



OCEANWIDE  
EXPEDITIONS

## Expedition Log **Scotland-Farøer-Jan Mayen-Spitsbergen**

11<sup>th</sup> – 20<sup>th</sup> June 2009

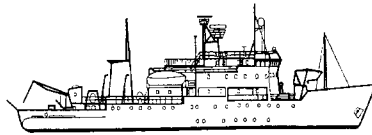
aboard the

*M/V Professor Multanovskiy*



The *Professor Multanovskiy* is an ex-research vessel from the Arctic and Antarctic Institute in St. Petersburg, Russia. She was built in 1983 in Finland, and was designed as an ice-strengthened ship. She measures 71.6 metres (236 ft) in length and 12.8 metres (42 ft) across the beam. She draws 4.5 metres (15 ft) which enables her to move through relatively shallow waters. Her tonnage is metric 2140 metric tonnes. Oceanwide Expeditions is fully responsible for the management and operation of the *Professor Multanovskiy*.

Professor Boris Pompeevich Multanovskiy was born in the Russia in 1876. He was a famous long-range weather forecaster. Not only did he have a ship named after him, but also a beautiful mountain on the Kamchatka Peninsula. He died in 1938.



With

**Captain:** Alexander Pruss, Russia  
and his crew from St. Petersburg, Russia

and

Expedition Leader – Stefan Kindberg (USA)  
Guide/Lecturer – Michelle van Dijk (The Netherlands)  
Guide/Lecturer – Piero Bosco (Italy)  
Purser – Daniela Cristoff (Argentina)  
Chefs – Jocelyn Wilson (NZ) & Tracie Whitlock (NZ)  
Doctor – Dr. Klaus Schuur (Germany)

**And 34 of us from Germany, Italy, The Netherlands, Belgium, UK, USA, France, Slovenia, Austria.**

**11<sup>th</sup> June 2009 – Aberdeen**

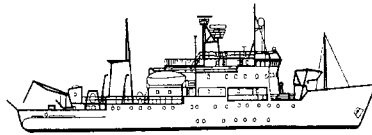
Position at 5 p.m.: 78° 14' N/15° 39' E  
Air temperature: 8° C, rain showers

In rainy Aberdeen awaited our ship, although we were close, two Scottish guards didn't let us pass until Expedition Leader Stefan & Hotel manager Daniela came to look for us.



But not everything was bad, the Scottish guards opened a big door so we could stay dry and when we came to the ship, the Russian crew brought our luggage to our cabins.

In the evening we left Aberdeen at the east coast of Scotland under a grey sky and heavy rain. We were happy to finish part of the mandatory briefings. Soon the rain stopped and we were then able to get out on deck to enjoy the beautiful scenery of our first day on board. The first part of our voyage took us northward along the east coast of Scotland towards our next destination.



## 12<sup>th</sup> June 2009 – Orkney Islands: Hoy Island

Position at 8.00: 58° 39' N/02° 59' W

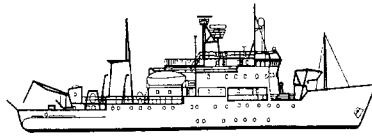
Air temperature: 10° C, partly cloudy



In the morning we finished our safety exercises including trying on our life-preservers and testing out the lifeboats.



Later we arrived in *St Jonsfjord*, a small and beautiful fishing village along the west coast of Hoy Island. This was our first landing. It was not easy land on the beautiful pink beach, big swells were pushing our zodiac towards the beach. At the end we made it! Some of us a bit wet but happy! The sun was shining and the temperature was very pleasant. We all together proceed along the beach to the village, along the way we saw a couple of *Great Skuas*. When there some of us visited the village museum where they had a surprise of learning that the inventor of the women suspender was born in that tiny and remote village. What an unexpected surprise!

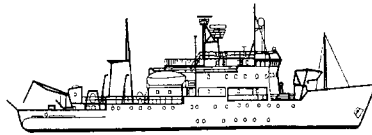


The rest continued for some 3 miles to the *Old Man of Hoy*. This famous and scenic cliff is home of a good number of nesting bird. Among the others *Kittiwakes*, *Razorbills* and *Puffins*. Also some of us spotted a couple of *Peregrine Falcons*. After another tricky embarkation on the zodiacs we arrived back on board in the early afternoon for a late lunch.

Later in the afternoon Frank Berger, the curator of the Historical Museum in Frankfurt, show to us a very rare original movie of the *Alfred Wegener expeditions in Greenland in 1929/30*. We all appreciate this fantastic document!

Before dinner we met in the bar for a recap of the day and the plans for tomorrow.





