



Weddell Sea: In Search of the Emperor Penguin on board m/v Ortelius November 24 - December 4, 2022



M/V *Ortelius* was named after the Dutch cartographer Abraham Ortelius (1527-1598) who published the first modern world atlas, the *Theatrum Orbis Terrarum* (Theatre of the World) in 1570. MV *Ortelius* was built in 1989 in Gdynia, Poland, as a research vessel for the Russian Academy of Science and was named *Marina Svetaeva*. In 2011 she was purchased by Oceanwide Expeditions. The vessel was re-flagged and renamed *Ortelius*. Now the ship is sailing as a 108-passenger vessel. *Ortelius* is 91 m long, 17.6 m wide and has a maximum draft of 5.80 m, with an Ice Strength rating of UL1/1A, top speed of 12 knots and one diesel engine generating 3200 kW.



Captain Ernesto Barria

and his international crew of 46 (12 Nationalities)

Including....

Staff Captain:	Per Andersson	[Sweden]
First Officer:	Sven Holzhausen	[Germany]
Second Officer:	Anika Albrecht	[Germany]
Second Officer (Air Operations):	Igor Nazarov	[Russia]
Third Officer:	Sander Witsenburg	[Netherlands]
Chief Engineer:	Aleksandr Bondarev	[Lithuania]
Hotel Manager:	Stephen Bell	[Northern Ireland]
Assistant Hotel Manager:	Thijs de Lint	[Netherlands]
Head Chef:	Heinz Hacker	[Austria]
Sous Chef:	Ivan Ivanovic	[Serbia]
Sous Chef:	Norman Estrada	[Philippines]
Ship's Physician:	Rogier Steins	[Netherlands]
Bosun:	Eniano Agarin	[Philippines]
Expedition Leader:	Adam Turner	[U.K.]
Assistant Expedition Leader:	Sara Jenner	[U.K.]
Expedition Guide:	Hella Martens	[Netherlands]
Expedition Guide:	Hazel Pittwood	[U.K.]
Expedition Guide:	Bjarni Ólafsson	[Iceland]
Expedition Guide:	Martin Anstee	[U.K.]
Expedition Guide:	Bill Smith	[Scotland]
Expedition Guide:	Regis Perdriat	[France]
Expedition Guide:	Allan White	[Falkland Islands]

Welcome you onboard!
Day 1: 24th November 2022

Embarkation - Ushuaia, Argentina

GPS position at 1200: 54°48'.6 S - 068°17'.8 W

Wind: NW force 8. Sea State: Slight. Weather: Broken cloud, sunny

Air Temp: +11.5°C Sea Temp: +12°C



The day had finally come: it was time to board the good ship *Ortelius* for our expedition to the Weddell Sea in Antarctica to search for Emperor Penguins! Some of us had booked the trip years ago and had plans cancelled due to a certain pandemic (which we will not mention again!) so it was incredibly exciting that the wait was over. It was a blustery day when we arrived at the port in Ushuaia with white capped waves visible which foretold that we might be in for some rough seas on leaving the Beagle Channel. The Expedition Team and Hotel Staff

had helpfully brought our luggage aboard and taken it to our cabins earlier in the day, so all that remained was for us to do was head up the gangway to reception to get our cabin key!

We were warmly welcomed by all the crew and staff who assisted us in finding our cabins. We had a little time to explore the ship and get our bearings prior to the mandatory ship safety briefing from expedition Leader Adam, Chief Officer Sven. We were given all the information we needed such as moving safely around the ship, the things we could and could not do, and how to put on our emergency life jackets.



After this we headed back to the lecture room where Hotel Manager Stephen and Assistant Hotel Manager Thijs gave a welcome briefing, helping to explain how life would be on the ship over the coming days. It was then time for an abandon ship drill so after hearing the seven short and one long blast of the ship's horn we went to our cabins, got our lifejackets, and went to our muster stations (either the restaurant or bar). Then we were led to our lifeboats so we would know where to go in case of a real emergency.

It was then time to join Captain Ernesto Barria in the bar to raise a glass in celebration of the voyage ahead. Cheers everyone! The Captain had to excuse himself from the celebration, as it was time to get *Ortelius* under way. We departed Ushuaia at 18:20 and headed down a windy but sunny Beagle Channel. Then it was time for our first evening meal onboard, with a delicious buffet selection provided by Chef Heinz and his galley team served by our friendly dining room staff. After dinner we were given our Muck boots which we would use for going ashore; comfortable but also, very importantly, waterproof for our wet Zodiac landings!



Following dinner we attended the last mandatory briefing of the day, this time the IAATO (International Association of Antarctica Tour Operators) visitor guidelines. We were informed of the protocols put in place to protect the Antarctic environment, wildlife and historical heritage. After a long day of travel for most of us it was time for bed to get some rest before the first day of the infamous Drake Passage tomorrow. We left the shelter of the Beagle Channel at around midnight, hoping the seas and winds would be kind to us...

Day 2: 25th November 2022

At Sea - Drake Passage

GPS position at 1200: 57° 13'.3 S - 064°23'.0 W

Wind: WNW force 8. Sea State: Heavy swell. Weather: Overcast, showers

Air Temp: +5.3 °C. Sea Temp: +10 °C

As a new dawn broke on *Ortelius*, a multitude of sea birds, including the largest of them all, the Wandering Albatross, gracefully rode the high winds around our vessel, blissfully unaware of the many people onboard who had struggled through the night, unable to sleep due to the heavily rolling seas. The dining room slowly and only partly filled up for breakfast.



Although we had been warned that the Drake Passage would live up to its' name for our crossing South and we had taken precautionary preparations, any items in our cabins not stowed away properly, were falling over, and getting around was more of a challenge.

Regular announcements reminded us to take good care while moving about the ship, and to ensure that we always had at least one hand free for safety and to keep fingers out of door frames. Restrictions were also placed on the outer decks, which were very wet and slippery. The heavy rolling made it dangerous to be outside. The wind speed indicator on the bridge showed that the wind was blowing steadily at 50-60 knots, with the swell being a mesmerizing 5-6 meters which hit *Ortelius* squarely on the starboard side. The heaviest roll of the vessel recorded on the bridge was 24 degrees!

Later in the morning ornithologist Regis gave his talk called 'The Fabulous World of Seabirds' giving us a wealth of information about these magnificent creatures, from the tiny storm petrels to the enormous albatrosses.

As we had learned in the IAATO briefing the previous evening, to protect the biodiversity in Antarctica and to avoid the introduction of any invasive plants or animals, the visitor and biosecurity guidelines which allow us to set foot on land are very strict. Therefore, we were required to come to the lecture room right after lunch for the mandatory biosecurity check to have all our outer garments, bags, boots, life jackets etc. that we plan to use in Antarctica inspected by the Expedition Staff. In the late afternoon marine mammal specialist Hazel spoke about the ecology of whales and dolphins and the species we could potentially see during our journey.

As the day's activities drew to a close, we had our first Recap in the bar. Expedition Leader Adam gave us a quick overview of the schedule for tomorrow, after which Bjarni talked about the history of the Drake Passage and how it got its name. Bill encouraged everyone to engage mindfully with the



amazing natural world: looking, seeing, thinking, doing! And Sara used a clever interactive prop to show us the different wingspans of birds. Then it was time for dinner and Hotel Manager Stephen's distinctive Irish tones were heard inviting us to the restaurant for our "dining pleasure".

It was a long, tiring day for most of us while we were getting our sea legs working and trying to balance

our bodies against the ever-pitching seas. So, after dinner most retreated to their beds hoping for a calmer night of sleep.

Day 3: 26th November 2022

At Sea - Drake Passage

GPS position at 1200: 61°08'.0 S - 058°34'.9 W

Wind: W force 8. Sea State: Rough. Weather: Cloudy, sunny spells

Air Temp: +1.2 °C. Sea Temp: +7 °C

There's nothing quite like the delicious feeling of waking up after a deep sleep. Those drowsy first few minutes of awareness that you have survived the night and are ALIVE! The rocking of the vessel is bearable whilst lying in a bunk, but the test begins when we stand up and start dressing. It becomes a



test of one's core strength. No rush in the morning, only breakfast, obviously no landing programme today as we were still very much in the open sea of the Drake Passage.

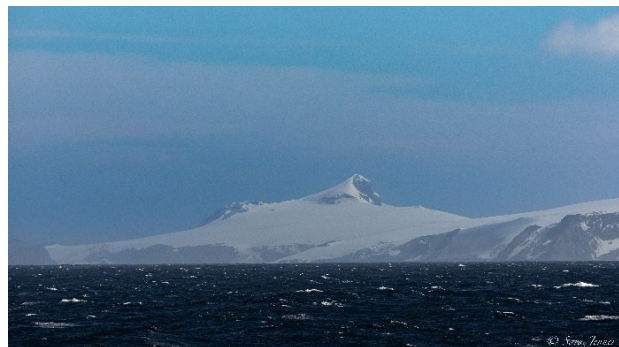
A ripple of excitement spread through-out the ship as word got around that overnight, we had passed two major Antarctic milestones. Firstly, we crossed the Antarctic Convergence, the biological boundary of the South Polar Region. This is a zone where cold Antarctic

waters meet more temperate northern waters and is shown on nautical charts as a mean position because it tends to fluctuate back and forth. Then we crossed the 60th parallel of latitude, which marks the geographical boundary of the frozen continent. We were now officially in Antarctica!!!!

Lectures started at 9.30... first off was Hella with a very detailed and excellently illustrated account of sea ice and its ecological importance. This was followed by an important mandatory double briefing on Helicopter and Zodiac operations conducted by Expedition Leader Adam and Assistant Expedition Leader Sara. Between times, our eyes were drawn to the birdlife that accompanied the ship, which included several of the stunning Light-mantled Sooty Albatrosses and the ever-present Cape Petrels.



