

**terra polaris, Postboks 6, N-9171 Longyearbyen, Spitzbergen,  
[info@terrapolaris.com](mailto:info@terrapolaris.com), Tel. 0047-79021068  
Informationsbüro: Am Boxberg 140, D-99894 Leina  
0049-(0)3622-901633**

# **Arctic Expedition Cruises**

## **Oceanwide Expeditions**

### **Antarktis, Subantarktische Inseln**

### **Südatlantische Inseln**

#### **Einführung und Zusatzinformationen von terra polaris:**

**Da wir eine Vielzahl an Schiffstouren kennen und verkaufen, möchten wir ein paar Vorinformationen voranstellen, bevor das Programm von Oceanwide Expeditions ab Seite 3 beginnt:**

Keine andere Firma im Expeditionskreuzfahrtbereich hat eine vergleichbar umfassende Erfahrung mit touristischen Fahrten in die abgelegeneren Regionen Spitzbergens und Ostgrönlands, als Oceanwide Expeditions. Ursprünglich ab 1980 begonnen als gemeinnützige „Stiftung Plancius“ mit dem Ziel, Polarforschung durch Logistik und touristische Erlöse zu unterstützen, ging das Programm später an Oceanwide Expeditions über – heute der größte und erfahrenste Veranstalter von Expeditionskreuzfahrten in diesen Gewässern.

Seit den 1990er Jahren operiert Oceanwide Expeditions im Südsommer auch in antarktischen Gewässern, primär im Bereich der antarktischen Halbinsel samt vorgelagerten Inseln plus Südgeorgien und Falklands und verbesserte damit dort die Möglichkeit, diese Region wieder mit modernen, kleineren Schiffen zu entdecken.

Wir bei terra polaris arbeiten mit Oceanwide Expeditions nicht nur wegen deren hoher polarer Kompetenz, sondern auch wegen des Charakters der Reisen:

- > **kleinere Schiffe mit 80-110 Passagieren**
- > **klarer Schwerpunkt auf vielen Landungen und excellenter landeskundlicher Information**
- > **die besuchten Regionen stehen im Mittelpunkt – nicht luxuriöses Bordleben.**

Nachfolgend finden Sie das Süd-Programm von Oceanwide Expeditions, für die wir als Verkaufagentur arbeiten. Dabei halten wir uns an die **offiziellen Verkaufspreise** von Oceanwide Expeditions – und gleichzeitig können Sie als bei uns buchende Reisende unsere **besondere Kompetenz** für Polargebiete nutzen: Im Gegensatz zu etlichen Anderen sind wir nicht nur Verkäufer, sondern in vielfältiger Weise dort engagiert und sogar in der Arktis ansässig.

**Auf den folgenden Seiten finden Sie aus den englischen Informationen von Oceanwide:**

- > **Einleitung zu Antarktis und Subantarktischen Inseln (Englisch, Seite 4)**
- > **Die Saisonübersicht mit Terminen und Preisen zu den Routen der Schiffe (Englisch, Seite 5)**
- > **Beispielbeschreibung der einzelnen Routen (Englisch, Seiten 6-12)**
- > **FAQ – Häufige Fragen (Allgemein, Zusatzoptionen Kajak, Wandern, Tauchen, Zelten, etc., Seiten 13-16)**
- > **Allgemeine Reisebedingungen (Seiten 17-19, Englisch)**

Die vollständigen Reise- und Buchungsbedingungen von Oceanwide Expeditions liegen nur in Englisch vor – Buchungsvoraussetzung ist infolgedessen ausreichendes Englisch zum Verstehen der Reise- und Buchungsbedingungen). **Ein Anmeldeformular** schicken wir Ihnen im Rahmen der weiteren Beratung bei näherem Interesse für eine der Reisen gern auf Anfrage per e-mail Anhang.

Allen Motorschiffen von Oceanwide Expeditions ist gemeinsam, daß es sich um echte Expeditionsfahrzeuge handelt, die ursprünglich für nichttouristische polare Aufgaben (Forschung, Unterstützung) gebaut und später leicht touristischen Anforderungen angepaßt wurden, mit polarerfahrenen Mannschaften, und angenehm geringer Passagierzahl (80-120). Für gewissen Komfort ist natürlich gesorgt, aber im Mittelpunkt stehen eindeutig die besuchten Regionen, Natur und Geschichte in Kombination mit umfassender Information und vielen Landungen, statt luxuriösem Bordleben. Normale, saubere Wanderkleidung ist auch an Bord stets ausreichend.

### **Routenbeispiele:**

Die Seiten 6-12 geben in einfachem Englisch Beispiele für die in der Übersicht „Termine und Preise“ (Seite 5) aufgeführten Routen, um eine bessere Idee zu vermitteln, wie die jeweiligen Fahrten unter normalen bis guten Bedingungen aussehen können. Beachten Sie bitte, daß dies lediglich Beispiele sind – je nach aktuellen Verhältnissen können die tatsächlich gefahrenen Routen und Landungen erheblich abweichen. Das tatsächliche Programm wird von Expeditionsleiter und Kapitän täglich neu angepaßt und beschlossen. Unter sehr günstigen Verhältnissen sind eventuell sogar weitere Fahrten möglich, ebenso unter schwierigen Bedingungen aber auch nur streckenmäßig deutlich kürzere Routen. Es handelt sich hier um Expeditionskreuzfahrten, nicht um Fährpassagen von A nach B. Sie können sich jedoch sicher sein, daß die große Mehrzahl der Teilnehmer der hunderte von bereits erfolgten Fahrten auf dieser Grundlage mit ihren Erlebnissen sehr zufrieden zurückgekehrt ist – andernfalls würden wir die Fahrten von Oceanwide Expeditions nicht so warm empfehlen..

