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Arctic Expedition Cruises Oceanwide Expeditions Antarctica, Subantarctic Islands Islands of the South Atlantic

Introduction and extra informations by terra polaris:

As we know and sell a range of expedition cruises, I would like to give some extra pre-information about the cruises prior to the following informations provided by Oceanwide Expeditions (which start from page 3):

No other company in the expedition cruise business has a comparably long and extensive experience with touristic cruises into the remoter regions of Spitsbergen and East Greenland, than Oceanwide Expeditions. Having started originally around 1980 as a non-profit foundation „Stichting Plancius“ for supporting polar research with logistics and surplus from their touristic programs, they later on melted with a Dutch shipping company, resulting in the foundation of Oceanwide Expeditions as a tour operator specialised on polar expedition cruises – today probably the biggest and most experienced tour operator in this field.

Since the 1990s, Oceanwide Expeditions operates also in Antarctic waters during the southern summer, focussing on the area of the **Antarctic Peninsula plus adjacent islands, plus South Georgia and the Falklands**, thus improving the possibilities for exploring these remote areas also with modern, smaller ice-classed vessels, focussing on as many landings as possible. As there is a **limit of 100 persons being ashore in one location at a time in Antarctica, smaller vessels like those of Oceanwide have a clear advantage**, because usually, all passengers can be ashore simultaneously, which simply means more time per landing and/or more landings than with the big vessels, where passengers have to go ashore in consecutive groups, thus needing more time and/or being pushed to leave quickly again.

We at terra polaris work with Oceanwide Expeditions not only because of their high polar competence and organisation quality, but also because of the character of their voyages::

- > **smaller motor ships with 84-114 passengers**
- > **clear focus on many landings and comprehensive information on the visited areas**
- > **concentration on the visited remote regions – not on luxury and social life on board.**

Original prices and polar competence: Following, we present the Southern programme of Oceanwide Expedition, for which we act as a booking agent. As usual, we stick to the original prices provided by Oceanwide – and by booking with us, you take advantage of our polar experience, in addition: contrary to many pure sellers, we are engaged in the high latitudes in many ways, having even our company seat in the high Arctic.

On the following pages, you will find the original text informations provided by Oceanwide Expeditions, supplemented with further pictures from our own stock for better illustration:

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> **Type of vessel:**

All motor ships of Oceanwide Expeditions are true ice-class expedition vessels, which were originally built for non-touristic professional work in polar areas (research, logistics), followed by a later adaption to touristic needs., at least some of the officers have long polar experience, and the maximal passenger numbers (84-114) are especially suitable for Antarctic purposes: as some cabins are usually booked for single occupancy, the number of persons wanting to go ashore is usually below the allowed limit of 100 persons at the same time according to the IAATO regulations for Antarctica, allowing simultaneous stay of all passengers ashore instead of time-consuming successive groups as it is the case on big ships. A certain comfort is definitely offered, too, but the main focus is on the visited remote areas, their nature and history, to be experienced by a lasting combination of many landings and qualified background

informations through lectures and excursion information by the numerous staff team. No luxury social life, clean outdoor clothes and casual wear are sufficient for all occasions – save the weight of extra evening dresses in favour of good outdoor gear in your baggage!

> Languages and nationalities of participants

On the majority of tours, English is the official and dominating language on board for communication between passengers and staff and for lectures. A few voyages are bilingual (see dates and prices list), here announcements and lecturing will be done in two languages. Also on the purely English-speaking tours, the passengers are normally from a range of countries, allowing interesting international contacts.

> Staff:

The nautical crew of the PLANCIUS is internationally mixed. All persons taking care of the passengers more directly, the so-called „staff“ (expedition leader, guides/lecturers, hotel manager, purser, barkeeper, stewards, cabin service) are also of mixed nationalities (typically, dutch, german, polish, british, US-american, austrian, swiss, danish, russian and others), but are mostly speaking English fairly well.

> Flights and transfers:

Flights to and from South America are not included in any of the offers published here and the majority of our customers prefers in fact to organise these flights individually to adapt them to individual wishes (using miles & more bonus miles, extending the cruise with further pre- or post-arrangements in South America to make better use of the long flights, etc.). Fireland, Torres del Paine or the Chilean Fjord scenery are some of the great nature areas in the furthest south of South America. Typically, the international flight connections run via Buenos Aires in Argentina. See also the further informations by Oceanwide Expeditions.

For some **programs including the Falkland Islands or/and South Georgia**, Oceanwide Expeditions organises **charter flights** between Santiago de Chile and Port Stanley (Falklands) and/or back – see notes under the schedule list, which then are included in the tour price. These flights reduce the number of sea days on the voyage. Due to resentiments from the Falkland war, these charter flights cannot use Buenos Aires but have to run via Santiago de Chile.

Andreas Umbreit: Personal impression of the PLANCIUS

Participating as guide and lecturer on the maiden voyage of the PLANCIUS to the Arctic in 2010 and on a further cruise in August 2010, I had the opportunity to experience the PLANCIUS thoroughly in practice – here a summary:

The first impression of the PLANCIUS: a modern, fairly spacious vessel, but also functional, almost austere in its design – certainly not the vessel for romantic friends of polished brass and dark wood on vintage ships. But in spite of this somewhat demure charm, the vessel and its organisation quickly convinced me by its impressive practical qualities

Obviously, the complete reconstruction was used well to create an expedition vessel thoroughly adapted to its new function. Very efficient is the new, **short double gangway** on the starboard side specifically designed for swift Zodiac operations. Together with the two Zodiac cranes and the low height to be covered between water and the storage of the Zodiacs on the aft deck, very efficient, fast Zodiac utilisation has become possible, even with all 10-11 Zodiacs simultaneously in operation for a cruise between the icebergs. A lot of deck space supports not only enjoying the scenery, but also, together with good storage capacities inside, the transport of lots of extra equipment: first of all an impressive **kayak flotilla**, but also snow shoes and rubber boots for all passengers, camping, hiking and diving gear. The ship is **nicely stable in the sea, with minimal engine noise and vibrations**.

The spacious observation lounge is immediately popular not only as the main lecturing room, but also for its great view both forward and to both sides, with the integrated bar and the adjacent library adding further attractiveness. The large restaurant allows all passengers eating in one room at the same time, which saves time and facilitates short informations to everybody by the expedition leader. Equipped with modern projection equipment like the lounge, it serves also as a second lecturing room, especially useful on bilingual departures for parallel lecturing. The reconstruction of the vessel facilitated also the integration of data systems: information monitors in cabins, several passenger PCs in the library for e-mail etc..

The announcement of the PLANCIUS with her 114 berths caused some **scepticism among the friends of expedition cruises with small participant numbers**, as she replaces two former Oceanwide vessels of less than half the size. However, the PLANCIUS proves, while of course having more passengers, that also such a bigger vessel can provide a very good expedition experience. The bigger lecturer team of now usually 8 (including expedition leader) allows a much wider range of knowledge and a bigger differentiation of excursion groups. With the optimized double gangway design, Zodiac operations are possibly even faster than on the predecessor vessels, and the bigger ship provides not only more comfort, but also better facilities for lecturing, a bigger library, and allows a much wider range of additional activities like kayaking, diving, snowshoeing, camping, etc. in good quality, because of sufficient space for the needed extra equipment. Thus, the multitude of experience possibilities and available knowledge has increased.

A result of these new possibilities is also the new „**Basecamp Plancius**“ concept, where on some departures most of these new activities are included already in the price, using the PLANCIUS at various anchoring sites as a swimming base for different exploration options on land, on and under sea level. Only diving costs extra also on these departures, and requires both own equipment suitable for ice diving and prior experience with drysuit diving.

And important for Antarctica: usually, even if more or less fully booked, she is likely to stay under the limit of 100 persons simultaneously allowed ashore in one place, because a number of cabins is always booked as single cabins, leading to a reduction of available berths. With less than 100 persons wanting to go ashore, everybody can be on land at the same time, which allows more time ashore or less waiting time lost at anchor compared to the really big ships in Antarctica, which have to put their guests ashore consecutively to comply to the limit of 100 persons.

All in all, the PLANCIUS convinced me quickly of her qualities as a flexible, efficient, and on top of this also fairly comfortable polar expedition cruise vessel, without becoming a detached luxury cruise. Yes, she is bigger than her predecessors, but many of her new potentials would have been difficult to impossible on the former ships which she replaces.

This much of additional informations provided by terra polaris. Following on the following pages the original information texts by Oceanwide Expeditions.

Arctic greetings from your terra polaris team.



(A. Umbreit)



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EXPEDITIONS**

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Antarctica Expedition Cruises

AND THE SUB-ANTARCTIC & MID-ATLANTIC ISLANDS

INCLUDING FLIGHT CRUISES and “BASECAMP PLANCIUS” VOYAGES.

Dates & Rates 2011 / 2012
EURO

Antarctica and Subantarctic Islands

Antarctica and the sub-Antarctic Islands are some of the last truly unspoilt regions of the world. The mysterious White Continent, with its multi-coloured ice caps, glistening glaciers and towering snow-capped mountains, offers unparalleled scenery and photographic opportunities. Enormous numbers of penguins, whales, seals and seabirds congregate in the food-rich waters along the Antarctic and sub-Antarctic shores.

Our small, specially designed expedition ships journey south, taking full advantage of the long hours of daylight during the austral summer, their ice-strengthened hulls allowing us to navigate safely through the pack ice and narrow waterways. Our zodiac excursions, guided by foremost Antarctic experts, offer the freedom to explore remote locations and observe Antarctica's abundant wildlife.



Photo: Arjen Drost

All of our voyages to Antarctica depart from the city of Ushuaia, the southernmost town of Argentina and, in fact, of the world. This pioneer town was founded in 1868 by British missionaries as a refuge for the Yaghan, the threatened native inhabitants of Tierra del Fuego. From Ushuaia the ships first sail through the scenic Beagle Channel. Ships heading straight for Antarctica now have to negotiate an infamous stretch of water between Ushuaia and the South Shetland Islands, the Drake Passage. This passage can be seen as the threshold of Antarctica because of its notoriously bad weather and heavy seas. The 800 kilometres (500 miles) long passage was named after the British navigator and pirate, Sir Francis Drake. But the Drake Passage is not only infamous, as during the two days' crossing numerous bird species can be observed, including Black-browed, Light-mantled Sooty and Grey-headed Albatrosses. Even the world's largest flying bird, the Wandering Albatross, is frequently met in the Drake Passage. Marine mammals such as the Hourglass Dolphin can also be often observed.



Photo: Rinie van Meurs

Some of our itineraries head from the Beagle Channel for the Falkland Islands following our "Grand Tour". This is a somewhat longer voyage visiting some of the magnificent south-Atlantic islands of the Falklands and the even more astonishing sub-Antarctic island of South Georgia, together with the South Orkney Islands, the South Shetland Islands and the Antarctic Peninsula.

ANTARCTICA & SUB-ANTARCTIC ISLANDS 2011 - 2012

Aboard 'Plancius' EURO

Code	Voyage	Start	End	Nights / Days	Embarkation - Disembarkation	Quadruple	Twin with porthole	Twin with window	Twin deluxe	Superior
PLA20 *	South Georgia	OCT 16	NOV 01	16 / 17	Montevideo - Ushuaia	N/A	N/A	N/A	N/A	N/A
PLA21 S	Falkland Islands – South Georgia- Antarctic Peninsula	NOV 01	NOV 20	19 / 20	Ushuaia - Ushuaia	8.090	9.650	10.050	10.690	11.750
PLA22 S including one way flight	<i>In search of the Emperor Penguin and King Penguin Weddell Sea & Antarctic Peninsula incl. Falklands</i>	NOV 20	DEC 03	13 / 14	Ushuaia - Port Stanley	5.990	6.990	7.350	7.790	8.550
PLA23 S T including return flight	Exclusive South Georgia	DEC 03	DEC 17	14 / 15	Port Stanley - Port Stanley	6.950	7.990	8.350	8.850	9.650
PLA24 S including one way flight	South Georgia – Antarctic Peninsula	DEC 17	JAN 01	15 / 16	Port Stanley - Ushuaia	7.850	9.190	9.650	10.190	11.290
PLA25 CK	Antarctic Peninsula	JAN 01	JAN 10	09 / 10	Ushuaia - Ushuaia	4.950	5.850	6.090	6.490	7.190
PLA26	Falkland Islands – South Georgia – Antarctic Peninsula	JAN 10	JAN 28	18 / 19	Ushuaia - Ushuaia	9.450	11.190	11.750	12.450	13.850
PLA27A CK	Antarctic Peninsula	JAN 28	FEB 07	10 / 11	Ushuaia - Ushuaia	5.490	6.490	6.790	7.190	7.990
PLA27B CK	Antarctic Peninsula	FEB 07	FEB 17	10 / 11	Ushuaia - Ushuaia	5.490	6.490	6.790	7.190	7.990
PLA28 CK	Antarctic Peninsula	FEB 17	FEB 27	10 / 11	Ushuaia - Ushuaia	5.490	6.490	6.790	7.190	7.990
PLA29 CHKMP	Weddell Sea–Antarctic Peninsula, "Basecamp Plancius"	FEB 27	MAR 09	11 / 12	Ushuaia - Ushuaia	5.290	6.290	6.590	6.990	7.650
PLA30 CDK	Polar Circle – Antarctic Peninsula	MAR 09	MAR 20	11 / 12	Ushuaia - Ushuaia	5.290	6.290	6.590	6.990	7.650
PLA31 DK	Antarctic Peninsula	MAR 20	MAR 29	09 / 10	Ushuaia - Ushuaia	3.990	4.650	4.890	5.190	5.650

B = Bilingual voyage: English (ship language) – German (second language)

Zweisprachige Reise: Englisch Bordsprache, Deutsch Zweitsprache.

C = Camping: Group size: minimum 8, maximum 30 campers. Supplement: € 70 per person per night. Camping is free of charge during "Basecamp Plancius" voyages.

Camping. Gruppengröße min 8, max. 30 Camper, Zuschlag € 70 pro Person. Kein Zuschlag auf "Basecamp Plancius" Fahrten.

D = Diving. Group size: min. 8, max. 24 divers. Supplement: € 300 per person. Tauchen. Gruppengröße min. 8, max. 24 Taucher. Aufschlag € 300 pro Person.

H = Hiking. Hikes of approx. 2-3 hours or longer. The activity is free of charge.

Wandern. Wanderungen ca. 2-3 Stunden oder länger, kein Preisauflschlag.

M = Mountaineering is free of charge during "Basecamp Plancius" voyages.

Bergwandern – kein Preisauflschlag bei "Basecamp Plancius" Fahrten.

K = Kayaking. Group size: minimum 4, maximum 14 kayakers. Supplement: EURO 250 per person. Kayaking is free of charge during "Basecamp Plancius" voyages. **Kajakpaddeln. Gruppengröße min. 4, max. 14 Paddler. Aufschlag € 250 pro Person. Kein Aufschlag bei "Basecamp Plancius" Fahrten.**

P = Photo Workshop is free of charge during "Basecamp Plancius" voyages. **Fotokurs, kostenlos auf "Basecamp Plancius" Fahrten.**

S = Snowshoeing. No surcharge, free use of snowshoes.

Schneeschuhwandern, kein Preisauflschlag.

T = Trekking for skiers. Group size: min. 6, max 12 skiers. Supplement: € 4.270 per person. Skitouren, Gruppengröße min. 6, max. 12 Skiläufer, Preisauflschlag € 4270 pro Person.

* = Currently under charter or sold out. **Zur Zeit verchartert oder ausgebucht.**

Included flights / Eingeschlossene Falkland-Flüge: The use of a flight with LAN Chile on voyages PLA22 – PLA24 enables us to limit the number of sea-days, making the voyage shorter, less expensive and yet still offer exactly the same quality voyage including the same number of landing days as on our classical departures.