### 13<sup>th</sup> June 2009 – Faroer Islands

Position at 8:00: 61° 43' N/06° 25' W

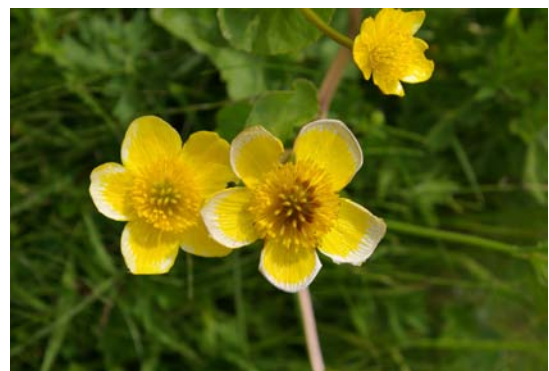
Air temperature: 8,5° C, partly clouded

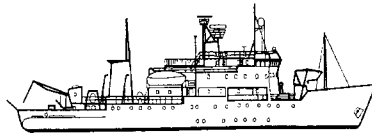
The amazing scenery of *Faroer Islands* was around us when we woke up. Our first landing was at the capital of the archipelago, *Tórshavn*. Here we could spend the whole day like we wanted it. Walk all the way to the old Viking church, visit the Natural History Museum or the Historical Museum, have lunch in the sculpture park or sit down in the nearest restaurant to taste Puffin, drink a beer and send postcards.



We had to be back at 16.30 and after we had dinner we went for a Zodiac cruise along the bird cliffs and another landing at Saksun.

The bird cliffs were excellent for spotting the *Fratercula Arctica*, better known as Puffin. With their colourful bill and special sound, they cheer everybody up. But also the Guillemots and the huge cliffs were great to see.

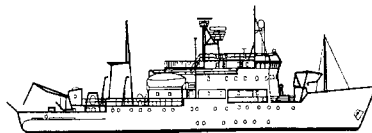




There was even a cave were we could drive into.

It was not easy to get to Saksun, because the tide was low and there are a few sandbanks. When we finally all made it, one of the four farmers came to see who was entering his land. After he found out that we are a bunch of tourists that wanted to have a walk and see the museum, he offered us to open the church, that would save us an hour walking/climbing. Of course we accepted that and took a look in the nice sober church. Besides that, it gave us the chance to speak with the locals and hear what life as Faroese farmer is like. His wife told us that because of global warming, there is more rain and wind, so life is getting tougher.





### 14<sup>th</sup> June 2009 – Day at Sea

Position at 8:00: 63° 33' N/07° 31' W

Air temperature: 6,5° C, sunny



On our way to the remote Jan Mayen we had plenty of time for enjoying lectures. We indeed took advantage of the knowledge of some of our passengers, what a luck for the staff!

At 9.30 Piero told us about the “*Jan Mayen History*” from the uncertain discovery to the whaling period and finally to the Austrian Expedition on 1883 for the First International Polar Year. Afterwards he showed us some photos of his many voyages.

After lunch, Stefan, our expedition leader set up an official naptime, what a luxury!

We continued our interesting program of lectures with a short movies, “*Carl Weyprecht Life*” presented by Frank Berger followed by a reading of original letters of Weyprecht by his Great Grand Nice Heidi.

Carl Weyprecht was the commander of the Austro-Hungarian polar expedition that discovered Franz Josef Land on 1872/74. From his experiences in the polar regions Weyprecht became aware that solutions to the fundamental problems of meteorology and geophysics were most likely to be found near the Earth’s poles. Therefore he had the idea of the International Polar Year. Unfortunately Weyprecht did not live to see his idea come to fruition.

Later in the afternoon Frank Berger continued with a lecture about “*Austrian Jan Mayen Station 1883*” explaining to us all the details of the life during this very interesting expedition.

### 15<sup>th</sup> June 2009 – Day at Sea

Position at 8:00: 67° 37' N/08° 42' W

Air temperature: 4° C, partly clouded

In the meantime we were still steaming towards the north in a smooth sea.

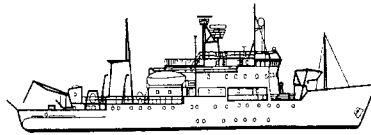
In the morning Piero finished his lecture “*Jan Mayen History*”, this time talking about the modern history of the island.

Some of us also spent time in the bridge looking for whales and birds.

After lunch we had the Daniela’s Super Shop in the bar and then we continued with the lectures.

Michelle talked to us about “*Arctic Flora Adaptation*”.

Standing outside to get the best sightings, we experienced the wind and the cold. But it is not only us that is suffering of the Arctic climate, also plants have it difficult. Michelle explained that it has all to do with snow cover, wind exposure, wetness of subsoil and nutrients. We learned that plants sometimes during the previous summer make their flower ready to bloom as soon as the snow is gone. Other plants are very hairy to insulate themselves or grow in tufts because when you stick together it is not so cold. And for the nutrients they are very depending on bird life or other animal remains. So if we want to help the plants, we should not collect reindeer antlers.



Later Frank Berger illustrated to us the “*Jan Mayen Austrian Expedition 1933*”. On this expedition the Austrians went back to Jan Mayen for the second edition of the International Polar Year. A lot of interesting information and photos.

How to define the Arctic?

One of the methods is to draw a line where the summer temperature is below 5° C.

As we passed the 66°N and the temperature dropped below 5° C, we have entered the Arctic.

### **16<sup>th</sup> June 2009 – Jan Mayen**

Position at 7:00: 70° 58' N/08° 43' W

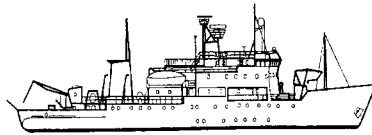
Air temperature: 3,5° C, clouded

Everybody on board was excited as we were approaching Jan Mayen very early in the morning. This volcanic island is partly covered by glaciers and mountainous, the highest summit being the Beerenberg volcano in the north. The island lies on the world’s smallest microplate and was previously attached to Greenland.



