



OCEANWIDE
EXPEDITIONS

To the **Ross Sea** and beyond

Ushuaia - Antarctic Peninsula - Peter I Island - Ross Sea - Campbell Island - Bluff

Triplog - January 09 - February 10, 2015

MV Ortelius



MV *Ortelius* was named after the Dutch cartographer Abraham Ortelius (1527-1598) who published the first modern world atlas, the *Theatrum Orbis Terrarum* (Theatre of the World) in 1570. MV *Ortelius* was built in 1989 in Gdynia, Poland, as a research vessel for the Russian Academy of Science and was named *Marina Svetaeva*. In 2011 she was purchased by **Oceanwide Expeditions**. The vessel was re-flagged and renamed *Ortelius*. Now the ship is sailing as a 125-Passenger vessel. MV *Ortelius* is 91 m long, 17,6 m wide and has a maximum draft of 5,80 m, with an ice strength rating of UL1/1A, top speed of 13 knots and one diesel engine generating 3200 kW.

With:

Bridge Crew:

Captain: Ernesto Barria (Chile)
Chief Mate: Yury Marin (Russia)
Second Mate: Sam Matthew Cook (UK)
Third Mate: Matei Marin Mocanu (Romania)
Helicopter Mate: Janke Kingma (The Netherlands)

Deck crew:

Bosun: Eli (Filipines)
and Bardino, Antonio, Clarence, Jayson, Lauren, Eniano, Jaylour, John

Helicopter Crew:

Chief Pilot: Sergio Morales (Chile)
Pilot: Felipe Henriquez (Chile)
Pilot: Aldo Puebla (Chile)
Mechanics: Maximo Golle, Oscar Salazar & Petro Santos (Chile)

Hotel Staff:

Hotel Manager: Michael Frauendorfer (Austria)
Assistant Hotel Manager: Dejan Nikolic (Serbia)
Head Chef: Christian Gossak (Austria)
Sous Chef: Khabir Moraes (India)
Baker: Marlon Perez (Filipines)
and Alfred, Alfredo, Ana Liza, Ann, Charlotte, Joel, Maricel, Marvin, Mary Jane,
Noelle, Rhoderic, Rolando and Rolando

Engine room crew:

Chief Engineer: Luis Patricio (Chile)
2nd engineer: Bryan (Filipines)
3rd engineer: Mario (Filipines)
4th engineer: James (Filipines)
Chief electrician: Vitaliy (Russia)
Assistent electrician: Michael (Filipines)

Expedition Team:

Expedition Leader: Don MacFadzien (New Zealand)
Assistant Expedition Leader: Jim Mayer (historian, Great Britain)
Guide/Lecturer: Dimitri Banin (biologist, Russia)
Guide/Lecturer: Victoria Salem (historian, Great Britain)
Guide/Lecturer: Rolf Stange (geographer, Germany/Spitsbergen)
Guide/Lecturer: Michael Wenger (biologist, Schweiz)
Guide/Lecturer: Gill Wratt (allrounder, New Zealand)

Chinese group leader: Serena (China)

Ship's Physician: Connie Camp (Germany)

and 95 brave polar travellers from Australia, Austria, Belgium, Canada, China, Germany, France, Great Britain, Hong Kong, Italy, New Zealand, South Africa, Switzerland, The Netherlands, Russia, USA.

Friday, 09 January 2015 – Ushuaia

16.00 (UTC -3): 54°48' S 68°17' W. Weather: Grey, occasional drizzle.

Some of us had already spent some days in Ushuaia, exploring the southernmost town in the world and its surroundings, and others arrived just in time to board MV *Ortelius*, which was alongside in the harbour, for a true Antarctic Odyssey! Nevertheless, even the longest journey begins with a small step, as they say. We were welcomed on the pier, between fuel trucks and provision pallets – making it quite clear from the beginning that this was an expedition, not a cruise. Once we had confirmed we were not infected by Ebola (yes, we really had to sign this!) we made our first steps up to the ship on a narrow gangway, and once we had entered our new, floating home, we were greeted and checked into our cabins by Michael, Dejan and their friendly staff.



Soon, our fearless expedition leader Don called us into the lecture hall on deck 3 for the usual, compulsory procedures of safety briefing, lifeboat drill and the whole lot, hoping that we would never have to put this into use for real. There was not too much time to enjoy the lovely scenery while we manoeuvred out into the Beagle Channel and before we met again, this time in the bar on deck 6, to have a toast with Captain Ernesto Barria from Chile, and then it was time for our first, well-deserved dinner. Our Antarctic adventure was about to start!

In the later evening, we dropped anchor for a short while near Puerto Williams on the southern (Chilean) side of the Beagle Channel and soon our three Chilean helicopters appeared and were secured for the passage. Many of us applied substances of various kinds to avoid the unpleasant effects of seasickness, and we certainly kept all our fingers crossed for a calm crossing of the much-feared Drake Passage. So went the first evening, and with good spirits and hopes we went to bed.

Rolf

Saturday, 10 January 2015 – Drake Passage

08.00 (UTC -3): 56°08' S/65°54' W. Water depth 2500-3000 meters. Overcast. Wind mostly force 3-4 (Beaufort scale) from NW (northwest), 6-7°C air temperature, 8° water temperature. Air pressure 987 hPa.

@ 07.30 the wake up call introduced us for breakfast at 08.00.

Despite all warnings from Don about 40-50-60 Beaufort, I could stand up without feeling seasick, thank you weather man!

Although we had to go to the lecture room at 10.00 to get muckboots, we first enjoyed standing on the deck watching nice birds, including 2 albatrosses and giant petrels. Great to meet other friendly bird watchers on deck and to hear the names of the birds. Got some nice pictures.



On deck we got a final call to get our muckboots and life jackets.

@ 11.00 Dmitri presented *Birds of the Wind*. Nice presentation with beautiful pictures (hope one of the weeks I can take them myself). However it was a big difference in temperature (deck vs lecture room), tried to not fall asleep ...

@ 12.30 we got lunch, delicious soup (tasted like home on a winterday iceskating). Sorry Don I called you an Australian.... ;-) I won't forget you're from New Zealand.

@ 15.00 in the lecture room Michael presented *Whales of the Southern Ocean*. Enjoyed to learn about the different whales. Michael showed, by pictures, the most important differences: 1 or 2 holes on top, the middle wing (sharp, small, in a curve). I know it's advised to put my wishes in the toilet, but I really hope to see the biggest and heaviest whale, the blue whale.

@17.30 how to act @Antartica. See no differences with our journey with Herald Expeditions to Wrangle Island to see polar bears. At the end Don showed us some stunning pictures; animals & people together – WONDERFULL.

@ 19.00 dinner time...

Petra

Sunday, 11 January 2015 – Drake Passage

08.00 (UTC -3): 60°10'S/061°42'W, 140 nm to the South Shetland Islands. Cloud cover with sunny spots, good visibility. 980 hPa, wind 1 Bf from E, air 4°C, water 4°C.

The Convergence – A Poetic Assembly of Words

by Sascha Demarmels

Reading in the book from Jim about Shackleton's poetry I got inspired to write today's log in a poetic form. Do not expect rhymes though. – Here are some of today's keywords as I have experienced it:

The Convergence

plan your expeditions on the back of
an envelope
pass political borders before breakfast
and then eat a perfect croissant („Gip-
feli“ in Swiss German)
pass the geo-biological
border as well

be barefooted
wear shorts
wear high heels
wear expedition boots wear leggings
underneath your shorts
and pull over a pullover
(that would be a sweater)
it gets colder, a bit
it gets colder
it gets colder, more and more

there are waves more waves
a bit more waves it is good drake
passaging today

fog
more fog
and some more fog

finally...

(Non-)Victori(a)ous Antarctic Ex- peditions

Gerlache
Nordenskjöld
Charcot
Rymill

be a doctor – be an antarctic explorer
(– and die poor)

divide teams in three parts and spread
them over the antarctic peninsula

(never) marry a prima donna
and give her a bay as a souvenir

use dogs

be aware of innovation
bring up-to-date technology
even if it doesn't work

also: have coffee on the ice

Betting on an Iceberg

when will it pass in front of our cap-
tains' binoculars, the first iceberg?

09.32: Bettina – out
15.19: Pamela – out
16.30: Anneliese – out
16.50: Martin – out
17.35: Ken and Christian – out
18.08: Jane – out
18.13: Sascha – out (that was me, by
the way)
18.30: Simon – out
19.31: finally :-)



Monday, 12 January 2015 – South Shetlands: Halfmoon Island, Deception Island

04.00 (UTC -3): 62°36'S/059°54'W, anchoring near Halfmoon Island. Cloud cover with sunny spots, good visibility. 989 hPa, wind 4 Bf from ENE, occasionally light snow showers, visibility ca. 2 km. Air 1°C, water 1°C.

We woke to Don Mcfadzien's dulcet tones,
At 4:15 (with copious moans and groans).
'Be Brave' quoth he; we quickly grabbed a drink;
Plain chocolat (brain food) helped us to think:
What should we wear this fair South Shetland morning?
Warm layers – 'specially since the day was dawning.
Life vests were fastened, tags were turned and then
We clambered into zodiacs – groups of ten.

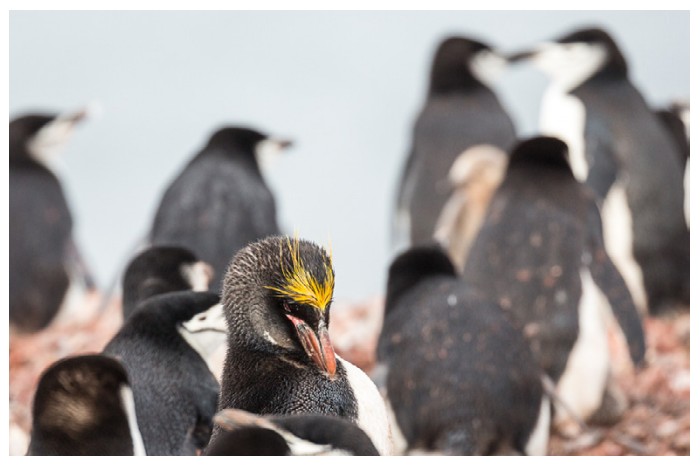
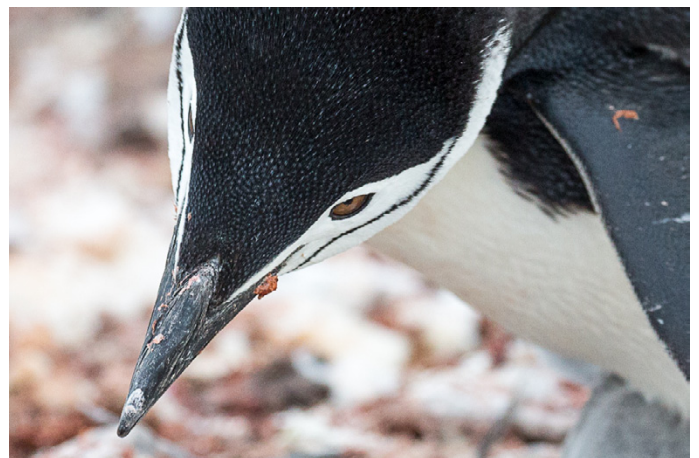
Brave drivers plunged through waves to reach the Isle
Of Half Moon; disembarking took a while.
But once we'd landed – oh those cute Chinstraps
Were there to meet us, wearing neat black caps!
With raucous calls they welcomed us; then doubt-
-ful, stood still in our path to check us out...
We passed the test and soon they waddled on
And went about their business; EL* Don
Told us where we could go and what to see,
So off we went - broad smiles conveyed our glee.

Some sat down in the snow and gazed their fill,
While others, seeking seals, climbed o'er the hill.
But walkers, standers, sitters had one theme:
Predictably the Chinstrap reigned supreme!
A few saw several Gentoos and a Weddell,
Some Terns and Skuas, yet Chinstraps won the medal.
For three fantastic hours we photo-ed all
We saw – till 'Last Boat Leaving' came the call.

Back on the ship for breakfast; it was good.
Then back outside, wrapped up, on deck we stood
To see what the South Shetlands would display
As to Deception Island we made way.
And what was our reward? – well 'there she blows'
Came through the PA, 'now her fluke she shows!'
Some Humpback whales approached, *Ortelius* stopped
So we could photos take when out they popped.
Rolf's geology, Vic's history both were done,
But poor Don was cut short e'er he'd begun.

On reaching Neptune's Bellows we espied
How difficult it was to sail inside.
Our Captain faced the challenge with no fear
And, fearless too, the helmsman who did steer.

In Whalers' Bay, close to the floating dock
Our zodiacs dropped us – having hit no rock!
To Neptune's Window some folk headed first,
While others in historic sights immersed
Themselves; and round the whaling station walked.
Tanks, buildings, hanger, graves – Victoria talked
About them all until we had to leave.
The anchor the ABs** did upward heave
Allowing us to circumnavigate





The caldera, for still it was not late.
Then finally we headed through its mouth
Bound for Antarctica at last – due south.

by Victoria

(*EL = Expedition Leader; **ABs = Able-bodied Seamen or Crew members).



Tuesday, 13 January 2015 – Antarctic Peninsula: Paradise Harbour, Lemaire Channel, Petermann Island.

07.00 (UTC -3): 64°52'S/062°55'W, entering Paradise Harbour. High cloud cover, good visibility. 993 hPa, no wind. Air 4°C, water 1°C.

Don's daily announcement crackled through the speakers at 6:30am informing *Ortelius'* inhabitants of the day's proceedings, along with the ever wise and philosophical, 'quote of the day'. Everyone congregated in the dining hall as a delicious buffet of bacon, eggs, fruits, cereals and pastries were prepared by the talented chefs. The dining hall emptied as quickly as it had filled as passengers scurried to put on layers upon layers of clothes in an attempt to keep warm.



Paradise Harbour

Two options were made available by the expedition staff for this morning. The first option was hiking up a snowy hill to the rocky peak with panoramic views of Paradise Harbour, followed by a slide on one's backside down the aforementioned snowy hill. The second option was a zodiac cruise experiencing the wildlife and spectacular views on a personal level. Approximately 40% of the passengers chose the first option, while the remaining opted for a zodiac cruise.

The passengers who chose to climb the snowy hill were taken to the Argentinean Antarctic Base by zodiac. In single file we followed Dmitri up the hill, occasionally slipping on the snow. The path was well trodden, however as we passed half way the occasional slip became far more frequent and I began to understand how penguins must feel when travelling on land. Jackets, neck-warmers, beanies, gloves and other clothes peeled off as we sweated for the first (and possibly last) time in Antarctica. Upon reaching the top of the hill, we were greeted with a magnificent 360° view of Paradise Harbour. Paradise Harbour was greeted in return with the birthday suits of two gentlemen who will remain nameless in the spirit of Don's catchphrase, 'be brave'. I had the pleasure of taking these fine gentlemen's photographs as proof that they had braved the Antarctic cold with nothing but the skin on their backs – a real highlight of the expedition thus far. After witnessing the view and of course Paradise Harbour, we made our way down the hill on our backsides.

We were fortunate enough to take a zodiac cruise around the bay and experience a completely different perspective. Silently approaching a slothful Weddell Seal as it sunbathed on an ice float, the backdrop of towering glaciers and sharply defined seracs threatening to collapse into the water at any moment made for a memorable moment.

