

POLAR ADVENTURES

Schiffs- und Flug- Expeditionen
in Arktis und Antarktis



**Arktis und Antarktis
nur für private Charter**

MV HANSE EXPLORER

POLARADVENTURES Schiffs- und Flug-Expeditionen in Arktis und Antarktis
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HANSE EXPLORER

Seeleute ausbilden und Gäste daran teilhaben lassen, den Schiffsalltag vor und hinter den Kulissen erleben – diese Idee stand Pate für den Bau des 48 m langen Ausbildungsschiffes Hanse Explorer. Bis zu 12 Trainees und 6 Crewmitglieder sind an Bord des deutschsprachigen Schiffes und lernen «Seemannsgarn» von der Pike auf. Immer hautnah dabei: bis zu 12 Passagiere in den sechs luxuriös ausgestatteten Kabinen.

Das Schiff

Die Hanse Explorer ist ein Traumschiff der etwas anderen Art: ein Tummelplatz für Abenteuerer, die das Besondere suchen. Luxus heißt hier, einen Ofen an Bord zu haben, in dem die frisch gefangenen Lachse direkt geräuchert werden können, eine Lounge-Ecke auf der Brücke, um dem Kapitän beim Manövrieren über die Schulter zu schauen, und eine Sauna mit Bullaugen, von der aus die Eisberge zum Greifen nah sind, während drinnen ordentlich eingeheizt wird. Luxus heißt auch mit den Zodiac-Schlauchbooten selbst unzugänglichste Buchten zu erreichen.

Die Ausstattung

Auch die Architektur der Hanse Explorer ist bemerkenswert und ungewöhnlich. In den Arbeitsbereichen ist es «schiffig», funktionell, in den Passagierbereichen komfortabel, mit hohem Wohlfühlfaktor und allem, was der Gast unterwegs in seinem schwimmenden Heim auf Zeit so braucht: Minibar, Satelliten-TV, Internetzugang, Speisesaal, Lounge mit Bar und großem Flachbild-TV, Außenbar, Zodiac (ein Ersatz-Zodiac), TV mit Laptop-Anschluss (Laptop beim Purser auszuleihen). Große Tische im Lounge- und Außenbereich sorgen für Geselligkeit, doch wer seine Ruhe haben möchte, findet genügend Platz, um sich zurückzuziehen. Zudem Sauna und Hometrainer.

Die Hanse Explorer ist ein echtes Raumwunder. Wirkt sie von außen eher über-schaubar, tun sich im Inneren immer

wieder neue Wohlfühlwelten auf. Und die dürfen die Gäste uneingeschränkt entdecken, denn die Hanse Explorer ist ein «Open-Ship», d.h. selbst die Crew- und Traineebereiche, der Maschinenraum, die Kombüse und die Brücke stehen den Gästen rund um die Uhr zur Verfügung.

Kabinen

Die sechs hellen Kabinen haben alle zwei Einzelbetten (auch als Doppelbett stellbar), Bad mit Dusche/WC, Safe, Minibar (alkoholfreie Getränke im Reisepreis inklusive), Satelliten-Telefon und TV mit USB-Anschluss.

Wohin?

Vor jedem Landgang werden den Passagieren unterschiedliche Vorschläge unterbreitet, und jeder kann individuell entscheiden, wonach ihm der Sinn steht. Das fördert die Eigeninitiative und schafft Platz für vollkommen neue Erlebniswelten, zum Beispiel eine spontane Zeltübernachtung am Fjord. Vielleicht wird auch kurzfristig die Fahrtroute geändert, weil die Crew erfahren hat, dass irgendwo fernab der ursprünglich geplanten Strecke der zurzeit ultimative Eisbären-Spot liegt. Aus diesem Grund gibt es auch keinen festen Fahrplan, sondern nur eine ungefähre Idee für jede Reise. Durch den geringen Tiefgang kann das Schiff Gebiete erkunden, die für große Expeditionsschiffe unerreichbar sind. Die ausgefallenen Routen der Hanse Explorer werden die Gäste von Pol zu Pol über alle Meere der Welt führen.





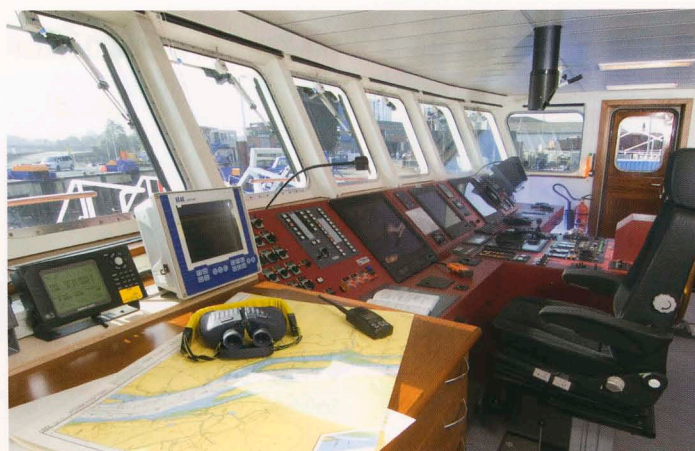
Die Vision

Einmal rund um den Erdball – ein toller Ausbildungsplatz für die Trainees und ein wunderbares Erlebnis für unsere Gäste, die auf den exklusiven Reisen mit der Hanse Explorer auf den Weltmeeren bestens von engagierten Crewmitgliedern versorgt werden.

Wer sind unsere Gäste?