At 9.00 we were ashore at *Kvalrossbukta* for the briefing with the Commander Kristian Rubach. He told us that we were not allowed to pick anything up and that includes the rubbish of what we had in mind to take on to the ship.





After the briefing a large group led by Frank from Frankfurt started walking all the way to *Maria Musch Bukta* for visiting the remains of the Austrian Station 1882/83. But it was a long way and the road way not easy. The further we got, the more people turned around and went back. When we finally got there, we found out that it was not the right place and we had to turn around and walk back. The easiest way seemed to climb the hill that was between us and Austrian Station. This time almost all of the Dutch decided to turn around, but not only for them the mountain was one step to far after the long walk, so again the group became smaller. When we finally arrived at the old Austrian Station, we sat down to eat our lunch. Besides that there was a surprise. All the way Frank

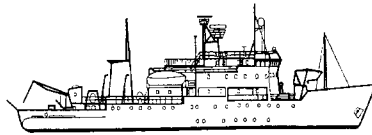
had carried a backpack that Piero had given him, and when we reached our final destination, Frank was allowed to open it.....



Two Bottles of Champagne. What a surprise! Frank and Heidi opened them and we said three times Hurray.

Then our long journey back started. It took us 2 hours fast walking without any breaks to walk back to the landing site. When we finally arrived we were all very tired and sure of hurting muscles the next day, but **WE MADE IT!**

At the same time went everybody who was interested in the flowers with Andrew. He had been working on Jan Mayen in 1964 and knows all the good places for botany.



Our Expedition Leader Stefan kept the overview at the landing site. After a while he lost Raymond and Cecile, so he went over to a hut to ask if they had seen them. When the door opened for him, he instantly saw our Belgium couple drying in front of the fire.

The cliffs around us were teeming of birds, *Puffins*, *Guillemots*, *Fulmars*, *Little Auks*. *Eider Ducks* were on the beach and in the bay. Some of us spotted a couple of *Swans*, and the people of the Norwegian Station said that they are coming since 2 or 3 years. They never had seen them in the past!

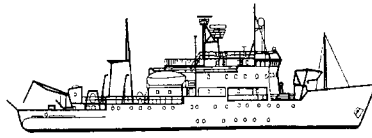


Back to the ship in the late afternoon Jocelyn, Tracie and Dima had a surprise for us, they had prepared a special dinner on the forward deck served with Glühwein to warm us. It was indeed fantastic having a barbecue in Kvalrossbukta!



In the meantime the Captain slowly start to cruise around Jan Mayen and at 10 o'clock PM Tanja spotted a whale. Michelle passed the message on through the PA system and soon at 71° 10' N/07° 56' W we were in the middle of a group of approx. 25 *Humpback Whales* and 2 *Fin Whales*.

They were feeding showing us their tail during the diving, blowing all around us. They did not care about our vessel and continued their activity till when, around midnight, we had to continue our course to be in time in Spitsbergen, our next destination. What a day!



**17<sup>th</sup> June 2009 – Day at Sea**

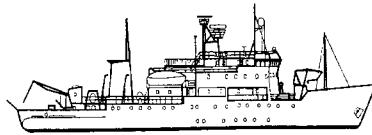
Position at 8:00: 72° 04' N/04° 37' W

*Air temperature: 4° C, clouded*

It was not easy to get up this morning, after all the excitement of yesterday we needed slept very well. For those who managed to be awake Michelle was doing a lecture on Spitsbergen from a geopolitical point of view. Michelle refuses to use the name Svalbard, because it is not mentioned in the Spitsbergen Treaty. We found out that Spitsbergen is a strange country. Since 1925 Norway has got the sovereignty and can send a Sysselmann (Governor), for the rest everybody has got the same rights. It is only that you have to apply for it at the Sysselmann and he has to say yes to it.

After lunch it was time for Piero again to tell a bit more about the history of Spitsbergen from the discovery till the World War II. A long history started in 1596 with the expedition led by the Dutch Barents and finished with the evacuation of the German weather station Haudegen.





Later in the afternoon was the time for our fellow passenger Andrew to show his “Memories of Jan Mayen”, some series of very interesting slides he took when he was on the island on 1963. Comparing these old photos with the actual situation we had a real feeling of the retreating of the glaciers.