Included one way flight: On voyage PLA22, a single flight (03 December) with LAN Chile from Port Stanley, Falkland Islands to Santiago de Chile is included in the ship's passage price. On voyage PLA24 a single flight from Santiago de Chile to Port Stanley, Falkland islands (17 December) is included in the price.

Included return flight: On voyage PLA23 a roundtrip flight with LAN Chile is included in the ship's passage price (Santiago de Chile - Port Stanley on 03 December and Port Stanley - Santiago de Chile on 17 December). **Der Einschluß von Falklandflügen (im Reisepreis enthalten) mit LAN Chile reduziert bei PLA22-24 die Zahl der Seetage und verkürzt damit die Reisen ohne Qualitätseinbußen (gleich viele Landungen wie auf den klassischen Terminen). Eingeschlossene Flüge: PLA22: Port Stanley – Santiago de Chile am 03. 12., PLA23: Santiago de Chile – Port Stanley 03. 12. und Port Stanley – Santiago de Chile 17. 12., PLA24: Santiago de Chile – Port Stanley 17. 12..**

"Basecamp Plancius" Departure: During our "Basecamp Plancius" departure (PLA29) all offered activities (including camping, kayaking, snowshoe/hiking, mountaineering, photo workshops as well as our standard included shore excursions and zodiac cruises) **are free of charge. Auf der "Basecamp Plancius" Fahrt (PLA29) sind die angebotenen Aktivitäten (Zelten, Kajak, Schneeschuhwandern, Bergsteigen, Fotokurs zusätzlich zu den normalen Landungen und Zodiac-Rundfahrten im Preis enthalten.** Please review our separate "Basecamp Plancius" brochure for further details.

ATLANTIC ODYSSEY 2012

Antarctic Peninsula – South Georgia – Tristan da Cunha – St. Helena – Ascension – Cape Verdes – Madeira

Aboard 'Plancius' in EURO

Code	Voyage	Start	End	Nights / Days	Embarkation - Disembarkation	Quadruple	Twin with porthole	Twin with window	Twin deluxe	Superior
PLA32	Atlantic Odyssey	MAR 29	APR 28	30 / 31	Ushuaia - Ascension	5.790	7.090	7.290	7.490	7.990
PLA33	Atlantic Odyssey	APR 28	MAY 05	07 / 08	Ascension - Praia (Cape Verdes)	790	950	990	1.050	1.150
PLA34	Pelagic West Africa	MAY 06	MAY 13	07 / 08	Praia (Cape Verdes) – Funchal (Madeira)	990	1.250	1.290	1.350	1.450

GENERAL NOTES

All rates are quoted per person in EURO, based on twin occupancy. EURO rates apply for all sales within Europe. 5% discount will be granted for bookings for one or more consecutive voyages (except on legs within the Atlantic Odyssey). Please note that all dates & rates are subject to change. All voyages aboard 'Plancius' will operate subject to a minimum of 70 participants.

Single occupancy:

All cabins 1.7 times the share price

Fares include:

- Voyage aboard the designated vessel as indicated in the itinerary.
- A flight with LAN Chile from Santiago de Chile to Port Stanley, Falkland Islands is included in the ships passage price on voyage PLA22 (single flight Port Stanley - Santiago de Chile on 03 December 2011), voyage PLA24 (single flight Santiago de Chile - Port Stanley on 17 December 2011) and a return flight on voyage PLA23 (Santiago de Chile - Port Stanley on 03 December 2011 and Port Stanley - Santiago de Chile on 17 December 2011).
- All meals throughout the voyage aboard the ship including snacks, coffee and tea.
- Free use of rubber boots and snowshoes aboard 'Plancius'.
- Pre-scheduled group transfer from the vessel to the airport in Ushuaia (directly after disembarkation).
- All shore excursions and activities throughout the voyage by Zodiac.
- Program of lectures by noted naturalists and leadership by experienced expedition staff.
- All miscellaneous service taxes and port charges throughout the program.
- Comprehensive pre-departure material.

Not included:

Any airfare (except for the above mentioned included flights on voyages PLA22, PLA23 and PLA24), whether on scheduled or charter flights; pre- and post land arrangements; transfers to the vessel; passport and visa expenses; Government arrival and departure taxes; meals ashore; baggage, cancellation and personal insurance (which is strongly recommended); excess baggage charges and all items of a personal nature such as laundry, bar, beverage charges and telecommunication charges; and the customary gratuity at the end of the voyages for stewards and other service personnel aboard (guidelines will be provided).

It is agreed that if world fuel prices will reach or exceed US Dollar 80 per Barrel Brent **90 days prior to departure** Oceanwide Expeditions reserves the right to levy a fuel surcharge of EURO 18 per passenger per night, to be paid by the contracting party of Oceanwide Expeditions.



The Plancius allows a number of extra activities – kayaking is one of them. Die PLANCIUS ermöglicht etliche Zusatzaktivitäten – Kajakfahren ist eine davon.

Activity options (see Dates & Rates, page 5)

Scuba Diving



Divers must be advanced and experienced in dry suit and cold water diving. We hope for 1-2 different dives per day parallel to all other activities. Diving depends on local ice and weather conditions. Dive masters and dive guides are responsible for safety during operation. Basic equipment is onboard (scuba tanks, compressors, weights and diving essentials). Divers bring their personal gear. For more details please refer to the activity manual.

Field camping



On some Arctic and Antarctic voyages we offer an exciting 'open air' camping option, which gives an intensive experience of the Arctic and Antarctic wilderness. Special gear and field equipment will be provided: tents, wind and waterproof bivouac bags (lightweight alternative to a tent system). This shelter will protect you from the elements during the night in the open air of the Arctic and the Antarctic. Mattresses and polar sleeping bags provide comfort during the night. The maximum number of participants for this camping option is 30 participants per night. One expedition guide will conduct the activity ashore. Camping is always subject to weather, local site and environmental regulations. 1 night has to be booked prior to the trip; any extra nights (if those are possible) must be arranged onboard. Additional nights will be charged by the Hotel Manager. For more details please refer to the activity manual.

Hiking



During designated hiking voyages we exceed our normal shore excursion walking program. In general we plan to offer 3 possibilities to become active ashore. There will be easy, moderate and more demanding walks available in the vicinity of the landing sites. There will be walks available to suit everyone's capability.

In the Antarctic we are planning on two hikes per day, each 2 - 3 hours long during morning and / or afternoon landings. In the Arctic we also offer several full day walks (5 – 7 hrs) with packed lunch. The final decision on those hiking options will be met by the Expedition Leader on the day of the excursion.

We recommend bringing a proper pair of hiking boots and gaiters. Snowshoes will be provided (for hikers only) on board. Those will fit all boot sizes and can be used in combination with Oceanwide's rubber boots. Hiking is free of charge; more details can be found in the activity manual and the day by day programs.

Kayaking



In general we plan to at least offer 4 kayaking days. Basic kayaking experience is required and physical fitness is essential. Parallel to all other activities we are planning on offering kayaking excursions during morning and / or afternoon landings. The final decision on those excursions will be met by the Expedition Leader. Oceanwide will provide kayaks and

neoprene wet suits. Kayakers will bring their own personal gear. Kayaking is subject to weather and prevailing ice conditions. For more details please refer to the activity manual.

Mountaineering



This is a technical and more strenuous activity for mountaineers who wish to walk beyond the shore radius in order to reach higher grounds and view points. Mountaineers walk in rope parties under the leadership of a certified mountain guide mostly across glaciated environment in Antarctica. Depending on the landing site, glacier walks can vary from half day to full day outings. In general we plan to offer 3-4 glacier excursions parallel to all other activities during designated "Basecamp Plancius" voyages. Mountaineering knowledge is preferable, but not required. Physical fitness is essential. The maximum number is limited to 6 mountaineers per rope party. Special glacier equipment will be provided: ropes and carabiners, harnesses, helmets, ice axes and crampons. Participants will bring their personal protective outdoor clothes, mountaineering boots (leather or plastic) suitable for using crampons. A qualified mountain guide and assistant will supervise and guide the activity for a maximum of 12 mountaineers at a time.

Basecamp Plancius voyage: 1 mountaineering excursion is free of charge. Every mountaineer will be able to take advantage of at least one outing but it can be more. Space is limited to 36 participants, first come first serve. Mountaineering must be pre-booked with Oceanwide's reservation departments prior to departure.

Photo Workshop



During "Basecamp Plancius" voyages we are going to offer photo workshops for beginners and advanced photographers under the supervision of a photo expert on board. Everyone is welcome to participate, no previous experience required. The workshop group will be accompanied by the photo expert during activity ashore. The maximum participants per photo workshop is aimed at 20 participants per outing per guide, so maximum attention can be paid to individuals. The workshop group will be taken on shore excursions whenever opportunities arise. Participants with a special interest in photography will bring their personal photo equipment. During cruise days everyone will be able to listen into photo lectures in order to learn more about objects, exposures and photo composition. The workshop intention is not to instruct on how to use specific camera models, but more to give an insight on better photo results by respecting basic rules of photography. Photographers can also take part in other activities of their choice.

Basecamp Plancius voyage: Photo workshops are free of charge. The group size per outing is limited to 20 participants

Snowshoeing



Snowshoeing in the Antarctic Especially on early departures at the beginning of the season there are still snow covered hills and mountains further inland. During voyages to the Antarctic we are planning on offering hiking excursions with snowshoes. Snowshoe walking is easy and does not require any technical skills. With the use of snowshoes it is easier and safer to walk on snow surfaces. Snowshoes will be provided to everyone on board. Those will fit all boot sizes and can be used in combination with Oceanwide's rubber boots. Snowshoe hiking is free of charge, more details can be found in the activity manual and the day by day programs.

Snowshoeing in the Arctic Especially on early departures at the beginning of the season there are still snow covered hills and mountains further afield. On North Spitsbergen voyages we are aiming at offering hiking excursions with snowshoes, which are easy to use and which don't require any technical skills. With the use of snowshoes it is easy and safer to walk on snow surfaces. Snowshoes will be provided for everybody on board which fit all boot sizes and can be used in combination with Oceanwide rubber boots. Snowshoe hiking is free of charge, more details in the activity manual and day by day Programs.

Ski Trekking - Shackleton Traverse



A group of up to 12 ski trekkers will pull their own sledge (30-35 kg) with personal and shared equipment (food, stoves, fuel) in mountainous terrain. The sledge can be carried as a backpack on stretches without snow. Ski trekking involves elements of ski mountaineering, glacier travel and winter camping. In general participants must be physically conditioned and experienced in order to participate in this strenuous exercise in alpine environments facing sometimes extreme weather. In addition, ski trekkers must be familiar with skiing and crevasse rescue techniques which can be learned in Alpine Introductory Courses.

The group will access sometimes difficult, glaciated, heavily crevassed and potentially hazardous alpine terrain. There is no real climbing on this trip, but the extreme weather conditions and very strong winds can make this crossing a very challenging undertaking. There is a possibility that due to stormy weather the expedition must remain in tents for several days at a time.

Fully approved UIAGM mountain and ski guides are responsible for safety and will lead the group during this multiple day expedition. A medically qualified person will be appointed. The minimum client to guide ratio is 1 guide to 4 clients. Basic equipment is available onboard (sledges, snowshoes, field camp and alpine mountaineering essentials). Ski trekkers only bring their own ski equipment (Randonées or Telemark skis, skiing boots) and personal expedition clothing. In order to be considered for this ski trekking expedition all participants are required to fill in a Personal Information / Medical form. Furthermore participants need to submit a report summarizing their personal ski mountaineering/trekking history preferably in an expedition setting. Applications will be reviewed. For more details (equipment list) please refer to the activity manual or special itinerary.



**OCEANWIDE
EXPEDITIONS**
Vlissingen, The Netherlands

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M/V Plancius



M/v "Plancius" was built in 1976 as an oceanographic research vessel for the Royal Dutch Navy and was named "Hr. Ms. Tydeman". The ship sailed for the Dutch Navy until June 2004 and was eventually purchased by Oceanwide Expeditions. The vessel was completely rebuilt as a 114-passenger vessel in 2009 and complies with the latest SOLAS-regulations (Safety Of Life At Sea). M/v "Plancius" is classed by Lloyd's Register in London and flies the Dutch flag.

MS "PLANCIUS" wurde unter dem Namen "Hr. Ms. Tydeman" 1976 für die Königlich Niederländische Marine als ozeanografisches Forschungsschiff gebaut. Sie operierte für die Marine bis 2004 und wurde schließlich von Oceanwide Expeditions gekauft. 2009/2010 wurde das Schiff komplett zu einem Passagierschiff für 114 Gäste umgebaut und entspricht den neuesten internationalen SOLAS (Safety of Life at Sea – Lebenssicherheit zur See). MS PLANCIUS wurde durch das Lloyds Register in London klassifiziert und führt die Niederländische Flagge.



Deck 3: 2-berth passenger cabins with porthole offer good space and functional comfort



Deck 3: die 2-Bett-Kabinen mit Bullauge bieten ausreichend Platz und funktionalen Komfort.



M/v "Plancius" accommodates 114 passengers in 53 passenger cabins with private toilet and shower and ship information monitor in 4 quadruple private cabins, 39 twin private cabins (ca. 15 square meters) and 10 twin superior cabins (ca. 21 square meters). MS PLANCIUS kann bis zu 114 Passagiere in 53 Kabinen aufnehmen, alle mit eigenen Sanitäranlagen, Informationsmonitor: 4 Vierbettkabinen, 39 Twin Zweibettkabinen (ca. 15 m²), 10 Twin Superior Kabinen (ca. 21 m²).



Deck 4: one of the twin cabins with window.



Deck 4: eine der Twin Doppelkabinen mit Fenster.



Deck 5: one of the spacious Superior twin cabin.



Deck 5: eine der geräumigen Superior Doppelkabinen.



Deck 2: surely, conditions are narrower in the 4-berth-cabins, but there is still more than comparable cabins on some other expedition vessels.



Deck 2: sicherlich sind die 4-Bett-Kabinen enger, bieten aber dennoch mehr Platz, als vergleichbare Kabinen auf etlichen anderen Expeditionsschiffen.

All cabins offer lower berths (either two single beds or one queen-size bed), except for the 4 quadruple cabins (for 4 persons in 2x upper and lower beds).

Alle Kabinen sind mit Unterbetten ausgestattet (entweder zwei Einzelbetten oder ein französisches Doppelbett) – mit Ausnahme der 4 Vierbettkabinen (in diesen jeweils 2 Etagenbetten mit Ober- und Unterbett).



The spacious observation lounge with added bar and adjacent library is a very popular place with excellent view forward and to the sides. Moreover, this is the main location for lectures and briefings with an advanced AV presentation system. Die geräumige Beobachtungslounge mit angegliederter Bar und benachbarter Bibliothek ist wegen ihrer hervorragenden Rundumsicht nach vorn und zu den Seiten ein beliebter Ort. Außerdem ist sie mit ihrem modernen AV-Präsentationssystem der Hauptort für Vorträge und Programminformationen.



The ship library offers more than 100 titles of polar literature in various languages, plus a choice of novels. Several PCs can be used for checking the newest photos or for writing text e-mails, which can be sent and received via the ship's satellite communication against a time-based fee. Die Bibliothek bietet mehr als 100 Titel Polarliteratur in verschiedenen Sprachen und außerdem zahlreiche Romane. Mehrere PCs stehen den Reisenden zur Verfügung – zum Sortieren neuer Bilder oder für text e-mails (Versand per Satellit, Bezahlung nach Zeit).

The vessel offers a restaurant/lecture room on deck 3 and a spacious observation lounge (with bar) on deck 5 with large windows, offering full panorama view. M/v "Plancius" has large open deck spaces (with full walk-around possibilities on deck 3), giving excellent opportunities to enjoy the scenery and wildlife. She is furthermore equipped with 10 Mark V zodiacs, including 40 HP 4-stroke outboard engines and 2 gangways on the starboard side, guaranteeing a swift zodiac operation. M/v "Plancius" is comfortable and nicely decorated, but is not a luxury vessel. Our voyages in the Arctic and Antarctic regions are and will still be primarily defined by an exploratory educational travel programme, spending as much time ashore as possible. This vessel will fully meet our demands to achieve this.