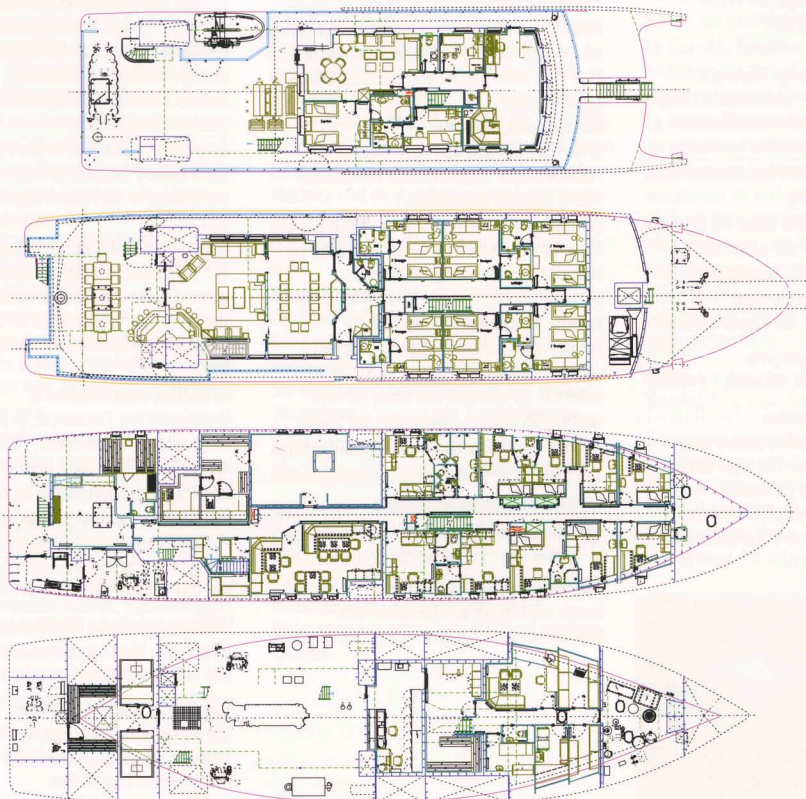
- Menschen, die an der Seefahrt interessiert sind: aktiv oder (bisher) nur passiv begeistert. Erfahren Sie alles, was Sie schon immer über Navigation und Seefahrt auf den «großen Pöten» wissen wollten.
- Menschen, die sich für echte Expeditionen zur See begeistern. Unsere Fahrpläne sind flexibel, die Routenangaben sind Ideen, die mit Ihnen zusammen gestaltet werden. Nur Ein- und Ausschiffungshäfen stehen definitiv fest, die restliche Route wird mit Ihnen gemeinsam erarbeitet.
- Menschen, die in den großen Häfen ein individuelles Programm selbst gestalten wollen, weil sie Lust haben, Orte auch mal auf eigene Faust zu entdecken und bei den Zodiakanlandungen mit den Offizieren und dem Purser die Natur erkunden wollen.
- Menschen, die sich schon immer mal auf einem Schiff zu Hause fühlen wollten, ohne jedoch ein eigenes chartern zu müssen.
- Menschen, die spontan genug sind, ihre Reise fernab strikter Routenplanung zu erleben.

Wir freuen uns auf Sie! Auf spannende Menschen, faszinierende, gemeinsame Abenteuer, neue Freunde und ein rundum wunderbares Reiseerlebnis der etwas anderen Art!



Technische Daten

Baujahr	2006
Tonnage	850 BRT
Länge	48 m
Breite	10,40 m
Tiefgang	3,52 m
Antrieb	Mak Typ 8 M 20 Verstellpropeller
Geschwindigkeit	13,2 Knoten
Stabilisatoren	ja (Antirollsystem)
Strom	220 V
Eisklasse	E3
Bordsprache	Deutsch
Passagiere	12
Trainees	12
Besatzung	6



Gestatten: Die HANSE EXPLORER

Schiffsbesichtigung einmal anders



Das 48-Meter-Ausbildungsschiff wird unter Aufsicht der renommierten deutschen Klassifikationsgesellschaft „Germanischer Lloyd“ gebaut und verfügt über den höchsten internationalen Sicherheitsstandard für die Berufsschifffahrt. Unter anderem erhält das Schiff die Eisklasse GL-E3 und ist damit in der Lage, Ausbildungsfahrten rund um den Erdball, also auch in die Polarregionen, bis hin zur Nordwestpassage, durchzuführen. Sicherheit und Komfort stehen dabei an erster Stelle.

Das Schiff hat einen starken Hauptmotor mit rund 50% Leistungsreserve. Sollte der Hauptmotor einmal ausfallen, so übernimmt ein starker (400KW) Elektromotor den Antrieb – ein sogenanntes „bring me home“ Prinzip! Vier Generatoren erzeugen eine Gesamtstromleistung von rund 1.000 Kilowatt. In tropischen Zonen sorgen zwei unabhängig voneinander arbeitende Klimakompressoren für angenehme Raumtemperatur – in arktischen und antarktischen Gewässern sorgen zwei unabhängig voneinander arbeitende Heizungssysteme für die entsprechende Wärme. Damit immer ausreichend Frischwasser an Bord ist, werden zwei autark arbeitende Frischwassersysteme (Osmoseanlage/Verdampfer) eingebaut.

Ebenfalls doppelt vorhanden ist das Toilettensystem (Vakuum/Gravitations-WC). Damit die Umwelt geschont wird, arbeiten wir mit einem hocheffizienten Wasseraufbereitungssystem, welches uns erlaubt, auch die sensibelsten Zonen mit diesem Schiff zu befahren.

Damit der Aufenthalt an Bord auch bei starkem Seegang komfortabel bleibt, haben wir eine leistungsfähige „Antirolling-Anlage“ installiert, die rund 50% der Schiffsbewegung reduziert. Die Brückenausstattung entspricht der von der Reedereigruppe bereederten hochmodernen Chemikalientankern, unter anderem zwei unabhängig voneinander arbeitende Ruderanlagen (elektrohydraulisch/manuell). Drei Radargeräte: einmal S-Band (Nahbereich-Hafen, Revier und Eisfahrt), einmal X-Band (auf hoher See und Küstenfahrt) und noch einmal X-Band: für Kadetten und Gäste. Darüber hinaus erlauben hochmoderne elektronische Seekarten mit Tochtergerät im Salon dem Gast jederzeit, die Position des Schiffes zu beobachten.

