



Expedition Log

The Bouvet Island Atlantic Odyssey

24th of February 2006 – 3rd of April 2006

M/V Aleksey Maryshev
M/V АЛЕКСЕИ МАРЫШЕВ



At sea 31st of March 2006

The Bouvet Island Atlantic Odyssey



With

**Captain – Vladimir Gayvoronsky
and his Russian Crew of 18**

and

Expedition Leader – **Jan Belgers** (Dutch)
Guide/Lecturer **Vidar Bakken** (Norway)
Guide/Lecturer – **Dennis Schmitt** (USA)
Hotel Manager – **Daniella Cristoff** (Argentina)
Head Chef – **Ger Coesel** (The Netherlands)
Sous Chef – **Franco Calvano** (Argentina)
Ship's Physician – **Dr. Phill Hall** (Australia)

This report is produced by the staff

Day 1, February 24, 2006 – Ushuaia / Tierra del Fuego, Argentina

Position 54°45' S / 68°30' W

Temperature Air: 5°C, Water 8°C, partly cloudy, windy.

Most of us had arrived the day before after a long journey from home. Unfortunately for several of us one of the flights from Buenos Aires was delayed and landed in later the evening. And who was this person on that plane with this annoying cough that kept some of us from sleeping? Still, the next day it was a great opportunity to explore the city of Ushuaia and its magnificent surroundings. Today, the sun was out, and it was an exceptionally warm day. Several of us made a trip the Tierra del Fuego National Park and other could not resist all the Penguins in town and bought fluffy ones, Penguin mugs, T-shirts and Penguin books. Around 16 h it was time to board the *Aleksey Maryshev* in the harbour, the ship which was to become our home for 39 exiting days!

Our expedition to the Falkland Islands, South Georgia, the South Sandwich Islands, Bouvet, Tristan, St Helena, Ascension and finally the Cape Verdes officially started at 17.30 h when our Expedition Leader Jan called us together to welcome us on board on behalf of Oceanwide Expeditions. He introduced us to the people who would take care of us on this journey.

The polar bug had long ago bitten all members of the expedition staff. Expedition Leader Jan Belgers, from the Netherlands, has been guiding Polar trips for many years. His first experience with the Polar Regions was in 1992 when he joined a scientific expedition to the Weddel Sea in Antarctica and wintered there. Since then he has done many polar expeditions in the North and the South. He now works as a full time guide and expedition leader in the Northern and Southern hemisphere and is addicted to these wild places.

Vidar Bakken has worked in polar regions since 1986. He worked for the Norwegian Polar Institute for 13 years, and since 2000 at the University of Oslo. The main study object has been seabirds in Svalbard (Spitsbergen), including penguins on Bouvet Island. Today his main work is with bird ringing (banding in US) and he makes software for the organisation and has together with two other colleagues recently published a Bird Ringing Atlas of birds ringed in Norway. He has also been a guide and a lecturer in several cruises in Svalbard.

Dennis Schmitt became a noted arctic explorer at the age of nineteen when he crossed the Bering Straits. His many expeditions across the American

Arctic have made him one of the world's recognized authorities in the polar regions. He lectures around the world at symposia and universities. His work as an explorer includes discoveries of new islands in North and East Greenland, the first crossing of Axel Heiberg Island, the first traverse of the Brooks Range, explorations of the world's most northerly mountains with first ascents of major peaks. He has lived with hunting and gathering peoples throughout the arctic and has made a study of many of their languages. His expeditions have been featured in many publications including *Life*, the *New York Times*, *The Polar Times*, *The British Alpine Journal*, *The American Alpine Journal*, *Outside Magazine*, the *Grand Nord Guides* and the syndicated press. He works as consultant for Oceanwide, Grand Nord, WWF, Mir Corporation, and Betchart Expeditions. He has many publications to his credit as poet, writer, composer and photographer.

The hotel department on board the *Aleksey Maryshev* was led by Daniella Cristoff from Argentina. The cooks, who would take care of tasty meals every day came from the Netherlands (Ger Coesel) and Argentina (Franco Calvano) and would often surprise us with their cuisine. Phill Hall, from Australia, was our ship's physician. He just returned from a trip into the Ross Sea and as a real Solar Eclipse chaser he was looking forward to experience his forth Solar Eclipse. Captain Vladimir Gayvoronsky, the most important man on board, was still busy on the bridge, but we would see him later. In fact we did see him whenever we went up to the bridge and some of us wondered if he did ever sleep. He had an experienced crew of 18 Russian officers, sailors, engineers and service personnel on board.

Just after 18.00 h, our ship left the port of Ushuaia, el Fin del Mundo. The sun was out, and we sailed into the Beagle Channel. Shortly afterwards, we met



M/V *Aleksey Maryshev* is leaving Ushuaia for the Bouvet Island Atlantic Odyssey.

again in the restaurant/lecture room for a mandatory briefing on safety procedures highlighted by a lifeboat drill where we all ended up with life jackets at the lifeboats!

After such a busy day like this, we were looking forward to the first dinner on board prepared by Ger and Franco, our Chefs. Many of us were drawn to the outer decks before and after the meal because the Beagle Channel was extremely scenic in a mild evening light. We watched South American Fur seals play in the calm waters, the gatherings of the huge, dark brown Northern Giant petrels and we saw our first penguins of the trip (There would be more!), Magellanic penguins were resting on the water near the passing ship.

The island of Navarino (Chile) was on our starboard side – with the most southerly village on earth, Puerto Williams – and the lonely mountains of Tierra del Fuego (Argentina) on portside. Our Antarctic adventure was about to start.

Day 2, February 25 – En route to the Falkland Islands

Position at 7.15 a.m.: 54°34' S / 64°41' W

Temperature Air: 11°C, water: 5°C, strong breeze.

Today we found ourselves en route to the Falkland Islands, heading on an ENE course. The early morning hours showed great promise for the day with good visibility and decreasing winds. In the morning Vidar gave a lecture about seabirds and the species we will expect to see during the voyage. After lunch more people ventured outside looking for the birdlife that unfolded around the ship. Luckily, the black browed albatross and giant petrels are not afraid of the ship and came well within sight despite



Soon the first giant petrels started to follow the ship.

of the poor visibility. Also, a number of prions (Antarctic or slender billed – they are very difficult to distinguish!) were spotted throughout the day as well as the small Wilson's storm petrel. In the afternoon Jan orientated about the IAATO guidelines and how to use the zodiacs. Lastly, he told about the landings on the Falkland the following day. In the night there was shown a documentary about the Caracara in the Falkland Islands, an amazing bird of prey we should observe the next morning in real.

Day 3, February 26 – Falkland Islands

Position at 7.15 a.m.: 51°46' S / 61°17' W

Temperature Air: 9°C, water: 5°C, breeze from North, cloudy.

In the morning we arrived to South West Falklands. The Falkland Island archipelago consists of two main islands (East and West Falkland) and 778 smaller islands. We came from the west and headed for New Island, where our first landing of the trip was to take place. The weather was quite good, but there were risk of showers during the day. Already in the zodiacs we saw a glimpse of what was expecting us on shore. Rock cormorant, Imperial shags and as well as a host of kelp geese on the shore. Ian Strange and Tony Shater, the owners of New Island, welcomed us on the beach where they had a couple of tables set up with a variety of goods for purchase. Books and stamped envelopes were among the favoured items. Close to the little shed we also saw our first upland geese with chicks as well as the ever vigilant Johnny Rook or striated caracara flying up above.

The landing took us across the island over the green pastures and tussock grass to a rather steep cliff where Imperial shags, black browed albatross and Rockhopper penguins nested: An amazing spectacle



The caracara was a common bird on the Falklands.

with the different birds so close, hardly noticing our presence. Our first real close encounter with the birdlife of the trip and endless photos were taken.

Heading back to the ship the wind had increased and the afternoon's intended landing at Carcass Island unfortunately had to be cancelled. Instead, we headed for our next landing on Long Island. In the night Jan orientated about the visit in Port Stanley the next day. During the night several petrels collided with the ship, but most survived and were released the next day.

Day 4, February 27 – Falkland Islands

Position at 7.15 a.m.: 51°33' S / 57°48' W
Temperature Air: 9°C, water: 8°C.

In the morning we landed with the zodiacs on the beach on Long Island where we should visit a farm. While we were on land the ship was to bunker fuel and we should be picked up in Stanley in the afternoon. The weather was good with little wind and some sun. On land we were met by the owner who gave us information about the farm. Then people were divided into groups and saw sheep shearing and peat cutting. The tea and home made pastry and cookies were delicious.

Later, we were picked up by a bus and drove to Stanley, a trip of about 45 minutes. On the way our local guide (the guy with the ZZ Top beard and



Sheep shearing was demonstrated at the farm.



The church in Stanley

Ausi hat!) told us many interesting stories about the Falklands. On our way to Stanley we also stopped at the world's largest stone ridge that went across the rather bumpy road.

With a population of 1989 people Port Stanley make up for the vast majority of the population of the Archipelago. Only 2379 people inhabit these remote islands along with 1700 British military personnel. A small but none the less very interesting metropolis.

The bus left us at the visiting centre near the harbour. Some of us continued to Gypsy Cove which is a beautiful nature reserve just outside Stanley. Here we could observe magellanic penguins, rock cormorants and black-crowned night herons. In the town many visited the museum, the church and also a typical English pub.

Day 5, February 28 – En route to South Georgia

Position at 08.00 a.m.: 51°59' S / 54°19' W
Temperature Air: 8°C, Water: 8°C, strong breeze from north, cloudy.

Today we have been at sea the whole day on our route to the South Georgia. Several hourglass dolphins have been seen around the ship. In addition wandering albatrosses, black-brewed albatrosses, storm petrels and prions.



Several hourglass dolphins were observed during the day.