The spacious, modern bridge of the PLANCIUS is first of all a working place, but also almost always open to passengers. Die geräumige, moderne Brücke der PLANCIUS ist in erster Linie ein Arbeitsplatz, jedoch fast immer auch für Passagiere geöffnet.



The PLANCIUS is built for exploration, including an ice-classed hull, which allows operations also in waters with drift ice. Here in misty conditions. Die PLANCIUS ist für Expeditionseinsatz gebaut, einschließlich eines Rumpfes mit Eisklasse für den Einsatz im Treibeis, hier unter nebligen Bedingungen.



Remarkable: the short and double gangway on the starboard side of the PLANCIUS specifically for Zodiacs allows very fast Zodiac operations with two Zodiacs to be boarded or left simultaneously.

Bemerkenswert: die kurze und doppelte gangway auf der Steuerbordseite der PLANCIUS erlaubt sehr schnelle Zodiac Operationen, da zwei Boote gleichzeitig bestiegen oder verlassen werden können.



Thanks to 10-11 big Zodiac boats and a numerous staff team on board, all participants can be simultaneously out on the water – for landings to go on wilderness excursion on shore, or here on an observation cruise in Spitsbergen, watching a polar bear eating a seal. Dank 10-11 großen Zodiac Schlauchbooten und einem großen Betreuersteam an Bord können alle Passagiere gleichzeitig mit den Booten unterwegs sein – für Landungen zu Wildnisexkursionen an Land, oder hier bei der Eisbärenbeobachtung in Spitsbergen.

The vessel is equipped with a diesel-electric propulsion system which reduces the noise and vibration of the engines considerably. The 3 diesel engines generate 1.230 horse-power each, giving the vessel a speed of 10 - 12 knots. The vessel is ice-strengthened and was specially built for oceanographic voyages.

Das Schiff verfügt über einen dieselelektrischen Antrieb, wodurch Lärm und Vibration durch die Maschinen angenehm gering sind. Die 3 Dieselgeneratoren haben eine Leistung von je 1230 PS, wodurch das Schiff eine Fahrt von ca. 10-12 Knoten (knapp 20 km/h) erreicht. Das Schiff ist eisverstärkt und wurde speziell für ozeanographische Einsätze gebaut.

M/v "Plancius" is manned by 17 nautical crew, 19 hotel staff (6 chefs, 1 hotel manager, 1 steward-barman and 11 stewards / cabin cleaners), 8 expedition staff (1 expedition leader and 7 guides-lecturers) and 1 doctor.

An Bord der PLANCIUS arbeitet eine 17-köpfige nautische Crew, hinzu kommt das 19 Personen umfassende Hotel Team (6 Köche, 1 Hotelmanager, 1 Barkeeper, 11 Stewards/Kabinenpersonal) und 8 Personen Expeditionsteam (1 Expeditionsleiter und 7 Guides/Lektoren), sowie der Schiffsarzt.

Ice class / Eisklasse: Plancius was built for Ice conditions. To reach these ice-conditions she has a strengthened bow and stern. The hull is thicker and the whole construction on the waterline of the vessel is reinforced by using extra frames. Where the normal frame spacing is 65cm, we have on the bow-line and stern also frames in between so there the frame spacing is approx 30cm. Because Plancius was built to do surveys she has a special six blade bronze propeller, the shape of the propeller makes Plancius a very silent ship. Plancius has a Lloyds class notation 100A1 Passenger ship, Ice Class 1D at a draught of 5 meters (which is our waterline).

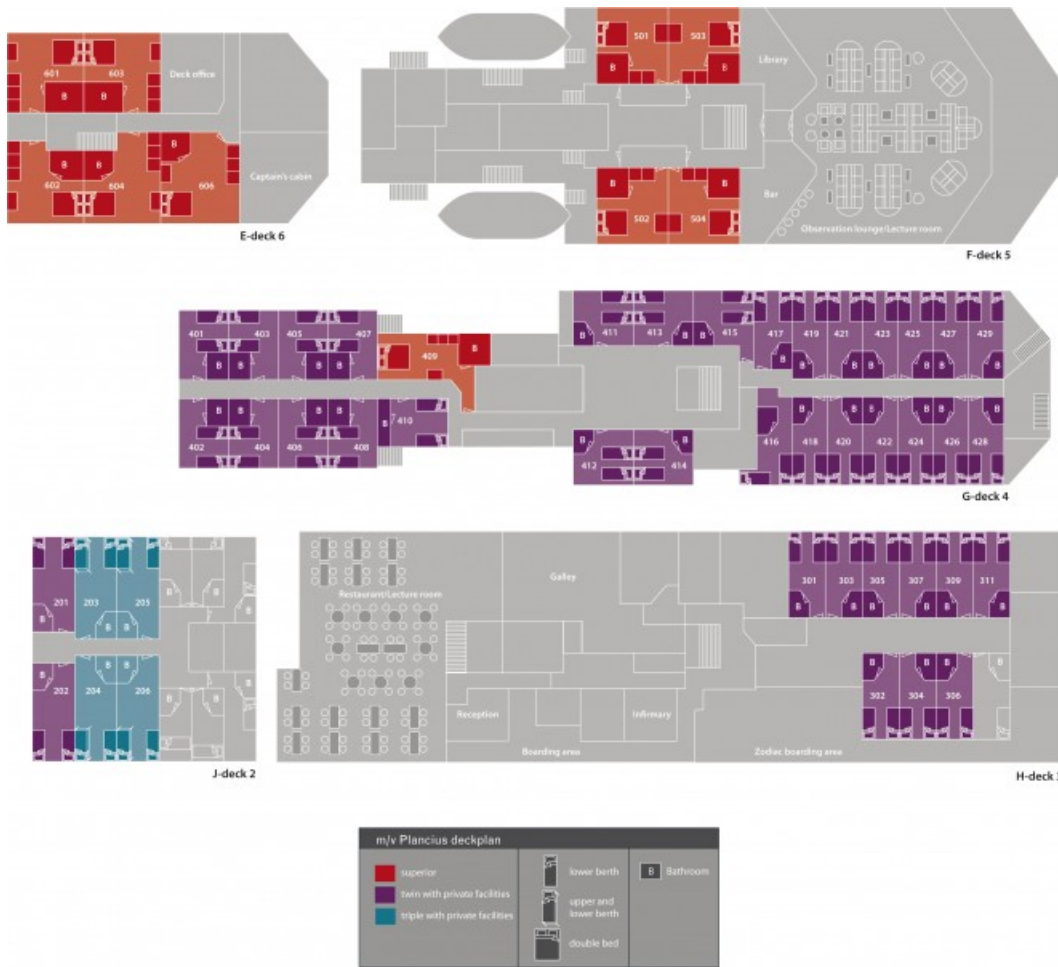
Die PLANCIUS wurde für Eisbedingungen gebaut. Hierzu verfügt sie über einen verstärkten Bug und ein verstärktes Heck. Die Rumpfwand ist dicker und die ganze Konstruktion ist im Bereich der Wasserlinie durch zusätzliche Spanten verstärkt. Während sonst ein Spantenabstand von ca. 65 cm normal ist, haben wir im Bug- und Heckbereich dazwischen Zusatzspanten, sodaß hier der Abstand nur ca. 30 cm beträgt. Da die PLANCIUS zu Forschungszwecken gebaut wurde, verfügt sie über eine spezielle sechsblättrige Schiffsschraube aus Bronze, deren Design die PLANCIUS zu einem sehr

leisen Schiff macht. Die PLANCIUS ist von Lloyds als Passagierschiff der maximalen Klasse 100A1 eingestuft, mit der Eisklasse 1D im Bereich von 5 m Tiefgang, was unserer Wasserlinie entspricht.

Technical data M/V Plancius / Technische Daten MS PLANCIUS:

Length / Länge: 89 meters (293 feet)
 Breadth / Breite: 14,5 meters (47 feet)
 Draft / Tiefgang: 5 meters (16 feet)
 Ice class / Eisklasse: 1D
 Displacement / Verdrängung: 3175 tonnes
 Engines / Motoren: 3x Diesel-Electric
 Speed / Geschwindigkeit: 10 - 12 knots
 Passengers / Passagiere: 114

Deck drawings M/V Plancius / Deckpläne MS PLANCIUS:



Explanations/Erläuterungen

Red/Rot: Superior cabins, mostly on deck 5 und 6. Also on deck 5: the observation lounge.
 Superior Kabinen, überwiegend auf Deck 5. Ebenfalls auf Deck 5: Aussichtslounge.

Violet/Violett: Twin cabins with window or porthole on decks 4 to 2. Also on deck 3: the restaurant.
 Doppelkabinen mit Fenster bzw. mit Bullauge, auf den Decks 4 bis 2. Ebenfalls auf Deck 3: das Restaurant.

Blue/Blau: Quadruple cabins on deck 2.
 4-Bett Kabinen auf Deck 2.

On board information / Ergänzende Informationen

Age Range & Nationality / Alterszusammensetzung und Nationalitäten

Passengers on a typical voyage range from their 30s to their 80s - with a majority usually from 45 - 65. Our expeditions attract independent-minded travellers from around the world. They are characterised by a strong interest in exploring remote regions. The camaraderie and spirit that develops aboard is an important part of the expedition experience. Many departures have several nationalities on board.

Typischerweise nehmen an einer der Reisen Passagiere im Alter von 30-80 Jahren teil – mit einer Mehrheit um 45-65 Jahre. Unsere Expeditionen ziehen aufgeschlossene Reisende aus der ganzen Welt an. Gemeinsam ist ihnen ein starkes Interesse an der Erkundung abgelegener Regionen. Das sich an Bord entwickelnde Gemeinschaftsgefühl ist ein wichtiger Teil der Expeditionserfahrung. Auf vielen Fahrten sind etliche Nationalitäten mit an Bord.

Combating sea sickness / Bekämpfung der Seekrankheit

Anticipate some rough water on the voyage. Should you be prone to motion or sea sickness, please consult your physician which medication is appropriate and its side effects. To avert motion sickness, avoid alcohol, tobacco, excess liquids, and confined spaces. Most people feel better sitting on deck looking at the horizon or prone with eyes shut. Oddly,

you will feel better with some food, such as crackers or dry toast in your stomach. Many people eat to avoid feeling sick. Remember, once you start to experience motion sickness, medications are of little help.

Stellen Sie sich auf gelegentlich rauhes Wasser während der Reise ein. Sollten sie anfällig für Seekrankheit sein, konsultieren Sie bitte Ihren Hausarzt hinsichtlich geeigneter Medikamente und deren Nebenwirkungen. Um Seekrankheit vorzubeugen, sollten Sie sich von Alkohol, Tabak, starker Flüssigkeitsaufnahme und abgeschlossenen Räumen fernhalten. Vielen Leuten geht es an Deck mit dem Horizont in Sicht besser, eventuell auch mit geschlossenen Augen. Möglicherweise fühlen Sie sich mit Kleinigkeiten wie Knabberereien oder Toast im Magen besser. Viele Menschen essen, um Unwohlsein zu vermeiden. Beachten Sie bitte: wenn die Seekrankheit schon eingesetzt hat, sind Medikamente nur noch von geringerem Nutzen.

Dress code / Kleiderordnung

In keeping with our expeditions atmosphere, dress on board is informal. Bring casual and comfortable clothing for all activities. Keep in mind that much of the spectacular scenery can be appreciated from deck, which can be slippery. Bring sturdy shoes with no-slip soles and make sure the parka is never far away in case of the call "Whales!" comes over the loudspeaker and you have to dash outside. Wear layers since it is comfortably warm aboard the ship - and often cold on deck.

Dem Expeditionsstil entsprechend ist die Kleidung an Bord informell. Bequeme Kleidung ist für alle Anlässe angemessen. Beachten Sie, daß die spektakulären Ausblicke oft von Deck aus am eindrucksvollsten sind, wo es rutschig sein kann. Bringen Sie daher kräftiges Schuhwerk mit nicht rutschenden Sohlen mit und sorgen Sie dafür, daß die warme Jacke stets in der Nähe ist, falls z.B. plötzlich "Wale" über die Lautsprecher angekündigt wird und Sie rasch an Deck wollen. Mehrere Bekleidungsschichten sind leichter anpaßbar – vom warmen Schiffsinneren zum frischen Decksaufenthalt.

Gratuities / Trinkgelder

The customary gratuity to the ship's service personnel is made as a blanket contribution at the end of the voyage which is divided among the crew. You will receive detailed guidelines aboard. Tipping is a very personal matter and the amount you wish to give is at your discretion. As a generally accepted guideline, we suggest US\$8 to US\$10 per person per day. It is better for the crew, if we can give them cash US Dollar.

Üblicherweise werden Trinkgelder für das Servicepersonal an Bord am Reiseende in einem Umschlag abgegeben und dann unter der Crew verteilt. Hierzu gibt es nähere Hinweise an Bord. Trinkgelder sind eine persönliche Frage und der Betrag ist daher Ihnen überlassen. Ein ungefährer Anhaltspunkt sind 8-10 US-\$ pro Reisendem und Tag. Für die Crew sind US-\$ in bar am praktischsten.

Non-smoking policy / Rauchfrei-Regelung

On board our vessels we have a non-smoking policy. It is prohibited to smoke inside the ship. You can smoke on deck but do not throw your cigarette filter overboard ! Do not smoke on the aft deck in the proximity of zodiacs, engines and fuel. Please respect the wishes of non-smokers.

An Bord haben wir eine Rauchfrei-Regelung. Im Schiff ist das Rauchen verboten. Sie können an Deck rauchen – aber bitte keine Zigarettenenden über Bord werfen ! Bitte nicht auf dem Hinterdeck in der Nähe von Zodiacs, Motoren und Treibstoff rauchen. Bitte respektieren Sie die Wünsche der Nichtraucher.

Your physical condition / Ihre körperliche Verfassung

You must be in good general health and you should be able to walk several hours per day. The expedition is ship-based and physically not very demanding. Although we spend as much time as possible ashore, you are welcome to remain aboard the ship if you like. To join most excursions, you must be able to get up and down the steep gangway from the ship to the water level to board the Zodiacs. Staff will assist you in and out of the boats. This will become progressively easier with practice. Ashore it can be slippery and rocky. You are travelling in remote areas without access to sophisticated medical facilities, so you must not join this expedition if you have a life-threatening condition, or need daily medical treatment.

Sie sollten guter Gesundheit, und in der Lage sein, pro Tag mehrere Stunden zu wandern. Die Expedition ist schiffsgestützt und körperlich nicht extrem fordernd. Obwohl wir so viel Zeit wie möglich an Land verbringen, können Sie gern auch an Bord bleiben, wenn Sie möchten. Um an den meisten Exkursionen teilnehmen zu können, müssen Sie in der Lage sein, die steile Gangway vom Schiff zur Wasserlinie hinabzusteigen, um die Zodiacs zu besteigen. Das Personal hilft Ihnen in die Boote und wieder hinaus. Mit zunehmender Übung wird dies immer vertrauter. Am Ufer kann es rutschig und steinig sein. Sie reisen in abgelegene Regionen ohne Zugang zu umfangreicheren medizinischen Einrichtungen, daher dürfen Sie an dieser Expedition nicht teilnehmen, wenn Sie lebensbedrohliche Beeinträchtigungen haben oder regelmäßige medizinische Betreuung benötigen.

Travel information

How to get there?

The starting point of your voyage to Antarctica is mostly Ushuaia, the southern most city in South America. We can assist you in planning your travel schedule to Buenos Aires and from there onward to Ushuaia. Most airlines fly from every big city in Europe and the US direct or with one stop over to Buenos Aires. From there direct flights fly within 5 to 6 hours to Ushuaia.

