shone from the

various facets of the ice, with pure, shining white glowing along the flat top of the shelf, where snow had fallen recently. Fractures in the ice held shadows, and in some places layering was visible across long distances. As we cruised along the length of the shelf, a few Adelie penguins could be seen porpoising in the water next to us, looking at the strange, noisy boats full of colourful people. The ice shelf was imposing, impressive and incredibly beautiful, with each new face showing unique colours and pinnacles, caves, cliffs and ledges making new shapes at each turn.

A small iceberg with a fairly flat surface held quite a few Adelies, lying down at rest and standing in small groups. The little berg was rocking slowly, and as the surface



of the water raised and lowered, penguins gathered to consider jumping off into the sea, peering over the edge to examine the water around them for a few minutes, then backing up to wait for another time. Finally, one would slip and fall, and the others would follow. Even more entertaining was watching the penguins in the water that wanted to jump up onto the iceberg. These would 'fly' a metre or so out of the water, then hit the wall of the iceberg, and try to scramble up onto the level surface. Most did not jump high enough and gradually slid to the bottom of the icy slope, then fell backwards or upside down into the water.

All of the Adelies around us seemed to be on high alert, swimming in very tight groups, surfacing to look around on a regular basis. There were a lot of penguins in the water, but few of them were brave enough to come close to the zodiacs, so there were not many good photos of them swimming. As we travelled east, we came into the edge of the sea fog, and the air sparkled with small ice crystals. By this time the ship had started to disappear into the fog as well, and was reduced to an outline of grey against white - all the lines, cables and equipment outlined in fine detail by the mist.

Finally, we had to head back to the ship, and after a cold run back, Michael's warm welcome and tasty food was very much appreciated.



Most of us were considering a quick after-lunch nap when helicopter flightseeing was announced. The beautiful afternoon sun beckoned, and we gathered in our groups to fly along the ice shelf. When we lifted off from the ship, the dark blue sea was below and the ice shelf a line of white ahead of us. The line quickly grew into the cracks, fissures and flat faces familiar from the morning, but this time we lifted up above them and flew over the shelf, looking from the sea deep into the interior, towards the pole. Our helicopters lightly

touched down, and we had briefly landed upon the top of the Ross Ice Shelf! As we flew along, we could see Mount Terror rising above a fog bank in the distance. The fog ran in a thin band along the shoreline, and raised and lowered slowly, occasionally hiding the whole mountain, but usually leaving a sliver of clear air both above and below, with the mountain shining through.



Back on board, we had to look at our photos right away, so the bar was full of people leaning over shoulders to admire pictures and compare flights. The evening recap was well-attended, possibly more for a chance to visit with Charlotte at the bar than to hear the plans and tales from the staff.

Day 21 – Friday February 3rd, Franklin Island, Ross Sea.

GPS noon position: 76°09'S / 168°01'E

Air temperature & wind speed: -1°C, SE3

Weather conditions: Blue skies & sunshine

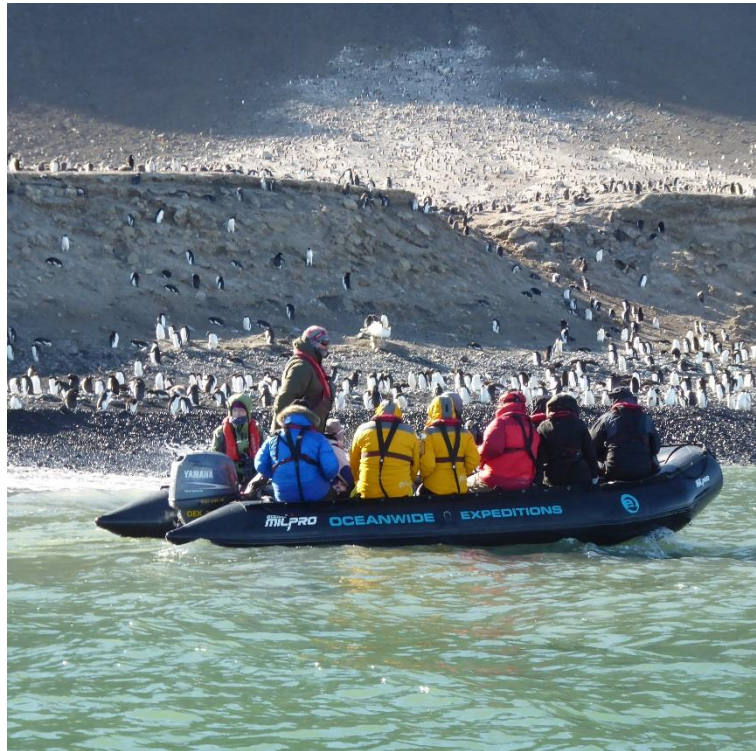
Barometric pressure: 990

Sea temperature & condition: 0°C, Beaufort 3

Franklin Island: 76°05'S / 168°19'E

As the McMurdo Sound area was full of ice - which limited us too much in our operations - it was decided to move the ship overnight towards Franklin Island. This island (named by James Clark Ross for Sir John Franklin of North West Passage fame) was a little further north of Ross Island and out of the ice.

Shortly after breakfast we dressed up warmly and headed out in the zodiacs. The weather was nice, with clear blue skies and not too much wind. The swell was also considerably less than during yesterday's zodiac cruise, so the motion of the waves was a lot more comfortable - a good thing, as the ride towards the island was really long. On the way we several times found ourselves



accompanied by Adelie penguins who were heading in the same direction.

On the island thousands and thousands of Adelies were waiting for us. We cruised the penguin-packed beach for a while and then moved on to the steeper parts of the island where we saw several Snow petrels flying around. Most likely these birds are nesting on the cliffs of the island. Soon it was time to make the long zodiac journey back to the ship.



After lunch we took to the zodiacs again to land at this magnificent penguin colony. It was super to set foot ashore again, especially in an area with this many penguins. The beach was filled with penguins and Weddell seals waiting to go into the water or just returning, and further inland we could observe penguin behaviour. It was funny to see adult birds running away with one or more chicks chasing after them; eventually one or the other would get fed.

The chicks were in the last stage before fledging and many were already shedding their brown-down jacket for their water-proof outer shell. They were nearly



ready to head into the water and check out the world beyond the colony. The sky was filled with many South Polar skuas who were looking for some food - maybe a penguin chick snack! It was amazing to see how many skuas could live off a colony like this.

Special guest was the young Emperor penguin who had found a place among the Adelies. Born last winter, he had already left his own colony on the sea ice and had now found this Adelie colony to hang out with. It was not certain that he liked it a lot, as we could see he was being chased by a group of hungry Adelie penguin chicks until he fell down and just went to sleep – he was so tired!

Back on the ship it was time for a recap in which Cheryl explained the plans for the next day, Dmitri told us all about the breeding behaviour of our Adelie friends and Arjen told a story about the ancient breeding sites of Snow petrels.



During dinner the captain set our course to the north, towards Terra Nova Bay, our goal for the next day.

Day 22 – Saturday February 4th, Terra Nova Bay & Drygalski Ice Tongue, Ross Sea.

GPS noon position: 74°55'S / 164°03'E

Air temperature & wind speed: -4°C, NW7

Weather conditions: Blue skies & sunshine

Barometric pressure: 992

Sea temperature & condition: 0°C, Beaufort 4

Terra Nova Bay: 74°50'S / 164°30'E

Drygalski Ice Tongue: 75°24'S / 163°30'E

Our weekend began with a sunny, but windy, day. Everything was going well and we were preparing to visit the Italian station in Terra Nova Bay - Mario Zucchelli Station. Thinking of pasta, pizza, ice cream and espresso, we were out on deck around breakfast time to gaze at our planned morning's destination. This is a summer-only station and usually too involved in science to welcome visitors, though this year a few ships have passed this way and the Italians have been very accommodating. Right now they were packing up at the end of a busy season. How fortunate we were that the area was clear of ice, enabling Captain Ernesto to bring *Ortelius* in quite close.

BUT Antarctica can be fickle: a radio call with the station informed us that there was a lot of swell on shore at the landing site, making a zodiac landing impossible. So, instead of landing we went on to Plan B, which was a scenic ship cruise along the coast in a southerly direction. As we sailed, Shaun spoke from the bridge about the fascinating landscape and its history in relation to Captain Robert Falcon Scott's *Terra Nova* Expedition (1910 – 1913. Was Shaun on that one too, we wonder? – sorry Shaun!). Scott's northern party under Campbell explored this



region and found many challenges to contend with due to weather, ice and the delayed return of their ship...and we could well believe it.



As we cruised, we came across some fantastically blue icebergs and an impressive ice arch pounded by ocean waves, which was great news for the photographers amongst us. The brisk wind had wrapped our brave 'Oceanwide Expeditions' flag tight around its own pole, but Darrel dauntlessly withstood the icy blast, reaching up to unfurl it so that it is now flying bravely (though somewhat threadbare) from the bow once again.

Even in the afternoon the wind did not lessen - in fact it was the opposite, with wind speed increasing, rendering zodiac cruising close to the Drygalski Ice Tongue impossible; however, we did have very good views of this ice tongue – the floating end of the David Glacier (30 x 15 miles at its greatest extent) from the ship. The name was given by Scott on his *Discovery* Expedition (1901 – 1904) to commemorate the leader of the first German Antarctic Expedition, Erich Dagobert von Drygalski. The Drygalski expedition (1901 – 1903) was undertaken simultaneously with the Scott expedition and the two leaders had made an agreement for scientific cooperation. Drygalski used the ship *Gauss*, which was built especially for his expedition. The construction of the ship was very similar to the construction of the famous *Fram* – bowl-bottomed, so that it would rise



above ice under pressure, and this is why Drygalski arrived home a whole year before Scott, who had to wait an extra year for *Discovery* to break out of constricting ice.

The name *Gauss* commemorates the great German mathematics professor, despite the Germans' region of operation being quite the other side of Antarctica from Europe. They arrived via Cape Town and Kerguelen Island, where they built a separate station with three members. The expedition reached the ice shelf at about 90° longitude and named the land behind the ice Kaiser Wilhelm II Land. It was strictly a scientific expedition. *Gauss* WAS temporarily trapped in the ice, but after ca. 11 months had a lucky escape, mainly because of a clever scientific idea: the men brought the surface ice to melting point by scattering black ash on top of it! After this expedition, 22 scientific volumes were published, with much achieved – as Henryk explained to us in our daily Recap & Briefing, during which Cheryl outlined tomorrow's plans for Cape Hallett.

Day 23 – Sunday February 5th, Cape Hallett, Ross Sea.

GPS noon position: 72°17'S / 170°18'E

Air temperature & wind speed: 1°C, SW8

Weather conditions: Generally clear; some cloud cover

Barometric pressure: 988

Sea temperature & condition: -1°C, Beaufort 4

Cape Hallett: 72°19'S / 170°16'E



This morning we were heading north along the shores of Antarctica, bound for Cape Hallett - where we were planning to land on Seabee Hook. The sky was cloudy, with some clear blue patches. The wind was blowing at around 40 knots and we were hoping to arrive there in the early afternoon. By then it was hoped that

the wind would have scaled down and that we would be able to visit the colony of Adelie penguins there. Since early morning there were not many birds outside – a lone South Polar Skua and unusually, some Wilson’s storm petrels, surprisingly far south.



After breakfast Victoria and Shaun presented us with two different tales of Borchgrevink’s Hut. His expedition was the first to overwinter on the Antarctic continent and reached the furthest south point at that time (78°50’S).

Although Borchgrevink’s expedition proved that human beings COULD survive a winter in Antarctica (they brought rifles with them, to shoot potential Polar bears!), it was in other

ways not very successful, with limited scientific results or charting work carried out. Borchgrevink was notably unpopular with most of his men and it must have been a long, hard winter – terminating sadly with the death of 28-year-old zoologist Hanson, just as the first Adelie penguins returned to Cape Adare.

By lunch time we noticed a great improvement in the weather. The wind had calmed down and the sun was shining again as we approached our landing site at Cape Hallett. However, we were out of luck. Strong local katabatic wind with gusts of up to 52 knots prevented us from landing there.

After lunch we decided to wait in the hope that the wind would calm down. After three hours of waiting nothing had changed, and so we left the area to spend some time looking for wildlife in the sea ice, with the intention of coming back in the evening for a second attempt.



