

# POLAR ADVENTURES

Schiffs- und Flug- Expeditionen  
in Arktis und Antarktis



## Arktis GRÖNLAND INLANDEIS-DURCHQUERUNG

POLARADVENTURES Schiffs- und Flug-Expeditionen in Arktis und Antarktis  
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# Saison 2024 & 25

**Veranstalter Direkt-Angebote**

**ab-bis Start/Zielort für individuelle  
Planungen**

**alle Abfahrten der Saison inkl.  
englischsprachiger Termine**

## CHOOSE CAREFULLY

Here you have to make a choice. Both trips are along the same route. But they are very different. Normally we say that the fall is harder both physically and mentally - so those who have their sights set for other / bigger goals tend to end up in the fall. Read carefully below and contact us before making your final choice.



### GREENLAND SPRING WEST TO EAST IN MAY

Most choose May. It is a great time of the year, you will normally find great conditions, lots of snow and hardly any crevasses. Starting from west, where logistics are better, there is no delay and you can focus on the long, epic Icecap Crossing. As we cross the Polar Circle along the way the 24 hour daylight creates the most positive surroundings you can get!



### GREENLAND FALL EAST TO WEST IN AUGUST- SEPTEMBER

The end of season crossing is very different. The crevasse- and ice-fields will be open and exposed. As summer becomes fall and winter is looming, we must expect big storms and the nights turn dark - but that will give us some stunning twilight. It takes longer, you have to prepare better so fall is often chosen by those who have bigger fish to fry later on...



## X'GREENLAND SPRING FROM WEST TO EAST IN MAY



### THE CROSSING OF A LIFETIME

The West to East crossing of the mighty Greenland Icecap has become what is the logic norm. There are reasons for this: Logistically it is perfect as Kangerlussuaq is close to the ice, you know when you'll start and leave out weather uncertainties. A start in May also means you go with the weather, seasons and the melting, hopefully (!) avoiding the worst weather and too much meltwater in the western icefall. You even arrive at the east coast after the feared Piteraq (huge fall-winds) season has ended. And we must admit, to end at the stunning east coast among icefalls, nunataks and icebergs is a real goosebump experience!

With it's challenging Icefalls, vast planes, surprising altitude and changeable conditions, this trip will give you lots of experience, happiness, an insight into the importance of teamwork and maybe even tidy up the inside of yourself.

- Stepping off the ice and onto land, after 3-4 weeks endurance, you know you will remember this for the rest of your life!

Date 04.05.24

Price : 10.500 €

Deposit 1.800 €

- The trip is set for same time every year
- Prices may rise 3-5% every year.
- Expect 1 leader and 6 participants per team
- Duration: Date above is approximate meetup date, recon ca. 26-28 days on ice + return to / from home
- Price not confirmed yet for 2025





## EXPEDITION DETAILS

We gather in Kangerlussuaq at the west coast. The next day and a half we do the last preparations and packing, before being driven to the edge of the ice. To see the mighty Icecap is a huge thrill and after the last adjustments, we throw ourselves at the mercy of the icefall. The conditions depend greatly on the amount of snowfall during the winter. With little snow, it can be a fun struggle to get ourselves onto proper snow for skiing.

We will be out of the Icefall after some 3-4 days and then onto the rolling ice-dunes that take us ever higher and towards the plateau. After 9 days (approximately) we reach the abandoned 'Early Warning Radar Station'; DYE II. Not pretty, but a reminder of the Cold war and by now a historic Icecap relic that slowly is being buried in the snow.

From here we have a marvellous, and perfect snowfield that really gives a superb feeling of vastness and calm. When  $\frac{3}{4}$  of the distance is covered we pass over the highest point on the route called the 'Summit'. This long shoulder stretch out in a south-north direction, and marks the entry to the eastern side of the icecap. With that the wind should start coming in from behind. These katabatic winds consist of cold air flowing from the higher areas and down towards the 'warm' sea, where the warm air rises and with that sucks the cold air down, - sometimes in a violent fashion.

With these winds in the back and the terrain starting to drop, the last days will be a real treat as the distances almost double before the first Nunataks start showing on the horizon. An immense feeling of joy keeps building as more mountains appear and eventually - the ocean, littered with icebergs, come into view.

On the last leg, we need full focus as we tread our way safely off the ice and onto the fjord and follow the thin ice until the edge. There we are picked up by boat and taken to Isortoq. Isortoq is a small and very 'authentic' fishing and hunting village. It is the perfect way to round off our acquaintance with the wild Greenland as we start to digest the experience and all the impressions from this truly unique world.

Heading back homewards we will have to fly to Tasiilaq, the 'Capital' of the East-Greenland', for a good meal and a night, before helicoptering over to Kulusuk and flying home either via Iceland or Copenhagen.

## DAY BY DAY

Day 1: The Air Greenland flight from Copenhagen takes off around 9am and lands in Kangerlussuaq on the Greenland West coast 09:40 – the time zone 4 hours after Scandinavian time.

We use the day for buying the last bits, packing and preparing. We believe it is essential that everybody take part to better understand how an expedition works. Sometime we even stay for another day to get both logistically and mentally ready!

When we are ready we will be having a last big meal in a restaurant :-)

### FASE 1:

Day 2: We finish packing and change into the expedition clothing that will stay on for the next 3+ weeks. Then we put the clean "civilian" clothes in the mail to be sent to the other side and take lunch. Right after lunch we drive to the Height 660 (Højde 660) at the foot of the icecap.

Depending on the time of the day, we either camp for the night and arrange the sledges etc, or we do the first kilometres to get the feel for the challenge.

Day 3-4 (approx): For the first days we need to keep an open mind. The state of the Icefall depends totally on the amount of snow that fell during the winter and the weather. This area can be almost desert-like when it comes to precipitation, and years with very little snowfall will result in a wild and exposed ice field (but very picturesque). That means crampons, lots of up and down and a pretty tough struggle to reach the snow and getting on the skis. With lots of snow, we can put on skis right away and do good distances from the first day. Whatever happens, this part is very beautiful and you will (if you are in shape) enjoy it tremendously.

### FASE 2:

Day 5-9: As we break out of the lower (and wildest) part of the icefall, the landscape transforms into big rolling hills that rapidly gain altitude. After another day or two we are out of the icefall and break off easterly as we aim for DYE II. The terrain continues to rise, but slowly the landscape flattens out and we can enjoy the Plateau. It is still hard work and our bodies are starting to feel the workload.

Day 10 (or 11?): If the weather is good, DYE II will show at the horizon some 25-27km away. That makes navigation very much easier. As we get there we camp and enjoy a very well deserved rest day. Apart from having a look at the monstrous relic from the cold war, we go over the equipment, sleep, eat and drink.

### FASE 3:

Day 12-18: As we leave DYE II we move into the flattest part of the journey. These plains here are beautiful, and we do great distances as our bodies respond to the break. But we do still gain altitude as we are still some 5-600 metres from the highest point. That is called the 'Summit' and is a long and rounded ridge going in south-north direction up Greenland. As we get near, the wind and the weather may be a bit undecided before we finally start feeling that the wind hits us from behind! Then we know we are on the home stretch.

#### FASE 4:

Day 19-24. The first day we may only descend 50 metres. But soon we descend at a higher rate, and as the wind pushes from behind the distances increase. These days are a strange feeling of wanting to get to the end and not wanting this wonderful experience to end.

We stare at the horizon and we all agree the first to spot land will get a prize as we feel every bit like Columbus (or maybe more like Nansen). To our surprise (or maybe you should not read his) the first peak pops up on our right! But as we break into the icefall, more nunataks come into view in front of us. As we zigzag down we first see mountains, then the ocean, then the icebergs littering the sea before we see real land!

Pushing hard we hit the first moraine as we stretch the day - and some hours later we are down by the fjord.

Day 25-27. Depending on what time of the day we get down (if it is very late we camp) we follow the sea-ice out the fjord. As the ice ends, we wait for an Inuit to come and pick us up by boat and soon we are in the tiny (but very authentic) hunting and fishing village of Isortoq. Here we stay in the 'Service House' and visit the store. Food is then the only thing on the agenda - apart from going around and taking photos.

#### HEADING HOME FASE:

The next day we fly by helicopter to Tasiilaq.

Tasiilaq is a very picturesque town and the 'capital' of the east coast. Here we (hopefully) get our clean clothes from the mail, shower and enjoy big lunches, bigger dinners and huge evenings...