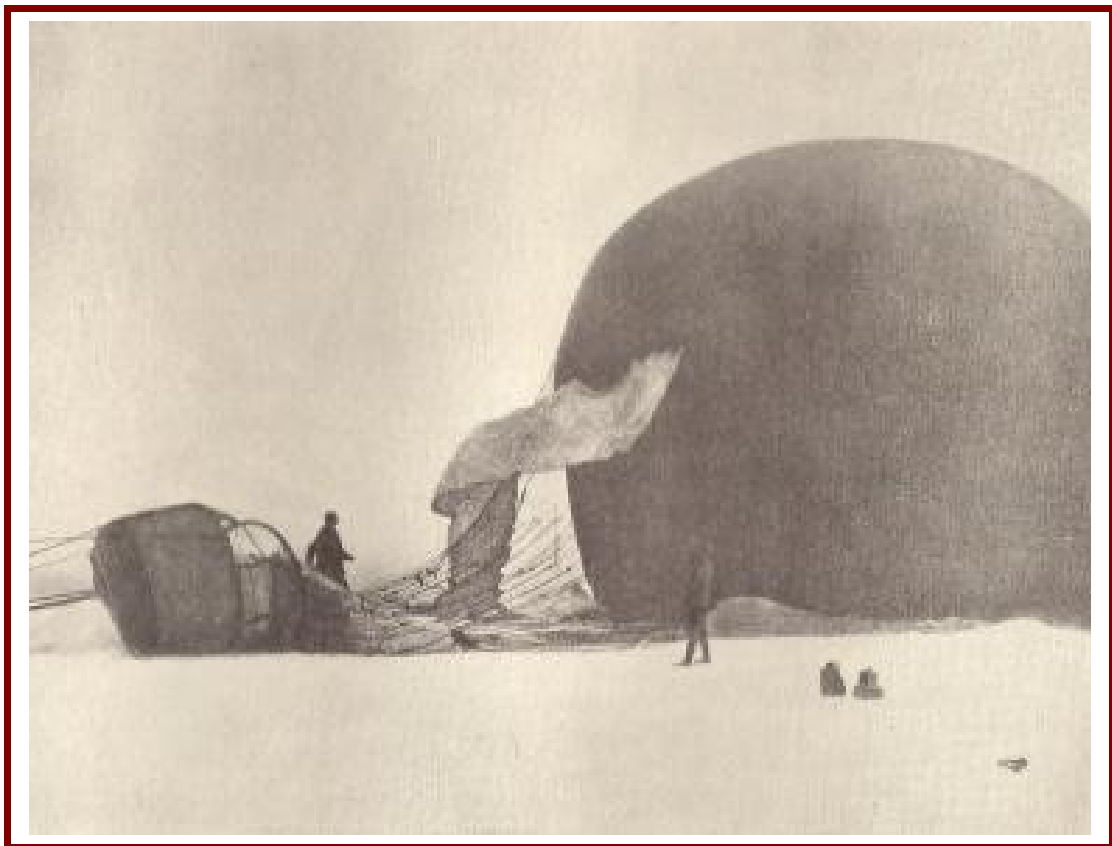
### **18<sup>th</sup> June 2009 – Day at sea**

Position at 7:00: 70° 58' N/08° 43' W

Air temperature: 3,5° C, clouded

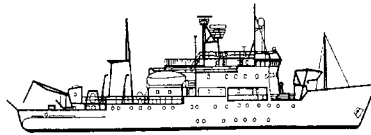
On our way to Spitsbergen another day of lectures was waiting for us.

After breakfast Piero was waiting us with a lecture about the Andree expedition. It was interesting to learn about this romantic attempt of flying to the north pole by balloon. Unfortunately ended in tragedy on Kvitøya, the White Island.



In the afternoon, after the official nap, Michelle lectured about the Early Whaling in Spitsbergen.

Last lecturer of the day was again Frank from Frankfurt, he showed us another beautiful movie this time about Theodor Lerner. Afterwards he illustrated to us the Theodor Lerner rescue expedition on Nordaustlandet 1913. A lot of interesting and rare original material.