It was a great decision as the sea ice was full of life. Almost immediately we spotted a few Emperor penguins in a cluster – stretching their necks to try and work out what *Ortelius* WAS! On the ice nearby a group of Adelie penguins also gazed with curiosity towards our ship. South polar skuas and Snow petrels were flying nearby. In various directions we could see numerous Crabeater seals relaxing on large chunks of sea ice. One of the seals was much



bigger and darker than the others. When we got closer we could easily identify it as a Leopard seal; and a short time after that we also spotted a Weddell seal on the ice nearby.

After dinner we came back to the vicinity of our landing site. The wind was not as strong, but still with gusts of up to 34 knots. The decision was to wait until 05.00 next morning and make a landing then if possible, or if wind conditions had not improved to continue on to our next adventure.

Later we watched the movie “Gladiator”; just before it started there were some passionate discussions going on in the bar as to whether it was ‘too violent’ or not. A number of passengers went down to check it out regardless – or maybe to sample the popcorn kindly provided by our Hotel Department.

Day 24 – Monday February 6th, Possession Islands & Cape Adare, Ross Sea.

GPS noon position: 71°32’S / 171°04’E

Air temperature & wind speed: 4°C, SE5

Weather conditions: Blue skies & sunshine

Barometric pressure: 986

Sea temperature & condition: -3°C, Beaufort 3

Possession Islands: 71°56’S / 171°10’E

Cape Adare: 71°17’S / 170°14’E

There was no wake-up call from Cheryl at 05.00, from which we deduced (correctly) that wind conditions were still above our safety margin for landing operations. So we raised anchor and sailed for the Possession Islands, reaching them soon after breakfast.

Despite continuing high wind speeds, Captain Ernesto took us ship-cruising among the islands and rocks that were collectively claimed as a 'Possession' for the British Empire by James Clark Ross back in 1841. They were very dramatic – towering pinnacles flowing with ice, and *Ortelius'* changing perspectives as she wended her way through the island group gave us many photographic opportunities.



Some of the huge natural walls of rock and rough, wave-hewn arches looked man-made at first glance (like fortresses and camps straight out of a fantasy movie), until we realised the sheer SCALE of what we were seeing. Foy Island was especially impressive and so it should be, named as it is after the man who



invented both the whale-chaser and exploding harpoon, thus laying the cornerstone for the success of the modern-day southern 'fishery' (as whaling was then known).

There were some superb icebergs floating along the horizon too, keeping us out on deck until hands and toes finally needed to be warmed up by means of a hot drink in the bar. All in all, it was an extremely scenic morning,

with our trusty ship providing a stable, solid platform from which to see some of our best land/icescapes yet.

After lunch we were once again approaching Cape Adare and Ridley Beach, this time in more cooperative weather, with blue skies above and a beautiful light quality cast over the whole scene. Tabular icebergs loomed to starboard and a belt of brash ice stretched to port and ahead of our bow as Captain Ernesto and officers steered us steadily towards Borchgrevink's tiny hut, standing so bravely on a spit, backed by a huge bluff of sheer rock, which shone with a reddish hue in the sunlight.

This time all looked good for a landing! Cape Adare always offers challenging conditions, but today the swell didn't look too bad and our zodiacs zoomed in and came to rest gently on a sloping beach – crowded with a welcoming committee of thousands of Adelie penguins, in all stages of fledging and moulting and just living their lives. They were curious about us, but didn't change their routine just on account of a few



gawping tourists. By moving slowly and respecting the five-metre rule (which the penguins didn't always) we were able to get a huge buzz from observing these creatures in their natural environment. There is nothing of the zoo about Cape Adare!

For a historian such as myself, the scenery and wildlife were the icing on a very seductive cake, for this is the site of the oldest building in Antarctica (erected in 1899) and it is still standing. The Borchgrevink expedition travelled under a British flag and funding, but was a largely Norwegian venture and the Norwegians knew how to slot together wooden planking to make a significantly strong and weather-proof structure. What a contrast was

provided by the one standing wall from Campbell's hut, built next-door in 1911; Scott's northern party (from the 1910 – 13 *Terra Nova* expedition) spent part of a research season here at Cape Adare, but admitted themselves that the walls of their hut buckled even when newly-constructed...

Scott's hut at Cape Evans was the largest heroic age structure in Antarctica and Borchgrevink's the smallest, with the living quarters measuring just 6.5 x 5.5 m. Ten men spent what felt like a very long year here, the first to survive over winter on the Antarctic continent. And we were the first visitors here for a year! Most of the hut's artefacts had been removed for conservation, which in fact made it easier to move about and admire the compactness of this first tiny Antarctic 'home' (several people commented on the IKEA-style furniture!). The men used to withdraw to their bunks, close the wooden panelling and try to pretend they were alone...the hut nearly burned down one night when one scientist fell asleep reading by candlelight.

After poking our heads into the hut (only room for four people at a time and we needed lanterns and flashlights), there was still time to spend on the beach in the sunshine with the penguins. Many of us just found a rock to sit on and absorb the everyday life of a penguin rookery full of teenagers. Chicks in all stages of fledging were running around (often in circles),



flapping their 'wings' (to see if they could fly?) and most hilarious of all, pursuing parents to demand food. The sight of fat-as-butter chicks bullying a thin and harassed-looking parent could be seen in every direction and made for wonderful photographs and video. Soon these chicks will have to learn that food is something you catch for yourself in the ocean, not something that gets regurgitated straight into your open beak!

It was a glorious afternoon for a last landing in Antarctica – and of course, we were standing on the actual continent itself at long last. Views of ocean, ice and mountains in all directions were breath-taking and we all had some time to spend alone with our thoughts on this perfect, late-summer day in one of the most remote spots on the most remote continent on earth.



Thank you so much to the long-suffering hotel department, who held dinner for a 20.00 start; the volume of chatter in the dining room was even louder than usual and as soon as we'd finished our chocolate mousse we headed back up to the bar, first to hear Cheryl's briefing and second to toast our wonderful last few days here. The scenery outside was magical throughout the night as we continued to follow the coast towards tomorrow's last area of activity in Antarctica, which was to be flight-seeing over the glaciers of Robertson Bay.

Day 25 – Tuesday February 7th, Robertson Bay, Ross Sea, Antarctica.

GPS noon position: 71°31'S / 170°08'E

Air temperature & wind speed: 3°C, W1

Weather conditions: Clear morning; snow in afternoon

Barometric pressure: 988

Sea temperature & condition: -2°C, Beaufort 1

Robertson Bay: 71°25'S / 170°00'E

What a day...

The morning weather remained fine after yesterday afternoon's "scorcher" - in fact there was so little wind that we had a mirror-like sea, with little Wilson's storm petrels dancing on the water.

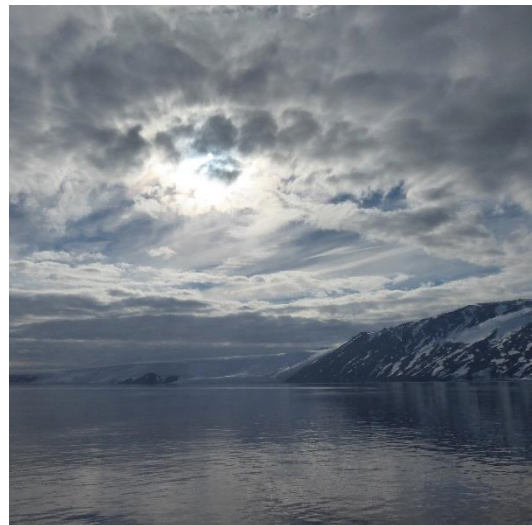
Helicopter flights for all commenced about 07.30 and to judge by the delighted expressions and pictures brought back, most everyone had a great experience. Mount Minto (4100m) - a significant peak and the highest in North Victoria Land - was visible for part of the time to the south. Panoramic views of the



glaciers were magnificent ('like being inside a documentary movie' is how several people described it) and passengers enjoyed the roller coaster feeling of flying low over rock or ice and then suddenly, zooming out into nothingness, with the blue, blue sea hundreds of feet below.

Around about 13.00 we commenced our journey northwards, steaming slowly past the same massive tabular icebergs at the entrance to Robertson Bay that we had seen on the way in. They did not appear to have moved since we first saw them the previous day and are presumably grounded. We also visited streams of pack ice to look at the penguins and seals.

In no time the weather changed and we were in light snow and proceeding cautiously, keeping a lookout for bergy bits and growlers - big lumps of ice semi-submerged and capable of giving the ship a nasty knock. However, our trusty bridge watch team kept us safe, as ever.



Later afternoon brought Victoria's talk on the 'Antarctic Treaty System'; it is very complex! But now we have all had the privilege of being here, it is good to understand something of the system by which this 10% of the earth's surface – belonging to no-one and everyone – is governed. We learned that the treaty itself will continue on into perpetuity, but that the ban on minerals extraction will run out in the 2040s... Later still at Recap & Briefing, Dmitri told us everything we needed to know about the hole in the ozone layer (in great scientific detail!) and Arjen asked us the question: 'Can penguins fly?', finishing with an amazing piece of BBC film footage that went out many years ago on April 1st.

All in all, a super day to round off our Antarctic visit. Now we are bound for one of New Zealand's sub-Antarctic islands – Campbell Island.

Day 26 – Wednesday February 8th, leaving the Ross Sea.

GPS noon position: 67°09'S / 169°59'E

Air temperature & wind speed: 4°C, SW3

Weather conditions: Overcast, some snow, clearing towards evening

Barometric pressure: 995

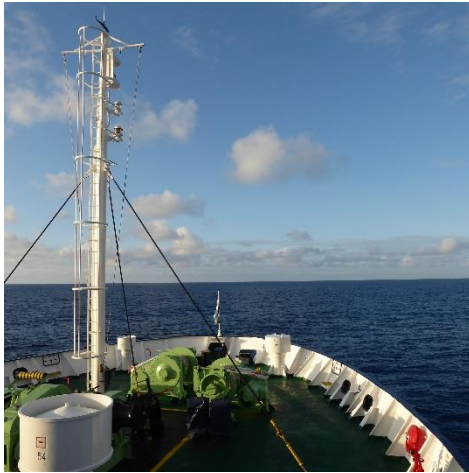
Sea temperature & condition: 0°C, Beaufort 3

Today was the first whole sea day that we've had for some time; many of us took the opportunity of sleeping later than usual, though there are always a few early birds congregating before breakfast round the coffee machine. All of us were aware that we had to make the most of ice and iceberg sightings today, so quite as much time as usual was spent out on deck enjoying the Southern Ocean – and gazing wistfully south!

At 11.00 the great majority of passengers made their way to the Lecture room, where Arjen was about to give an extremely useful talk. Whatever the size of our camera lenses, just about everyone who comes to Antarctica leaves with hundreds (if not thousands) of photos and dealing with them can be intimidating. Today is also the last day for entries in the photo competition, Part II. Arjen proved very helpful indeed at this stage, with his talk 'Photography After the Snap'. He made use of 'Lightroom' to introduce techniques helpful in editing and then cataloguing our images, a challenge weighing on our minds right now...So when friends and family ask to see our photos in future we will know exactly where to turn to produce the right number of suitably-themed snaps to match each individual's interest (in theory at least).

Next thing on the agenda was lunch and after that the final Vacuuming Party of the voyage. Once again we were called up to the Lecture room deck by deck, to clean Velcro, pockets, seams, bottoms of waterproof pants, backpacks,





camera bags, etc. of all traces of seeds and other materials we could transport by accident from Antarctica to Campbell Island (New Zealand). Virkon solution and brushes were available out on deck for boots, tripods and any really tough stains. We're all familiar with this process now, so accomplished it fairly swiftly – undeterred by Victoria, who was gleefully capturing our cleaning efforts on camera.

During this process we crossed an important threshold, but this time in a northerly direction. Yes – it was our second opportunity to cross the Antarctic Circle. Dr. John was honoured by being selected as the official sounder-of-the-horn on the bridge and those of us outside on the deck below covered our ears – it's always louder than you expect. We are still in Antarctica biologically and politically of course, but we are moving steadily back up towards the real world.

Biosecurity was finished before tea time, so we returned to our various shipboard activities for a sea day – cataloguing photos (and getting competition entries in to Arjen before 18.30) and updating our diaries were definitely the most popular occupations, closely followed by reading, crosswords, Sudoku and chatting with friends. The experience we are sharing on this one-month trip definitely creates many of those.