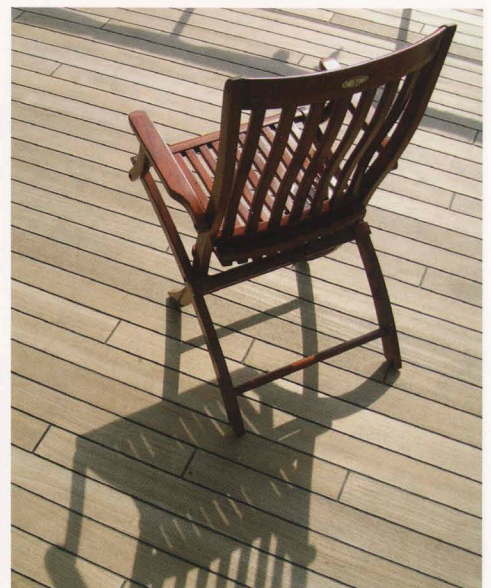
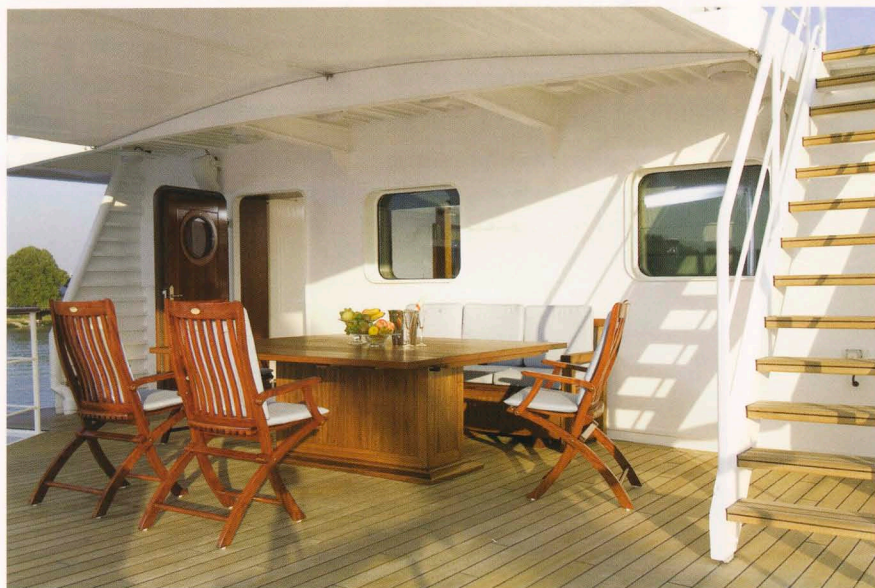
Was kann man mehr von einem Schiff wollen?

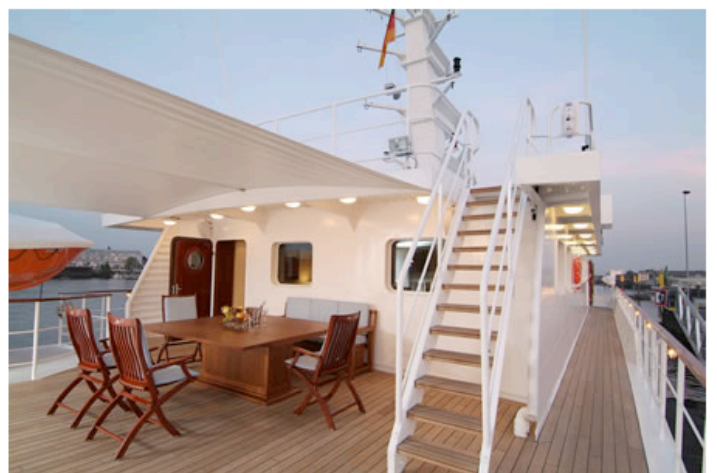


- Expeditons-Kreuzfahrt ab/bis Hafen
- Vollpension an Bord
- Getränke (mit Ausnahme der Getränke auf der Barkarte)
- Benützung aller Bordeinrichtungen
- Hafentaxen
- Zodiacausflüge

Nicht inbegriffen

- An- und Abreise ab/bis Deutschland
- Transfers
- Landausflüge, die nicht im bordeigenen Zodiac unternommen werden
- Getränke auf der Barkarte (z.B. Premium Spirituosen/Weine)
- Persönliche Ausgaben (z.B. Telefon und Fax)
- Trinkgelder (auf freiwilliger Basis)
- Visum-Gebühren
- Evtl. anfallende Treibstoffzuschläge





CHARTER der HANSE EXPLORER

Die HANSE EXPLORER kann ausschliesslich für kleine exklusive Gruppen von bis zu 12 Personen gechartert werden.

Anbei ein Muster-Angebot für den Charter der HANSEEXPLORER für eine 7-tägige Arktis-Tour um Spitzbergen

Die Bedingungen/ Preise:

1. Charterpreis (nur Schiff & Crew) € 120.000 pro Woche
2. Zusätzlich: alle variablen Kosten =
 - a) Fuel: ca. 21.000 € pro Woche
 - b) Hafenkosten: ca. 8.000
 - c) Food & beverage: gemäß Kundenwünschen , ca. 3000-600 EUR

Zahlung:

10 % Charterrate bei Vertragsabschluß

40 % Charterrate 6 Monate vor Abfahrt

50 % Rest 1 Woche vor Abfahrt, zusammen mit der sogenannten ACA - Advanced cost allowance, die wir mit 30% der Charterrate ansetzen. Dies ist eine Vorauszahlung für die unter 2. genannten Kosten.



Expedition Yacht HANSE EXPLORER

Svalbard - Land of the Ice Bears



Expedition Yacht HANSE EXPLORER



Svalbard – An Example Itinerary

Day 1 -2 – Longyearbyen, Svalbard

Travel to Longyearbyen, the main settlement and only airport on Svalbard, located on the western coast of Spitsbergen Island. There are daily flights to Longyearbyen (LYR) from Oslo & Tromsø, Norway with Scandinavian Airlines. Guests may fly to Svalbard on the day of embarkation, but a preferred option is to fly a day early and overnight in one of the several hotels ashore. This allows time to look around the settlement which has a fascinating history, shop for equipment and rest after the journey in order to maximise time on board. We will be available to assist with travel arrangements and hotel bookings as required.

Embark the Hanse Explorer as the charter commences at noon on Day One and set sail immediately. Cruising out of Isfjord and into the Greenland Sea we begin our search for wildlife as whale sightings are likely in this area. Spend time getting to know the vessel and crew, learning about procedures for landings and planning the days ahead.