At 10:30 Dennis began his kaleidoscopic lecture on climate change. He began with the cosmic singularity that provided us all with the same universe that was eventually to make cloud cover and raincoats possible. This universe and its four forces evolved into star systems accompanied with planetary debris. Our earth started out about 5 billion years ago without an atmosphere and aquasphere. Volcanic outgassing emitted oxides of carbon and water vapour to change this. Comets may also be important to the earth as an early source of water molecules. Today the earth is about a thousandth part surface water and about a millionth part atmosphere. The sun is source of nearly all terrestrial surface calories. Radioactive decay may contribute calories from within. Gravitational stress from earth's moon is also important. Water is the most important medium on the earth's surface for the distribution of calories. Water's high specific heat gives it enormous power to equilibrate climatic variation even in high polar regions where the solar light regime is seasonally restricted. From a mathematical perspective the analysis of climate is a vast multi-variable puzzle. Important factors include, surface albedo, Malenkovich cycles, tectonic movements, surface topography, meteorite activity, volcanic and human outgassing. Through their evolution, plant and animal life forms have been subjected to climatic changes, often cyclical. There have been four major ice ages in the higher latitudes in the last two million years. The last one ended about twelve thousand years ago. Mid latitude desertification in the intervening years triggered important changes in human life styles. The need for irrigation to stabilize agricultural production led to surplus calories, specialization of labor, cities, metallurgy and the present technological societies. With all this has come the ability of humans to affect climate. How much human activity is affecting earth's climate is a current topic of public debate.

In the afternoon Jan gave a talk about the natural history of the Antarctic Ocean. At 21.00 David and Sandra showed there excellent photographs from Antarctica and South Georgia. They had made amazing shots of Leopard Seals while diving in Antarctica. After that there was shown an excellent IMAX movie about South Georgia called the Survival Island. During the day we have not so far crossed into the Antarctic Convergence, but we expect that it will happen tomorrow.



The wandering albatross was a common species on the route to South Georgia.

Day 6, March 1 – En route to South Georgia

Position at 08.00 a.m.: 52°41'S / 47°31'W

Temperature Air: 10°C, Water: 8°C. Strong wind from North - East

Another day on our way to South Georgia. Due to strong winds we are some delayed, but expect to reach South Georgia during the afternoon tomorrow. At 10.00 Vidar gave his second talk about the seabirds, their biology and the birds we have observed so far during our voyage and on the Falkland Islands. In the afternoon Jan had a lecture about the history of whale hunting. At 21.00 it was shown a documentary about Shackleton and the Endurance.

Day 7, March 2 – South Georgia: – Bay of Isles: Salisbury Plain

Position at 07.15 a.m.: 54°02'S / 37°19'W

Temperature Air: 7°C, Water: 7°C.

In the afternoon we first spotted the first iceberg and some later the north-western part of South Georgia. The number of seabirds increased as we approached



The first meeting with the king penguin was at Salisbury Plain on South Georgia.

the island, and the first penguins were seen in addition to countless prions and storm petrels. Also the number of fur seals increased as we got closer to the island. The ship was heading for the huge king penguin colony in Salisbury Plain where we arrived in the early evening. The landing site at Salisbury Plain is normally a very difficult landing as the beach is very exposed to the large swell often making zodiac operations impossible. On this day however, things worked out for us. Granted, some got wet feet on the beach but it was well worth it when we were greeted by literally thousands of king penguins and endless numbers of our new best friends: the antarctic fur seals. South Georgia is perhaps the most important breeding ground in the world for this species of seal where up to four million spend their summer. Fur seals are unfortunately not exactly as cute as they look as many of us realized quite quickly. Females trying to protect their territory and pups attacked out of no where and were certainly not in the mood for a close encounter with humans.

The primary goal of the landing was the king penguins – the second largest penguin species in the world. In Salisbury Plain we certainly got what we came for! Perhaps 60.000 breeding pairs were gathered in the rookery on the hill side and on the vast plain. Incredible numbers all over the place. It is fair to say that everybody was overwhelmed by the rich wildlife here, not to mention all the inevitable close encounters with fur seals, king penguin adults and chicks. On the shore we could also observed a few Gentoo Penguins, Kelp Gulls, Southern Giant Petrels and Subantarctic Skuas.

Day 8, March 3 – Fortuna Bay, Stromness, King Edward Cove: Grytviken

Position at 07.15 a.m.: 54°07'S / 36°48'W

Temperature Air: 5°C, Water: 7°C, calm, cloudy.

We had an early morning as the first zodiacs were heading for land at 5.30 in Fortuna Bay, so named



The Stromness whaling station in the Stromness Bay.

after the whaling ship *Fortuna*. It was a short distance to the shore where we once more were greeted by thousands of fur seals and king penguins. Very close to the landing site we also got our first good look at the elephant seal. Fortuna Bay is also the place Shackleton's party reached first after having traversed South Georgia from King Haakon Bay on the south side. From here they went around the shore to the other side of the bay and traversed more mountains in order finally to reach Stromness at the adjacent bay. We only followed Shackleton's footsteps down the beach looking at the myriads of king penguins and fur seals, not to mention the many reindeer in the hills. The reindeer were introduced in 1910 by the Norwegian whalers in order to get some game to hunt as well as a fresh supply of meat other than whale meat. Many went to see the rookery at the far side of the bay and some just pondered the beach scavenging for great photo opportunities

After breakfast the ship headed out of Fortuna Bay and "around the corner" into Stromness Bay and then to Stromness whaling station, one of the stations built by the Norwegians. As the first zodiac was to be set on the water a strong catabatic wind lifted the rubber boat up on the ship again! Luckily, there was no major or injury to the man who was onboard the zodiac or the boat itself. The landing had to be cancelled, but we got a good sight of the abandoned whale town as the ship was anchored pretty close. The town is also closed to visitors, and all must keep a distance of minimum 200 meter to any of the buildings.

We continued to the Cumberland Bay where we headed for Grytviken, another Norwegian whaling station and now the capital of South Georgia. We entered the small King Edward Cove and were soon visited by the customs officer. It is British territory and although remote regulations must be upheld. Not until everything had been thoroughly inspected we were allowed to jump in the zodiacs for the beach at King Edwards Point. Most of the people went directly



Grytviken, the capital of South Georgia.

to the post office while other visited the memorial cairn that Shackleton's men raised in honour of their deceased leader. Later, all went down to the old whaling town in Grytviken where there is a museum. The museum was developed by Pauline and Tim Carr, who settled here after sailing around the world for 25 years in their small boat *Curlew*. Whaling was obviously the primary subject of exhibition in the museum but also the famous trip of Shackleton and other later explorers were touched upon there as well as aspects of biology and geology of the island. The museum also contained a surprisingly large shop with a multitude of shirts, T-shirts, mugs and postcards. Some people went to the church to play the organ and ring the church bells. Time flies when buying souvenirs and the mandatory toast to "the Boss" at the small whaler's cemetery was next on the schedule. We all gathered around Shackleton's grave and a very touching toast was given by Sally Westmacott. Half of the glass for us and the rest for Shackleton.

In the evening a surprise dinner was served on deck after all had returned to the ship. Also the Commissioner of South Georgia and his wife and the post office administrator took part in the BBQ. It gave us a great opportunity to talk to the locals and hear all about the living conditions in such a remote place for such a long time.

Day 9, March 4 –Gold Harbour and Drygalski Fjord

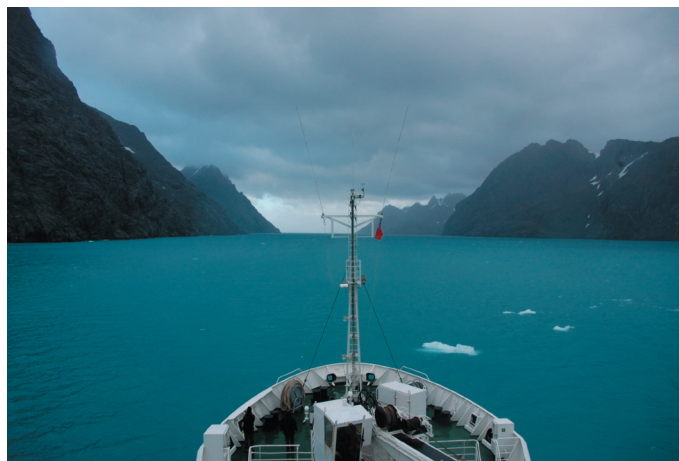
Position at 07.15 a.m.: 54°37'S / 36°48'W

Temperature Air: 6°C, Water: 6°C, Sunny, no wind.

During the night the ship relocated to the beautiful Gold Harbour. The weather was very nice with little wind and sun. The glaciers and the high mountains were a marvellous sight. On shore there were many yellow-billed Sheathbills and light-mantled sooty



The visit to Gold Bay was successful with nice weather and many penguins and seals.



The Drygalski Fjord on South Georgia was a spectacular view.

albatrosses were flying around. Many walked relative long distances on the shore and enjoyed the rich wildlife. Among the penguins the kings were the most numerous, and also eggs and small chicks were seen in the colony. On the beaches and in the tussock there were also a lot of elephant seals, including some large males. Other species observed were gentoo penguins, chinstrap penguins (mostly moulting), kelp gulls and southern giant petrels.

After lunch the ship headed into the very scenic Drygalski Fjord where a number of glacier fronts reach the water. Although overcast the scenery was very impressive. The captain brought the ship quite close to the massive glacier at the end of the fjord before heading out and about to Larsen Harbour. Near the glacier there were a lot of Wilson's storm petrels, cape petrels and Antarctic terns. The mixing of water bringing the prey to the surface was probably the reason why that many birds gather in this area. Larsen Harbour is a narrow side fjord to Drygalski Fjord and sometimes offers Weddell seals along with spectacular scenery. The plan was a zodiac cruise. Due to hard winds the cruise had to be cancelled.

Day 10, March 5 – At sea en route to the South Sandwich Islands

Position at 07.15 a.m.: 55°23'S / 32°22'W

Temperature Air: 6°C, Water: 5°C, calm but swell.