### **> Sprachen:**

Auf der größeren Zahl der Fahrten ist Englisch die hauptsächliche oder einzige Sprache für die offizielle Kommunikation mit den Passagieren, einschließlich Führungen und Vorträgen, soweit in den Terminen und Preisen nicht anders aufgeführt.

**Einige Termine werden als zweisprachig mit Deutsch als zweiter Sprache** angeboten – hier spricht zumindest ein Teil der Führer/Lektoren auch gut Deutsch, es werden Vorträge in Deutsch angeboten und alle wesentlichen Informationen in beiden Sprachen vermittelt. Einige deutschsprachige Kunden mit ausreichend guten Englischkenntnissen buchen aber gern auch die anderen Schiffe, um **internationale Kontakte** zu haben.

**Die zweisprachigen Termine (Englisch-Deutsch) in der Saison 2010/11 sind die Fahrten PLA23 und PLA24.**

### **> Staff:**

Während die nautische Crew international gemischt (PLANCIUS) ist, sprechen alle Personen, die regelmäßig mit den Gästen kommunizieren (der sogenannte „Staff“: Führer/Referenten, Zahlmeister, Bar, Chefkoch), zumindest Englisch und stammen in der Regel aus Holland, Deutschland, Großbritannien, Dänemark, Frankreich. Auf den als zweisprachig ausgeschrieben Terminen spricht ein Teil des Staffs gut Deutsch, sodaß auf diesen Terminen Information und ein guter Teil der Vorträge auch auf Deutsch gewährleistet sind.

### **> Flüge und Transfers:**

**Flüge** sind in keinem Oceanwide Expeditions Angebot enthalten und die Mehrzahl unserer Kunden bevorzugt es aufgrund oft sehr individueller An- und Abreisewünsche, Nutzung von Bonuspunkten von Fluglinien, etc., ihre Flüge selbst direkt im Internet oder über ein Reisebüro zu buchen. Üblicherweise fliegt man von Mitteleuropa zunächst nach Buenos Aires und von dort weiter nach Ushuaia. Gerade bei den weiten und teuren Flügen bis an die Südspitze Amerikas bietet es sich an, eine Antarktis-Schiffsreise mit weiteren Programmpunkten in Südamerika zu verbinden: Feuerland, Torres del Paine oder die grandiose Chilenische Fjordlandschaft sind beliebte Ergänzungen im äußersten Süden des Kontinents.

**Soweit unsere terra polaris Zusatzinformation. Auf den nächsten Seiten dann die Originalinformationen von Oceanwide Expeditions.**

**Rufen Sie zusätzlich auch die Beschreibung des Sie interessierenden Schiffes von unserer Webseite ab.**

Arktische Grüße von Ihrem terra polaris Team.



**OCEANWIDE  
EXPEDITIONS**

# Antarctic, Subantarctic & South Atlantic Expedition Cruises

Dates & Rates - 2010 – Termine und Preise  
EURO

presented by:

**terra polaris**

Specialised Agency for Polar Travel - Spezialagentur für Polarreisen

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## 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.

## MV PLANCIUS – schedule 2010 Antarctica

	VOYAGE	START 'dd/mm/yyyy'	END 'dd/mm/yyyy'	DURATION	VESSEL	TRIPLE PRIVATE	TWIN PRIVATE	SUPERIOR
	Exclusive South Georgia	18/10/2010	04/11/2010	17 nights / 18 days	m/v Plancius	€ 5.900	€ 6.750	€ 7.750
	Falkland Islands - South Georgia - Antarctic Peninsula 10/11	04/11/2010	22/11/2010	18 nights / 19 days	m/v Plancius	€ 8.250	€ 9.450	€ 10.850
	Falkland Islands - South Georgia - Antarctic Peninsula 10/11	22/11/2010	10/12/2010	18 nights / 19 days	m/v Plancius	€ 8.250	€ 9.450	€ 10.850
	Antarctic Peninsula with South Shetlands 10/11	10/12/2010	20/12/2010	10 nights / 11 days	m/v Plancius	€ 4.890	€ 5.650	€ 6.450
PLA24	Falkland Islands - South Georgia - Antarctic Peninsula 10/11	20/12/2010	07/01/2011	18 nights / 19 days	m/v Plancius	€ 9.650	€ 10.990	€ 12.790
PLA25	Falkland Islands - South Georgia - Antarctic Peninsula 10/11	07/01/2011	25/01/2011	18 nights / 19 days	m/v Plancius	€ 9.650	€ 10.990	€ 12.790
PLA26 	Antarctic Peninsula 10/11	25/01/2011	04/02/2011	10 nights / 11 days	m/v Plancius	€ 5.650	€ 6.390	€ 7.390
PLA27	Falkland Islands - South Georgia - Antarctic Peninsula 10/11	04/02/2011	22/02/2011	18 nights / 19 days	m/v Plancius	€ 9.650	€ 10.990	€ 12.790
PLA28 	Antarctic Peninsula 10/11	22/02/2011	04/03/2011	10 nights / 11 days	m/v Plancius	€ 5.650	€ 6.390	€ 7.390
PLA29 	Weddell Sea & Antarctic Peninsula 10/11	04/03/2011	15/03/2011	11 nights / 12 days	m/v Plancius	€ 5.390	€ 6.190	€ 7.050
PLA30 	Polar Circle & Antarctic Peninsula	15/03/2011	26/03/2011	11 nights / 12 days	m/v Plancius	€ 5.390	€ 6.190	€ 7.050
PLA31	Atlantic Odyssey 2011 (Ushuaia - Ascension Isl.)	26/03/2011	25/04/2011	30 nights / 31 days	m/v Plancius	€ 6.090	€ 7.050	€ 7.950
PLA32	Atlantic Odyssey 2011 (Ascension Isl.- Praia, Cape Verdes )	25/04/2011	02/05/2011	07 nights / 08 days	m/v Plancius	€ 850	€ 950	€ 1.050
PLA33	Pelagic West Africa	02/05/2011	10/05/2011	8 nights / 9 days	m/v Plancius	€ 1050	€ 1260	€ 1420