At 17.00 Victoria was to be found in the Lecture room, this time taking: 'Captain Robert Falcon Scott: Hero or Bungler?' as her theme. Initially hailed as a hero who died for his country, then accused of being a fool who failed to learn from his many mistakes, the pendulum is maybe swinging back into the centre as regards Scott's reputation. Scott's expeditions were not only built around setting new geographical records, but also on scientific discovery. Viewed in this light, he offered the world something that Amundsen didn't even attempt. Yet it remains clear that Amundsen, with his hand-picked skiers and dog-sled drivers, was ultra-competent to achieve the prize of being first at the South Pole. Scott's chosen combination of motor-sleds, ponies, dogs, skis and man-hauling as polar travel methods proved too much of a challenge for his Renaissance-style men –jacks of all trades, masters of none – and five men paid for it with their lives.

Recap & Briefing would normally have followed at 18.30, but Cheryl decided to cancel it for very good reason – we were passing through a belt of beautiful tabular icebergs, full of arches and caves and glowing deep blue in their interiors. This was far too good to miss! So out we went to enjoy and appreciate these Antarctic ice giants while we still could.



Michael called us in to dinner at 19.00 and ‘Happy Feet’ was the movie of the evening, sending us to bed tapping our toes and humming. Still time for a nightcap at the bar before sleep as tomorrow is another day at sea as we continue to sail towards Campbell Island, which is a number of days ahead of us yet.

Day 27 – Thursday February 9th, at sea towards Campbell Island.

GPS noon position: 62°50’S / 169°43’E

Air temperature & wind speed: 5°C, NW4

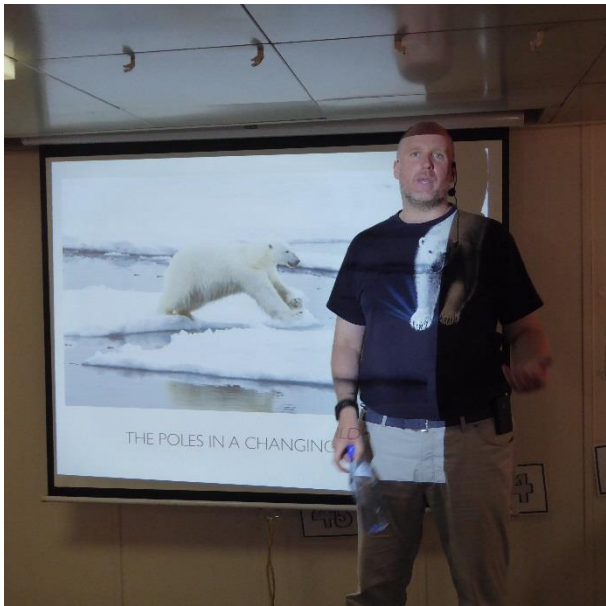
Weather conditions: Variable – from sunny to rainy

Barometric pressure: 1000

Sea temperature & condition: 2°C, Beaufort 4

Cheryl woke us gently, with a quiet call that we were in calm seas and light winds. Some of us chose to sleep in, popping in to breakfast at the very end to grab a quick bite, or even choosing to pass on breakfast altogether, knowing there would be biscuits in the bar if we needed something before lunch.

The morning talk was by Arjen, who presented a thoughtfully put-together lecture on climate change, showing some different data sets and discussing



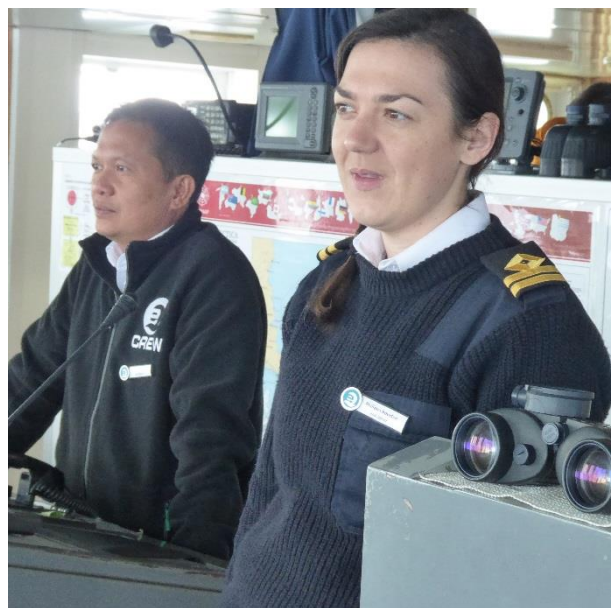
work, with the odd person snoring quietly to themselves, comfortable in the quiet hum and gentle motion of the sixth deck. Books were pored over, reading lists compared, and the coffee machine was very popular.

Many of us took the time to visit the bridge and ask questions we had not yet found time for. Tools and devices were examined, charts inspected, and most of us learned something about how *Ortelius* works. Dr John was up there most of the day, happy to be putting his binoculars and camera to work and delighted to share his enthusiasm and knowledge with all of us.

Lunch, as usual fully-occupied and consumed with gusto, was taken at a leisurely and relaxed pace, with many of us lingering over coffee before retiring for an afternoon siesta. The slow, measured pace of a sea-day afternoon quietly soothed us into peaceful contemplation.

The weather was neither good nor bad, with some rain, some cloud and a little sunshine throughout the day. We had calm seas and low wind speeds, which allowed us to move smoothly across the Southern Ocean. When Shaun and Darrel presented, together, a talk about modern

possible outcomes. Everybody found something worth thinking about, and question time afterwards was quite active. From the talk, we went upstairs to the bar for a hot drink and more chat. This second day at sea was generally very quiet. People still had some sleep to catch up on, lots of photos to go through, and friends and relatives to contact. The bar was full of people all industriously going about their computer and paper



tourism in Antarctica and IAATO, we were all there to find out about some of the weird, wonderful and occasionally whacky things going on around the white continent in our modern world. As we learned, truck races are only one of the many strange things IAATO is trying to manage in a sensible way, while protecting all of the features that make Antarctica unique and incredibly special.



Following on from Shaun and Darrel (and with a short trip to visit Charlotte and her afternoon tea trays) we went into Henryk's talk on Nordenskjöld. This story is so incredible it seems as if it must be exaggerated, when it is nothing but unadorned truth. Sinking ships, long treks across ice, chance meetings at the last moment - all unbelievable, but it really happened.

After a long day of doing ... not much ... we found ourselves needing to sit down in the bar to chat, share stories and images, and keep Charlotte working hard leading up to and through the recap. The news from Cheryl regarding tomorrow's weather was a bit worrying, but tomorrow is another day. In the mean time we relaxed, some threatening to skip dinner, but most of us joining Michael, Sava and the team in the restaurant, continuing to eat and drink our way through as much of the ship's supplies as we could before retiring at a reasonable hour (well, most of us) to be gently rocked to sleep by the light swell.

Day 28 – Friday February 10th, at sea towards Campbell Island.

GPS noon position: 59°08'S / 169°30'E

Air temperature & wind speed: 9°C, NE7

Weather conditions: Overcast, with sun in evening

Barometric pressure: 974

Sea temperature & condition: 7°C, Beaufort 7

During the past days it has been heard several times: "I hope we get a bit more wind, so we can really feel what it is like to be on a ship in a storm", or something similar. Well, those people have got what they asked for! As the weather forecasts have been predicting, we have ended up in a storm, with wind speeds of up to 60 knots and waves of around 8 metres high smashing



into our bow. It was definitely a spectacular sight. At times the forecastle disappeared completely under a big wave. The captain closed the outer decks for our own safety, but we were still welcome on the bridge to enjoy this spectacle. Those of us who were not in bed seasick, that is - as this weather and constant pounding of the ship also has its downsides. Doctor John was busy dispatching sea-sickness medicine and many of us didn't do a huge amount outside of our beds today.

Another downside has been that our speed was drastically reduced to 5-6 knots - not really a speed that will allow us much time on Campbell Island. Not that we could do much there in this weather anyway. In fact, with this weather there is even some uncertainty that we will reach Bluff at the arranged time...



For those who did manage to get out of bed, Victoria told us 'The True Story of Moby Dick', although the lecture room wasn't really the best place to be with this movement. If you were there, you will now know that Shackleton's boat journey to South Georgia in the *James Caird* was

absolutely NOTHING compared with what the 1820 survivors of the whaleship *Essex* went through.

Dmitri was our entertainer in the afternoon, with 'Earth History', which managed to condense billions of years into a mere 45 minutes of explanation.

In between waves the avifauna changed as well. Sooty shearwaters and Mottled petrels seemed much more at home in this weather, effortlessly soaring on the wind. And also new albatrosses appeared: Campbell, Southern



Royal and Antipodean albatrosses were all seen by patient bridge watchers.

At meal times there was a lot more space in the restaurant as not everybody felt up to eating and even the bar was a bit emptier in the evening as well, although rumours of four 'Antarctic Walruses' (refusing to be deterred by life on the ocean wave) ensconced on their bar stools through thick and thin are now running round the ship ...

Day 29 – Saturday February 11th, at sea towards Campbell Island.

GPS noon position: 56°30'S / 169°27'E

Air temperature & wind speed: 10°C, NNW7

Weather conditions: Overcast with some precipitation

Barometric pressure: 983

Sea temperature & condition: 9°C, Beaufort 6

The storm is still gripping us. Another day of rolling and pitching. For the uninitiated, pitching is from bow to stern whilst rolling is from port side to starboard side (or vice versa).

Around 09.30 Cheryl called us together in the bar and informed everybody of the new decision: because of slow progress, we must skip the landing on Campbell Island. Unsurprisingly the general reaction was not one of euphoria, but puny human beings still cannot control the weather systems at the ends of the earth...and it is humbling to be reminded of this fact from time to time.

The outside decks were closed for most of the day. The storm raging outside was NOT conducive to outdoor strolling in any case, but many of us spent large portions of time on the bridge, taking in nature's spectacle and watching soaring birds and huge flumes of spray soaking the deck and even bridge windows!



It was a wonder that despite the ship's current movement, so many people came to Victoria's lecture at 11:00 on 'Douglas Mawson and the Home of the Blizzard'. Mawson was an Australian geologist who refused a guaranteed place on Robert Falcon Scott's Geographic South Pole march in order to mount his own style of expedition to Commonwealth Bay (opposite Australia) in 1911 -14. His well-laid plans led to tragedy and adventure unprecedented even in the annals of polar history; and not one of us present in the Lecture room ever wants personally to try eating stringy dog meat - or crawl (literally – walking was too painful) hundreds of miles across Antarctica to reach safety, with two comrades left behind dead in the ice...

At 15.00 our guest Michel Roggo presented his film about the 'Freshwater Ecosystems of our Planet'. Among 36 locations, these included Gunung, Kurilskoye Ozero, Sermersuaq, Rotomairewhenua and Rio Negro. He visited all of these places (and more) over the last seven years and was therefore able to present to us a fascinating world of flooded forests, Russian brown bears, meltwater lakes, Amazon River dolphins and much more – mostly underwater. His photography was superb and we are grateful to him for sharing these experiences with us.

After a short break, at 17:00 Dmitri was on to talk about 'Birds of the Wind'. His talk focused on the beautiful, big albatrosses and their relatives which can now be spotted around the ship. Unlike us, they adore the wind! He talked about their taxonomy, identification, biology and ecological/behavioural adaptations to this unique environment.

During Recap & Briefing at 18.30, Darrel introduced another clip of film taken from cameras attached to the undercarriages of our helicopters during this trip; if only we could strap ourselves on in similar fashion we would get to experience indescribable views, but it's somewhat safer to be INSIDE the cockpit!



In the evening Lynn put on the next episode from the series 'Frozen Planet' for our enjoyment – and to distract us somewhat from the rocking and rolling still in evidence.

And that was today on *Ortelius*, ploughing through the aftermath of a storm as we made our slow, but steady way onwards, past the elusive Campbell Island and towards Bluff, New Zealand.

Day 30 – Sunday February 12th, approaching Campbell Island.

GPS noon position: 53°40'S / 169°21'E

Air temperature & wind speed: 11°C, NW4

Weather conditions: Sunny most of the day, with brief rain squall in afternoon

Barometric pressure: 974

Sea temperature & condition: 10°C, Beaufort 5

After a couple of days with strong wind, this morning was comparatively calm. Wind speed was only 18 knots and the waves were 3-4 metres high. The air temperature was close to 10 degrees C.