The next day (or day after - we recommend a stay over just in case...) we fly out early in a helicopter over to Kulusuk and the airport there. From there most of us will fly over to Iceland and home after a night in Reykjavik, while another option is to fly back over the ice to Kangerlussuaq and home via Copenhagen (either way letting the adventure sink in and - pondering where to go next ?)

#### THE PRICE:

- The price for this trip is on top of the page.
- The expedition fee must be paid in full no later than 90 days before departure (minus the already paid deposit)
- The price for 2024 and onwards is not set, but take a 3-5% increase into account to be on the safe side for following years

#### THE DEPOSIT / SIGNING UP:

The sooner you sign up and commit, the longer you will have to prepare. We see this as essential, and we both get to know each other, and can build the team around you guide.

*The system works as follows:*

- Your Booking Form will give you a place in the 'queue'. It is not binding in any way. It only gets serious as you receive a Deposit Invoice (18.000 NOK) Once paid your place is guaranteed and you are on !
- We will send you our final invoice (see prices on top) approximately 6 months before departure or later if you book late. When the team is full we may ask you to commit (pay in full) earlier - to give those on waiting list better time to prepare.
- The deposit is non refundable according to our Travel conditions.



#### WHAT IS INCLUDED:

We do all paperwork and cover the fees (applications, permits for the crossing, radio / communication, weapons) and pay the Search & Rescue insurance in case the whole team needs evacuate; We will supply: food, sledges, tents, stoves, fuel, safety equipment like Iridium satellite phone, emergency beacon, VHF radio, GPSs, maps and waypoints; We are responsible for the medical bag, spares and rep bag + a training weekend - and we answer to every question you may have.

#### WHAT IS NOT INCLUDED:

You bring your own personal clothing, skis, boots and poles, sleeping bag, mattress and stuff-bags, toiletries, thermos, drinkbottles, cuttlery, skin and face protection, books, camera etc.

- You choose and pay your own flights and pay for board and lodging during the days right before and after the ice, and training weekend.
- You must have your own travel / cancellation / medical evacuation insurance in case of personal accidents or injuries.
- If you have food allergies, intolerance, etc you may be asked to contribute and help build up your food rations so that we can be sure you have enough, safe and high quality food.
- Any unforeseen delays or change of plan by the group may also result in extra cost. We recommend return tickets that can be changed.



## **X'GREENLAND FALL EAST TO WEST IN AUGUST-SEPTEMBER**



### **THE ULTIMATE GREENLAND CHALLENGE**

East to west across Greenland in the fall is where Polar Exploration really started. That is when Nansen crossed in 1888. And until today it stands out as the most important expedition you can take on. If you have conquered The Inland Ice (in the fall) you are ready for everything!

This trip, with its challenging Icefalls, vast planes, surprising altitude and very changeable and often severe conditions will give you lots of experience, happiness, an insight into the importance of teamwork and maybe even tidy up the inside of yourself.

- To step off the ice and onto firm land after 3-4 weeks endurance is a moment to savor for life!

Dates 10.08.23

Prices 11.000€

Deposit 1.800€

- The trip is set for the same approximate period every year, exact dates not 100% confirmed.
- Prices may rise 3-5% every year.
- Expect 1 leader and 6 participants per team
- Duration: Date above is meeting, not start date, recon ca 28 days on ice + return to / from home





#### EXPEDITION DETAILS

This is a different challenge. This is the same time of year Nansen and his men fought to be the first to cross the big and unknown White. He chose the East coast as the starting point, not for its climate- and condition advantages at this time of the year, but for the simple fact that with very few inhabitants, turning back and overwintering was no option. Proclaiming "The west coast or Death" they set out – and succeeded.

Everyone crossing at this time of the year will fully comprehend the task, the effort and the heroics of the 1888 pioneers.

So If you are this tiny bit more adventurous, this is the time for you to go !

We will meet up in Tasiilaq on mid August and set off by boat 2 days later towards Isortoq, where we will camp right under the icecap. The next morning we start off and through the next days we "play chess" with the Icefall. Rivers and streams at first, then rolling landscape with ice like a rough sea suddenly frozen into a wild theme-park before the big crevasses try to bar us from the snowfields higher up. This part of the trip is hard, a tremendous and satisfying challenge.

Once we are up on good snow, distances increase as we slowly gather altitude. The wind is trying to push us back, but as we get closer to the 'Summit' at approximately 2500-2600 meters, the wind comes from all kinds of directions. This is often due to interaction between the autumn low pressures that hit Greenland from Canada on one side and other storms playing between Iceland and Greenland on the other. It sharpens our senses and we learn to go with the flow and maximize the conditions when they are extra good.

After some three weeks we pass by DYE II, now totally silent. This in stark contrast to the spring trip when a manned camp is operating and maintaining a 'snow- and ice-runway' for Hercules planes. They train here on snow landings with skis before serving in Antarctica later in the year. The area is now deserted and the "goofy" building stands out in silence.

Normally the first periods of cold set in late in August. This immediately retards the melting process and the huge rivers dwindle into small streams and the lakes up on the plateau will soon be frozen over.



Not far out of DYE we see the first signs of those. Slowly the terrain starts dropping off and the surface gets more sculpted. By the time we drop down to the Icefall, the huge gullies left open by the melt rivers makes us work hard for progress. Lower down we still come across water left in 10 - 15 meter deep riverbeds with vertical sides giving us testing detours and big jumps. At this point the spirit better be high as this labour is not for sissies...

Sometimes progress is reduced to a scant kilometer in several hours. But land is in sight and this spurs us on. As we step off the ice we are in awe of Nansen and his team. The day is mid September and the end of season as the Inland ice goes into 'no-go' modus for the winter.

We're picked up at Height 660 and after a scenic drive we find ourselves in Kangerlussuaq for the first beer, first shower and a big celebration meal !

#### DAY BY DAY

Day 1 and 2. Travelling via Iceland (at least for participants coming from the East) our meeting and start point will be in Tasiilaq, a very picturesque town and the 'capital' of Greenland east coast. After we are all together is straight to the store for shopping. The rest of the time is packing and preparing, - but we will not drop our last served meal in a restaurant before we go towards the Ice !

Day 3. The first half of the day is all about finishing preparations and change into the expedition clothing that will stay on for the next 3 weeks plus. Then we put the clean "civilian" clothes in the mail to be sent to the other side, and take lunch.

In the afternoon we board a small boat and leave for the Isortoq area. This is a spectacular and wonderful experience as we pass lots of icebergs. Depending on the ice, we arrive in the fjord inside Isortoq (a tiny, but very authentic hunting and fishing village) in early evening. From here we carry everything a short distance up to a cabin where we plan to stay the night. We say plan, as both storms and local festivities may have rendered it uninhabitable.

Day 4. Early the next morning we set off. We walk on foot on hard and icy surface. The first part is easy, but later in the day the ice roughen as we start gaining altitude. How far we get is impossible to plan. Sometimes the winter has dumped lots of snow and combined with a cold summer the crevasses can be mostly filled up. If the contrary is the case, and maybe with extreme melting during summer, we may be facing huge crevasses, melt rivers and even crevasses filled with water! It is never the less a wonderful game of chess against a cunning opponent called "Mother Earth" !

What is for sure is that we will be up against some pretty wild, bumpy and challenging ice that will test out our stamina and mind-set.

Day 5-6 (approx.). Second and / or third day on the ice we negotiate the field with the biggest crevasses. Here we will have to zigzag a lot and find the safest way. But on the other side we can normally have good use of the skis and start to make distances.

Day 7-12 (or 13?). Even out of the lower icefall, we have to work hard. On the big rolling hills we rapidly gain altitude, and normally the ski-conditions are good. Gradually we are out of the coastal zone and the chance of rain is diminishing as the polar climate takes over.

We hardly recognize that the last mountains disappear under the horizon as we now are focused on the west and the plains.

We are heading into the [katabatic wind](#) zone, and get little rest till the landscape gradually eases out. After some 10 days the wind fluctuates, the weather hesitates as we get closer to the highest point. This is called 'Summit' and is a long and rounded ridge going in south-north direction up Greenland. In the fall, the low pressures hitting Greenland from Canada in the west, and the low pressures building up between Iceland and Greenland fight for supremacy and can play games with us...

Normally we put in a rest day in this area, but instead of planning it we let the weather decide what day is best.