The huge swell and 50 knot winds continued all day. *Ortelius* rolled heavily from port to starboard as it corkscrewed its way south... not to everyone's taste as witnessed by the empty seats at tables at lunch. Also, evidence that the doctor had been busy when we saw lots of other passengers sporting little 'whites spots' behind their ears.



Lectures resumed after lunch with Sara, very passionately, educating us about those photogenic and endearing creatures, Penguins. At 14.30 the faint outline of snow-covered land appeared ahead of the ship. It was King George Island in the South Shetlands. Over the next couple of hours guests ventured to the outer decks to absorb, enjoy and photograph their first sight of Antarctica.

At 16.30 Bill used a series of photographs to introduce guests to the history, design and construction of *Ortelius*, and focused on the hidden parts of the vessel such as the engine room and catering department. Explaining the function of various instruments and complex machinery, Bill took us on an informative journey around the lower decks.

There was great excitement at the 6.30 recap when Adam announced that weather permitting early the next day, we were to deploy the helicopters and attempt a landing at Snow Hill Island to see the Emperor Penguins...Whoopee! Dinner was followed by some educational entertainment accompanied by tubs of popcorn, with a showing of Sir David Attenborough's 'Saving the Planet' in the lecture hall. Fingers crossed for the weather the next day... most guests retired early having checked cameras, long lenses, laid out multi-coloured multiple layers, sunglasses, suntan lotion etc.

Day 4: 27th November 2022

Snow Hill Island, Antarctica

GPS position at 1200: 64°15'.5 S - 057°03'.1 W

Wind: NE force 4. Sea State: Calm. Weather: Overcast

Air Temp: +1.7 °C. Sea Temp: +6 °C

We awoke to a calm sunny morning on our approach to Snow Hill Island. Prospects looked good for the day's planned activities, a helicopter landing at the most northerly Emperor Penguin colony in the World. Following a meeting on the bridge between the Captain, Expedition Leader and helicopter pilots, the first helicopter took off with staff on board to scout for the Emperor colony and a landing site.



We waited patiently for a report from the scouting team, and soon heard that it was a "green light" for the excursion.

The second helicopter was wheeled out and had the blades fitted, then took off with the rest of the expedition team and the safety equipment required. Meanwhile the third helicopter was quickly prepared for flight, and the scout team were busy marking a 1km route to the colony.

At the landing site the expedition team erected an emergency tent set up the radio equipment for a communication link with the ship. The weather remained excellent as the route to the colony through the snow and ice was finalised. Before not too long the first guests were arriving at the landing site and making their way to the colony.



Little



groups of Emperor penguins moved back and forth on their bellies, keeping us company along the flagged trail, and the final sight of the penguin colony itself was breath-taking. The beautiful, fluffy grey chicks together with their parents, so well-known from photographs, documentaries and movies endeared all of us. It was not long before the first adults came over to the group of observers to take their own look at these strange visitors that had come to see them. Over the next three hours several Penguins came over to the group to investigate, which gave the guests some

close-up views of these incredible birds.

After a couple of hours on the ice it was time for the first guests to leave the area and make the dramatic journey back to the ship. The flight over the ice and the sea was an exciting and spectacular experience and would be enough on its own to make anyone's day, let alone seeing the beautiful Emperor Penguins! Our pilots left us in complete awe with their skill and precision handling of their helicopters, especially with the deck landings.

Once on board we were rewarded with a late, extended, lunch over which the excitement of the day was discussed at length. The last helicopter with staff landed back onboard at around 16:00, and soon after Regis gave an excellent lecture on "The Emperor Penguin" which filled in some of the gaps in our knowledge.

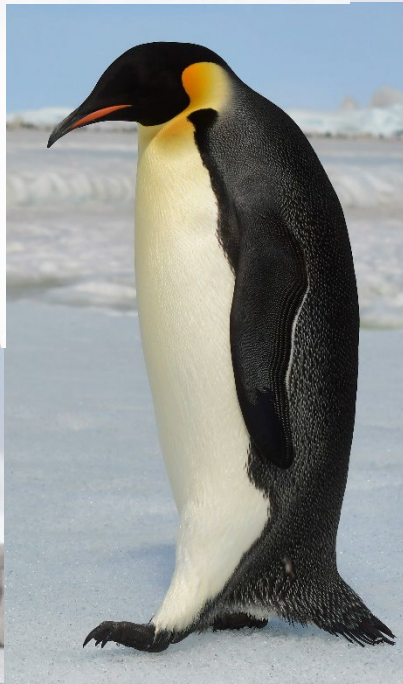
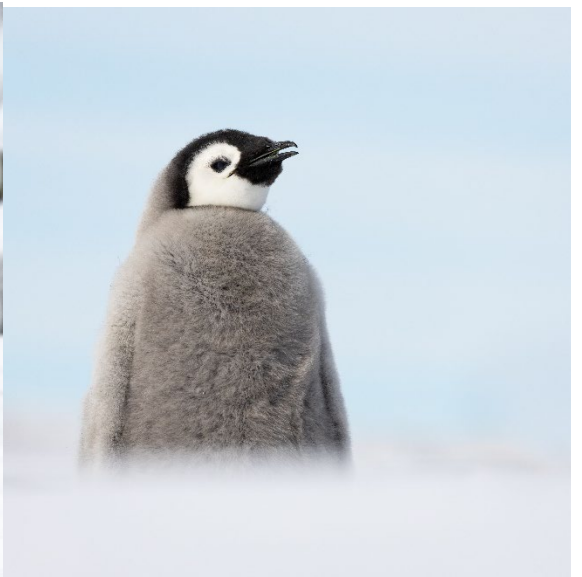
At evening recap, we were given the amazing news that the weather looked stable, and we could possibly do it all again tomorrow. The excitement was palpable. Over another fantastic dinner, where once again the catering staff were praised by guests, we discussed the days adventures at length.

What a memorable day in the company of the marvellous Emperor Penguins!





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Day 5: 28th November 2022

Snow Hill Island & Erebus and Terror Gulf

GPS position at 1200: 64°14'.1 S - 057°06'.0 W

Wind: NW force 2. Sea State: Calm. Weather: Broken cloud, bright

Air Temp: +5 °C. Sea Temp: +6 °C



We woke up to another good weather day with minimal clouds and only a slight breeze. Still, we were surrounded by small icebergs and drifting pieces of sea ice. The sun was dampened by some clouds, far away in the distance. Even before we had our breakfast, having coffee or tea poured into our cups, plans for this morning's activity were being enacted so that a second helicopter landing at Snow Hill Island could become reality. The captain, expedition leader and helicopter pilots met on the bridge to discuss the weather conditions. The weather did indeed look promising for the morning, but there had been some hints in the forecast that in the afternoon the wind would increase. The "DAP Helicopteros" team leapt into action, and our trusty pilots - Julio (top), Federico (center) and Felipe (bottom) - were keen to get operations underway as soon as possible.

Like a well-oiled machine the ship's crew, aircrew and guides made everything ready. Soon the scout helicopter was away, conditions on the ice were good, thus the last environmental conditions had been checked and confirmed safe. The next helicopter brought more guides and more safety equipment and us, the passengers would follow. Announcements rung out throughout the passenger decks informing us that we have a green light for Snow Hill once again. While we got ready for the second visit to the Emperor penguin colony the guides were busy marking out the trail, setting up the "banana tent" and hauling emergency equipment out towards the colony.

In a similar manner as before we waited for our cabin number to be called. Then we put our boots and lifejacket on, ensured our helicopter card was visible, and then proceeded when called into the departure lounge in the bar. Soon it would be time to fly once again! During the night the position of the ship had changed slightly, moving us closer to James Ross Island compared to the day before, this gave us a great view of the island and its basalt-mountains formation. The mountains of James Ross Island that stood out were mostly a type of volcanic mountain formation called Tuyas and are quite rare worldwide. These flat topped and steep hilled basalt mountains only form when volcanic eruptions happen under glaciers. These black basalt mountains were less than 7



million years old, which in geological time is quite young.

Up the helicopters went, over the sea, past the mountains and across the sea ice. Snow Hill Island came more and more into view as we passed Crabeater and Weddell seals below on the sea ice. Then finally the Emperor penguin colony came into view and shortly thereafter we landed at a place that had become familiar. Next to two gradually sloping big icebergs and our friendly and colorful emergency tent.

The route to see the penguins was the same as the day before, but due to less sunny conditions the path was more comfortable. Occasionally, along the path several penguins approached us out of curiosity. Some laid down not far away from our flagged route and watched us stroll past on our way to the colony viewpoint. Perhaps we are a form of entertainment and peculiarity for them. Perhaps the penguins are pondering the question of just what we are, how these visitors should be categorized. Are they another type of penguin? Or perhaps another type of bird that came flying over to them, or perhaps something completely different. Whatever the penguin philosophers thought of us they did not seem to mind our presence.

At the viewpoint the chicks seemed to have moved slightly closer compared to the day before. Some of the expedition staff also spotted a single Adèle penguin in the midst of the emperor colony, looking quite confused and unsure which way to go. After taking our fair share of photos of the penguins along the path to the landing site, it was time to head back to the ship enjoying our last airborne view of the sea ice, Snow hill Island, James Ross Island and Seymour Island. We seemed to have timed our helicopter operations perfectly, as the wind started to pick up just as the last two helicopters were landing back on board. Everything had worked out beautifully, thanks to the bridge officers, deck crew, flight operations officer, hotel department, expedition staff, helicopter mechanics, pilots, and last but not least the guests who showed up to the helicopters well prepared, on time, and in an orderly fashion.



During the evening we had our regular recap and the ship made its way counter-clockwise around Vega Island towards Herbert sound, a narrow, scenic channel between Vega Island and the much larger James Ross Island. We hoped to do some activities in this area in the morning if weather would allow. During the evening most of us went out on deck to enjoy the magnificent scenery. If the landscapes alone were not enough, we were graced by the sight of a rainbow before we headed off to bed after a very successful day of activates in Antarctica.