### Bilingual departures (English-German): PLA23 and PLA24.

**Single cabin:** Possible in double cabins, only. Surcharge of 70 % on above price for sharing same cabin category.

-  **Ski trekking on Shackleton Traverse.** Demanding skiing, surcharge € 4270, max. 12 participants + 2-3 guides.
-  **Kayaking option.** To be booked in advance together with tour, surcharge € 550. Sea kayaks and suits on board, guide for sea kayaking excursions. See Kayaking in the FAQ section.
-  **Hiking option.** This cruise is intended to offer also longer guided hikes (3-6 hours) in some locations, requiring appropriate fitness of those who want to join. No extra surcharge. See Hiking in the FAQ section.
-  **This cruise is intended to offer possibilities of overnight camping** with guide on shore. Tents and mats provided. Surcharge € 79 per tent night on shore. See Camping in the FAQ section.
-  **This cruise is currently under charter or sold out.** Sometimes available again later (cancellations).
-  **Scuba diving option,** surcharge € 790-850. Own coldwater gear required. Diving master, compressor and bottles on board. See Scuba diving in the FAQ section.

## Detail itinerary: Exclusive South Georgia PLA20 (example – the tour will be adapted to conditions)

### Day 1: Montevideo, Uruguay

In the afternoon, we embark in Montevideo. We set sail to South Georgia.

### Day 2 – 5: 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 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.

### Day 6 – 14: Sailing around and skiing across South Georgia

An exciting expedition with two adventure options: the normal sea voyage for “sea explorers” (with zodiac excursions hiking options) and a land expedition for “ski explorers”! The sea explorers will circumnavigate the Island in 9 days (23 - 31 October), 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 (Stromness Bay) in 4 to 5 days (23 - 28 October).



South Georgia

**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 (or snowshoes) hauling pulkas (sledges). The skiers will cover a total distance of 40 – 50 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 a night close to the shore preparing for the crossing. The expedition will then embark on their trek across alpine passes and glaciers aiming for reunion with the ship at Stromness Bay. After both expeditions have rejoined, all passengers will then continue to enjoy the latter part of the South Georgia cruise itinerary (29 – 31 October).

**Sea voyage around South Georgia:** The sea explorers who remain on board will wave the skiers “bye-bye” at Pegotty Bluff, the historic camp site. It was from where on the 19th May 1916 that Shackleton, Crean and Worsley set off across the Island to Stromness in a marathon trek of 36 hours. 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!

During the night at sea we will pass Cape Disappointment (discovered by James Cook in 1775) and the expedition will reach the South East corner of South Georgia. Drygalski Fjord is a great scenic place for zodiac cruising, we hope to land at Cooper Bay. During the next few days the expedition will explore the beaches of Gold Harbour, Royal and St. Andrews Bay. The sites that we visit give us a good opportunity to see a wide spectrum of landscapes and wildlife, like like King and Macaroni Penguins, Light-mantled Sooty Albatrosses, Elephant Seals and the introduced reindeer.

With zodiacs we explore more closely the front of Nordernskjøld glacier and the shorelines of Maiviken and Cumberland West Bay.

There will be opportunities for walkers in the group to hike at Godthul, Maiviken, Gold Harbour and Stromness. All hiking excursions are subject to weather and landing site availability. Hikes will be guided and vary in length with approx 2 – 4 hours, 5 – 10 km.

At Stromness Bay, the abandoned whaling village, the walkers amongst the sea explorers might want to follow a shorter section of Sir Ernest Shackleton's final leg of his epic hike. The path will take us to “Shackleton Waterfall”, total distance 5 km, 2 hours walking. The terrain is boggy and some small rivers might have to be crossed (sandals and walking poles very useful!).

