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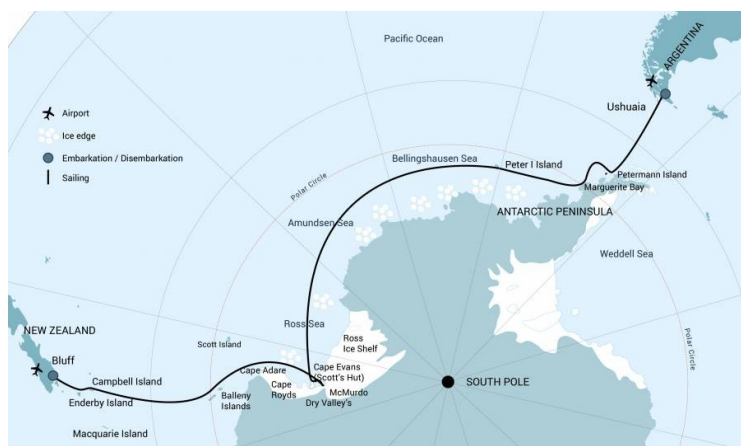
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ROSS SEA WITH HELICOPTERS - JANUARY 2020/2021

Our first Discovery Cruise voyages to the Ross Sea were successfully completed in 2013. Join us for an new exploratory voyage to Campbell Island, home to the Southern Royal Albatross, to the huts of Shackleton and Scott on Ross Island, to the Bay of Whales and Kainan Bay, the starting points from where Norwegian Amundsen and the Japanese Shirase gained access to the ice-shelf in 1911 and 1912, and where Byrd wintered in Little America. During those voyages we will transfer our passengers ashore by zodiac. But, we will also operate our two helicopters in certain sites where Zodiacs cannot be used. Potential candidates (not guaranteed) for helicopter transfers are Cape Evans (hut of Scott), Cape Royds (hut of Shackleton), Ross Ice Shelf at Bay of Whales, Peter I Island, and the Dry Valleys. In theory, we plan on five helicopter based landings, but a specific amount of helicopter time cannot be predicted. Helicopter operations The use of helicopters is a great advantage and can support us in our goal to reach certain landing sites, that otherwise are almost inaccessible. However, this is a true expedition and we operate our itinerary in the world's most remote area, ruled by the forces of nature, weather and ice conditions. Conditions may change rapidly; having its impact on the helicopter operation and passengers should understand and accept this. Safety is our greatest concern and no compromises can be made. No guarantees can be given and no claims will be accepted. The vessel is equipped with two helicopters, but in the case that one helicopter is unable to fly due to for example a technical failure, the helicopter operation will cease or even be cancelled, due to the fact that one helicopter always needs to be supported by a second

operational helicopter. No guarantees can be given and in no event will claims be accepted. Special note: Crossing the International Date Line Depending on which direction one travels across the International Date Line, a day is either lost or gained. (Crossing westward, a day is gained; crossing eastward, a day is lost.) Please take note of this when calculating your actual time travelled. The days listed in the itinerary duration reflect the actual time travelled. Your voyage rates include ship-to-shore helicopter transfers (with no specific amount of helicopter time guaranteed). 2021 Voyage includes Macquarie



Island visit.

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

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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: Through the Pendleton Strait

You arrive at the Antarctic Peninsula near the Antarctic Circle in the afternoon. If sea ice allows it, you can then continue through Pendleton Strait and attempt a landing at the rarely visited southern tip of Renaud Island. Here you have the opportunity to see the first Adelie penguins of the trip as well as enjoy spectacular views of the icebergs in this surreal, snow-swept environment.

Day 5 - 6: Sailing the Bellingshausen Sea

From the peninsula you head toward the open sea, your course set for Peter I Island.

Day 7: A rare glimpse of Peter I Island

Known as Peter I Øy in Norwegian, this is an uninhabited volcanic island in the Bellingshausen Sea. It was discovered by Fabian von Bellingshausen in 1821 and named after Peter the Great of Russia. The island is claimed by Norway and considered its own territory, though it is rarely visited by passenger vessels due to its exposed nature. If weather and ice conditions allow, you may enjoy a helicopter landing on the glaciated northern part of the island. This is a unique chance to land on one of the most remote islands in the world.

Day 8 - 14: Sights of the Amundsen Sea

You then sail through the Amundsen Sea, moving along and through the outer fringes of the pack ice. Ice conditions are never the same from year to year, though we aim to take advantage of the opportunities that arise if sea ice is present. Emperor penguins, groups of seals lounging on the ice floes, orca and minke whales along the ice edge, and different species of fulmarine petrels are possible sights in this area.

Day 15 - 17: The epic Ross Ice Shelf

The next goal is to enter the Ross Sea from the east, venturing south toward the Bay of Whales and close to Roosevelt Island (named in 1934 by the American aviator Richard E. Byrd for President Franklin D. Roosevelt). The Bay of Whales is part of the Ross Ice Shelf, the largest ice shelf in the world, and is constantly changing with the receding ice masses. Large icebergs are present here, along with great wildlife opportunities. Roald Amundsen gained access to the shelf en route to the South Pole, which he reached on December 14, 1911. Also, the Japanese explorer Nobu Shirase had his camp in this area in 1912, at Kainan Bay. You may make a helicopter landing on the ice shelf if conditions allow. During this part of the voyage, we will also cross the International Date Line.