## 19<sup>th</sup> June 2009 – Hornsund

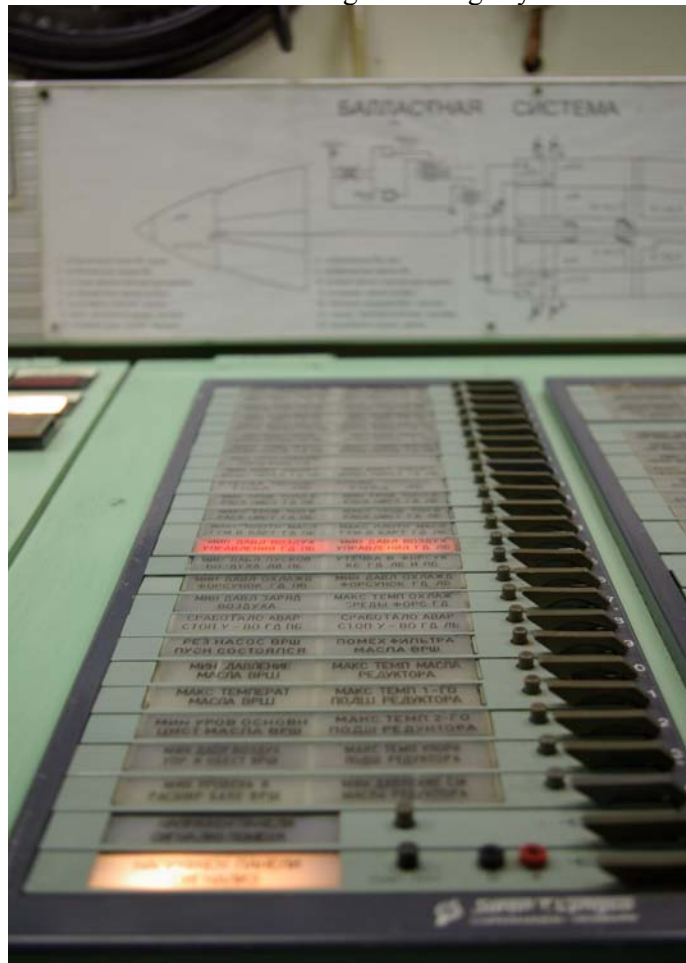
Position at 5:00: 76° 59' N/16° 11' E

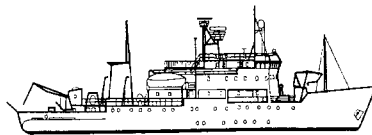
Air temperature: 4° C, Mystic

5 o'Clock in the morning is very early! Especially for those among us that did not went to bed early. But is was worth it! The morning light, scenery snowy white and Jim who is always attached to a pair of binoculars spotted a less white but huge furry animal. A male bear. A male POLAR bear. An Ursus Maritimus! And as the icing on the cake, an Ivory Gull next to it. Stefan, Piero, Michelle & sailor Anatolie lowered down 4 Zodiacs to go cruising at Vestra Burgerbukta. Quietly driving between pieces of fjord ice. Spotting a Bearded seal and many birds. What an astonishing fjord. Bright white glaciers, overwhelming mountain peaks covered with a veal of clouds and the sound of breeding birds.

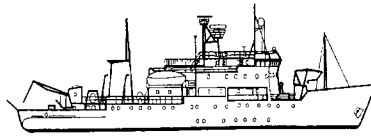
After breakfast went to Gnålodden. More birds above a pink coloured slope. Purple Saxifrage was al over the place. It was not difficult to understand why the only female trapper Fanny Woldstad and her husband spend the years from 1932 – 1937 in the hut. She also brought her two sons.

Unfortunately Longyearbyen is waiting, so we had to leave Hornsund. There was therefore time to get to know the boat a little better. Excursions to the engine room taught us that there are always two people on watch working in four-hour shifts. Although there are two engines with capacity of 1500 horsepower each, there is only one propeller which speed is controlled at the bridge. You can say that the bridge is the head and the engine room is the heart of the ship. In the engine room is not only the main engine, but they also heat the water and air for ventilation. Even the biological sewage system is controlled by the engine crew.





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23	FRATER JAMES	<a href="mailto:lillyoflagunne@hotmail.com">lillyoflagunne@hotmail.com</a>
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## VOYAGE MAP

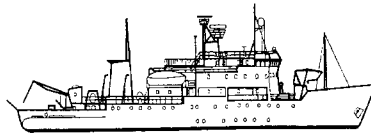


Text by Piero and Michelle  
Photos by Michelle

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## DAY BY DAY PROGRAM

# Remote Island's of the North Atlantic and Svalbard

Thursday, June 11, 2009  
Aberdeen

## WELCOME ONBOARD

Aberdeen suddenly found itself in the centre of an oil boom in the 1970's. Country and Western music emanated from dignified old buildings; bars and restaurants changed their characters overnight. Somehow, through all this, Aberdeen managed to retain its character. Granite City it is called, and it softens this austere title by decking its streets and parks with what must be some of the most spectacular displays of roses in the British Isles. The city has won the Beautiful Britain in Bloom Trophy no less than ten times with fabulous displays.

**“The world is a book, and those who do not travel read only one page.”- St. Augustine**

Captain Alexander Pruss, Officers, Crew and Staff of the M/V Professor Multanovskiy, extend a **Warm Welcome** to all our Oceanwide Expeditions passengers. As we journey together to the top of the earth, we will do our utmost to give you the opportunity to explore this part of the world in the true spirit of adventure.

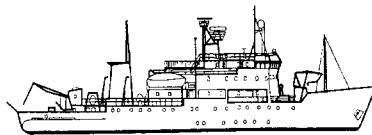
16:00 Embarkation. Your luggage will have been distributed to your cabin. Please ensure you have the correct luggage; if you should be missing a piece or have one that does not belong to you, please notify a staff member immediately.

17:00 **MANDATORY SAFETY & LIFBOAT DRILL FOLLOWED BY A ZODIAC BRIEFING:** Once everyone has been escorted to his or her cabin, an announcement will be made to begin our Safety and Lifeboat Drill. All guests are required to participate in this exercise. The safety briefing will take place in the Bar on Deck 4.

19:15 Briefing in the Bar with the Staff. Deck 4.

20:00 Dinner is served in the Restaurant. Deck 3.





## Remote Island's of the North Atlantic and Svalbard

Friday June 12, 2009

### The Island of Hoy, Rackwick, Orkney

Hoy, Orkneys second largest island rises sharply out of the sea to the southwest of the Mainland. The least typical of the islands, but certainly the most dramatic, its north and west sides are made up of great glacial valleys and mountainous moorland rising to over 1500ft, dropping into the sea off the red sandstone cliffs of St John's Head, and , to the south forming in to landmark sea stack know as the OLD MAN of HOY. We will land on the sandy beach by the old fishing and croft village of Rackwick nestling dramatically in a bay between the cliffs

24 hours Coffee and Tea station in the Bar. Deck 4.

