

BELLINGSHAUSEN SEA AND PETER I ISLAND + ELLSWORTH LAND - INCL. HELICOPTERS EXPEDITION CRUISE

This adventurous expedition offers a unique opportunity to discover very rarely visited places, deep South along the coast of Antarctica to the Bellingshausen Sea, along the coast of Ellsworth Land and even to Peter I Island.





ITINERARY

Day 1: End of the world, start of a journey

Your voyage begins where the world drops off. Ushuaia, Argentina, reputed to be the southernmost city on the planet, is located on the far southern tip of South America. Starting in the afternoon, you embark from this small resort town on Tierra del Fuego, nicknamed "The End of the World," and sail the mountain-fringed Beagle Channel for the remainder of the evening.

Day 2 - 3: Path of the polar explorers

Over the next two days on the Drake Passage, you enjoy some of the same experiences encountered by the great polar explorers who first charted these regions: cool salt breezes, rolling seas, maybe even a fin whale spouting up sea spray. After passing the Antarctic Convergence - Antarctica's natural boundary, formed when north-flowing cold waters collide with warmer sub-Antarctic seas - you are in the circum-Antarctic upwelling zone. Not only does the marine life change, the avian life changes too. Wandering albatrosses, grey-headed albatrosses, black-browed albatrosses, light-mantled sooty albatrosses, cape pigeons, southern fulmars, Wilson's storm petrels, blue petrels, and Antarctic petrels are a few of the birds you might see.

Day 4 - 6: Antarctic Peninsula

Following in the footsteps of the famous Belgian explorer Adrien de Gerlache, we hope to land at Auguste Island, which was also the first landing site of the expedition team aboard Belgica during their 1898 expedition.

Another possible landing is Hydrurga Rocks, a small group of islets located east of the much larger Two Hummock Island. Hydrurga Rocks offers a chance to spot Adelie and chinstrap penguins, as well as Weddell seals, leopard seals, and southern elephant seals. Occasionally, humpback whales and Antarctic minke whales may also be seen in the surrounding waters.

As we continue exploring the Antarctic Peninsula, heading south, we may visit some of the following locations:

Charlotte Bay - where we hope to make our first continental landing at Portal Point.

Cuverville Island - A small, precipitous island nestled between the mountains of the Antarctic Peninsula and Ronge Island, Cuverville is home to a large colony of gentoo penguins and breeding pairs of brown skuas.

Danco Island - Activities here may focus on the gentoo penguins nesting on the island, along with the Weddell and crabeater seals that can be found nearby.



Day 7: Flandres Bay and Renard Island

We arrive at Flandres Bay, where we hope to land at Renard Island. Renard Island is a steep and rugged island, named after Alphonse Renard, one of the major scientific backers of Adrien de Gerlache's expedition. It was noted as the final landing site of the expedition vessel Belgica along the west coast of the Antarctic Peninsula.

Day 8 - 11: Crossing the Antarctic Circle

Crossing the Antarctic Circle, we arrive in the stunning area of Crystal Sound, where we hope to see a range of Antarctic wildlife and witness the sheer scale of the Antarctic landscape, with its vast expanses of ice and towering mountains. If conditions allow, we will land on Detaille Island, a listed historic monument and former research station. The station remains as it was left, offering a rare glimpse into the early days of scientific research in Antarctica, set against breathtaking scenery.

Pourquoi-Pas Island / Horseshoe Island

A visit to one or both of these islands further deepens our appreciation of the pioneering expeditions of the past. Pourquoi-Pas Island, named by the famous explorer and scientist Jean-Baptiste Charcot, is often home to penguins and seals. It offers a hike ashore and the opportunity to see glaciers that shape the island's topography.

Horseshoe Island is also home to an abandoned research base, where the "Mary Celeste"-like buildings provide an insight into a bygone era of scientific exploration. This was a site of pioneering research and long-distance expeditions using dog teams, and the remains of the kennels can still be seen. This island is a favorite among our staff and guests, offering breathtaking views of the vast landscapes and harsh conditions that once served as home for researchers. The landscape of Horseshoe Island never disappoints.

Stonington Island

A site of significant research activity from the 1930s to the 1970s, Stonington Island was home to both American and British research bases. It features a range of historic buildings and artifacts, telling the story of Antarctic exploration. Once connected to the Antarctic mainland by snow and ice, this sobering site now stands as a powerful reminder of Antarctica's remoteness and its delicate balance between human history and untamed wilderness. The wildlife, vast natural beauty, and man-made structures combine to make this an unforgettable place, sure to leave a lasting impression.