Lemaire Channel

Around 3:00pm, *Ortelius* approached the Lemaire Channel which had previously been blocked up with ice. Several moderate sized ice floats/bergs remained which made for an impressive display of navigation by the Captain and his crew – especially as the Lemaire Channel is incredibly slim.



Petermann Island

Zodiacs were deployed to Petermann Island in anticipation of yet another mass of penguin colonies, however a different variety of Penguin was present – the Adélie Penguin. Trudging through shin deep snow, we made our way to the various colonies and quietly observed both Gentoo and Adélie Penguins in their breeding season. An unwelcome guest was spotted in the midst of one particular colony. After careful deliberation and debate, it was decided that the guest was in fact an Elephant seal rather than a large, rounded rock. Expedition leaders herded passengers onto Zodiacs and returned us safely to the ship. As is customary after an outing, an announcement was made for two passengers and one translator to return to reception and turn their tags – who will also remain nameless.

Mark B.



Wednesday, 14 January 2015 – Antarctic Peninsula: Antarctic Circle, Detaille Island

07.45 (UTC -3): 66°02'S/065°43'W, 6 nm west of the Fish Islands. Snowfall, strong breeze, poor visibility. 987 hPa, air 2°C, water 1°C.

Yesterday we were all preparing for another early start for a boating trip round the Fish Islands. However news came through from Don before we retired that there had been a change of plan since the sea was socked in with bergs of every size. Disappointment was mixed with a certain sense of relief since this leaping in and out of Zodiacs is a lot more tiring than expected. I imagine I'll be "cream cracked" by the time we reach Bluff if the first few days is anything to go by. Now we are get a full nights kip instead, hurrah.

Expedition Don announced we are to try to reach the Fish Islands be sneaking up behind them from the south. This cunning plan hatched by he and Ernesto sadly failed to outwit to the "bergs" which organised their defences to keep us at bay.

With sadness we repaired to the bar (always a good back up) for a noon appointment to celebrate the crossing of the Antarctic Circle. Don arrived in suitably sombre clothing (for a Kiwi anyway) to act up in a kind of Neptune way and apparently we are all now members of something called the "Circle".



The ceremony produced one concern and one huge relief. The concern - Don's little helpers put highlighter circles on our foreheads which he said would last until our next shower anyway. It will be obvious who hasn't had a shower after this. Perhaps we need a sweepstake as to who the last holdout will be!

The relief – thank goodness there wasn't any suggestion we mimic the sort of behaviour seen when folk first cross the equator. Oceanic dips would have tested the old sang froid somewhat!

Our next outing was to be at Detaille Island to a stroll around the abandoned British Base there. Abandoned in a hurry when they discovered there wasn't space for a cricket pitch – quite right too. This may be Antarctica but standards have to be maintained. Unfortunately we found more bergs massed to prevent a landing so we all went for a Zodiac cruise instead.



Thursday, 15 January 2015 – At Sea en route to Peter I Island

08.00 (UTC -4): 67°02'S/072°35'W, 422 nm to Peter I Island. Cloudy, strong breeze (Bf 5) from SW, clear visibility. 989 hPa, air 2°C, water 0°C.

What a glorious morning, with an 06.00 start! Clear blue skies, a wild sea and a wonderful welcome from three black-browed albatrosses. The wind was strengthening, which was bad for some fragile travellers, but for the seabirds, their prayers were being answered.

From then on, there was a cocktail of southern fulmars, cape and antarctic petrels, a solitary greater southern petrel and a first for me, a white chinned petrel. This is the first, of a two day cruise to Peter I Island and with this wind, now at 40 knots, the birds are flying again and some of the passengers are already flying down to their cabins.

After lunch, a grey-headed albatross welcomed us back on deck, but left our escort to the pintado's and fulmars. However in the high 60's and lower 70's, the birds were thinning quickly, leaving us with two humpbacks, to do short escort duties.

Later, we heard how Shackleton lost his ship in the Weddell Sea and how he left 22 of his crew with the elephants on an island south-west of South Georgia (to be continued!). That night, most of us must have fallen contentedly to sleep, listening to Morgan Freeman reading us bedtime stories, with the night crew on the inside and pintado's on the outside, keeping careful watch.

Peter T.

Some lyrical thoughts on the day.

Some people didn't have a shower so they reek.
That's unique.

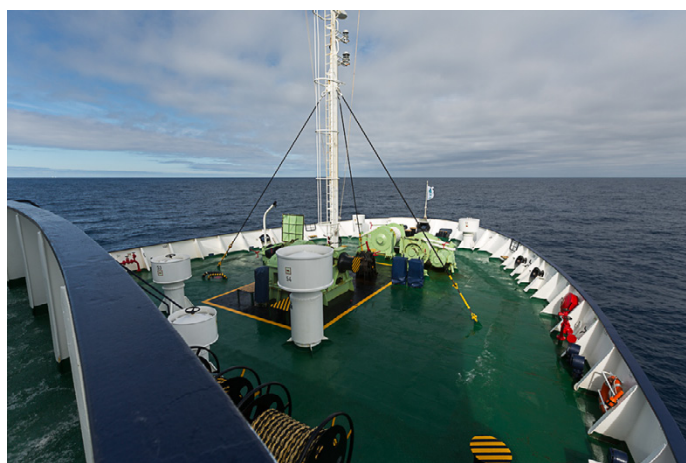
The sun didn't shine today.
That's weak.

A landing we seek.
That'll be unique.

(Bar)

Friday, 16 January 2015 – At Sea en route to Peter I Island

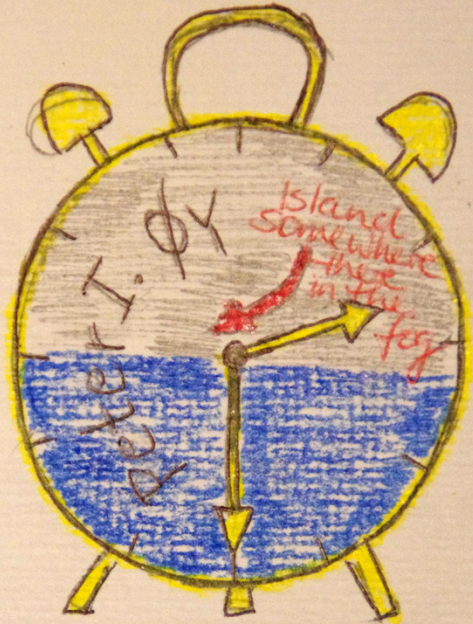
08.00 (UTC -5): 67°55,8'S/081°17'W, 215 nm to Peter I Island. Partly cloudy, partly sunny ☺ light breeze (Bf 3) from SW, clear visibility. 1005 hPa, air 4°C, water 1°C.



Saturday, 17 January 2015 – Peter I Island, Amundsen Sea

03.15 (UTC -5): 68°40,5'S/090°21'W, 9 nm east of Peter I Island. Cloudy, snow showers, westerly wind around Bf 5, poor visibility. 1003 hPa, air 1°C, water 1°C.

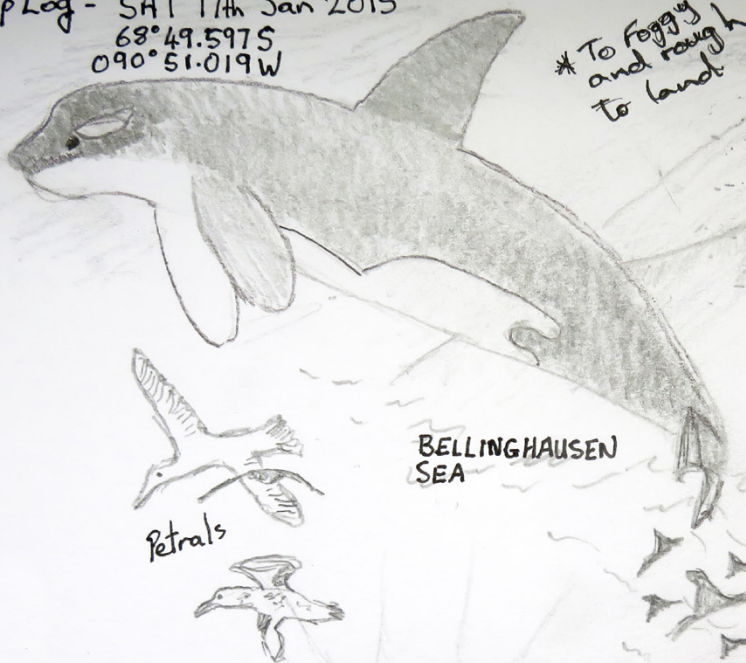
At 3 a.m. we were near Peter I Island, a remote little island of volcanic origin, mostly glacier covered and with a bad reputation of making life difficult for those few who wished to get there. It quite seemed as if the island had the intention



The early bird catches a glimpse.



Ship Log - SAT 17th Jan 2015
 68°49.597S
 090°51.019W



Peter 1st
 Island
 2.05 am

↑ Petrels
 sighted
 2.05 am
 ↓

Family
 ORCA POO
 8.30 am



'Ortelius'

PR
 Paul Redden

of not disappointing us with regards to the above-mentioned bad reputation. The island was largely hidden behind fog, only occasionally did the outlines of the slopes become visible through the low clouds. The Captain took the *Ortelius* as close to the forbidding shoreline as the scarce information on the charts permitted.

Shelter was not to be had, and wind and waves were considerable. Nevertheless, after having observed the conditions for a while Don decided to put a Zodiac on the water, which he boarded together with Dima and Rolf. Those who observed the operation on the gangway quite agreed that it was a rather disagreeable and certainly unsafe procedure in given conditions, and it looked even worse from the perspective of the zodiac. A cruise or even a landing was simply not available today, with the weather and sea conditions that we were having.

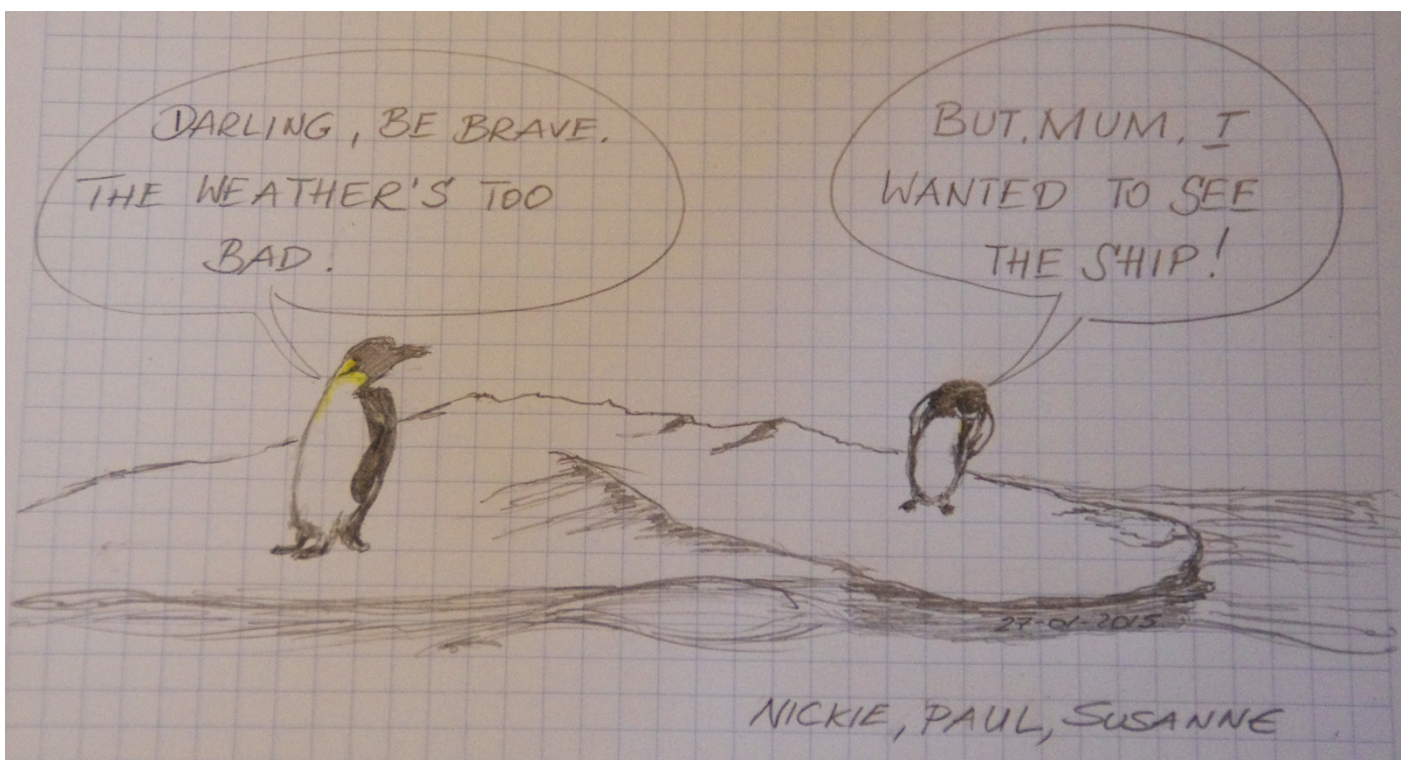
Some went back to bed, others kept a lookout while we were waiting for breakfast - the second one actually, as our splendid hotel department had made sure we would not have to starve during the very early morning hours near Peter I Island.

We continued our voyage westwards, into the wide-open Amundsen Sea. It did not take long after breakfast until the sighting of a pod of Orcas was announced. The officers stopped the ship for a while and we enjoyed the observation of what Michael later identified as a group type B Orcas. It turned out not to be the only one for today, indeed there were two more sightings involving more than one group at both times.

The day was broken up by the usual set of lectures by our resourceful guides and of course meals and it did thus pass quickly, finishing with a recap where we all gathered in the bar for various contributions of the lecturers, including Dima presenting a live impression of the wingspan of different Southern Ocean seabirds with a rope, and Don briefing us about our plans and hopes for the future.

Rolf

(Editor's note: a text entry describing a landing that has never been made was deemed too fictional for publication).



Sunday, 18 January 2015 – Amundsen Sea

08.00 (UTC -6): 68°00,5'S/102°40'W, heading westwards in the Amundsen sea. Cloudy, strong westerly wind (Bf 7), clear visibility. 981 hPa, air 1°C, water 1°C.

The Storm – A Poetic Assembly of Words II

by Sascha Demarmels

Another day at sea – and absolutely nothing happened. Absolutely nothing? Being exposed to the elements...

On the Sea

blue, blueish, navy-blue,
black, turquoise,
purple, green,
greenish, dark

white caps

abyss-ish (Bill doesn't
know that word, but
in Swiss German we
actually can do that
with language!)

wave, swell, spray, splash

storm

raging, blowing

In the Air

wind, windy, windier,
gust of wind,
windswept
in all weathers

07.30: 60kn (thank you,
Don)

07.45: 50kn (thank you,
Monika)

08.00: 64.7kn (thank
you, Stefanie)

later: 65kn (thank you,
Monika, again...)