Ushuaia: 'Gateway to Antarctica'

Upon arrival in Ushuaia you can take a taxi to your hotel or directly to the ship. It is only a few minutes from the airport. A taxi will currently cost approximately US\$5.00.

We do recommend that you arrive a day earlier in Ushuaia to have some additional time in case of flight delays and lost luggage on the day of arrival. Please note that the vessel will sail at 6 pm. On the day of departure please proceed on your own to the pier. Boarding time is at 4 pm on the day of departure.

There is only one pier in Ushuaia located in the main port on Maipu street. The entrance to the pier is opposite of Lasserre street, the Government building and the Hotel Albatros. Passengers must be able to show their Boarding Pass, otherwise access can be denied by port authorities.

Should you not be able to find the pier, you can always contact our port agent: Navalia S.R.L., 25 de Mayo 260, P.B. Of. 3, 9410 Ushuaia, Tierra del Fuego, Argentina.

Ask for Carlos or Patricia Phone: +54 (2901) 435 616

Weather

Our expedition cruises are scheduled for the summer months in the Southern Hemisphere, also known as the Austral summer.

December - March is summer in Argentina. If your travelschedule allows you to spent some time in Buenos Aires, expect temperatures in the high 80's to 90's F or 20's to 30's Celsius, with high humidity during the day and a little bit cooler at night. Light-weight summer clothing is advisable for your days in Buenos Aires.

Ushuaia, the starting point of your voyage to Antarctica is often cool and windy, and rain is possible. Temperatures can range between 40° and 50° F (5° – 10°C).

While traveling to Antarctica you will experience several distinct climate conditions. Our advise is to dress as you would go on a skiing holiday.

Mid-Atlantic Islands (Atlantic Odyssey)

The embarkation and disembarkation points of your Atlantic Odyssey are either Ushuaia, Ascension Island, Azores or the UK and the Netherlands. We can assist you in planning your travel schedule to these destinations. Please contact us for further details on flights and port information.

Ascension Island

If Ascension Island is your embarkation or disembarkation point of the Atlantic Odyssey you fly come and go either by Royal Air Force Tristar departing from the United Kingdom (Brize Norton) or the Falkland Islands. Only 20 seats per flight are allocated to civilians, therefore advance bookings are recommended.

All visitors must be in possession of a full medical insurance policy which covers medical evacuation by air, if necessary.

Required documents

Valid passport or Visa. Please make sure your passport is valid for at least six months after your trip ends. Since visa requirements differ for each nationality, we ask that you check with the nearest consulates/embassies for Argentina, Chile, Great Britain, Cape Verdes and Portugal and secure visas if required.

Vaccinations are not required in conjunction with this cruise. However if you are visiting certain parts of Asia, Africa or South America prior to joining this expedition, you may be visiting areas infected with yellow fever, in which case you will need a yellow fever inoculation. Please consult the Public Health Service nearest to you.

PLA21 Falklands - South Georgia - Antarctic Peninsula

A typical itinerary to the Falklands, South Georgia and the Antarctic Peninsula is illustrated below. All itineraries are for guidance only. Programs may vary depending on local ice and weather conditions, the availability of landing sites and opportunities to see wildlife. The final itinerary will be determined by the Expedition Leader on board. Flexibility is paramount for cruises.

Day 1: Ushuaia

In the afternoon, we embark in Ushuaia, Tierra del Fuego, Argentina, the southernmost city in the world located in the shadow of the Andes and right at the Beagle Channel shore. We'll sail through this scenic waterway in the evening.

Day 2: at sea

At sea, in the Westerlies the ship is followed by several species of albatrosses, storm petrels, shearwaters and diving petrels.

Day 3: Falkland Islands

In the Falkland Islands (Malvinas) we plan to spend the whole day on the fascinating western side of the archipelago. A hike along the shore of Carcass Island will give us views of Magellanic and Gentoo-Penguins, as well as close encounters with water fowl and Night herons and passerines. In addition, on Saunders we will be able to observe four species of breeding penguins (Gentoo, King, Magellanic and Rockhopper), Black-browed Albatrosses and King Cormorants.

Day 4: Stanley, Falkland Islands

In Stanley, the capital of the Falklands, we can experience Falkland culture, which has some South American characteristics as well as Victorian charm. In Stanley and the surrounding area we can see quite an important number of stranded clippers from a century ago. All passengers are free to wander around on their own. We recommend a visit to the local church and museum.

Days 5 & 6: at sea

At sea, on our way to South Georgia we will cross the Antarctic Convergence. Entering Antarctic waters, the temperature will drop by as much as 10 degrees C in the time span of only a few hours. Near the Convergence we will see a multitude of southern seabirds near the ship; several species of Albatrosses, Shearwaters, Petrels, Prions and Skuas.

Days 7 – 10: South Georgia

In the afternoon of day 7 we arrive at our first landing site in South Georgia. We might visit the bay of Elsehul, with its very active fur seal breeding beach, and then set course to Right Whale Bay, Salisbury Plain, Godthul, St. Andrews Bay, Gold Harbour, Cooper Bay and Drygalski Fjord to give you a good opportunity to see a wide spectrum of landscapes and wildlife, like the introduced Reindeer, Elephant seals, Fur seals, King and Macaroni Penguins. One of the highlights might be our visit to Prion Island, where we will witness the breeding efforts of the huge Wandering Albatross and enjoy watching their displays. At Fortuna Bay we might try to follow in the footsteps of the great British Explorer Ernest Shackleton and hike over to Stømness Bay. There and at Grytviken we'll see an abandoned whaling village, where King Penguins now walk in the streets and seals have taken over the buildings. At Grytviken we'll also offer a visit to the Whaling History Museum as well as to Shackleton's grave near by. We will depart from South Georgia in the afternoon of day 10.

Day 11: at sea

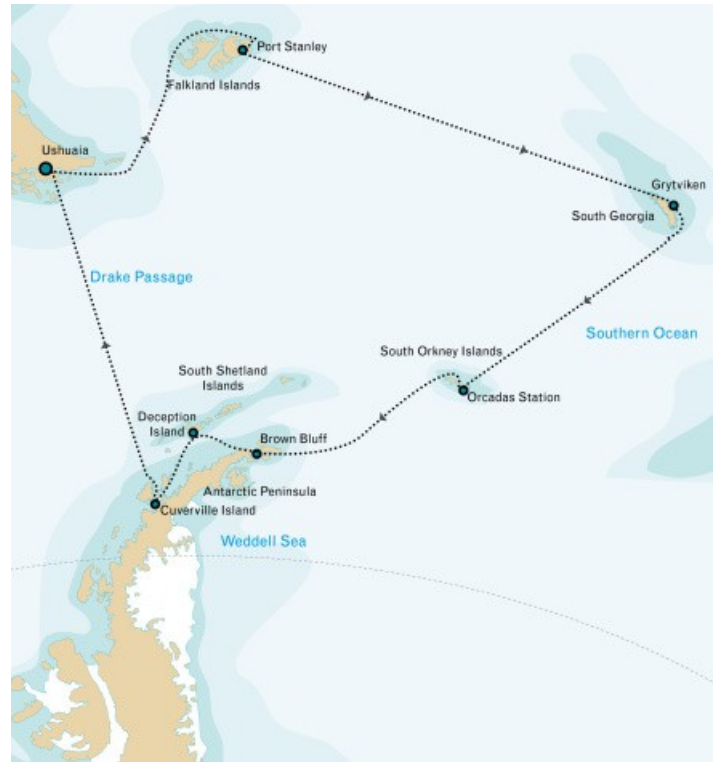
At sea, where the ship is again followed by a multitude of seabirds. At some point we might encounter sea-ice, and it is at the ice-edge where we might have a chance to see some high-Antarctic species like the McCormick Skua and Snow Petrel.

Day 12: South Orkney Islands

We are planning on a visit to Orcadas station, an Argentinean base located in the South Orkney Islands. The friendly base personnel will show us their facilities and we can enjoy the wonderful views of the surrounding glaciers.

Day 13

At sea



Days 14 – 17: Antarctic Peninsula

We will sail into the Weddell Sea through the ice-clogged Antarctic Sound. Huge tabular icebergs will announce our arrival to the eastern side of the Antarctic Peninsula. We plan to visit Paulet Island with a million pairs of Adelie Penguins and the remains of the Nordenskjöld expedition. At Brown Bluff we may set foot on the Continent.

We may land at Half Moon Island at the South Shetland Islands, where we can observe Elephant, Weddell and Fur Seals as well as Chinstrap Penguins, Blue-eyed Shags, Wilson's Storm Petrels, Kelp Gulls, Snowy Sheathbills, Antarctic Terns and Antarctic Brown Skuas.

At Deception Island, we will try to land at Baily Head home to a colony of ten thousands Chinstrap Penguins (please note this landing is not always guaranteed and is only possible in good weather conditions). Good walkers may hike from Baily Head over the ridge of the crater into Whalers Bay, while our ship braves its entrance into the crater through the spectacular Neptune's Bellow into the ring of Deception Island.

Deception itself is a sub-ducted crater, which opens into the sea, creating a natural harbour for the ship. Here we find hot springs, an abandoned whaling station, thousands of Cape Pigeons and many Dominican Gulls, Brown and South Polar Skuas and Antarctic Terns. Wilson's Storm Petrels and Black-bellied Storm Petrels nest in the ruins of the whaling station in Whalers Bay. On our way south, we sail to Cuverville Island in the Errera Channel, a small precipitous island, nestled between the mountains of the Antarctic Peninsula. It contains a large colony of Gentoo Penguins and breeding pairs of Brown Skuas.

We also hope for a continental landing at Neko Harbour in Andvord Bay. We are aiming to sail further South to Paradise Bay with its myriad icebergs and deep cut fjords, while having chances of seeing large Whales. We will have opportunities for zodiac cruising between the icebergs in the inner parts of the fjords. We may land at the Argentinian station Almirante Brown, which is most of the time not manned. Sailing through the Neumayer Channel we aim for the historic British station Port Lockroy on Goudier Island. We also hope for a landing on the neighbouring island Jougla Point which is inhabited by Gentoo Penguins and Imperial Shags. Sailing north again through Neumayer Channel and Gerlache Strait, we arrive at the Melchior Islands with a very beautiful landscape with icebergs, where we may encounter Leopard Seals, Crabeater Seals and whales. We leave from here to the open sea with direction Ushuaia

Days 18 – 19: at sea

On our way north we are again followed by a great selection of seabirds while crossing the Drake Passage.

Day 20: Ushuaia

We arrive in the morning in Ushuaia and disembark.

PLA22 Weddell Sea & Antarctic Peninsula incl. Falkland Islands, in search of the Emperor Penguin and King Penguin

A typical itinerary to the Weddell Sea, Antarctic Peninsula and Falkland Islands is illustrated below. All itineraries are for guidance only. Programs may vary depending on local ice and weather conditions, the availability of landing sites and opportunities to see wildlife. The final itinerary will be determined by the Expedition Leader on board. Flexibility is paramount for expedition cruises.

Please note: a one way flight with LAN Chile from the Falkland Islands to Santiago de Chile is included in the ship's passage price.

Highlight: During this voyage we have the chance to observe all eight Antarctic and Sub-Antarctic penguin species; Emperor Penguin, King Penguin, Adelie Penguin, Macaroni Penguin, Chinstrap Penguin, Gentoo Penguin, Magellanic Penguin and Rockhopper Penguin.

Day 1: Ushuaia

In the afternoon, we embark in Ushuaia, Tierra del Fuego, Argentina, the southernmost city in the world located in the shadow of the Andes and right at the Beagle Channel shore. We'll sail through this scenic waterway during the evening.



Day 2 & 3: at sea

During these two days we sail across the Drake Passage. When we cross the Antarctic Convergence, we arrive in the circum-Antarctic upwelling zone. In this area we may see Wandering Albatrosses, Grey Headed Albatrosses, Black-browed Albatrosses, Light-mantled Sooty Albatrosses, Cape Pigeons, Southern Fulmars, Wilson's Storm Petrels, Blue Petrels and Antarctic Petrels. Near the South Shetland Islands, we spot our first icebergs.

Day 4: Deception Island

Deception is a sub-ducted crater, which opens into the sea, creating a natural harbour for the ship. Here we find hot springs, an abandoned whaling station, thousands of Cape Pigeons and many Dominican Gulls, Brown and South Polar Skuas and Antarctic Terns. Wilson's Storm Petrels and Black-bellied Storm Petrels nest in the ruins of the whaling station in Whalers Bay. On our first landing we may visit Macaroni Point, searching for Macaroni Penguins. Conditions allowing we may also land at Baily Head home to a colony of ten thousands Chinstrap Penguins (please note this landing is not always guaranteed and is only possible in good weather conditions). Good walkers may hike from Baily Head over the ridge of the crater into Whalers Bay, while our ship braves its entrance into the crater through the spectacular Neptune's Bellow into the ring of Deception Island.

Day 5: South Shetland Islands

In the morning we plan to land at Half Moon Island at the South Shetland Islands, where we can observe Elephant, Weddell and Fur Seals as well as Chinstrap Penguins, Blue-eyed Shags, Wilson's Storm Petrels, Kelp Gulls, Snowy Sheathbills, Antarctic Terns and Antarctic Brown Skuas. Thereafter we will continue our way to the Weddell Sea.

Day 6 – 8: Weddell Sea

We will sail into the Weddell Sea through the ice-clogged Antarctic Sound. Huge tabular icebergs will announce our arrival to the eastern side of the Antarctic Peninsula. We might visit Brown Bluff in order to make a continental landing at the Northern tip of the Antarctic Peninsula. We will sail into the Weddell Sea and if the Antarctic Sound is accessible and the ice does not prevent us to sail further, we might see the huge tabular icebergs that announce our arrival to the eastern side of the Antarctic Peninsula. We plan to visit Paulet Island with a million pairs of Adelie Penguins and to see the remains of the Nordenskiöld expedition. Between Snow Hill Island and James Ross Island there are chances to observe Emperor Penguins on the ice-edge making their way to open water. We are on the search!

Day 9: Elephant Island

We try to land at Elephant Island. Depending on the weather conditions we may visit Point Lookout on the South side of the Island or Point Wild on the North Coast. Point Lookout is a favored haul-out site for Antarctic fur seals and southern elephant seals. Point Wild is the historical outpost west of Cape Valentine where Shackleton's men beached here after the Endurance sank in the Weddell Sea. Shackleton started from here his successful open-boat passage to South Georgia. We follow his voyage up North

Day 10 – 11: At sea.

Day 12 – 13: Falkland Islands

In the Falklands (Malvinas) we plan to stay two days on the fascinating western side of the archipelago. We will visit New Island, a beautiful place where we will observe Rockhopper penguins, Blue-eyed Shags and Black-browed Albatrosses. A hike along the shore of Carcass Island will give us views of Magellanic and Gentoo-Penguins, as well as close encounters with water fowl and Night herons and passerines. Weather and conditions depending, we may attempt, instead of Carcass, a landing at Steeple Jason to visit the largest black browed albatross colony in the world (113.000). On Saunders we will be able to observe four species of breeding penguins (Gentoo, King, Magellanic and Rockhopper), Black-browed Albatrosses and King Cormorants.

Day 14: Port Stanley

We arrive in the morning in Port Stanley, Falkland Islands. Disembarkation and transfer to the international airport Mount Pleasant and flight to Santiago de Chile.

PLA23 Exclusive South Georgia

Special Expedition Option: Ski traverse across South Georgia

Please note: the return flight with LAN Chile Santiago de Chile – Port Stanley, Falkland Islands is included in the ship's passage price

Day 1: Flight from Santiago de Chile to the Falkland Islands. Departure to South Georgia

Flight from Santiago de Chile to Mount Pleasant on the Falkland Islands. In Stanley, the capital of the Falklands, we can experience Falkland culture, which has some South- American characteristics as well as Victorian charm.