Red Rock Ridge

A landing site on the Antarctic mainland, Red Rock Ridge is visible from some distance, with its striking red-hued rocks standing out against the icy backdrop. If conditions are favorable, we will attempt a landing here. Adelie penguins have a breeding colony in the area, and we also hope to see seals and Antarctic shags, which nest nearby.

Day 12 - 14: Continuing southward through Marguerite Bay

As the ship heads farther south, we will keep a keen watch for the giants of the sea, as well as some lesser-seen wildlife, such as the elusive Ross seal. We are now entering a region of true exploration, where few have ventured before.

Day 15 - 18: Entering the Bellingshausen Sea



We hope to enter the Ronne Entrance, an area first recorded during the aerial flights of Lincoln Ellsworth and later charted by the British Graham Land Expedition. This remote region is rarely visited, and we will aim to land in one of the world's most isolated places, using either Zodiacs or helicopters. As ice and weather conditions can vary significantly, our Expedition Leader will determine the best options for activities in this area.

Along Ellsworth Land, we will attempt to find a suitable landing site, either by Zodiac or helicopter. As always, this depends on weather conditions and will be decided by the Expedition Leader.

Day 19 - 20: A rare glimpse of Peter I Island

Known as Peter I Øy in Norwegian, this uninhabited volcanic island lies in the Bellingshausen Sea. It was discovered by Fabian von Bellingshausen in 1821 and named after Peter the Great of Russia. Though the island is claimed by Norway as its own territory, it is rarely visited by passenger vessels due to its remote and exposed nature.

Landing here is challenging, but if weather and ice conditions permit, you may have the extraordinary opportunity to land via helicopter on the glaciated northern part of the island. This is a truly unique chance to set foot on one of the most remote islands in the world.

Day 21 - 24: Northward bound: From Peter I Island across the Drake Passage

After our unforgettable time exploring the remote and rarely visited Peter I Island, we set our course northward, leaving Antarctica behind as we sail across the Bellingshausen Sea and into the vast Southern Ocean.

As the ship pushes through the Antarctic waters, our onboard experts will continue to host engaging lectures, covering topics such as the history of Antarctic exploration and marine ecosystems on this delicate environment.

Wildlife remains a constant companion as we sail. Keep an eye out for wandering albatrosses gliding effortlessly above the waves, storm petrels skimming the water's surface, and occasional sightings of whales--including humpbacks and possibly even blue whales--feasting in these nutrient-rich waters.

The vast Drake Passage stretches before us, marking our final stretch before reaching South America.

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Day 25: End of the world, last of the journey



Every adventure, no matter how grand, must eventually come to an end. It's now time to disembark in Ushuaia, reputed to be the southernmost town in the world, and return home with memories that will accompany you wherever your next adventure lies.

Please note:

All itineraries are for guidance only. Programs may vary depending on local ice and weather conditions and in order to take advantage of opportunities to see wildlife. The on-board expedition leader determines the final itinerary. Itineraries may mention places that require permission to land, which must be granted by the relevant national authorities. Such permission is not granted prior to the publishing of these itineraries. Flexibility is paramount for expedition cruises. The average cruising speed of m/v Ortelius is 10.5 knots. During these voyages, we transfer our passengers to shore using Zodiacs. We also operate our two helicopters in sites where Zodiacs cannot be used. A specific amount of helicopter time cannot be guaranteed in advance. Helicopters provide us a great advantage in reaching certain landing sites that are otherwise almost inaccessible, but this is a true expedition in the world's most remote area: weather, ice, and other forces of nature dictate the final itinerary. Conditions may change rapidly, impacting helicopter operations. Please understand and accept this. Safety is our greatest concern, and no compromises can be made. The vessel is equipped with two helicopters. If one helicopter is unable to fly for whatever reason, helicopter operations will cease or be cancelled. One helicopter always needs to be supported by a second functioning helicopter. No guarantees can be given, and in no event will claims be accepted.