Day 13-16. As we clear the highest area the winds stabilizes (normally) and start coming in from behind. At the same time we move into the flattest part of the journey. These plains here are beautiful and we do great distances. If the weather is good, DYE II will show at the horizon when we are several days away! It comes and goes a bit, but this makes navigation very much easier.

As we get there we camp and may enjoy half a rest day. Apart from having a look at the monstrous relic from the cold war, we go over the equipment, sleep, eat and drink.

Day 17-22. Soon after leaving DYE II we come across the first lakes filled with melt water from the summer. They are frozen up, but give an indication that more is to come. Over the next days the ice roughen again as we start losing altitude. We do great distances, but from year to year there can be huge differences in the amount of havoc the melting has done to the ice. If the summer has been cold and the frost has arrived early with snow we may get to 50km from land with no obstacles. If the contrary is the case the fight begins here and the ice looks like a stormy ocean frozen up in a millisecond. It is hard work but at the same time just so incredibly fascinating!

Day 23-27. Exactly how many days we will use, are as you may understand, impossible to predict. But that is the greatness of the autumn crossing. If your mind can take this and not getting downcast by one surprise after another, then you know you are bred for bigger things!

As we dip into the icefall the smaller rivers grow in sizes and we have to negotiate riverbeds 10-20 meters wide and with 10 meter steep sides (hopefully with only some water still left as the mega melting from the plateau has stopped). But now we have sighted land for the first time, and spurred on we stretch the days and muster everything as we slowly make our way towards it. Sometimes it may take hours to complete just a kilometer, but the satisfaction of fighting our way gradually closer is immense! And as we step off the ice in unison we feel the biggest accomplishment!

Later that day we are picked up by a car and driven to Kangerlussuaq. It is time for a beer, a loooong warm shower and a good meal !

Day 28. The flight back to Copenhagen (again, for most of us) does not leave every day. And since we do not know if we will use 24 or 28 days we recommend tickets that you can change.

Then we head for home (all letting the adventure sink in and – pondering where to go next?).

#### WHAT IS INCLUDED:

We do all paperwork and cover the fees (applications, group search & rescue insurance, permits for the crossing, radio / communication, weapons) ; We will supply: food, sledges, tents, stoves, fuel, safety equipment like Iridium satellite phone, emergency beacon, VHF radio, GPSs, maps and waypoints; We are responsible for the medical bag, spares and rep bag + a training weekend - and we answer to every question you may have.

#### WHAT IS NOT INCLUDED:

You bring your own personal clothing, skis, boots and poles, sleeping bag, mattress and stuff-bags. You choose and pay your own flights and pay for board and lodging during the days right before and after the ice, and training weekend.

You must have your own Medical Evacuation personal insurance in case of personal accidents or trouble. This on top, or including, "normal" medical/travel/cancellation insurance.

You may be asked to contribute if you have food allergies, intolerance, etc, so that we can be sure you have enough, safe and high quality food. Any unforeseen delays or change of plan by the group may also result in extra cost. We recommend return tickets that can be changed or a wide margin at the end of the trip.

#### THE DEPOSIT:

We will send you a Deposit Invoice of 18.000,- NOK at the time of booking. The system works as follows: Your Booking Form will give you a place in the queue. But it is not binding in any way. It only gets serious as you receive a Deposit Invoice. This is non refundable according to our Travel Conditions. But once paid it means you are in and the trip is on! Final payment due 6 months before the start, mid-February.





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# GREENLAND SPRING

## EXPEDITION BOOKLET

Your destination | Equipment | Training & Diet | Insurance  
Timeline | The Guide & help

*Thank you for signing up for the Greenland crossing and becoming a member of The Ousland Explorers Team! Our aim is the same as yours; cross the ice, make it an unforgettable experience, work together and learn a lot – and meeting the big white plains with curiosity and an open mind.*

This is an information letter to answer frequent asked questions and help you prepare for the trip. It should be read as a general guideline. We will send you additional letters on various topics. We will also update you on the latest news, change and progress.

But please remember that we want you to ask us anything that's on your mind if you have questions along the way. Rune, Lars and Alf are readily available, and if you want a Zoom / Teams, WhatsApp / FaceTime call, do not hesitate. The sooner you get an answer to your ponderings, the sooner the next question can come to the fore!

### Greenland

We will talk a lot about Greenland. It is a fascinating country. It also has an ancient history and a polar history like no other place; Innuits, Vikings, Nansen, Peary, Icecap, Global Warming – the list of topics is loooong and can easily fill every evening in the tent.

But, what we want you to have in the back of your mind as you prepare and participate in a small team aiming to cross the formidable Icecap is:

- Greenland is a huge island with barely 50.000 inhabitants scatters around. This means infrastructure is scares – to say the least. But what is there is of utter importance for their daily existence.
- Thus, we must never forget that we are very, very lucky to be allowed to follow our dreams there. Our trip has no relevance for them, neither is it an income for their country. We are more intruders than heroes. A rescue operation can be hugely disruptive for them as we may take out the only available helicopter in the area. We must respect this, and both behave, prepare and execute our mission to our



maximum so we are not messing up their daily life.

- To have this unique, pristine and challenging wilderness so close, and between America and Europe is a huge gift to all of us. But one of the exotic parts is that it is not as functional / streamlined as home. Our westernized minds can often, in our daily stress-modus, interpret 'exotic' as pretty annoying. Please remember we are visiting, they are welcoming and that time, changes, ignorance, delays *is to be expected*.
- For us, all these things are part of the challenge. An expedition is about going out of our comfort zone / daily life and tackle whatever is thrown at us with a smile. – every hiccup is a chance to prove we have a special ability, and nothing can stop us.

## The Guide

Everyone wants to know who their guide will be. And rightly so. The guide is an essential part, and many join us to learn and plan for further adventures. So, an experienced guide will be an important companion / teacher / teammate.

That said, it may take a while before you learn who will accompany you from Ousland Explorers. We are a small company with guides who are active on many fronts, being it with their own expeditions, teaching other explorers, updating safety certificates or other jobs to have ends meet. We see it as a huge advantage to have guides who go into every trip with hunger and enthusiasm. On top of this, comes polar projects that need our attention, consultations and help. Thus, we must optimize both their life, their time, their availability, and our needs - so it is quite a puzzle to maximize it for all parties :-)

To maximize quality and expectations we very often have to delay assigning guides. To have to change a guide is not what we like. So, bear with us. In the interim period you will have Rune and Lars at your disposal – and often Bengt and Børge too.

Most of us are certified through IPGA (International Polar Guide Association) or about to be so. So be sure, you will have the best of the best!

## Flights and Travel route

Flights are not included and must be booked by yourself. If you need help to book your flights, please let us know in advance.

You must buy a return ticket to Greenland which arrives at least 2 days before the start of the expedition and has a flexible return that is not too close to the end of the trip. It is better to have a late return and change forward, than the other way around.

The dates you will get from us.

- Please mail us a copy of your ticket at least 3 weeks before the start.

We, contrary to many other companies, like to have a few days together before going onto the ice. It takes away stress and anxiety, and helps everybody get under the skin of the expedition, understand the details, and comprehend how much we eat and bring. It is a



most enjoyable couple of days.

For the Spring crossing we all fly into Copenhagen from all over and then on to Greenland from there:

- Copenhagen (CPH) – Kangerlussuaq (SFJ) / <https://www.airgreenland.com/>

From 'Kanger' we organize a bus to the edge of the ice and we ski to the other side where a small boat takes us over to the Isortoq village.

- If the trips goes well and according to the plan, we fly with a route helicopter from Isortoq (IOQ) to Tasiilaq (AMG). Note that this flight is booked by us but paid by you! IF circumstances outside our control prevent us from reaching the route helicopter in time, we will have to charter a helicopter.

- After a day or two in beautiful Tasiilaq we head towards home. First by helicopter: Tasiilaq (AMG) – Kulusuk (KUS) / <https://www.airgreenland.com/>  
And not long after:

- Kulusuk (KUS) - Reykjavík (REK) / <https://www.icelandair.com/>  
From Greenland we land at the domestic airport in town, and usually have to stay the night before heading on home. That will be from the international airport Keflavik (KEF) about an hour from Reykjavik.

- From Kulusuk airport you may also fly back to Kangerlussuaq, but there are not many flights that way, and generally it is more expensive.

- Again: We recommend you book a flexible return ticket that can be changed. And don't book it too close to the end of the trip.