THAT IS A HURRICANE!!!

later: 68kn (... and again)

later: 69.6kn – very
exactly and for the
scientific people on
board (thank you,
Don, again)

still hurricane

later: 40kn

(and as you can see, I did
not write the knots
down by my self)

not to forget about:

snow, snowball,
snowman, snowflake,
snow flurry

snowstorm (yes, as
mentioned earlier „On
the Sea“), sleet

also: spray, splash (yes,
as you already read
before – elements
interacting)

In the Ship

people

staggering

stumbling

reeling

funny rolling

even spinning through
the corridors

spreading out the arms
like a tipsy penguin (by
the way: that was the
name of a drink on the
Plancius in 2010 – it
was very nice on
glacier ice)

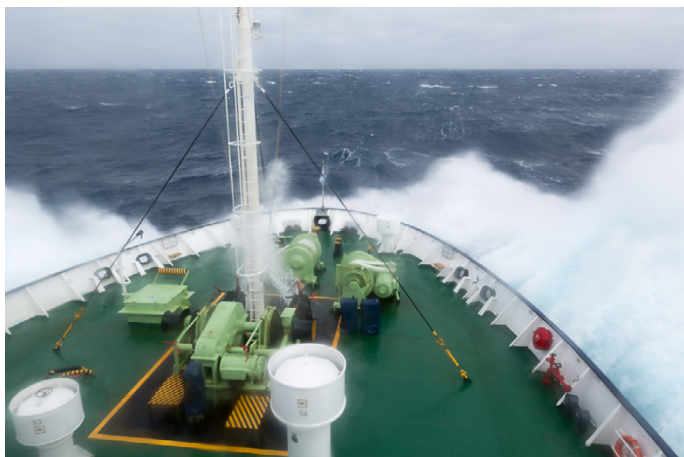
dancing, waltzing

to put the wind up
somebody (? – I found
that in my dictionary)

not to trip over, not to
trip someone up, not
to be somebody's
downfall

no breaking arms or legs
and no jamming
fingers in doors

ready to go into a new
day and hoping for a
smoother sea



Monday, 19 January 2015 – Amundsen Sea

08.00 (UTC -6): 67°30'S/111°54'W, heading westwards in the Amundsen sea. Cloudy, light snowfall, decreased visibility. Light northerly wind (Bf 4). 976 hPa, air 2°C, water 1°C.

08:00: BREAKFIRST. First food intake of the day – cooked or continental, healthy or greasy, the choice is YOURS! Washed down with copious mugs of tea/coffee since this was not a landing day, so the consequences of all that liquid intake could be dealt with on board, in full civilisation.

09:00: DECK TIME. The salt breeze, the gusting wind, the mesmeric waves...

10:00: ICE. EL Don took the stage to explain the different types of icebergs (tabular icebergs from ice shelves, others from glaciers, but eventually they weather so much that we can't be sure how they started life – a bit like people really) and the merits and de-merits of sea ice. First-year ice is a joy to behold and *Ortelius* can impress us by going ahead full steam; multi-year ice, however, is a mixed bag: a certain amount can be faced (cautiously and it's slow going), but ultimately Captain Ernesto has to know there's a way OUT as well as a way IN. The good news is that Spirit of Enderby gets to be the guinea-pig on the other side of the Ross Sea, testing our exit from McMurdo Sound. Meanwhile, all on *Ortelius* find that the latest ice chart exerts a horrible fascination – there is always a buzz round the noticeboard and



much discussion of the COLOURS and their LOCATION. We're hoping to find a way into the Ross Sea in the next few days through loosely-drifting ice. Time will tell. At least we have helicopters for reconnaissance work, so we're luckier than Ross, Scott, Amundsen and Shackleton put together.

11:00: DECK TIME: A whale briefly surfaces and spouts about 400 m from the ship – there is plenty of life out there. What I would give to be able to swim freely with the penguins and seals down in the watery gloom...

11:30: HELICOPTER BRIEFING. Wow – it's all becoming very real now. We met not only the all-important helicopter pilots, but the engineers who keep the choppers in prime condition, too. They are clearly passionate about flying and can't wait to get going, just like us! Jim and Don between them delivered the nitty-gritty on how helicopter operations work; groups will be called, cylinders removed from life vests, flight numbers allocated, helideck guides followed, seat belts buckled, ear-protectors donned and off we go (with cameras clicking). At the landing site we will reverse the same process. A short film reminded us which end of the helicopter was the safe one (the front) and many questions were asked and answered about both shuttles and flight-seeing procedures.



12:30: LUNCH. Pizza! How I love pizza day. Some see it as a dangerous carbohydrate, but I see it as a delicious and healthy plateful of vegetables/meat. It's a question of perspective.

13:30: BRIDGE TOUR: This was the first of three bridge tours today. Sam and Janke happily led us around their working area, explaining some of the mysteries of the many panels of instruments. Fortunately, the ship appeared to be steering itself at the time and we were able to check potential icebergs on our route from the radar, but it's good to know that there's always a duty officer and AB on hand to sort things out.

13:30 onwards: VACUUM PARTY! This must be everyone's favourite activity – after all, this is our second such party and we have one more planned before we reach the New Zealand sub-Antarctic. It's amazing how smoothly it went this time; we all knew what we were doing, remembered to sign the list and it was all over in the blink of an eye (or the suck of a vacuum cleaner)...

...which left plenty of time to enjoy a stroll on deck, a game of cards, a little snooze, an early evening drink at the bar, a conversation with friends, an absorbing book, a visit to the bridge to see where we are, etc.

14:30, 16:00, 18:00: DECK TIME: We've all found our favourite sheltered spots or corners on *Ortelius*' decks. Tabular icebergs are making regular appearances now, a sure sign that we're heading rapidly across the Amundsen and towards the Ross Sea. Sea birds soar, waves splash and every time our bow dips and rights itself we are further towards our goal. I started off doing circuits round the deck, but found myself leaning on the rail simply staring across the lonely expanse of water which rolled towards the horizon. Sea and sky, sea and sky – and we are the only human beings for hundreds of miles. Eventually, being human, I turn with a contented sigh and head for a pre-dinner drink and some conviviality.

19:00: DINNER. Turkey or fish or eggplant. It was good, though can't claim to be desperately hungry. The fruit and meringue slipped down nicely too. And a glass of wine helped.

21:00: WHALERIDER was on offer in the *Ortelius* Movie Theatre, a magnificent and moving Kiwi offering. And of course the bar was open and we gained another hour. Goodnight! May you dream of clearing ice charts...

Victoria



Tuesday, 20 January 2015 – Amundsen Sea

08.00 (UTC -7): 69°08'S/123°37'W, heading westwards (250°, 11 kn) in the Amundsen sea. Partly cloudy, sun breaking through ☺, good visibility. Stiff breeze (Bf 6) from SW. 979 hPa, air 1°C, water 0°C.

My day begins at 4.00 a.m. At home my day starts slowly but in this Antarctic summer light my mind races as I opened my eyes. My thoughts float freely until I remember that Don mentioned yesterday that we would possibly reach the Ross Sea today. I ask myself whether the view through my porthole is clouded by dirt, haze or clouds and if the view outdoors confirms this or will present a sunny day.

The bridge is still closed and its bitterly cold outdoors so I retreat to the Bar where the used glasses from last night looking lost, greet me.

The weather is cloudy with some scattered rays of sunshine on the horizon — no icebergs, no Ross Ice Shelf. With a hot tea, seated in “my” corner listening to Vivaldi I let my mind drift to the gentle sway of the ship. I enjoy the feeling of drifting out of time and space and give myself entirely to this silent moment.

Being on this expedition allows me to savour these slow uncharted days. The ship begins to awake. First the bar attendant appears to revive the coffee machine. Then our sporty passenger stops for a hot tea between his laps around the ship. Sometimes our Swiss guide Michael appears to take advantage of these quiet moments to do some work. Then one of the ship’s many photographers arrives to edit photos on his laptop. It’s quiet and peaceful.

At 7.30 a.m. following Don’s wake up announcement the ship begins to hum. After five days at sea we’d all like some action but the sea ice has other plans for us. The planned activity, Helicopter Training has to be postponed due to high wind speeds and there is no possibility of a Zodiac tour. Only Gillian’s talk on Antarctic research bases was unaffected by the wind.

Outdoors, the sun appears creating a rich palate of filtered colour over the ocean. A string of seven icebergs over many miles appears on the horizon. Two Albatrosses soar high over the ship. The beauty of their flight makes me speechless.

We were reluctant to leave the deck after lunch but Victoria took us with Amundsen to the South Pole. Her talk was filled with colour and anecdotes. Later in the afternoon more sea ice becomes visible appearing like sculptures and a white line appears just before the horizon. Is it ice or light?

Don’s meeting at 6.00 p.m. regarding ice and access to the Ross Sea is delayed by a family of Crabeater Seals on a plate of ice. After dinner Captain Ernesto talked informatively about the sea conditions and possible scenarios for the next few days. The scale of sea ice could present a challenge to finding a safe access into and exit from the Ross Sea. He made clear that safety was his paramount concern and promised to take us as close to the ice shelf as safety and sea conditions would permit. In addition he indicated that we could expect use of the zodiacs and helicopters in the next few days.

I was reminded during the Captain’s comments of Victoria’s quoting Amundsen “They were well prepared, they had fun, they ate well yet nevertheless they were sometimes depressed”. The seriousness of the evolving sea ice situation made me feel like one of Amundsen’s men. We’ve eaten well, had great fun, seen amazing sights and places, yet have to deal with the reality of a potentially difficult sea situation.

A few passengers seemed perturbed by the situation and were very keen to express their views. Perhaps they should have more carefully considered the nature of this great expedition before joining it — like some of Amundsen’s men.

As the ship quieted after the Captain’s talk, the explorers spread themselves between the Bar, their cabins and the wonderful outdoors. All were excited for the coming days and weeks.

Bettina Steinlin from Switzerland



Wednesday, 21 January 2015 – Amundsen Sea

08.00 (UTC -8): 70°17'S/135°05'W, cruising through open drift ice. Cloud cover, good visibility. Strong breeze (Bf 7-8) from W. 983 hPa, air 0°C, water 0°C.

Today when we wake up and look from our porthole we are greeted by the first pack ice. This might become an interesting day, with a lot of wildlife and we might see the first Emperor penguin. Before breakfast the people outside are already greeted by some Adelie penguins and crab eaters seals. After breakfast the feast really starts and on regular base we are being welcomed by a diversity of seals, Adelie penguins and Minke whales. The more the day advances the amount of wildlife increases and increases. Also the more south we get the bigger the ice floes get and the more time it takes to get through the pack ice. This scenery will never get boring, if you look to the different structures of the ice and how the sunlight plays with it. It feels like we are part ourselves of some kind of documentary. The ship slowly finds its way through the ice and the day really flies. In one of the pack ice fields the captain and his crew take the ship as close as possible to a big iceberg to give us a feeling of how high those bergs can be. The ice berg is way higher than the ship and all different colors can be seen in it, with on the base a stunning blue. The expedition staff also brings some good news, the ice conditions in the Ross Sea are getting better and it looks like we can get in.

When the evenings starts to fall, there is an announcement from the bridge that the first Emperor Penguin is sighted. Everybody rushes outside armed with his or her camera to get the first pictures of the first Emperor penguin. It starts as a small black dot on the horizon and grows into one of the most elegant type of penguin there is. Everybody enjoys this moment in his own way. Some of them only look through their camera to get an as good picture as possible; where others just enjoy the moment and take the pictures in their mind. We get all the time to enjoy this moment from the expedition crew and the captain. Our compliments should go to the captain and his officers who did a great job in getting the ship as close and possible without disturbing the Emperor Penguin. When it is time to leave the Emperor alone, people gather in the bar to show each other the pictures they have made.

This day hopefully gave us an indication of what can expect the coming days. If that is the case it will become a couple of unforgettable days and it doesn't matter if we don't make any landings because this scenery already is amazing.

Sadly enough we can't stay awake all the time and we need to go to bed now, but we can continue dreaming about the first Emperor penguin we just encountered.

Nick

(Editor's note: Nick was too shy to mention that he was the one who actually discovered the Emperor penguin!)





Thursday, 22nd January 2015 – Amundsen Sea

08.00 (UTC -8): 71°24'S/142°02'W, sailing SW through open drift ice fields, 550 nm to the Bay of Whales. Overcast, good visibility. Southerly breeze (Bf 5), 972 hPa, air 0°C, water -1°C.

Travelling through ice always has its own magic and it is definitely a highlight of any voyage to Antarctica. The crushing of the floes when the bow of our ship *Ortelius* hit them amazes people standing on the foredeck. The wind and the cold air, the variety of ice floes both old multiyear and just newly formed pancake ice, all of that is part of the Antarctic. We had made our way through this ever shifting maze of frozen water since yesterday and many of us had been up already for a while to admire the beauty of this scenery. Not even the freezing wind and snow clouds would stop us from spending hours outside. A quick breakfast and then back into the jackets and boots and out again. After our first emperor penguin the day before, we were ready to spot more of the Antarctic wildlife.

Those of us who wished to remain inside joined Michael in the lecture room to learn more about the evolutionary pathway of whales from a hoofed terrestrial animal to the leviathans of the oceans. Soon after we spend more time outside and admired numerous snow petrels which used the breaking of the ice to get some food from the water.

We enjoyed the time outside or inside when our fellow traveler Nic spotted something dark on a small ice floe. The very first Ross seal was found! This very elusive and small true seal is very hard to find and usually hides in the dense pack ice around Antarctica. What a luck we had. The captain took the ship very close to the floe and the seal showed its entire set of behavior like gaping and even the singing position with its head tilted far backwards. The cameras wouldn't stand still and many of us got excellent pictures thanks to the navigational skills of Captain Barria and his bridge crew. Especially Michael, our marine mammal specialist, was most grateful to Nic and the captain as he had been looking forward to this occasion.

After some time with the seal we continued our journey, accompanied by snow petrels and cape petrels. Every now and then we found crabeater seals as well as leopard seals stretched out on ice floes and curiously observing our passing. Also Adélie penguins became more numerous, many of them moulting on the ice floes.





During the afternoon, while Victoria gave an interesting lecture on Scott's Terra Nova expedition and his sad fate, we spotted another Emperor penguin and we all sped outside to admire the largest penguin standing on an ice floe. It didn't seem to care about our presence and we could take countless pictures of it from all sides. We slowly passed by the Emperor and continued sailing through this icy landscape, always towards the Ross Sea.

Michael W.

Friday, 23rd January 2015 – Amundsen Sea

08.00 (UTC -9): 73°29'S/149°30'W, sailing SW through open drift ice fields, 375 nm to the Bay of Whales. Overcast, good visibility. No wind (!), 979 hPa, air 0°C, water -1°C.

Surrounded by ice

Today is day 9 without getting off the ship since we zodiac cruised at Detaille Is. A glimpse of the base of Peter 1 Island through the fog 7 days ago our only sight of land. The programme shows another 3 days before we reach the Ross Ice Shelf, and 5 days to the closest human habitation – McMurdo Station and Scott Base on Ross Island. We really are beginning to appreciate the expanse of the southern ocean between the Antarctic Peninsula and the Ross Sea – one of the remotest places on the planet. The chart on the bridge shows shipping routes across the world's oceans - no lines where we are! How many people have been here before? The *Ortelius* crossed this piece of ocean two years ago – has anyone been here since? Maybe a few whalers ventured here over 100 years ago. Not a focus of action in the heroic era. No scientific bases along this section of the Antarctic coast. Fishing?? No other ships, no vapour trails in the sky, no world news, and only intermittent satellite connectivity for the internet. We are truly on our own. The days pass by and our 21st century human condition is challenged to slow down, observe, reflect, be patient.