During breakfast we received the message from the bridge that the outside decks were open. Finally we could go outside again to gaze at the waves and numerous sea birds following our ship.

Before lunch we had already registered 13 different species of birds; especially remarkable were the many different types of albatrosses, such as Gybson's, Southern Royal, Shy, Campbell and Grey-headed. Some of them were flying close to the ship, which gave us the chance to take good photos.



At 11.00 Victoria gave an interesting presentation – ‘A Miscellany of Mermaids’, in which she traced the origin of the mermaid myth round the world and talked of ‘historical’ sightings as well as mermaids in literature and art and the true ‘Sirenia’ of the sea – dugongs, manatees and seals.

After lunch we had a chance to continue watching the birds which were following us. Altogether during the day we identified 17 species of birds – a record for this area.

At 15.00 Alastair presented the making of his TV documentary “The Hunt”, which was created by the BBC Natural History Team. It was beautifully done and very exciting -especially the filming of the wild dog hunt (both from the air and a parallel vehicle which captured what it was like among the pack) tiger (with camera mounted on an elephant) and Blue whale hunt (the filming challenges to capture a whale hunting Krill are of course somewhat different from the dramatic bursts of speed put on by land predators!).

After teatime, at 17.00 Stephen Freed presented the story of the vessel *Morning*, which carried his grandfather on board as Third Officer when it sailed to Cape Evans to relieve Scott's DISCOVERY expedition of 1901-04. It was fascinating to hear Stephen tell of his grandfather's exploits, friendship with Teddy Evans and connection with Scott himself. His anecdotes and slides brought it all to life for us.

From about this time we could just see in the distance the mountain tops of Campbell Island. We had our daily recap 15 minutes earlier than usual in order to have enough time to go out on deck for great views of the island as our ship

was passing by. Unfortunately, we did not have time to land there, because the storm of the last few days has delayed our navigation. Still, we experienced great views. A rain shower passed through during Recap and Briefing, and the sun's rays shone through the clouds onto the tops of the mountains just as we headed out on deck. At the same time, the wind became stronger and wave height increased, amplifying our



impressions of this wild landscape. Also, from the other side of the ship we glimpsed a brightly-coloured rainbow.

After a 19.30 dinner (delayed so we could enjoy views of Campbell Island first) we eagerly gathered again in the Lecture room to watch some film clips made during this voyage by our on-board professional video group. Their images really brought home to us how spectacularly the use of helicopters has changed our perspective of this icy continent. As for the films and still photos we have taken ourselves - they may not have been taken for documentary purposes, but what wonderful memories they will recall to mind after we're home again.

Day 31 – Monday February 13th, at sea towards Bluff, New Zealand

GPS noon position: 49°53'S / 168°51'E

Air temperature & wind speed: 13°C, NNW4

Weather conditions: Sunny start, cloudy later

Barometric pressure: 978

Sea temperature & condition: 10°C, Beaufort 4

Sea conditions are more or less back to normal now – though of course we are left with considerable swell from the storm we have passed through.

Today was a strange day, without the usual sea-day pattern of lectures and documentaries to attend, though meal times remained a constant, fortunately.

Instead we were invited down to the Lecture room to hand in our zodiac life jackets and rubber boots at 11.00, which some of our guests had become quite emotionally attached to! Staff then proceeded to screw back all the tubes to the automatic position, which is of course our favourite job...

During the course of this morning too we had a last chance to add our names and addresses to the email list in the bar, so as to be sent the trip log and voyage information once we're back in the 'real' world. Some of us have survived without email for a month, so it's going to take some adjustment.



Around 12 noon Michael summoned us to reception to receive our passports back, with his usual lunch announcement following at 12.30. Sous Chef Kabir is from India and we were informed that he had personally made our chicken curry for us; the chocolate cake for dessert was delicious too, by the way.

After lunch came every passenger's favourite moment of the trip – account settlement with Michael and Sava at the reception desk! This process took several hours in total, but we came through it all smiling – plastic money has taken most of the strain (HOW many cocktails/beers/red wines was that?!).

By 17.30 we were largely over the shock of our bar bills, and we met in the bar (cash only!) to watch together a slideshow recap of our whole voyage, put together by staff member Arjen. This slideshow and various electronic charts shown by Cheryl during the trip were added to the shared computers for all to copy if desired.

Following this, Victoria acted as 'auction master' for the Oceanwide flag – the very flag that has been flying from *Ortelius'* bow for the whole voyage. It was somewhat threadbare by this stage, true, but what better souvenir of our unique trip could we possibly take home with us? And the proceeds go to the Antarctic Heritage Trust to help preserve and maintain the Ross Sea historic huts such as at Cape Evans.



Next up was a cocktail with Captain Ernesto to toast our voyage as it draws to its conclusion, before heading down for our Farewell Dinner – which was a BBQ with drinks on the house (or maybe that should be ‘on the ship’)! We then spent our last evening on board packing and chatting to new friends, before climbing into bed on *Ortelius* for the last time – on this trip, at least.

Day 32 – Tuesday February 14th, Bluff New Zealand.

GPS noon position: 46°36’S / 168°20’E

And so we have come to our final day. We picked up a pilot at about 9.00, which meant arrival in Bluff at around 10.00 am. I seemed a little strange to go through customs clearance in our own *Ortileus* lobby.

As we headed for Invercargill airport or dispersed throughout New Zealand for our next adventure, many farewells were exchanged. Maybe we will meet again one day somewhere – even, perhaps, in polar regions on an Oceanwide ship!

Cheryl Randall – Expedition Leader



An Oxford law graduate, Cheryl worked as a corporate lawyer at a leading London law firm for four years, before leaving England in pursuit of a more active, outdoor lifestyle. She then spent sixteen months driving around Australia in a Toyota Landcruiser; the perfect segway for a change of career on life's magical journey!

Cheryl decided to turn her passion for adventure to a career at sea. As a professional sailor, Cheryl sailed over

20,000nm on some of the world's most beautiful superyachts, seeking her endless summer in the Mediterranean and Caribbean, traversing the huge locks of the Panama Canal en route to the blissful isolation of a Pacific crossing. Cheryl loves all watersports; her ultimate diving highlight as a Rescue Diver has been swimming with hammerhead sharks off the Costa Rican Cocos Islands.

Always captivated by Antarctica's rich history, ancient landscapes and abundant wildlife, Cheryl has now crossed the Drake Passage sixty times to reach the great white south. Cheryl's search for sunlight takes her to the Arctic in the boreal summers, whether guiding intimate groups across the vast Canadian wilderness by canoe or sea-kayak or enjoying wildlife interactions in Svalbard, Norway. Fantastic Arctic wildlife experiences include wolves strolling in to camp, sea-kayaking with narwhal, and having a polar bear lick the bow of the ship whilst in the pack ice! In 2014, Cheryl was privileged to be part of the Victoria Strait Expedition which located Sir John Franklin's HMS Erebus (last seen in 1845), in the Canadian Arctic, earning the Erebus Medal recognising her contribution to the discovery.

Always looking for new ways to view the world, Cheryl holds her Private Pilots Licence and this summer gained her float plane rating, flying amongst the stunning 30,000 Islands of Georgian Bay, Ontario.

An avid explorer, Cheryl most recently travelled through the colours, smells and sounds of Rajasthan, India, after having fulfilled her lifelong dream of crossing Russia on the Trans-Siberian Railway. Among her solo travels, Cheryl includes as highlights hiking up Kota Kinabalu in magical Borneo, ballooning over the Serengeti at dawn and being lucky enough to meet Lonesome George in the Galapagos Islands.

Lynn Woodworth – Assistant Expedition Leader



Lynn comes from the mountains and lakes of western Canada, where she first developed her love for remote wilderness and cold water. She started travelling at 17, and settled in Australia, where she completed two biology degrees, including a PhD in conservation genetics, examining minimum viable population size in wildlife. She first went to Antarctica by accident in 1996. Travelling again after her time in academia, Lynn left her motorcycle in Argentina to sail to the Antarctic Peninsula. She was hooked on Antarctica, and has been working in the polar regions ever since. She knows the Antarctic Peninsula, the Falkland Islands and South Georgia better than some penguins, and has visited the Ross Sea region. In the northern summer, she has taken ships to arctic Canada, Iceland, Greenland, Svalbard, Russia and the North Pole. Lynn stopped counting at somewhere over 135 voyages, 17 different vessels, and more than two years of her life spent in the Drake Passage. She has held most ship-based roles including lecturer (wildlife and natural history), guide, zodiac driver, Assistant Expedition Leader and Expedition Leader, and has also worked on shore as Operations Manager. She has co-authored two books on Antarctica, 'Antarctica The Complete Story' and 'The Blue Continent', released in 17 languages at last count. Lynn still calls Australia home, and has recently moved to the south end of Tasmania, where she is as close to Antarctica as she can get and still be in Australia.

Darrel Day - Guide



My name is Darrel Day, I was born in Sydney, Australia and all my life has been about sailing and climbing mountains all over the world. My passion for extreme sports took me to Antarctica on a climbing expedition in 1999. Since this trip I became a captain of my own sailing vessel *Spirit of Sydney* and I have since supported 50 or so expeditions to Antarctica, 8 to South Georgia, and I cannot count how many Cape horn trips. I have now covered over 250,000+ miles at sea. Past trips include documentary making with scientists from Oregon State University, Marine Mammals Institute tagging Humpback Whales, CADEC University of Ushuaia, University of British Columbia (Orca study), Oregon State university tagging Humpbacks, as well as TV productions like Animal Planet, Discovery Channel, HBO, BBC and more. Other expeditions have included National Geographic photographers, artists, mountaineers and sea kayaking expeditions like the epic 1,000 km trip from Base Esperanza to Adelaide Island. I also have experience in 'fly in fly out' operations from in Antarctica. I am a full voting member of IAATO and I participate on multiple committees within IAATO. My mission is to work for environment sustainable and safe tourism in Antarctica. This next season I will be working as a consultant operator on the helicopter equipped icebreaker Ortelius sailing from Ushuaia to New Zealand and come back to Ushuaia via the Ross Sea. I am very lucky to do what I love, learning and sharing all my knowledge in future projects.

If you want to hear a story or two buy me a beer at the bar.

Shaun Norman – Guide/Lecturer



Hi Folks – I was born in London 1943, now living in Twizel, New Zealand.

Got busy with Cubs, Scouts, Seniors and Rovers age 10 on. Thus introduced to Walking, Camping, Caving, Climbing and so on.

Joined British Antarctic Survey as a meteorologist 1966 having never looked seriously at a cloud before! Signed on for two winters but the great Deception Island volcanic eruption sent us all scuttling back to Port Stanley, Falkland Islands.

Now to Stonington Island, Marguerite Bay in the southern Antarctic Peninsula and to the real reason for my presence on the Ice – driving dogs.

Assisted Geologists, Surveyors and Geophysicists for two full years clocking up 3,500 miles with my trusty hounds. Very hard to leave.

Sixteen months in South America was followed by journey to New Zealand and their Antarctic programme. Deputy Leader at Scott Base then I led Mt Erebus Expedition to try and reach red hot lava in the inner crater. Too dangerous!

Since then, about 20 summers on the Ice, meteorite hunting, South Pole road building, Geologising.

I have the most patient wife in the world; two children and five grandchildren to keep me in line!

Looking forward to meeting you all.

Dmitri Banin



Born in Moscow, Russia, Dmitri studied biology at Moscow State University (MSU) where he completed his Ph.D. in Zoology and then continued his work in MSU's Laboratory of Ornithology. During his employment at MSU Dmitri conducted his research in the high mountains of Central Asia, including the Pamir, Alay, Tian-Shan, Kopet-Dag and Altay. He also worked in the Caucasus and Siberia, where he climbed the Sikhote-Alin mountains. His research expeditions have taken him to many remote areas and led to various

adventures, such as crossing the Kamchatka peninsula by foot and covering more than 1000 km by kayak along Siberia's Tunguska river. Dmitri also studied migratory birds in the White Sea, Sea of Japan, Sakhalin and Kuril Islands. Because of his achievements, Dmitri was invited to work for the USSR Ministry of Natural Resources as the Head of the Department of Science. There Dmitri established and developed research programs for all Natural Reserves of the former Soviet Union and represented the Ministry during workshops and negotiations abroad.