In Stanley and the surrounding area we can see quite an important number of stranded clippers from a century ago. In the afternoon, we embark in Port Stanley and in the evening we set sail to South Georgia.

Days 2 – 3: At sea

At sea, across the Southern Atlantic Ocean, in the Westerlies the ship is followed by several species of albatrosses, storm petrels, shearwaters and diving petrels. At sea, on our way to South Georgia we will cross the Antarctic Convergence. Entering Antarctic waters, the temperature will drop by as much as 10 degrees C in the time span of only a few hours. Near the Convergence we will see a multitude of southern seabirds near the ship; several species of Albatrosses, Shearwaters, Petrels, Prions and Skuas.

Days 4 – 11: South Georgia

An exciting expedition with two adventure options: the normal sea voyage for “sea explorers” (with zodiac excursions and hiking options) and a land expedition for “ski explorers”. The sea explorers will explore the coastlines of the Island in while at the same time the ski explorers will attempt to traverse the Island on a self supplied ski trek from the South coast (King Haakon Bay) to the North coast (Fortuna Bay) in 4 days.

Ski trek across South Georgia: a group of up to 12 ski explorers and 2-3 mountain guides will attempt to traverse on an unsupported and self supplied trek across the island with skis hauling pulkas (sledges). The skiers will cover a total distance of 40 km retracing sections of the historic Shackleton route, which he covered in 36 hours. On arrival day at King Haakon Bay, the expedition members will spend their first night further inland. The expedition will then embark on their trek across alpine passes and glaciers aiming for reunion with the ship at Fortuna or Stromness Bay. After both expeditions have rejoined, all passengers will then continue to enjoy the latter part of the South Georgia cruise itinerary .

Sea voyage : The sea explorers who remain on board will say their goodbyes to the skiers at Pegotty Bluff, the historic camp site. It was from there on the 19th May 1916 that Shackleton, Crean and Worsley set off across the Island to Stromness in a 36 hours marathon trek. The same day, Plancius, will stop over at Cape Rosa, where we intend to make a landing. Shackleton's James Caird landed at Cape Rosa after an epic 16 days voyage from Elephant Island. Truly a historic day!

The ship will be positioned around the Northwest corner of South Georgia. One of the highlights is the visit to Prion Island, where we will witness the breeding efforts of the huge Wandering Albatross and enjoy watching their displays. At Salisbury Plain, the second largest King Penguin colony in South Georgia, we will also see elephant seals.

In Fortuna Bay, the ship will most likely re-unite with the ski explorers. The beaches are inhabited by King Penguins and seals. We might even see reindeer! Both, sea explorers and ski explorers can follow the final section of Shackleton's route to Stromness, the abandoned whaling village.

At Grytviken we will also see an abandoned whaling village, where King Penguins now walk in the streets and seals have taken over the buildings. At Grytviken we'll also offer a visit to the Whaling History Museum as well as to Shackleton's grave near by.

During the next few days the expedition will explore the beaches of Ocean Harbour, Godthul, Cobblers Cover, Gold Harbour, Drygalski Fjord, Larsen Harbour, Cooper Bay, St. Andrews Bay, Possession Bay, Right Whale Bay and Elsehul. The sites that we visit give us a good opportunity to see a wide spectrum of landscapes and wildlife, like King and Macaroni Penguins, Light-mantled Sooty Albatrosses, Fur Seals, Elephant Seals and the introduced reindeer.

Drygalski Fjord is a great scenic place for zodiac cruising. There will be opportunities for walkers in the group to hike at Godthul and Gold Harbour Hikes will be guided and vary in length with approx 2 – 4 hours, 5 – 10 km. All hiking excursions are subject to weather and landing site availability.

The voyage around South Georgia ends at Elsehul and the ship will take course to the Falkland Islands in the evening.



Days 12 – 14: At sea

On our way to Port Stanley we are again followed by a great selection of seabirds while crossing the Southern Atlantic.

Day 15: Port Stanley / Falkland Islands. Flight to Santiago de Chile

Disembarkation and transfer to the international airport Mount Pleasant and flight to Santiago de Chile.

PLA24 South Georgia - Antarctic Peninsula

A typical itinerary South Georgia and the Antarctic Peninsula is illustrated below. All itineraries are for guidance only. Programs may vary depending on local ice and weather conditions, the availability of landing sites and opportunities to see wildlife. The final itinerary will be determined by the Expedition Leader on board. Flexibility is paramount for expedition cruises.

Please note: the one way flight from Santiago de Chile to the Falkland Islands is included in the ship's passage price

Day 1: Flight from Santiago de Chile to the Falkland Islands. Departure to South Georgia

Flight from Santiago de Chile to Mount Pleasant on the Falkland Islands. In Stanley, the capital of the Falklands, we can experience Falkland culture, which has some South- American characteristics as well as Victorian charm.

In Stanley and the surrounding area we can see quite an important number of stranded clippers from a century ago. In the afternoon, we embark in Port Stanley and in the evening we set sail to South Georgia.

Days 2 & 3 : At sea

At sea, across the Southern Atlantic Ocean, in the Westerlies the ship is followed by several species of albatrosses, storm petrels, shearwaters and diving petrels. At sea, on our way to South Georgia we will cross the Antarctic Convergence. Entering Antarctic waters, the temperature will drop by as much as 10 degrees C in the time span of only a few hours. Near the Convergence we will see a multitude of southern seabirds near the ship; several species of Albatrosses, Shearwaters, Petrels, Prions and Skuas.

Days 4 – 7: South Georgia

In the afternoon of day 4 we arrive at our first landing site in South Georgia. We might visit the bay of Elsehul, with its very active fur seal breeding beach, and then set course to Right Whale Bay, Salisbury Plain, Godthul, St. Andrews Bay, Gold Harbour, Cooper Bay and Drygalski Fjord to give you a good opportunity to see a wide spectrum of landscapes and wildlife, like the introduced Reindeer, Elephant seals, Fur seals, King and Macaroni Penguins. One of the highlights might be our visit to Prion Island, where we will witness the breeding efforts of the huge Wandering Albatross and enjoy watching their displays. At Fortuna Bay we might try to follow in the footsteps of the great British Explorer Ernest Shackleton and hike over to Stømness Bay. There and at Grytviken we'll see an abandoned whaling village, where King Penguins now walk in the streets and seals have taken over the buildings. At Grytviken we'll also offer a visit to the Whaling History Museum as well as to Shackleton's grave near by. We will depart from South Georgia in the afternoon of day 7.

Day 8: at sea

At sea, where the ship is again followed by a multitude of seabirds. At some point we might encounter sea-ice, and it is at the ice-edge where we might have a chance to see some high-Antarctic species like the McCormick Skua and Snow Petrel.

Day 9: South Orkney Islands

We are planning on a visit to Orcadas station, an Argentinean base located in the South Orkney Islands. The friendly base personnel will show us their facilities and we can enjoy the wonderful views of the surrounding glaciers.

Day 10: At sea



Days 11 – 13: Antarctic Peninsula

We will sail into the Weddell Sea through the ice-clogged Antarctic Sound. Huge tabular icebergs will announce our arrival to the eastern side of the Antarctic Peninsula. We plan to visit Brown Bluff where we may set foot on the Continent. Charlotte Bay on the west coast of Graham Land was discovered by Adrien de Gerlache during the 1897–99 Belgica expedition and named after the fiancée of Georges Leconte, Gerlache's executive officer, hydrographer and second-in-command of the expedition.

At Portal Point there used to be a Falkland Islands Dependency Survey (British Antarctic Survey from 1962) hut which was built there between Brabant Island and the Danco Coast in 1956. The hut has been removed to the Falkland Islands Museum in Stanley.

Portal Point served as the gateway for a route to the polar plateau. Immediately behind the low point on which the hut was located the (usually snow-covered) land rises steeply upslope toward the plateau. The topography of the surrounding area is mountainous, with nunataks rising through the ice. Charlotte Bay is often filled with icebergs. Mostly we see seals on floes in Charlotte Bay, and occasional, kelp gulls, skuas, shags, or penguins. From the slope above Portal Point, and at its highest point, there are excellent views of Charlotte Bay. In Wilhelmina Bay we will admire the rugged ice coated mountains of the Arctowski Peninsula.

At Deception Island, we will try to land at Baily Head home to a colony of ten thousands Chinstrap Penguins (please note this landing is not always guaranteed and is only possible in good weather conditions). Good walkers may hike from Baily Head over the ridge of the crater into Whalers Bay, while our ship braves its entrance into the crater through the spectacular Neptune's Bellow into the ring of Deception Island.

Deception itself is a sub-ducted crater, which opens into the sea, creating a natural harbour for the ship. Here we find hot springs, an abandoned whaling station, thousands of Cape Pigeons and many Dominican Gulls, Brown and South Polar Skuas and Antarctic Terns. Wilson's Storm Petrels and Black-bellied Storm Petrels nest in the ruins of the whaling station in Whalers Bay. We leave from here to the open sea with direction Ushuaia.

Days 14 – 15: at sea

On our way north we are again followed by a great selection of seabirds while crossing the Drake Passage.

Day 16: Ushuaia

We arrive in the morning in Ushuaia and disembark.

PLA25 / PLA27A / PLA27B / PLA28 / PLA31 Antarctic Peninsula

A typical itinerary to the Antarctic Peninsula is illustrated below. All itineraries are for guidance only. Programs may vary depending on local ice and weather conditions, the availability of landing sites and opportunities to see wildlife. The final itinerary will be determined by the Expedition Leader on board. Flexibility is paramount for expedition cruises.

Day 1: Ushuaia

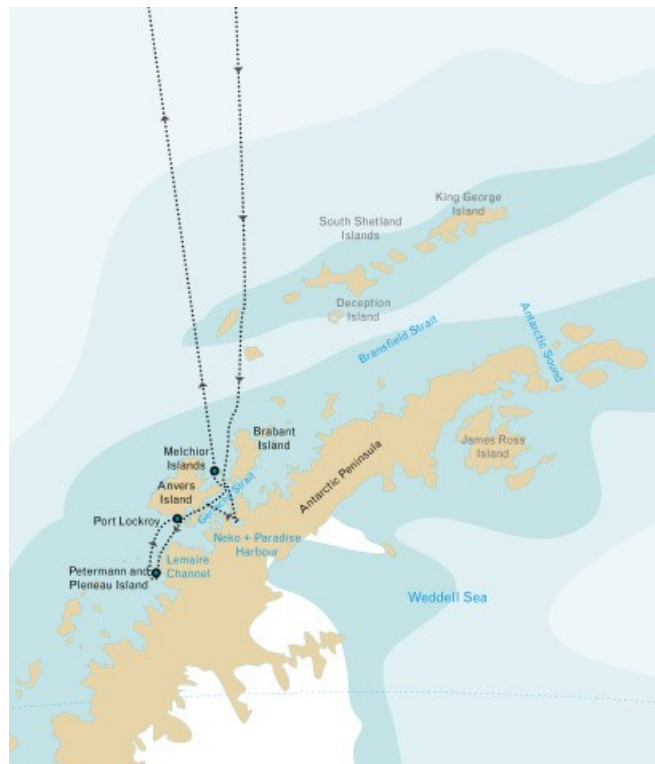
In the afternoon, we embark in Ushuaia, Tierra del Fuego, Argentina, the southernmost city in the world located in the shadow of the Andes and right at the Beagle Channel shore. We'll sail through this scenic waterway during the evening.

Days 2 & 3: at sea

During these two days we sail across the Drake Passage. When we cross the Antarctic Convergence, we arrive in the circum-Antarctic upwelling zone. In this area we may see Wandering Albatrosses, Grey Headed Albatrosses, Black-browed Albatrosses, Light-mantled Sooty Albatrosses, Cape Pigeons, Southern Fulmars, Wilson's Storm Petrels, Blue Petrels and Antarctic Petrels. Near the South Shetland Islands, we glimpse at the first icebergs.

Days 4 - 8 (PLA25 and PLA31 days 4 – 7): Antarctica

We will sail directly to "High Antarctica", passing the Melchior islands and the Schollaert Channel between Brabant and Anvers Island. On Cuverville Island, a small precipitous island, nestled between the mountains of the Antarctic Peninsula and Danco Island, we will find a large colony of Gentoo Penguins and breeding pairs of Brown Skuas. If we land on Danco Island we can observe Chinstrap Penguins and possibly Weddell and Crabeater Seals. In Neko Harbour we will have the opportunity to set foot on the Antarctic Continent in a magnificent landscape of huge glacier and enjoy the



landscape during zodiac cruises.

When sailing to Paradise Bay, with its myriad icebergs and deep cut fjords, we will have the opportunity for zodiac cruising between the icebergs in the inner parts of the fjords. In this area we have good chances to see Humpback Whales and Minke Whales. After sailing through the Neumayer Channel, we hope to get permission to visit the British research station and post office Port Lockroy on Goudier Island. Close to Port Lockroy we may also offer a landing on Jougla Point with Gentoo Penguins and Imperial Shags.

We sail through the spectacular Lemaire Channel to Pleneau and Petermann Island where we can find Adelie Penguins and Blue-eyed Shags. In this area there are good chances to encounter Humpback Whales, Minke Whales and Fin Whales. A visit to one of the scientific stations in Antarctica will give you an insight about the life of modern Antarcticans working on the White Continent. Further south we may visit the Ukrainian Vernadsky Station, where we will receive a warm welcome from the station crew. Sailing north through Neumayer Channel we arrive at the Melchior Islands with a very beautiful landscape with icebergs, where we may encounter Leopard Seals, Crabeater Seals and whales.

Days 9 - 10 (PLA25 and PLA31 days 8 – 9): at sea

In the Drake Passage we have again a chance of seeing many seabirds and taking advantage of the knowledge of our lecture team.

Day 11 (PLA25 and PLA31 day 10): Ushuaia

We arrive in the morning in Ushuaia and disembark.

PLA26 Falklands - South Georgia - Antarctic Peninsula

A typical itinerary to the Falklands, South Georgia and the Antarctic Peninsula is illustrated below. All itineraries are for guidance only. Programs may vary depending on local ice and weather conditions, the availability of landing sites and opportunities to see wildlife. The final itinerary will be determined by the Expedition Leader on board. Flexibility is paramount for expedition cruises.

Day 1: Ushuaia

In the afternoon, we embark in Ushuaia, Tierra del Fuego, Argentina, the southernmost city in the world located in the shadow of the Andes and right at the Beagle Channel shore. We'll sail through this scenic waterway during the evening.

Day 2: at sea

At sea, in the Westerlies the ship is followed by several species of albatrosses, storm petrels, shearwaters and diving petrels.

Day 3: Falkland Islands

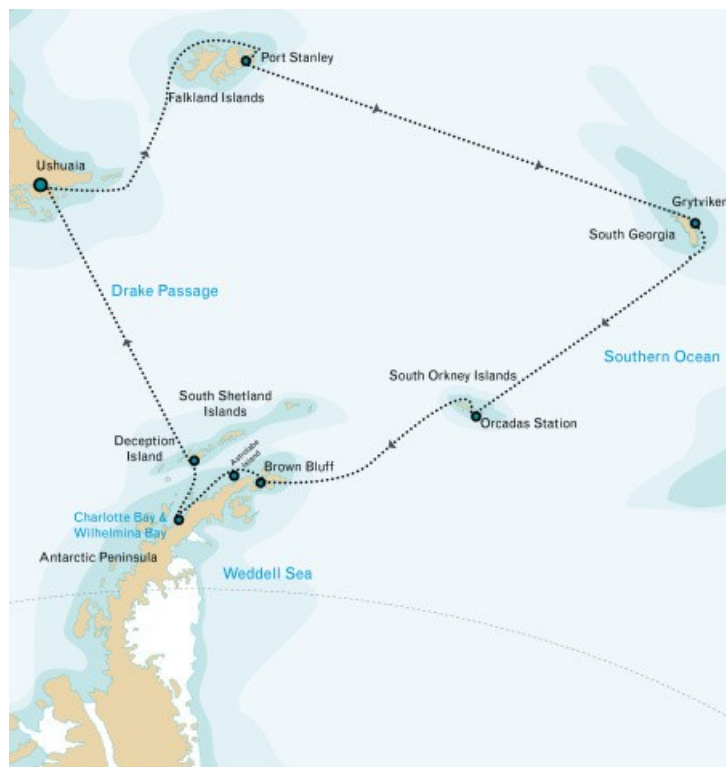
In the Falkland Islands (Malvinas) we plan to spend the whole day on the fascinating western side of the archipelago. A hike along the shore of Carcass Island will give us views of Magellanic and Gentoo-Penguins, as well as close encounters with water fowl and Night herons and passerines. In addition, on Saunders we will be able to observe four species of breeding penguins (Gentoo, King, Magellanic and Rockhopper), Black-browed Albatrosses and King Cormorants.