The day is calm and cold (0°C at 7.30am). The ice is getting harder for the ship to make its way through and the Captain is looking worried, so the helicopter on the back deck loses its protective cover and is prepared for flight. Sergio, Don, Jim and Rolf take to the sky for a recce. Over an hour later they are back with good news on a route through the next 60 nautical miles. What happens beyond 60 miles we will find out when we get there....



On the ship the expedition staff deliver lectures on Antarctic science (Gill) and Antarctic geology (Rolf). With very little wind and sea ice all around, the front deck is a popular place to be. Various wildlife is spotted – Adelie and Emperor penguins, Weddell and Crabeater seals and a few Minke whales. Without much wind the bird life is scarce, but our eagle-eyed birders still spot some – southern giant petrel, snow petrel – our most constant companion as we head more and more into the ice, Antarctic petrel and southern polar skua. By the end of the day our next waypoint off Cape Colbeck seems at last to be getting close – tomorrow into the Ross Sea!

Gill

Saturday, 24th January 2015 – Ross Sea

08.00 (UTC -10): 74°43'S/155°00'W, sailing SW through drift ice fields, 247 nm to the Bay of Whales. Overcast, good visibility. Gentle northerly breeze, 988 hPa, air -1°C, water -1°C.



Sunday, 25th January 2015 – Ross Sea, Ross Ice Shelf: Bay of Whales

08.00 (UTC -11): 77°40'S/165°31'W, open water, speed 11 knots, about 50 nm to the Bay of Whales. Overcast, sunny spots, good visibility. Calm air, light swell, 980 hPa, air 0°C, water -1°C.

We awake with anticipation,
Sailing the Ross Sea –
Towards the huge Ross Ice Shelf.

Breakfast, hot or cold,
Wrap up and head outside –
To look for the Ross Ice Shelf.

At last it looms ahead,
White line against grey sky –
We're nearing the Ross Ice Shelf!

Plans A, B, C are made,
Our target is to see
From the air the Ross Ice Shelf.

Soup, pork and salad consumed,
We're out on deck – but wind
Now sweeps the Ross Ice Shelf.

We play a waiting game,
While Captain, Pilots, Don
Frown at the Ross Ice Shelf.

Decision time – we sail on.
But lo, the wind speed slows
–It's calmer on the Ross Ice Shelf.

'Cape Crozier can wait a while.
We're going for a scenic flight
Over the Ross Ice Shelf'.

Clothes, boots, life-vest and camera,
Be safe! – unscrew the canister,
Then muster for the Ross Ice Shelf.



But lo! A few flights in:
Snow, wind, pilots say 'wait'
Before flying the Ross Ice Shelf.

We start, then stop; Group C
are called, but then don't fly.
They yearn for the Ross Ice Shelf!

And so we wait in patience,
Eat dinner, grab a drink
– And talk about the Ross Ice Shelf.

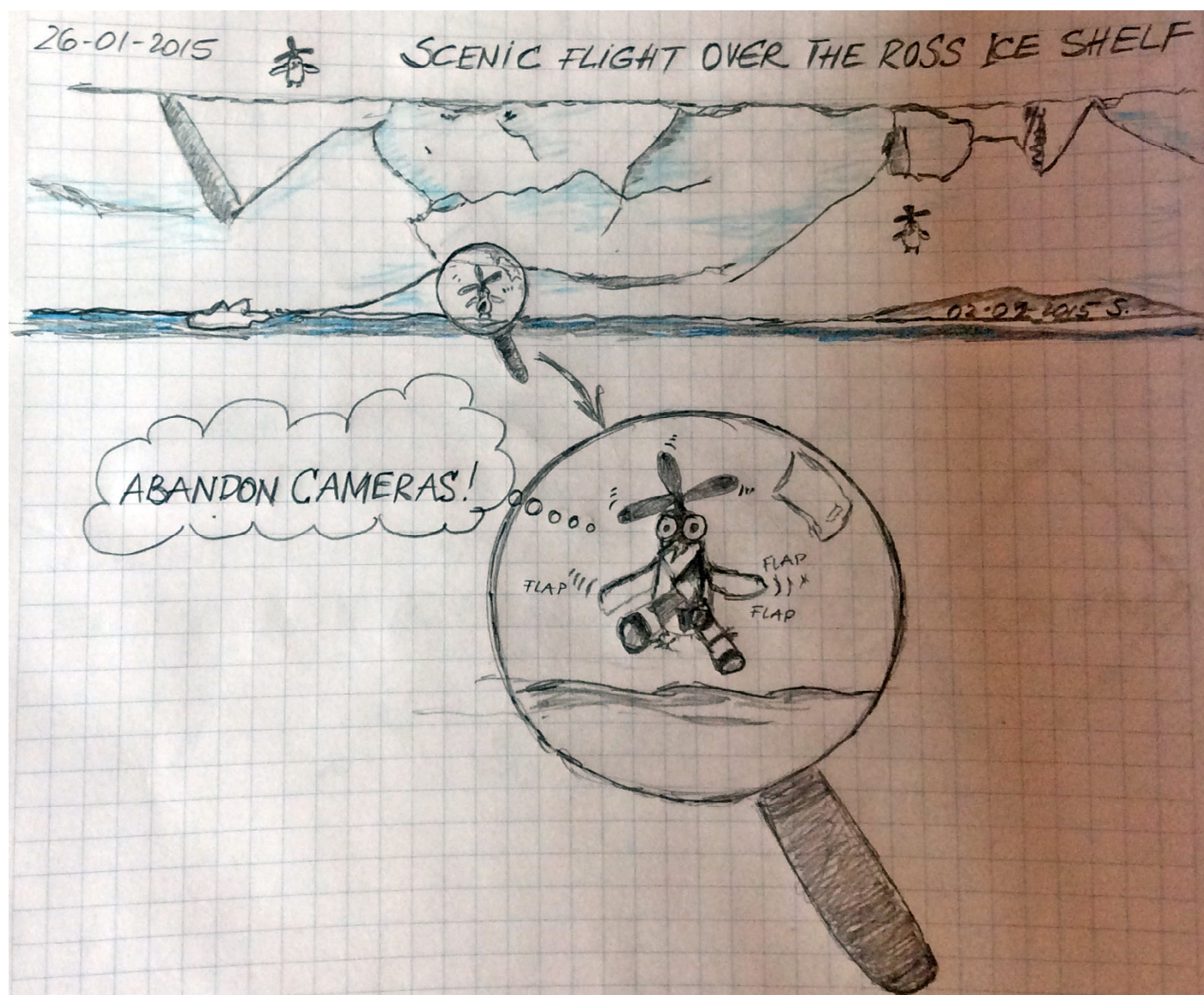
We hope tomorrow brings
Less wind, some sun and flights
– Finally may we soar
Heavenwards; see from above
The smooth, white, snowy space,
The daunting icy barrier
Stretching t'ward the Pole –
The mighty, white Ross Ice Shelf.

Victoria



Monday, 26th January 2015 – Ross Ice Shelf

07.45 (UTC -12): 77°53'S/176°41'W, open water, 10 nm north of the Ross Ice Shelf. Thin cloud cover, sun breaking through, good visibility. No wind, 988 hPa, air -4°C, water 0°C.





Tuesday, 27th January 2015 – Ross Island: Cape Evans

07.45 (UTC -12): 77°06'S/166°37'E, open water, 3 nm north of Cape Bird. Cloud cover, clear sky ahead ☺, good visibility. Bf 5-6 from NE, 987 hPa, air -2°C, water 0°C.



Another fantastic day in paradise, otherwise known as the wilderness that is Antarctica.

This is the forgotten day, that I thought may not exist, but after a timely intervention by Dejan I was pleased as punch to be able to celebrate my birthday in Antarctica....

A bonus to boot was instead of a sea day, which had become a predictable part of life over recent days, we had a rare chance to get off the ship and visit Cape Evans – Scott's Hut. I believe most of the passengers were ecstatic. Some whooped and hollered on getting into the Zodiacs, and some even did a merry jig on getting to land and setting foot on Cape Evans.

The day had started with an aborted Zodiac cruise at Cape Crozier due to high winds etc. Don had woken everyone up at 04:00 to advised the cruise had been cancelled, thus those asleep should continue to slumber, although those awake might like to get up to see the views....

After breakfast and a lazy morning we moved on from Cape Crozier to Cape Evans and after lunch we prepared for our first excursion onto terra firma for a couple of weeks.

A walk around to all the sight-seeing places before joining the queue (a very British thing) to go inside Scott's. We had all duly brushed our boots and shuffled along the mat and signed our names before entering the Hut....





It was bigger than I had expected, but just as awe-inspiring as I had anticipated and looked forward to experiencing, a definite highlight of the trip so far.... Seeing the artefacts there as it appears Scott and his men had left them, you get the impression that they have actually just popped out on a scouting mission and thus will return any minute. For me, a rather weird but at the same time uplifting and special feeling, that added to the specialness of this wonderful place and part of our history. Many photos were taken whether they do justice to it, only time will tell. I felt greedy so immediately queued up to go back in after my initial 15 minute visit.... On returning inside I decided to take a video, as this may prove to be a more poignant and informative memory and means to show friends and family on my return to Blighty.

Once outside again, I wandered off to find a quiet place for some personal meditation and reflection on not only being here but what it must have felt like for those early Polar pioneers....

Finally, after numerous photos, I returned to the Zodiac landing site to go on a scenic cruise back to the Ship. The destination was the Adélie Penguins over on the far side. More fantastic sights, sounds and of course photos, at times we all sounded like we were shooting machine guns not cameras.... A curious Mink whale also made an appearance to add to our delight.

After dinner, we relaxed awaiting the next instalment, which we hoped would be about 22:00 – Cape Royds (Shackleton's Hut), At 21:00 a tannoy message, wind and conditions too bad, so visit to Cape Royds tonight duly cancelled. Thus no option but to go to the bar and celebrate my birthday and a thoroughly magical and memorable one that will long live in the memory...

Thanks everyone for your good wishes and making it so special..... And of course thank you Antarctica.....

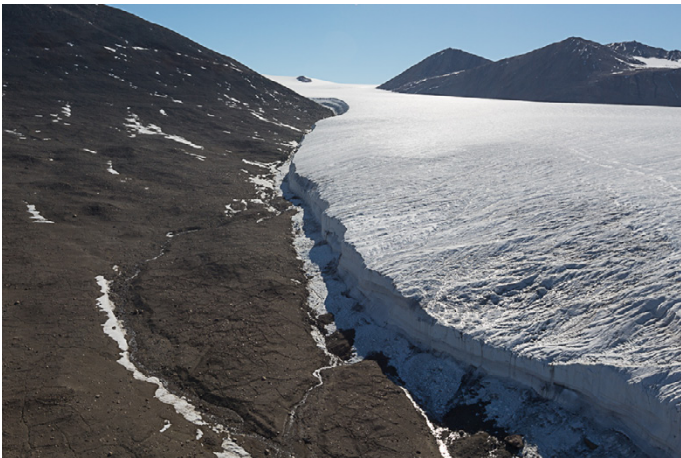
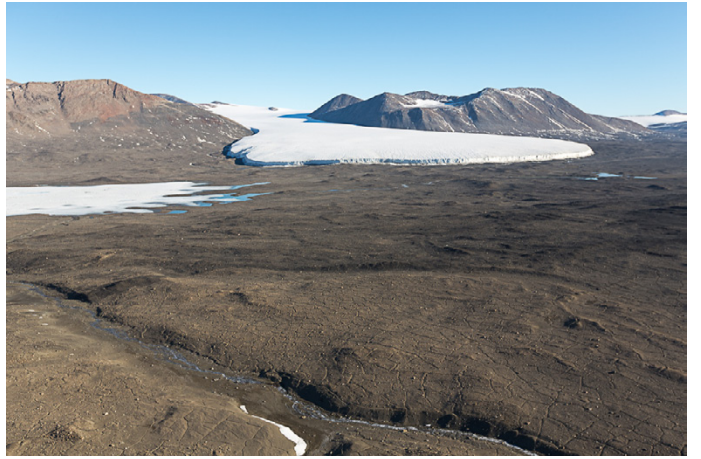
Richard T.

(Wednesday, 28th Jan, did not exist for us, due to the date line crossing).

Thursday, 29th January 2015 – McMurdo Dry Valleys: Taylor Valley. New Harbour: ice edge.

07.00 (UTC -12): 77°33'S/164°54'E, parked at the fast ice edge in New Harbour, McMurdo Sound. Sunny, blue sky. No wind, 988 hPa, air -2°C, water 0°C.

A most delightful day out in the polar desert of Taylor Valley, one of the Taylor Dry Valleys, next to the impressive ice cliff of the Canada Glacier. Combined with Zodiac cruising at the ice edge in New Harbour, where the ship was parked, in the presence of Orcas and penguins for most of the time, and finishing off with a little walk on the sea ice.





Friday, 30th January 2015 – Ross Island: Cape Royds.

05.15 (UTC -12): 77°36'S/166°14'E, drifting near Cape Royds, McMurdo Sound. Sunny, few clouds, mostly clear. Light northerly breeze, 985 hPa, air 1°C (yes, above zero!), water 0°C.

The early morning call today really is early! By about 5.50 am the expedition staff have grabbed a pastry from the bar and are mustering on the heli-deck. I am on the first helicopter out with Don and Jo. What a beautiful, sunny morning for our third-time-lucky attempt on Cape Royds. Where zodiacs failed us, maybe helicopters will triumph.

We have to circle a few times before finding the primary landing site. Jo and I leave Don and one of our trusty helicopter engineers to set up the site for passengers and tramp a rolling path across fragmented black scoria to the hut at Cape Royds – nestled in a small, level-floored valley, sheltered from the wind by the lie of the land and with Pony Lake right in front. Our first glimpse is enchanting.

As we approach we can see numerous cartons of stores and provisions stacked around the hut and the two kennels that Shackleton and his men built for their puppies back in 1908! The roof of the hut is firmly fastened-down by a stout wire cable to prevent its disappearance in winter blizzards. Jo undoes the padlock and we are in...smaller than Scott's hut at Cape Evans, Shackleton's British Antarctic Expedition (or Nimrod) hut is essentially one room – with a small laboratory/dark room and Shackleton's own 'bedroom' (measuring just 6 ft x 7 ft) the only enclosed spaces. The other 14 men had to make do with 'duck' canvas curtains as dividers between the seven cubicles. There are no separations of rank here as at Cape Evans and when you step out of the porch, the whole hut is spread before you. It looks reasonably roomy until you remember that today it contains just half the number of bunks it used to house and that the big, rectangular table (hoisted up to the ceiling after meals) is now missing.



The 'Mrs Sam' stove totally dominates the living space, enabling the men to stay warm during the long months of Antarctic darkness. Elsewhere we find cans, boxes and sacks of provisions – Irish stew, marrowfat peas, semolina and calavances (dried beans) to name but a few. The orange Drummonds acetylene generator and associated carbide battery system provided welcome lighting for the men, with stacks of candles as back-up. On one wall is a photo of King Edward VII and Queen Alexandra; reams of paper remain on shelves high above the cubicles, to feed the printing press for the only book ever published in Antarctica; and Shackleton's own signature can still be found on a packing slip stuck to a box turned bedhead-board, albeit upside-down.

Socks hang from washing-lines, reindeer-skin sleeping bags cover beds and mis-spelt graffiti dating from 1916 reads: 'Joyces Skining Academy Free'. Motor lubricant (for a car that never worked), scientific paraphernalia, glass jars, shoes and the 'cage' that protected Brocklehurst when he was recovering from an amputated toe, are all spread before our eyes - a historical feast.