Day 6: 29th November 2022

Herbert Sound, Duse Bay & Antarctic Sound

GPS position at 1200: 63°39'.1 S - 057°40'.9 W

Wind: WNW force 9. Sea State: Choppy. Weather: Partly cloudy, sunny

Air Temp: +1.8 °C. Sea Temp: +5.5 °C

At yesterday evening's recap Expedition Leader Adam told us to expect high winds today so it came as no surprise when we awoke to rough seas. Plan A, as documented on the daily schedule, had been to visit Camp Hill and Duse Bay as both areas looked to be the least wind battered within our vicinity. Unfortunately, as is sometimes the case, the predicted conditions were not true to the actual conditions and neither proposed location afforded us enough shelter to go ashore or zodiac cruise. So, what to do? Of course, the Expedition Team had a backup plan! Initially, we enjoyed some excellent ship cruising as the captain guided *Ortelius* through the seriously scenic Herbert Channel, and onwards to complete a circumnavigation of Vega Island.

A varied and interesting lecture programme awaited us throughout the day. This began with Sara giving her lecture regarding photography, inspiring guests to get creative and giving lots of fantastic tips for achieving photos which capture those amazing wildlife watching moments, such as the time we spent



with the Emperor Penguins at Snow Hill Island. In fact, whilst she was speaking some Adélie Penguins on icebergs outside provided some photographic interest; Sara was more than happy to be interrupted for this wildlife action, encouraging guests to head outside to enjoy this sighting.

The scenic ship cruising continued, as we made our way into the eastern part of Prince Gustav Channel, weaving our way through a spectacular maze of ice. The geology in this rarely visited area was simply stunning! In the latter part of the morning there was a

talk by Hella about pinnipeds (flipper footed animals such as seals and sea lions) which would help us to identify any we saw hauled out on the ice. A few were observed later in the day as we passed through some sizeable pieces of ice during the afternoon but, owing to them being at distance, identification was tricky. One certainly appeared to be a Leopard Seal given its long, slender body whilst another, uniformly sandy coloured seal, was identified as a Crabeater Seal.



Just before lunch the Expedition Team hurriedly assembled to evaluate the possibility of an Antarctic continental landing at the comically named area of Bald Head. Shortly after they went ashore the conditions worsened owing to high gusting winds making it impossible to proceed, and the captain called the whole operation off. Later in the afternoon the maximum wind speed recorded on the bridge was 99.9 knots (hurricane force is anything from 63 upwards)! However, that's as high as the wind speed indicator can go, so in reality the wind was in excess of 100 knots.

From the safety of *Ortelius* we enjoyed travelling through Fridtjof Sound between the Tabarin Peninsula and Andersson and Jonassen Islands. The scenery was breathtakingly beautiful: enormous tabular icebergs and a thick carpet of shimmering ice cloaking the mountains. The highly skilled and

experienced bridge team, led by Captain Ernesto, were entirely focused on guiding our ship through this shallow passage, masterfully dealing with not only the strong currents but also the very high winds. We marveled at the way the water moved as it pushed up against the icebergs grounded in the Sound and at a small group of Gentoo Penguins, we spotted swimming along in these rough seas!

Allan brought the day's lecture programme to a close, telling us the story of the Swedish Antarctic Expedition of 1901-03 led by Otto Nordenskjöld which took place near to the area through which we were travelling. After the evening recap it was time for our BBQ buffet dinner! Although we couldn't have this outdoors due to the weather, everyone was in good spirits and enjoyed chatting with fellow guests with a glass of free wine, beer or soft drink.

Day 7: 30th November 2022

King George Island - "Hurricane Ortelius"

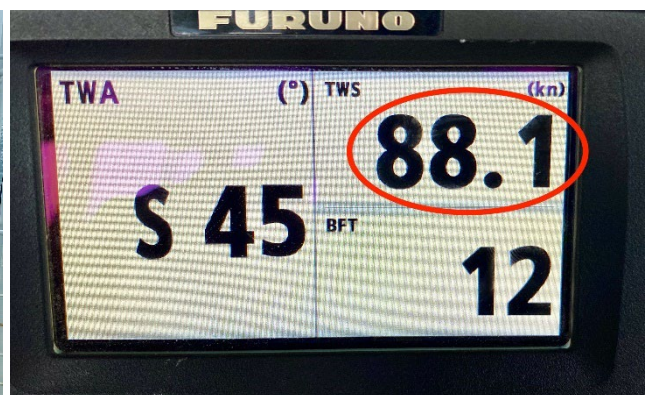
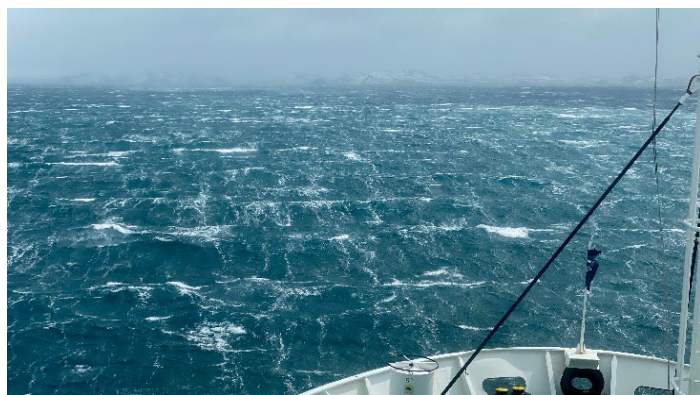
GPS position at 1200: 62°13'.4 S - 056°49'.1 W

Wind: W force 12. Sea State: Very rough. Weather: Overcast

Air Temp: 0 °C. Sea Temp: +6 °C

Overnight we traversed the choppy Bransfield Strait towards the South Shetland Islands, as the weather at the Peninsula was expected to deteriorate even further and the chances to disembark from the ship for any outdoor activity were minimal. Looking at the weather forecast for the next couple of days in the South Shetlands, it was decided by Expedition Leader Adam and Captain Ernesto to dedicate the worst weather day trying to send off the DAP helicopters, pilots, and engineers at the Chilean Antarctic base "Eduardo Frei Station" on King George Island. This would hopefully allow us to use the better following day for some final, off the ship operations.

The day turned out one that would test our patience and perseverance. While the helicopters themselves are able to take off and fly in stronger winds, at a maximum of 60-70 knots, much lower wind speeds were needed to assemble the helicopter blades of the helicopters that were parked in the hangar. From very early in the morning, upon arrival at King George Island, the wind speed however was up in the 50's with continuous gusts up to 60, 70 and 80+ knots. Together with a few other vessels



trying to seek shelter from the hurricane force winds, *Ortelius* remained under way within Maxwell Bay for the majority of the day, hoping for a weather window that would allow for the assembly of the helicopters in preparation of their flight. The outside decks and bridge were off limits for safety reasons and to allow the bridge officers to work in silence under challenging conditions.

Meanwhile, members of the expedition team provided another interesting lecture program throughout the day. With such varied backgrounds and expertise areas amongst the expedition team members, there was no shortage of diversity in the lecture program that was offered. Martin started off in the morning with a very entertaining account about his experience ringing Albatross and other birds in the Falkland Islands.

After another delicious lunch buffet, Adam gave a wonderful lecture of Shackleton's incredible leadership on his Imperial Trans-Antarctic Expedition aboard *Endurance*. The expedition managed to survive the loss of their ship in the middle of the Antarctic pack ice at a time when there was no chance of contacting the outside world, let alone of being rescued. This journey would be remembered by generations as the greatest feat of survival in the history of exploration.



Adam's talk was followed by a presentation given by Bjarni about the Discovery of the South Shetlands and the commercial history of Deception Island, which we would hopefully visit the following day.

While everyone remained warm and comfortable inside with cups of hot coffee and tea, the storm around the vessel kept whipping up the seas in white flurries of foam. At some stage the wind speed indicator on the bridge flattened out, indicating a wind speed of more than 100 knots! Being reminded

of newspaper headlines warning of hurricanes approaching coastal areas, it was almost impossible to imagine we found ourselves in continuous hurricane force winds of such extreme power.

At the end of the afternoon, the lovely Hazel brought some entertainment to our day with her self-made wildlife bingo. The winners were all rewarded with a free drink from the bar. At 5 o'clock the bar became busier, as happy hour was announced with all drinks at half price. Despite having to stay inside all day, with even the bridge off-limits, the atmosphere was relaxed, and people were happy to chat, read a book or edit some pictures.

When recap came and the tentative plans for our final day in the South Shetland Islands were announced, members of the expedition team were called away to assist with the assembly of the helicopters. As was hoped for the entire day, a slight drop in the windspeed allowed for a window in which the helicopters and the fabulous DAP crew managed to take off. It was a bittersweet sight, specifically for the expedition team who had worked so closely with the pilots and engineers for almost 3 weeks. It was sad to enter the dining room and see their table standing empty. An indication also of the near end of a challenging, but successful trip to see the Emperor penguins.



As the planned wake-up call for tomorrow could potentially come around 3-3:30 am, everyone decided to get an early night. By 9pm *Ortelius* was a bit of a ghost ship.

Day 8: 1st December 2022

Deception Island, South Shetland Islands

GPS position at 1200: 62°58'.9 S - 060°28'.2 W

Wind: W force 6. Sea State: Rough. Weather: Cloudy, sunny spells

Air Temp: +0.3°C. Sea Temp: +6 °C

The day started very early for the expedition team as they awaited a call from Adam to confirm a landing at Half Moon Island. It was not to be however, as even a glance out of a porthole at the wind-swept white-capped sea clearly illustrated the impossibility of Zodiac operations. The wind had risen [as was becoming usual] to an unsafe hurricane force, well in excess of 65 knots at times.

Guests slept on... oblivious to and undisturbed by the stand-by / stand-down of the expedition team. *Ortelius* set a new course for the plan B destination, the unique and historically interesting Deception Island.