08:00-09:00 Breakfast Buffet in the Restaurant. Deck 3.

09:30 Lifeboat Drill. Mandatory for all passengers.

Please listen for announcements made by an Officer from the Bridge regarding these safety procedures. Lifejackets are found in your cabin. There are 2 lifeboats/muster stations (assembly locations) located on the ship, Lifeboat 1 on the starboard side and 2 on the port side. On the back of your cabin door you will find your muster station/lifeboat number. When the drill begins you will be asked to report to your muster station. 7 short and 1 long signal (international signal for abounded ship) on the ships alarm bells. Further instructions will be provided at your muster station.

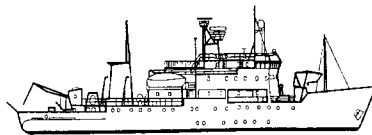
10:30 First Zodiac ashore for a possible landing at North Rona.

12:30 Last Zodiac from shore to ship.

13:00 Lunch in the Restaurant. Deck 3.

18:30 Recap and Briefing with the Expedition Staff in the Bar. Deck 4.

19:00 Dinner is served in the Restaurant. Deck 3.



## Remote Island's of the North Atlantic and Svalbard

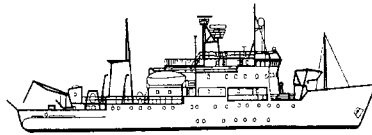
Saturday June 13, 2009

### Tyrshavn, Saksun

Tyrshavn (Thorshavn). Capital city of Faeroe Islands located on Strom Island, it was founded in the 13 century. It is home to about one-third of the population of the Faeroe Islands. Its main industries are fishing and knitwear. One of the smallest Capitals in the world, Thyrshavn is an enchanting, harmonious combination of the ancient and the modern. The old harbour-side village where its roots have lain for centuries is largely preserved intact, while the offices and houses of the modern commercial and fishing port which it has become spread tastefully and spaciouly up the hillsides where raw Faroese nature still reigns supreme.

Saksun tucked away at the head of a fjord which was once a superb natural harbour. Today the bay is full of sand and we can only enter by zodiac at high tide. At Saksun is a Natural Heritage Museum, located in an old farmhouse, that shows the Faeroese life since the Middle Ages.

- 24 hours      Coffee and Tea station in the Bar. Deck 4.
- 08:00-09:00 Breakfast Buffet in the Restaurant. Deck 3.
- 09:00          Professor Multanovskiy is along side in Tyrshavn Harbour.
- 12:30          Lunch in the Restaurant. Deck 3.
- 16:30          All Onboard.
- 17:00          Professor Multanovskiy sails from Tyrshavn Harbour.
- 18:30          Recap and Briefing with the Staff in the Bar. Deck 4.
- 19:00          Dinner is served in the Restaurant. Deck 3.
- 20:00          Arrival at the mouth of Saksun Fjord.
- 23:00          Last Zodiac from Shore to Ship.



## Remote Island's of the North Atlantic and Svalbard

Monday June 15, 2009

### On Route to Jan Mayen

New studies have shown that the North Atlantic Ocean is definitely the “climate superpower” of the world, with its ability to control global weather systems. In past studies, Anastasios Tsonis at the university of Wisconsin have shown statistically that climate features like El Nino and the North Atlantic Oscillation (NAO), which drives weather across Europe, become synchronized for a few decades, before the link abruptly break down and a new pattern emerges. They call it “synchronized chaos”.

Their modelling studies have shown the action is always driven from the North Atlantic Ocean (NAO). Tsonis said that the NAO is “without exception the common ingredient the pacemaker of major climate shifts.” The region also happens to be especially sensitive to the effects of climate change, so what is happening there could affect the world. The findings may be seized on by deniers of man-made climate change as evidence of the scale of natural climate variability. These findings will leave most climate scientists very worried. Today’s climate is changing most dramatically in the far North Atlantic, with record warming and ice loss in recent years. If the climate “tipping point” resides in these waters, then nature’s synchronized chaos could unleash unexpectedly sudden and with severe consequences.

24 hours Coffee and Tea station in the Bar. Deck 4.

08:00-09:00 Breakfast Buffet in the Restaurant. Deck 3.

09:30 “Jan Mayen History”. Part 2. With Piero in the Lecture Room. Deck 2.

12:30 Lunch in the Restaurant. Deck 3.

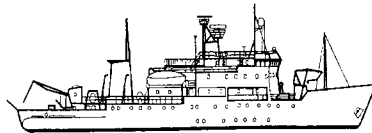
14:00 Daniela’s Super Shop In the Bar. Shop till you Drop. Deck 4.

15:30 “Arctic Flora Adaptation” With Michelle in the Lecture Room.

17:00 “Jan Mayen. German Expedition 1861” by Frank Berger. Deck 2.

18:30 Recap and Briefing with the Staff in the Bar. Deck 4.

19:00 Dinner is served in the Restaurant. Deck 3.