Since coming to the U.S.A. at the invitation of the University of Washington, Dmitri has been able to pursue a lifelong interest in comparing high mountain ecosystems with those of the Polar Regions. He has traveled throughout the North American and European Arctic, including Alaska, Chukotka, the North Pole, Franz Josef Land and Norway's Svalbard archipelago. He also many times visited Antarctica. There he was especially impressed by the richness and accessibility of Antarctic wildlife while sailing to numerous sites in Antarctic Peninsula, South Shetland Islands and South Georgia. Dmitri enjoys sharing his knowledge of the Polar Regions with adventure cruise passengers through his presentations on Ornithology and Marine Biology. He is looking forward to visit new parts of Antarctic continent and mysterious mid-Atlantic islands. With more than 30 years of travel experience around the globe, Dmitri has a great passion for travel and is always looking forward to his next adventure.

Victoria Salem – guide and lecturer



Victoria has always been fascinated by the colder places on our planet and has been travelling in Northern Europe, the Arctic and Antarctica regularly for the past 14 years. She has worked in expedition cruising for 20 seasons at both ends of the earth and some places in between, focusing on history, culture and exploration. She specialized in Old Norse literature and Viking history at undergraduate level and holds a Graduate Certificate

in Antarctic studies from the University of Canterbury, Christchurch, New Zealand.

Since graduating from Cambridge University with a degree in Anglo-Saxon, Norse & Celtic/English literature, Victoria has lived and worked in seven different countries, though her home is now in London and Hastings, UK; when on shore, she enjoys working as a volunteer guide in art galleries, conservation centres and history museums. Her hobbies include travel (in all continents), choral singing, reading & theatre.

Prof. Henryk Wolski—Expedition Guide and Lecturer



Having been an enthusiastic sailor since boyhood, Henryk Wolski (from Poland) worked after his university studies as a sailing instructor and skipper and organized concept sailing trips under historical mottos.

Another facet of Henryk's life is the love to adventurous expeditions. He was a member of Arved Fuchs's ICE-SAIL expedition that sailed around the North Pole and became the sixth person in history who circumnavigated on this way.

He took part in an expedition that retraced Sir Ernest Shackleton's famous voyage. And he sailed 2 times around Cape Hoorn.

Henryk is also following the tracks of the Vikings on rivers across the European continent, retracing some of the old trading routes with a replica Viking ship built for these historic expeditions. 2008 organised Expedition "Darwin & Tierra del Fuego" sailing with a replica of a whale boat in the Beagle-Channel. Same year he sailed on the yacht from Buenos Aires via Magellan Strait around Cape Hoorn and proceed from Ushuaia via Falklands, South Georgia, Crozet Island, Amsterdam Island, Australia to New Caledonia.

Since 2000, Henryk has been working regularly as expedition leader and lecturer on cruise ships, especially in the Antarctic, the Arctic and the Amazon.

www.conceptsailing.org

Henryk Wolski ist gebürtiger Pole und absolvierte sein Studium als Maschinenbauingenieur in Poznan. Seit frühester Jugend mit der Seefahrt verbunden, machte er bald nach dem Studium seine Berufung zum Beruf und arbeitete als Segellehrer und Skipper. Später gründete er seine Firma „Henryk's Sailing“ und veranstaltet seither „Konzeptsegeln“ mit historischem Motto wie z.B. „Auf den Spuren von Odysseus“ oder „Auf den Spuren der Wikinger“

Um seine Lust auf Abenteuer zu stillen, unternahm Henryk verschiedene Expeditionen, auch zusammen mit Arved Fuchs. So war er Teilnehmer der Expedition „ICESAIL“ durch die Nordwest- und die Nordostpassage, sowie an einer Nachstellung der Fahrt Sir Ernest

Shackletons von der Antarktis nach Süd-Georgien. Aus dieser Expedition entstand das Buch unter dem Titel „Fortitudine Vincimus – durch Ausdauer zum Sieg“. Als sechster Mensch überhaupt gelang ihm die komplette Befahrung der Meere rund um den Nordpol auf Segelschiffen, aber auch die Umrundung des berühmten Kap Hoorn durfte nicht fehlen. Seit vielen Jahren reist Henryk ebenfalls auf den Spuren der Wikinger. Mit dem Nachbau eines Schiffes aus der Wikingerzeit erkundete er alte Handelsrouten. So fuhr er im Jahr 2006 von der Ostsee bis ins Schwarze Meer. Die Reise wurde von einer ARTE-Dokumentation aus der Reihe GEO 360° begleitet.

2008/09 organisierte er auf einer 16 m Yacht einen anspruchsvollen Etappentörn von Polen nach Australien, darin integriert die Tour „Antarctica – Circumpolar Navigation Part I“ mit Anlandungen auf entlegenen subantarktischen Inseln wie Crozet- und Amsterdam-Inland.

Anlässlich des 200. Geburtstags von Charles Darwin führte er in dieser Zeit ebenfalls die historische Expeditionsreise „Darwin & Tierra del Fuego“ auf dem Nachbau eines

Walfangbootes in den Gewässern des Beagle-Kanals in Feuerland/Südamerika durch.

Seit dem Jahr 2000 arbeitet Henryk regelmäßig als Expeditionsleiter und Lektor auf

Kreuzfahrtschiffen, vor allem in der Antarktis, der Arktis und auf dem Amazonas www.conceptsailing.org

Arjen Drost – Guide, lecturer



When Arjen arrived in Spitsbergen for the first time in 1999 as a biology student, he fell in love with the Arctic. After three summers of research on Barnacle Geese in Ny Ålesund, Spitsbergen he started guiding in small expedition cruise ships for Oceanwide Expeditions. Here he loves to share his passion for the Polar Regions with others.

Arjen was born in the Netherlands and soon started watching birds. Many hours were spent finding and watching birds in the local neighbourhood and enjoying nature. His choice to start studying biology came to no surprise for anybody. During this study he specialized in ecology, especially the interaction between herbivores and plants.

For 10 years Arjen has combined guiding in the Arctic with a full time teacher job at a secondary school in the Netherlands, where he taught biology. Now he has quit his job as a teacher to be a full time expedition guide for Oceanwide Expeditions which allows him to combine guiding in the Arctic with that other cold and white place: Antarctica.

In his spare time Arjen is a keen nature and wildlife photographer, giving photo workshops and lectures and is co-author of several Dutch books on nature photography.

Arjen speaks English, Dutch and German.

Dr John Ryan



John has been a General Practitioner in Penzance, Cornwall in the UK for almost 30 years with sub specialities in GU medicine and Clinical Research. He is also one of the doctors for the Penlee Lifeboat which mainly involves running medical exercises with the crew and the occasional 'shout'.

He has travelled widely as an expedition doctor which has enabled him to indulge his passion for seabirds. He has seen over 90% of the world's seabirds.



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Did you catch a rare seabird on the fly? Do you have a panorama of the Northern Lights filling the sky? Did you get up close and personal with a penguin? Did you capture a look of awe or wonder on a fellow passenger's face?

If you've been a passenger on any one of our past voyages we want to see your pictures.

You're free to send in as many pictures as you wish. The best pictures are the ones that capture what it's like to take one of our special expeditions to the remote and beautiful ends of the Earth.



PRIZES



€ 1000

GIFT VOUCHER

for Oceanwide Expeditions



€ 500 gift voucher

for Oceanwide Expeditions



€ 250 gift voucher

for Oceanwide Expeditions

UPLOAD YOUR PHOTO AT

WWW.OCEANWIDE-EXPEDITIONS.COM/GALLERY

The size of your photo should be between 2MB and 8MB. Our lucky winners will be contacted by e-mail and Facebook by January 15, 2018.

Read the terms and conditions of the contest on www.oceanwide-expeditions.com/page/contest-terms



Kayaking the Waters of Antarctica The weather changes so dramatically down here that you simply cannot say, "this looks like a great day" if it is one – rather you must live in the moment and perhaps a more appropriate phrase might be, "this looks like a great moment"! After enduring Force 8 winds on the Beaufort Wind Scale the Ortelius (our home during this Antarctica cruise) pulled into calm waters at Georges Point affording us our first close look at the breathtaking scenery (icebergs, glaciers and mountains)

TRAVEL WRITING COMPETITION 2017

Your chance to win a € 1000 gift voucher for your next polar adventure.

FANCY YOURSELF AS A TRAVEL WRITER? ENTER OUR ANNUAL TRAVEL WRITING COMPETITION AND YOU JUST MIGHT WIN YOURSELF A **€ 1000 GIFT VOUCHER** FOR YOUR NEXT POLAR ADVENTURE.

Write about your experience!

What was it like to camp out under the Antarctic sky? Was it scary when you encountered a polar bear? Was this your first cruise and were you nervous about crossing open waters?

After all, how your expedition made you feel is what you're going to carry with you for the rest of your life. If you share your experience you just might win yourself a € 1000 gift voucher for your next polar adventure.

Here's what you need to do:

1. Write a post (600 – 1200 words) in Dutch, English, or German about what excited you the most on your Oceanwide Expeditions cruise. The topic is entirely up to you.
2. Make sure you add titles and subtitles to the story.
3. Create a hyperlink or two inside of your post that links back to the particular trip you took as found on our website. The link could connect to the ship's page, the trip itinerary, the particular destination's page, or perhaps a page related to one of the activities you enjoyed.
4. Add 3 to 5 pictures (they should be 2 MB minimum in size, in landscape format and attached separately when you decide to send your entry to us).
5. Post it online and send us the URL where your story is published. **OR** send your post to us at marketing@oceanwide-expeditions.com. Either way, make sure you include your full name and e-mail address.
6. **Spread the word!**



PRIZES



€ 1000

GIFT VOUCHER

for Oceanwide Expeditions



€ 500 gift voucher

for Oceanwide Expeditions



€ 250 gift voucher

for Oceanwide Expeditions



**ENTRIES CLOSE
DECEMBER 31**

Our lucky winners will be contacted by e-mail and Facebook by January 15, 2018

Read the full terms and conditions on oceanwide-expeditions.com/page/contest-terms

Victoria's advice for a good historical read:-

GENERAL

Let Heroes Speak: Antarctic explorers 1772 – 1922 by **Michael H. Rosove** – contains chapters on the great and the forgotten heroes of Antarctic exploration, including Otto Nordenskjöld of the 1901 – 03 Swedish Antarctic expedition to the Weddell Sea.

ANTARCTIC PENINSULA

The Storied Ice: Exploration, Discovery, and Adventure in Antarctica's Peninsula Region by **Joan N. Boothe** – a comprehensive, well-written book specifically focusing on the places we have been!

SCOTT & AMUNDSEN

Scott's Last Expedition/The Voyage of the Discovery – very well-written and readable account by Scott himself

The Last place on Earth/Scott and Amundsen by **Roland Huntford** – very detailed and well-researched account of Scott and Amundsen's famous race to the Pole. A great supporter of Amundsen and a great debunker of Scott. Very interesting, though extremely (obsessively?) anti-Scott.

Captain Scott by **Ranulph Fiennes** – A much easier read than Huntford's tome; sets out to debunk the debunking of Scott and vindicate his heroic reputation. Extremely (obsessively?) pro-Scott. Also very interesting – draw your own conclusions!

The Worst Journey in the World by **Apsley Cherry-Garrard** – A wonderfully written account of Scott's last expedition, with emphasis on Cherry-Garrard/Wilson/Bowers' winter journey to Cape Crozier for emperor penguin eggs.

SHACKLETON

Endurance and Shackleton's Boat Journey by F A Worsley – An easy and fascinating read by a great supporter of Shackleton.

Shackleton by Roland Huntford – Very detailed and well-researched account of Shackleton's life and expeditions. But bear in mind Huntford's obsessive debunking of the Scott myth when considering his objectivity over Shackleton.

Shackleton's Forgotten Men by Lennard Bickel – A fascinating account of the fate of Shackleton's Ross Sea Party, who were laying supporting depots for his Antarctic crossing; he never came, but they completed their appointed task at great cost.

The Lost Men: The Harrowing Saga of Shackleton's Ross Sea Party by Kelly Tyler-Lewis.

NOVELS ON ANTARCTICA

Antarctica by Kim Stanley-Robinson – a sci-fi, futuristic, political novel set against a backdrop of one version of a future Antarctica. Highly recommended.

