

NORTHEAST GREENLAND EXTREME - AURORA BOREALIS & LONG HIKES

Venturing to the dramatic, rugged coastline of Northeast Greenland, you'll enter the world's largest fjord, Scoresby Sund, encountering whales, seabirds, and musk oxen before voyaging north through the most beautiful straits and fjords. Along the way, sea ice, polar bears, and landing opportunities will guide your Arctic adventure through historical, natural, and scientific wonder.



ITINERARY

Day 1: On the Iceland road

Your journey begins in the morning, departing Akureyri. By request, you can transfer via chartered bus (T) from the bus stop Harpa Concert Hall and Conference Centre at Austurbakki, Reykjavik (the meeting point) to the ship in Akureyri (the embarkation point). You arrive in the afternoon after a six-hour drive through the beautiful landscapes of northern Iceland.

PLEASE NOTE: This transfer (T) must be booked and paid for in advance.

In the early evening, the ship departs from the port of Akureyri, where we often see whales at the mouth of the fjord. At night,



we cross the Arctic Circle close to the island of Grimsey.

Day 2: Ocean life beneath the Northern Lights

We will sail northward, following warmer waters, before entering colder seas, where a multitude of sea life (whales, seals, seabirds) can be found in the mixing zones of these waters. A sea day grants you the opportunity to spot whales and seabirds - and, at night, the magical Northern Lights.

Day 3: In the footsteps of Arctic explorers

In the morning, we will find ourselves in the mouth of Kong Oscar Fjord in the strait between the island of Isikaja and the mainland. Until 30 years ago, Isikaja was connected to the mainland by a glacier.

On the south side, we will land at Wegener Halvoya and pay a tribute to this great explorer. Another possibility is Antarctic Havn, where muskoxen are often spotted. This bay is named for the ship Antarctic, used by Arctic explorer Alfred Gabriel Nathorst in 1899, while searching for the survivors of Salomon August Andree's failed attempt to reach the North Pole by air balloon.

Day 4: Alpine landscapes

At Ymers Ø, we will aim to land at Karl Jakobsens Bugt, near a historic trapper's cabin. A few hundred meters east, at Botaniker Bugt, ruined dwellings of the Thule culture people from about two centuries ago can be encountered. A walk into Juluts dal provides good chances to a variety of polar fauna, including musk oxen, Arctic hares, and ptarmigans. A spectacular transit through the Antarctic Sund firmly places us in the most Alpine landscapes of the journey, with peaks on either side of the fjord in excess of 1000 meters.

We will aim to land in Blomsterbugt (Flower Valley) with excellent walking opportunities, opposite Teufelsloss (Devil's Castle), a spectacular mountain with impressive layered geology, described by Austro-Hungarian explorer Julius Payer as "A cubic rock colossus stretched far out into the fjord."

Day 5: Remains of the Thule Culture at Eskimonaes

We hope to land at Eskimonaes on the southern shore of Clavering Ø, where Douglas Clavering met a small group of Thule culture people in 1823. This group represents the only living Thule people ever seen in Northeast Greenland. The remains of their existence can be found across Greenland, including indications that they traded and interacted with Norse settlers in some form.

Day 6: Arctic islands with lesser-known history

Sir Edward Sabine performed his pendulum experiments on Sabine Ø (formerly Inner Pendulum Island) in 1823. Carl Koldewey built a station there in 1869 at Germaniahavn. On its south side is Hvalros Island, where the population of walruses is increasing again. From this day onward, sailing north, we will experience daylight round the clock.

Day 7: Dove Bugt

When sailing into Dove Bugt, we may, depending on the conditions, land at Hochstetter Forland, Store Koldewey, named by the second German Polar Expedition of Carl Koldewey at Kap Alf Trolle, or Kap Ahrend. Kap Bismarck, close to Germania Land, is also a possibility. We are now in Muskox territory, and the southernmost realm of some lonely Arctic wolves in Greenland.



Day 8: Germania Land

We will sail past Danmarks Havn Sirius Patrol Station and land on the east side of Germania Land, for instance, at Thomas Thomsen Naes.

Depotneaset on Stormlandet is another possibility. We are now in muskox territory, and the southernmost realm of lonely Arctic wolves in Greenland, in a region where we have never been with our ships.

Day 9: Isle de France

If ice and weather conditions are favorable, we land at the south side of Isle de France, which was first reached by the Duke of Orleans on the Belgica in 1905. We aim to go ashore at Kap St. Jacques, where, under the guidance of an archeologist from the National Greenland Museum, we can see the remains of the Independence II culture. We may also land at the ice-free area on the north side of the island.

Day 10 - 11: Into the Northeast Water Polynya

When sailing by Norske Øer, where we possibly land, we are sailing in territories where we have not been before. We hope to reach Northeast Water, a semi-permanently open water area in extreme Northeast Greenland, where relatively warm bottom water from the sea rises to the surface. It is a water rich with seals, whales, polar bears, and seabirds. We will try to get to Mallemukfjellet, at latitude 80'11 N', to the northernmost colony of northern fulmars, with young still on the ledges. We will be on guard to observe the rare Ross gull, which winters in the central polar seas.