## Remote Island's of the North Atlantic and Svalbard

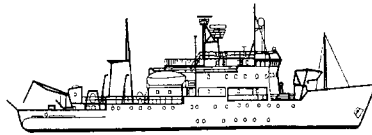
Tuesday June 16, 2009

### Jan Mayen

Jan Mayen Island, is a volcanic island in the Arctic Ocean, partly covered by glaciers. The Island is mountainous, the highest summit being the Beerenberg volcano in the north. The island lies on the world's smallest microplate and was previously attached to Greenland.

There are important fishing resources outside the island. The only inhabitants on the island are personal working for the Norwegian Armed Forces or the Norwegian Meteorological Institute. There are 18 people who spend the winter on the island, but the population may double during the summer, when heavy maintenance is performed. The main purpose of the military personnel is to operate a LORAN-C base. The first meteorological station was opened in 1921 by the Norwegian Meteorological Institute, who annexed the island in 1922 for Norway. By law of February 27, 1930 the island was made part of the Kingdom of Norway. For some time scientist doubted if there could be any activity in the volcano Beerenberg, but in 1970 the volcano erupted, and added another three square kilometers of land mass to the island during the three to four weeks it lasted. It had more eruptions in 1973 and most recently in 1985. During an eruption the sea temperature around the island may increase from just above freezing to about 30 degrees Celsius (86F).

- 24 hours      Coffee and Tea station in the Bar. Deck 4.
- 07:00-08:00 Breakfast Buffet in the Restaurant. Deck 3.
- 08:00          Lunch Box station open in the Port Dining Room.
- 08:30          First Zodiac ashore at Kvalrossbukta Jan Mayen.
- 09:00          Briefing ashore by the Commander Kristian Rubach. Following the briefing Michele will do a flora and fauna walk. Piero will walk to Maria Musch Bay and the location of the Austrian station about 4 to 5 kilometres one way.
- 13:00          First Zodiac from Shore to Ship thereafter, shuttle from shore to ship every half-hour.
- 17:30          Last zodiac from shore to ship.
- 18:00          Jocelyn, Tracie, and Dima have prepared a special Dinner on the Forward Deck. Weather Permitting.
- 19:30          Ship Cruise along the North Coast of Jan Mayen.



## Remote Island's of the North Atlantic and Svalbard

Wednesday June 17, 2009

### On Route to Svalbard

The North Atlantic Current moderates Svalbard's Arctic climate, keeping the surroundings waters open and navigable most of the year. The average summer temperature is around 5 C, and in winter 12 C. The western coast is considerably warmer and wetter than the east, due to the North Atlantic Drift. The interior fjord areas and valleys, sheltered by the mountains, have the warmest summer (an average temperature of 6 C in Longyearbyen in July) and little precipitation. Due to its history of human occupation, Svalbard has one of the longest high-latitude meteorological records on earth. Computer models of global climate have long predicted enhanced greenhouse warming at such latitudes, so the Svalbard records is of particular interest. It shows an approximate 6 C increase in 100 years, with 5 C increases in the years following the end of the Little Ice Age. The summer temperatures have been very stable in the last 80 years with some variations in the winter temperatures.

24 hours Coffee and Tea station in the Bar. Deck 4.

08:00-09:00 Breakfast Buffet in the Restaurant. Deck 3.

09:30 "Discovery of Spitsbergen and the Spitsbergen Treaty. With Michelle in the Lecture Room. Deck 2.

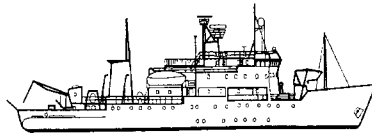
12:30 Lunch in the Dining Room. Deck 3.

15:30 "History of Spitsbergen". With Piero in the Lecture Room. Deck 2.

17:00 "Memories of Jan Mayen". With fellow passenger Andrew.

18:30 Recap and Briefing with the Staff in the Bar. Deck 4.

19:00 Dinner is served in the Dining Room. Deck 3.



## Remote Island's of the North Atlantic and Svalbard

Thursday June 18, 2009

### On Route to Svalbard

Svalbard is an archipelago in the Arctic Sea north of mainland Europe, about midway between Norway and the North Pole. It consists of a group of islands ranging from 74° to 81° North, and 10° to 35° East. The archipelago is the northernmost part of Norway. Three islands are populated: Spitsbergen, Bear Island and Hopen. The largest settlement is Longyearbyen. The Spitsbergen Treaty (1920) establishes full Norwegian sovereignty over the archipelago of Svalbard. Unlike the Norwegian Antarctic Territory, Svalbard is therefore part of the Kingdom of Norway, and not a dependency. The power has some limitations in taxation, environmental conservation, non-discrimination and certain military activity. Under the terms of the treaty, citizens of signatory states have right to exploit mineral deposits and other natural resources “on a footing of absolute equality”. As a result, a permanent Russian settlement more or less autonomous grew up at Barentsburg. Another Russian settlement at Pyramiden was abandoned by a Russian mining firm in January 1998. Svalbard was made a part of Norway by the Svalbard act of 1925, the treaty implies that “if you’re able to find a job, you have the right, according to the treaty, to come here” The treaty states: “The nationals of all the high contracting parties (signatories) shall have equal liberty of access and entry for any reason or object whatever to the waters, fjords and ports of the territories.” Therefore, some immigrants who have been denied residence in EU countries have relocated to Svalbard.