- Remember, this is a crossing and we do not control time, weather, and conditions. Do not book important meetings or events close to the end of the trip. It can be very distracting and annoying if you see you will get home later than hoped. That could impact the whole team. And, as the end of the trip is fantastically beautiful, we want all minds to be on the ice, enjoy the view and the experience rather than on your private schedule after your trip.

## **Lodging when not on ice**

- Hotel accommodation before and after is not included. So where to stay is your choice.

The flight from Copenhagen to Greenland leaves fairly early (10:00), so many of us prefer to spend a night in Copenhagen on the way out. That is less stressful and often many gather there for a first pleasant evening together.

Book either an airport hotel just a few minutes' walk from Terminal 3: Clarion Hotel Copenhagen or Comfort Hotel Copenhagen Airport.

Or the less expensive Zleep Hotel at the airport (<https://www.zleep.com/da/hotel/copenhagen-airport/>)





**In Kangerlussuaq** we prefer to stay at 'Old Camp' ( <https://albatros-arctic-circle.com/accommodation> ) where there is plenty of space to pack, but also because we have our warehouse / container there. The same company also has the more upgraded Polar Lodge right by the airport – and then there's the airport hotel too (where we go for many of the meals).

**In Isortoq** we normally stay at the 'Service Huset', it is a communal house for visitors use. Quite basic but great after a long trip. Or we rent a small house. We'll take care of that when we get there.

**In Tasiilaq** we are happy to stay at Red House ( <https://www.the-red-house.com/en/> ), but many prefer to spoil themselves after the trip at Hotel Ammassalik ( <https://www.arcticwonder.com/hotel-angmagssalik> ) .

You book yourself and inform us where you are staying.

## **Your stay in Iceland and Greenland**

Since you have travelled (skied) long and far, it is nice to set aside a couple of extra days to let it all sink in and explore other parts of Iceland and Greenland since you are already there.

We recommend extending the trip at the end if you want a second adventure before going home and the 'every-day-day-razzmatazz' takes over.

**Isortoq** is heaven and hell. We have fallen in love with that little hunting place. Here you really get to understand what Greenland is all about outside the few towns. Here they make a living on hunting and fishing, thrust together in a strange small cluster of 'monopoly' houses delivered from Denmark. It is a hard life here, and the civilized world's uncompromising stance on fur and skins do not make it easier...

But they are more than ready to take you out on a real hunting trip!

If you want to stay on in Isortoq we need to know it very early as seats on the route helicopter has to be booked far in advance.

**Tasiilaq** is a beautifully located town with great areas for hiking, climbing or kayaking. It still has a bit of the old Greenlandic heritage and is a nice town to visit on its own with museum, shops, bars and restaurants...

**Iceland** has a lot to offer, but most of the people coming out from the field seem to end up in the Blue Lagoon ( <https://skincare.bluelagoon.com/en/> ).

We will anyway recommend thinking a little wider. Cars are easy to rent and travel around with. Whale watching safaris starts from Reykjavik, geysers can be visited close to the airport, riding and hiking is no problem. On top of that, Iceland is a bliss to visit with great bars and fantastic restaurants and nightlife. If you really want to treat yourself, book a table at Perlan restaurant ( <https://www.perlan.is/en-gb> ) with its slowly rotating restaurant, gourmet meals and great view!

## **Equipment**

The equipment needed is described in detail in the "Equipment list" we'll send you.

The list is based on many years of experience, so it is a very solid starting point.

But people are different, with often personal preferences based on earlier experiences.

The aim is that you shall be safe, feel safe, be comfortable and have equipment where



breakage is held to a minimum - or hopefully - not at all.

On expeditions the mindset must be to love every part of your setup, treat it like it was gold and nurse it until the very end. To bring spares means adding weight => slowing you down. At the same time, the more we have the same setup, the easier maintenance, repairs and control will be.

Choosing is a complex puzzle :-)

So let us have a fun discussion on your choices. Ask us if you need advice! Or want to bring something different from what is described on the list.

This trip is a May / spring crossing, taking advantage of the period between the hostile winter and the wild melting season in the summer. We may experience temperatures from above melting in the beginning and down to -35°C on the icecap due to the high altitude. We will have sunny windless days and we may very well encounter huge storms even hitting 40+ms. So high quality gear is essential. No old, emotional parkas that has been with you for ages. Your shell outfit must be optimized for moist, snow and wind. It is these products combined with the optimal underwear for you that enhances safety, comfort, flexibility, stamina and the experience as a whole.

And then there are the shoes / boots. This is dead serious. It is our feet that does all the work (ca 800.000 steps). This is the absolutely the most important part not to compromise on. Boots need to be good, strong, comfortable, a little too big and great for skiing. More on all this in a later letter!

### **Equipment you don't want to bring in the sled (civilian clothing)**

We all travel to (and from) Greenland in our civics. No one like to bring their personal belongings (jeans, sneakers, t-shirt, underpants etc) in the sledge over the ice. Normally we gather travel clothes (+ items you late in the day choose not to bring), and send it by post to the other side. But this costs you quite a bit pr kilo, so try to keep it sensible.

You should not plan on sending important things and valuables as we cannot guarantee / take any responsibility that the parcel(s) will get to the other side in time (though it is many years since the post last had a problem).

DO NOT SEND: passport, money, wallet and phones!

### **Physical shape and training**

The Greenland Crossing requires training and a certain physical fitness level. We will work hard the whole day for 25 or more days in a row.

- **Skiing** skill is not our main concern; the sled stabilizes you and there is not much ski technique needed when pulling a sled anyway.

Where Norwegians stands out, it is balance and gliding technique.

If you are not an avid skier, you will gain a lot from working on you balance, and if possible, cross-country technique, which is a good investment.

If you are used to trekking and doing regular physical exercise, you will most likely do fine on this trip.



What is essential is of course the pulling. It is mandatory to pull tires. And there are many reasons for that: Pulling is what it is all about:

- While pulling your body leans forward and you Achilles, legs, back etc need to get used to that
- The belt will pounce you in the belly 800.000 times – your stomach will object if it has not gotten used to that
- Pulling tire is a great way to get in shape in a way that does not overtax your body
- It strengthens all the right part of the body
- It gives you time to reflect and think of the trip
- And, if you go tire pulling with someone it is perfect to chat and have an enjoyable time (between hard pushes).

Besides the tire pulling (we recon some 100-150 hours is needed before a Greenland crossing) you should of course work on the rest of you body by doing sessions in the gym / running / swimming / cycling / skiing (!) or whatever you like.

***The fitness deal with us is not complex: train to deliver up to ca 30 days, with up to 30 kilometers a day, pulling a sledge with a starting weight of 60-70+ kilo, from basically sea-level over 2600m and back down.*** And it all with a big smile. – Not easy to gage or know when and if you are ready. But we will chat and advice on this topic.

Special features on this trip are the crevasses and melt water river crossings. You should have, or need to obtain, some experience in use of crampons and know the basic techniques of glacier travels and rescue techniques. But we will go through the basics prior to departure on this trip in Kangerlussuaq.

### ***Training weekends or Trips***

Many prefer to sign up for an extended training trip across the Finnmark plains in Arctic Norway in February. This is our winter expedition school, where all the tricks of winter survival are highlighted.

Another option is joining us across the Hardangervidda later in the year or treat yourself to doing Svartisen with Rune himself

We also offer extended Polar School weekends out of Finse

If you don't have time to come join us out in nature, we will assist you as best we can via Skype / Teams / Zoom / phone / emails or meeting you in person to go through all the bits and pieces you wonder about. We can also advice you on other courses, glacier travels etc.

We'll send you a letter on training.



## Diet on Ice

Food and nutrition are ever so important and must be taken very seriously. We will send you a special letter on just that. But to give you a heads-up on the basics:

**Breakfast:** Oatmeal porridge, some crûsli, raisins, milk powder, protein powder?, oil?

**Lunch** while walking: Chocolate, nuts, freeze-dried fruit, briskets, salt salami, potato chips etc. – with maybe something warm during the longer break in the middle of the day.

**Dinner:** Freeze-dried dinner from Drytech with add-ons.

Let us know in advance if you have special needs when it comes to food.

**NB!** If you have any allergies, (lactose / gluten), vegan, intolerances or similar, we must know about it. In most cases **you** will need to put together your diet / bring your own food as we can now take any chances / be responsible on your behalf.