Day 12: In the fringes of the pack ice

Working our way south-east in the outer fringes of the pack ice, we continue to observe Arctic marine mammals and seabirds, who thrive in this otherworldly habitat.

Day 13: At sea to Spitsbergen

After leaving the shores and pack ice of Greenland behind, we now find ourselves in the open sea. We sail eastward, across the Greenland Sea, following the northernmost branch of the warm Gulf Stream toward Spitsbergen (Svalbard), along with migrating whales. If time allows, we may land late in the day at the walrus haul-out at Poolepynten.

Day 14: Largest town, biggest island

In Longyearbyen, the administrative center of Spitsbergen (Svalbard), you may enjoy strolling through this former mining town, home to the parish church, the Museum of Arctic Exploration, and the Svalbard Museum, all fascinating attractions. Further opportunities for exploring Svalbard and Longyearbyen's surroundings can be found here before you depart for Oslo and continue your onward journey.

Please note:

Itineraries are subject to change.



YOUR SHIP: HONDIUS

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VESSEL TYPE:

LENGTH:

PASSENGER CAPACITY:

BUILT/REFURBISHED:

Hondius is the first-registered Polar Class 6 vessel in the world, meeting the latest and highest Lloyd's Register demands for ice-strengthened cruise vessels. Hondius also exceeds the requirements of the Polar Code as adopted by the International Maritime Organization (IMO), allowing you to enjoy the polar regions as much as possible while impacting them as little as possible. Upon completion, Hondius will be the most flexible, advanced, innovative ice-strengthened vessel in the polar regions. It is optimized for exploratory voyages that provide you the utmost first-hand contact with the Arctic and Antarctica. Hotel comfort, expedition class Hondius offers high-quality accommodation for 176 passengers in a range of suites and cabins. The spacious 'Hondius' suite (35 square metres, 377 square feet), six grand suites with balconies (27 square metres, 291 square feet), eight junior suites (19 to 20 square metres, 205 to 215 square feet), eight superior cabins (20 to 21 square metres, 215 to 226 square feet), 11 twin deluxe cabins, (19 to 21 square metres, 205 to 226 square feet), 14 twin window cabins (12 to 14 square metres, 129 to 151 square feet) as well as 28 twin porthole cabins, two triple porthole cabins, and four quadruple porthole cabins that vary in size from 12 to 18 square metres, or 129 to 194 square feet all offer a high level of accommodation. The passenger capacity certificate for Hondius is 196 persons. One deck consists of a large observation lounge and separate lecture room, which are reserved for a wide variety of interactive workshops, exhibitions, and performances particular to Hondius. Though elegantly designed in stylish mid-century modern decor, this vessel holds true to Oceanwide's distinctive cozy and informal atmosphere. Swift & safe ship-to-shore operations It is the philosophy of Hondius' managers to keep sea time as short as possible so that they can focus instead on fast, effective access to shore and near-shore activities. To give you the maximum contact with the nature and wildlife you traveled so far to see, they employ a tough fleet of rigid-hull inflatable Zodiac boats that guarantee swift and safe landing operations for all passengers at the same time. Hondius has two separate gangways and a sheltered indoor Zodiac embarkation platform that can also be used for special outdoor activities, such as kayaking. The fast, flexible, friendly heart of the polar regions The top priority is taking advantage of every wildlife and terrain opportunity as it occurs. To keep the itineraries flexible itineraries and the response time rapid, Hondius is equipped with advanced stabilizers and two main engines capable of powering the vessel up to 15 knots. But Hondius sacrifices no warmth to achieve its keen polar edge: You will have 72 crew and staff members (including expedition and hotel staff) at your service while on board, ensuring that what little time you do spend on the ship you will spend comfortably





entertained.

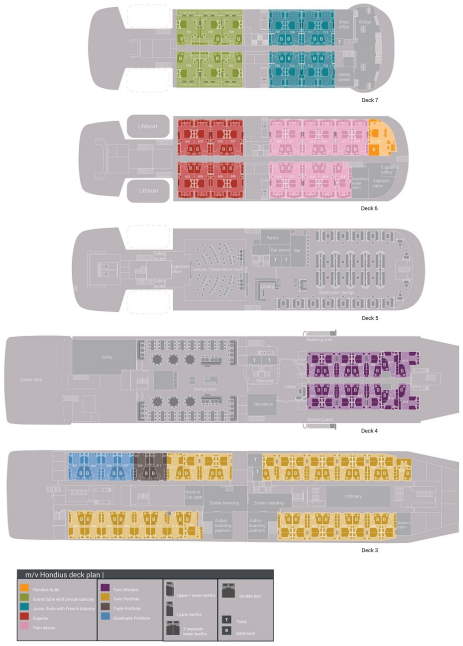
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Twin Deluxe



Twin Porthole



Twin Window





PRICING

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