We had a full sea day ahead of us on the way to the South Sandwich Islands and lectures and documentaries were on the program. It was quite a good sight during the whole day. We passed a large iceberg on our way. The first southern fulmars were observed. In addition, some black-browed albatrosses and prions were still following the ship.

In the morning Dennis gave a practical training in the Russian language. Then everybody should easily

be able to communicate with the Russian crew! The lecture also provided a theoretical look at the Indo-European languages as a group. It concluded with a look at the cognitive issues associated with language acquisition. A cognitive exercise was recounted that involved the gradual degradation of a written text. In this exercise the reader is transformed gradually into a writer, thus confusing the two very different cognitive processes of 'reading' and 'writing'. The end result of the exercise is the passive reader becomes a cognitively more active writer. In the afternoon a documentary of the leopard seal was shown, and Jan informed about the islands we plan to visit early next morning.

Day 11, March 6 – South Sandwich Islands

Position at 06.25 a.m.: 57°49'S / 26°43'W

Temperature Air: 5°C, Water: 5°C, calm but swell, sunny, overcast.

As we approached Saunders Island in the early morning the visibility was very good. The island, formed as a volcano, was very spectacular. Almost no wind, but some swell.

From our position it was also possible to see Montague island in the south. Saunders Island was crowded with several thousands chinstrap penguins and among some macaroni penguins. In addition, we observed cape petrels, southern giant albatrosses and many southern fulmars. Subantarctic skuas were mostly observed inside the penguin colonies. Along the coasts and in the hillsides thousands of fur seals were laying on the ground. Also a few Weddel seals were observed on the beach.

The zodiacs were put on the water and the course was set for the beach. The landing conditions were more difficult than expected, and no obvious landing site was found. Jan landed with one of the zodiacs, but



The scenery on Saunders Island in the South Sandwich Islands was spectacular with many penguins and fur seals sitting on the black lava.

the boat was pushed to the sea and Jan had to swim to the shore. The Russian driver was pushed under the boat, but luckily without any injuries. Instead of a landing for all a zodiac cruise was organized along the beach. It was possible to go close to the shoreline to get a close look at the wildlife. Many giant petrels were gathered near the shore, and pretty soon we understood the reason. A leopard seal was hunting for penguins in the area, and a lot of dead birds were floating in the water. The leopard seal was close to the zodiacs, and many people were able to have a good look at the large sea mammal. Just before lunch the last zodiac was back on the ship, and then it started to snow. The visibility was reduced a lot as we started our descent for Montague island. When we were as close as two miles from the island it was still out of sight. Instead of sailing around the island the course was set for Bouvet Island. At this point the expedition was at the southernmost point (58°22'S, 26°12'W).

Day 12, March 7 – At sea towards Bouvet Island

Position at 07.25 a.m.: 57°43'S / 21°12'W

Temperature Air: 5°C, Water: 5°C, calm but swell, foggy.

Another day on the sea on our way towards Bouvet Island. We are heading with a course of about 80° with a speed of some less than 12 knots. During the morning there was some fog, but it disappeared during the day. At 10.00 the second part of Life in the freezer was shown. In the afternoon Dennis held a lecture about plate tectonics. The lecture began with a biography of the German meteorologist Wegener. His theory of continental plate movements was not initially well received in the academic community. Wegener died in Greenland in 1931 without any public recognition for his ideas. But in the 1960s new evidence came from three sources. Geomagnetic evidence around the mid Atlantic Ridge showed isobars symmetrically positioned at equal distances from that mostly underwater ridge. Paleobiological evidence demonstrated a close relationship between fauna of eastern South America and West Africa. Convection currents in the earth's mantle were discovered providing the needed energy source to accomplish the calorie task of moving continents. A chemical analysis of the earth's crust reveals a predominance of three elements, Silicon, Oxygen and Aluminum. The rocks of the earth's crust are composed of various metals associated with silicon dioxide. Dennis proceeded to explain the origin and evolution of various geographical entities such as the greater Alaskan peninsula. He went on to describe two kinds of volcanic features, composite volcanoes

and shield volcanoes. He recounted the rock cycle and catalogued the types of plate interactions we observe today. Not so many birds to be seen along our route today, but we are seeing whales on a fairly regular basis.

Day 13, March 8 – At sea towards Bouvet Island

Position at 07.25 a.m.: 56°38'S / 12°50'W

Temperature Air: 6°C, Water: 5°C, calm but swell, sunny, overcast.

We are approaching Bouvet Island, but we have another two days to travel before we get there. Today the weather has been very good – almost calm and partly clouded with good visibility. We have passed several icebergs and seen a lot of whales, in total 25 large, mainly humpback whales. In addition, we have seen a couple of hourglass dolphin flocks. Two new bird species for the cruise have also been observed; white-headed petrel and Kerguelen Petrel.

In the morning part three of the documentary: Life in the freezer was shown, and in the afternoon Jan had a lecture of the Natural History of Penguins.

Day 14, March 9 – At sea towards Bouvet Island

Position at 07.15 a.m.: 55°38'S / 04°55'W

Temperature Air: 6°C, Water: 6°C, Rain, foggy, wind 22 knt.

This is the last day on the sea before we arrive at Bouvet Island tomorrow morning. The wind has increased during the night and the direction is from northeast. Also some rain and fog, and the air pressure the conditions are not suitable for whale and bird watching from the top of the bridge. However, in the morning three humpback whales were observed.

In the morning part four of the documentary: Life in the freezer was shown and the Cara cara of the Falklands. In the afternoon Vidar had a lecture about Bouvet Island.

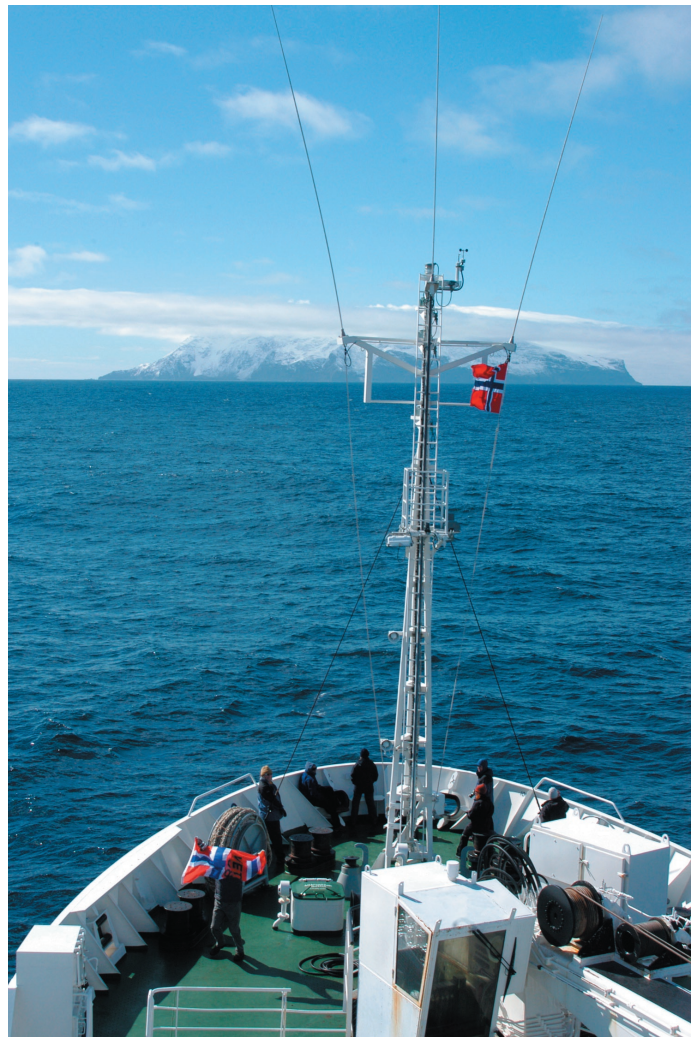
Day 15, March 10 – Bouvet Island

Position at 07.15 a.m.: 54°38'S / 02°13'E

Temperature Air: 4.5°C, Water: 6°C, wind 40 nm, SE.

In the morning we saw Bouvet Island ahead of the ship. The wind was blowing from southeast, but the swell went westwards. However, the conditions for a landing during the day were quite good. We saw almost the entire island as we approached from southeast. The only parts that were hidden in the clouds and fog were the highest tops.

Bouvet Island is a Norwegian territory since 1930, and in 1971 it was defined as a nature reserve.



We approached Bouvet Island (Bouvetøya) from southwest.

The ship anchored outside the Nyroysa area on the western side of the island. A zodiac was set on the water to check out the different landing sites. The conditions were found satisfactory on the southern part of the beach, and just after lunch the first zodiacs were heading for the landing site. Passengers from three zodiacs landed without any problems, but then higher swell came in towards the shore and made it difficult to get one of the zodiacs back on the sea. No more zodiacs were landed as the conditions did not improve.

The passengers on the shore were very happy to finally set their foot on Bouvet Island as many are members of the Travelers Club and Bouvet is defined as a territory. In total 18 passengers landed this morning

Due to the difficult conditions the landing site was moved to a more southern point on the beach. By having a rope between two zodiacs and a rope to land, we managed to tow out the zodiac positioning on the shore with passengers. By this method all passengers were brought out from the beach. The conditions were not easy at all, and luckily no passengers were injured during the operation.

On the beach where we landed there were a lot of fur seals (both males and females), but as long as we kept to the shore they showed no interest in us. One macaroni penguin sat on the beach as well, but the main penguin colonies were on the northern slope of Nyroysa. Thousands of southern fulmars were flying above us to and from the breeding areas in the high cliffs. On the Nyroysa plateau there is a scientific hut operated by the Norwegian Polar Institute. The area is defined as an Antarctic monitoring site for seals and penguins. Normally, monitoring work is conducted here every second year.