Outside we climb a small hill to reach the expedition's meteorological screen, then continue round Pony Lake towards the Adelie penguin colony once studied by Shackleton's scientists. The chicks are teenagers now, pestering their parents for food and yet more food. Hassled adult Adelies are chased all round their nesting-site before submitting to feed the chicks they have to presume are their own due to their sheer persistence in begging. Occasionally a parent fights back with fierce pecks and flipper-slaps to warn a chick not to be too greedy. In just over a month this site – the southernmost penguin rookery in the world - will be empty of penguins, as the chicks fledge and all of its inhabitants return to the ocean for the winter.

And the views are spectacular! Not only of Mount Erebus, which dominates the landscape of Ross Island for miles, gently smoking, but also of the ice, the black volcanic rock and the blue, cloud-chased sky. 90 minutes pass unbelievably quickly, as we reluctantly turn away from Shackleton's Antarctic home and return to the heli-pad for our scenic flight back to *Ortelius*. It is such a treat to get a bird's-eye view of the region as we head towards a late breakfast on board.

The rest of the day will be spent at sea as we sail onward to our next destination. After catching up on sleep, most of us spend it on the outside decks or bridge, spellbound by the sight of *Ortelius* pushing through ice, interspersed with areas of open ocean. Not many people ever sail the Ross Sea and its isolation from the rest of the world becomes more and more apparent as we cross it alone.

After dinner there are more clouds gathering in the sky and although it is never completely dark here, there is a pink glow to the air late in the evening. And so we head for bed, lulled by the rhythm of the water and by the gentle bumping of ice as our prow cuts through it as a knife through butter. And we wonder what tomorrow will bring.

Victoria



Saturday, 31st January 2015 – Ross Sea, heading for Cape Hallett.

08.00 (UTC -12): 74°52'S/169°58'E, heading northwards through open water. Sunny. Southerly breeze, 981 hPa, air 4°C (thermometer possibly exposed to sun shortly before reading), water 0°C.

Onboard the *Ortelius* around midnight on 30th January I felt relaxed and very happy. This was largely the result of our superb visits during the prior three days to Cape Evans, Cape Royds and the Dry Valleys. In addition, at New Harbour a friendly and inquisitive pod of Orcas begged for their photographs to be taken repeatedly just meters from our Zodiacs. Finally on the 30th as the ship sailed from the McMurdo sound I watched as many passengers appeared on deck to salute for the last time the magnificent views of Mounts Erebus, Bird, Terror and Beaufort.

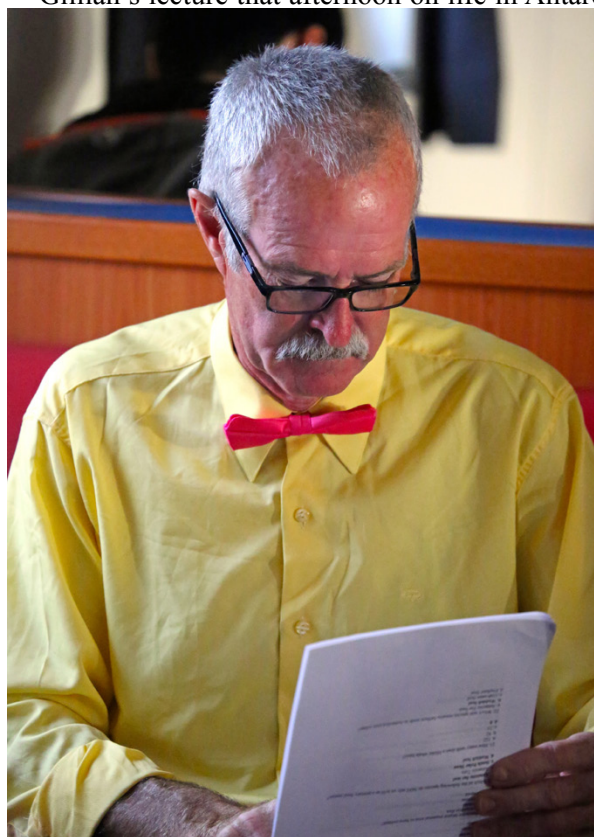
Soon after midnight it became apparent that wind and ice conditions had rendered our Zodiac visit to Cape Hallett imprudent. My temporary disappointment dissipated quickly however as the sea conditions in my opinion had made the easily accessible views from the *Ortelius* at least as good as from a Zodiac. Blue skies, bright sunshine and large sheets of sea ice called to many to remain outside until the early hours. From the bow we saw Weddell Seals, an Emperor Penguin and a number of Adelie's appearing to investigate the *Ortelius*. I was however most struck by the Penguin tracks and the stories of Penguin life suggested by them; I photographed many of them.



The possibility of a helicopter flight early on the 31st came to naught as wind speeds were again outside safety limits. I therefore settled down to anticipate a day at sea. Between the formal events on board I continued to try (mostly unsuccessfully) to photograph the changing elements that comprise the horizon.

That morning Rolf valiantly attempted to simplify the theory behind Plate Tectonics and the formation of the area of the Dry Valleys and McMurdo Sound. I managed to understand his explanation so he deserves much credit for reducing a complex subject to sufficiently simple elements that this passenger could understand.

Gillian's lecture that afternoon on life in Antarctica in a Research Station or Field Camp was far more accessible. I particularly enjoyed her first hand experiences including tea in bed in a tiny two man tent, the speed and frequency of maintaining personal hygiene in a field camp and the frontier atmosphere so alive in her talk. I left our cosy well heated lecture theatre with the fantasy that I too could one day live in Antarctica.



A friendly rivalry developed that evening as Don became *Ortelius* Quizmaster replete with a pink bow tie framed by a bright yellow shirt. Had he been a professional quizmaster in a previous career? He underestimated however his shrewd passengers with questions



like “How long does a female Emperor Penguin incubate her egg?” Scattered around the bar six highly informed and motivated teams coordinated their efforts in an attempt to secure victory. Jim kept score efficiently though in his haste to return the Bar’s noticeboard to its usual shiny state he erased his carefully maintained scoreboard. As a result before I could photograph it (to report the individual team scores) I can only report that The Dudley Dockers secured first prize with 46 points. Members of the losing teams, The Emperors, Nana, Blümensalp, Be Brave and Polar Express didn’t show much disappointment as they returned to their favorite evening spots: close to Rolando (the best bartender onboard), the bow or their cabins.

As I fell asleep sometime after midnight I had no idea of the exciting day still in store — a visit to Cape Adare and a spectacular flight amongst some enormous friendly tabular icebergs.

Martin F.

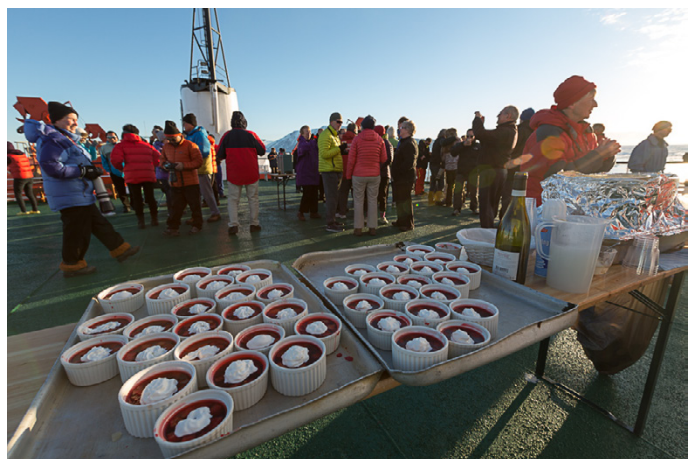
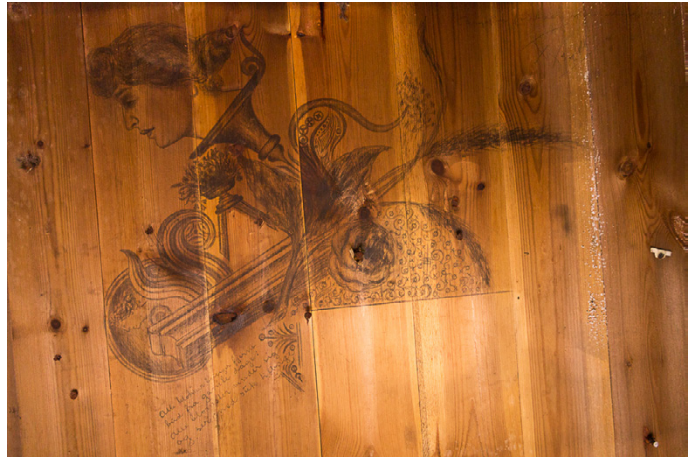
Sunday, 01st February 2015 – Cape Adare.

07.45 (UTC -12): 71°39’S/172°07’E, 40 nm SE of Cape Adare. Mostly sunny. Light southerly breeze, 983 hPa, air 1°C, water 0°C.

We spent the morning cruising towards Cape Adare in lovely weather and enjoyed a fantastic afternoon on shore, after a short but very scenic helicopter transfer. Stunning scenery of the northernmost part of the Transantarctic Mountains and a lot of ice in Robertson Bay, several hundred thousand Adélie penguins and Antarctica’s oldest hut, the site of the very first wintering on the continent, achieved in 1899 by Carsten Borchgrevink and 9 more men, were the main attractions.

Upon return, we celebrated a most beautiful day with ice cream and hot wine on the top deck in the evening sun.





Monday, 02nd February 2015 – Drift ice, northern Ross Sea.

08.00 (UTC -12): 70°33'S/170°55'E, cruising at 3-4 knots speed through drift ice fields. Sunny, calm air, 982 hPa, air 6°C (thermometer possibly exposed to sun shortly before reading), water 0°C.

The Captain and bridge crew still had many drift ice fields to negotiate today, trying to find a way out of the Ross Sea. A very enjoyable day for us, observing the ice and associated wildlife in fine weather and attending mealtimes and lectures in between.



Tuesday, 03rd February 2015 – Southern Ocean.

08.00 (UTC -12): 67°11'S/171°41'E, 880 nm to Campbell Island. Low clouds, visibility < 1 nm, 25-30 kn southerly wind, 972 hPa, air -1°C, water 0°C.

Our first day at open sea, no ice anymore apart from the occasional iceberg.



Wednesday, 04th February 2015 – Southern Ocean.

08.00 (UTC -12): 63°05'S/170°52'E, 635 nm to Campbell Island. Scattered clouds, no wind (!), 975 hPa, air 4°C, water 1°C.

Amazing how good the weather can be even in the much feared screaming sixties. Sunny and calm, many of us enjoyed most of the day on the outside decks.



Extra material

This is the storey of a US Navy pilot who did two tours of duty at McMurdo Station, our fellow passenger Gaston, known as Reedy. Chatting with Reedy presented a wonderful opportunity to review some mid 20th C Antarctic history having had the Heroic Age history from our Victoria.

Gaston is accompanied by his son and eldest child, Matt, on this nostalgic trip, at least it will be if we manage to get to McMurdo Station. Even if we don't make it what a fantastic experience for a son to be able to see, at the very least, the environmental conditions dad served in. Sometimes the family was able to live in terrible locations such as Hawaii - but that's another story.

Reedy held the rank of lieutenant commander at the time of his first deployment to McMurdo. He was flying twin engine UH1 Hueys, widely known for being the warhorse of the Vietnam War (called the American War by the Vietnamese to this day). The aircraft in the war years was single engine however later a second engine was added along with some other modifications.

The US Navy has a preference card system for officers which is exactly what the title implies. Reedy was ready to leave the service however the Antarctic Development Squadron noticed that he had listed the Antarctic on his preference card, they called him and made the offer for him to be transferred to McMurdo Station which he gladly accepted. When asked why he had thought to list it Reedy described how as a little boy in primary school a reader had a series of stories about the region which greatly interested him and led to him listing it as a preference. How many of us have been inspired by school experiences - who says education isn't important, not many on this ship I suspect.

Tour No. 1 1979 - 1982: First Deployment

The family was based in Southern California, lodged in a motel awaiting housing on the base which eventually came through. Matt, four years old at this time, remembers the first tour, he vaguely remembers radio conversations between the Antarctic and home in California and having to say "Over" when he had finished his turn on the microphone. He remembers sheepskin clothing arriving from New Zealand (Don would be pleased) and photos turning up from the Antarctic and being posted around the house.

Fixed wing US military aircraft flew the crews to Christchurch, NZ, where survival gear was issued. The helicopters were taken down to McMurdo by C130s known to Australians as the beloved Hercules frequently used in our many major weather and fire events.

First Impressions

Reedy immediately noticed the cold, cold air and having to make a conscious effort to inhale, this however didn't last long as he became accustomed to the Antarctic conditions. The ice shelf went right to the sea, lots and lots of snow everywhere from which the rocks stood out and the day being clear and pristine. Despite the spartan living quarters, Reedy was excited to be there and to meet the native inhabitants – seals, penguins, skuas and orcas.

Reedy already had many hours in the Huey and was completely comfortable with its operation however he had no experience of the all white environment, mountain flying with the severe up and down drafts and rapid weather changes. To counter this two weeks of orientation flights was provided.

Within three and a half weeks of arriving at McMurdo Reedy was required to respond to the crash of the Air New Zealand DC 10 on a sightseeing flight over the Ross Ice Shelf. Prior to the crash Reedy, already in the air, knew the DC10 was in the area and was alert to the possibility of converging flight paths. He was informed that the DC10 was overdue for a radio call which never came. A search was quickly commenced with a C130 finding a black line in the snow, this led to the downed aircraft. Reedy was carrying a group of scientists who were taken back to base so that he could join the search. A NZ mountain team was dropped in who found no survivors amongst the 257 people on board. The horrendous task of removing all the deceased had to be undertaken but it was quickly realised that the slope was too steep to land helicopters on. A large platform was erected using timber, melting snow and refreezing it as ice blocks. A big team was needed and many days were lost because of the weather. A very difficult and stressful time for the ground and air teams involved.

During the second half of the season Reedy was transferred to Ellsworth at the southern end of the Peninsula, a spectacular location where he flew scientists among the mountains and valleys because a group of scientists thought that there could be evidence of meteorites in the region.

Home Again

Six months at home, relax time with the family and few memories for Matt except of a man who turned up with a large beard which, oddly, disappeared after a process called a shave.

Extra material (continued)

Reedy made two more deployments to McMurdo before being transferred to Florida.

2nd Tour 1992 1994

Reedy returned as the Deputy Commander with managerial rather than flying responsibilities. During this tour a Norwegian group had planned to travel over a route to the Pole that they believed Amundsen had taken rather than the accepted one. They did not discuss their intentions with the personnel at McMurdo who had no idea they were on the continent. One day a garbled call was received, in Norwegian, and the McMurdo people struggled to understand what was being said. With considerable difficulty a patch was organised with the Norwegian Embassy in Washington DC and an interpretation service set up. It transpired that the adventurers had got themselves into a crevasse field and required urgent assistance.

Reedy and his team ferried NZ mountaineers to the South Pole where twin Otters took them to the crevasse field. The final outcome was two lost down a crevasse and the successful retrieval and evacuation of the remaining expeditioners. I wonder what Amundsen would have thought.....

During this tour a US helicopter carrying passengers who were part of a research group crashed with five people on board. Sadly three were killed, two New Zealanders and a crew member, the pilot survived. Our own Gill, as the Manager of the New Zealand programme at the time, had the responsibility of informing the New Zealand families.