You must give us all details on this, we will advise you, and together we will find a good way forward. (You will not be the first being conscious when it comes to food :-)

## Safety

Our guides are very experienced with several trips on glaciers under their belts. Your safety is our main concern, but when dealing with harsh polar conditions, polar bears, crevasses, melt rivers, storms and other hazards, accidents can occur. We look upon safety as a two-way responsibility. The guide will do what he can to keep you safe on the way but safety in general is also your personal responsibility.

If you feel that something is outside your comfort zone / limits, or if you become aware of a dangerous situation, you must inform the guide and make yourself heard. The same goes for preparation. Do your homework; research, training and preparation – to be a prepared, observant, and a contributing teammate.

The dangers on a May crossing is not the greatest, but shall of course not be taken lightly.

**Crevasses:** Normally the crevasses are filled by snow. Still, we map them out to be alert in the exposed areas. The melting of the icecap means that snow disappears, and new crevasse areas is exposed. So we need to be aware!

**Storms:** The changing weather patterns the Globe is going through is very much felt at Greenland. We have experienced more and bigger winds the last couple of years. We are very focused on this, and recon wind is our main enemy. We will go through all this in details when we meet up so that we are a united, well functional team if hit by 40+ms.

**Frostbite:** This will always be possible. Noses, chins, fingers, toes and not least the inside of your ties are areas we need to observe and must be very conscious of. Be very open on the smallest hints of frostbites!

**Blisters:** A blister is like 'A pebble in the road, might topple great loads'. Not only is blisters annoying and painful. This tiny bugger may jeopardize your trip and certainly the experience. Worse is that it could get infected and have serious consequences for you - and the team.

So, prepare your feet, your shoes and your skills in protecting you feet and how to tape them is valuable. During the trip, you, your tent buddy or the guide should regularly

check.

**Fire & Fumes:** Or rather stove understanding. Know-how and respect is important. We cannot take any chances. If you are not familiar with the MSR stove XGK, you will learn that in Kangerlussuaq before leaving for the ice.

On top of the heat and a real fire comes another serious aspect of stoves: Carbon dioxide (with the chemical formula CO<sub>2</sub>). This invisible and potentially deadly fume must be taken into account in the small and tight confinement of a tent, and we need very strict rules and routines to be safe.

**Polar Bears:** Looks best on pictures. These beautiful animals are dangerous. Thus, the guide will carry a gun. Fortunately, on our route there is very little chance of meeting a bear. They thrive in the pack-ice outside the coast looking for seals.

They can be found around Isortoq, but every hunter there will be on the outlook as the locals are allowed to hunt them. Thus, very little chance for us to see one there.

But IF we see tracks or get news of observations, we will take the necessary safety measures.

There is also a small, very small, chance of meeting one up on the ice. This is bears using the Inland Ice as a highway to rush from one hunting area to another. Then they may go up on the inland ice and rush south or north to save time. We have seen tracks now and then and seen them a couple of times during our 30+ years on the ice. But they are focused on getting to their new destination and has never been any treat.

**Mental Health / Motivation:** Or just motivation? We love this part of the challenge. It is complex, but also very important.

Everybody who invest in a Greenland crossing is motivated and have taken all the necessary steps to make it happen. It is a phenomenal gift to give yourself – and often those around you. The decision, the money, the time, the training – and the learning involved makes this a serious project that simply must succeed.

Step one. Work on plan. Tell everyone who wants to listen about your big goal. Read and research it. Start packing and loving equipment. Spread it out at home to the horror of your better half. Put in a training plan and keep to it. If pulling tires every Wednesday is the plan. Pull tires every Wednesday – even if it rains, snows hails or whatever. Learn to take it on the chin.

If you have questions, ask us. Talk to others. Pick up things wherever you can. The longer time before the start you make the decision the better, and then your head will be in a good place – and the less of chance it is for you to hit trouble on the ice.

Step two. How important is it for you to be super strong, super motivated, super experienced, super-duper? – Not at all! In fact a 'Besserwisser' is no good companion. This is not a competition, not a showoff, not a race. It is a journey where we all have prepared on our own, and then come together to reach a common goal.

We have small teams and need everybody to make the trip happen. Respect, comradery and the ability to pull together is what makes an expedition successful.

Most of us are afraid of being the weak link, the slowest during the skiing. – Well, let us reveal something secret:

Someone always is the weakest! **Ta-daaa!** Now you know! So, what is the problem? We'll just implement that speed. Because it is no difference whether we go a little slower or faster. The aim is that we all reach the other side. Everyone is different. And here we are



talking of everyone! (**Ta-daaa** again!)

Since we are a small team, it is room for everybody. Some will love navigation, some cooking, some digging toilets, some being the funny one, some sees you and have an arm around your shoulders the day you have had a rough day. – What do **you** think is the most important?

Our prayers and hope are that we met up with a lot of curiosity, respect and willingness to play a part in what will be an epic experience.

## Insurance

Every expedition on the Greenland Inland Ice must have an insurance setup that ensure that the authorities in Greenland never have any cost by letting us go onto the ice. This consist of a Bank Guarantee issued to the Greenland Authorities (to cover any unforeseen expenses the expedition may generate), and an insurance that cover SAR (Search and Rescue) for the expedition. This is our responsibility and included in the price

**You** need a '**personal travel / medical evacuation insurance**'. Most already have a travel insurance, but not all insurance companies cover expeditions, icecaps and Greenland. On top of being a travel insurance that cover you from the moment you walk out of the door, it also must cover **medical evacuation**.

This is for you as an individual if injury / illness means that you cannot continue.

These are the Greenland government requirements for your personal policy:

- Policy must be valid for your nationality and your place of residence and must cover skiing at Greenland.
- Medical Evacuation Insurance: Many covers unlimited expenses, others cover very high limits, please check, minimum should cover 100.000 €
- Must cover Ski touring (pulling pulks) commercially guided tours, or a similar description of the trip.\*
- Period of coverage: from the start to 2-3 extra weeks after planned end of the trip. We will communicate dates around the time of final payment when we are ready to request crossing permits.

**NB:** We must add that if you want to abort the expedition, and it is not due to a medical issue, but to lack of motivation, preparation or circumstances not connected with medical issues, you must be prepared to cover the expenses of the evacuation / flights yourself.

There is every chance this will not be covered by your insurance. If in doubt, please check with your insurance company yourself (each policy is different).

- We want (again) stress the fact that Ousland's Guarantees / Insurance does not cover an individual evacuation.

*\*Some Insurance Companies refuse to cover 'expeditions' without defining it. On our crossing we follow well known, researched and secured routes. The terrain is well known, and the guide has done it / followed the route before. Thus, we define expedition differently to the Insurance Companies.*

## Photo and film



The quality of small compact cameras has become very good, and we recommend the smaller version versus the big heavy ones. For several reasons: Firstly, you take a lot more photos when you have your camera available. One of the secrets with taking good photos is to take many. If you have only the big one, it will be in the sled most of the time and then you only take photos during breaks.

Second reason is that you normally keep the smaller camera on your body (in a small plastic bag), keeping it warm close to your body. A warm battery last longer than a cold one when used, and we seldom have problems with batteries when they are kept warm.

**Charging via solar panels** is possible and a good idea. But for practical reasons we recommend bringing enough batteries a whole day.

Solar panels evolve all the time, so ask around and get a handy one that can be folded or rolled up.

**Powerbanks** have developed a lot in recent years. It facilitates charging and flexibility and is not weather dependent. It is not all days that are suitable for solar panels. The only downside it's the weight, but that 'weighs' up for the easy use.

Be aware that the bigger power banks (>28.000mAh) cannot be brought onto flights. Check it out.

**The professional** cameraman will still take the big SLR for great quality shots and video. It is a good idea if the others then play along so that you all can let her or him maximize the use for a better documentation of the trip.

Generally, we recommend storing this camera cold, perhaps just keeping the batteries warm in a pocket. Cameras brought in and out of cold / warm areas are exposed to condensation and can stop working due to moisture or get irritating circles inside the lens. But at the same time. Shots from inside the tent is sooooo important and such a big part of the trip. So have a good system / waterproof bag to bring the camera in and out of the tent and let it change temperature in a controlled way.

The same goes for **video cameras**. But a handy small GoPro is very tempting to bring.

A new compact camera normally has HD /5K etc video as well nowadays and most people will do fine with this. The only problem we experience is bad sound due to wind. It's a good idea to try to protect the microphone with a piece of glued on fleece to minimize wind---disturbance.

**Drones** are great. The 'problem' at Greenland is that you take photos and video from 0 to ca 2 meters. By bringing a drone you get shots from altitudes not possible earlier. They are fantastic for documenting the vastness and pristine beauty.