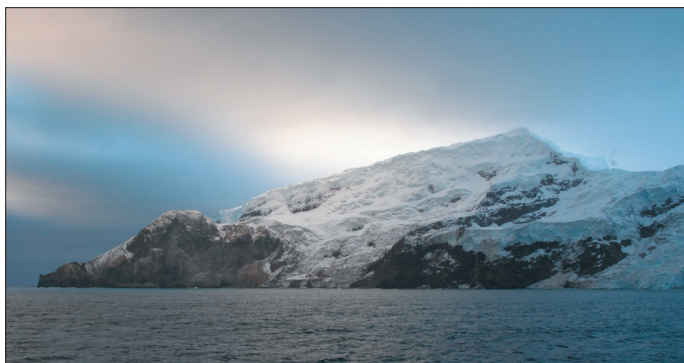
Back on the ship the anchor was pulled up and the course was set for the northern part of the island. The conditions in this area were calmer, but the daylight started to disappear and the ship anchored for the night. As we approached the northern side even the highest mountain (Olavtoppen, 780 m.a.s.l.) was visible.

Day 16, March 11 – Bouvet Island

Position at 09.00 a.m.: 54°15'S / 03°18'E
 Temperature Air: 4°C, Water: 5°C, Wind 50 nm.,W.

The weather was still good when we planned an early landing on the northern side of the island, west of the Posadowsky glacier. However, the wind was increasing from west, and higher swell was expected. Three zodiacs were sent toward the small beach, and it was not possible to stay on the beach for a long period. All passengers in the zodiacs managed to get ashore, and more people could tick Bouvetoya as a new landing site. Just east of the landing site we saw steam coming out from a cave in the sea surface. No doubt that Bouvet is an volcanic area!

After the succeeded landing the course was immediately set towards north as the weather model indicated strong wind from north. The weather was good the rest of the day, but in the night we started to feel the stronger northerly winds and higher waves and swell.



The northeastern part of Bouvet Island with the highest peak, Olavtoppen, 780 meter above sea level.



David was well prepared for the landing on Bouvet Island. Sandra helps him to hold the Norwegian “Bouvet” flag.

Day 17, March 12 – At sea towards Gough Island

Position at 07.15 a.m.: 51°31'S / 01°13'E
 Temperature Air: 5°C, Water: 6°C.

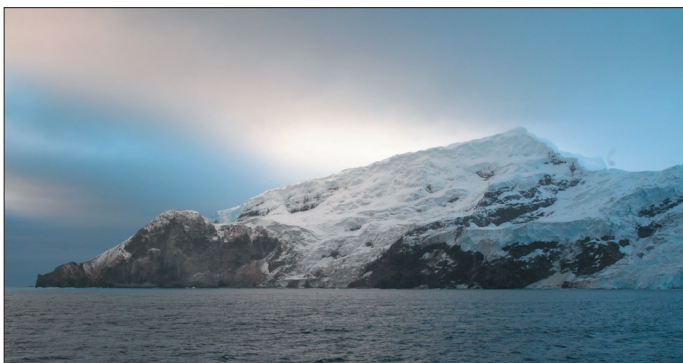
Trapped within a low pressure system this day presented itself as a hard twenty four hours at sea. Sizeable swell limited passenger activity aboard ship. At four o'clock Dennis gave a lecture titled “The Social Dynamics of Voyages” He presented three models for such expedition voyages as ours: 1 the university at sea (courtesy of Dick) 2. the kinetic art form 3. the microcosm or miniature life time. The miniature lifetime is the model that was pursued from many angles. A voyage, much like a life time, has a childhood, adolescence, adult crisis, denouement, and final maturity. The individual traveller experiences an intensified personal growth in the course of the voyage that he would not experience back home. With this comes a striking sense of time intensified and expanded. The voyage also provides a kind of philosophical reprieve from the greater issues of life over which the individual has little control. It gives him instead a new set of significant others and a new local set of problems. The individual often finds himself with a new status and a new identity. New challenges include the evaluation appropriate levels of social intimacy in a tightly contained space. Each person must map out his own social space. The ship board society eclipses the society back home with surprising efficiency. Dennis brought out a fourth model for a voyage as a voluntary jail sentence. This notion received some laughter. The lecture concluded with a discussion of individual concerns by members of the audience.

Day 18, March 13 – At sea towards Gough Island

Position at 07.15 a.m.: 48°56'S / 00°19'W

Temperature Air: 5°C, Water: 6°C, wind 22 m/s, 10 Bft, N.

Another day with challenging swell. Ship's speed went down to 5 knots. Movement on the ship required constant care. Dennis' afternoon lecture was titled "Animism, Leibnitz and the Quantum". The lecture began with a poem and a brief biography of a Nunamiut shaman by the name of Elijah Kakinaq. The details of this man's life illuminated the characteristics of the animist world view. Animism sees the external world as a consciousness in its totality and in all its details. Every human action in this world must be performed within the framework of a cosmic etiquette. Humans can only function in the world at the world's discretion. A man can only cross a river if the river allows itself to be crossed. The river must not be offended. Ritual appeasement is a constant demand of life. When looking at the great divide of Western Philosophy between "Objective materialism" and "Subjective idealism" we see that Animism favors the "Subjectivist" view point. The German philosopher Leibnitz pursued this path as well with his concept of "spiritual atoms"- the "monads". Some interpretations of Quantum ideas view fundamental particles as exhibiting interactive properties, pushing matter(perhaps) into the realm of consciousness. The lecture described as well the general origins of the animist circumpolar cultures, the history of bears and wolves as mentors in the development of Eskimo hunting techniques. Of all totemic creatures in the Eskimo world view, it is the raven or the Tulugak that is the most powerful. The raven is the trickster, the force in the universe that defies closure and certainty, a kind of totemic cousin to the Quantum. With all the above notions employed as fodder, a discussion was pursued as to the nature of ultimate reality.



The northeastern part of Bouvet Island with the highest peak, Olavtoppen, 780 meter above sea level.

Day 19, March 14 – At sea towards Gough Island

Position at 07.15 a.m.: 47°19'S / 03°01'W

Wind 25 m/s, 10 Bft., SE.

The weather is still a problem for the ships navigation. In the afternoon Jan gave a lecture about the natural history of whales. Later in the night Thomas Witschi told about the pop group Bee Gees, and afterwards a dvd from their last concert was shown.

Day 20, March 15 – At sea towards Gough Island

Position at 07.15 a.m.: 44°57'S / 04°21'W

Temperature Air: 6°C, Water: 7°C, 7 Bft..

Finally the weather improved and the ship could increase the speed again. To reduce the movement of the ship the captain has been tacking back and forth across the wind. In the afternoon Vidar held a lecture about albatrosses and a recap of the other seabird species we have observed during the voyage.

Day 21, March 16 – Gough Island

Position at 07.15 a.m.: 41°36'S / 08°22'W

Temperature Air: 13°C, Water: 14°C.

The weather is still improving and the air temperature is also increasing. The swell and waves are almost negligible in relation to what we have experienced during the previous days. In the afternoon we reached Gough Island in sun and nice conditions. Almost all were up on the deck as we approached the island from the south. Unfortunately the time did not allow for a zodiac cruise along the island. The island showed a surprisingly complex geology with Mafic magenta extrusive volcanic highlands and some Felsic intrusive coastal margins. A lot of seabirds were seen on the island and at sea around the ship. Gough Island has large seabird populations of several species. Among them, the northern rockhopper penguin population consists of more than 150.000 pairs. The Tristan



Gough Island was an impressive view as we passed the eastern side. This picture is from the northeastern part.



Outside Gough Island we observed the Tristan Albatross which is a subspecies of the wandering albatross and breeds only on Gough and Inaccessible islands.

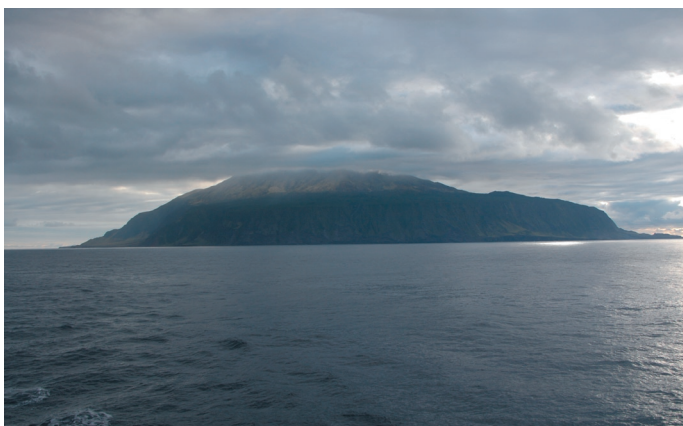
Albatross population, which now breeds nowhere else but Gough and Inaccessible, consists of about 1000 pairs. In addition, there are large populations of several petrel species.

The island looked impressive as we passed by, and we could see large penguin colonies along the beach. After we left Gough on our way to Tristan several Tristan skuas and Tristan Albatrosses followed the ship, and many got nice photographs of the species. In the night Jan and Dennis told about the program on Tristan the next day and about the island, its history and population.

Day 22, March 17 – Tristan da Cunha

Position at 07.15 a.m.: 37°46'S / 11°55'W
 Temperature Air: 16°C, Water: 19°C.

In the morning we approached the Tristan Island in the archipelago Tristan da Cunha. The Nightingale and Accessible islands were also easily visible as we



Tristan Island in the Tristan da Cunha archipelago has the most remote settlement in the world, consisting of about 300 people.



In the afternoon the fishing boats returned with their lobster (inset) catch. In the night all boats were put ashore. The lobsters were sent to South-Africa and then distributed to many other countries.

approached from the southeast. The weather was just marvellous, almost calm sea and sunny.

At noon we dropped the anchor and the ship was soon cleared by the custom which came onboard. The first zodiacs were then on the way to the small pier. The people visited the museum, the supermarket, the post office and the churches, or just walked in the small settlement with about 300 people. Some went up the new volcano just north of the settlement and some went to see the potatoes acres south of the city. The people we met were very friendly. The last passengers went back to the ship at 7.00 pm, however, some also stayed in a hotel in the settlement in the night. We had to be out of the harbour at the latest 7.00 pm as it was closed by that time. As we waited for the zodiacs to transport us the ship we had the pleasure of observing the landing of the lobster catch this day. Nine boats entered the harbour loaded with lobsters and fish. This event was obviously important as also many from the settlement came down to have a look. After delivering the catch to the lobster factory the boats were put on land with a large crane. There is a quota system for the lobster catch, and in total each boat is allowed to fish for 18 days during a year.