Skating to Antarctica by Jenny Diski – a compelling account of a journey to Antarctica and an inner journey of the spirit.

Mrs Chippy's Last Expedition by Caroline Alexander – a cat's eye view of Shackleton's *Endurance* expedition!

2016: Consultative parties to the Antarctic Treaty:

Argentina (1961)
Australia (1961)
Belgium (1961)
Brazil (1975)
Bulgaria (1978)
Chile (1961)
China (1983)
Czech Republic (1962)
Ecuador (1987)
Finland (1984)
France (1961)
Germany (1979)
India (1983)
Italy (1981)
Japan (1961)
North Korea (1986)
Netherlands (1967)
New Zealand (1961)
Norway (1961)
Peru (1981)
Poland (1961)
Russian Federation (1961)
South Africa (1961)
Spain (1982)
Sweden (1984)
Ukraine (1992)
UK (1961)
US (1961)
Uruguay (1980)

2016 Non-consultative parties to the Antarctic Treaty:

Austria (1987)
Belarus (2006)
Canada (1988)
Colombia (1989)
Cuba (1984)
Denmark (1965)
Estonia (2001)
Greece (1987)
Guatemala (1991)
Hungary (1984)
Iceland (2015)
Kazakhstan (2015)
South Korea (1987)
Malaysia (2011)
Monaco (2008)
Mongolia (2015)
Pakistan (2012)
Papua New Guinea (1981)
Portugal (2010)
Romania (1971)
Slovak Republic (1993)
Switzerland (1990)
Turkey (1996)
Venezuela (1999).

Recommended Antarctic Reading:

Let Heroes Speak: Antarctic Explorers 1772 – 1922

By Michael H. Rosove (2000, Berkley Publishing, printed in the USA).

ISBN: 0-425-18330-0

Review: 'Rosove gives the reader a feeling for the explorers' motivations and the hardships they had to face by using their own words – the words of pioneers who were truly heroes. Highly recommended.'

Includes: James Cook, Bellingshausen, Biscoe, Balleny, D'Urville, Wilkes, James Clark Ross, Bull, Gerlache, Borchgrevink, Scott, Drygalski, Otto Nordenskjold, Bruce, Charcot, Shackleton, Amundsen, Filchner, Mawson & Cope.

Antarctica: an intimate portrait of a mysterious continent

By Gabrielle Walker (2013, Houghton, Mifflin, Harcourt, Boston).

ISBN: 978-0-15-101520-7

Review: 'This book should be a 'must-read' for this trip. She discusses the Antarctic Peninsula, McMurdo Station and scientific research, the Ross Ice Shelf, the Dry Valleys and the Heroic Explorers in a very accessible way for non-scientists'.

Antarctica. Discovering the last continent

By Sebastien Arrebola & Shoshannah Jacobs (2016).

ISBN: 978-987-4079-29-9

Review: 'This partnership of authors works perfectly; biology (geology, glaciology) and history are well covered. This is an excellent reference document for your library with regard to all aspects of Antarctica'.

The Illustrated Longitude: the true story of a lone genius who solved the greatest scientific problem of his time.

By Dava Sobel & William J. H. Andrewes (1995, 2003 this illustrated paperback edition - OUT OF PRINT, but readily available second-hand from Amazon etc., Walker & Company – New York).

ISBN: 0-8027-7593-4

Reviews: 'As much a tale of intrigue as it is of science...A book full of gems for anyone interested in history, geography, astronomy, navigation, clockmaking, and – not the least – plain old human ambition and greed.'

'Anyone with an interest in history or things maritime should consider *Longitude*. This fascinating volume brings alive the 18th century'.

'Readers will finish this book considerably more educated about geography and navigation.'

The Longest Winter: Scott's Other Heroes.

By Meredith Hooper (2010, John Murray Publishers, Hachette).

ISBN: 978-0-7195-9590-5

Reviews: 'A cracking story about Scott's Northern Party'.

'Authoritative and insightful...an enjoyable, vivid study of the English in extremis'.

'This book relives their fears and squalid surroundings from day to day. You will be chilled, gripped and amazed by the human resilience displayed in such awesome conditions'.

Still Life: Inside the Antarctic Huts of Scott and Shackleton (2010).

Essays by Nigel Watson, photography by Jane Ussher.

This book takes you through Scott's two huts (at Hut Point & Cape Evans) and Shackleton's *Nimrod* expedition hut (at Cape Royds) step by step. Full of atmospheric photos (and close-ups) it examines a huge number of artefacts and is very informative both about how they have been conserved and about the expeditions which used them. A brilliant coffee-table book.

Sources for the true story of the sinking of the whaleship *Essex*.

Revenge of the Whale, by Nathaniel Philbrick.

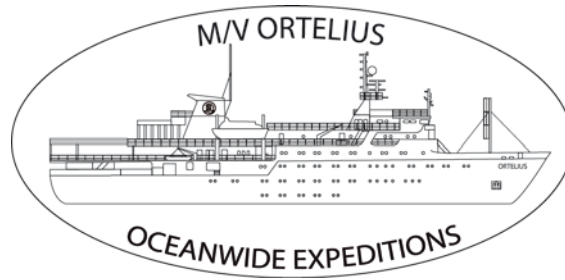
Narrative of the Wreck of the Whaleship Essex, by Own Chase.

Account by Thomas Nickerson, published by Nantucket Historical Association (limited edition, 1984).

Nantucket Girl's Song.

“Then I’ll haste to wed a sailor, and send him off to sea,
For a life of independence, is the pleasant life for me.
But every now and then I shall like to see his face,
For it always seems to me to beam with manly grace,
With his brow so nobly open, and his dark and kindly eye,
Oh my heart beats fondly towards him whenever he is nigh.
But when he says “Goodbye my love, I’m off across the sea”,
First I cry for his departure, then laugh because I’m free.”

Eliza Brock, Nantucket dweller.



Captain Ernesto Barría, his International Crew of 53

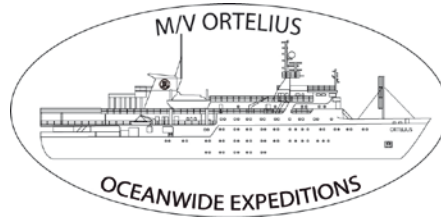
including

Hotel Manager – Michael Frauendorfer (Austria)
Chief Steward – Sava Savov (Bulgaria)
Head Chef – Heinz Macker (Austria)
Sous Chef – Khabir Moraes (India)
Ship's Physician – Dr. John Ryan (Great Britain)

and

Expedition Leader – Cheryl Randall (Great Britain)
Assistant Expedition Leader – Lynn Woodworth (Canada)
Guide & Lecturer – Darrel Day (Australia)
Guide & Lecturer – Shaun Norman (New Zealand)
Guide & Lecturer – Dmitri Banin (United States)
Guide & Lecturer – Victoria Salem (Great Britain)
Guide & Lecturer – Henryk Wolski (Poland)
Guide & Lecturer – Arjen Drost (Netherlands)

Welcome you all on board
the *Ortelius*!



Friday 13 January, 2017

Welcome on board! Ushuaia, Argentina

14.00 **Boarding.** Once you are on board, please do not leave the ship anymore! We will move your luggage from the pier to your cabin.

15.15 Please meet in the lecture room (Deck 3) for a **mandatory briefing** on safety on board and lifeboat procedures. Your hotel manager Michael Frauendorfer will also tell you all about life on board your new home!

App. 16.00 Departure from Ushuaia.

App. 18.15 **Welcome cocktail!** Please join Captain Ernesto Barría, Expedition Leader Cheryl Randall and her team in the bar for a toast to our forthcoming Antarctic adventures!

In the early evening we will be arriving in Puerto Williams where we will be boarding the helicopters and taking on fuel for our trip. We will make announcements on the public address system as these events take place.

App. 19.00 **Welcome dinner** is served in the dining room (**deck 4, both sides by reception**) – enjoy your meal!

Overnight we will make our way towards the open sea. If you are likely to become seasick, please take your medication before you go to bed!

Be aware of the potential risks of a moving vessel:

Hold on to the handrails – one hand for the ship, one for yourself.

Be aware of slamming doors – never hold on to doorframes.

Keep the portholes closed. Do not store any items under the portholes, as some drops of seawater may seep through.

Store your breakable valuables away safely, preferably into the drawers. And make sure your cupboards and drawers are tightly closed.

The outside decks and stairs can be very slippery if raining.

Be careful with hot liquids



Saturday 14 January 2017

At sea in the Drake Passage

08.00 **Breakfast buffet** is served in the dining room for one hour.

We encourage you to wrap up warm and take a stroll on the outside decks. Not only will this help you get used to the motion of the ship but you might spot some lovely sea birds!

11.00 Arjen will give a talk “**Drake Passage Seabird Identification**”. This is a primer to help you get the most out of watching for feathered wildlife. This will be in the lecture room on deck 3.

12.30 **Lunch buffet** will be served in the dining room for one hour.

14.30 Please listen for announcements as we call you deck by deck to **collect a pair of rubber boots**, yours to use for the duration of the voyage. Bring your thick socks to get the right size. You will collect your zodiac lifejacket at the same time.

16.00 As we make our way from the tip of South America towards Antarctica, Henryk will give you “**The Maritime History of Cape Horn**” in the lecture room on deck 3.

18.30 Join the team in the bar for our daily recap!

19.00 Dinner is served in the dining room.

A reminder if you are visiting the bridge please to keep your voices quiet - remember it is a working place - and to leave your drinks in the bar!

Thank you!



Sunday 15 January 2017 At sea in the Drake Passage

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11.00 Please meet in the lecture room for the **MANDATORY International Association of Antarctica Tour Operators (IAATO) briefing**. Cheryl will describe the procedures that we will use ashore to keep everyone safe, to minimize our impact and to protect the wildlife we are hoping to enjoy. Everyone must attend.
- Immediately following Cheryl, Lynn will give you the **MANDATORY Zodiac Safety briefing**, so that you have all the knowledge you need to have a safe and spectacular time out in our little black boats.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 14.00 Vacuum Time! Please come to the bar to vacuum camera bags, backpacks, pockets and the velcro of pants and outer jackets that you plan to take ashore. We will call you deck-by-deck to avoid queues. Staff will be here to help you. We will also wash the bases of tripods and walking poles.
- 16.30 Dmitri will present his talk “**Life on the Edge**”, all about the penguins of the Antarctic Peninsula, in the lecture room on deck 3.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 Dinner is served in the dining room.

A reminder if you are visiting the bridge please to keep your voices quiet - remember it is a working place - and to leave your drinks in the bar!

Thank you!



Monday 16 January 2017

Half Moon Island and Whalers Bay

Excursions in Antarctica are highly weather dependent. Timings may change with the high winds forecast, please listen for announcements as our plans develop.

- 07.00 **Breakfast buffet** is served in the dining room for one hour.
- 08.30 We hope to make our first excursion ashore in Antarctica at **Half Moon Island**. This beautiful little island is home to around 3,000 pairs of Chinstrap penguins. There is an old wooden waterboat on the landing beach, and the island's steep rock surfaces are covered in bright orange lichens which make a strong contrast to Livingston Island behind. The island is regularly visited by Weddell seals, and we would expect many other birds including Kelp Gulls and Snowy Sheathbills.
- 09.00 **Zodiac group A** meet at gangway for a zodiac cruise before coming ashore.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- App. 15.00 Neptune's Bellows – we encourage you to dress up warm and be out on deck when we pass through Neptune's Bellows, entering the caldera of a live volcano, it is a spectacular passage.
- App. 15.30 **Excursion at Whalers Bay**. We will land in front of the old whaling station from where you can explore the rusting remains. Those wishing to take a longer walk should take one of the first zodiacs to join a walk to the top of Ronald Hill for panoramic views of Port Foster. An easier walk along the beach to your right as you arrive will take you to Neptune's Window, with great views of the caldera rim on offer.
- App. 16.00 **Zodiac group B** meet at gangway for a zodiac cruise before coming ashore.
- At the end of the excursion you can all take a dip in the polar waters before heading back to the ship! We will provide towels; we suggest wearing your swimwear under your clothing.
- 19.00 Join the team in the bar for our daily recap.
- 19.30 **Dinner** is served in the dining room.
- 21.00 Please join **Shaun** in the lecture room to hear about his time at Deception Island, when the volcano erupted!