We had breakfast, then great timing in terms of passage planning, passed slowly through the dramatic entrance of Neptune's Bellows to swing right to a position just off the 'rusty metal' strewn shore of Whalers Bay.

Tilted oil tanks and the crumbling evidence of an extensive whaling operation in the form of abandoned buildings lined the beach. The sun was shining, the light creating sharp shadows. The hills behind were a startling mixture of undulating lava dust and gravel and receding snow fields. Four Zodiacs were

launched and deployed to position guides amongst the buildings. The bitterly cold wind was still strong but the sea state within the dramatic, mountain-ringed caldera remained relatively flat.

After landing, guests were delighted to encounter some Gentoo and Chinstrap penguins, and to spot a young Elephant seal, a Weddell seal plus a few lucky individuals saw a Leopard seal cruising not far from the beach. Bleached whale bones lay everywhere mixed with staves from broken wooden barrels. Krill lay in thin strips along the tide line providing feed for rafts of hundreds of bobbing black and white Cape petrels. Opportunistic skuas strutted about or wheeled over-head.

Bill guarded the crumbling edge of Neptune's Window, keeping those guests who had hiked up the hill a safe distance away from the dangerously under-cut rubble-strewn cliff. The hike was worth the effort as the view across the bay was stunning. The panorama included *Ortelius* in the foreground and a DAP helicopter vessel just beyond. Zodiacs tracked backwards and forwards, etching white lines in the grey sea, and the small dots that were guests scattered everywhere along the shore.



Despite the freezing wind, 20 to 30 hardy souls dared to experience a polar plunge. Splashing dramatically with shocked shrieks into the hardly inviting dark waters. This was a proud highlight for them all... rewarded for their stoic effort when they got back to the warmth of the ship by being presented with one of Bill's specially drawn Deception Island polar plunge cartoon certificates.

The decision was made to set course back to Half Moon Island to attempt another landing. A brief lull in the wind filled us with optimism, as we sailed along the coast of Livingston Island. A few sharp-eyed observers picked out the distant blows of whales. Bill entertained / educated by delivering a lecture on the design of Whaling ships in the Arctic and some sobering stories of adventures in the ice and how experiential learning resulted in the construction of the research vessel *Discovery*... at the time the strongest vessel ever constructed.



The wind was blowing quite hard again when *Ortelius* reached Half Moon. The expedition team launched two Zodiacs to check out conditions ashore. But, before they had even departed the ship, Captain Ernesto called off the proposed landing operation. The wind was steadily increasing, making it too dangerous.

As so often is the case, recap was partly used to answer questions from the popular question box. One such question was asking if we could take a vote for naming the hurricane, we had encountered the previous day. Three options were proposed..... Adam, Sara and *Ortelius*. By a show of hands, it was decided that we would call it 'Hurricane Ortelius'. Dinner followed, and as the ship headed out for the long voyage across the Drake Passage, most guests retired to the comfort of their cabins to edit photographs and ride out the rhythmical movement of the ship.

The day provided a great end to the activity part of the voyage. Now we looked forward to more lectures and the open sea experience before reaching South America and berthing in Ushuaia.

Day 9: 2nd December 2022

At Sea - Drake Passage

GPS position at 1200: 59°37'.3 S - 062°07'.5 W

Wind: NE force 7. Sea State: Moderate - Rough. Weather: Overcast, foggy

Air Temp: +0.2 °C. Sea Temp: +7 °C

The morning started with a wake-up call from Expedition Leader Adam. The ship was gently rolling, which had given most of us a good night's sleep. After breakfast, many headed for the open decks to take in some fresh air. The wind blew at 25-30 knots, and heavy cloud cover produced a little rain and snow. A good selection of seabirds was seen from the bridge, including Wandering, Southern Royal, Grey-headed, Light-mantled and Black-browed Albatrosses to name but a few. Sadly, there were no whales to be seen before lunch, but the bridge crew explained that they had seen at least a dozen whales as we had entered the Drake Passage between midnight and 4 this morning during their watch.

There were excellent lectures during the morning. Hella informed us how whales could help fight the climate change battle we are currently experiencing globally. Later in the morning there was a joint lecture by some of the expedition staff about Human Impacts in Antarctica. Following another great lunch, Adam gave a thought-provoking lecture about Scott and Amundsen's race to the South Pole. The bridge reported an unidentified penguin species, seen porpoising near the ship. Quite amazing considering the distance from land. At 16:15 the animated movie 'Happy Feet' was shown in the bar, for a little light entertainment. Then daily recap and dinner followed, bringing the day to an end.

Day 10: 3rd December 2022

At Sea - Drake Passage

GPS position at 1200: 56°18'.9 S - 065°17'.5 W

Wind: NW force 6. Sea State: Moderate. Weather: Overcast

Air Temp: +5.1 °C. Sea Temp: +9 °C



We awoke to find that *Ortelius* was making surprisingly good progress north across a rough Drake Passage. Conditions had deteriorated overnight, and it was every bit a “Drake Shake” with 40-50 knots of wind and a large swell. Having toughed it out through at least two hurricane-force storms in Antarctica, it seemed that the relentless Southern Ocean weather would give us a rough ride until the end. Every now and then the sun shone through the clouds, illuminating an angry Drake Passage. The good morning announcement told us that the outside air temperature had risen

considerably from 24 hours prior, confirming that we had re-crossed the Antarctic Convergence and returned to a more temperate region. The great continent of South America beckoned, as thoughts turned to packing and leaving the ship.

For those able to make it, breakfast was a challenge. We were guided directly to the safety of seating at our tables, then the food and drinks were served to us from the buffet by the expedition staff and restaurant team. At 09:30 we were invited to join Hazel in the bar for an excellent lecture entitled “From Worship to Whaling”. For the small and enthusiastic crowd in attendance, Hazel gave a fascinating overview of the high regard in which whales and dolphins have been held throughout the ages. Most notable was Hazel’s love and concern for these remarkable creatures which bring so much joy to so many people. Her enthusiasm for the subject has shone bright throughout the voyage.

Anyone who ventured to the bridge found that the ship was in company with the usual bird life for the region - petrels, prions, shearwaters, and of course a variety of albatrosses. Any albatross gliding over a stormy ocean is a sight to behold, but the masterful and elegant Wandering Albatross with its 3.5 metre wingspan left onlookers completely awestruck. Occasionally an equally magnificent Southern Royal Albatross would show up, presenting observers with the challenge of distinguishing the subtle differences between these true ‘marathon birds’.



They are completely at home riding the wild winds of the deep south. The stronger it blows, the happier they seem to be. The love and respect for these incredible birds is hard to put into words, especially when we consider the mariner’s legend that every albatross carries the soul of a sailor lost at sea. It is truly the bird of good omen for all who work upon the oceans of the World. The words of English poet Samuel Taylor-Coleridge (1772-1834), from his epic work ‘The Rime of the Ancient Mariner’ were so fitting.....

At length did cross an Albatross, through the fog it came.
As if it had been a Christian soul, we hailed it in God’s name.

At 11:30 in the bar some of the Expedition Team did a joint presentation about the Citizen Science Program, and how we could help. Having visited one of the most pristine environments on Earth, many of us were heading home with thoughts on how we could do our bit to protect it. Lunch followed soon after, with Hotel Manager Stephen inviting us to join him and his team for our ‘dining pleasure’.

Land Ho! At precisely 14:40 the sharp-eyed watchman on the bridge spied the faint outline of land dead ahead of the ship. It was a welcome sight for weary eyes after two days toughing it out in the Drake Passage. The bridge officers spoke of being in more sheltered waters at the entrance to the Beagle Channel by dinner time. That was sweet music to many ears! At the same time land was spotted, the chart plotter showed that we were abreast of Cape Horn. Surprisingly, the sea state improved, and the sun came out. The bridge announced that decks 6 and 7 had been reopened, and many went out for some very welcome fresh air. It was superb to be out with the birds again. In particular, the Giant petrels were very active.



Ortelius continued to gently pitch and roll her way on towards the more sheltered waters of the Beagle Channel, as preparations for disembarkation quietly progressed below decks. At 16:00 Sara hosted a pub style quiz in the bar with questions relating to the voyage. Teams varied from 2-6 people, and some were very creative with their team names. Great fun was had by all, and the winners received a brilliant hand-drawn certificate by our legendary expedition guide Bill Smith.

At 18:15 we gathered in the bar for Captain's Farewell Cocktails, and a viewing of the expedition slideshow produced by staff member Regis Perdriat. This exciting reminder of a memorable journey was later available for all to save to mobile devices, once we had enjoyed our final dinner onboard *Ortelius*. The day closed with the welcome sensation of a motionless deck beneath our feet, as the land on both sides of the Beagle Channel closed in around us. Many went out on deck after dinner to take in the dramatic scenery and enjoy the soft evening light.

Day 11: 4th December 2022

Disembarkation, Ushuaia

GPS position at 0800: 54°48'.6 S - 068°17'.9 W

Wind: Calm. Sea State: Calm. Weather: Partly cloudy, bright

Air Temp: +5°C. Sea Temp: +12°C

We arrived at the Pilot Station in the Beagle Channel at around 01:00 and we docked in Ushuaia just after 06:00. *Ortelius* had successfully completed her third Antarctic voyage for the 2022/23 season! We were greeted by a cool, calm, crisp, clear morning in Ushuaia, where a fresh dusting of snow lay on the

mountains. Already alongside the dock was *Hondius*, the newest vessel in the Oceanwide Expeditions fleet. Captain Ernesto gently berthed *Ortelius* directly in front of her sister. The crew and Expedition Team handled all the luggage on to the dock, and at 08:00 it was time for disembarkation. The voyage was over, and it was time to go our separate ways. Fond farewells were exchanged on the dock, as our band of intrepid adventurers dispersed and began the long journey home.