In Stromness, the ship will most likely re-unite with the ski explorers. With all passengers onboard the ship will then set sail to Fortuna Bay to anchor for the night. The beaches are inhabited by King Penguins and seals. We might even see reindeer! 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. One of the final 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 Salisbury Plain, the second largest King Penguin colony at South Georgia, we will also see elephant seals. The voyage around South Georgia ends at the bay of Elsehul, with its very active fur seal breeding beach. From there we take course to Ushuaia, South America.

### Day 15 – 17: at sea

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

### Day 18: Ushuaia / Argentina

We arrive in the morning in Ushuaia and disembark.

## Ski Trekking - Shackleton Traverse

A group of up to 12 ski trekkers pull their own sledge (20-30 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 strenuous exercise in alpine environments with sometime extreme weather. In addition, ski trekkers must be familiar with skiing and crevasse rescue techniques that 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 prices please refer to our Dates & Rates and more details (equipment list) please refer to the activity manual or special itinerary.

## Detailed itinerary: Falkland Islands - South Georgia - Antarctic Peninsula (PLA21, 22, 24, 25, 27) (example – the tour will be adapted to the actual conditions)

### Day 1

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 afternoon.

### Day 2

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

### Day 3

*A typical itinerary in the Falklands - South Georgia, and Antarctic Peninsula could be as follows. This is a sample only, the final itinerary will be determined by the Expedition Leader on board.*  
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 instead views of Magellanic and Gentoo-Penguins, as well as close encounters with water fowl and Night herons. In addition, on Saunders we will be able to observe Rockhopper Penguins, Black-browed Albatrosses and King Cormorants.



Antarctica, Falklands, South Georgia, South Orkneys

### Day 4

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 surrounding area we can see a quite important number of stranded clippers from a century ago.

### Day 5 & 6

At sea, on our way to South Georgia we will cross the Antarctic Convergence. Entering Antarctic waters, the temperature will drop 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.

### Day 7 - 10

In South Georgia we shall visit the bay of Elsehul, with it's very active fur seal breeding beach, and then take course to Right Whale Bay, Salisbury Plain, Gold Harbour and Cooper Bay to give you a good opportunity to see a wide spectrum of landscapes and wildlife, like the introduced Reindeer, Elephant seals, King and Macaroni Penguins. At Fortuna Bay we might try to follow in the footsteps of the great British Explorer Ernest Shackleton and hike over to Stommness 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. 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.

### Day 11

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 Maccormick Skua, Snow Petrel and the elusive Emperor Penguin.

### Day 12

We are aiming for a visit at 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.

### Day 14 - 16

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 Nordenskiöld expedition. At Brown Bluff we can put our feet on the continent.

At Deception Island, we will try to land at Baily Head home to a colony of ten thousands of Chinstrap Penguins. 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. In the afternoon we may land at Half Moon Island, where we can observe Elephant, Weddell and Fur Seals as well as Chinstrap Penguins, Blue-eyed Shags, Wilson's Storm Petrels, Kelp Gulls, Snowy Shearwaters, Antarctic Terns and Antarctic Brown Skuas.

On our way West, we sail to Cuverville Island, 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. Time and conditions allowing we hope to be able to sail further South to Neko Harbour in Andvord Bay and through 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.

### Day 17 - 18

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

### Day 19

We arrive in the morning in Ushuaia and disembark.

## Detailed itinerary: Antarctic Peninsula with South Shetlands (PLA23)

(example – the tour will be adapted to the actual conditions)

### Day 1

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 afternoon.

### Day 2 & 3

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.

### Day 4 - 8

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

We will sail to Deception Island first and hope for a good long walk and kayak trip which will depend on site availability and weather conditions. We then sail through the Gerlache Strait to "High Antarctica", passing Brabant Islands. In Orne Harbour we hope to make a landing in order to walk the spectacular Spigot Peak. The surroundings are very alpine, the walk as such brings us up to approx 300 m above sea level. The views from the summit are fantastic. The kayakers have much time to do their near shore exploratory trips. 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. 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 glaciers, other continent landings are for example possible on Portal Point. During the cruise we will also offer zodiac cruises such as near Foyen Harbour on Nansen Island and Neko Harbour.

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 visit the British research station and post office Port Lockroy on Goudier Island. Close to Port Lockroy we can also offer a landing on Jouglia 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 and again possibilities for zodiac cruising among the icebergs, where we may encounter Leopard Seals, Crabeater Seals and whales.

### Day 9 - 10

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

### Day 11

We arrive in the morning in Ushuaia and disembark.



## Detailed itinerary: Antarctic Peninsula PLA26, 28 (example – the tour will be adapted to the actual conditions)

### Day 1

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 afternoon.

### Day 2 & 3

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.

### Day 4 - 8

*A typical itinerary in 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 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. 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 glaciers, other continent landings are for example possible on Portal Point. During the cruise we will also offer zodiac cruises such as near Foyen Harbour on Nansen Island and Neko Harbour.

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 visit the British research station and post office Port Lockroy on Goudier Island. Close to Port Lockroy we can also offer a landing on Jouglia 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 and again possibilities for zodiac cruising among the icebergs, where we may encounter Leopard Seals, Crabeater Seals and whales.

#### Day 9 - 10

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

#### Day 11

We arrive in the morning in Ushuaia and disembark.

## Weddell Sea & Antarctic Peninsula PLA29 (example – the tour will be adapted to the actual conditions)

#### Day 1

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.