Expedition Yacht HANSE EXPLORER

Days 3 - 9 – The Svalbard Archipelago

Spend 7 days exploring the wild high Arctic archipelago of Svalbard, about 650 kilometres north of Norway. By far the largest wilderness area of Europe, Svalbard has a land area of 62,500 km² - about the size of Ireland – with 60% of the land covered in ice. Since 1925 Norway has sovereignty over Svalbard according to the international Spitsbergen Treaty, and the islands have a population of about 3000, living in 4 small settlements.

Spitsbergen is the largest island in the archipelago, named by the Dutch explorer Willem Barents, who discovered the islands in 1596 during a mission to find a new sea route to the Far East. Meaning "Jagged Peaks" in Dutch, the island was named for the sharp pointed mountains that Barents met in the north-west of Spitsbergen.



Expedition Yacht HANSE EXPLORER

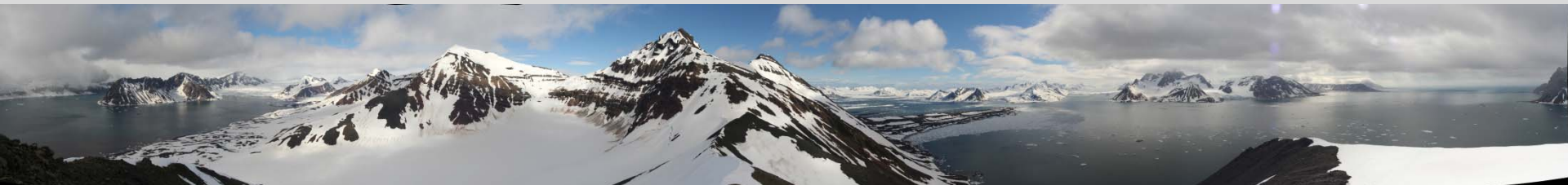


Expedition Yacht HANSE EXPLORER

We have no set plans and our route around the islands will be determined by the weather and sea-ice conditions. The strong, ice-strengthened hull of the Hanse Explorer will allow us to enter the pack ice and search for the wildlife that makes its home in this extreme environment. Cruising amongst the ice floes we hope to spot polar bears hunting for seals, and we may spot walrus hauled out on the ice or nearby shores. Watching this magnificent wildlife from the decks of the Hanse Explorer promises to be a highlight of our journey and our skilled Captain will manoeuvre the ship in order to give us the best possible views.

On rounding the northwest corner of Spitsbergen, we will aim to cross the 80th parallel, just under 1000 km from the North Pole. Deep within the Polar Circle, we see the lonely Nordaustlandet, the second-largest island in the archipelago. Some years it is possible to sail through the Hinlopen Strait early in the season, while other years the amount of ice makes it impossible to navigate.

Landing ashore, we will offer walks across the tundra to observe the flora and fauna of this barren Arctic land. A specialist guide may lead hikes to some of the most scenic areas and explain the fascinating history of exploration in this region. Along the coast we visit enormous seabird colonies, and cruise the protected fjords by zodiac, admiring the icebergs and cascading glaciers. All of our landings in this region will be by zodiac and our plans are totally flexible in order to follow the wildlife and the best weather. With ten days to explore and nearly 24 hours of daylight, this exploration of the Arctic islands and ocean promises to be full of excitement.



Expedition Yacht HANSE EXPLORER



Day 10– Longyearbyen, Spitsbergen

The *Hanse Explorer* returns to Longyearben at the end of the charter. Disembark in the late morning or as required for homebound flights. Transfer to the airport or to a hotel ashore as required.

Expedition Yacht HANSE EXPLORER

Yacht Information - Technical Specifications

SPECIFICATIONS

Length: 156' 7" - 47.76m
Beam: 34' 1" - 10.4m
Draft: 14' 1" - 4.3m
Built: 2006
Builder: Fassmer Werft
Flag: Antigua & Barbuda
Hull construction: Steel (Ice Class)
Tonnage: 885
Cruising Speed: 11 knots
Range: 8,000 nm
Number of crew: 14

ACCOMMODATION

Number of cabins: 7
Total guests (sleeping): 12

All 7 cabins may be configured for either Queen or Twin sleeping arrangements. The Owner's Suite is situated on the Upper Deck, consisting of a Stateroom, en suite and a large adjoining private lounge. The remaining 6 Guest Cabins on the Main Deck are practically identical, apart from subtle differences in colour scheme.

All cabins have private en suite facilities.

EQUIPMENT

Engine: MAK 8 M20 (1 x 1,360 kW with controllable pitch propeller).
Generators: Caterpillar C9DITA (3 x 215 kW + Shaft Generator).
Bow Thruster: 1 x 300 kW.
Stability: Hoppe Tank Anti Rolling system.
Fuel Capacity: 151,000 L
Water Capacity: 36,000 L
Watermaker: 20,000 L per day
Fuel Consumption: 200 L/hr
Communications: Inmarsat Fleet 77, Inmarsat C, Satellite Telephone / Fax, Iridium, GMDSS

WATER SPORTS

2 x MK IV Zodiac tenders with Yamaha 4-stroke engines.
Dive Compressor.
Dive equipment for self-contained dive operations.
2 x 2-person Aire Sea Tiger Inflatable Sea Kayaks (18 ft).



Expedition Yacht HANSE EXPLORER

Life on Board – Living Areas



Expedition Yacht HANSE EXPLORER

Life on Board – The Cabins



Expedition Yacht HANSE EXPLORER

Life on Board – The Owners Cabin



Expedition Yacht HANSE EXPLORER



CHARTER der HANSE EXPLORER

Die HANSE EXPLORER kann ausschliesslich für kleine exklusive Gruppen von bis zu 12 Personen gechartert werden.