YOUR SHIP: ORTELIUS

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VESSEL TYPE:

LENGTH:

PASSENGER CAPACITY:

BUILT/REFURBISHED:

The ice-strengthened vessel "Ortelius" is an excellent vessel for Polar expedition cruises in the Arctic and Antarctica, providing possibilities to adventure remote locations such as the Ross Sea. The vessel has the highest ice-class notation (UL1 equivalent to 1A) and is therefore very suitable to navigate in solid one-year sea ice and loose multi-year pack ice. "Ortelius" is a great expedition vessel for 100 passengers with lots of open-deck spaces and a very large bridge which is accessible to the passengers. The vessel is manned by 34 highly experienced crew, 15 international catering staff, including stewardesses, 6 expedition staff (1 expedition leader and 5 guides/lecturers) and 1 doctor. "Ortelius" offers a comfortable hotel standard, with two restaurants, a bar/lecture room and a sauna. Ortelius' voyages are primarily developed to offer our passengers a quality exploratory wildlife program, trying to spend as much time ashore as possible. As the number of passengers is limited to approximately 100 on the "Ortelius", flexibility assures maximum wildlife opportunities. Passengers on a typical voyage range from in their 30s to their 80s, with the majority usually between 45 65. Our expeditions attract independent travelers from around the globe who are characterized by a strong interest in exploring remote regions. The camaraderie that develops on board is an important part of the Oceanwide experience, and many passenger groups include several nationalities. "Ortelius" was built in Gdynia, Poland in 1989, was named "Marina Svetaeva", and served as a special purpose vessel for the Russian Academy of Science. The vessel is re-flagged and renamed "Ortelius". Ortelius was a Dutch / Flemish cartographer. Abraham Ortelius (1527 - 1598) published the first modern world atlas, the Theatrum Orbis Terrarum or Theatre of the World in 1570. At that time, the atlas was the most expensive book ever printed. What to Wear In keeping with the spirit of expedition, dress on board is informal. Bring casual and comfortable clothing for all activities, and keep in mind that much of the scenery can be appreciated from deck which can be slippery. Bring sturdy shoes with no-slip soles, and make sure your parka is never far away in case one of our crew shouts "Whales!" over the loudspeaker and you have to dash outside in a moment's notice. Opt for layers, as it is comfortably warm aboard the ship though often cold on deck. Electric Current The electrical supply aboard ship is 220v, 60Hz. Electrical outlets are standard European with two thick round pins, so some passengers may need a 220v/110v converter. Tipping The customary gratuity to the ship's service personnel is made as a blanket contribution at the end of the voyage and is divided among the crew. Tipping is a personal matter, and the amount you wish to give is at your sole discretion. As a generally accepted guideline, we suggest 8 10 euros per passenger per day. It is better for the crew if you give cash. Smoking Policy Ortelius has a non-smoking policy inside, though you can smoke

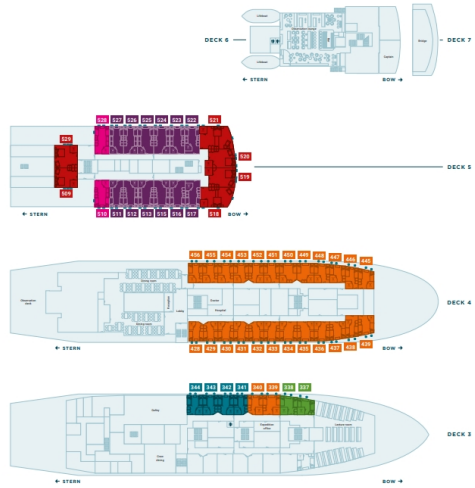
in certain designated areas. We ask that you please respect the wishes of non-smokers and please never throw your cigarette ends overboard or anywhere except the



designated bin.



INSIDE YOUR SHIP





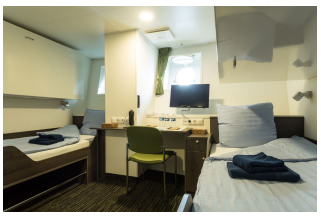
Quadruple Porthole



Superior



Triple Porthole



Twin Deluxe



Twin Porthole



Twin Window





PRICING

14-Jan-2027 to 07-Feb-2027

Quadruple Porthole	**£19720 GBP pp**
Triple Porthole	**£24565 GBP pp**
Twin Porthole	**£24565 GBP pp**
Twin Window	**£25798 GBP pp**
Twin Deluxe	**£28092 GBP pp**
Superior	**£49347 GBP pp**