After this tour Reedy left the navy after 25 years service and spent the next 19 years teaching military matters to school students in what we call in Australia school cadets.

30 years after the Mount Erebus crash Reedy received a call from the NZ Embassy in Washington DC, he was to be awarded a "Special Erebus Award". Better late than never I suppose.

For Matt there are memories of a flood and earthquake in California, the family getting far more cats than dad would have approved of and trying, unsuccessfully, to keep it from him. Reedy gives full credit to his very competent wife who managed through the good times and the difficult ones and kept the family on an even keel during Reedy's absences in the Antarctic.

S. Sandral

Thursday, 05th February 2015 – Southern Ocean.

08.00 (UTC -12): 58°59'S/170°12'E, 387 nm to Campbell Island. Partly cloudy, 40 kn southerly wind, 975 hPa, air 5°C, water 6°C.

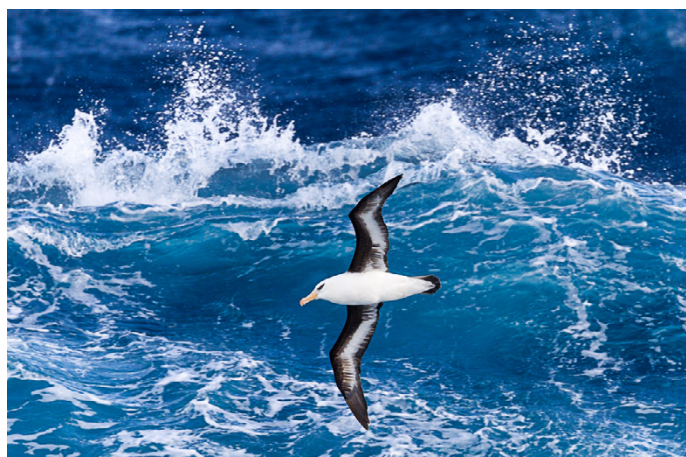
The trip to Campbell island starts on board ship (today in the morning on Feb. 5th) with a picture of a field in full bloom displayed on the movie screen in the lecture room. Jo Hiscock, New Zealand Government Representative is just about to give a lecture on the history, fauna and flora, the weather and the rat eradication program that was successful thanks to their dedicated personnel and helicopter pilots.

We are now sailing towards the island on a mostly sunny day. The sea is quite tumultuous and tinted turquoise to deep blue, sometimes silvery and adorned with white caps all over. A few Cape Petrels, Prions tossed by the wind managed to glide around the ship. Few Albatrosses appear astern.

In the afternoon, Dimitri entertained us with his lecture about the Albatrosses, yellow-eyed penguins, flightless ducks and colorful seagull nesting or living on Campbell Island. With all this good information, we should be better prepared for our eagerly anticipated visit to that island.

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Friday, 06th February 2015 – Southern Ocean.

08.00 (UTC -12): 54°59'S/169°36'E, 146 nm to Campbell Island. Mostly cloud, snow showers, 40-50 kn southwesterly wind, 994 hPa, air 5°C, water 7°C.

Feb 6th 2015 – Location 54. 58°.049 S 169.36°303 E. Never done a ships log before and ended up with a story – may make sense and my apologies to the English grammar brigade!! Its not meant to make sense!!

New Zealand Day..... Today.. “Yesterday”... TOMORROW!!

What a crazy night tossed around like a feather in a storm. Another great day was in store meandering North to the Mother land!! The wind this time today more south westerly, than southerly like “Yesterday”... . Pressure was up by 10 mb to 994 mb this AM so the signals for Campbell Island have been reasonably positive but who knows as nothing is normal down here in the South Pacific or South Seas, call it what you like, the Meer for my German Friends.

My start for the day was the usual; exercise session on the bridge deck with the sea creating a hill run with port to starboard movements sometimes up to 45 degrees so some real uphill and down hill jogs as opposed to the usual flat surface GREAT!! Great for a fat kiwi fella avoiding another breakfast feast!!!

Happy Birthday to our Chinese friend 66 years old, wow (that’s not his name!) I mean WOW Cool and he looks good for it, what an inspiration for us young chaps I want to be 66 years old one day TOMORROW!! maybe 106 years old, what will the Antarctic be like then let alone the world.... we know Today.... Ah ha, no sign of many Chinese team today as celebrations maybe took their toll during the rocking night on the Southern ocean. ni hao... Nee How guys!! ☺

Don’s talk 10.30am about Shackletons epic crossing of South Georgia was a real eye opener and incredibly interesting from beginning to end ... As they say “a quitter never wins and a winner never quits” great journey and I would say 90% of the passengers here would love to attempt a historic crossing like this, what an experience for the travel and achievement bank.... Nice one Don and Gill.

Victoria’s take on mermaids at 3.30pm like the Victoria land we followed for days in the last week before the cape to here.

Today was another long meandering, daydreaming wildlife... day on the deck absorbing every ounce of the ocean scenery, air, clouds, movement and wildlife.



The white pointed and flowing caps of the southern ocean all day 54.58. S 169.36 E – like the Transantarctic Mountains of the McMurdo sound “Yesterday”... 77.33’ S 164. 54’ E

Today... A few meandering ice bergs just behind us – like the first Ice Berg in the Bellingshausen or was it the drake?? To late the past is not written in this case but probably “Yesterday”... 65.09 S 63.58’ E

Today.... The rolling dark blue waves moved and rolled all day shifting the m/v Ortelius off and on course, big movements all day, the white foam spiralling down as a glacier would from the Antarctic mountain ranges that surrounded us “Yesterday”..... like the dry valley ridges off McMurdo and with peaks all covered in snow and ice with toes of glaciers everywhere the eyes could go!! “Yesterday”... 77.40’ S 164.50’ E

Today.... Flying albatrosses, many types and all mega wide and large, royals, wandering, brown brows where ever you look pairs, triples, even 10 in one go.. with many types of Petrels hovering and following.. terns sparring for space and sooty sheerwaters in their gangs flying or gliding as no one flies around here in the 50s, over the dark blue waves spitting their foam– as pristine as the Ross Shelf fine and upright Yesterday”... 78.22’ S 166.69’ E in its longevity and adaption, a wall of change and part of the continent we all wanted to feel and soon would in those unreal days at McMurdo, reward comes with patience just like the albatrosses we saw today meandering in time waiting for what I wonder or wander ☺

Today, the breaks in the Cumulus clouds maybe even stratus Cumuli? Fluffy and collapsing or opening to show a blue background, sun ah ha yum!! Just like the opening up of the Lemaire channel wonderful in its surprise and rapid change, whales breaching some like the clouds of Today... “Yesterday”... 64.51’ S 62.56’ E

Today..... Blowing wind, the racing warm wind in comparison sharp gusty wind all so blowy Like the journey “Yesterday”... 67.58’ S 103.21’ E Day 10 on the Bellingshausen sea with 60 knots of wind, our first and last taste of wild windy seas until today.

Today, passing waves blowing spray in jets from the top or peak of their movement and momentum like the minky whales we first saw Day 3 blowing jets from there airholes way back in “Yesterday”... 59.46’ S 62.09 E

Today.. More cumulus clouds fluffy and shaped like an Adelie penguin from Cape Adare or a Chinstrap penguin from Halfmoon Island, all black and white and waddling across the sky on some sort of mission which only he the penguin knows.. which is a bit like us all here today!! Penny for the thoughts of the wandering passengers of all species, probably similar to the penguins from “Yesterday”... 64.51’ S 62.56’ E

Today, we maybe cross an imaginary line and see with our eyes the green of Campbell Island??? Maybe not? But that’s the joy of suspense, expedition mode maybe!! Reminds me of the joy and sense of personal achievement when we crossed the Antarctic circle day 6 “Yesterday”... 66.33’ S 65.58’ E and entered the truly amazing world we have now nearly left behind day 24 “Yesterday”... 66.33’ S 171.24 E

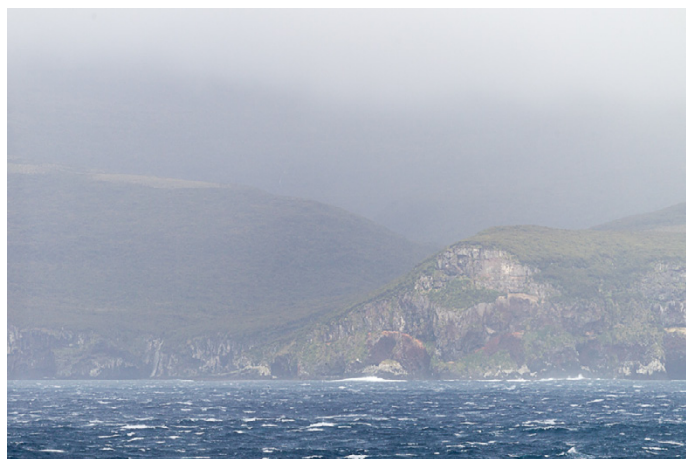
It has been a Paradise day on the deck, Campbell Island silhouette 8 pm it came into sight... awesome and what a start to end New Zealand day...all soon to end with a sunset and full moon, one rising, waxing and the other the sun, lowering, setting the tone and colour with a mega glow ,.... like the REAL Paradise harbour we visited “Yesterday”... 64.51 S 62.56’ E Day 5, that truly gave a statement of what was to come Tomorrow.

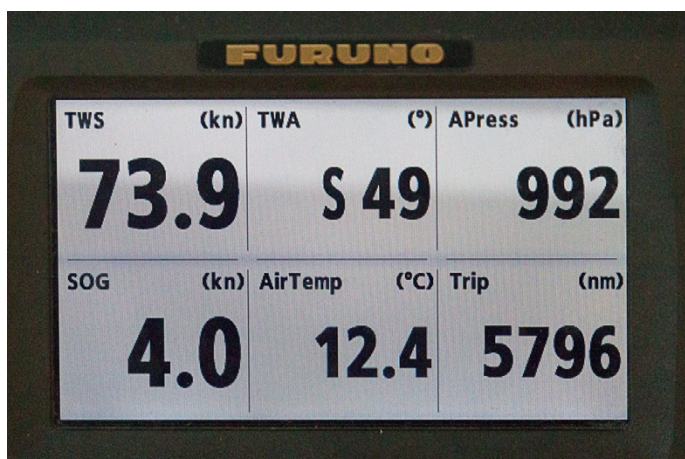
PS - “Yesterday”... was the signing of “Treaty of Waitangi”– Our national day in New Zealand, this was done by the Queens representatives and Maori Chiefs in 1840. This was the beginning of our small, but ambitious nation.... Enjoy New Zealand like we enjoy your visit to our Aoateroa or Land of the great white cloud. Today we celebrate maybe a beer at the bar tonight for a toast to Tomorrow!!! :)

Paul (Kiwi)

Saturday, 07th February 2015 – Campbell Island

07.30 (UTC -12): 52°29’S/169°18’E, 3 nm east of Smoothwater Bay. Low clouds, poor visibility, 50 kn northwesterly wind, 995 hPa, air 9°C, water 10°C.





TWS = true wind speed (knots). Beaufort 12 (hurricane force) starts at 64 knots. Maximum observed was 84 knots today.

Early this Saturday morning, the planned zodiac tour did not happen. At the wake up call, Don announced a wind of 30 to 40 kn and a murky weather. Gillian told me that at 07:50hr, she saw Campbell Island's cliffs. However, shortly thereafter, they disappeared in the fog. Around 09:30hr, the wind gathered speed and blew at some 40 to 60 knot. Rain sprayed the decks and the onlookers. The good news is that we have some time ahead of us to wait for a change of weather.

By midday, some sun patches appeared but the wind was relentless, peaking at 84 knots. Lots of Albatrosses whirl around the ship, sometimes being at almost a stand still before turning around being thrown back and starting forward again. As for the Cape Petrels, some try to rest on the sea but are flung around by the wind. Nonetheless, they keep flying up and down and around.

So far, impossible to land on the island, enter Perseverance Bay or doing any excursions whatsoever. The wind reigns supreme. Victoria gives a lecture in the afternoon, and a few passengers spend their time photographing the majestic Albatrosses. At the end of the day, hopes are high. Don announces that we will enter Perseverance Bay tomorrow at 06:00hr.

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Sunday, 08th February 2015 – Campbell Island, at sea

06.00 (UTC -12): 52°28'S/169°16'E, near Perserverance Harbour. Low clouds, poor visibility, 40-50 kn southwesterly wind, 1000 hPa, air 10°C, water 10°C.

It is Sunday the 8th and Don wakes us up with the good news, we are sailing into the bay. Fog blurs the contour of the island to and fro, the sea is relatively calm but the wind blows at 50 knots. The moon appears for a few seconds through the fog. Many people braved the wind and went outside to see the arrival into the bay. Then a voice, Don's, came over the loud-speaker saying we lost the battle. The weather won and the Captain turned the ship around and we sailed out. But there is a good news. We are heading to the Snare Islands. Let's see what happens there.

Last night, Campbell Island still showed us some beautiful views specially at sun-down. Partly veiled with fog or capped with sketchy clouds, the island became a canvas of pastel watercolors. The Albatrosses were still flying about, some 16 of them set down on the ocean and danced with the waves, a lone yellow-eyed penguin porpoised once or twice and Patricia and Monika saw a sea lion. Another beautiful day around the elusive Campbell Island.

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Monday, 09th February 2015 – At sea, heading for Bluff

06.00 (UTC -12): 49°17'S/168°45'E, 162 nm to Bluff. Mostly cloudy, 35 kn northerly wind, 1003 hPa, air 10°C, water 12°C.

The Recap – A Poetic Assembly of Words III

by Sascha Demarmels

Antarctic has been sliding away from me for days now. With every degree north civilization gets closer and everyday life isn't far away any more. Here are some thoughts about our journey. Not everything is from me, though. I listened carefully to what people said. And for once I won't tell, whose wishes they are.

what we have seen

good mornings, good peoples, and many good days

penguins: Emperor, Gentoo, Adélie, Chinstrap, Macaroni, Yellow-eyed penguins

albatrosses: Wandering, Southern Royal, Black-browed (or Black-brown, if you want to), Grey-headed

petrels, all sorts of and prions, shags and skuas, gulls, some of them, shear-water

seals: Wedell, Crabeater, Ross Seal (!!! :-))), Leopard Seal and a Sea Lion

whales: Orca, Minke, Humpback (that I am not so sure of), Fin whale
mermaids (?)

ice, water, snow, sun, lots of sun, more water, much more ice, fog, clouds, waves, some more water, some rocks, icebergs, galciars, Sloes, growlers, fast ice, ice shelf, islands, mainland, landscapes

what we miss now

a hot bath the own bed

having put a hot tea and cereals by one's bed without having to talk to anybody

real bread for breakfast, real ice cream, cervelat (a special Swiss sausage), real chocolate, gummi bears, green salad, fresh tomato salad, fresh vegetables, sparkling mineral water, real beer, oranges

the girlfriend, the boyfriend, the husband, the wife, the children, the grand children, the daughter, the son, the mother, the father, the sister, the brother, the cousin, the niece, the nephew

loneliness, a quite place, some silence, perhaps some one who wants to share my antarctic stories

what we will miss then

the bar in the early morning

nice people to talk to and to be friendly with

every day a new excitement (I know there are excitements in my everyday life, but actually not like those of the last few weeks...), the wildlife, the landscapes, the ice

having an „apero“ (Swiss German for aperitif), having gin on deck (and being very decadent, but also feeling very special),

to sway through the ship

not having to make decisions (well, you know, it was nice to be in the good hands of our experienced staff, wasn't it?)

listening to interesting lectures

nice talks on the bridge, waiting for one of the 4.5 whales, the waves (they really impressed me during the last days of our journey!)

always having someone to share the exciting amazement



Tuesday, 10 February 2015 – Bluff, New Zealand

08.00 (UTC -12): further north than yesterday. Weather: hopefully good and certainly warmer than in the Ross Sea.