24 hours      Coffee and Tea station in the Bar. Deck 4.

08:00-09:00 Breakfast Buffet in the Restaurant. Deck 3.

09:30          “Andree Expedition”. With Piero in the Lecture Room. Deck 2.

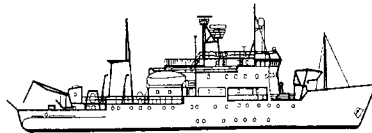
12:30          Lunch in the Dining Room. Deck 3.

15:30          “Early Whaling on Spitsbergen”. With Michelle in the Lecture Room. Deck 2.

17:00          “Theodor Lerner Rescue Expedition on Nordaustlandet 1913”. Followed by a film by Lerner. With fellow passenger Frank.

18:30          Recap and Briefing with the Staff in the Bar. Deck 4.

19:00          Dinner is served in the Dining Room. Deck 3.



## Remote Island's of the North Atlantic and Svalbard

Friday June 19, 2009

### Hornsund Fjord, Svalbard

The name **Hornsund** was given during the trip of an English whaler named Jonas Poole on board the ship "Amitie" in 1610. He visited the fjord during stormy and icy conditions and so presumed the fjord was a strait (Norwegian name *sund*). Ship's crew landing on shore found a reindeer antler (*horn*), resulting in the name "Horn sund".

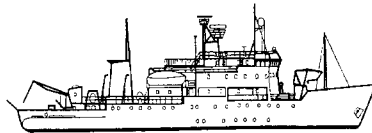
The area to the north of Hornsund is named after Norwegian ambassador in France, Baron Wedel Jarlsberg, advocate of the Norwegian sovereignty over Svalbard during the conference in Versailles. Hornsund was investigated and charted in 1872 by an Austrian expedition led by Count Johann (Hans) Nepomuk Wilczek. The expedition arrived into Hornsund on board the Norwegian seal hunting boat "Isbjørn" ("*Polar Bear*"). Several geographical names are associated with this expedition, including **Wilczekodden**, **Isbjørnhamna** (from the ship's name), **Hansbreen**, the peaks of **Wienertinden** and **Princesstoppen**, and the ridges of **Sofiekamen** and **Luciakammen** (named after Wilczek's daughter's).

Some of the names come from the names of local animals, like **Revelva** (Fox River), **Gåshamna** (Goose Bay), **Fugleberget** (Bird Mountain, from the thousands of little auks nesting on its slopes), **Ariedalen** and **Ariebreen** (from "arias" sung by little auks). Other names were given by research expeditions or originated from names of characteristic features of the terrain.

- 24 hours      Coffee and Tea station in the Bar. Deck 4.
- 06:00          Zodaic cruise at the bottom of Hornsund Fjord in look out for Polar Bears.
- 08:00-09:00   Breakfast Buffet in the Restaurant. Deck 3.
- 10:00          Possible landing at Gnålodden for a walk to the bird cliffs. Ice depending. Alternative Landing at Isbjørnhavna for a walk to Fygelberget.
- 13:30          Lunch in the Dining Room. Deck 3.
- 15:00          Engine Room tours starts. See Michelle for sign up.

#### AFTERNOON NAPS AND PACKING AT YOUR LEISURE

- 18:30          Recap and Briefing with the Staff in the Bar. Deck 4.
- 19:30          Dinner is served in the Dining Room. Deck 3.
- 20:30          Settling of your on board account meet Daniela in the office on Deck 6.



## Remote Island's of the North Atlantic and Svalbard

Saturday June 20, 2009

# Longyearbyen, Svalbard

Longyearbyen, capital of Svalbard, official language Norwegian and the ethnic groups are 55.4% Norwegians, 44.3% Russians and 0.3% Ukrainians. The total population is 2.116. The small coal mine in Longyearbyen is used mainly to supply the towns own power plant.

The University Centre in Svalbard (UNIS), established in 1993, is the world's northernmost higher education institution. Located in Longyearbyen at 78° N, the university offers undergraduate, graduate and postgraduate courses to approximately 350 students each year in Arctic sciences. Longyearbyen contains the northernmost instance of several institutions, including the world's northernmost school, church, hospital, bank, newspaper, airport with scheduled airline service, movie theatre, kebab shop, and indoor swimming pool.

**“A journey is a person itself, no two are alike, and all plans, safeguards, policies and coercion are fruitless. We find after years of struggle that we do not take a trip; a trip takes us.”- John Steinbeck**

Captain Alexander Pruss, his Officers, Crew and Ocean Wide Staff would like to extend a sincerely Thank You to our Guest for travelling with us on the M/V Professor Multanovskiy to The Top of the World.

M/V Professor Multanovskiy will arrive in the very early morning, June 20, at the berth in Longyearbyen. As soon as the authorities have cleared the ship you are allowed to go ashore.

24 hours      Coffee and Tea station in the Bar. Deck 4.

03:30          Departure from ship to the Airport for the unlucky ones on the flight at 04:50.

07:30-08:30   Breakfast Buffet For the remaining passengers onboard in the Dining Room.

09:00          General Disembarkation of all passengers.