Tuesday 17 January 2017
Lemaire Channel,
Pleneau Island & Petermann Island

Please note today's timings will depend on our progress overnight, so listen for announcements as these timings may change.

- 07.00 **Breakfast buffet** is served in the dining room for one hour.
- App. 08.30 We hope to navigate the **Lemaire Channel**, one of the most beautiful passages along the Peninsula. The Lemaire is 5 nm long, but only 600 metres wide at the narrowest point.
- App. 09.00 As we exit the Lemaire Channel, we will swing West to **Pleneau Island**, a smooth rocky outcrop only 1.2 km long. We plan to land on the rocks on the Northeast side of the island, near the Gentoo penguin colony. This is where all the wildlife action is, with kelp gulls and south polar skuas also nesting near the penguins. If conditions are suitable, we hope to offer a longer guided walk for those who need to stretch their legs.
- 09.30 **Zodiac group C** meet at gangway for a zodiac cruise before coming ashore.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 15.00 **Excursion at Petermann Island.** This island is one of the few places where both Gentoo and Adelie penguins nest. The island is only 2 km long, but also has blue-eyed shags, snowy sheathbills and south polar skuas nesting in one of the most beautiful locations along the peninsula. The island itself has an ice cap at one end and an ice slope at the other end, as well as incredible views back towards the Lemaire Channel. An overwintering location for Charcot's *Porquoi-Pas*, the island also has some impressive history.
- 15.30 **Zodiac group D** meet at gangway for a zodiac cruise before coming ashore.
- 19.00 Join the team in the bar for our daily recap.
- 19.30 **Dinner** is served in the dining room.



Wednesday 18 January 2017 Detaille Island

Today is an Expedition Day!

Our day will be entirely dependent on weather, icebergs and sea ice.

07.00 **Breakfast buffet** is served in the dining room for one hour.

Having sailed South overnight, we hope to cross the **Antarctic Circle** at 66°33' sometime soon after breakfast. We will be crossing the point where the Antarctic year consists of one long day and one long night, and we will be entering the realm of true exploration.

Crystal Sound is a large body of water known for significant sea ice coverage. We plan to make our way Southeast across Crystal Sound towards the mouth of Lallemand Fjord and land at Detaille Island.

Detaille Island was British base W (Whalers Bay was base B), and it is now an historic site. The buildings were erected in 1956 and the base was closed down in 1959. It was again opened for only 6 months in 1965/66, but access was too difficult due to ice routinely blocking vessels from reaching the base. It is now a reminder of how these men lived in the 50s and 60s, with all the old artefacts still in place. The old buildings are fragile, and only 50 people are allowed on shore at any time, so we will offer everybody zodiac cruising around the island as well as a landing to visit the base.

13.00 **Lunch buffet** will be served in the dining room for one hour.

We will make our way out of Crystal Sound and begin our voyage to the West, making for Peter I Island.

18.00 Join the team in the bar for our daily recap – bring all your questions about the Peninsula!

19.00 **Dinner** is served in the dining room.



Thursday 19 January 2017

At Sea towards Peter 1st Island

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 10.30 Please join Victoria in the lecture room for her talk on the history of the area we have just visited, “**A Selected Antarctic Peninsula History 1897 – 1937**”. The discussion will include Gerlache, Charcot and Nordenskjöld, as well as touching on the exploits of the less well known Rymill.
- 12:30 **Lunch buffet** will be served in the dining room for one hour.
- 14.00 **Vacuum party!** Now that we are leaving the Antarctic Peninsula, we will re-vacuum all our outer gear and re-dip poles and tripods before approaching Peter 1st Island. Stand by for your deck to be called, starting from just after lunch.
- 16.00 Please join Cheryl in the lecture room for the **MANDATORY Helicopter briefing**. We plan to start flying soon.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.



Friday 20 January 2017 Bellingshausen Sea

*Remember that we have changed our clocks overnight,
and breakfast starts at 09:00 “old time”!*

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 09.30 Please join Cheryl in the lecture room on deck 3 for the second part of our **helicopter briefing**. She will introduce our plans for a practical ‘walk through’ of our helicopter operations.
- 12:30 **Lunch buffet** will be served in the dining room for one hour.
- 15.00 Dmitri will be in the lecture room on deck 3 to introduce you to the “**Antarctic Seals**”. Come along and learn all about the marine mammals we have been seeing all around us.
- 16.30 Join Darrel in the lecture room on deck 3 for his talk on “**Antarctic Ice**” – everything you need to know to sail in Antarctica. He will talk about the different types of ice, how ice is formed and what it means to a ship in Antarctica.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.



Saturday 21 January 2017
Near Peter 1st Island

*Remember that we have changed our clocks overnight,
and breakfast starts at 09:00 “old time”.*

Yes, today is a true expedition day!

08:00 **Breakfast buffet** is served in the dining room for one hour.

To Be Announced (TBA)

Please listen for announcements on the loud speakers to learn our plans for today around **Peter 1st Island**. We will decide on our activities when we can assess the visibility, wind, sea state and ice conditions.

12:30 **Lunch buffet** will be served in the dining room for one hour.

To Be Announced (TBA)

18.30 Join the team in the bar for our daily recap.

19.00 **Dinner** is served in the dining room.



Sunday 22 January 2017 Bellingshausen Sea

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11:00 Please join Lynn in the lecture room on deck 3 for her talk called **Land, Sea and Poles**. The talk will cover some of the basic physical characteristics that make Antarctica special, and compare Antarctica to the high Arctic.
- 12:30 **Lunch buffet** will be served in the dining room for one hour.
- 14.30 Henryk will be in the lecture room on deck 3 to give his talk **“Belgica the cradle of scientists and explorers”** where he will go into more detail on the Belgian Antarctic Expedition lead by Gerlache which sailed on the vessel *Belgica*.
- 17.00 Darryl will introduce and show his movie **“Our Rising Oceans”** (HBO vice) in the lecture room on deck 3.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.

When at sea please always remember “one hand for the ship”.



Monday 23 January 2017 Amundsen Sea

Remember that we have changed our clocks overnight.

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11:00 Victoria will be in the lecture room on deck 3 to present her talk **Ernest Shackleton and the Greatest Expedition of the Antarctic Heroic age**. Does Shackleton deserve the title of hero? Come along and hear the story of the *Endurance*.
- 12:30 **Lunch buffet** will be served in the dining room for one hour.
- 14.30 Please join Dmitri in the lecture room on deck 3 for his talk on **Adaptations**. Come along and learn how animals manage to survive and thrive in the extreme conditions all around us.
- 16.30 Join us in the lecture room on deck 3 for a presentation by Alastair Fothergill on **The Making of the BBC Documentary Series “The Frozen Planet”**.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.

Photo competition entries must be in by 18:30, before we begin our recap.



Tuesday 24 January 2017 Amundsen Sea

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11:00 Arjen will be in the lecture room on deck 3 to present his talk on **Orcas**. Come along and learn about these amazing cetaceans and their incredible social networks.
- 12:30 **Lunch buffet** will be served in the dining room for one hour.
- 14.30 Join us in the lecture room on deck 3 for a presentation by Shaun: **“Would you like to meet a Martian? Hunting Antarctic meteorites”**.
- 16.30 Darrel will introduce and play the **Globetrekker**.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.

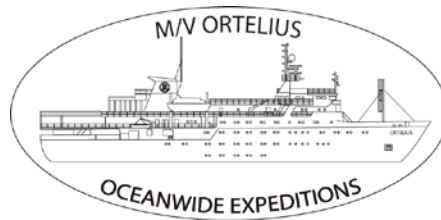


Wednesday 25 January 2017

Ross Sea

We moved the clocks back by one hour again last night!

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11:00 Dmitri will be in the lecture room on deck 3 to present his talk on **Penguins**. This talk will include a general description of the group including their taxonomy, distribution, ecology, generic adaptations, origin and phylogenesis.
- 12:30 **Lunch buffet** will be served in the dining room for one hour.
- 14.30 Victoria will present her talk describing the solving of what was possibly the greatest problem to navigation: **Longitude: the great scientific problem resolved**. Come down and hear how this was achieved.
- 16.30 Shaun will introduce and play **The Last Husky**, a short movie showing both historical footage and the final removal of the last dogs in Antarctica.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.



Thursday 26 January 2017 Ross Sea

We moved the clocks back by one hour again last night!

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11.00 Arjen will be downstairs in the lecture room with Part 2 of his **Photography** series. Come along and learn how to win the next photo competition!
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 14.30 Henryk will present his talk **Fortitudine Vincimus – with Arved Fuchs in Shackleton's wake** in the lecture room on deck 3. Come down and learn some more Antarctic history.
- 16.30 Victoria will introduce and play **A Year on Ice**, a film made by one man who spent many years at McMurdo Station, with some stunning time lapse photography and a human approach.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.



Friday 27 January 2017

Ross Sea

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11.00 Please join Victoria in the lecture room on deck 3 for the second and final part of her story **Longitude, the great scientific problem resolved.**
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 14.30 Our very own Ross expert, Gill Wood, will present some of the story from his research, with a talk titled **Ross and his Rivals.**
- 16.30 Shaun will be in the lecture room on deck 3 with more fantastic and mostly true tales. This time the story is based around **Four Guys Walking to the South Pole.**
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.



Saturday 28 January 2017

Ross Sea

Our clocks have gone back one more hour overnight!

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11.00 Join Dmitri in the lecture room on deck 3 to learn about the **Origin of Whales**. He will look at the possible origins of different whale types, and examine how whale ancestors may have come from hooved mammals.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 14.30 Victoria will be down in the lecture room on deck 3 presenting her talk on **Amundsen**. Come and hear about this amazing man and some of his accomplishments.
- 16.30 Lynn will introduce the movie **Chasing Ice**, where a team set out to record the advance and retreat of glaciers.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.

Please remember the bridge is a working area. You are very welcome, but please keep your voices down and step out of the way for the Officers and Crew.



Sunday 29 January 2017

Ross Ice Shelf

Our clocks have gone back one more hour overnight!

Today is exploratory – we will be cruising along the Ross Ice Shelf all day, and timings may change with the ice so please listen for announcements.

Make sure you dress for the cold, as temperatures have already dipped to -6°C.

- 05.00 Cheryl will give us a gentle wakeup call and let us know if conditions are good enough to safely run a zodiac cruise. If we cannot launch zodiacs, put on some warm clothes and head outside while we ship cruise the Bay of Whales.
- 05.30 Pastries will be available in the bar.
- 06.00 Possible zodiac cruise in the **Bay of Whales**.
- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11.00 Henryk will be in the lecture room on deck 3 with his story of the **Ross Sea Party**. Come and hear about the men Shackleton left over this side of the continent.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 14.30 Join Arjen down in the lecture room down on deck 3 to learn more about the **Ross Sea Ecosystem**. This part of Antarctica is very different to where we have been, and a new MPA has been declared. Come along and find out how special this area is.
- 16.30 Arjen will present the movie **The Last Ocean**.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.



Tuesday 31 January 2017

Ross Ice Shelf

We have crossed the International Date Line and lost a day!

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11.00 Henryk will be in the lecture room on deck 3 with his story of the Ross Sea Party. Come and hear about the men Shackleton left over this side of the continent.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 14.30 Join Victoria down in the lecture room on deck 3 for her talk on the **Antarctic Treaty** – this talk should answer a few questions about the management and administration of the Antarctic region.
- 16.30 Come down and see Frank Hurley's original movie **South**, first released in 1919. This beautifully restored footage is a tribute to Shackleton and the men who attempted to cross Antarctica in 1914-1916.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.



Wednesday 1 February 2017

Cape Evans

Overnight, the clocks went back one hour for the last time!

- 07.00 **Breakfast buffet** begins in the dining room.
- 07.30 We hope to land at **Cape Evans** today. We plan to begin passenger helicopter operations at approximately 07.30 – please listen for announcements! First group will be Group Echo, listen for your call. This will be a long flight, so it may be some time between groups. Conditions will be cold and could change at any moment, please dress very warmly.
- Cape Evans is the location that Scott and his team began their fatal walk to the South Pole, and the hut was later used by Shackleton's Ross Sea Party 1914-1916.
- 11.00 We will play the movie **South**, by Frank Hurley and first released in 1919. This beautifully restored footage is a tribute to Shackleton and the men who attempted to cross Antarctica in 1914-1916. This will be played once in the morning and once in the afternoon.
- 12.00 **Lunch buffet** begins in the dining room.
- 15.00 We will play the movie **South**, by Frank Hurley.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.