Finally all passengers, excluding the people staying ashore for the night, were back on the ship and could relax after a hectic day on land.

Day 23, March 18 – Tristan da Cunha, Nightingale Island

Position at 07.15 a.m.: 37°06'S / 122°23'W
 Temperature Air: 17°C, Water: 18°C.

This day started early as we had to pick up five guides from Tristan at 6.00 am. before we could leave for



Nightingale Island has a large population of the Atlantic Yellow-nosed Albatross.



The Inaccessible rail is the world's smallest flightless bird, and is found on Inaccessible Island only.

Nightingale Island. In addition, most of the passengers who stayed ashore during the night should go with the ship to Nightingale. As yesterday the weather was excellent with almost no wind and calm sea.

After about 2.5 hours sailing we reached Nightingale. Together with the guides we went ashore in a nice area on the north-western part of the island. Lots of fur seals were in the area and the Tristan thrushes welcomed us as soon as we sat our shoes on land. The first part of the path was a bit steep, and the guides had already put out ropes that made it easier to get up to the first plateau. A broad path surrounded by tussock grass led us higher in the terrain. Together with some Tristan buntings tens of Tristan thrushes were along the path. Also some great shearwaters flew out of the tussock grass. Along the path we also heard the screaming of the northern rockhopper penguins breeding in the dense tussock grass. Soon we met the first chicks of the Atlantic yellow-nosed albatross sitting on the nests. They were pretty large, but were supposed to fledge in during April. A couple of adults were also present in the colony.



The northern rockhopper breeds in dense tussock grass on Nightingale Island. The ground was covered with feather

On the way down from the hill we entered into the tussock grass and visited a nice northern rockhopper penguin colony. The ground was totally white because it was covered by feathers. Both adults and big chicks were present. Further down the path some of the passengers visited another penguin colony near the shore with a nice view to the small islands outside Nightingale. At 1.00 pm all were back on the ship and it set the course towards Inaccessible Island which is situated about 10 nautical miles to northeast. We went ashore at the Waterfall located on the eastern shore. This was a nice area sheltered from westerly winds. Some fur seals were present, but our main target was to find the Inaccessible Rail, the smallest flightless bird in the world! Soon a small bird was spotted inside some dense vegetation. And then we could see the bird running like a rat in the dense vegetation. It seldom walked outside the vegetation, but when it happened it ran quickly to the next vegetation zone. A total of three birds were spotted on the site, and most passengers also succeeded to take some photographs. A sooty albatross was seen flying above the beach, and three common Noddies were observed sitting on a ledge just above the landing site. Finally, we had to leave Inaccessible in order to be back in Tristan in time before the harbour closed at 07.00 pm and bring back the guides. We should also pick up three of the passengers who had stayed at Tristan during the day. A hectic day was over and we could finally set the course towards our next destination, St.Helena.

Day 24, March 19 - At sea between Tristan da Cunha and St. Helena

Position at 07.15 a.m.: 35°09'S / 11°36'W

Temperature Air: 18°C, Water: 19°C.

This has been the first of a total of five sea days to reach St. Helena. The first part of the day it was

cloudy and some wind, but the afternoon was quite good. To stay on the upper deck in a T-shirt was not a problem, and inside the ship it is beginning to be quite warm as well. In the morning a flock of southern bottlenose whales were observed close to the ship, and in the afternoon a larger flock of an unknown dolphin species. The number of birds around the ship has been few, but some white-chinned petrels and spectacled white-chinned petrels have followed the ship all day. Only one albatross encountered, and that was a yellow-nosed albatross. In the afternoon Dennis held a lecture about bears. He began with mammalian radiations of the Miocene explaining how bears emerged as arborealized canines following an evolutionary path paralleling that of primates. He discussed the life of Tim Treadwell as presented in the recent Herzog film and analyzed recent incidents of bear attacks in Alaska. He outlined the various levels of humanization that bears may go through in the wild and semi-wild. This led to an account of the life of Bart the film bear, who represents bear humanisation at its most extreme. Following accounts of his many differing confrontations with bears in the wild he outlined the general principles of bear safety-environmental alertness, the use of the human voice, flares, guns and body language. His concept of “the disinterested predator” was presented as a central idea through all of this. Polar Bear and Grizzlies require different approaches due to differing degrees of territoriality. He concluded by mapping good areas to find bears of different varieties.

Day 25, March 20 - At sea between Tristan da Cunha and St. Helena

Position at 07.15 a.m.: 31°23'S / 10°18'W
Temperature Air: 22°C, Water: 24°C.

The weather on this second sea day on our way to St. Helena has been just beautiful. Almost calm sea and sunny. The lunch was served on the top deck, and the people really enjoyed staying several hours outside. The number of birds in the area has been low. Only some white-chinned petrels and spectacled white-chinned petrels have been observed around the ship, probably the same bird which have followed us all the way from Tristan. Probably a Cory's shearwater was also observed from the ship in the afternoon. During the day a lot of fly fish have also been observed close to the ship.

In the afternoon Vidar held a lecture about the bycatch of albatrosses in longline fisheries. Several species is threatened by a massive bycatch in the fisheries of tunas, swordfish and Patagonian toothfish.

The fishing vessels and the albatrosses meet the areas with highest productivity and highest abundance of fish and other prey species of the albatrosses. One important fishing area is off the coast of South America. Many of the albatross populations have been decreased by more than 50% during the last 30 years, and there is still a negative population development from 2 to 5% annually. To stop this trend it is a need for mitigating actions in order to reduce the seabird bycatch. So far positive results have been achieved by setting the lines at night, adding weight to the longline, retaining offal onboard or expelling it discretely, setting longlines underwater and use flying streamers lines to scare seabirds baited hooks. These actions have helped, but still more effort has to be done in order to reduce the bycatch to a sustainable level for the albatross populations.

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 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 enclosed form, and send this to 'Save the Albatross Campaign', Birds Australia, 415 Riversdale Road, Hawthorn East, Victoria 3123, Australia.

(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 *Birds Australia* – www.birdsaustralia.com.au

Day 26, March 21 - At sea between Tristan da Cunha and St. Helena

Position at 7.30 a.m.: 27°45'S / 09°08'W

Air Temperature 23°C, water 26 °C, partly cloudy, light breeze

We are getting closer to St. Helena, but we have still another day to travel before we reach the island. Today there is some more wind and we also had some showers. However, it was really nice to stay on the upper deck enjoying the fly fishes and a few "normal" birds in the area. The number of birds has decreased a lot since we left the colder areas. We haven't observed any albatrosses during the last the couple of days, and the number of other petrel species is also very low. Hopefully we will have more seabirds as we approach St. Helena.

In the morning the BBC documentary "Journey of Life", about the origins of life on earth (Episode 4) was shown. In the afternoon Jan had a lecture about the Natural

History of Killer whales. In addition, he showed slides from the Lofoten Islands (Norway) with the sailing ship "Noorderlicht" and a video from the same area.

At 9.00 pm Thomas Witschi talked about the history of the white blues, followed by a CD concert of Gary Moore and the Midnight Blues Band.

Day 27, March 22 - At sea between Tristan da Cunha and St. Helena

Position at 7.15 a.m.: 23°54'S / 08°01'W.

Air Temperature 24°C, water 24°C. wind 2 knt, NE.

Today we have had north-eastern wind and a lot of sun. In the morning it was shown the BBC documentary *Journey of Life*, episode 4. This was the day when we entered into the tropics and cross the Tropic of Capricorn at 23°27'S. At 11.16 am we crossed the red line and the ship used the signal to mark the event. At three o'clock Dennis gave his much anticipated lecture on polar art forms. He presented two kinds of polar art forms, traditional native animist art and forms of the very different European cultural tradition. Most native art forms are derived from the animist need to ritually control the universe. This is particularly evident in the totemic traditions of sculpture. Eskimo chant and dance have the added functions of kinetic social bonding and displaying sexual dimorphism within the human community. Dennis introduced Stewart to talk about the Canadian landscape painters of the early twentieth century. Stewart's grandfather, Lawren S. Harris, was one of these painters. Dennis continued with a discussion of the western tradition in music as applied to the poles. He explained the history of western classical music as it developed from the time of

Bach, how classicism led to romanticism to impressionism to expressionism, and how special polar character was to emerge within this historical framework. On CD he played five of his own polar pieces: a theme and variations, his andante impression of arctic summer, the 'Ice Dance' written in his childhood, his monumental 'Aurora' (the most polar piece ever written by some accounts) and his contrapuntal Epilogue for orchestra. He ended with an explanation of the differences between film music and absolute music.

In the evening Anny and Luc organised a successful Marishev quiz. Seven teams consisting of three to five participants had to answer questions in relation to the voyage and the ship. In the end the Nightingale Pleasure team won the competition after two extra rounds with the Roquebrune team. The winners got nice Marishev cups!

In spite of intensive observations on the top of the bridge, none flying objects except from flying fishes have been observed. Tomorrow when we are closer to St. Helena we hope that more seabirds will be seen around the ship.



Anny and Luc organized the successful “Marishev quiz”.
Thank you!

Day 28, March 23 - At sea between Tristan da Cunha and St. Helena

Position at 7.15 a.m.: 19°38’S / 07°00’W.
Air Temperature 23°C, water 25°C.

Another lazy day at sea, but tomorrow we will arrive St.Helena. The wind is still from northeast, and we had a lot of sun. Very few birds were observed during the day, only some unidentified storm petrels long distances from the ship. However, flying fishes have been common all day.