Thank you all for such a memorable voyage, for your company, good humour, enthusiasm, and patience when the weather decided we should do something different. We hope to see you again in the future, wherever that might be!

Total distance sailed on our voyage: 1,855.7 nautical miles

Furthest South: 64°30'.9 S - 057°28'.5 W (Snow Hill Island Emperor penguin colony)

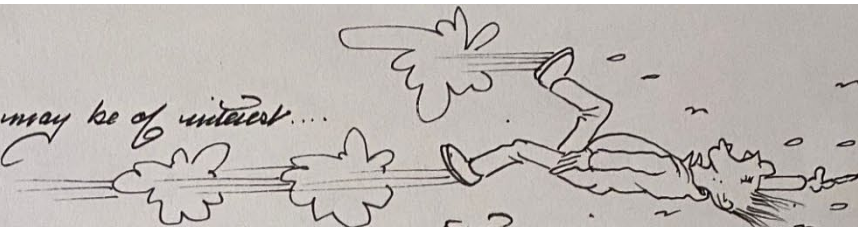
On behalf of Oceanwide Expeditions, Captain Ernesto Barria, Expedition Leader Adam Turner, Hotel Manager Stephen Bell and all the crew and expedition staff, it has been a pleasure travelling with you! We look forward to seeing you again on one of our ships for another adventure.

1 STORM	10	STRONG 27 BREEZE	NNW 6	GALE 23	NNW 7/8	NEAR 19 GALE	N 7	
STORM	9	CALM	N 1	GALE	N/W 8	NEAR GALE	NNE 7	
STRONG BREEZE	W 6	MODERATE BREEZE	NE 4	GALE	N/W 8	MODERATE BREEZE	N 4	
GALE	NNW 8	FRESH BREEZE	NNW 5	GALE	N 8	MODERATE BREEZE	GALE NW 7	
NEAR GALE	NW 7	CALM	NSW 1	STORM	NSW 9	MODERATE BREEZE	GALE W 7	
GALE	NW 8	NEAR GALE	NW 7/3	NEAR GALE	NW 7	STRONG BREEZE	N 6	
VIOLENT 30 STORM	NN 10/11	GALE 26	NN 8	STORM 24	NN 9/10	CALM 18	CALM	
STORM	NW 10	GALE	NW 8	STORM	N/W 9	MODERATE BREEZE	SE 3	
HURRICANE	NW 12	GALE	N 8	STORM	N/W 8/9	HURRICANE	NNW 12	
HURRICANE	NW 11/12	STORM	N 9	STORM	N/W 10	STORM	NNW 9	
STORM	N 10	STORM	N 9	FRESH BREEZE	N 5	NEAR GALE	NNW 7	
HURRICANE	NW 12	STORM	N 8/9	NEAR GALE	NE 7	STORM	NNW 9	
NEAR 29 GALE	NW 7	GALE 25	NW 7/8	STORM 21	NW 8.9	HURRICANE 17	N km 70/90	
STORM	NW 6/10	GALE	N/W 8	MODERATE BREEZE	NNW 4	NEAR GALE	N 7	
STORM	NNW 8/9	NEAR GALE	NNW 7	STRONG BREEZE	SE. 6	NEAR GALE	NW 7	
FRESH BREEZE	NW 5	STORM	NNW 8/9	STORM	NNW 5.9	STRONG BREEZE	NNW 5.6	
SEVERE HURRICANE	NW 12.4	GALE	NNW 7/8	NEAR GALE	NW 7	MODERATE BREEZE	N 4.	
VIOLENT STORM	NNE 11	STRONG BREEZE	NNW 6	GALE	N.	NEAR GALE	N 7	
MODERATE 28 BREEZE	NNW 3	GENILE 24 BREEZE	NW 3	20 GALE	N 7/8	STRONG 16 BREEZE	NNW 6	
-	VAR	FRESH BREEZE	NW 5	NEAR GALE	NW 7	NEAR GALE	NNW 7	
MODERATE BREEZE	N/W 2/3	GALE	NW 8	NEAR GALE	NE 7	GALE	NN 8	
NEAR GALE	N 7	GALE	NW 8	STORM	N/W 9/10	STORM	NNW 10	
STORM	VAR 6/10	GALE	NW 8	STORM	N 9	GALE	N 8	
STORM	NNW 8/10	NEAR GALE	NW 7	STORM	N/W 9	VIOLENT STORM	N. 11	

						GENE BREEZE 3	Lean SG. 10m	
QIOLENT 15 STORM	W 4	GALE 11	NNW 8	NEAR 7 GALE	NNW 6.7	CALM	S 1	
STRONG BREEZE	N 6	NEAR GALE	NNW 7	STRONG BREEZE	NW 6	CALM.	S 1	
MODERATE BREEZE	WSW 4	GALE	N 7.8	STRONG GALE STORM	NNW 9	GENE BREEZE	NNW 3	
STRONG BREEZE	NE 6	STORM	NW 9.10	GALE	NNW 8	NEAR GALE	NW 6.7	
STRONG BREEZE	NNE 6	GALE	NNW 8	GALE	NNW 8	NEAR GALE	NW 7	
STRONG BREEZE	N. 6	STORM	NW 9	STRONG BREEZE	NW 6	STRONG BREEZE	W 6	
STRONG 14 BREEZE	NNE 6	GALE 10	N 7.8	ICE 6 GALE	NW 8	GENE 2 BREEZE	GOLD HARBOR 5.8	
GENE BREEZE	N 2	GALE	N 8	GALE	NNW 8	GENE BREEZE	SE 3	
FRESH BREEZE	SW 5	STRONG BREEZE	N 6	GALE	NNW 8	CALM	E 1	
GENE BREEZE	SW 3	GALE	N 6/7/8	GALE	NNW 8	MODERATE BREEZE	SW 4	
LIGHT BREEZE	SW 2	NEAR GALE	N 7	NEAR GALE	NNW 7	CALM	E 1	
NEAR GALE	NN-	NEAR GALE	N 7	STRONG BREEZE	NNW 6	GENE BREEZE	NW 3	
GALE 13	N 8	STORM 9	N 4.5	STORM 5	N 9	FORUM. W 4 MODERATE BREEZE		
FRESH BREEZE	NW 5	CALM	Calm	STORM	N 9	FRESH BREEZE	NW 5	
LIGHT BREEZE	S S 2.	MODERATE BREEZE	N 4	NEAR GALE	N 7	STRONG BREEZE	NW 6	
FRESH BREEZE	SE 5	MODERATE BREEZE	E 4	STRONG BREEZE	N 6	MODERATE BREEZE	W 5.4	
MODERATE BREEZE	NW 4	MODERATE BREEZE	N 4	STRONG BREEZE	N 6	FRESH BREEZE	WSW	
STRONG BREEZE	NNW 6	STORM	N 8.9	FRESH BREEZE	NW 5	FRESH BREEZE	SW 5	
STORM 12	NNW 9	FRESH 8 BREEZE	N 5	NEAR GALE 4	WSW 7	STRONG 31 BREEZE	N 6	
STORM	NNW 9	FRESH BREEZE	N 5	NEAR GALE	WSW 7	STRONG BREEZE	NNW 6	
GALE	NW 7/8	STRONG BREEZE	6	GALE	NW 8	FRESH BREEZE	N 5	
GALE	NNW 7/8	NEAR GALE	SW 7	STORM	NNW 10	MODERATE BREEZE	NN 4	
FRESH BREEZE	N 5	FRESH BREEZE	N 5	GALE	NNW 8	FRESH BREEZE	NW 5	
NEAR GALE	N 7	FRESH BREEZE	N 5	STORM	N 9	FRESH BREEZE	N 5	

STRONG 30 BREEZE	NNW 6	FRESH 26 BREEZE	E 5					
STRONG BREEZE	WSW 6	CRIM	E 1					
STRONG BREEZE	WSW	MODERATE BREEZE	WSW					
FRESH BREEZE	NNW 5	MODERATE BREEZE	NNW 4					
FRESH BREEZE	NNW 5	MODERATE BREEZE	NNW 4					
STRONG BREEZE	NNW 6	FRESH BREEZE	NNE 5					
GALE 29	NNW 8	LIGHT 25 BREEZE	SE 2.	Punto Madryn - departure				
GALE	WSW 8	MODERATE BREEZE	SE 4.					
GALE	WSW 8	MODERATE BREEZE	SE 4					
NEAR GALE	WSW 7	GENTLE BREEZE	SE 2.					
STRONG BREEZE	WSW 6							
FRESH BREEZE	WSW							
FRESH 28/10 BREEZE	NNW 5							
STORM	NNW 8-9							
FRESH BREEZE	WSW							
Very high STORM	WSW 10							
STORM	WSW 10							
STORM	SW 9-10							
FRESH 27/10 BREEZE	NNW 5							
STORM	NNW 9							
FRESH BREEZE	NNW 5							
NEAR GALE	NNW 6-7							
NEAR GALE	NNW 7							
FRESH BREEZE	NNW 5							

This may be of interest....



The following are wind readings taken during the various watches on the bridge during this voyage.

They illustrate the extreme difficulty of arranging operations...