Sunday, 10 February, is at the time of writing still mostly guesswork, although it should be predictable. After a last, sweet “good morning, good people!”, there will be a last, sweet *Ortelius*-style breakfast. And then, our great Antarctic Odyssey will be history. Great memories, lasting impressions, an unforgettable experience.

Some of us will have some more time in New Zealand, others will return home straightaway ... whatever your plans are: thank you for sharing these weeks with us on MV *Ortelius*! May your onwards journey be safe, and may your luggage arrive together with you at your destination ☺

Total distance sailed on this voyage (Ushuaia - Bluff): 6224 nautical miles, 11,627 kilometres or 7164 statute miles.

Text: various contributors (name of author is under the text of each day).

Wildlife list: Dmitri Banin.

Layout, maps and photos: Rolf Stange except photos 31st January: Martin F., the day's author. All photographs were taken during our voyage.

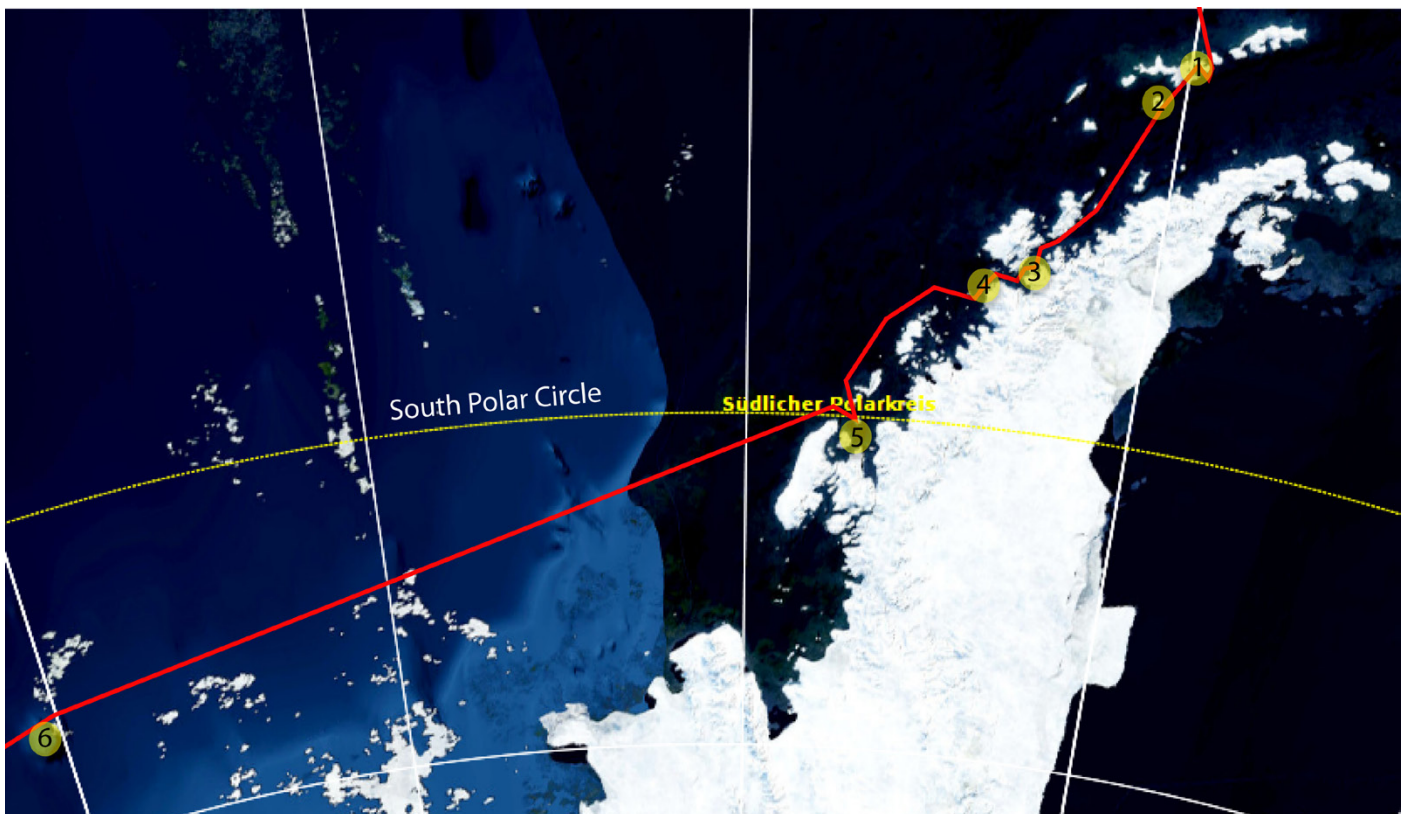
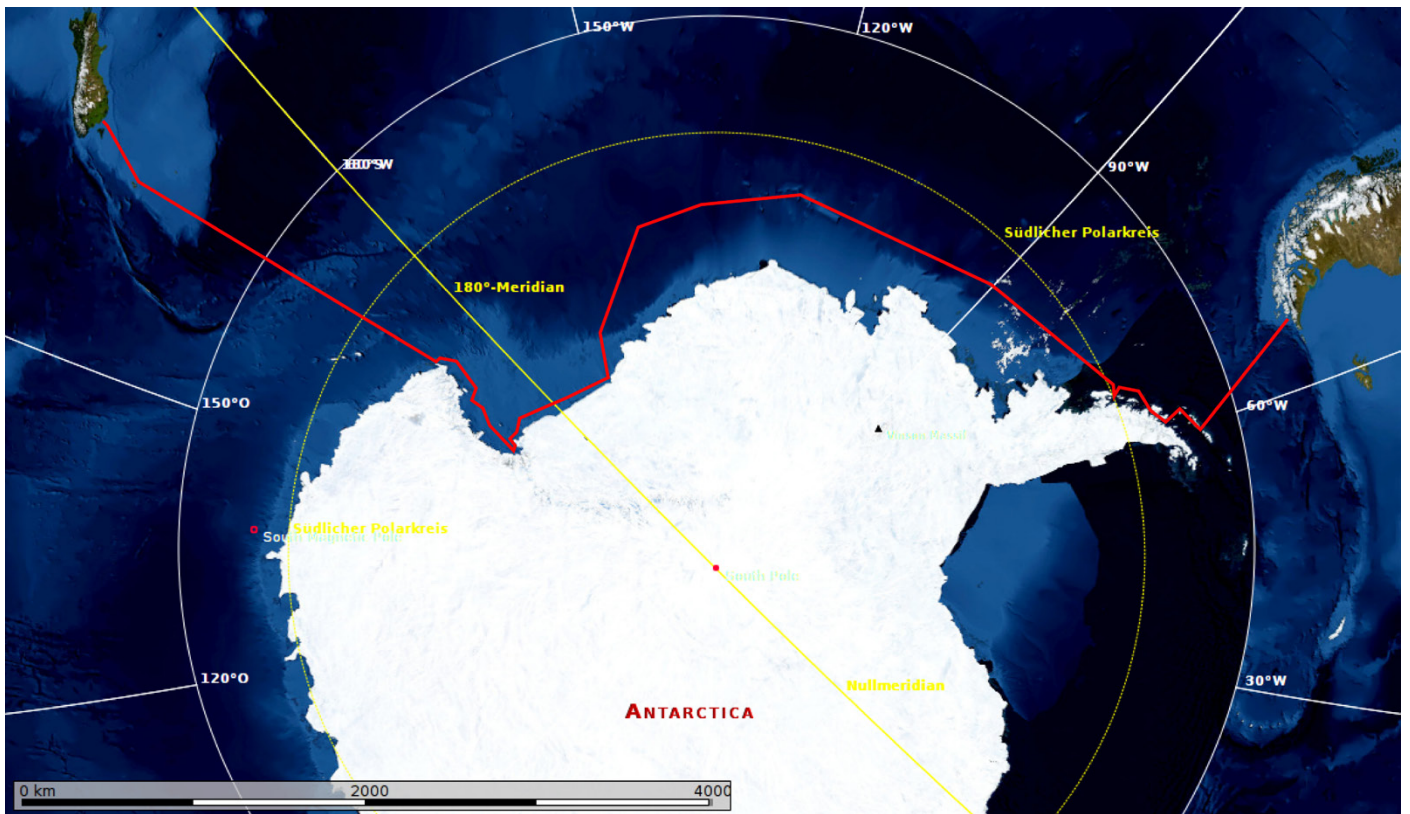
Rolf's 360 degree panorama photos of our voyage will soon appear on antarctic.eu (and its German equivalent, antarktis.net), where Rolf's photo galleries, his blog and this triplog will also be available.

It has been a pleasure to travel with you.

On behalf of Oceanwide Expeditions, Captain Ernesto Barria, Expedition Leader Don MacFadzien and all the crew and staff, we thank you for visiting the Antarctic Peninsula and the Ross Sea with us and hope to see you again, anywhere between the poles!

For more information on polar voyages, please visit www.oceanwide-expeditions.com.





1	South Shetlands: Half Moon Island	8	Ross Ice Shelf
2	Deception Island	9	McMurdo Sound: Cape Evans
3	Paradise Harbour	10	McMurdo Sound: New Harbour/Taylor Valley
4	Lemaire Channel, Petermann Island	11	McMurdo Sound: Cape Royds
5	South Polar Circle, Detaille Island	12	Ross Sea: Terra Nova Bay
6	Peter I Island	13	Ross Sea: Cape Hallet
7	Ross Ice Shelf: Bay of Whales	14	Ross Sea: Cape Adare



Lectures & presentations, recaps and other assorted excitements:

10 January	Birds of the wind	Dmitri
	Lifestyles of the big and blubbery: Common whales of the Antarctic	Michael
	How to behave in Antarctica (aka the IAATO briefing)	Don
11 January	Antarctic history: an overview (I+II)	Victoria
	Zodiac briefing	Don
	Exciting vacuuming of antarctic equipment	All of us
	Aliens in Antarctica / What will the future bring	Michael / Don
12 January	Deception Island: Earth history (Rolf), human history (Victoria), our story (Don)	
14 January	Penguins	Dmitri
	Geology (I): the rock cycle	Rolf
15 January	Fur@y friends of the Antarctic: seals	Michael
	Shackleton and the <i>Endurance</i> -expedition (I+II)	Victoria
	Recap: state of the thing (Don), sea ice and climate change (video, Gill), penguins (Dmitri), Whalers Bay photography (Jim), Orcas and penguins (Michael), <i>Ortelius</i> South Polar Times (Rolf), Antarctic history calendar (Victoria)	
16 January	The Antarctic Treaty System	Gill
	Antarctic weather for beginners	Jim
	Peter I Island	Rolf
17 January	The Antarctic Food Web	Michael
	Glaciers (I)	Rolf
	Recap: Antarctic calendar (Victoria), wingspans of antarctic seabirds (Dmitri), Orca types (Michael),	
18 January	Glaciers (II)	Rolf
	Shackleton's forgotten men: the <i>Aurora</i> expedition	Victoria
19th January	Icebergs and sea ice	Don
	Helicopter briefing	Don, Jim
	More exciting vacuuming of antarctic equipment	All of us
20th January	National programmes in Antarctica	Gill
	Amundsen: his life and his South Pole expeditions	Victoria



	Recap: antarctic calendar (Victoria), outlook (Don)	
	Latest sea ice information and our options	Captain Barria
21st January	Adaptations of animals to extreme climate conditions	Dmitri
	Geology (II): age and time	Rolf
22nd January	Evolution of whales	Michael
	Captain Robert F. Scott: hero or bungler?	Victoria
	Recap, photo competition	Jim, Don
23rd January	Science on ice: research in Antarctica	Gill
	Geology (III): plate tectonics	Rolf
	Recap: knots (Jim), Emperor penguins (Dmitri), James Clark Ross (Victoria)	
24th January	Ice situation update	Don
	News from the freezer: more about antarctic science	Michael
	Comparing leadership styles of Amundsen, Scott and Shackleton	Jim
26th January	Shackleton's <i>Nimrod</i> expedition	Victoria
30th January	Recap: panorama photography (Rolf), Adélie penguins (Dmitri), thoughts on remoteness of the Ross Sea (Jim), McMurdo historical huts (Victoria), our nearest future (Don)	
31st January	Geology (IV): how to build a mountain range. Dry Valley area geology and rocks.	Rolf
	Living and working in Antarctica	Gill
01st February	Recent ice information and plans	Don
	Kap Adare and Carsten Borchgrevink: the first wintering in Antarctica (I)	Victoria
02nd February	Kap Adare and Carsten Borchgrevink: the first wintering in Antarctica (II)	Victoria
	Recap: Skuas (Dmitri), the knife sharpener mystery (Jim), Dr. Levicks paper on the 'Sexual behaviour of Adelie penguins'/K. May: 'Could Captain Scott have been saved?'/H. Ponting: 'The sleeping bag poem' (Rolf, poem read by Jim)	
03rd February	Shackleton. A life in poetry	Jim
	The Southern Ocean through 200 Ma (Geology V)	Rolf
04th February	Southern Ocean Fisheries	Michael
	Antarctica and climate change	Gill



	Recap: <i>Pagothenia borchgrevinki</i> , an antarctic fish named after Carsten Borchgrevink (Michael). Great Albatrosses (Dima). Position and plans update (Don). Antarctic calendar/who was the first to see Antarctica? (Victoria). Photo competition (Jim).	
05th February	Campbell Island. Overview and rat eradication (video)	Jo
	Campbell Island birds	Dmitri
06th February	A recent crossing of South Georgia	Don
	A miscellany of Mermaids (I+II)	Victoria
	Recap: Cape Adare hut historic graffiti (Jim), update on our plans (Don)	
07th February	The problem of longitude (I)	Victoria
08th February	The problem of longitude (II): the tale of John Harrison	Victoria
	Geology continued (VI): volcanism	Rolf
09th February	The Arctic	Rolf

Victoria's recommended history books on the Antarctic Peninsula

- *The Storied Ice: Exploration, Discovery, and Adventure in Antarctica's Peninsula Region*, by Joan N. Boothe (2011). As far as I know, this is the only detailed book focusing exclusively on the Antarctic Peninsula. Very thorough and complete; can be a bit heavy-going!
- *Let Heroes Speak: Antarctic Explorers 1772 – 1922*, by Michael H. Rosove (2000). This covers the entire Heroic Age (1895 – 1917; also before & slightly after) in Antarctica and as far as possible uses direct quotations from explorers' diaries. Strongly recommended.
- *Frozen Footprints*, by John Harrison. The author has visited many sites in the Antarctic Peninsula region and describes how they are today, accompanied by vivid and detailed flashbacks to the former days of discovery and exploration.
- *Through the First Antarctic Night*, by Dr. Frederick Cook (1900). Cook (& Amundsen) kept nearly all of Gerlache's men alive for the 13 months they were stuck in the ice on Belgica, drifting south of the Antarctic Circle.
- *Quinze Mois dans l'Antarctique* (Fifteen Months in the Antarctic, 1902), by Adrien de Gerlache. Gerlache was leader of the Belgian Antarctic expedition (1897 – 99), though he lost much of the initiative in the ice as he became very ill, probably with scurvy.
- *Antarctica*, by Otto Nordenskjöld and Johan Gunnar Andersson. Written immediately after Nordenskjöld's 1901 – 03 expedition; the title is taken from the name of his ship.
- *Le 'Français' au Pole Sud* (The 'Français' at the South Pole, 1906), by Jean Baptiste Charcot. This is a lively account of Charcot's first Antarctic expedition (1903 – 05) on Français.
- *Southern Lights*, by John Rymill, about his British Graham Land Expedition, 1934-37. Original edition published in 1939, reprints in 1986 and 2011 (available from the United Kingdom Antarctic Heritage Trust, www.ukaht.org/)

Victoria's Shackleton Reading List Suggestions

From the Heroic Age of exploration:

- *The Heart of the Antarctic* – Ernest Shackleton. Ghost-written account of Shackleton's *Nimrod* expedition of 1907.
- *South: The Endurance* – Ernest Shackleton. Ghost-written account of *Endurance* expedition.
- *Endurance* – F.A. Worsley. A very readable account of the *Endurance* expedition by Shackleton's great friend and navigator, Frank Worsley.
- *Shackleton's Boat Journey* – F.A. Worsley. Focus on the rescue mission of the James Caird – Elephant Island to South Georgia.