Anbei ein Muster-Angebot für den Charter der HANSEEXPLORER für eine 12 -tägige Antarktis-Tour

Die Bedingungen/ Preise:

1. Charrerate pro Woche = 115.000 €,

Diese Rate beinhaltet Schiff, Crew + 1 Expedition Leader

Für das anliegende Programm 12 Tage/ 11 Nächte wären dies also
€ 180.715 €

2. Hinzu kommen die variablen Kosten. Diese werden nach tatsächlichem Aufwand, netto, mit dem Kunden abgerechnet. Als Anhaltspunkte können Sie wie folgt kalkulieren:

Hafenkosten USHUAIA, pro Anlauf ca. 8.000 €

Treibstoff pro Tag ca. 3,5 Tonnen, Preis ca. 1.000 € pro Tonne in USH =
42.000 €

Food + Beverage kaufen wir nach den Wünschen des Kunden ein. Je nach gewünschter Qualität entstehen Kosten von ca. zwischen 5.000-10.000 €

3. Zahlung:

10 % Charrerate bei Vertragsabschluß

40 % Charrerate 6 Monate vor Abfahrt

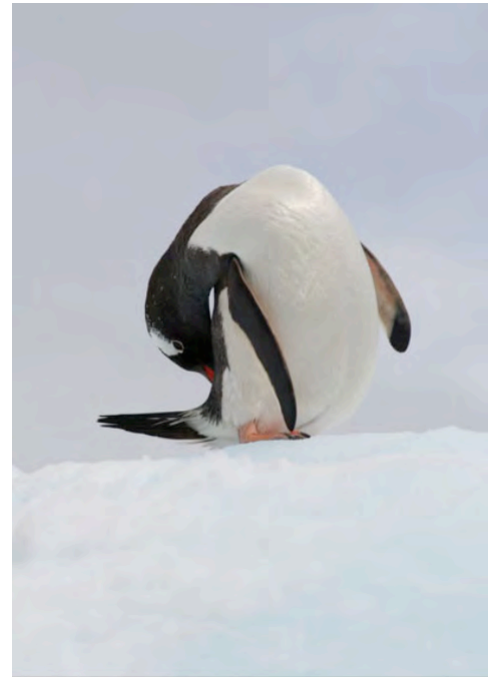
50 % Rest 1 Woche vor Abfahrt, zusammen mit der sogenannten ACA -

Advanced cost allowance, die wir mit 30% der Charrerate ansetzen. Dies ist eine Vorauszahlung für die unter 2. genannten Kosten. Am Ende der Charter wir dann mit dem Kunden vor Ort abgerechnet und entweder er bekommt Geld zurück (was eigentlich dann vom Charterer immer als Tip an bord gelassen wird) oder er muss vor Ort per Kreditkarte die Differenz ausgleichen.



MY HANSE EXPLORER

VOYAGE ITINERARY PROPOSAL ANTARCTICA





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VOYAGE ITINERARY PROPOSAL ANTARCTICA

The time between mid December and late January is in general the most beautiful time for a voyage to Antarctica. It is the time where the sun doesn't set south of the polar circle, it is the time where we can still encounter sea ice to walk and camp on - it is the time where the first penguin babies hatch and it is also in general the time with the most stable weather conditions. In the late season (February, March), all that one year old sea ice is usually gone – so no more ice camping and other fun activities on the ice are possible – that is why I would always recommend the time around New Year's as ideal for an adventurous trip south.

A voyage to Antarctica is always an adventure – it is highly depending on weather and ice conditions – which can vary greatly from year to year and which make every voyage a unique trip. Therefore, it is best to make decisions on a day to day basis. However, as members of IAATO – the International Antarctic Tour Operators Organization – we have to coordinate our itinerary with other ships visiting the area. The following is an itinerary proposal – let's see to what extent we can follow this plan and how many "Plan B's", "Plan-C's" or even "Plan-D's" we have to come up with!

In any case, I can promise you an exciting trip – Antarctica always "delivers" a fantastic experience – you will visit one of the greatest wildernesses of the world and see more wildlife, snow-covered mountains and ice than you have probably ever seen! There is nothing that comes even close to a visit of the "white continent" – Antarctic cruises are my personal favorite – and I hope that this itinerary proposal may convince you to do a trip to Antarctica on board HANSE EXPLORER.

For the more adventurous amongst you, we can offer ice camping, kayaking and if the weather allows a swim in the ice-cold Antarctic waters – our famous "polar plunge".

Our ship is not a "shiny" super yacht, but our ship is truly comfortable and has a beautiful yet functional interior and when it comes to seaworthiness, there is no other yacht on the market today that could compete with HANSE EXPLORER. The ship was built as expedition yacht with an ice strengthened hull and the stability of an offshore rescue vessel. The crew is experienced with polar cruises – I myself have traveled to Antarctica the first time 11 years ago – and ever since I have frequently returned to cruise the Antarctic ice – eight seasons already. We are currently the only yacht of this size that is a full member of IAATO and we would be more than pleased to take you down to the magic world of ice, penguins and whales and to welcome you on board our "little blue icebreaker".

Martin Graser, Captain MY HANSE EXPLORER

Day 1 – Ushuaia/Argentina:

Ushuaia is the southernmost city of the world – and it is unlike other frontier-towns a colorful and vibrant little town which has it all: charming restaurants, shopping centers, nice hotels a modern airport and even European-style cafés and bars and all in front of the backdrop of the spectacular mountains of Patagonia. Ushuaia is today the getaway to Antarctica. It is thanks to tourism and all the ship's visiting Ushuaia each summer, sailing to Antarctica or through the Chilean Fiords, that this town is today the economic center of southern Patagonia.

We should leave Ushuaia around noon to sail through the beautiful Beagle Channel into the open Southern Ocean.





MY HANSE EXPLORER

VOYAGE ITINERARY PROPOSAL ANTARCTICA

Day 2/ Day 3 – At Sea (Drake Passage) and Aitcho Islands:

Today, HANSE EXPLORER will cross the famous Drake Passage from South America to the Antarctic Peninsula. The Drake Passage can be a windy stretch of water, but “the Drake” as we call it on board is often better than its reputation: two crossings out of three are usually relatively calm. There will be also more than enough to do during these two days at sea. We will have lectures and briefings about Antarctica to have you entertained and to get you familiar with Antarctic regulations. You should not forget to look out of the windows – you will always see albatrosses close to the ship gliding effortless across the ocean – soaring from wave crest to wave crest without ever flapping with their wings... the Wandering Albatross is the bird with the largest wingspan on earth and it is just like all other albatrosses a gracious flyer and always fun to watch.