#### Day 2 & 3

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 favourable we might do our first landing in Antarctic waters in the evening of the third day at Aitcho Island or Penguin Island at 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.

#### Day 4 - 9

*A typical itinerary in the Weddell Sea and 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 Paulet Island to see the remains of the Nordenskiöld expedition, Seymour Island, where many fossils have been found, and Snow Hill Island, where polar expeditions as early as 1902 wintered. We might also visit Brown Bluff and further into the Weddell Sea area we may 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'. Back through the Antarctic Sound we may visit the Argentinean station Esperanza on the Antarctic Continent. Watch out for stray Emperor penguins. There might be a chance to see one on an ice-floe. Onward to the West we'll sail south and plan to offer a zodiac cruise around the rarely visited Astrolabe Island where Antarctic Fulmars, Chinstrap Penguins, Brown Skuas and Blue-eyed Shags breed and Weddell Seals and Antarctic Fur Seals haul out.

Time and conditions allowing 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.

Deception Island is a huge volcano of which the crater opens into the sea, creating a natural harbour for the ship. Here we find hot springs, an abandoned whaling station, Cape Pigeons and 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 continue to Hannah Point, which has a very rich wildlife featuring Elephant Seals, Cape Pigeons, Southern Giant Petrels, Macaroni Penguins and Gentoo Penguins.

#### Day 10 & 11

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

#### Day 12

We arrive in the morning and disembark in Ushuaia.



## Polar Circle & Antarctic Peninsula PLA30 (example – the tour will be adapted to the actual conditions)

#### Day 1

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

#### Day 2 & 3

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 favourable we might do our first landing in Antarctic waters in the evening of the third day at Aitcho Island or Penguin Island at 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.

#### Day 4 - 9

*A typical itinerary in the Polar Circle and Antarctic Peninsula could be as follows. This is a sample only, the final itinerary will be determined by the Expedition Leader on board. Special note: At the end of the summer most penguins leave their nesting grounds, the chicks are grown up and explore*

their surroundings. It is a good season to sail across the Antarctic Circle and to spot whales, fur seals and leopard seals.

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.

A base visit will also be provided, to give you an insight about the life of modern Antarcticans working on the White Continent. 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 and again possibilities for zodiac cruising among the icebergs, where we may encounter Leopard Seals, Crabeater Seals and whales.



#### Day 10 & 11

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

#### Day 12

We arrive in the morning and disembark in Ushuaia.

### Atlantic Odyssey 2011 (Ushuaia - Ascension Isl.) PLA31

(example – the tour will be adapted to the actual conditions)

#### Day 1 (March 26)

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

#### Day 2 & 3

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

#### Day 4

At Hope Bay and Brown Bluff we hope to set foot on the Antarctic Continent. In this area chances are good for encounters with Gentoo Penguins, Weddell Seals, Leopard Seals and Orcas.

#### Day 5

From Devil Island at the tip of the Weddell Sea is surrounded by huge table icebergs of the Larsen Ice Shelf. We will climb a hill with a gently slope from where we have a great view on the surroundings. At Paulet Island we will observe the last individuals of a large Adelie Penguin colony near the ruins of the Nordenskiöld Expedition from the beginning of the 20<sup>th</sup> century.

#### Day 6

At sea we will probably sail along the sea ice drifting north out of the Weddell Sea. On the floes we may see some juvenile Emperor Penguins.

#### Day 7

On our way north we plan to visit South Orkneys, where the Scotsman Bruce once wintered and where we now may visit the friendly people of an Argentinean base.

#### Day 8

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

#### Day 9 - 11

In South Georgia we will pay visits to the abandoned whaling settlements Grytviken, where now the penguins walk through the streets, and King Edwards Point with the grave of Shackleton. We will walk near the big King Penguin colony on Salisbury Plain and the breeding Wandering Albatrosses on Prion Island in the Bay of Isles. The last day in South Georgia we will spend in Cooper Bay where we will observe Chinstrap Penguins and Macaroni Penguins and breeding Light-mantled Sooty Albatrosses. Later we intend to sail to Gold Harbour to visit another King Penguin colony and to see many Elephant Seals and Fur Seals. It is a good area for long walks. We conclude



our visit with zodiac excursions in the magnificent Drygalski Fjord and Larsen Harbour.

#### **Day 12 - 16**

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**

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 favourable conditions. We hope to be lucky to repeat this unique experience with you.

#### **Day 18 - 20**

In the Tristan da Cunha archipelago we call at the settlement at the west side of the main island. We will also try to make landings at Nightingale Island with millions of seabirds ranging from Yellow-nosed Albatrosses to Brown Noddies. We allow one day in reserve for bad weather.

#### **Day 21 - 24**

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

#### **Day 25 - 27**

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 near a wreck we can find a lot of fishes.

#### **Day 28 - 29**

At sea.

#### **Day 30 - 31**

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 their voyage to Cape Verdes.

## **Atlantic Odyssey 2011 (Ascension Isl.- Praia, Cape Verdes ) PLA32**

(example – the tour will be adapted to the actual conditions)

#### **Day 1 (April 25)**

In the evening the vessel will depart from Ascension Island.