But it adds weight and if you are not good and efficient with drones, they tend to become passengers for use on rest days...

**iPhones** (or equivalent) is not bad to bring at all. In one light gadget you have all the tools you may want or need for a trip. And the batteries will work well through the day. If you have a pocket on the thigh, insulate it with a bit of fleece and place the phone with the battery towards your thigh and you will have more than enough juice for photo, video



and music / podcasts / audiobooks. Though, it is advisable to set it up so that all the apps and features you do not need do not drain the battery. – For Antarctica some actually buy a new iPhone and set it up with just what is needed + and the iridium apps for communication.

**The guide** is anyway happy to share photos with everyone in the group, for personal use, and normally we all exchange our best photos after the trip.

## The route & seasons

In short, this is the route Nansen (more or less) was aiming for. But ice and circumstances meant he started at Umivik well south of Tasilaq and aimed for Nuuk further south.

He went east to west. Probably more out of luck he crossed in the right direction for August - September. What way we go is dictated by nature. In the spring it is from west to east. In the fall it is east to west.

The logical reasons are overwhelming. It is ignored by some, but that could bite. On the western side there is a lot more land without ice. This is where the Vikings settled and thieved – until they mysteriously disappeared.

For us it means that spring and melting starts a lot earlier on the western side. Thus, our aim is to get through the icefall before the melting gets out of hand. Some are terrified by the water and prefer to start in mid-April when the Inland ice is openend for travel (15. April). But very often the winter has not yet let go and the chance of very low temperatures, more snowfall and changing winds. We prefer to start early May. We may very well get a bit of water, but trust us, that is exciting, very beautiful and will be a highlight. It is, in our minds, very much the reality of an icefall's life and important reminder of what is happening with the Icecap.

Well, back on track. As winter subsides, the east coast is harassed by huge winds called 'Piteraq'. They can come out of the blue and can be very local. It is bad weather / warm air rising outside the coast and then pulling cold air down from the Inland ice. It is a katabatic wind that can reach an estimated at 90 m/s (about 325 km/h or 200 mph). But towards mid-May the piteraq season ends, so when we reach the easter coast, we are unlikely to get a Piteraq – and the icefall is still great. The melting starts a lot later on the east side and usually there are no open crevasses and just epic skiing down towards the iceberg-littered fjords.

For the fall crossing we start in mid-August and find the icefall without the winter / spring snow. The crevasses are open, and we really get to see how it really is. Then we proceed towards the west. There, the melting and the huge meltwater rivers are filled to the brim (and over). But as we get into September, the cold slowly takes over and the melting stops – and hopefully, by the time we near the icefall the water is almost gone.

The west to east route starts with a bus taking us to 'Høyde 660' where the ice stars. The hill is not quite 660 meters above sea level, and we start a few hundred metes below, but still, this is an epic waypoint dear to all Greenland crossers.

**WP 660: 67° 9.180'N, 50° 2.450'W**

From there we tackle the wild and beautiful lower icefall. Some years it is covered with snow and some years it is icy and slippery. Still, this is one of the most beautiful parts and we do not stress here and take lots of photos. This distance is 15-16km and take a day and a half?

**WP Bend / KM16: 67° 9.130'N, 49° 43.541'W**

Here we break through the lower icefall, and get into the upper icefall, this is smoother. If serious melting has started, we will need to take a route following the higher parts. If water is not there yet, we will aim straight for Dogcamp ca 22km further up and another day and half?

**WP Dogcamp: 67° 9.952'N, 49° 4.177'W**

From here we climb another 7-8km before reaching what we call Last Bend. There we leave the icefall behind and start on the 'big white'.

**WP Last Bend: 67° 9.284'N, 48° 47.265'W**

The next days the landscape continues to rise in huge rolling dunes. But slowly the terrain flattens, and we reach the plateau. It continues to rise, but not as much as we reach first 1800m and then 2000m.

**WP DYE II: 66° 29.940'N, 46° 16.730'W**

Nine? Ten? Maybe 11 days from start we reach the abandoned radar station DYE II. A relic from the cold war. It has an interesting history and even though we may feel it is a bit of a misplaced intrusion, we can't help visiting and exploring it.

DYE II is at 2079m, and although the next stretch is the most beautiful polar plains, we continue to rise as we aim for Summit.

**WP Summit: 66° 25.560'N, 43° 20.742'W**

Summit is probably the least 'summity' summit you will ever conquer. It is more a naming of the 'ridge' going up all of Greenland and marking the highest point(s). How high? It depends on where you hit it. But normally between 2500 and 2600m. There is no way to see it. You have to turn around frequently to observe that the horizon has suddenly been upend a bit behind you. – The first day after crossing over there is no downhill feeling as you may go down 30-50m during the day. – As we said, not a dramatic ridge :-)

From DYE it is (ca) 120km to Summit

But by this, we are on the eastern part of Greenland, and into a different weather pattern. While we have had the wind generally from east-south-east till now, slowly the catabatic system will give us north-westerly winds. But we are also into an area that can be messed up by the Danish Strait between Greenland and Iceland. Bad weather / storms out there can sometimes thrust clouds and huge masses of snow into our path. That means hard work. So do not entertain the idea that after Summit the trip is almost done and dusted. – You are not out till the Fat Lady sings!

**WP ICE 1: 65° 52.530'N, 38° 56.970'W**

This is ca 225km after Summit and is the place where we turn into the icefall proper. This icefall is not like the western one which has some crevasses but are mainly dominated by





huge and deep waterways. Here there are real (and beautiful) crevasses. Thus, we take no chances and follow the route we use in the fall when the crevasses are exposed and open. That minimizes risk, though at this time of the year, they are all filled with snow and very rarely visible at all.

But before getting to ICE 1 we can feel the terrain dropping of, that is a great feeling, and soon after we see the first nunataqs sticking up of the ice. The first one on our right, then they show up in front., When we glide down from ICE 1 we soon see the ocean with lots of icebergs. It is stunning, and enhances the experience of getting to the edge of the ice. It is (weather depending) the most beautiful frame for the end of a fantastic challenge.

### Timeline / To-Do-List

OK?	DATE / TIME	COMMENT
	<b>ASAP</b>	<b>Sign up</b> : The earlier, the better
	<b>Soon after</b>	<b>Expedition Booklet</b> : This is what you read now :-)
	<b>Deposit Invoice</b>	<b>Deposit Invoice</b> : (non refundable) will be issued upon signing up.
	<b>After this</b>	<b>We will start sending you</b> , in stages, various information letters and various forms to fill in. The info letters will, for example, be Equipment list, Training / Pulling Tires, About Food, About Boots etc etc
	<b>1. November</b> 6 months prior to Departure	<b>Full Invoice</b> : Paid no later than 6 months before departure. <ul style="list-style-type: none"> <li>• After this, the price will go up with 5%.</li> <li>• Later than 3 months / 1. February the price will go up by 10% <b>and</b> we cannot straight away guarantee you will be approved this late by the Government in Greenland.</li> </ul>
	<b>01. January</b>	<b>Submit forms</b> : Send us first batch of forms: # Various personal information form called ' <b>Nuts &amp; Bolts</b> ' # Your <b>Expedition CV</b> - when / where / what of relevant experiences # Extra Waiver called ' <b>The Deal</b> '
	<b>15. February</b>	<b>Submit</b> last document to Ousland Explorer: # Personal Travel Medical Evacuation Insurance Certificate - You must buy it, but it does not need to start running till the day you leave home.
	<b>10. April</b>	<b>Send</b> us copy of you plain tickets and lodging in Kangerlussuaq
	<b>Ca 03. May*</b>	<b>Leave</b> home
	<b>Ca 04. May*</b>	<b>Meet up</b> in Kangerlussuaq for preparations
	<b>Ca 06. May*</b>	<b>Leave for the ice</b> and maybe start the next morning?
	<b>Ca 31. May*</b>	<b>Land!</b> Maybe you will step off the ice this day?
	<b>Ca 02. June*</b>	<b>To Tasiilaq</b> – helicopter from Isortoq to Tasiilaq
	<b>Ca 06. June*</b>	<b>Home</b> – Leave for home via Kulusuk and Iceland

## FROM A - Z

There will always be tons of questions. And to be frank, the more questions the better! To be even 'franker', we prefer to talk to you and answer you directly. We are a very small team, so we are set up to chat with everybody.

That said, here you can find a few hints of this and that. We are working on the whole webpage, so this page will evolve a lot!