Day 4: Stanley, Falkland Islands

In Stanley, the capital of the Falklands, we can experience Falkland culture, which has some South American characteristics as well as Victorian charm. In Stanley and the surrounding area we can see quite an important number of stranded clippers from a century ago. All passengers are free to wander around on their own. We recommend a visit to the local church and museum.

Days 5 & 6: at sea

At sea, on our way to South Georgia we will cross the Antarctic Convergence. Entering Antarctic waters, the temperature will drop by as much as 10 degrees C in the time span of only a few hours. Near the Convergence we will see a multitude of southern seabirds near the ship; several species of Albatrosses, Shearwaters, Petrels, Prions and Skuas.



Days 7 – 10: South Georgia

In the afternoon of day 7 we arrive at our first landing site in South Georgia. We might visit the bay of Elsehul, with its very active fur seal breeding beach, and then set course to Right Whale Bay, Salisbury Plain, Godthul, St. Andrews Bay, Gold Harbour, Cooper Bay and Drygalski Fjord to give you a good opportunity to see a wide spectrum of landscapes and wildlife, like the introduced Reindeer, Elephant seals, Fur seals, King and Macaroni Penguins. One of the highlights might be our visit to Prion Island, where we will witness the breeding efforts of the huge Wandering Albatross and enjoy watching their displays. At Fortuna Bay we might try to follow in the footsteps of the great British Explorer Ernest Shackleton and hike over to Stømness Bay. There and at Grytviken we'll see an abandoned whaling village, where King Penguins now walk in the streets and seals have taken over the buildings. At Grytviken we'll also offer a visit to the Whaling History Museum as well as to Shackleton's grave near by. We will depart from South Georgia in the afternoon of day 10.

Day 11: at sea

At sea, where the ship is again followed by a multitude of seabirds. At some point we might encounter sea-ice, and it is at the ice-edge where we might have a chance to see some high-Antarctic species like the McCormick Skua and Snow Petrel.

Day 12: South Orkney Islands

We are planning on a visit to Orcadas station, an Argentinean base located in the South Orkney Islands. The friendly base personnel will show us their facilities and we can enjoy the wonderful views of the surrounding glaciers.

Day 13: At sea

Days 14 – 16: Antarctic Peninsula

We will sail into the Weddell Sea through the ice-clogged Antarctic Sound. Huge tabular icebergs will announce our arrival to the eastern side of the Antarctic Peninsula. We plan to visit Brown Bluff where we may set foot on the Continent. Charlotte Bay on the west coast of Graham Land was discovered by Adrien de Gerlache during the 1897–99 Belgica expedition and named after the fiancée of Georges Lecoq, Gerlache's executive officer, hydrographer and second-in-command of the expedition.

At Portal Point there used to be a Falkland Islands Dependency Survey (British Antarctic Survey from 1962) hut which was built there between Brabant Island and the Danco Coast in 1956. The hut has been removed to the Falkland Islands Museum in Stanley.

Portal Point served as the gateway for a route to the polar plateau. Immediately behind the low point on which the hut was located the (usually snow-covered) land rises steeply upslope toward the plateau. The topography of the surrounding area is mountainous, with nunataks rising through the ice. Charlotte Bay is often filled with icebergs. Mostly we see seals on floes in Charlotte Bay, and occasional, kelp gulls, skuas, shags, or penguins. From the slope above Portal Point, and at its highest point, there are excellent views of Charlotte Bay. In Wilhelmina Bay we will admire the rugged ice coated mountains of the Arctowski Peninsula.

At Deception Island, we will try to land at Baily Head home to a colony of ten thousands Chinstrap Penguins (please note this landing is not always guaranteed and is only possible in good weather conditions). Good walkers may hike from Baily Head over the ridge of the crater into Whalers Bay, while our ship braves its entrance into the crater through the spectacular Neptune's Bellow into the ring of Deception Island.

Deception itself is a sub-ducted crater, which opens into the sea, creating a natural harbour for the ship. Here we find hot springs, an abandoned whaling station, thousands of Cape Pigeons and many Dominican Gulls, Brown and South Polar Skuas and Antarctic Terns. Wilson's Storm Petrels and Black-bellied Storm Petrels nest in the ruins of the whaling station in Whalers Bay. We leave from here to the open sea with direction Ushuaia.

Days 17 – 18: at sea

On our way north we are again followed by a great selection of seabirds while crossing the Drake Passage.

Day 19: Ushuaia

We arrive in the morning in Ushuaia and disembark.

PLA27A, PLA27B, PLA28: see PLA25

PLA29 Weddell Sea - Antarctic Peninsula - Basecamp Plancius

A Basecamp itinerary to the Weddell Sea and Antarctic Peninsula is illustrated below. All itineraries are for guidance only. Programs may vary depending on local ice and weather conditions, the availability of landing sites and opportunities to see wildlife. The final itinerary will be determined by the Expedition Leader on board. Flexibility is paramount for expedition cruises.

Day 1: Ushuaia

In the afternoon, we embark in Ushuaia, Tierra del Fuego, Argentina, the southernmost city in the world located at the Beagle Channel and sail through this scenic waterway for the rest of the evening.

Days 2 & 3: at sea

During these two days we will sail across the Drake Passage. When we cross the Antarctic Convergence, we arrive in the circum-Antarctic upwelling zone. In this area we may meet Wandering Albatrosses, Grey Headed Albatrosses, Black-browed Albatrosses, Light-mantled Sooty Albatrosses, Cape Pigeons, Southern Fulmars, Wilson's Storm Petrels, Blue Petrels and Antarctic Petrels. If the winds are favorable we might enter Antarctic waters in the evening of the third day near the South Shetlands.

These volcanic islands are windswept and often shrouded in mist and fog, but do offer subtle pleasures. There is a nice variety of flora (mosses, lichens and flowering grasses) and fauna, such as Gentoo Penguins, Chinstrap Penguins and southern Giant Petrels.

Days 4 – 5: Weddell sea

A typical itinerary in the Weddell Sea and the Antarctic Peninsula could be as follows. This is a sample only; the final itinerary will be determined by the Expedition Leader on board.

We will sail into the Weddell Sea through the ice-clogged Antarctic Sound. Huge tabular icebergs will announce our arrival to the eastern side of the Antarctic Peninsula. We plan to visit Devil Island and Vega Island with a large colony of Adelie Penguins and a magnificent view for those hikers who can make it to the top of the hill. Melting ice sometimes provides spectacular waterfall from the cliffs close to point 'Well-Met'. The protected waters around Herbert Sound at the North side of James Ross Island will become our "Basecamp" for all activities. This place is hardly visited by other ships and offers us a great opportunity to scout this region first time on foot, per zodiac and during kayak trips. We plan to stay two overnights at anchor in order to implement two camp nights and one full day activity from Basecamp at either Uru Peninsula on James Ross Island or Vega Island. If we cannot follow our itinerary into Herbert Sound due to sea ice, we can continue our voyage seeking new camping grounds somewhere else. Exploring the unknown - this is true expedition!

Day 6: Enroute around the Northern Peninsula

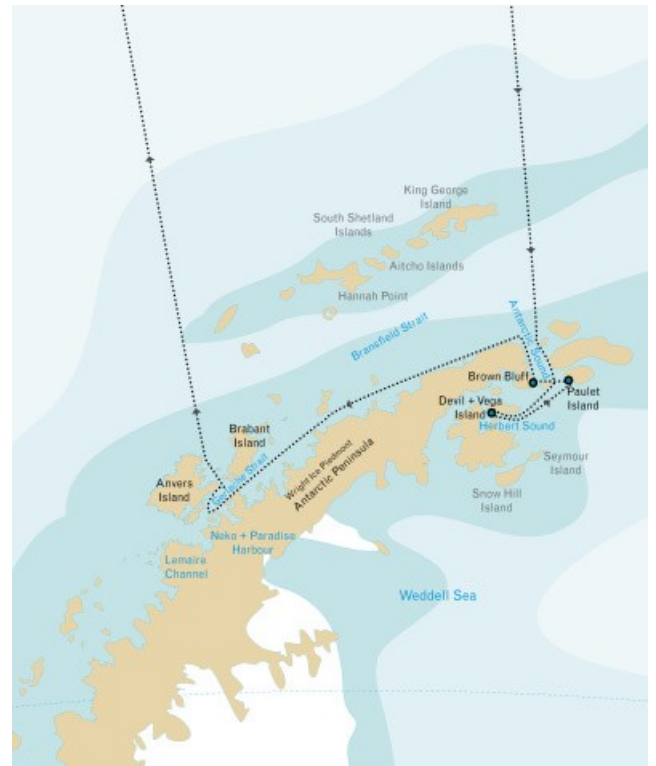
In the morning, after we brought the shore campers back to the ship, we will set sail to Paulet Island. Weather and conditions permitting we will land on this remote island to see the remains of the Nordenskiöld expedition and thousands of Adelie penguins. We might also have time to visit Brown Bluff in order to make a continental landing at the Northern tip of the Antarctic Peninsula. During hours at sea watch out for stray Emperor penguins. There might be a chance to see one on an ice-floe. If the sea is calm at Brown Bluff there is opportunity to kayak and walk along the shore line. We continue sailing through the Antarctic Sound to the West side of the Antarctic Peninsula along the Davis Coast.

Day 7: at sea

We will sail along the Wright Ice Piedmont at the Antarctic continent, named after the brothers Wilbur and Orville Wright who made the first flight with a plane in 1903. Exploration of Roe Island, an island lying in the entrance of the Curtiss Bay just about 2 miles west of Graham Land (Antarctic continent), named after the British pioneer aircraft designer Alliott Verdon-Roe, who made aircrafts since 1908. Seaplane Point is situated a few miles of Roe Island at the Antarctic continent. It was named in association with Curtiss Bay, after Glenn Curtiss, the American engineer who pioneered sea planes from 1911.

Day 8: Western Peninsula

We hope to sail to Neko Harbour and Paradise Bay to reach the southernmost area of our voyage, where we have again the opportunity to set foot on the Antarctic Continent in a magnificent landscape of huge glaciers. In this area we have



good chances to see Humpback Whales and Minke Whales. Conditions permitting we will look for a place to erect our tents for a camp night ashore.

Day 9: Melchior Islands

We will sail via the Melchior Islands towards the open sea of the Drake Passage. We have again a chance of seeing many seabirds.

Days 10 & 11: At sea.

Day 12: Ushuaia

We arrive in the morning and disembark in Ushuaia.

PLA30 Polar Circle - Antarctic Peninsula

A typical itinerary to the Polar Circle is illustrated below. All itineraries are for guidance only. Programs may vary depending on local ice and weather conditions, the availability of landing sites and opportunities to see wildlife. The final itinerary will be determined by the Expedition Leader on board. Flexibility is paramount for expedition cruises.

Day 1: Ushuaia

In the afternoon, we embark in Ushuaia and sail through the Beagle Channel in the evening.

Days 2 & 3: at sea

During these two days we sail across the Drake Passage. When we cross the Antarctic Convergence, we arrive in the circum-Antarctic upwelling zone. In this area we may see Wandering Albatrosses, Grey Headed Albatrosses, Black-browed Albatrosses, Light-mantled Sooty Albatrosses, Cape Pigeons, Southern Fulmars, Wilson's Storm Petrels, Blue Petrels and Antarctic Petrels. Near the South Shetland Islands, we spot our first icebergs. The Master of the vessel may decide to sail the narrow English Strait between Robert Island and Greenwich Island if the conditions are favourable. We will then be in sight of Aitcho Island at the South Shetlands in the late evening of the third day. If the conditions do not allow us to manoeuvre through the English Strait then we continue sailing South of Livingston. These volcanic islands or the South Shetlands are windswept and often shrouded in mist and fog, but do offer subtle pleasures. There is a nice variety of flora (mosses, lichens and flowering grasses) and fauna, such as Gentoo Penguins, Chinstrap Penguins and southern Giant Petrels.

Days 4 – 9: Antarctica

We may start our first day in Antarctica with a landing at Hannah Point, where we will find a nice variety of Gentoo Penguins, Chinstraps and southern Giant Petrels, as well as Elephant Seals hauling out on the beach. At Deception Island, we will try to land. Deception itself is a sub ducted crater, which opens into the sea, creating a natural harbour for the ship. Here we find hot springs, an abandoned whaling station, thousands of Cape Pigeons and many Dominican Gulls, Brown and South Polar Skuas and Antarctic Terns. Wilson's Storm Petrels and Black-bellied Storm Petrels nest in the ruins of the whaling station in Whalers Bay. Good walkers may hike from Baily Head over the ridge of the crater into Whalers Bay, while our ship braves its entrance into the crater through the spectacular Neptune's Bellow into the ring of Deception Island. On our way further South we will sail to Orne Islands with large colonies of Chinstrap Penguins and a beautiful view across the Gerlache Strait or to Cuverville Island, a small precipitous island, nestled between the mountains of the Antarctic Peninsula and Danco Island. It contains a large colony of Gentoo Penguins and breeding pairs of Brown Skuas. In Neko Harbour and Paradise Bay with its myriad icebergs and deep cut fjords, we have the opportunity to set foot on the Antarctic Continent. We shall have the opportunity for zodiac cruising between the icebergs in the inner parts of the fjords.

We sail through the spectacular Lemaire Channel to Petermann Island offering Adelie Penguins and Blue-eyed Shags. We also try to land at Pleneau Island with Elephant Seals and fair chances to encounter Humpback, Minke and Fin Whales. We head south along the Argentine Islands to Crystal Sound, south of the polar circle. The landscape is very impressive with very high mountains and huge glaciers. At the Fish Islands we land at one of the southernmost Adelie Penguin and Blue-eyed Shag colonies in the Antarctic Peninsula. At Detaille Island, south of the Polar Circle, in Crystal



Sound we reach probably our farthest south. Sailing north again through Neumayer Channel and Gerlache Strait, we arrive at the Melchior Islands with a very beautiful landscape with icebergs, where we may encounter Leopard Seals, Crabeater Seals and whales.

Days 10 & 11: at sea

In the Drake Passage we have again a chance of seeing many seabirds.

Day 12: Ushuaia

We arrive in the morning and disembark in Ushuaia.

PLA31: see PLA25

PLA32 Ushuaia - Ascension

Day 1: Ushuaia (March 29)

In the afternoon, we embark in Ushuaia and sail through the Beagle Channel.

Days 2 & 3: at sea

In the Drake Passage we witness a multitude of Albatrosses, Petrels and Fulmars.

Day 4: Antarctica – continental landing

If the sea ice conditions allow we will try and reach Hope Bay or Brown Bluff at the Northern tip of the Antarctic Continent. In this area chances are good for encounters with Gentoo Penguins, Weddell Seals, Leopard Seals and Orcas.

Day 5: Paulet Island

If ice conditions allow, we will sail to Paulet Island where we will observe the last individuals of a large Adelie Penguin colony near the ruins of the Nordenskjöld Expedition from the beginning of the 20th century. Depending on the sea ice we sail east or west of the Danger Islands to the north.