#### **Day 2 - 6**

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

#### **Day 7**

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 to take 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 for an early dinner after which we shall try an evening zodiac cruise in order to see the sea birds before dark.

#### **Day 8**

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 we fly to Lisboa in Portugal (not included in the cruise rate).

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

## **Pelagic West Africa PLA33 (example – the tour will be adapted to the actual conditions)**

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**

We depart in the early afternoon on a scheduled TAP Airlines flight to Lisbon where we connect with an onward flight Praia, the capital of the Cape Verde Islands.

## Day 2

We are due to arrive into Praia's small international airport around 0030 hours this morning from where we transfer to the MV Professor Molchanov, our home for the next 8 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 Cape Verde Islands lie 375 miles off the coast of west Africa and are all volcanic in origin, although only the perfect volcanic cone of Fogo is currently active. Despite this violent past, today 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. The islands lost their importance in the late 19th Century, however, when slavery was abolished and when sailing ships were replaced by steamships. 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. Another point of interest for naturalists is that on 16th January 1832, Charles Darwin landed on Santiago (recorded as St. Jago in his diary) and made detailed observations of cuttlefish changing colour, and noted a layer of white shells in a cliff face at Porto Praya. Darwin was fascinated that this layer was 45 feet above sea level, an observation which later led to one his less well known theories of 'raising continents' and 'sinking ocean floors'!

Following a leisurely breakfast you have the morning free to explore Praia before returning to the ship around 1300 hours for our 1500 hours departure. From Praia we cruise north, across the 'Ilhas do Sotavento', 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 3

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 more tricky! 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 Palearctic's only Magnificent Frigatebirds, but these birds forage widely and are far ranging in their travels. Although only one or two pairs remain - the entire east Atlantic population - they are seen occasionally between the islands and, if fortunate favours our group, this afternoon we may be 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 4

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 5 - 7

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 include Sunfish and even the occasional turtle.

## Day 8

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 Madeiran 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 9

We end our voyage with an early morning cruise around the Desertas Islands. The Desertas belong to the Madeiran archipelago and are located 21 nautical miles from Funchal harbour. 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 Madeiran 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 much 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 we must disembark the MV Professor Molchanov and transfer to the airport to catch our early afternoon flight home. Following a change of aircraft in Lisbon we are due to arrive back into London at around 2130 hours.

# FAQ - Frequently asked Questions

The FAQ section deals with the following topic groups on the next pages:

- > **General (page 13)**
- > **Polar diving (page 14)**
- > **The Arctic (page 14)**
- > **Antarctica (page 15)**
- > **Kayaking (page 15)**
- > **Hiking/Walking (page 15)**
- > **Field camping (page 16)**

## General

### How do I prepare for my expedition voyage?

Our voyages are "expedition" style cruise. Our emphasis is on wildlife encounters, personal contact with the environs, visiting sites of historical interest and to a lesser extent scientific stations.

Our actual program will vary to take best advantage of local conditions, spontaneous opportunities and wildlife. Experience in Antarctic waters shows us that a flexible program is essential when it comes to dealing with the published itinerary as a guide to some of our best opportunities. No two voyages are the same, there is always an element of the unexpected.

When packing, don't weigh yourself down with too many clothes or too much gear. Select informal, practical attire for your trip that can be worn in layers. Please download our Expedition Manual with detailed information on clothing lists, what to pack and what to expect on our voyages.

### Are there restrictions on what can be done while ashore?

Yes, an overriding concern is the protection of the wildlife, environment and cultures in any of the areas we visit. We will address conservation issues in the on board briefings and the expedition staff will assist you ashore. Most important rules are:

- Do not leave anything but footprints
- Do not take anything but memories

### How much time do we spend ashore?

That is hard to say. It depends on the weather and constraints of time and distance. Depending on the voyage, you may spend several days aboard the ship, followed by a series of landings, each several hours long. On some voyages you land two or three times every day. During our time at the high latitudes, we will have almost continuous daylight, which means we may schedule excursions before breakfast, after dinner - or in the middle of the 'night'. Often the light for photography is best at these times. We would like to show you as much as possible but leave it up to you to skip an excursion.

### Does the crew speak English?

On the motor vessels the crew are Russian, Chilean or international. Some of them speak English some of them don't. The personal contact with the crew is always a nice aspect of our polar journeys. All staff (Guides/Lecturers, Purser, Chef, Expedition leaders) do speak English, and most of the time other languages as well.

### Do I have to be really 'fit' and in good health to join this expeditions?

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.

### Can I recharge my batteries and use electrical appliances on board?

Yes, the power supply is 220 volts, 50 cycles. The wall plugs accommodate two thick round pins like those found in most European countries. You may need a transformer and international adapter for your particular equipment.

### What is the age range aboard?

Passengers on a typical voyage range from their 30s to their 80s - with a majority usually from 45 - 65 (a little bit younger on our sailing vessel). 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.

## Sea Sickness?

Many people ask us if they will get sea-sick. This depends very much on the individual. Our experience is that a small percentage of people get sick on any trip and most of these people are fine after a day or so at sea. If you feel that you are particularly susceptible to sea-sickness then it is a good idea to talk to your local doctor. Bring enough motion sickness tablets, or plasters with you and be sure you have eaten enough and feel rested. Our ships physician will be there for emergencies and to treat sick passengers.