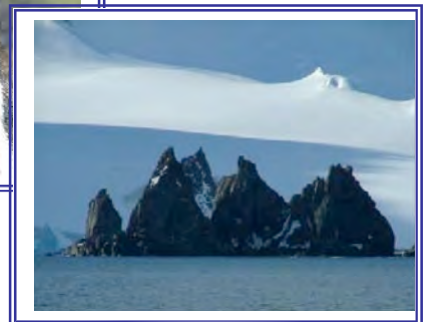
You are also invited to visit the bridge, the galley or the engine room. Contrary to most yachts, we have a completely “open ship” – you are welcome to see the crew at work whenever you wish. I myself or our officers, the chef or the chief engineer are happy to share our “professional secrets” with you.



In the late afternoon of Monday the 14th, we should arrive in the South Shetland Islands. We will first pass through a fairly narrow passage called the “English Strait” before arriving at our first Antarctic landing site – Aitcho Island.

The islands were charted and named in 1936 by the Discovery Investigations for the Admiralty Hydrographic Office. The island is to the surprise of many visitors, who expect Antarctica to be completely snow and ice covered, rather green – covered by mosses.

Gentoo penguins, chinstrap penguins and southern giant petrels do breed on the islands. Blue eyed shags, Wilson's storm petrels and skuas can be observed. A nice leg stretching walk leads to southern elephant seal wallows at the north-western end of the island.





MY HANSE EXPLORER

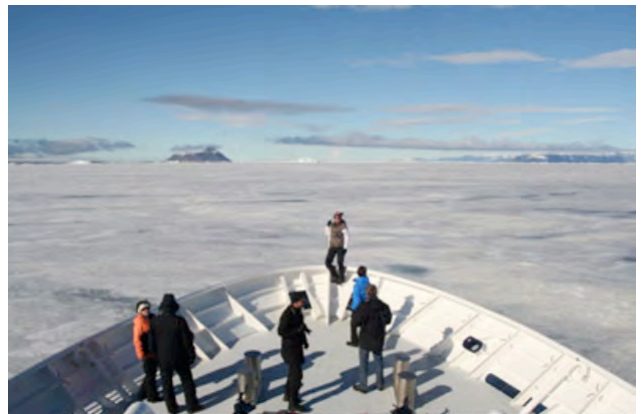
VOYAGE ITINERARY PROPOSAL ANTARCTICA

Day 4 – Wedell Sea and Antarctic Sound – Paulet Island and Brown Bluff:

Today we are headed into the Wedell Sea. This is where tabular icebergs roam. In some years, the Erebus & Terror Gulf and Wedell Sea are chock-a-block full of ice, making for exciting ice navigation. Get up early and go out on deck. It may be 3:30 in the morning, but the sunrises will be unlike anything you've ever seen. In this region of the peninsula, you will have the most spectacular icebergs you are likely to encounter. Huge tabulars break from the Larsson, Ronne and Filchner ice shelves to the south and combine with one year old and multi-year sea ice to produce a floating, undulating panorama of rugged ice scenery. The Wedell Sea has also become a trap for many early explorers: Shackleton's ship *ENDURANCE* and Larsen's ship *ANTARCTIC* both sank in the Wedell Sea and Wilhelm Filchner's ship *DEUTSCHLAND* was frozen in the ice for several months.

The small volcanic island *Paulet* was the overwintering site of the survivors of Nordenskjöld's *ANTARCTIC* that sank 40 km away from the island. Remains of their hut are still visible on the island. There are more than 100,000 adélie penguins breeding on the island.

Last year, one of our clients wanted to be left behind in shorts with a sunchair and one of our stewardesses on an iceflow in the middle of the Wedell Sea... here's the photo to prove it: nothing is impossible on HANSE! Every wish can be fulfilled.





MY HANSE EXPLORER

VOYAGE ITINERARY PROPOSAL ANTARCTICA

At Brown Bluff, an impressive rust-colored and ice-capped 750 meter high bluff dominates the landscape. Adelie and gentoo penguins breed here, but also kelp gulls and pintado ("painted") petrels are confirmed breeders. Brown bluff will be your first landing on the Antarctic continent.

In the late evening we will sail through Antarctic Sound – also often called "iceberg alley" due to the many grounded icebergs in this area.



Day 5 – South Shetland Islands – Half Moon Island and Deception Island:

Half Moon Island is a 2 km long crescent shaped island that lies in the entrance to Moon Bay between Livingston and Greenwich Islands. The Argentine Camara Station is located on the southwestern side of the island. There are some excellent hiking opportunities and some truly glorious scenery. Chinstrap penguins are breeding on the island and so do blue-eyed shags.

We will then continue our voyage to reach Deception Island in the afternoon. Deception Island is probably the most "unusual island" on the Antarctic Peninsula; it is an active volcano. We will drive into the volcano's caldera through the only opening, called Neptune's Bellows. The island is almost perfectly ring-shaped and encloses a perfectly sheltered harbor called Port Foster. The volcano had its last eruption in February 1969 and its seismic activity is permanently monitored. Steam is still rising from hot springs along the shoreline – it has a sulfurous odor. In the 20th century the bay was heavily used by whalers.

We plan to go ashore in Whalers Bay and in another bay further inside the caldera called Pendulum Cove. The water rising in hot springs along the shoreline can here reach up to 70 degree Celsius, but is often cooler. We will try to take a bath where the hot water mixes with the ice-cold seawater of the caldera.



Humpback whales can often be observed in the waters surrounding Deception Island



VOYAGE ITINERARY PROPOSAL ANTARCTICA

Day 6 – Central Antarctic Peninsula – Paradise Bay and Vernadsky Station:

The central coast of the west side of the Antarctic Peninsula is probably its most spectacular area. Towering mountains and glaciers plummeting into the sea leave only few places to go ashore – so most of these sites are frequently visited by ships. This is also the area which gets the most shelter from the westerly storms which are very frequent in this part of Antarctica. It can sometimes even happen, that there is a roaring storm out in the Drake Passage and in some sheltered bay, it is sunny and absolutely calm. Each of these bays seem to have their own microclimate.