### DECIDE IN A TRIP

How to decide what trip? Not easy. But if you really want to get a maximum return for your effort and investment, you should feel that you are flirting with your comfort zone.

But in doing that, you must be sure that the trip really triggers something in you – after chewing on it for a while and learning as much as you can – you must really, really want it! Because there will be a lot more work than you think.

### SIGN UP

To sign up is the big thing. The sooner you do that, the more time you have to prepare physically, mentally and logistically. And the bigger the chance to have both a successful trip and an experience you can savour for the rest of your life!

One more thing! Tell someone or everybody! To let it out of the bag is good pleasure both for the mind and preparations.

### DEPOSIT

The next big thing is the deposit. This is the first down payment of the trip. It is non-refundable and very important for both of us. For you it means that you then know you are on the team and the first real step is taken. From here on it is go go go!

For us it is important to close the team and start preparing – as the costs start running for us. Again, the earlier the better – for both of us.

### TRAINING / PREPARATIONS

Training is everything. It is important to enhance your physics. But is equally important because all those hours are great for preparing your mind, build up focus and will. Be sure that you follow our advice and train as we plan together.

It is not enough to stick to your bicycle or gym even if you feel that you have had success with that before. If you, for example are doing a sledge trip you need to pull tires. Actually you need to pull tires a lot! Probably many hundred hours. We will find a plan.

This does not mean that you should not do swimming / gym / bikes / running / walking etc etc. A mix is great – but your focus must be on what you actually will be doing.

### EQUIPMENT

Ahhhhh – this is the reward point! Finally, you have the best excuse in the world for going into all those mouth-watering sports shops! Know that your mission will propel you to VIP status and then just buy what you want (or absolutely need as we normally say :-)

That said. Equipment is a serious part of all our trips. We will guide you through what you may borrow, or if you should bring something that has emotional value to you. But first of all, we will tell you what is essential, what is critical and what quality this is important for those garments.

Again, do ask. Please!

### FINAL PAYMENT

Big one! It is (often) a lot of money at stake. But it is very important for us that you pay on time. All our trips have heavy investments before the trip starts. Thus, late arriving money will both jeopardise the preparations – and worry us.

## PLANE TICKETS AND LODGING

This is all on you. Of course, we will advise you on what is best. But when and how you can decide yourself. The same goes for lodging and food before and after the trip proper. This is because we normally have people arriving from many different places – and some like to arrive early, chill out a few days before etc. But we will tell you where we stay which is normally quite ok – but also chosen for logistic reasons.

What is for sure, though, is that the earlier you commit, the less expensive the travel bit will become.

## FOOD, ALLERGIES AND MEDICAL DETAILS

More and more people seem to have food allergies, intolerance, or strong preferences. This is now more a norm. But it does make things both more complicated and difficult for us. On all our trips good, adequate, and nutritious food is critical.

Thus, if you have issues with our standard menu, you will be asked to both contribute and help put together your own rations. This is because we can not take responsibility for you eating things that makes you weak or ill.

## COMMUNICATION WITH THE GUIDE

As soon as the trip is go, we will designate a leader. He will contact you all and from then (almost) all communication will go through her or him. Through him you will find the best possible platform for communication so that you two can be in regular contact or you can acquaint with the others.

At all times are you welcome to continue ask the rest of us questions.

Out on the trip, we prefer to minimize the communications with home. We try to stay on the 'ice' both mentally and physically. That normally makes for better ambience and focus.

As for those at home, they are of course welcome to contact us on how things are going. We also have a diary on our website that is made for family and friends.

And of course, if there is a big day for you or anybody at home, we will take care of that. We love celebrations [?] But, please do take time before you leave to single out what should be communicated and what should not.

## MEETING UP - READY TO GO

Nunc lacinia, felis ut sodales commodo, sapien magna maximus orci, ac lacinia lacus risus vel turpis. Nulla rhoncus mi vel purus consectetur, sagittis tincidunt elit ultrices. Aenean tortor velit, rutrum vitae est pharetra, tempor accumsan turpis. Pellentesque vel nibh pharetra, tincidunt arcu non, dignissim ante. Morbi ac mi sed sem faucibus molestie non facilisis felis. Nulla fringilla aliquet velit, nec lobortis diam semper eu. Sed ipsum quam, ultrices condimentum congue in, condimentum a augue.

## INSURANCE

This is important. The expedition is our concern. But you need a travel insurance that is valued for the kind of adventure you have chosen to do. There is a big variety in what different insurance companies cover, so ask your own company and be sure.

It is also important that on some trips you need to have a valued medical evacuation insurance.

This because your injuries etc is personal responsibility. Not all companies have that. We can not sell that, but we can help you with a list to choose from if you have problems.

Some also want trip cancellation insurance. This can also be hard to find, especially if the trip is very expensive. Then it may only cover parts of the total.

Most of all, it is important that you do things right. Look into insurance early so that you get your timing correct for what you buy and effectuate your insurance.



## TERMS & CONDITIONS

### PLEASE READ OUR TRAVEL CONDITIONS

Please note that the following conditions form part of your agreement with Ousland (OUS) when you apply to join the expedition. So please read through them before booking.

Please be aware that many of our trip venture into very remote areas, where lack of logistics, unforeseen obstacles and weather may cause delays of days and even in some cases weeks. We will do our utmost to stick to the program, but we must all be flexible.

Safety will always be at the centre of our attention and actions, even at the risk of having to halt progress or even call off an expedition at a late stage. OUS must insist on having the last word on this matter - your well-being is our primary concern.

### 01.CONCLUSION OF CONTRACT:

Agreement between the parties shall be deemed to have been concluded upon receipt of the customer's deposit for the actual trip. This payment shall be made with the application or on an agreed date due. Where payment is not made by the date due, OUS shall not be bound by the contract.

### 2. WHAT IS INCLUDED IN THE CONTRACT:

The contract covers the trips as described on the website [www.ousland.com](http://www.ousland.com)/[www.ousland.no](http://www.ousland.no) and the travel conditions. OUS reserves the right to make alterations in the program, provided the customer is informed of these.

### 3. PRICE CHANGES:

OUS retains the right to adjust prices in the event of fluctuations in government taxes and / or transport costs and / or the relevant currencies. Any price alterations shall be announced no later than 14 days prior to departure. Where price increases exceed 10% the customer shall have the right to terminate the agreement at no cost to him / herself. The customer shall have a minimum of 3 days to terminate the agreement after notice of such a price increase.

### 4. DEPOSIT:

The deposit is set to US\$ 7.500 for the South Pole / €5.000 for the North Pole / NOK 10.000,- for Svalbard / NOK 18.000 for Greenland and Patagonia / NOK 3.000,- pr person for Finnmark & Hardangervidda. Medical-, Personal Information- and other Forms from OUS's local logistic providers must be filled in and signed together with an OUS mandatory Waiver.

### 5. PAYMENT TERMS:

The expeditions require long-term planning. Aircraft rental & fuel, the making of runway and camp, food, equipment, permits, insurance, bank guarantees etc must be paid for long in advance. For this reason, the following terms of payment have been stipulated:

The deposit, to be paid on application.

The balance, to be paid and received well within 90 days before departure. If application to join the trip is made less than 90 days before departure, the full sum shall be due with the application.

### 6. THE CUSTOMER'S RIGHT TO CANCEL OR ASSIGN THE TOUR

#### 6.1 CANCELLATION DUE TO FORCE MAJEURE:

The customer shall have the right to cancel the tour and get a refund of moneys paid if at the destination or in its immediate vicinity, acts of war, natural catastrophes, dangerous communicable disease or other occurrences comparable with these have taken place within 14 days of departure, and there are reasonable grounds for assuming that such states shall also obtain during the tour period. The same applies if comparable problems arise on or along the tour route, and that these pose a material risk to the customer. The right to cancel shall not apply if the customer knew or should have known of such circumstances when he /she entered the tour purchase agreement.

## 6.2 CANCELLATION CHARGES:

The deposit fee paid for our trips is non refundable.

Private airline tickets and lodging already paid by the participant is nor refundable through OUS. If cancellation is made less than 90 days prior to departure the full program cost is non refundable.

If cancellation occurs within the 90 day period and full payment has not been received, the full payment will still apply and unpaid moneys are due immediately.

If payments are not received by the dates specified in the 'Payment Schedule', OUS reserves the right to cancel your booking and withhold return of all payments received unless a change in your payment schedule has been agreed in writing.