Day 6: at sea

At sea, we will sail towards the South Orkney Islands. Our exact navigational course will be determined by the prevailing ice conditions, in terms of both extent of sea ice and density of icebergs, which vary from year to year.

Day 7: South Orkney Islands

We are planning on a visit to Orcadas station, an Argentinean base located in the South Orkney Islands. The friendly base personnel will show us their facilities and we can enjoy the wonderful views of the surrounding glaciers.

Day 8: at sea

At sea, on our way to South Georgia, we witness a multitude of Albatrosses, Petrels and Fulmars.

Days 9 – 11: South Georgia

In South Georgia we begin our visit with zodiac excursions in the magnificent Drygalski Fjord and Larsen Harbour. In Cooper Bay we will observe Chinstrap Penguins and Macaroni Penguins and breeding Light-mantled Sooty Albatrosses. On Salisbury Plain we will see a huge King Penguin colony, elephant seals and fur seals. On Prion Island in the Bay of Isles we can see breeding Wandering Albatrosses. At the end of our time in South Georgia we will visit the abandoned whaling settlement in Grytviken, where now the penguins walk through the streets, and King Edwards Point where the grave of Shackleton lies.



Days 12 – 16: at sea

In the Westerlies we have a pleasant tailwind. On both sides of the Antarctic Convergence, we observe many species and great numbers of Antarctic and sub-Antarctic seabirds.

Day 17: Gough Island

Today we plan to approach the unique Gough Island for zodiac cruising around the island, as always weather permitting. In previous years we managed to circumnavigate all but four miles of the 33 mile circumference of the island in the ship, saw spectacular scenery and an unprecedented abundance of wildlife. We felt very privileged to be among the few visitors who have been able to experience Gough and in particular, to see it at such close quarters and in such favorable conditions. We hope to be lucky to repeat this unique experience with you.

Days 18 – 20: Tristan da Cunha

In the Tristan da Cunha archipelago we plan to call on the settlement at the west side of the main island. We will also try to make landings at Nightingale Island and Inaccessable Island with millions of seabirds ranging from Yellow-nosed Albatrosses to Brown Noddies. We allow one day in reserve for bad weather. Please note that we will try and approach for landings, however due to the weather conditions this is not always possible.

Since we began our Atlantic Odyssey's (1998) we failed during 30% of the voyages to make landings in the Tristan da Cunha archipelago, due to adverse weather.

Day 21 – 24: at sea

At sea, we now enter sub-tropical waters with their own species of seabirds and dolphins.

Days 25 – 27: St. Helena

St. Helena has a good anchorage and landing site. On this island, we will have ample opportunities to enjoy local culture, pleasant climate, and endemic plants and birds. We will visit the place where Napoleon lived in exile. There will be opportunities to explore the Island on your own and for snorkelling; in the shallow surf where we can find a lot of fishes.

Days 28 – 29: at sea

At sea.

Days 30 – 31: Ascension Island (April 27 - 28)

Ascension Island is a dry volcanic island with a moist and richly vegetated top. The Sooty Tern (wide-awake) colony sometimes consists of more than 1 million breeding pairs. We will try to climb the moist summit of Ascension Island and make a zodiac-cruise around Boatswain Bird Island offering also great opportunities for snorkelling. We may witness egg-laying sea turtles coming ashore at night. Some of our passengers may disembark and fly with the scheduled RAF (Royal Air Force) flight to Brize Norton in Oxfordshire, UK. Others may proceed with their voyage to the Cape Verdes

PLA33 Ascension - Praia (Cape Verde)

Day 1: Ascension Island (April 28)

In the evening the vessel will depart from Ascension Island.

Days 2 – 6: at sea

At sea, we witness the northbound spring migration of northern birds like Arctic Terns and Long-tailed Skuas who join us in crossing the Equator ("the Line").

Day 7: Fogo

We land at Fogo. This is the great vulcanological laboratory of the Cape Verde Islands. Here we shall see lava as fresh as is possible because it emerged from the ground within the last 10 years and with the dry atmosphere of the islands there is little weathering taking place. We shall land a short distance from the capital, Sao Felipe and shall take an excursion into the very crater to the village of Portela where the people, unbelievable as it seems, make wine. This is perhaps not, one of the greatest vintages of the world but it deserves tasting because of its curiosity. On returning to Sao Felipe we shall relax for a while before re-embarking. After which we shall try an early evening seabird survey to see the sea birds return before dark.

Day 8: Praia (May 05)

Praia on Sao Tiago, the main island of the southern group, has a character of its own. We shall make an excursion to Cidade Velha, steeped in history, and shall observe the massive fortress on the hill, built to deter English marauders in the period when the Crowns of Portugal and Spain were united and Portuguese possessions became as fair game to the likes of Drake and Raleigh as were Spanish ones. We shall see the ruins of the Cathedral, the oldest Christian Church in the tropics, and the slave whipping post in the main square. The village is well watered and there are plantations of sugar

cane, which support a rum distillery, and several species of birds. We shall have another guided stroll around the City of Praia, which is the capital of the Cape Verdes, and which has given rise to a unique variety of folk music, which we shall hear as we pass the various bars!

Shortly after midnight (Day 9, May 06) you will fly to Lisbon in Portugal (not included in the cruise rate).

Passengers can also disembark in Praia, on the evening of Day 8 and stay for a day or more in a hotel in Praia and take a later flight to Lisbon.

Passengers can fly in the morning of day 8 (May 05) to Lisboa in Portugal (not included in the ships arrangement). In this case they will not have the day excursion in Praia and surroundings. Alternatively they can stay on board the ship and leave it on the morning of day 9 (May 6) and take flights to Lisboa via the Canary Islands (not included in the ships arrangement)

PLA34 Praia (Cape Verde) - Funchal (Madeira)

The Cape Verde Islands lie 375 miles off the coast of west Africa and are all volcanic in origin. The islands display a wonderful variety of landscapes and scenery from the spectacular rugged mountains of Santiago, Santo Antao and São Nicolau to the flat salt pans of Sal and Maio. The Cape Verde Islands were 'discovered' by the Portuguese between 1455 and 1461. Because of their strategic position in the Atlantic, on the crossroads of all major sailing routes to North America, South America and Asia, the islands quickly became an important port for shipping supplies, and stop-over for the international trade of gold, ivory and slaves. An interesting account of the history of the Cape Verde can be found in the museum in central Praia. The isolation of the Cape Verde islands has resulted in a number of endemic species, particularly of birds including Cape Verde Swift, Raso Lark, Cape Verde Warbler and Cape Verde Sparrow.

Please note that the following itinerary should be treated as a guide only, not an exact program. Flexibility is the key to all our cruises and our exact route and program will depend on such factors as weather conditions, wildlife encounters, the experience of the expedition leader and the advice of the ship's captain and crew.

Day 1: Praia (May 06)

On the previous day (May 05) the passengers have arrived at Praia, the capital of the Cape Verde Islands and stayed in a hotel (not included in the ships arrangement). At 13.00 hours they transfer to the MV Plancius for embarkation and lunch, our home for the next 7 nights. Praia is located on the southern island of Santiago, one of the largest of the 10 islands (plus 8 islets) that make up the Cape Verde archipelago. The ship sails from Praia at about 15.00 hours towards the small islands of Raso and Branco, approximately 120 miles from Santiago, a journey that will take the rest of the day and much of the night. We will, however, be crossing prime seabird and cetacean waters and there will be plenty to enjoy en route, especially in the evening when the shearwaters and other seabirds begin to return to the islands after a day feeding out at sea. With the volcanic cone of Fogo off to our port side and flying fish scuttling over the waters surface in front of our ship, we will be looking out for the Cape Verde Shearwater - an endemic race of Cory's Shearwater-plus North Atlantic Little (Boyd's) Shearwater, Fea's Petrel and Bulwer's Shearwater. These waters are also home to an exciting variety of cetaceans including Short-finned Pilot Whale, Bottlenose Dolphin, Common Dolphin and perhaps Pan-tropical Spotted Dolphin and Sperm Whale

Day 2: Raso and Branco

We will spend this morning circumnavigating the small rugged islands of Raso and Branco, located in the north-west of the archipelago between the larger islands of São Nicolau and São Vicente. Cape Verde Shearwaters are common here and nest in large numbers on the islands along with Little (Boyd's) Shearwater and both Madeira and White-faced Storm Petrels. Our main target this morning, however, will be the beautiful and graceful Red-billed Tropicbird which also nest on Raso and can be seen here and gliding along the precipitous slopes of Branco. Brown Boobies are another key species frequently seen around the islands, although locating one of the endemic Raso Larks from the ship may prove somewhat trickier! Throughout our voyage we must also keep our eyes open for cetaceans.

Early in the afternoon we must head east, away from the Cape Verde Islands and towards the continental shelf off West Africa. Sadly, sailing times do not permit us to pass by the island of Boavista, home to the Western Palaearctic's only Magnificent Frigate birds, but these birds forage widely and are far ranging in their travels. Although only one or two pairs remain - in the entire east Atlantic population - they are seen occasionally between the islands and, if fortune favors our group, this afternoon we may get lucky! There will, however be plenty of commoner seabirds to enjoy, plus more opportunities to look for dolphins, pilot whales and perhaps some of the larger cetacean species.

Day 3: at sea

At sea. Today will be spent mostly over deep water cruising from the Cape Verde Islands to the West African shelf edge off Mauritania. Seabirds and cetaceans will be the order of the day and we hope for an interesting selection of seabirds as we head east.

Days 4 - 6: at sea

We will spend the following 3 days cruising north along the shelf edge off Mauritania and Western Sahara. Here we

should expect the unexpected, for these rich waters are rarely visited by naturalists and their wildlife has been poorly documented. We hope that by 'chumming' (a potent mix of fish scraps and oil) at key points along our route we will enjoy close views of plenty of the commoner species plus, we hope, a few surprises! All four species of Northern Skua - Great, Arctic, Long-tailed and Pomarine - should be common with the latter especially numerous along the Mauritanian shelf edge. Groups of Grey Phalaropes are also a common sight here, along with flocks of Sabine's Gulls, European Storm-petrel, Kittiwakes and Black Terns. These northern breeders are joined from the south by numerous Wilson's Storm-petrels, plus Sooty Shearwater and - for the fortunate - perhaps even South Polar Skua; a species recently shown to head north into these waters during our spring and summer months. Any of the rarer seabirds breeding on the Macronesian Islands are possible, along with an exciting range of cetaceans which may include Fin Whale, Sperm Whale, Northern Bottlenose Whale, Curvier's beaked Whale, Common Dolphin and the outside chance of rarer species such as Rough-toothed Dolphin, Blainville's Beaked Whale and Pygmy Sperm Whale. Other pelagic wildlife to look out for includes Sunfish and even the occasional turtle.

Day 7: Approaching Canary Islands

We next cruise through the Canary Islands looking out for Bulwer's Petrel, Little (Barolo's) Shearwater and Cory's Shearwater, plus more cetaceans, before spending an evening cruising around the remote Selvagens. These isolated islands, which lie 80 miles north of the Canaries, are perhaps the ultimate destination for anyone interested in Western Palearctic 'tube-noses'. Huge numbers of petrels and shearwaters breed here including approximately 15,000 Cory's Shearwaters, 5,000 Bulwer's Petrels, 2,000 Little (Barolo's) Shearwater, 60,000 White-faced Storm-petrels and 1,500 pairs of Madeira Storm-petrels. Since many of these species gather off shore in the evening before returning to their nest sites after dark, our evening cruise here should be one of the ornithological highlights of this holiday. If conditions permit we will launch the zodiacs for an evening zodiac cruise to enjoy the seabirds and cetaceans at close range.

Day 8: Ilhas Desertas & Funchal

We end our voyage with an early morning cruise around the Desertas Islands. The Desertas belong to the Madeira archipelago and are located 21 nautical miles from Funchal harbor. In 1990 they became a Nature Reserve, comprising the islands themselves and the surrounding sea to a depth of 100 metres. The reserve is divided into two protected zones of which the southern half of Deserta Grande and Bugio are strictly forbidden to visitors even by boat. On Deserta Grande there is a permanent research station with three wardens, who are the only human inhabitants on the islands today. The Desertas were designated as an SPA (Special Protection Area) for their internationally important seabird populations. Cory's Shearwater, Bulwer's Petrel and Madeira Storm Petrel all breed here along with Fea's and the endemic Zino's Petrel. Splitting the two latter species at sea will test our ID skills to the limit but both are possible in these waters, along with an exciting selection of cetaceans including Common Dolphin, Bottle-nosed Dolphin, Short-finned Pilot Whale and perhaps a Fin or early Bryde's Whale. Sperm Whales are the mostly frequently seen large whales in these waters and spend most of the year here feeding on squid from the deep water canyons and trenches that surround the islands. A small population of around 23 Mediterranean Monk Seals also live around the Desertas, although it would take a degree of luck to find one of these critically endangered mammals.

Finally, we arrive in Funchal, the capital of Madeira, where you will disembark the MV Plancius and transfer on your own to the airport to catch an early afternoon flight home (flight not included in cruise rate). Alternatively you stay for some time in Madeira.



Depending on swell, boarding the zodiacs may require some agility. [Je nach Seegang kann das Besteigen der Zodiacs gute Beweglichkeit erfordern.](#)

General Travel Terms and Conditions Oceanwide Expeditions b.v.

Thank you for deciding to book a trip with Oceanwide Expeditions (hereinafter referred to as: "OE"). Before you make a definite booking, we recommend you (hereinafter referred to as "contracting party") to read carefully the following travel conditions. These general travel conditions and the term contracting party apply both to private persons (direct booking) and to (travel) organisations (see par. 1.2).

1. Reservation of trip / travel notification

1.1 The contract comes about by means of a written acceptance by the contracting party of the offer of OE, upon which a binding travel contract with OE is effected, to which all conditions set out in paragraph 1.3 up to and including paragraph 11.3 apply. If the contracting party in addition to him/herself also lists one or more other persons on one notification form, this contracting party is automatically personally responsible for all obligations ensuing from the travel contract (in line with the general travel conditions of OE) which concern himself and the other persons booked.

1.2 If the contract has come about by means of a written acceptance by a (travel) organisation (as in the case of but not limited to tour operators, agencies, travel agents, foundations, societies etc.), this (travel) organisation enters into a binding travel contract with OE. The (travel) organisation in question is then exclusively considered the contracting party to which all conditions set out from paragraph 1.3 up to and including paragraph 11.3 apply, irrespective of the possibility that the (travel) organisation in turn enters into a binding travel contract with clients it has recruited (such as but not limited to, private persons, members of the (travel) organisation, travel agents and third parties in general).

1.3 The contracting party shall - before the effecting of the travel contract and its implementation - provide OE with the necessary (personal) data concerning him/herself or third parties - in the case of a (travel) organisation: the client(s) of the (travel) organiser. Incorrect or incomplete provision of (personal) data can result in faulty vouchers, air tickets etc. OE shall not be held liable for such.

1.4 On receipt of the written booking form, the trip that has been booked will be confirmed by OE by means of a confirmation (invoice) sent to the contracting party.

2. The travel offer / the travel elements

2.1 The scope of the travel offer (the travel elements) booked by the contracting party is contractually recorded in the travel confirmation (invoice), in combination with the description from the most up-to-date brochure / programme description of OE.

2.2 Any deviation from the travel elements as described in the brochure and publications are valid only if confirmed by OE in writing (in e.g. the original offer made, travel confirmation or a communication sent later).

2.3 OE bears no responsibility for photos, brochures and other information material, insofar as these have been published or distributed under the responsibility of third parties, nor for any undertakings, expectations or promises of third parties towards the contracting party.

3. Payment

3.1 On the effecting of the travel contract, the contracting party must pay an advance of 10 % of the total price to OE, unless otherwise stated in the travel confirmation. The remainder of the price must have been received 30 days before departure date by OE, unless otherwise stated in the travel confirmation. If the travel contract has been agreed within 30 days of departure, the full price must be paid immediately. In case the contracting party books more than 9 travel participants or more than 9 berths on a ship voyage in one reservation, the following payment conditions apply: 20 % deposit on the effecting of the travel contract, 30 % of the total price 4 months prior to departure, the remainder (50 %) of the total price 30 days prior to departure.