Thursday 2 February 2017

Cape Crozier to the Ross Ice Shelf

08.00 **Breakfast buffet** begins in the dining room.

The Captain will position the ship off **Cape Crozier**. Named after the Captain of the *Terror*, this point is the eastern-most end of Ross Island. This is the western end of the Ross Ice Shelf, and we will explore the ice edge by ship during the morning.

12.30 **Lunch buffet** begins in the dining room.

We will have an **Expedition Afternoon** along the Ross Ice Shelf. The shelf is 400 miles long and up to 50 metres high, and one of the most impressive natural formations in the world. We will make our plans in accordance with the conditions at the time, so please listen for announcements.

18.30 Join the team in the bar for our daily recap.

19.00 **Dinner** is served in the dining room.



Friday 3 February 2017

Franklin Island

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 10.00 We plan to zodiac cruise in the vicinity of **Franklin Island**. Named for Sir John Franklin, then Governor of Van Diemen's Land, who 'royally entertained' Sir James Clark Ross' party on their way South in 1840. This little island is only 7 miles long, but is home to a large penguin population. We hope to cruise the rugged coast line and see not just the Adelie penguins that live on the island, but also the animals that predate on them as well.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 15.00 If conditions allow, we will use our zodiac fleet to land on **Franklin Island**, close to a large Adelie penguin colony. The colony is home to approximately 100,000 penguins, and a very active and noisy place. If we manage to land near the colony, please remember to give the penguins plenty of space, walk slowly, and do not walk in the penguin pathways to the water.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.



Saturday 4 February 2017

Terra Nova Bay

08.00 **Breakfast buffet** is served in the dining room for one hour.

We have been invited to visit **Mario Zucchelli Station**. This is a summer only Italian base in Terra Nova Bay. The area is currently clear of ice, allowing us to bring the ship close so that we can make our landing by zodiac.

09.45 Gangway time for Helicopter Groups ALPHA & BRAVO

10.15 Gangway time for Helicopter Groups CHARLIE & DELTA

10.45 Gangway time for Helicopter Groups ECHO & FOXTROT

11.15 Gangway time for Helicopter Groups GOLF & HOTEL

12.30 **Lunch buffet** will be served in the dining room for one hour.

15.00 This afternoon we plan to zodiac cruise the **Drygalski Ice Tongue**, the floating end of the David Glacier at the Southern edge of Terra Nova Bay. The glacier is between 9 and 15 miles wide and over 30 miles long, and is named for a German explorer who was in Antarctica when Scott discovered the Ice Tongue in 1902.

18.30 Join the team in the bar for our daily recap, which might even be before dinner today!

19.00 **Dinner** is served in the dining room.



Sunday 5 February 2017

Cape Hallett

Today is a true Expedition Day, and the nature and timing of our activities will depend on the ice and wind.

08.00 **Breakfast buffet** is served in the dining room for one hour.

10.30 Join Victoria & Shaun in the lecture room on deck 3 to hear two very different tales of **Borchgrevink's Hut**. Borchgrevink was the Norwegian head of the British Antarctic Expedition 1898-1900. This expedition set records as the first overwintering expedition and furthest south ever reached. And no, Shaun was NOT on the 1898 expedition!

12.30 **Lunch buffet** will be served in the dining room for one hour.

If the ice and weather has co-operated, we expect to be close to **Cape Hallett** this afternoon. We will make our plans as we approach, so please listen for updates over the Public Address system.

18.30 Join the team in the bar for our daily recap.

19.00 **Dinner** is served in the dining room.



Monday 6 February 2017

Possession Islands

- 05.00 Possible wake up call for a brief landing at Seebee Hook, **Cape Hallett**.
- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 09.30 We expect to be near the **Possession Islands** this morning. Wind, wave and ice conditions will dictate our activities, but we hope to launch the zodiacs to explore. Please listen for announcements and updates.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- Following our activities at the Possession Islands, we will sail for Cape Adare.
- 15.00 Join Victoria in the lecture room on deck 3 to hear about the **Antarctic Treaty**. Antarctica is the one part of the planet that is not owned by anybody, and this talk will look at how you manage a whole continent without a government.
- 18.30 Join the team in the bar for our daily recap, with an initial assessment of the conditions at Cape Adare.
- 19.00 **Dinner** is served in the dining room.



Tuesday 7 February 2017

Robertson Bay

08.00 **Breakfast buffet** is served in the dining room for one hour.

Our morning activities will be entirely weather dependent. We hope to have scenic helicopter flights, starting at 08.30 with Group Echo. If conditions are not suitable for flying, we aim to locate a sheltered area we can launch a zodiac cruise from.

12.30 **Lunch buffet** will be served in the dining room for one hour.

*We will turn North and sail for Campbell Island after our morning excursion, so please prepare for open seas. Remember **one hand for the ship**.*

15.00 Join Victoria in the lecture room on deck 3 to hear about the **Antarctic Treaty**. Antarctica is the one part of the planet that is not owned by anybody, and this talk will look at how you manage a whole continent without a government.

18.30 Join the team in the bar for our daily recap.

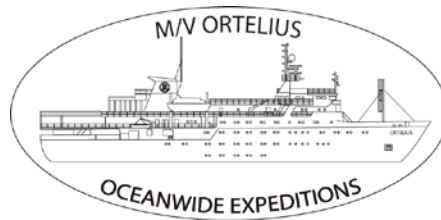
19.00 **Dinner** is served in the dining room.



Wednesday 8 February 2017
At Sea in the Southern Ocean

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11.00 **“Photography After the Snap”** Arjen will be in the lecture room on deck 3, where he will use Lightroom to illustrate some techniques that might help you edit and catalogue your photographs.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 14.30 **BIOSECURITY TIME!** We are about to enter a whole new world, biologically speaking. We will call you by deck to come and vacuum, shake down and wash all your gear before we arrive at Campbell Island.
- 17.00 Victoria will present her talk on Scott, titled **“Captain Robert Falcon Scott: Hero or bungler?”**, in the lecture room on deck 3. Join her and decide for yourself.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.

Now that we are in the Southern Ocean, remember one hand for the ship!



Thursday 9 February 2017
At Sea in the Southern Ocean

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11.00 Please join Arjen in the lecture room on deck 3 for his lecture on **Climate Change**. We have all heard a lot about climate change, Arjen will present some information and discuss the potential consequences.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 15.00 Join Darrel and Shaun in the lecture room on deck 3 to hear about **IAATO and Modern Tourism in Antarctica**.
- 16.30 Henryk will present his talk on Nordenskjöld, titled “**Fortune or Destiny? The Incredible Story of the Nordenskjöld Expedition 1901-03**”, in the lecture room on deck 3. Join him and hear one of the most unbelievable but true stories from Antarctic history.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.



Friday 10 February 2017

At Sea in the Southern Ocean

Now that we are in open water, please take care when moving around the ship. Timings and locations of talks may change if the weather proves to be worse than forecast. Please listen out for announcements.

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11.00 Please join Sarah Hucker, our on board Campbell Island government representative, in the lecture room on deck 3 for a **MANDATORY** briefing on **Campbell Island and the Code of Conduct**.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 15.00 Dmitri will be in the lecture room on deck 3 presenting his talk titled “**Earth History**”. Come along and learn how to condense billions of years into 45 minutes.
- 16.30 Join Victoria in the lecture room on deck 3 and listen to her separate fact from fiction in “**The True Story of Moby-Dick**”. A real life tale of adventure!
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.

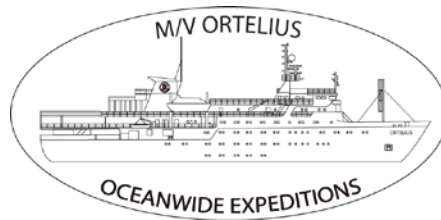


Saturday 11 February 2017

At Sea in the Southern Ocean

*Timings and locations of talks may change due to weather,
please listen out for announcements.*

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11.00 Please join Sarah Hucker, our on board Campbell Island government representative, in the lecture room on deck 3 for a **MANDATORY** briefing on **Campbell Island and the Code of Conduct**.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 15.00 Come down to the lecture room on deck 3 and see some amazing images from Gunung Mulu, Kurilskoye Ozero, Sermersuaq, Rotomairewhenua and Rio Negro - just a few of the 36 locations Michel Roggo visited the last 7 years to document the **Freshwater Ecosystems of our Planet**. Michel will present his fascinating photographic project, and you will discover flooded forests, Russian brown bears, meltwater lakes, Amazon River dolphins and much more - mostly under water.
- 16.30 Dmitri will be in the lecture room on deck 3 presenting his talk on **The Nature of Campbell Island**. This is a broad general introduction to Campbell Island as well as more detailed information on the birds nesting on the island.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.



Sunday 12 February 2017

At Sea in the Southern Ocean

- 08.00 **Breakfast buffet** is served in the dining room for one hour.
- 11.00 Join Victoria in the lecture room on deck 3, where she will present “**A Miscellany of Mermaids**”. This is an historical account of their origins, an examination of the evidence for their existence, their appearance in literature/art and some natural history.
- 12.30 **Lunch buffet** will be served in the dining room for one hour.
- 15.00 “**The Hunt**” – Created by the BBC Natural History team and narrated by David Attenborough, this amazing documentary was first shown in late 2015. Alistair will present a “making of” program in the lecture room on deck 3.
- 17.00 Please join Stephen Freed in the lecture room on deck 3 for a very personal story of the vessel ***Morning***, the relief ship for Scott’s Discovery Expedition.
- 18.30 Join the team in the bar for our daily recap.
- 19.00 **Dinner** is served in the dining room.

*Please – always keep one hand for the ship,
and be careful on the stairs and around doorways.*



Monday 13 February 2017

At Sea toward Bluff, NZ

08.00 **Breakfast buffet** is served in the dining room for one hour.

11.00 **Lifejacket and Boot Collection** in the lecture room on deck 3. Please listen for announcements, we will call you by deck to return your boots and small inflatable zodiac/helicopter lifejackets.

During the morning, please ensure your name is on the email list on the computer in the bar if you would like access to the trip log and voyage information.

12.30 **Lunch buffet** will be served in the dining room for one hour.

14.30 **Account Settlement** –Michael and Sava will call you by deck to the Reception desk on deck 4 to settle your accounts.

17.30 Please join the Expedition Team in the bar for a **slideshow recap** of the whole voyage, created by Arjen. A copy of the slideshow, as well as the electronic charts shown by Cheryl during the voyage, will be available on the shared computers in the bar during the evening.

Following the slideshow, we will **auction** the Oceanwide flag which has flown on the bow of the ship for the whole voyage! The proceeds will go to the New Zealand Antarctic Heritage Trust, who preserve and maintain the Ross Sea historical huts.

We will have **Captain's Cocktails** in the bar before going downstairs to dinner.

19.00 **Farewell Dinner** is served in the dining room.

*The Captain, Officers and Crew of Ortelius wish you
Fair Winds and Following Seas*



Tuesday 14 February 2017

Bluff, New Zealand

Arrival in Bluff & Disembarkation

*The bridge, bow and aft decks will be closed this morning
as the crew will be working the lines*

Please **put your large luggage in the corridor** outside your cabin **when you go to breakfast at 08.00**. It will be brought to the pier for you.

08.00 **Breakfast buffet available** for one hour in the dining room.

During breakfast the stewards will make a start changing the beds, but of course you are welcome to leave your hand luggage on the table, and to use the bathroom in your cabins after breakfast.

Your Landing Cards will come on board with the pilot and will be available in the bar for completion.

After breakfast, **please wait in the bar** until we call you down to reception. The ship must be cleared by New Zealand authorities, and we expect them to request each of you show your passport as you disembark. Please do not step onto the gangway before you have permission to do so.

*It will help speed up the process if you **DO NOT** wait in reception.*

We will call each group as we can clear you through New Zealand Customs, off of the ship and onto your bus. We expect to start with those booked on the 12.00 flight, followed shortly by those heading to Stewart Island on the ferry. Please listen for announcements for disembarkation and bus timings.

*On behalf of Oceanwide Expeditions, Captain Ernesto Barria,
and all the crew and staff, it has been a pleasure travelling with you and we
hope to welcome you back on board again soon!*