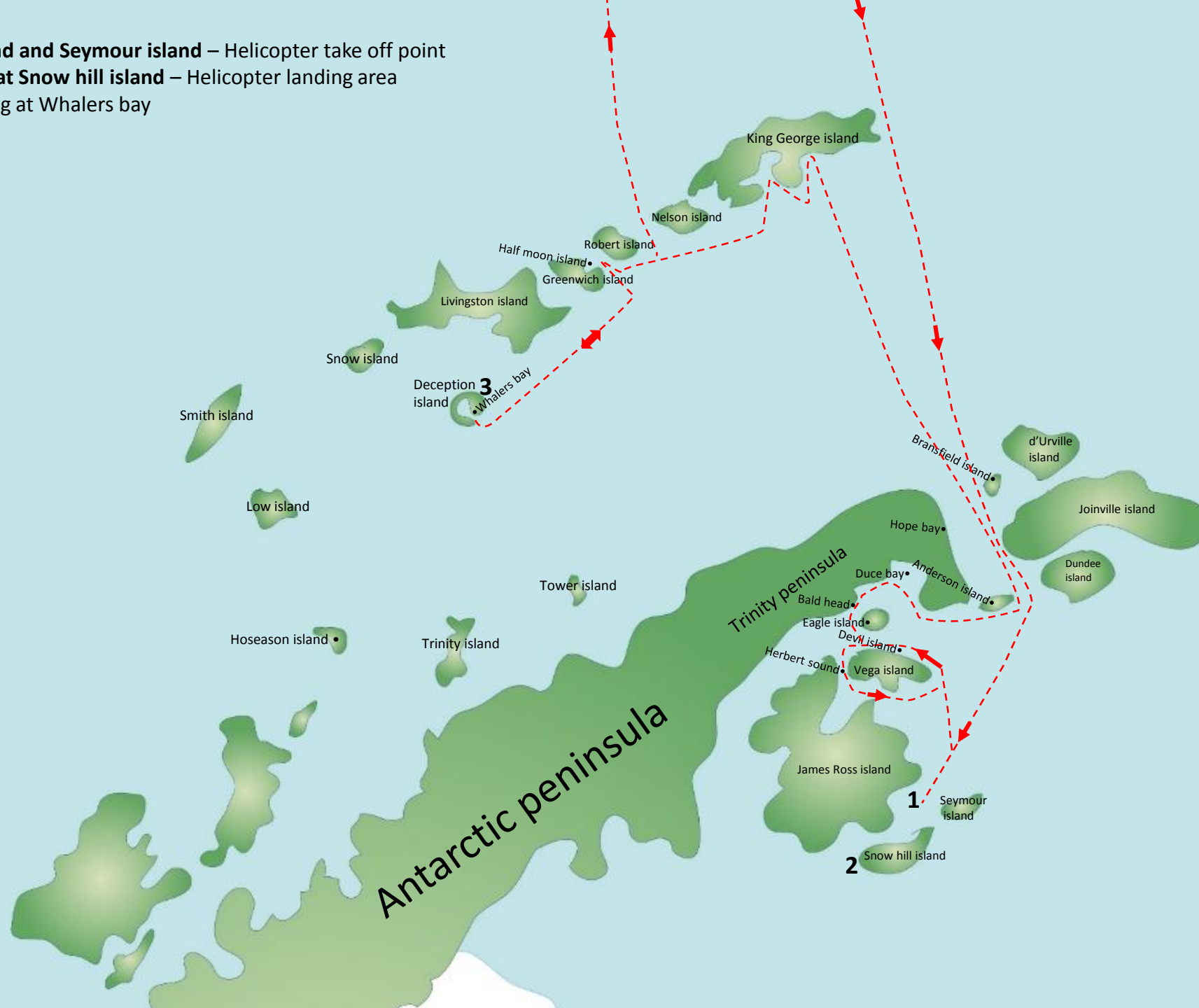
<u>Verbal</u>	<u>Number of readings</u>	
Calm	7	
Light Breeze	3	Beaufort Wind Scale
Built Breeze	8	1 - 1-3 knots Calm
Moderate Breeze	22	2 - 4-6 Light Breeze
Fresh Breeze	25	3 - 7-10 Built Breeze
Strong Breeze	27	4 - 11-16 Moderate Breeze
Near Gale	30	5 - 17-21 Fresh Breeze.
Gale	35	6 - 22-27 Strong Breeze
Storm	35	7 - 28-33 Near Gale
Violent	4	8 - 34-40 Gale
Hurricane	6	9 - 41-47 Strong Gale/Storm
		10 - 48-55 Storm
		11 - 56-63 Violent Storm
		12 - Over 63 Hurricane

This list does not show the numerous times during gales and storms when we experienced isolated gusts of Hurricane Force.

We have experienced an abnormal period of very heavy weather.

Jill

1. Between James Ross island and Seymour island – Helicopter take off point
2. Emperor penguin colony at Snow hill island – Helicopter landing area
3. Deception island – Landing at Whalers bay



Birds and Marine Mammals of the Antarctic region

[illegible]

Magellanic Diving-Petrel	<i>Pelecanoides magellani</i>									
Imperial (Blue Eyed) Shag	<i>Phalacrocorax atriceps</i>									
Antarctic Shag	<i>Phalacrocorax bransfieldensis</i>		X							
Snowy (Pale-faced) Sheatbill	<i>Chionis alba</i>			X	X					
Chilean Skua	<i>Catharacta chilensis</i>	X				X				
South Polar Skua	<i>Catharacta maccormicki</i>			X						
Sub-Antarctic (Brown) Skua	<i>Catharacta lonnbergi</i>		X	X	X			X		
Dolphin Gull	<i>Larus scoresbii</i>	X								
Kelp Gull	<i>Larus dominicanus</i>			X	X			X		
South American Tern	<i>Sterna hirundinacea</i>	X								
Antarctic Tern	<i>Sterna vittata</i>					X		X		
Arctic tern	<i>Sterna paradisaea</i>							X		

[illegible]

Adam Turner – Expedition Leader



Adam was brought up in countryside of Essex, England. He began sailing at the age of 9 and began working on the local river aged 12 before leaving school.

By 16 he had a small fishing boat and was working on boatyards and taking tourists to see the local seal colonies as well as helping out on the local Lifeboat.

Adam then joined HM Forces and was posted to Northern Ireland and in the UK, he also served in Kenya as a boat operator. In 2002 Adam joined the Police and spent several years on a specialist unit working across the UK

with his search dog Charley.

Since being a young lad Adam had dreamt of working in the Antarctic like his Uncle had done in the late 1980's, and in 2014 Adam left the Police to work as Boating Officer for British Antarctic Survey at King Edward Point, South Georgia where he spent just over a year.

Adam studied at Middlesex University and often gives lectures on history, in 2017 he was elected as a Fellow of the Royal Geographical Society, while working as a guide and Consultant.

In 2020 Adam began working fulltime for Oceanwide Expeditions as Field Operations Manager.

Adam holds a commercial masters certificate and instructs in several marine disciplines, he enjoys diving, climbing, kayaking and outdoor activities.

Sara Jenner – Assistant Expedition Leader



For as long as Sara could remember she has had a passion for travel and searching for the wildest and most remote places on earth.

Back in the UK when she was only 10, she remembers trading in her favourite pink bicycle for the money to start her travel fund. Every birthday and Christmas she added a little more in the kitty and finally, at 18 she realised her dream of diving at the Great Barrier Reef! At that point the travel addiction was born. Ever since Sara has been travelling the globe in search of wild and remote places and has spent many

months volunteering on wildlife conservation projects in a bid to help some of our most iconic and endangered species.

Sara's love of wildlife and the great outdoors has taken her to all seven continents and she has travelled extensively in the polar regions including the Antarctic Peninsula, Falklands, South Georgia, Spitsbergen, Greenland, Iceland, Baffin Island and Canadian High Arctic. Returning to the UK, Sara used this knowledge to work in the travel industry as a polar specialist for several years, until the travel bug hit again, when she decided to swap life on the land for a life at sea and joined the Oceanwide Expedition Team in 2016.

During 2020-2021 she worked extensively on a leopard seal identification project and took the opportunity to fulfil a lifetime dream of visiting South Georgia in winter by working on the M/V Pharos, which is deployed by the South Georgia Government as a fishery patrol vessel.

Sara is a keen wildlife photographer and when she is not wrapped up warm in the polar regions she enjoys working as a photographic guide in Botswana, on the beautiful Chobe River and Okavango Delta, so really has a life of two halves.

Hella Martens – Expedition Guide



Born in The Netherlands and raised by adventurous parents Hella became infected with the travel virus and a deep fascination for animal behaviour and the natural world early in her childhood.

When 5 years old she drew and wrote a small booklet on the life of an Orca family, unaware of the life journey she would embark on 20 years later.

A BSc. degree in Wildlife Management, Policy and Education led her into the realm of the oceans' giants. Passionate about the threats our planet and its inhabitants are facing, her belief is that education is the most powerful tool to create ambassadors for the natural world. Since 2004 Hella has studied cetaceans in Scotland, the Canary Islands, Canada, Australia and Mexico. She has worked as a naturalist in New Zealand and lived and worked in the Azores for 4 years as a whale watching guide and lecturer. Hella has also been trained and contracted as an offshore marine mammal observer in the seismic industry.

In 2016 her biologist's dream was fulfilled by being able to explore the polar regions of our planet. After two polar winters leading whale watching and northern light excursions in Northern Norway, Hella's year is currently divided between guiding expedition cruises to the European and Russian Arctic and to Antarctica as a lecturer, zodiac driver and kayak guide. Time off is spent traveling, outdoors or enjoying the quiet French countryside with her family and furry creatures.

Hazel Pittwood – Expedition Guide



Hazel grew up in the county of Dorset on the South coast of the UK. A childhood spent pond dipping, bug hunting and exploring the countryside and coast nurtured her love of the natural world.

She has worked in practical conservation and community engagement roles for a variety of habitats, including heathland and coastal nature reserves. Hazel also has experience surveying rare protected species and is a trained wildlife rescue volunteer and marine mammal medic.

Whilst she is broadly learned about the natural world, Hazel has specialised in marine mammals and seabirds since 2014. At that time, she began volunteering as a marine mammal and seabird surveyor, collecting sightings data regarding these animals for UK based conservation charities. In 2017 she worked on a passenger ship travelling between the UK and Spain across the Bay of Biscay for six months, delivering talks and leading wildlife watching sessions out on deck.

Hazel has been working as a guide and lecturer on cruise ships for over three years. This role has taken her to Norway and Svalbard, Iceland, Alaska, Canada, the Faroe Islands, the Canary Islands, the Caribbean and Central America. She is a World Cetacean Alliance certified responsible whale watching guide, championing the highest standards of wildlife experiences.