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Day 18 – 20: Highlights of the Ross Sea

Keeping to the Ross Sea, your aim is now to visit Ross Island. In this location you can see Mount Erebus, Mount Terror, and Mount Byrd, as well as many other famous spots that played an important role in the British expeditions of the last century: Cape Royds, where Ernest Shackleton's cabin still stands; Cape Evans, where the cabin of Robert Falcon Scott can still be seen; and Hut Point, from which Scott and his men set out for the South Pole. If ice is blocking the way but weather conditions are favorable, you may use the helicopters to land in one or more spots in this area. The New Zealand's Scott Base is a possible location you might visit. Unfortunately Ortelius was not granted permit to visit McMurdo Station on this trip due to high activity levels on the station. Additionally, you may make a helicopter landing in Taylor Valley, one of the Dry Valleys, where conditions are closer to Mars than anywhere else on Earth.

Day 21 – 22: Exploring the inexpressible

Sailing north along the west coast of the Ross Sea, you pass the Drygalski Ice Tongue and Terra Nova Bay. If ice conditions allow, you then land at Inexpressible Island, which has a fascinating history in connection to the less-known Northern Party of Captain Scott's expedition. It is also home to a large Adelie penguin rookery. Should sea ice prevent entry into Terra Nova Bay, you may head farther north to the protected area of Cape Hallett and its own Adelie rookery.

Day 23: The residents of Cape Adare

You next attempt a landing at Cape Adare, where for the first time humans wintered on the Antarctic Continent: The Norwegian Borchgrevink stayed in here 1899, taking shelter in a hut that to this day is surrounded by the largest colony of Adelie penguins in the world.

Day 24: Ross Sea to the Southern Ocean

Sailing through the sea ice at the entrance of the Ross Sea, you start your journey north through the Southern Ocean. The goal is to set a course for the Balleny Islands, depending on weather conditions.

Day 25: The windswept Balleny Islands

Your intended route is past Sturge Island in the afternoon, getting an impression of these windswept and remote islands before crossing the Antarctic Circle.

Day 26 – 29: Sailing among the seabirds

You once again enter the vast expanse of the Southern Ocean. Seabirds are prolific on this leg, during which we hope to enjoy good weather conditions.

Day 30: Campbell Island's bounteous birdlife

The plan today is to visit the sub-Antarctic New Zealand Reserve and UNESCO World Heritage Site of Campbell Island, enjoying its luxuriantly blooming vegetation. The fauna on Campbell Island is also a highlight, with a large and easily accessible colony of southern royal albatrosses on the main island. Breeding on the satellite islands are wandering, Campbell, grey-headed, black-browed, and light-mantled albatrosses. There are also three breeding penguin species present: eastern rockhopper, erect-crested, and yellow-eyed penguins. In the 18th century, seals in the area were hunted to extinction, but the elephant seals, fur seals, and sea lions have since recovered.

Day 31: Enderby Island albatrosses, penguins, and shags

Another jewel in the crown of the New Zealand sub-Antarctic islands is Enderby Island. Part of the Auckland Islands, Enderby



offers a vast variety of birdlife, including potential sea sightings of white-capped albatrosses, Buller's albatrosses, and a number of other tubenoses. On Enderby Island you might also see yellow-eyed penguins, Auckland teals, and perhaps even rare and endemic Auckland shags.

Day 32: Once more to the Southern Ocean

Take in the vast horizons of your final sea day before you reach New Zealand.

Day 33: Porting in New Zealand

Every adventure, no matter how sublime, must eventually come to an end. You disembark in Bluff, the southernmost town in New Zealand, and return home with memories that will accompany you wherever your next adventure lies.

Please Note:

Itineraries are subject to change.



YOUR SHIP: ORTELIOUS

YOUR SHIP: Ortelius

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



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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.



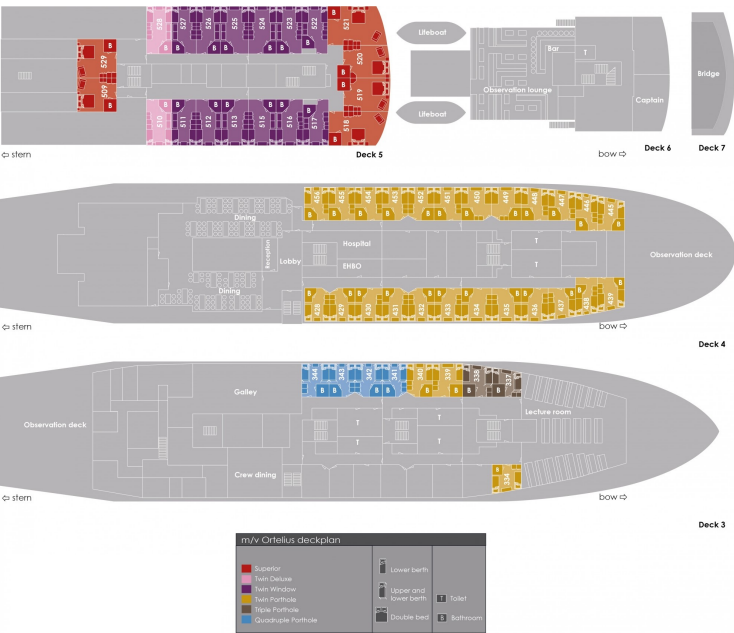
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PRICING



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