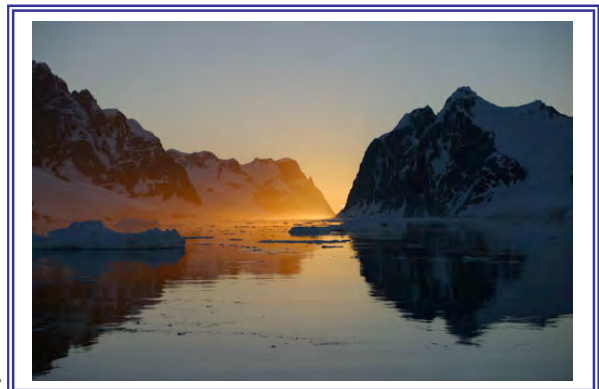
Today we are planning to visit the beautiful bay named “Paradise Bay” – a very meaningful name! We will maneuver close to the towering cliffs next to the small Argentine research station Almirante Brown. The station was partly burned down by a fire in 1984. After the economic crisis in Argentina in the 90’s the station was long time abandoned, but activities have been reported here last year. A walk onto the little peak next to the station is a must for its spectacular view.

A Zodiac tour is also planned around the glaciers in Skorntorp Cove. Often seals can be observed resting on ice floes.



In the afternoon, we are planning the passage of the Lemaire Channel – a very picturesque channel with steep mountain sides and glaciers dropping right into the ocean. The channel is so deep at its sides, that it is almost everywhere possible to literally “scratch the shore” with the ship’s side without running aground. The channel is often filled with ice and sometimes the presence of a “stuck” iceberg can greatly hinder the passage.

Just south of Lemaire Channel is often the border of sea ice.





MY HANSE EXPLORER

VOYAGE ITINERARY PROPOSAL ANTARCTICA

Just about an hour south of the Lemaire lies a group of islands called the “Argentine Islands”. These islands are home of the Ukrainian research station Vernadsky. As Vernadsky is an active research station, only a limited number of ship’s visits are granted each summer. As we do have a good “relation” with the station, I am quite confident that a visit is possible even on short notice.

We hope to get an insight in how research is carried out today at Vernadsky Station. The research station has also something very special to offer: the only “Antarctic Bar”!



Day 7 – South towards the Polar Circle:

The 100 nautical miles from the Argentine Islands south to the polar circle are often challenging. Often heavy ice – a mixture of sea ice and ice bergs, bergy bits and growlers makes a passage very difficult. We will find out how far south we can make it – our destination is Detaille Island.





MY HANSE EXPLORER

VOYAGE ITINERARY PROPOSAL ANTARCTICA

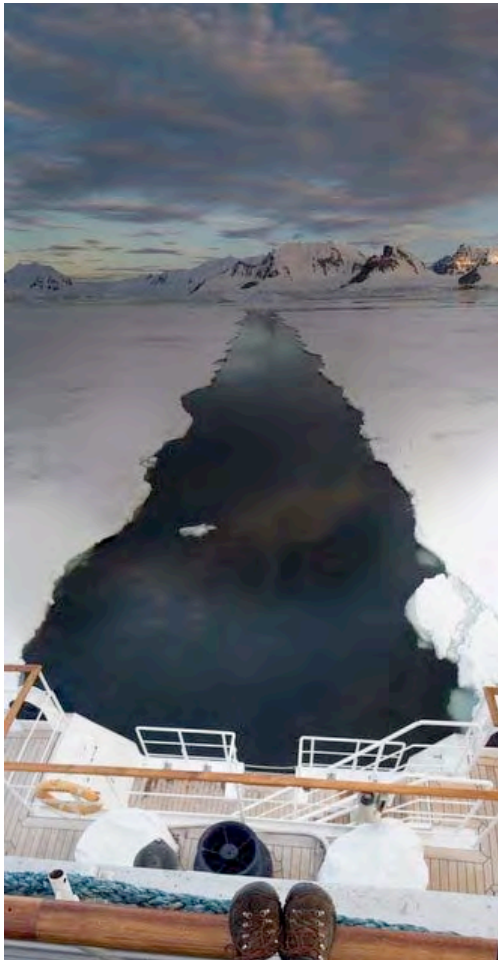
On Detaille Island, the British established base “W”. The hut is now designated as historic site and monument. It is a relatively unaltered British scientific base of the late 1950’s providing an evocative insight into the way the bases were occupied during this period.

Two years ago, we were one of the very few ships – maybe the only one – that has made it through a thirty mile belt of heavy ice to the abandoned British base – let’s hope we can manage the same this year.





MY HANSE EXPLORER
VOYAGE ITINERARY PROPOSAL ANTARCTICA



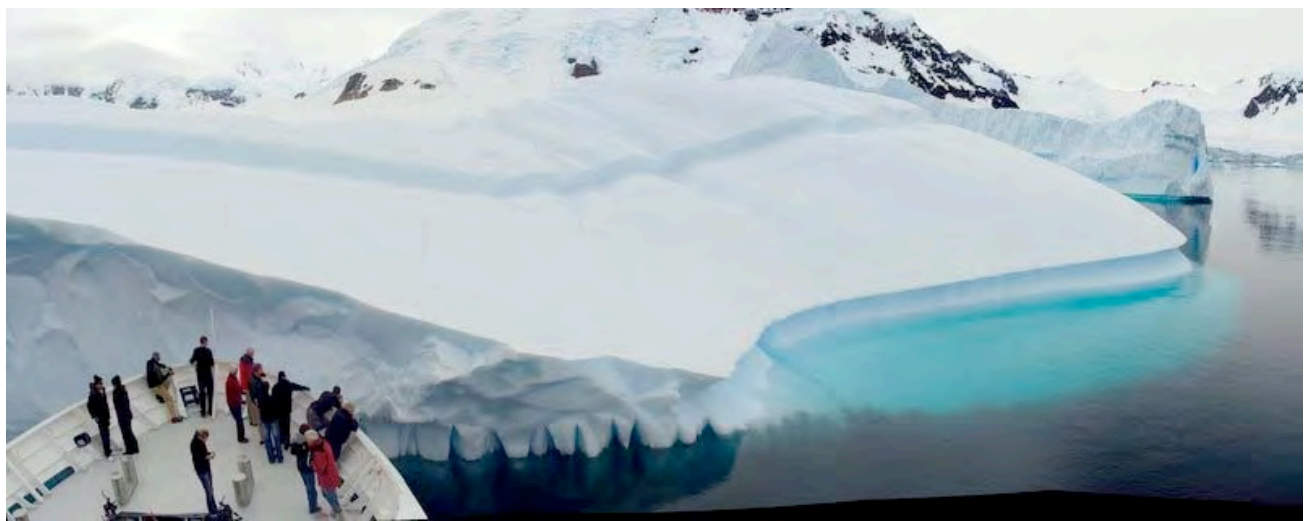


MY HANSE EXPLORER

VOYAGE ITINERARY PROPOSAL ANTARCTICA

Day 8 – Fish Islands and Petermann Island:

The low-lying island group called the Fish Islands lies almost due west of Prospect Point, off the western coast of Graham Land. The largest island in the group is called Flounder Island. The area was first charted by John Rymill's British Graham Land Expedition 1934 – 1937. Adelie penguins and blue eyed shags breed on the island. It is a great place to do a scenic Zodiac tour or to take out the kayaks.



In the afternoon we will head north back towards Lemaire Channel. Only about five miles south of the southern entrance to Lemaire lies the small Petermann Island. The island was first discovered by a German expedition in 1873-1874 and named after the German geographer August Petermann. An abandoned Argentine refugio might be found at Port Circumcision. The Antarctic Site Inventory project of a group called *Oceanites* began a long term penguin and wildlife monitoring study at Petermann Island in November 2003. Adelie penguins, south polar skuas and blue-eyed shags are confirmed breeders. There is also the southernmost breeding colony of Gentoo penguins on Petermann Island. Views of the snow and ice covered peaks on the other side of the channel are stunning.





MY HANSE EXPLORER

VOYAGE ITINERARY PROPOSAL ANTARCTICA

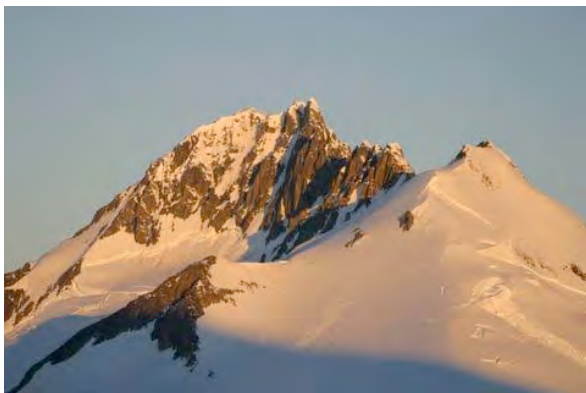
Day 9 – Neko Harbour and Port Lockroy:

In the early morning, the HANSE EXPLORER should reach Neko Harbour. The small harbour indents the eastern shore of Andvord Bay. It was first seen and charted by Gerlache's Belgian Antarctic Expedition 1897 to 1899. The site is named for the floating whale factory ship *NEKO*. There is another unmanned Argentine refuge on site.

The hike up to a viewpoint allows for spectacular views of Gerlache Strait and Andvord Bay which is completely surrounded by the most beautiful glaciers the Antarctic Peninsula has to offer. Gentoo penguins, kelp gulls and skuas nest here and wedell and crabeater seals often haul out on the pebble beach.



Heading towards Port Lockroy, we will reach another scenic passage – the Neumeyer Channel – a passage between Wienke Island to the east and Anvers Island to the west. The highest peak of the Antarctic Peninsula – Mount Francais – is on Anvers Island just a bit inland from the Neumeyer Channel; it is 2822 meters high.





MY HANSE EXPLORER

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In the afternoon we should reach Port Lockroy - a 0.5 mile long and wide harbour between Flag point and Lécuyer Point on the west side of Wienke Island in the Palmer Archipelago. It was discovered by Charcot's French Antarctic Expedition and is named after Edouard Lockroy, the French politician who assisted Charcot in obtaining government backing for his expedition. The harbor is substantially protected and provides excellent lee from the often windblown Neumayer Channel and Gerlache Strait. It is therefore often used by sailing yachts that come down to visit Antarctica.

It is a site where the Falkland Islands Dependencies established a Survey Hut. The old British base is today a historic site and monument and a "living museum" during the Antarctic summer – open to visitors. The Falkland Islands Dependencies survey (FIDS) became the major international scientific organization that is now the British Antarctic Survey (BAS). From 1948 the station played an important role in ionospheric research and was a key monitoring site during the international Geophysical Year of 1957/1958.

The UK Antarctic Heritage Trust restored the base and opened it to visitors. The station is now featuring a small gift shop as well as a post office. Mail usually takes two to six weeks to arrive.

In the past, we have invited the station personnel – usually a group of three – for dinner on board so they may share their stories and Antarctic experience with our guests. We are planning to spend the night in Port Lockroy – one of the few "safe" anchorages in Antarctica – also to rest from the nights steaming.





MY HANSE EXPLORER

VOYAGE ITINERARY PROPOSAL ANTARCTICA

Day 10, day 11 2010 – At Sea – Drake Passage:

Time to look back and think about what we have just experienced! One thing can be said and is generally true: Voyages to Antarctica never get boring – every voyage, different weather, different ice conditions and different animal sightings entirely change the perception of the “white continent”

Many may ask, why we do not sail past Cape Horn during a trip through the Drake – well there are two reasons: we don't really have the time for such a “detour” on our already-long return from Antarctica to South America and second reason is that the Chileans recently got very uptight about traffic control around “the Horn” and every ship has to stay 12 miles off the Horn – no point to make the detour now if one can hardly see the famous Cape any more. You can still say “I’ve sailed around the Horn” – not that we actually did, but passing the Drake Passage easily values the passage around the Cape ;)

Day 12 – Ushuaia:

We are planning to take the Beagle Channel pilot in the morning hours, to head up the 50 mile long passage until Ushuaia and arrive back at the start point of our voyage before noon.

It's the end of a long sea trip, covering almost 2000 nautical miles!



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