The polar regions host an incredible diversity of seabird and marine mammal species, and Hazel looks forward enhancing your encounters with these incredible animals with her knowledge, skills and enthusiasm.

Bjarni Ólafsson – Expedition Guide



Bjarni was born in Reykjavík, Iceland a country with large amount of untouched wilderness, right on the doorstep of the Arctic. When he was a child he was always fascinated in subjects such as history and nature. Iceland being one of best places for nature and wilderness enthusiast he became very interested in hiking and exploring the highlands of Iceland. Every summer he makes sure to devote ample time to explore the solitude of the Iceland's remote regions.

In university, he chose to study history and is now close to completing a masters in medieval history at the university of Iceland. At university a lot of his focus was devoted to the history of Greenland, especially the Viking settlements on the west coast of Greenland. That later turned out to be a great starting point for exploring more history related to human habitation and expeditions in the Arctic.

He started to guide for Oceanwide Expeditions in 2017 on trips in his native Iceland. After that he moved on to also guiding in Greenland, North-Norway and Svalbard alongside his studies.

Martin Anstee - Expedition Guide



Martin has been a keen naturalist and wildlife photographer for most of his life.

Martin has been an active Bird Ringer since the year 2000 and particularly enjoys studying/ringing and just being around seabird colonies.

Martin has used a camera since an early age and has combined his love of the outdoors and seabird habitats with photography. Martin has just spent a month in Zimbabwe and Botswana photographing other wildlife.

Martin has combined this with a career in the Police Service, firstly in the UK where he was, amongst other roles, a wildlife crime officer. His last role in The Police was as a Police Sergeant in The Royal Falkland Islands Police.

Martin lived in the Falkland Islands, Stanley, for just over two years, leaving to return to the UK in November 2021. In his two years Martin was a volunteer with Falklands Conservation, he helped with The Falkland Islands Seabird Monitoring Program (FISMP) in particular counting Seabirds and ringing Black browed Albatross. Martin was also involved in fieldwork for a Striated Caracara (Johnny Rook) study. As a result Martin has visited most of the larger (and some of the smaller) outlying islands that form part of The Falkland Islands.

This is also where Martin started his career as a guide, he enjoyed sharing his knowledge of the Islands and the wildlife which he continues to do to this day.

Bill Smith – Expedition Guide



“Super Bill” as described by his colleagues and clients, is a fun-loving outdoor pursuits enthusiast, cartoonist and former Head of Art and Design Education at Ellon Academy Aberdeenshire.

Bill joined Oceanwide Expeditions as a guide when Plancius was built and over the last few years has become addicted to the Polar Regions.

He has 58 years’ experience of Art and Design Education and Design for Industry. Plus 58 years leading and instructing a range of outdoor pursuits.

Bill delights in producing humorous cartoon logs of each trip and operates as an Artist / Designer / Illustrator / Cartoonist

Aside from his artistic commitments Bill is qualified instructor in a range of Royal Yachting Association disciplines including sailing, windsurfing and powerboating. He is also a British Canoe Union Open Canoe Instructor and British Caving Association Local Cave leader. He is a safety expert in these fields.

During the winter at home Bill is a National Patroller for the British Association of Ski Patrollers and in addition is a member of Member of the Federation Internationale de Patrolles De Ski.

As Bill lives in the North-west of Scotland he is President of Lochinver Highland Games Committee and former Chieftain Assynt Highland Games.

Bill is an Honorary Member Assynt Crofters Trust and recently awarded Honorary Lifetime Guardian of Island of South Georgia.

Regis Perdriat – Expedition Guide



Regis has always been passionate about nature and wildlife conservation.

After a master's degree in Ecology, he first specialized in seabird rehabilitation after oil spills for BirdLife France. Then he joined the Durrell Wildlife Conservation Trust, studying endangered species.

In Brittany he worked seven years for the Sept-Iles National Nature Reserve, driving zodiac, counting seabirds and seals in this wild and protected archipelago.

His polar experiences go as far back as 2007, when he spent 15 months working as a field researcher studying the seabirds and marine mammals of the remote Kerguelen Islands, a French subantarctic territory.

In love with those isolated environments he carried out several fieldwork missions in subantarctic islands. He finally joined the management team of French Southern and Antarctic Lands and became Head of the Southern Lands National Nature Reserve.

He now proposes his experience as a freelance biologist for scientific expeditions and share his passion for birds as often as he can. His last expeditions took him to North-East Greenland, Central Asia or Antarctic Peninsula.

Looking for him? Try outside, you should find him and his binoculars searching for birds or whales.

Allan White - Expedition Guide



Allan was born and raised in the Falkland Islands. He's a fifth generation Islander, and a descendant of one of the original British colonists in 1840. His higher education was completed in England, after which he embarked on a military career.

He joined the British Army aged 17. After serving in West Germany for two years during the Cold War period, he completed deployments in Northern Ireland, Cyprus as a United Nations peace-keeper, and with British Forces South Atlantic Islands. He left the Army to settle back in the Falklands.

While working as a Port Agent, Allan worked with the late Lars-Eric Lindblad, the inspirational pioneer of the small ship expedition cruising concept. He encouraged Allan to become a Zodiac driver and go to sea for a year. Twenty eight years later, he's still at it. His voyages have taken him all over the world, with particular focus on the Polar regions. His travel experience ranges from 90° North to 76° South.

In the Falklands, Allan and his wife owned and operated their own tourist lodge for over a decade. More recently they managed a privately owned island, where they were the sole residents for almost 5 years, with thousands of albatrosses, penguins and seals for neighbours.

Allan is an experienced guide and Zodiac driver, with a keen interest in natural history and polar exploration. He lives in the Falklands capital Stanley, with his wife Jacqui and their Labrador Bosun.

Rogier Steins – Ship's doctor



He was born in Utrecht, The Netherlands. He studied medicine in Rotterdam, the Netherlands. As a part of his education he went to Calgary, Canada for research in orthopaedics and Cape Town, South Africa for an internship trauma surgery in Groote Schuur Hospital. After he graduated medical school he worked at the emergency department in the Hague and the surgery department in Utrecht.

He decided to specialise in family medicine because he has a broad medical interest and likes human psychology. 3 years later he finished his specialisation as a general practitioner.

He is currently working as a general practitioner in his hometown Utrecht and also temporarily working for the public health service (GGD) in Utrecht during the COVID-19 pandemic.

Besides working as a family doctor in Utrecht, he likes to combine his work as a doctor with his passion for adventure. In 2019-2020 he worked as a family doctor on Aruba and spent a lot of time on the water kitesurfing. In the beginning of 2020 he helped out at camp Moria in Greece as a medical volunteer for the Boat Refugee Foundation.

In his spare time he likes to go kite(surfing), snowboarding, travelling and read about personal growth. He is really looking forward to explore the Arctic region together with you.

If you have any (medical) questions, don't hesitate to ask!



Weddell Sea - In search of the Emperor Penguin

Welcome aboard the M/V Ortelius!

24th November
Day 1 – Embarkation, Ushuaia

Please make yourselves at home in your cabins and check you have received all your luggage!

Tea/coffee is available in the Bar located on Deck 6.

15:30+/-

Ship safety briefing, in the Lecture Room on Deck 3. Attendance to this is **MANDATORY**. After the briefing the emergency alarm will be sounded, and you will need to go back to your cabin and get your life jacket. All guests will go to their **MUSTER STATION** which is either the Bar on Deck 6 or the Restaurant on Deck 4, please check your cabin room card to see which station you are assigned to. If you are assigned **Lifeboat 1** you will muster in the Bar and if you are assigned **Lifeboat 2** you will muster in the Restaurant.

The Hotel Manager and Expedition Leader will do a welcome briefing, to orientate you to life on board and explain the plan for the forthcoming days. This will take place in the Lecture Room on Deck 3.

16:30+/-

The Expedition team will hand out your rubber boots. You will be called deck-by-deck to the Lecture Room, so please listen to announcements. Bring your thick socks to find the best-sized boots for you!

18:00

Please join the Expedition Team in the Bar for staff introductions, this will be followed by a **Captain's Cocktail**, a toast to the forthcoming voyage.

18:30

Buffet dinner in the Restaurant on Deck 4.

19:45

The Expedition Team welcomes you to the Lecture Room on Deck 3 for the **MANDATORY** IAATO briefing. Attendance will be checked.

Please note that tonight we will be sailing into the open sea. Take your seasickness medication before you really feel the movements of the vessel, the doctor will be available in the bar after dinner to assist with such matters.

Make sure that all your belongings are put away safely and that doors and drawers in your cabin are tightly closed. Walk slowly on the ship, always use one hand for yourself and one for the ship and beware of your fingers because of doors slamming!



Weddell Sea - In search of the Emperor Penguin

25th November
Day 2 – Drake Passage

07:45	Wake-up call
08:00-09:00	Breakfast buffet will be served in the Restaurant, Deck 4
10:30	Regis invites you to the Bar for his lecture titled 'The Fabulous World of Sea Birds'.
12:30-13:30	A buffet lunch is served in the Restaurant, Deck 4.
13:30	<p>During the course of the afternoon you will be called deck by deck for the MANDATORY IATTO Biosecurity. When called, please bring all your outer garments, bags, boots, life jackets etc. that you plan to use in Antarctica for the Expedition Staff to check.</p> <p>Please ensure everything is clean before proceeding to the lecture room and ensure you sign the self-declaration form once you have approved by the Expedition Team.</p>
16:15	Please join Hazel in the Bar for her presentation about Cetaceans of the Southern Ocean.
18:15	Join the Expedition Staff in the Bar for recap! This is a daily event where we go through what we have seen during the day and plans for tomorrow.
19:00	Dinner is served in the Restaurant, Deck 4.