## What will the weather be like?

In the Polar areas the weather is always an unknown factor and is usually very changeable. Temperatures can be cold, though not perhaps as cold as you might expect. On calm sunny days it can feel quite warm. But wet, windy weather must also be expected.

## Polar Diving (Antarctica, Spitsbergen)

### How deep do we dive?

The maximum depth we allow our divers to dive is 20 meter/ 60 feet. Many of the dive sites have slopes or faces that go much deeper than the 20 meter/60 feet max limit for the divers. Divers must act responsibly and show self discipline.

### What is the average visibility?

A lot of pack ice often means clear visibility underneath and flat water.

Little pack ice often means a lot of plankton bloom because there is more daylight and more swells.

The ice and weather conditions are different every year, making it very unpredictable. Hence, it is quite difficult to gauge visibility.

### What about currents and drift dives?

Currents are specifically mentioned as a possible problem at some of the sites. Currents however could be present anywhere at any time, we simply haven't dived these sites often enough. We will always check out the current before we go diving.

We will not do drift dives. Drifting pack ice is a real hazard. If it comes in while divers are underwater then it can be very hard to see people if they surface in the middle of it. Icebergs should be either hard aground or floating in water well clear of brush or pack ice.

### Do I need a full face mask?

This is up to the individual diver and based on if you are used to dive with a full mask or not. Many divers chose to dive without a full mask. Vaseline is a great help in protecting your face against the cold and freezing waters.

### What type of gloves are best?

You can use a minimum of 7mm wetsuit gloves. Otherwise we would recommend dry-suit gloves.

### Why do I need two regulators?

We dive with two separate outlets (DIN and Yoke connection), so in case of a free flow (freezing) of one of your regulators you have the second regulator as a back up.

### Can I have one regulator with DIN valves & the other with ISO?

Yes, we have adapters on board which we can put in the valve to connect with an ISO regulator. The DIN connection will fit without the adapter.

### Do I need to bring a waterproof bag to carry my smaller items?

It is handy to bring a waterproof bag to use while you are preparing your dive equipment on deck. In the zodiac it is best not to bring too much except your necessary dive equipment.

### What is the water temperature?

Around freezing point, a little below.

## The Arctic

### How to get there?

Longyearbyen is the starting point for the voyages to the North and Around Spitsbergen.

To get to Longyearbyen you will have to fly via Oslo and Tromso. We can assist you with booking seats on these flights.

Keflavik (Iceland) is the starting point for the voyages to Greenland. Many big cities have direct flights to Keflavik.

# Antarctica

## How to get there?

The starting point of your voyage to Antarctica is 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.

## Kayaking (Antarctica, Spitsbergen)

### Are there any extra kayak clothes on board?

Besides a basic (thick neoprene) long-john wetsuit, neoprene kayak mittens, a kayak splash skirt and a life-jacket no other clothing items are on board and so they have to be taken with you. They will not be for sale in Ushuaia.

### Where do I buy neoprene gloves and booties?

These items are sold in diving shops, kayak shops and surfing shops. No specialized kayak gear is necessary though, surf gloves and booties will do.

### Do I need special skills for the paddling?

To take part in the kayak excursions, passengers are required to have a vital physical health and fitness and basic kayak experience. Basic skills should include normal handling of a kayak in moderate weather conditions. It is not necessary to be able to do kayak rolls, but you have to feel comfortable in a kayak. Kayak participants with a clear lack of these abilities can be disqualified for further kayaking on our kayak excursions because of safety reasons. If you have any questions about the required skills please contact our office.

### How long are the kayak excursions?

Kayak excursions normally lasts for three to four hours. We leave after breakfast or lunch and are back on board of the ship for the next meal. The kayak excursions run parallel to the normal expedition program.

### How often do we go out?

On every cruise with a kayak option we schedule a minimum of 4 kayak events. However, it must be said that the Polar Regions are unpredictable where it comes to the weather. This might lead to less or even no kayak excursions as kayaking can and will only take place in safe weather conditions.

## Hiking / Walking (Antarctica, Spitsbergen)

### How long are the walks?

As we are not allowed to eat nor leave any toilet waste behind on Antarctica (Antarctic Treaty/ IAATO regulations) our time on land is limited. We plan to go ashore immediately after breakfast or lunch and we will be back for the next meal. That means that there is only about 3 to 4 hours time for the hikes. When possible one longer walk of about 6 hours will be made at Deception Island.

### How difficult are the walks?

In general the hikes are not too difficult for someone that has a vital state of health. You need to be able to do a 4 to 5 hour walk in fairly rugged terrain with some up and downhill walking. No other special skills are required. Please note that we are going into fairly unknown terrain. There can be rocks, snow, mud or a frozen hard surface to walk on. We sometimes can only tell more about the difficulties of the hike when we are there at the spot, just before the landing. The weather can also make a walk easy or difficult.

### How fast do we walk?

Normally the walking speed is fairly slow. The lack of a footpath and loose rocks and snow demand a slow speed. Everyone wants to enjoy the views and take pictures so that makes the walking also fairly slow. There will be frequent stops.

### Do we walk as one big group or do we split up into smaller groups?

Yes, normally we split up into 2 smaller groups. Then there will be an easy and a more difficult option. We carry three guides on board of the ship so every group will have at least one guide. The more difficult option normally takes 2 guides on the walk.