Today we have seen the movie “Napoleon” which lasts for almost six hours! The movie has been divided in parts and shown between the meals. In the afternoon Jan and Dennis had a talk about St.Helena and tomorrow’s visit. All are excited to have excursion and a nice day on the tropical island. The movie “Napoleon” has also made the people better prepared for the visit to his home on the island.

Day 29, March 24 - St. Helena

Position at 7.15 a.m.: 15°54’S / 05°43’W.
Air Temperature 23°C, water 25°C.

Early in the morning we were anchored just outside Jamestown on St.Helena. It was calm and sunny, a perfect

day for a landing on the island. After custom clearance we went ashore. Two buses were ready to take us for a trip around the island. Some hired taxis and went on their own. On the bus trip we first went up the hill on the south-western part of Jamestown and headed for the tomb in Sane Valley where Napoleon was buried before his remains was moved to France in 1840. Then we travelled to Longwood House where Napoleon spent his last years in exile before he died in May 1821. As we stayed in Longwood House some went down to the Golf Course to look for the endemic St.Helena wirebird. They managed to spot two individuals in that area, and later when the bus passed all could see the birds sitting on the golf course. Then we headed towards the Flagstaff Hills which is the main habitat for the wirebird. Here we observed another three individuals and two chicks. They were pretty shy, and it was quite difficult to get close for taking a good photograph. However, it was nice to see the birds in their natural habitat.

Before we headed back to Jamestown we visited Sandy Beach which we could observe from the top of the cliff. On our way back we also visited George Benjamin Arboretum where endemic could be observed and the Plantation House which is the residence of the island’s Governors. Below the house we saw two large tortoises, among them Jonatham who arrived the island from the Seychelles as a gift in 1882. At that time it was supposed that he was about 50 years old. Hence, his age today is about 175 years!

The bus stopped on the Ladder Hill above Jamestown, and many walked to the town by Jacob’s ladder, completed in 1829, with 699 steps. The height difference is about 602ft (183m). The remaining part of the day the people explored the town and island by themselves. As the last zodiac left the pier at 7.30 pm hundreds of small fishes were seen around the pier. It has been a marvellous day on St.Helena, and all people were very satisfied with the visit.

In addition to the wirebird we also saw several other bird species on the island like the feral pigeon, peaceful dove, common myna, Madagascar fody, Java sparrow and yellow canary.



Jamestown is the capital of St.Helena, situated in a nice valley on the north western side of the island.



Jacob’s ladder was completed in 1829. It consists of 699 steps and the height difference is 183m.

Day 30, March 25 - At sea between St. Helena & Ascension Islands (1st Day)

Position at 7.15 a.m.: 14°27'S / 07°24'W.

Air Temperature 22°C, water 26°C, no wind, sunny.

This is another lazy day at sea in the tropical zone. We bought 10 chairs on St.Helena which are put on the upper deck, and all are in use the whole day. Lots of flying fishes to see around the ship, sometimes swarms of more than 20 fly up at the same time as the ship passes. Almost none seabirds around, but one possible tropicbird seen.

In the morning we showed the BBC documentary about the origin of life, episode 5. Dennis lectured at three o'clock about the exploration of Greenland. He began with the early explorers looking for the NW passage and the pole and gave an account of his own life as an arctic explorer that began with the now famous incident at the Bering Straits. Following his exploration of the Brooks Range he conceived a series of expeditions across the North American high arctic into the unexplored mountain systems, peninsulas and islands. His model was the multifaceted expeditions of Knut Rasmussen. His discoveries of new islands off of north and east Greenland were to create some notoriety. In 1996,1998 and 2003 he discovered three islands off the north coast which are the world's most northerly points of land. He calls these islands "the stray dog archipelago" in reference to their elusiveness. They are depositional features that seem to move with the pack ice near the continental shelf. His discovery in 2005 is however of a tectonic feature, a new island off the coast of Liverpool Land. This island is the result of the breakup of a peninsula due to global warming. His name for the island is 'Unaartoq Qeqertoq' the warm island. His expeditions include,as well, the first mountaineering exploration of the Daly Bjerge and the H.H. Benedict Range, the eastern half of the world's most northerly mountain chain. Ans Hoefnagel gave her account of participating in these expeditions. She talked especially about her experiences on the sea-ice. She walked on the sea-ice for eighteen hours without rest. Some moments were daunting, but the whole experience was very exciting. She will join the next expedition planned in 2006. Dennis finished with predictions about the future of the polar basin. With climate change will come the introduction of conventional shipping, mineral exploration and fisheries. The Danish government will make permanent islands in the stray dog group to extend Danish sovereignty and territorial waters. New cities will emerge along the polar basin's coasts. For many ecologists these are not welcome prospects. In the afternoon ice cream was served on the front deck! Almost every night people gather on the upper deck to look at the stars. Richard is the guide and knows most of the visible stars in this area. His top deck night lectures include a general accounting of the origins and nature of our universe.

Day 31, March 26 - At sea between St. Helena & Ascension Islands (2nd Day)

Position at 7.15 a.m.: 11°12'S / 10°59'W.

Air Temperature 24°C, water 28°C.

This was the last sea day before we will reach Ascension Islands. The weather was as expected very warm and there was not much wind. In spite of many hours of seabird observations only a few were seen. We had hoped that the number would have increased as we approached Ascension. It was observed some small storm petrels and boobies on long distances, but the flying fishes were numerous. Sometimes flocks of 15-20 individuals flew up from sea surface as the ship passed.

In the morning it was shown a nice documentary about bird migration called the Travelling Birds. This was a good introduction to the lecture in afternoon held by Vidar about bird migration in general and especially seen from a Scandinavian perspective. Among other topics we learned about how birds find the way and different methods that are available for mapping of bird migration.

At 6.00 pm we had dinner at the front deck. The weather and temperature was excellent for having the meal outside. Many stayed outside long after the sunset in the warm night. All were good prepared for a long day on Ascension the next day.

Day 32, March 27 - Ascension Island

Position at 7.15 a.m.: 07°59'S / 14°27'W.

Air Temperature 25°C, water 29°C.

In the early morning we were outside Georgetown on the western coast of the island. The weather was very nice and it was possible to see the whole island from the ship. Around the ship we could observe the Ascension frigatebird, the Brown booby and the Masked booby.

During breakfast the Customs and Immigration officials came aboard. Clearance was quickly given and after breakfast we Zodiaced across to the pier to start our day on this new island. The high-tech nature of the island was contradicted at the pier, where we had to pull



In the morning Ascension was bathing in the sun. The island is mainly used as a military base.

ourselves up by ropes on to the steps, just as at Jamestown in St. Helena. Due to a large swell the landing was a bit difficult, but all managed to get on land without too much difficulty. Our hosts were waiting for us with small buses and soon we were heading through town and off for our island tour.

At first we saw the “worst” golf course in the world, as they defined it, and then we visited Comfortless Cove. Then we drove through the United States Air Force Bay and the South Gannet Hill and Command Hill for an overview of the airfield.

We then travelled to the Two Boats Club for an excellent lunch and set off up the ‘ramps’ towards the top of Green Mountain. We were divided into two groups, the more energetic and the leisurely. The former set off first on a moderately strenuously walk around the summit of the mountain, while the latter strolled around the buildings and the small agricultural settlement there. The mountain is very well named, since there is dense vegetation consisting of a very large number of introduced species. The famous water tunnel, constructed by the British in the mid 1800s with the aim of providing a transit for water from the spring on the top of the mountain down to Georgetown, was much admired, as was the ‘Red Lion’ which was a ‘hill station’ so that the garrison might have respite from the intense heat of the lower parts of the island in those pre-air-conditioning days, The panoramic views of the island from the peak were admired and of course much photographed.

In the night we returned to the pier for what turned out to be another highlight of the day – watching the female Green Turtles laying their eggs in the sandy Long Beach. We were divided into groups at the Conservation Office, shown a short video on the life of the Green Sea Turtle, and then escorted along the beach by our guides. Each of our groups had close views of female Turtles laying their glossy ping-pong-ball-sized eggs and then covering them up. One hatchling was seen bursting out of the sand and scuttling down the beach towards the sea at the start of their lives. It was a real privilege to be allowed on to the beach to watch such intimate scenes. We returned to



Many of the passengers walked all the way up to the peak of Green Mountain. On the top there was a dense bamboo forest!

the ship at 10.30 pm, well satisfied with an excellent day. Around the ship we could observe a very nice act, dolphins hunting for flying fish. Many flying fishes were scared up from the water and crashed with the ship. They fell down probably fainted. Within a few seconds they were eaten by the dolphins. This event kept going for a long period, and a lot could observe “ringside”.

Day 33, March 28 - - At Sea to Cape Verde

Position at 7.25 a.m.: 06°38’S / 14°48’W.

Air Temperature 26°C, water 29°C.

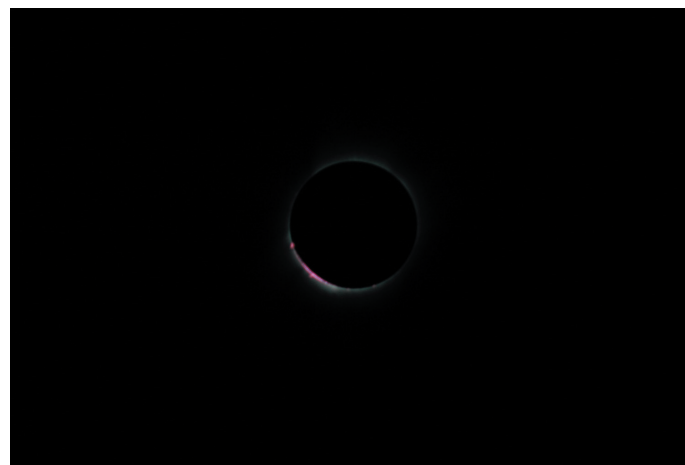
This day was in the sign of the sun and the first of three sea days towards the Cape Verde Islands. A documentary about the sun was showed in the morning, and in the afternoon Dick had an interesting end enthusiastic lecture about the forthcoming solar eclipse tomorrow. This has also been a warm day, but there has been some wind. We have seen some Grey boobies around the ships, a red-billed tropicbird and some small storm petrels. In addition, and several flying fishes have been observed all day in countless numbers.