Remember: walk slowly on the ship, never rush. Keep one hand for yourself but at least one hand for the ship. Shut all doors firmly and keep fingers away from door frames.



Weddell Sea - In search of the Emperor Penguin

26th November *Day 3 – Approaching Antarctica*

07:45	Wake-up call
08:00-09:00	Breakfast buffet will be served in the Restaurant, Deck 4
09:30	Please join Hella in the Bar for a presentation on Sea Ice and its Ecological Importance.
11:00	Please join Adam in the Lecture Room for the MANDATORY Zodiac and Helicopter briefing. Attendance will be checked.
12:30-13:30	A buffet lunch is served in the Restaurant, Deck 4
13:30	During the course of the afternoon you will be called to the Bar by cabin number for the MANDATORY Helicopter Drill . We will gather you in groups of either 4 or 5 people, at which point you will be escorted to the Heli deck. Please wear your muck boots, waterproof clothing, life jackets and your helicopter number card.
16:30	Sara invites you to the Bar for her presentation about Penguins.
18:30	Join the Expedition Staff in the Bar for recap!
19:00	Dinner is served in the Restaurant, Deck 4.
20:30	Movie night in the Lecture Room.



Weddell Sea - In search of the Emperor Penguin

27th November ***Day 4 – Snow Hill, Emperor Penguin Colony***

07:00 Wake-up call.

07:30-08:30 Breakfast buffet will be served in the Restaurant, Deck 4.

We hope to take you ashore at Snow Hill Island, please listen to announcements for exact timings. As you appreciate, helicopter operations take a significant time, so please be patient.

As and when your cabins are called, please proceed to the Bar, ensuring you have your numbered helicopter card with you and clearly visible. Please dress warmly and in waterproof clothing. On arrival in the bar, we will deactivate both canisters in your lifejacket.

We will be starting with cabin 334 and will work in reverse order, concluding with cabin 529.

Your allocated time at the colony will be dependent on weather conditions and the flight time from the ship to the landing site.

At the landing site, one person from each flight will be assigned a landing card, which will state what time your flight group need to be back at the landing site for their return flight to the ship. **PLEASE DO NOT BE LATE.**

12:30-13:30 A buffet lunch is served in the Restaurant, Deck 4

18:30 Join the Expedition Staff in the Bar for recap!

19:00 Dinner is served in the Restaurant, Deck 4.

(All times are subject to change)



Weddell Sea - In search of the Emperor Penguin

28th November *Day 5 – Snow Hill, Emperor Penguin Colony*

- 06:30 Wake-up call.
- 07:00-08:00 Breakfast buffet will be served in the Restaurant, Deck 4.
- We hope to take you ashore at Snow Hill Island, please listen to announcements for exact timings. As you appreciate, helicopter operations take a significant time, so please be patient.
- As and when your cabins are called, please proceed to the Bar, ensuring you have your numbered helicopter card with you and clearly visible. Please dress warmly and in waterproof clothing. On arrival in the bar, we will deactivate both canisters in your lifejacket.
- We will be starting with cabin 529 and will work in reverse order, concluding with cabin 334.
- Your allocated time at the colony will be dependent on weather conditions and the flight time from the ship to the landing site.
- At the landing site, one person from each flight will be assigned a landing card, which will state what time your flight group need to be back at the landing site for their return flight to the ship. **PLEASE DO NOT BE LATE.**
- For those not wishing to land at Snow Hill, we hope to offer a short scenic flight once all other cabins have been called for the landing, please listen to announcements.**
- 12:30-13:30 A buffet lunch is served in the Restaurant, Deck 4
- 18:30 Join the Expedition Staff in the Bar for recap!
- 19:00 Dinner is served in the Restaurant, Deck 4.

(All times are subject to change)



Weddell Sea - In search of the Emperor Penguin

29th November
Day 6 – Camp Hill and Duse Bay

07:30	Wake-up call.
08:00-09:00	Breakfast buffet will be served in the Restaurant, Deck 4.
09:00+/-	We hope to take you ashore at Camp Hill, please listen to announcements for exact timings.
13:00- 14:00	A buffet lunch is served in the Restaurant, Deck 4. An expedition afternoon around Duse Bay, all activities will be subject to weather conditions, please listen to announcements.
18:30	Join the Expedition Staff in the Bar for recap.
19:00	Dinner is served.



Weddell Sea - In search of the Emperor Penguin

30th November
Day 7 – South Shetland Islands

07:30 Wake-up call.

08:00-09:00 Breakfast buffet will be served in the Restaurant, Deck 4.

With the forecasted weather, off ship operations may prove challenging today. However, the Expedition Team will endeavour to explore different options throughout the course of the day, therefore please listen to announcements, as there may be a change from the schedule below. The waters around the South Shetland Islands can prove productive for whales so we encourage you to spend time on the bridge and on the outside decks looking for wildlife.

09:30 Martin invites you to the Bar for a presentation about his experience ringing Albatross and other birds in the Falkland Islands.

11:15 Adam welcomes you to the Bar for his lecture 'A tale of Endurance'- an overview of Shackleton's Imperial Trans-Antarctic Expedition.

12:30- 13:00 A buffet lunch is served in the Restaurant, Deck 4.

14:00 Please join Bjarni in the Bar for a presentation about the Commercial history of Deception Island and Discovery of the South Shetlands.

16:15 Please join Hazel in the Bar for Wildlife Bingo!

17:00 Happy Hour in the Bar! Half priced drinks.

18:30 Join the Expedition Staff in the Bar for recap.

19:00 Dinner is served in the Restaurant.



Weddell Sea - In search of the Emperor Penguin

1st December

Day 8 –Deception Island and Half Moon Island

06:00	Wake-up call.
06:30	<p>Breakfast will be served in the Restaurant.</p> <p>We will sail into Deception Island; we encourage you to be on the outside decks to enjoy this remarkable navigation.</p> <p>The caldera has a narrow entrance, just 230 metres (755 feet) wide, called Neptune's Bellows. Navigating a ship through the bellows can be very tricky, adding to the hazard is Ravn Rock, which lies 2.5 metres (8.2 feet) below the water in the middle of the channel. Remains of a shipwreck, a Norwegian whale catcher that hit Ravn Rock in 1957, can still be seen in the passage.</p> <p>We hope to take you ashore in Deception Island, please listen to announcements for exact timings.</p> <p>We hope to offer a polar plunge at the end of the activity, please wear your swimwear underneath your expedition clothing. We provide the towels, please do not bring them from your cabins</p>
12:00-13:00	A buffet lunch is served in the Restaurant, Deck 4.
13:30	Bill invites you to the Bar for a presentation about 'The Discovery- Ships in the Ice'.
15:30+/-	We hope to take you ashore at Half Moon Island, please listen to announcements for exact timings.
18:15	Join the Expedition Staff in the Bar for recap.
19:00	Dinner is served in the Restaurant, Deck 4.



Weddell Sea - In search of the Emperor Penguin

2nd December
Day 9 – Drake Passage

07:45	Wake-up call.
08:00-09:00	Breakfast buffet will be served in the Restaurant, Deck 4.
09:30	Hella invites you to the Bar for a short presentation about how whales could help fight the climate change battle we are currently experiencing globally.
11:00	Please join the Expedition Team in the Bar for a presentation about 'Human Impacts in the Polar Region'.
12:15	Before lunch the Expedition Team will collect your rubber boots in the Lecture Room, please ensure they are clean before returning them. We will call you deck by deck, please listen to announcements.
12:30-13:30	A buffet lunch is served in the Restaurant, Deck 4.
14:00	Adam invites you to the Bar for his lecture 'A Quest for the South Pole - Amundsen versus Scott'.
16:15	We will show the movie 'Happy Feet' (An animated, musical, comedy about Emperor Penguins). Please note the location of this screening will depend on the sea state, so please listen to announcements.
18:30	Join the Expedition Staff in the Bar for recap.
19:00	Dinner is served in the Restaurant, Deck 4.

*Remember: walk slowly on the ship, never rush. Keep one hand for yourself but at least one hand for the ship.
Shut all doors firmly and keep fingers away from door frames.*



Weddell Sea - In search of the Emperor Penguin

3rd December

Day 10 – Approaching the Beagle Channel

07:45	Wake-up call.
08:00-09:00	Breakfast buffet will be served in the Restaurant, Deck 4.
09:30	Hazel invites you to the Bar for a presentation titled 'From Whaling to Worship: Humankind's relationship with whales and dolphins.
11:30	Please join the Expedition Team in the Bar for a joint presentation about 'Citizen Science: How we can all help'.
12:30-13:30	A buffet lunch is served in the Restaurant, Deck 4.
16:00	There will be a Pub Style Quiz up in the Bar (fun trivia questions relating to the voyage). Please make teams of 2-6 people, think of a team name, and bring a pen!
18:15	Join the Expedition Staff in the Bar for Captain's Farewell Cocktails and a viewing of the slideshow. A copy of the voyage slideshow will be available for collection from the Bar after dinner, please bring a USB or similar, or we can help airdrop it to Apple devices.
19:00	Dinner is served in the Restaurant, Deck 4.



Weddell Sea - In search of the Emperor Penguin

4th December
Day 11 – Ushuaia

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| 06:30 | Wake-up call.
Please ensure your luggage is outside your room before going to breakfast. |
| 07:00-08:00 | Breakfast buffet will be served in the Restaurant, Deck 4. |
| 08:00 | We invite those guests going straight to the airport to disembark. Please identify your luggage on the pier and ensure it is placed in the bus with you going to the airport. |
| 08:15 | We invite all other guests to disembark. You can either choose to take your luggage with you into town or you can place it in the luggage truck which will take it to a storage facility in Ushuaia, if you choose this option, you will need to pick your luggage up by 14:00. |

From all the Expedition Team and Crew on board the MV Ortelius, we wish you safe onward travel, and thank you for sharing this incredible voyage with us. We look forward to sailing with you again in the future.