### Are the hikes optional? Can I stay behind onshore?

Passengers can of course stay on board during a walk but they cannot stay behind on the beach. All the guides are needed for the hikes and passengers are according to the regulations not allowed to stay behind without being accompanied by a guide.

### Is it possible to take food on the hikes?

Eating snacks on shore is not allowed (Antarctic Treaty/ IAATO regulations) to prevent the spreading of diseases and seeds of alien plant species.

### **Is there a possibility to go to the toilet?**

No toilet visit possible on land (Antarctic Treaty/ IAATO regulations). If someone knows he/ she has a frequent need for a toilet then this person has to take a bottle (e.g. a Nalgene bottle with a wide opening, sold in outdoor shops or other field toilet options) with him/ her. Please note that Oceanwide Expeditions is not providing any field toilet. One of the important things is not to drink too much before the walk. Then during the walk only drink when feeling thirsty.

### **If one brings hiking boots, does one then have to carry the rubber boots in one's pack? Or do those rubber boots (for the landings) stay with the inflatable and get returned at the end of the hike pickup spot?**

Normally rubber boots will stay on the landing/ pick-up beach together with the life-jackets. Sometimes they might be taken in the zodiac and delivered to the landing place. So the rubber boots do not have to be carried in the back-pack.

## **Field Camping (Antarctica)**

### **How many Field Camps will be conducted?**

The expedition team will aim at as many field camp options as possible. One night will be guaranteed. Any extra nights in field camps are weather and site permitting and can only be offered at times the vessel stays overnight close to the shore. When vessel is being relocated to a new position overnight, of course, camping will then be no option for passengers. We are not allowed to take stoves, fuel or food ashore - with the exception of emergency rations and survival gear, drinking water and medical supplies. The group will be taken ashore after dinner, and return to the ship for breakfast. That means we only have the night hours ashore. Once the group has landed we search for the best camp ground without disturbing close by wildlife. All campers are equipped with a personal waterproof bag which contains a sleeping mattress, polar synthetic sleeping bag with inner liner and bivouac bag. If conditions allow, campers can sleep in the bivouac bag under the open sky. If the weather is more unpleasant, our back up tents will provide safe shelter. Tents will sleep 3 persons. While field parties are ashore, our staff will be in full radio contact with the ship, and sufficient staff will be ashore to supervise the campers. On departure: everything that is carried ashore must be returned to the ship. Field staff will ensure that campsites are left clean after each night's camp.

### **Is it possible to take food?**

Eating snacks on shore is not allowed (Antarctic Treaty/ IAATO regulations) to prevent the spreading of diseases and seeds of alien plant species.

### **Is there a possibility to go to the toilet?**

Toilet visits should be avoided on land (Antarctic Treaty/ IAATO regulations). While campers should be encouraged to use toilet facilities onboard prior to leaving the ship, a portable toilet facility will be available ashore. All solid waste will be returned to the ship. Every camper should bring an individual "pee bottle" (ie Nalgene) in order to avoid the use of portable toilet.

### **How long do we stay ashore and where?**

We offer near shore camping on the continent and/or Islands (depending on itinerary, weather and site regulations). Groups will stay max 10 hours ashore.

### **Any prior experience required?**

No, everybody can participate in this activity. There are no physical requirements except giving helping hands to field staff. Please note that we are not camping on a camping ground, we are in Antarctica! There can be rocks, snow, mud or a frozen hard surface. We expect from our campers to participate in erecting and preparing the camp site and also breaking camp next morning. All camping equipment, most particularly tent bases and mats, must be cleaned thoroughly after each use ashore. The weather can also make operation difficult.

### **What are the weather conditions?**

Around the coasts of Antarctica, temperatures are generally close to freezing in the summer (December-February) months, or even slightly positive in the northern part of the Antarctic Peninsula. The temperatures in Antarctica vary between about -5 and 8 °C. Together with a strong wind these low temperatures feel like real sub-zero temperatures. This is caused by the wind-chill factor. Warm and efficient clothing (and a flexible attitude) are the best means to overcome these sometimes harsh circumstances.

# General Travel Terms and Conditions Oceanwide Expeditions

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., Bellamy park 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).

## General Notes - Antarctica EURO 2010/2011

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 will operate subject to a minimum of 70 participants. 'Plancius' carries a maximum of 110 passengers.

### Single occupancy:

All cabins 1.7 times the share price.

### Fares include:

- Voyage aboard the indicated vessel as indicated in the itinerary.
- All meals throughout the voyage aboard the ship including snacks, coffee and tea.
- Free use of rubber boots and snowshoes.
- 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 programme.
- Comprehensive pre-departure material.

### Not included:

Any airfare, 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).

### Fuel surcharge:

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.

For reservations please contact your travel agent:

# terra polaris

## Specialised Agency for Polar Travel

Post address: Postboks 6, N-9171 Longyearbyen, Spitsbergen  
Tel.: +47-79021068, Fax. +47-79021067

E-mail: [info@terrapolaris.com](mailto:info@terrapolaris.com)

Information Office Central Europe: Am Boxberg 140, D-99894 Leina, Tel. +49 (0)3622-901633



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