Day 34, March 29 - Solar Eclipse - Equator

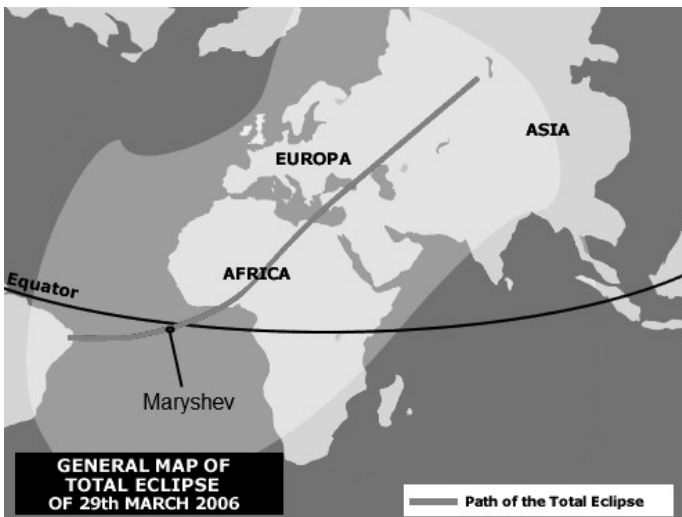
Position at 6.30 a.m.: 02°42’S / 16°00’W.

Air Temperature 26°C, water 30°C. light breeze, partly cloudy

Eclipse day was finally here! After an early morning call and breakfast, excitement, already high after Dick’s excellent lecture, continued to build as a brilliant sunny sky appeared. We all picked our places as the ship approached S 2°21’6" W 16°7’2" . The sun slowly was covered and the sky dimmed. On schedule at 0845 GMT the diamond ring appeared and we had 2 minutes and 40 seconds of totality as the moon completely obscured the sun. During this most wonderful of natural phenomena we saw the large solar corona, magnetic flares and were able to see Venus clearly above us-all with our unprotected eyes. All too soon it was finished, the diamond ring suddenly appeared again, totality was over and the sun returned to its rightful brilliance during the next hour. Some of us got photos,



The solar eclipse was an extraordinary event! It became almost total darkness and the atmosphere was “electric”.



General map of the total eclipse of 29th March 2006. The position of the ship is indicated by a line.



To have good eye protection during the solar eclipse was essential. Otherwise looking at the sun can cause blindness.

some sat quietly, others observed their surroundings but all of us were changed by the experience.

But even more events would take place during the day. At 5 pm we got an unexpected visit by King Neptune and his lovely wife, together with attendant spirits and elves. During the ceremony there was some extra entertainment as a flock of Clymene dolphins approached the ship and followed it for some minutes before they disappeared again. The ceremony could then proceed and all got the nice certificate that proved that they had crossed the equator. However, the actual crossing occurred at 9 pm during the BBQ which was organized at the stern deck. This has really been an successful day with several highlights!

Day 35, March 30 – At sea towards Cape Verde

Position at 7.35 a.m.: 02°05'N / 17°58'W.
Air Temperature 25°C, water 30°C. Cloudy

We woke up to another warm day close to the equator. In the morning Thomas gave a talk about the composer Anton Bruckner. In the afternoon Richard had a lecture with the title "Leaving on a Jet Plane" (On Commercial Airlines). The seabird observers still try to see some more tropical birds, but only a few individuals of the Madeiran Storm Petrel were seen during the day.

Day 36, March 31 – At sea towards Cape Verde

Position at 7.25 a.m.: 06°36'N / 19°53'W.

Air Temperature 26°C, water 30°C. Cloudy, northerly winds

This is our fourth sea day on our way towards Cape Verde Islands. In the morning it was cloudy, but still quite warm. Late last night we had three Madeiran Storm Petrels which were found onboard the ship. They were all released as soon as they were found. It is probably the light on the ship that attracts the birds. During the day we also observed some whales, but we were not able to detect the species.

In the morning Dennis held a lecture with the title "Across the Brooks Range". He outlined the geological origins of the Brooks Range explaining how part of the North American Cordillera pivoted in a plate collision around sixty million years ago. He then took us on a journey across the Brooks Range with slides. In the afternoon Jeff gave a lecture about climbing Queen Mary's peak on Tristan Da Cunha, Diana's Peak on St. Helena, and a cinder cone on Ascension. He also showed his action shots of a Zodiac getting caught in a wave when trying to depart from Bouvet. Jeff finished his lecture with slides from his 1983 journey on foot out of the Highlands of New Guinea and his ascent to the summit of Mount Everest via the North Ridge route in Tibet in 1995. In the night Dennis gave a summary of the voyage. He redrew the voyage paradimes of some weeks ago and analyzed how the actual events fit in the prescribed models. He focused on the contribution of the passengers to the voyage and outlined the special problems of this voyage for the staff and ship's crew. A lively discussion ended the evening.

At the end of dinner Dennis presented four poems written during the voyage. Dennis was to read three of these himself while David was to read the fourth. Dennis publishes his poetry as D.O'Farrell.

Day 37, April 1 – At sea towards Cape Verde

Position at 7.23 a.m.: 11°01'S / 21°47'W.

Air Temperature 23°C, water 27°C. Light breeze, partly cloudy.

This is the last sea day before we arrive the Cape Verde Islands tomorrow morning. The air temperature is some lower than we had further south. Very few seabirds to be seen in the area, and also the number of flying fishes is lower.

In the morning Jan had a lecture about cruising in Svalbard with the sailing ship "Noorderlicht". In the evening there was an orientation about the visit to the Cape Verde Islands and Anny and Herma had a lecture about the seabirds we have observed during the voyage.

Day 38, April 2 – Cape Verde

Position at 6.22 a.m.: 14°50'S / 23°28'W.

Air Temperature 22°C, water 24°C. light breeze, partly cloudy.

This morning we reached the town Praia in the Cape Verde Islands on the island Sao Tiago (Santiago). This was the first time during the voyage after Ushuaia that the ship could moor



The town Praia on the island Santiago seen from the ship.



The salt mines in Pedra de Luma on Sal

in a harbour and it was a real “dry landing”. Two buses were waiting for us at the pier, and after the custom clearance we could start the tour that should take us around most of the island. The standard of the roads were quite variable, and the society on the island looked quite poor.

Some of the places we first visited were Albuquerque Plaza, Miradoura and Diegos Gomes statue. Then we headed for São Domingos where we visited a workmanship centre. In São Jorge dos Orgaos we visited the National Botanical Garden where we had a nice view to the mountains and the valley. Before lunch in Tarrafal (Hotel Tarrafal) we were in Assomada where there was a little museum. During the lunch time some used the possibility to have a swim on a nice beach close to the hotel.

After lunch we were heading back to the ship. On the way to Praia we had several photo stops before we arrived the ship in the afternoon. At 7.30 p.m. the ship left the pier and headed towards Sal, the last stop for most of the passengers on our voyage.

Day 39, April 3 – Cape Verde – Sal – Disembarkation

Position at 7.30 a.m.: 11°01’S / 21°47’W.

Air Temperature 23°C, water 26°C. Breeze, partly cloudy.

In the morning we were outside the island Sal and the town Palmeira. We had to use the zodiacs to the harbour, and there were some wind in the area. However, at the pier the conditions were calm. Two buses picked us up

and we headed for the salt mines in Pedra de Luma. There we could see how they produced salt, and some also used the possibility for a swim in the salty water. From here the bus drove to Santa Maria, a tourist town on the southern part of the island. Here we could walk around and do some shopping or take a swim on the nice beaches.

In the afternoon most of the passengers prepared for the departure. Most had flights leaving during the night, and some should stay some more days on the Cape Verde Islands. Some passengers should also travel with the ship all the way to the Netherlands, another voyage of 11 days. A 39 days voyage starting in Argentina had come to the end. A lot of new experience was gained!



There was still a limited salt production in the mines.



In the National Botanical Garden it was a nice view towards the mountains and the valley below.



One Sanderling (in the middle) and two Turnstones wintering or use Sal as a staging area on the spring migration. The species breed in Arctic regions.

Eclipse at Sea of March 29, 2006

*Pumped lenses of testosterone
Are posed upon the sea song deck
At tripods of a metal show
To pay the local sun respect.
Apollo broken by the moon
Retires beneath the lunar shades
Until the diamonds in the ring
And Aphrodite's star invades.*

Dedicated to Dick McConnell

Sonnet 59

*Stir the cauldron with extra stage
The play house of a seasoned page.
Take all the meanings, dump them dense
Until the soups a countenance.
Take all the speeches scratched with claws
Expel the judge, repeal the laws.
Let worlds occur to redevide
Next kin of worlds, tastes recognize
That those appearing need not go
But leave the play to savor show.
This is the preferenced state of being
That past appeared applauds appearing
For this reseal the balcony
And opera glass eternity.*

Dedicated to Ron Hicks

353

*Such smidgen I, such sighing top
A steepness all around
A feinting triumph coming up
A perch ripe to astound.
A pinnacle that pierces time
Within its tiny ground.
A smudge of I to rise and fall
And never more be found.*

bouvet or bust

*jeff ascends into the cloud
with no mind for retreat
michel descends into the bar
with holy stocking feet.
the greatest joy of life is phil's
dispensing all his seasick pills*

*dick is the cosmic gentleman
who drinks the life of mind
as ron recruits a universe
with purposes to find.
terry's wit will speak its mind
with politics not quite correct
which is for me a match to bind
and nowadays one might expect.
the greatest joy of life is phil's
dispensing all his seasick pills.*

*lynn our social butterfly
courageous in the lion's den
she smiles beyond all reasons why
and flirts with all the helpless men.
david is a birthday cake
of irish word and irish drink,
designed to make the sorrows quake
with thought that laughs too quick to think,
the greatest joy of life is phil's
dispensing all his seasick pills*