3.2 After payment has been received, the travel documents will be despatched approximately 14 days before departure.

3.3 If the contracting party fails to fulfil the payment obligations, OE will send him/her a written reminder and he/she has the possibility to make immediate payment. If the payment is still not made, the contracting party is liable to pay interest on the sum due of 1% for each month or part of a month of default. Furthermore he/she is liable to pay compensation of extra-legal collection costs equal to 15% of the sum claimed, with a minimum of 50 EURO. If the contracting party fails to comply with his/her payment obligations, OE reserves the right to cancel the contract on the day of default. OE is entitled to charge the cancellation costs incurred (in line with paragraph 6 or as agreed otherwise in the travel confirmation).

3.4 If the payment is then made, but OE cannot send the travel documents on time (before the start of the journey) to the contracting party, any additional dispatch costs will be charged to the contracting party. OE may not be held responsible for any travel documents not arriving on time.

4. Changes in travel elements / price changes

4.1 Changes in the travel offer agreed in the travel confirmation (which occur before the start of the journey) are permitted only if they do not substantially alter the nature of the trip. This includes, among other things, changes made by the airline, changes in flight departure times, changes referring to hotel overnight stays before or after the main journey, minor changes in the travel programme or excursion offer. OE is obliged to inform - in writing - the contracting party in respect of such changes. Such changes may not be used by the contracting party as a reason for cancelling the travel contract.

4.2 The agreed price is based on the prices, exchange rates, duties and taxes as known to OE at the time the publication went to press and at the time of the travel confirmation. OE reserves the right to raise the agreed price (on the grounds of, among other things, unforeseeable increases of e.g. exchange rates, sudden increased prices of accommodation providers, airlines, duties, taxes, harbour dues and fuel prices). In the case that a price alteration is considered necessary by OE, OE is obliged to inform the contracting party in writing of this at the very latest 20 days before the day of departure. Price increases made within 20 days of the start of the journey are not permitted. In the case of a price increase of more than 5 % of the total price of the trip, the contracting party is entitled to cancel the trip without incurring any costs.

5. Cancellation of the trip by OE

5.1 OE is entitled to cancel the planned trip up to 30 days before departure, if the minimum number of participants has not been achieved. Any payment already received from the contracting party will be paid back by OE if the contracting party is not in agreement with an alternative trip offered by OE.

5.2 OE has the right in the case of force majeure (e.g. war, uprising and, natural disasters, abnormal / exceptional weather and ice conditions, legal stipulations of the local/regional authorities and other "acts of God") to cancel the trip. OE may not be held liable for force majeure. If situations of force majeure occur before departure date, OE will pay back to the contracting party the price already paid. If situations of force majeure occur during the trip, OE will try to offer an alternative programme. If this should prove impossible, either OE or the contracting party is entitled to cancel the trip. In such a case, OE may not be held financially liable. However, in the case of any cost savings, OE shall return these monies to the contracting party. OE is obliged to assist the contracting party - in the case of a (travel) organisation: the client(s) of the (tour) organiser - in obtaining a return trip/flight. The contracting party him/herself is responsible for the costs of this.

5.3 If OE, by virtue of the provisions of par. 5.1 and 5.2, cancels the trip, only the equivalent of the billed price will be paid back to the contracting party. OE is not liable for costs the contracting party has made in preparation of the trip nor for reservations of travel components (such as but not limited to flights, hotels, connecting programmes, (travel) insurance's) which, in combination with the trip booked with OE, have been booked elsewhere.

6. Cancellation of the trip by the contracting party

6.1 The contracting party may cancel the travel contract (exclusively in writing) at any time before the beginning of the trip. In the case of cancellation by the contracting party of a FIT-reservation (1 up to and including 9 travel participants or berths on a ship voyage), OE is entitled to charge the following costs to the contracting party:

- Up to and including 60 days prior to departure: 10 % of the total price
- from 59 days up to and including 30 days prior to departure: 30 % of the total price
- from 29 days up to and including 15 days prior to departure: 45 % of the total price
- from 14 days up to and including 6 days prior to departure: 75 % of the total price
- from 5 days up to and including the day of departure : 100 % of the total price

6.2 In case the contracting party cancels a travel contract, containing a reservation of more than 9 travel participants or more than 9 berths on a ship voyage, the following cancellation fees apply:

- Until and including 180 prior to departure: 10 % of the total price
- From 179 days until and including 90 days prior to departure: 50 % of the total price
- From 89 days up to and including the day of departure: 100 % of the total price

6.3 It is possible that different cancellation fees apply to different travel components (e.g. in the case of direct issuing of air tickets, there is often a 100% cancellation fee). In the travel confirmation these deviating, and therefore extra, costs are stated.

6.4 If the contracting party after booking wishes to introduce changes into the booked trip (e.g. the departure date, destination or type of accommodation), this is considered a cancellation and the cancellation costs stated in par. 6.1 and 6.2 apply. In case of minor changes OE is entitled to charge reservation costs of at least 25 EURO per alteration.

6.5 It is possible for the contracting party in the case of a (travel) organisation: the client(s) or the (travel) organiser to take out a cancellation insurance to cover the costs of any cancellation of the trip (see also par. 10.5).

7. Liability of OE

OE is obliged to provide a correct execution of the trip according to the travel contract and in line with the expectations the traveller may reasonably have on the grounds of the contract. OE is responsible for the selection of accommodation providers of ships, hotels, resorts etc., composition and the quality control of the travel elements and excursions, description of the travel elements in the OE brochures and other publications, the processing of the travel confirmation, reservation of the travel elements and control and dispatch of the travel documents.

8. Exclusion and limitation of the liability of OE

8.1 OE acts as intermediary for the sale of travel elements between on the one hand providers of accommodation/services (such as but not limited to a stay in a hotel, a voyage with a ship, services of dive bases and providers of transport) and on the other hand the contracting party and therefore the liability of OE is excluded. In these cases the conditions of the relevant providers of accommodation/services and/or the stipulations of (inter)national law applies and all liability of OE (in the case of complaints, claims, loss and damage of possessions/baggage, personal injury, death etc.) are excluded. In the case of claims, OE will try to mediate between the provider of accommodation and the contracting party. OE is not responsible for optional travel elements booked by the contracting party elsewhere (optional excursions, sightseeing etc).

8.2 All travel elements booked with OE, which relate to stay on board of a ship and/or excursions or programmes off ship (such as but not limited to excursions or programmes on land or on or in the water (incl. scuba diving, swimming and snorkelling) are for 100 % own risk of the contracting party - in the case of a (travel) organisation: the client(s) or the (travel) organiser. OE is therefore not liable for any damage, such as but not limited to (bodily) injury, illness, death etc. whatever the reason or cause may be. If the contracting party has booked a diving programme, OE or as the case may be the diving base or the diving leader on board our ships will ask the contracting party to sign a form, according to which the contracting party accepts 100 % own risk and promises that he will not lodge any claims against the diving base and/or the diving leader on board the ship in the case of any calamity which may or may not result in (permanent) injury or death. For our diving trips, it is stated precisely in the brochure what the conditions are for participation. In any case the contracting party must have a health certificate signed by a doctor and an internationally accepted diving certificate. In the case of the land programmes, the contracting party should enjoy generally sound health. In the brochures, the precise conditions are stated. We advise the contracting party - in the case of a (travel) organisation: the client(s) of the (travel) organiser - to always take out a travel insurance, supplemented if necessary with an accident insurance (see also paragraph 10.5).

8.3 If OE offers the contracting party an air travel component, all liability of OE is excluded and for this travel component the conditions of the relevant airline apply. The stipulations of the Warsaw convention in general limit the responsibility of the air travel component in the case of death, injury and also delays, loss and damage of baggage. In the case of delays, OE cannot be held liable in any way whatsoever, even if this is at the cost of other travel elements of the trip booked..

8.4 OE may not be held liable for loss, damage and robbery of travel documents, baggage or other possessions.

8.5 OE shall accept no liability for damage for which there is a claim to compensation based on a travel and/or cancellations insurance.

8.6 OE may not be held liable for damage as a consequence of the travel contract not being correctly implemented, if the deficiency in the execution of the contract is attributable to the contracting party.

8.7 The trips offered by OE are mainly conducted in "marginal zones" and require the qualification of expedition trips to places where infrastructure and (medical) facilities are often lacking. On booking the trip, the contracting party fully understands that booking the trip of OE is not comparable to booking an everyday standard trip. If due to weather conditions, sea currents, nautical reasons, large amounts of floating ice etc. the decision is taken to change the programme, every effort will be made to offer an alternative. In certain exceptional cases, however, this will not always be possible. Non-fulfilled expectations of the contracting party may not be grounds for claims in such cases. If the programme cannot be carried out according to the travel description and (certain) places described in the travel programme cannot be visited, OE may not be held liable for damage suffered and/or the spoiling of holiday enjoyment. The travel leader is at all times authorised to deviate from the programme, if he/she is of the opinion that such would be to the benefit of the quality of the programme. OE may not be held liable for payment of restitution in such a case.

9. Obligations of the contracting party

In the case of a (travel) organisation: instead of "contracting party" (in paragraphs 9.1 up to and including 9.4) read also "the client(s) of the (travel) organiser" .

9.1 The contracting party is obliged to comply with all instructions given by OE and the travel leadership (e.g. trip leaders, guides, diving instructor and diving assistants, crew of the ships, local agent and the personnel of accommodation providers such as hotels, resorts and diving locations) in order to benefit the sound execution of the trip. Furthermore, the contracting party is 100 % liable for damage caused by improper behaviour e.g. towards fellow travellers or material damage to the hotels, ships or resorts, to be judged according to the standards of behaviour of the model traveller. The contracting party must ascertain the exact time of departure of the return journey at the very latest 72 hours before the stated departure time and reconfirm the air tickets.

9.2 Any contracting party who causes such disturbance or who threatens to cause such disturbance, that the proper execution of (part of) a trip is seriously hindered or could result in danger for the contracting party and/or the fellow travellers, can by or on behalf of OE (trip leadership or the local representatives) be excluded from (continuation of) the trip (components). In the case of exclusion, the contracting party is not entitled to make any claim for restitution of (part of) the price.

9.3 If the disturbing behaviour or damage (as described in paragraphs 9.1 and 9.2) should occur, all costs resulting from this shall be charged to the contracting party.

9.4 If the contracting party does not enjoy generally sound health and/or does not have the required diving certificates and/or diving experience as required for participation in the trip of OE, in the interest of the contracting party or his fellow travellers, OE is entitled to decide to offer an alternative programme for the contracting party in question or, in extreme cases, to exclude this person from (certain) excursions or (parts of the diving programme).

These limitations apply also if the contracting party is not in possession of the correct (diving) gear, as stated in the Travel brochure and other publications of OE. In the case of exclusion (or of a mandatory alternative programme) the contracting party is not entitled to make any claim for restitution of (a part of) the price.

9.5 The contracting party is obliged to inform the tour leadership of OE of any negligence noted in the execution of the travel contract, which is noted by him at the location - in the case of a (travel) organisation: noted by the client(s) of the (travel) organisation. This should be done as quickly as possible, in writing, or other appropriate form of communication, to the relevant tour leader/expedition leader of OE, who shall immediately do his utmost to find an appropriate solution. As far as handling complaints is concerned, the following persons are responsible:

- General complaints during a boat trips: the tour leader/expedition leader. If there is no trip leader present, the captain is responsible. In the case of hotel- and land programmes: the manager of the hotel/ organisation.
- Complaints which concern exclusively diving: the diving instructor (or manager of the diving- and hotel firm).

9.6 If an immediate solution for the complaints cannot be found, the contracting party - in the case of a (travel) organisation the client(s) of the (travel) organisation should present these complaints to the relevant (travel) organisation, where the trip was booked, upon which the (travel) organiser shall inform OE - shall be obliged to report the complaint to OE and request help. In the case of complaints about travel elements OE can decide to offer an alternative programme (e.g. hotel, cabin, excursion package) that is virtually identical to that in the originally booked trip (the originally booked travel component).

9.7 OE (incl. the representatives, trip leadership, local agent) is entitled to reject the complaint in the case that the complaint does not seriously influence the character of the trip and/or the complaint results only in hindrance of minor significance, if exaggerated demands are made, if it is impossible to provide help to the contracting party within the set time limit, if the deficiency in the implementation of the contract is attributable to the contracting party him/herself, if the deficiency in the execution of the contract could not have been foreseen or could not be neutralised, or if the deficiency in the execution of the contract is attributable to situations of force majeure (under force majeure are to be understood abnormal and unforeseeable circumstances that are independent of the will of whosoever claims it and of which the consequences, despite every precaution having been taken, could not have been avoided, see also situations of force majeure as described in par. 5.2).

9.8 In the case that the complaint has not been satisfactorily dealt with during the trip, the contracting party - in the case of a (travel) organisation the client(s) of the (travel) organisation should present these complaints to the relevant (travel) organisation, where the trip was booked, upon which the (travel) organiser shall present the complaint to OE - shall present the complaint to OE at the very latest within one month of the termination of the trip (the last travel day). The complaint must be presented in writing and must be fully argued.

9.9 In the case that the complaint has then not been satisfactorily settled by OE or if proper satisfaction has been not given in this matter, the contracting party is entitled to present the dispute to the District Court of Middelburg (which court shall have exclusive jurisdiction).

10. Baggage / Travel documents and insurance

In the case of a (travel) organisation: for "contracting party" (in the paragraphs 10.1 up to and including 10.5) read also "the client(s) of the (travel) organiser" .

10.1 The contracting party must have in his possession on departure and during the trip the necessary travel documents, such as a valid passport, or, where permitted, a tourist card and any required visa, diving certificates, diving logbook including a health certificate of the doctor, proof of inoculations and vaccinations. In the case that the participant is unable to make (part of) a trip due to lack of any (valid) document, OE may not be held (financially) responsible, unless OE had undertaken to provide that document.

10.2 At the very latest on the signing of the travel contract, OE shall provide general information to the traveller on passports, visa and any formalities in the area of health care. This information does not bind OE. The contracting party must him/herself obtain the necessary information from the relevant authorities and before departure check whether there have been any changes concerning information provided at an earlier date.

10.3 The contracting party must comply with the current import restrictions of the various destinations and the amount of baggage permitted (also as far as the stipulations of the different airlines are concerned). OE may not be held liable for e.g. damage and prison sentences which could be imposed in the case of a contravention.

10.4 The obligation of OE to provide assistance to a contracting party in need is greatly impeded if it is not possible to resort to the S.O.S. help service included in travel and baggage insurance..

10.5 OE advises the contracting party to effect the necessary travel insurance, such as a travel insurance, accident insurance, third party risk insurance, baggage insurance and cancellation insurance. OE can provide information on this to the contracting party. In case of a medical problem arising during the voyage, either on board or on shore, which results in costs for medical treatment, evacuation, use of aircraft or repatriation etc. etc. the responsibility for payment of these costs belongs solely to the passenger. OE strongly advises that passengers ensure that such eventualities are covered by travel insurance. If not covered by travel insurance the responsibility still remains with the passenger and OE specifically decline any responsibility whatsoever.

11. General

11.1 If the duration of the trip as stated in the publication is given in days, the day of departure and the day of arrival, irrespective of departure or arrival times, are counted as full days. The definite departure- and arrival times are given in the travel documents .

11.2 The laws of the Netherlands apply to the travel contract and all matters ensuing from this contract.

11.3 Responsible for this content is: **Oceanwide Expeditions b.v., Bellamyark 9, 4381 CG Vlissingen, The Netherlands** listed at Chamber of Commerce of Middelburg, the Netherlands under no. 22036730 (revised version, date of issue: 14 September 2001).

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