Exploration (contemporary):

- *Shackleton A Life in Poetry* – by a certain **Jim Mayer**, a well-known character on this ship. Tells the story of the explorer through the verses he loved, used to motivate his men and wrote home to his wife and mistresses. This new biography reveals previously un-published material. (Editor's recommendation!)
- *Scott, Shackleton and Amundsen* – David Thomson. An easy and refreshing read, comparing these three very different men's exploration styles.
- *Endurance* – Alfred Lansing. Another easy and interesting read, specifically on the *Endurance* expedition.

- *Shackleton* – Roland Huntford. Somewhat heavyweight, but definitive tome on Shackleton the man, as well as Shackleton the Explorer. Worth reading both for its serious analysis and juicy anecdotes! However, beware: this man also wrote a book on Amundsen and Scott, in which he is almost hysterical in his praise of the former and personally vindictive in his condemnation of the latter. Can he be trusted?! (No! Ed.)
- *The Endurance* – Caroline Alexander. A lively read – be cautious about factual details however.
- *Mrs Chippy's Last Expedition: The Remarkable Journal of Shackleton's Polar-Bound Cat* – Caroline Alexander. This is wonderful! A fictional account of the Endurance expedition told by the ship's cat...Surprising insights into the behaviour of the humans on board.
- *Shackleton's Forgotten Men* – Lennard Bickel. An excellent account of what was going on in the Ross Sea region during Endurance's adventures. The *Aurora* took down a group of men to lay depots for Shackleton's trans-Antarctic crossing; of course, he never came. This is their tragic and moving story.
- *Polar Castaways: The Ross Sea Party of Sir Ernest Shackleton* - Richard McElrea.
- *The Ross Sea Shore Party 1914 – 17*- Richard W. Richards. Dick Richard's account (important member of Ross Sea Shore Party).
- *The Lost Men: The Harrowing Saga of Shackleton's Ross Sea Party* -Kelly Tyler-Lewis.

German Translations:

- *The Endurance* – Caroline Alexander = *Die Endurance - Shackletons legendäre Expedition in die Antarktis* von Caroline Alexander und Bruno Elster.
- *Endurance* – Alfred Lansing = *635 Tage im Eis: Die Shackleton-Expedition* von Alfred Lansing, Franca Fritz, Heinrich Koop und Kristian Lutze.
- *Mrs Chippy's Last Expedition: The Remarkable Journal of Shackleton's Polar-Bound Cat* – Caroline Alexander = *Mrs. Chippys letzte Fahrt in die Antarktis. Das bisher unentdeckte Tagebuch von Shackletons Schiffskatze.*

Scott & Amundsen

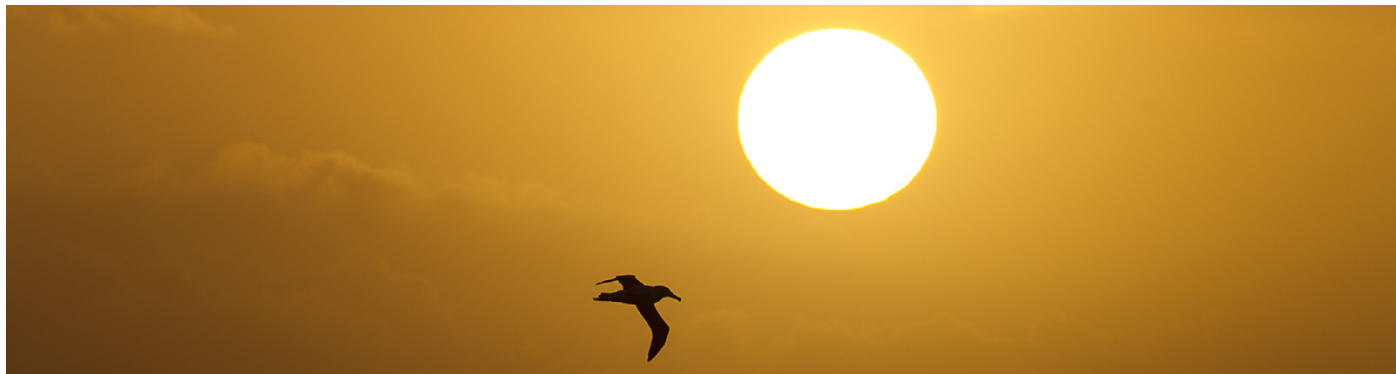
- *Scott's Last Expedition/The Voyage of the Discovery* – very well-written and readable account by Scott himself.
- *The Last place on Earth/Scott and Amundsen* by Roland Huntford – very detailed and well-researched account of Scott and Amundsen's famous race to the Pole. A great supporter of Amundsen and a great debunker of Scott. Very interesting, though extremely (obsessively?) anti-Scott.
- *Captain Scott* by Ranulph Fiennes – A much easier read than Huntford's tome; sets out to debunk the debunking of Scott and vindicate his heroic reputation. Extremely (obsessively?) pro-Scott. Also very interesting – draw your own conclusions!
- *The Worst Journey in the World* by Apsley Cherry-Garrard – A wonderfully written account of Scott's last expedition, with emphasis on Cherry-Garrard/Wilson/Bowers' winter journey to Cape Crozier for emperor penguin eggs.

Novels on Antarctica

- *Antarctica* by Kim Stanley-Robinson – a sci-fi, futuristic, political novel set against a backdrop of one version of a future Antarctica. Highly recommended.
- *Skating to Antarctica* by Jenny Diski – a compelling account of a journey to Antarctica and an inner journey of the spirit.



Wildlife List – Ross Sea Odyssey	
aboard M/V ORTELIUS / January 9 - February 9, 2015	

[illegible]



SUPPORT OUR WORK

HELP US TO CONSERVE THE LEGACY OF ANTARCTIC ADVENTURE

At the turn of the twentieth century Antarctica was the focus of one of the last great races of exploration and discovery. The 'heroic age' of exploration (1897 – 1917) saw a number of men risk their lives to conquer the last great land frontier on earth.

This era of exploration typified leadership, courage, passion, sacrifice and sometimes tragedy.

These expeditions, led by famous explorers including Sir Ernest Shackleton, Captain Robert Falcon Scott and Roald Amundsen, built simple wooden bases from which they set out to explore the continent. A century on four bases still stand in the Ross Sea region of Antarctica crammed full of supplies and equipment. They have been described as the most evocative heritage buildings in the world.

Antarctica remains the only continent on earth where humans' first dwellings still stand. The sites and the thousands of artefacts associated with these expeditions are cared for by the Antarctic Heritage Trust.

The Trust also cares for Sir Edmund Hillary's 1957 historic base, the foundation of New Zealand's Scott Base and ongoing operations in Antarctica.

The Trust's Ross Sea Heritage Restoration Project is a long-term, staged conservation project that ensures these fascinating sites remain for the benefit of current and future generations.

YOU CAN HELP

Our members, **Antarctic Explorers**, are committed to conserving the legacy of discovery, adventure and endurance. By becoming a member, your support will help the Trust in a major capital raising project to conserve these sites and ensure this fascinating legacy and chapter in human history is not lost to the world.

The benefits of membership are outlined below:

ANTARCTIC EXPLORER

- An Antarctic Historic Huts of the Ross Sea Region booklet produced by the Trust (on joining).
 - Scott's Last Expedition book. Created for the international touring exhibition, it details Captain Scott's 1910-1913 expedition (on joining).
 - Heritage Hearsay Newsletter (twice annually)
 - Project Update (annually)
 - Annual Report
 - Making a valuable contribution to the conservation project.
- Annual Cost 100

ANTARCTIC SILVER EXPLORER

The benefits of Antarctic Explorer membership *plus*

- A copy of a recently released book about the heroic age of Antarctic exploration (on joining).
 - Acknowledged in the Trust's Annual Report.
 - Invitations for events arranged by the Trust in your area.
 - A gift every time you renew your annual membership.
- Annual Cost 500

ANTARCTIC GOLD EXPLORER

The benefits of Antarctic Explorer membership *plus*

- A personalised plaque featuring a NZ banknote depicting, and signed by, the late Sir Edmund Hillary (on joining). Sir Edmund was the first to climb Mt Everest and the first to overland to the South Pole since Roald Amundsen and Captain Robert Falcon Scott.
 - Acknowledged in the Trust's Annual Report.
 - Invitations for events arranged by the Trust in your area.
 - A gift every time you renew your annual membership.
- Annual Cost 1,000

DISCOVERY ADVENTURE ENDURANCE

SAVE THE ALBATROSS CAMPAIGN

Background

Every year thousands of albatrosses and other seabirds are being caught and drowned on baited hooks set by longlining fishing vessels around the world. The birds gather round the stern of fishing vessels as the lines are laid out, see the fish bait drop down on to the sea and grab it before the line has time to sink beneath the water, only to find a hook inside it which drags them down and drowns them. This 'by-catch' is not in the fishermen's interests, as they set the lines to catch fish such as tuna, squid and toothfish. Every seabird caught on the hooks is lost revenue for them. A single tuna longlining vessel can set a line over 80 miles long, on which there are 20,000 baited hooks. A single toothfish can sell for \$1,400. One southern bluefin tuna recently brought \$173,600 at a Tokyo fish market.

The campaign

The global campaign is being run by Birdlife International, an international partnership of bird conservation organizations. They are raising funds and lobbying for new laws. The funds will help to finance the campaign and to introduce mitigation measures on fishing boats, such as bird-scaring devices and adding more weights to the lines so that they sink more quickly out of sight of the birds. The new laws are to ensure that all countries with fishing fleets sign up to international agreements to take specific measures to reduce the seabird by-catch from longlining. A further initiative is to encourage the development of accreditation systems for fish sold, to ensure that it is 'albatross friendly' by being caught on lines which use recommended mitigation practices. This follows the success of 'dolphin friendly' tuna fishing practices in the 1980s and 1990s which led to the outlawing of drift nets, the so-called 'walls of death', which were killing thousands of dolphins, porpoises and birds.

The legislation

A new international treaty introduced in 2001, the Agreement on the Conservation of Albatrosses and Petrels (ACAP), under the Convention on Migratory Species (CMS), known as the Bonn Convention, has been signed by several countries already, but many, including the USA, South Africa, France, Russia, and Argentina, have yet to sign or to ratify the Agreement. This is a legally binding Agreement with an Action Plan which requires signatories to take specific measures to reduce the seabird by-catch from longlining. Additionally the United Nations Food and Agricultural Organisation (FAO) has an International Plan of Action (IPOA) which encourages UN member countries to assess the seabird by-catch problem within their area of control, and to develop and implement their own National Plan of Action (NPOA) to tackle the problem.

What you can do

- (i) Make a donation to the campaign, using the attached form, and send this to the RSPB (Royal Society for the Protection of Birds) in England – see the accompanying letter.
- (ii) Write to your Member of Parliament (or equivalent) asking if your country has signed and ratified the ACAP and, if it is a member of UN, if it has implemented an NPOA.

Further information

This is available on the following websites:-

Birdlife International – www.birdlife.net American Bird Conservancy – www.abcbirds.org

RSPB – www.rspb.org.uk

The **South Georgia Habitat Restoration / Rat Erradication** Programme is very important to re-establish South Georgia's value as a seabird nesting site. It must be completed before the glaciers have retreated far enough to allow rats to cross these so-far impenetrable boundaries, so it is important to take action soonest! Please visit www.sght.org for more information.

This is also where you will find the Albatross narration *The Mists of Time* for sale, a novel that describes the life of a Wandering Albatross. Sales support the South Georgia Habitat Restoration Programme. Rolf has translated the book into German and made it available as *Die Nebel der Zeit* on www.antarktis.net.

Support South Georgia's wildlife and

Donation Form for people not resident in the USA



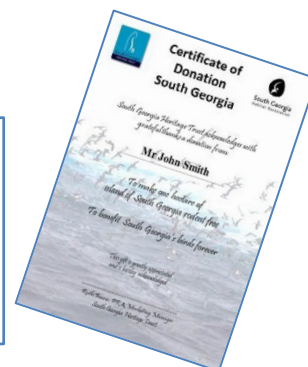
GENERAL DONATIONS will help us carry out work on South Georgia such as:-

- action to conserve endangered and threatened wildlife;
- studies to help us understand how to best protect the island's wildlife;
- preserving human heritage like the whaling stations and Shackleton's grave.

OR

SPONSOR A HECTARE. You can give a hectare (or more) of South Georgia back to its birds for only £90 / \$140 per hectare.

All sponsors will receive a certificate.
How about buying some as a present too?



I would like to make a general donation of £ / US\$ / Euros _____

I would like to sponsor _____ * hectares (*insert number of hectares) at £90/\$140 each. Total value _____

Name _____

Name as you wish it to be on the certificate _____

Address _____

Country _____

Email address (please write clearly) _____

Credit Card number _____

Security number (the last 3 digits on the back of your card) _____ Expiry date ____ / ____

Signature _____ Date _____

Please tell us where you obtained this form _____

Gift Aid: for UK residents only. Gift Aid means that for every £1 you give, we can claim an extra 28p from the Inland Revenue – helping your donation go further.

☐ I would like the South Georgia Heritage Trust to reclaim tax through Gift Aid on this gift and any future gifts, until further notice. (NB: You must pay income tax or capital gains tax equal to the tax we reclaim, currently 22%) .

☐ In the future we may wish to send you updates on this project and our other work on South Georgia. Please tick this box if you do not wish to receive these.

If you would like to receive these updates by email, please ensure your email address is included above (We often like to use email as it is quicker and cheaper – leaving us with more money to spend on our conservation work).

Our promise to you: your details will not be made available to any other party.

PLEASE POST FORMS AND PAYMENTS TO

South Georgia Heritage Trust, Verdant Works, West Henderson's Wynd, Dundee, DD1 5BT, Scotland., UK

Tel: +44 (0) 1382 229792 : Email: info@sght.org : Website: www.sght.org

Scottish Registered Charity Number: SC 036819