*mary's fan salutes the tropics
while dutch girls move to hotter topics
speaks claire as french philosopher
god and the world do not concur.
thomas who loves his music classic
includes the beegees and triassic
and true love may each day be seen
as david enters with his queen.
the cheeseburger for rays the pill
thats better than a joy from phil*

*due to insufficient rhyme
stu did not get in this time
irena, equally sublime
was not affordable to rhyme.
as critics of this poem converse
agreeing that it could be verse.
some later days of paradises
will have all others join these crimes.
and i the poet all may thank,
with firm request to walk the plank,*

Photo Gallery





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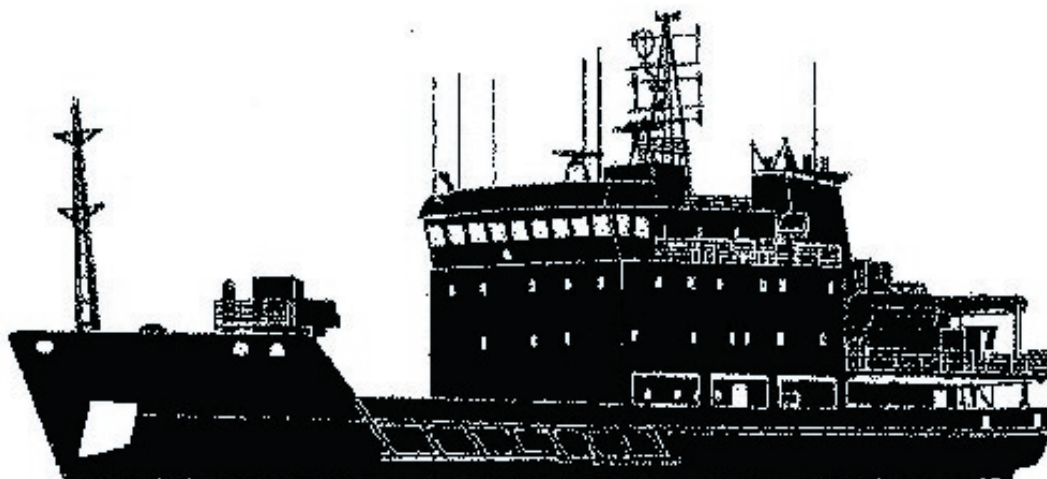
Observed birds and mammals

Birds	
English name	Scientific name
King Penguin	<i>Aptenodytes patagonicus</i>
Gentoo Penguin	<i>Pygoscelis papua</i>
Chinstrap Penguin	<i>Pygoscelis antarctica</i>
Rockhopper Penguin	<i>Eudyptes chrysocome</i>
Macaroni Penguin	<i>Eudyptes chrysolophus</i>
Magellanic Penguin	<i>Spheniscus magellanicus</i>
Wandering Albatross	<i>Diomedea exulans</i>
Yellow-nosed Albatross	<i>Diomedea chlororhynchus</i>
Grey-headed Albatross	<i>Thalassarche chrysostoma</i>
Black-browed Albatross	<i>Thalassarche melanophris</i>
Sooty Albatross	<i>Phoebetria fusca</i>
Light-mantled Sooty Albatross	<i>Phoebetria palpebrata</i>
Southern Giant Petrel	<i>Macronectes giganteus</i>
Northern Giant Petrel	<i>Macronectes halli</i>
Southern Fulmar	<i>Fulmarus glacialis</i>
Cape Petrel	<i>Daption capense</i>
White-headed Petrel	<i>Pterodroma lessoni</i>
Kerguelen Petrel	<i>Aphodroma brevirostris</i>
Soft-plumaged Petrel	<i>Pterodroma mollis</i>
Blue Petrel	<i>Halobaena caerulea</i>
Antarctic Prion	<i>Pachyptila desolata</i>
Slender-billed Prion	<i>Pachyptila belcheri</i>
Broad-billed Prion	<i>Pachyptila vittata</i>
Fairy Prion	<i>Pachyptila turtur</i>
Grey Petrel	<i>Procellaria cinerea</i>
White-chinned Petrel	<i>Procellaria aequinoctialis</i>
Spectacled Petrel	<i>Procellaria conspicillata</i>
Great Shearwater	<i>Puffinus gravis</i>
Sooty Shearwater	<i>Puffinus griseus</i>
Little Shearwater	<i>Puffinus assimilis</i>
Cory's Shearwater	<i>Calonectris diomedea</i>
Wilson's Storm-Petrel	<i>Oceanites oceanicus</i>
Black-bellied Storm-Petrel	<i>Fregatta tropica</i>
White-bellied Storm Petrel	<i>Fregatta grallaria</i>
Madeiran Storm Petrel	<i>Oceanodroma castro</i>
Bulwer's Petrel	<i>Bulweria bulwerii</i>
South Georgia Diving-Petrel	<i>Pelecanoides georgicus</i>
Masked Booby	<i>Sula dactylatra</i>
Brown Booby	<i>Sula leucogaster</i>
Ascension Frigatebird	<i>Fregata aquila</i>
Red-billed Tropicbird	<i>Phaethon aethereus</i>
Rock Shag	<i>Phalacrocorax magellanicus</i>
South Georgia Shag	<i>Phalacrocorax georgianus</i>
Imperial Shag	<i>Phalacrocorax atriceps</i>
Cattle Egret	<i>Bubulcus ibis</i>
Black-crowned Night-Heron	<i>Nycticorax nycticorax</i>
Greater Upland Goose	<i>Chloephaga picta leucoptera</i>
Greater Kelp Goose	<i>Chloephaga hybrida</i>

English name	Scientific name
Ruddy-headed Goose	<i>Chloephaga rubidiceps</i>
Flightless Steamer-Duck	<i>Tachyeres pteneres</i>
Falkland Steamer-Duck	<i>Tachyeres brachypterus</i>
Patagonian Crested Duck	<i>Lophonetta specularioides</i>
Kestrel	<i>Falco tinnunculus</i>
Inaccessible Rail	<i>Atlantasia rogersi</i>
Common Quail	<i>Coturnix coturnix</i>
Snowy Sheatbill	<i>Chionis alba</i>
Black-winged Stilt	<i>Himantopus himantopus</i>
Whimbrel	<i>Numenius phaeopus</i>
Dunlin	<i>Calidris alpina</i>
Sanderling	<i>Calidris alba</i>
Little Sting	<i>Calidris minuta</i>
Ruddy Turnstone	<i>Arenaria interpres</i>
White-rumped Sandpiper	<i>Calidris fuscicollis</i>
Two-banded Plover	<i>Charadrius falklandicus</i>
Rufous-chested Dotterel	<i>Charadrius modestus</i>
Magellanic Snipe	<i>Gallinago paraguaiiae magellanica</i>
Common Noddy	<i>Anous stolidus</i>
Falkland Skua	<i>Catharacta antarctica antarctica</i>
Tristan Skua	<i>Catharacta antarctica hamiltono</i>
Subantarctic Skua	<i>Catharacta antarctica lonnbergi</i>
Pomarine Jaeger	<i>Stercorarius pomarinus</i>
Dolphin Gull	<i>Larus scoesbii</i>
Kelp Gull	<i>Larus dominicanus</i>
Antarctic Tern	<i>Sterna vittata</i>
South American Tern	<i>Sterna hirundinacea</i>
Fairy Tern	<i>Gygis alba</i>
South Georgia Pintail	<i>Anas georgica</i>
Turkey Vulture	<i>Cathartes aura falklandicus</i>
Red-backed Hawk	<i>Buteo polyosoma</i>
Striated Caracara	<i>Phalcoeboenus australis</i>
Tussockbird	<i>Cincooides a. Antarcticus</i>
Wirebird	<i>Charadrius sanctahelenae</i>
Feral Pigeon	<i>Columba livia</i>
Peaceful Dove	<i>Geopelia striata</i>
Blackcap	<i>Sylvia atricapilla</i>
Common Myna	<i>Acridotheres tristis</i>
Madagaskar Fody	<i>Foudi madagarascariensis</i>
Dark-faced Ground-tyrant	<i>Muscisaxicola maclovania</i>
Grey-headed Kingfisher	<i>Halcyon leucocephala</i>
Corendra Pipit	<i>Anthus correndra</i>
Tristan Thrush	<i>Nesocichla eremita</i>
Tristan Bunting	<i>Nesospiza acunhae</i>
Rufous-backed Sparrow	<i>Passer iagonesis</i>
House Sparrow	<i>Passer domesticus</i>

English name	Scientific name
Java Sparrow	<i>Padda oryzivora</i>
Common Waxbill	<i>Estrilda astrild</i>
Yellow Canary	<i>Serinus flaviventris</i>
Long-tailed Meadowlark	<i>Sturnella loyco falklandica</i>

Sea Mammals	
English name	Scientific name
Antarctic Fur Seal	<i>Arctocephalus gazella</i>
Southern Elephant Seal	<i>Mirounga leonina</i>
Weddel Seal	<i>Leptonychotes weddellii</i>
Leopard Seal	<i>Hydrurga leptonyx</i>
Humpback Whale	<i>Megaptera novaengliae</i>
Southern Bottlenose Whale	<i>Hyperoodon planifrons</i>
Common Bottlenose Dolphin	<i>Tursiops truncatus</i>
Clymene Dolphin	<i>Stenella clymene</i>
Hourglass Dolphin	<i>Lagenorhynchus cruciger</i>
Peale's Dolphin	<i>Lagenorhynchus australis</i>



The *Alexey Maryshev* is an ex-research vessel from the Russian Academy of Science and is under a long-term contract to Oceanwide Expeditions. The ship is ice-strengthened and was built in Finland in 1990. The ship is 210 feet (66 metres), has a draft of 12 feet (3.5 metres) and can reach 12.5 knots. The passenger capacity is 50 in addition to 19 Russian crew members, 3 international hotel and catering staff, 3 international expedition guides and polar experts in addition to 1 emergency doctor.