## 6.3 CANCELLATION PROTECTION:

We recommend that insurance be taken out against trip cancellation and interruption costs of this agreement. All insurances shall be paid for by the customer. A travel- / medical evacuation insurance is mandatory on most trips.

## 6.4 TRAVEL AND ACCIDENT INSURANCE:

OUS will not be liable for any illness, injury or death sustained during an expedition, nor will OUS be liable for any uninsured losses of your property.

OUS shall not be responsible for any injury to person (whether or not resulting in death) or damage to property arising out of any act of war, terrorism, insurrection, revolt or other civil or military uprising occurring in the countries of origin, destination or passage.

Everyone has to take out a personal, extended travel insurance to cover the entire trip from home back to home. It must include medical evacuation if an injury or illness should occur at any part of the trip. Please note that a standard travel insurance does not always cover the regions, altitude or difficulty we shall visit. Participants are responsible for ensuring they have adequate travel insurance.

## 6.5 ASSIGNATION OF TOUR:

The customer shall have the right to assign the tour to a third party who fulfils all the criteria for participation. The conditions are that OUS has been informed in good time, and that OUS is not restricted by regulations, i.e. permits, visa- and medical requirements, or that the logistic provider, like ALE or Centre Polus, will not accept alterations in their flight plans.

## 7. RIGHT TO CANCEL

### OR ALTER THE TOUR

#### 7.1. TOO FEW PARTICIPANTS:

OUS retains the right to cancel the tour prior to departure if there are fewer than the prescribed number of paying customers. Even if there is not the necessary number of participants in relation to the program, OUS will still attempt to run the tour. In this case, the tour may be combined with others, or the price may be increased. Such changes shall be made in consultation with the participants. If it proves impossible to run the tour due to a lack of demand, all moneys paid shall be refunded.

#### 7.2 FORCE MAJEURE:

Force majeure, circumstances beyond the operator's control: OUS reserves the right to cancel the tour without liability for compensation if the tour cannot be completed because of circumstances beyond OUS's control, circumstances which could not reasonably have been expected to be foreseen when the agreement was entered into, and the consequences of which OUS could not avoid or prevent. In such cases, OUS will refund all moneys for the actual trip except those which are impossible to refund; such as permits, prepaid logistics, used aircraft fuel, hire of aircraft, travel and accommodation, expenses incurred since the start of the journey, goods already used and paid for.

Likewise, OUS will not be liable for compensation if the circumstances mentioned above affect the quality of the trip.

#### 8. DEFECTS AND CLAIMS:

Should the customer wish to make a claim for defects, he/she undertakes to inform OUS within a reasonable period. Where the defect is discovered after the start of the tour, the customer shall as far as is practicable make a claim on the spot. Notwithstanding, the complaint must reach OUS no later than 2 weeks after the end of the tour, unless special circumstances justify an extension of the time limit.

#### 9. DISPUTE RESOLUTION:

All disputes shall be tried under Norwegian law. The place of jurisdiction shall be Oslo, Norway.

#### 10. SIGNING WAIVER:

It is important to emphasize that your trip cannot be compared with normal organized travel, that there are certain known and unknown hazards involved, and that special conditions apply. It is also important to make clear that accidents and injuries can occur and that all parties join at their own risk and participate in the full knowledge of these facts. All participants must sign a waiver stating that they fully understand this and that they participate on this trip at their own risk.

#### 11. USE OF PHOTOGRAPHS:

OUS reserves the right to advertise our tours on the Internet and in the media. This will often include photographs and videos of participants whose first names may be mentioned. Participants that do not wish to have their photo or name used this way should inform about this beforehand.

#### 12. AND LAST BUT NOT LEAST:

Expedition staff, pilots and guides will do their utmost to ensure that any problems arising are solved for the benefit of the group and the expedition as a whole.

You have a responsibility to follow the instructions and directions given you by the expedition leaders during the trip.

If you grossly neglect your responsibilities, cause risk, embarrassment or prejudice to the other client, fellow expedition members or staff, you may not be allowed to participate in, or be barred from, the remainder of the tour, and lose any right to refund from the tour operator. If you are barred after the start of the tour, you will be charged the cost of your return journey, which could be renting a plane to bring you out of the whereabouts / ice. You may become liable to claims for compensation if you willfully or negligently cause the operator loss by, for instance, not abiding by the above-mentioned provisions.

You are personally responsible for the insurances you require (travel, cancellation, accident, medical and evacuation insurance etc). You undertake to keep abreast of departure times and comply with instructions that the operator, carrier, airport etc may give with regard to these. If you fail to obtain a valid insurance or if the insurance for some reason do not cover, the operator cannot assume responsibility for any injury or illness you may suffer during the journey, however caused.

A general word about air tickets and weather: The tour will take place in a region highly affected by weather, and these trips are based on logistics that are easily affected by poor weather or technical problems. No end date / time can be guaranteed. This might mean that you might not be able to connect with your scheduled flight home. The extra costs will in all such cases have to be borne by you. An open or changeable return ticket is therefore recommended.

# POLAR ADVENTURES

Schiffs- und Flug- Expeditionen  
in Arktis und Antarktis

## OFFLINE-KATALOG-ANFORDERUNG

Sehr geehrte Reise-Interessenten. Vielen Dank für Ihr Interesse und den Download eines digitalen Kataloges im PDF-Format.

Gerne senden wir Ihnen zusätzlich bei weitergehendem Interesse die ausgewählten PDF-Inhalte als gedruckte Version auf dem Postweg.

Bitte nennen Sie unten den gewünschten Katalog und senden Sie dieses Formular per Post oder Fax an uns zurück.

Bitte senden Sie mir den aktuellen Katalog für folgendes Schiff/ Tour:

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Bitte senden Sie den ausgewählten Katalog an folgende Adresse:

Vorname + Name

Telefonnummer

--	--

Strasse + Nr.

Faxnummer

--	--

PLZ + Wohnort

e-mail-Adresse

--	--

Bitte per Post an:

oder per Fax an 04131-54255

an POLARADVENTURES Schiffs- und Flug-Expeditionen in Arktis und Antarktis Heinrich-Böll-Str. 40 D-21335 Lüneburg
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# POLAR ADVENTURES

## Schiffs- und Flug- Expeditionen in Arktis und Antarktis

**Unverbindliche Buchungsanfrage per Fax an 04131-54255 oder per Post an  
Polaradventures, Heinrich-Böll-Str. 40, D-21335 Lüneburg, Deutschland**

Bitte unterbreiten Sie mir ein unverbindliches Angebot für folgende Leistungen:

- ☐ Veranstalter-Angebot mit Insolvenzversicherung nach deutschem Reiseveranstalterrecht + Preis in EUR  
☐ Direkt-Angebot der ausländischen Reedereien (ausländ. Reiserecht + Preis in USD zum Tageskurs in EUR)

Schiffsname	
Reisename/ -Route	
Abfahrt von - bis (tt/mm - tt/mm/jj)	
Alternative Abfahrt (tt/mm - tt/mm/jj) (falls ausgebucht)	
Kabinenkategorie	
Alternative Kabinenkategorie (falls ausgebucht)	

- ☐ Doppelkabine ☐ Doppelkabine zur Einzelnutzung ☐ Halbe Doppelkabine zur Mitbenutzung

Zubringerflüge:

Abflughafen	
Hinflugdatum (tt/mm/jj)	
Rückflugdatum (tt/mm/jj)	
bevorzugte Airline	

- ☐ Economy-Class ☐ Business-Class

Zusätzliche Hotelübernachtungen:

Hotelname/Übernachtungsort	
Aufenthalt von - bis (tt/mm - tt/mm/jj)	
Hotelname/Übernachtungsort	
Aufenthalt von - bis (tt/mm - tt/mm/jj)	

Reiseversicherungen:

- ☐ keine  
☐ Reiserücktrittskostenversicherung  
☐ Komplettschutz (Reiserücktritts-, Kranken-, Unfall-, Gepäck- und Notfallversicherung)

Persönliche Angaben:

1. Reiseteilnehmer Vorname, Name / Geburtsdatum	
2. Reiseteilnehmer Vorname, Name / Geburtsdatum	

Angebot bitte:

<input type="checkbox"/> per Email an (Emailadresse)	
<input type="checkbox"/> per Fax an (Nummer)	
<input type="checkbox"/> per Post an (Vorname & Name) (Straße & Nr.) (PLZ & Wohnort)	