



Spitsbergen

Triplog

29 August - 08 September 2021

SV Antigua



SV Antigua was built in 1957 in Thorne (UK) and served for many years as a fishing vessel, until it was completely re-built in the early 1990s in the Netherlands as a barkentine and equipped as a passenger ship. A barkentine has three masts with square sails on the foremast.

With

Captain – Mario Czok

Mate – Tom

Deck – Hielke

Deck – Hans

Deck – Bert

&

Chef – Piet

Head of service – Sabrina

Service – Ella

Service – Mara

and

First guide – Rolf Stange

Second guide – Helga Rütten

Sunday, 29 August – Longyearbyen

14.00: 78°14'N/015°36'E, port of Longyearbyen. Easterly wind, cloudy, some drizzle. 6-7°C, 1011 hPa.

Sunrise 03.08, sunset 22.45 (local times at the given position).

Today was finally the day when our arctic adventure was about to start! At 14.00, most of us met on board SV Antigua in the port of Longyearbyen, the little main settlement of Spitsbergen. When everybody was on board a while later, we all met in the salong, where captain Mario welcomed us on board, introduced his crew and gave us some important information about safety and everyday life on board. Then Rolf continued with some information about our plans and ideas for this trip.

Then it was time to take off! We left the floating pier and soon one of the square sails went up and the engine was turned off. Hans gave us an introduction into the art of sailing and soon we could set some more sails, and then it was time for dinner.



The wind died down and the crew started the engine. Later the wind picked up and we felt a bit of swell as we sailed out of Isfjord, but then we turned north into Forlandsund which was reasonably well protected. Well, kind of. The ship kept leaning from one side to the other and back for quite some time. The movement gently rocked some of us into the land of dreams, others may have different memories from this moving experience.

Monday, 30 August – Krossfjord: Signehamna, Lilliehöökbreen

08.00: 79°13'N/011°40'E, Krossfjord. Gentle northerly wind, cloudy. 5°C, 1 006 hPa. ↑ 02.50, ↓ 23.24.

It was nice and calm when we sailed into the entrance of Krossfjord in the morning. At 8 am we enjoyed the first good Antigua-style breakfast, and then we gathered for some information that Rolf gave us regarding good and safe behaviour in the arctic wilderness, which we want to leave as untouched as possible, and which could be dangerous at the same time. We also covered the Zodiac logistics, and then we were set and ready to go!

Meanwhile, the Antigua was at anchor in Signehamna, a little side bay of Lilliehöökfjord, which again was the western branch of Krossfjord. Anyway a very scenic place! Just as we were getting ready to go, a polar fox, already in winter coat, ran over the tundra near the beach.

Soon we found ourselves on shore. After a little introduction we started to walk across the tundra. Rich moss and lichens made for a colourful carpet, and frost action had created fascinating patterned ground. Some reindeer were walking around feeding.

After a while, we had reached a low hill and then we found the scattered remains of a German war weather station, in operation in 1941-42 und 1942-43. There, we split up. Some of us went back to the landing site, others went for a little walk with Helga along the shore of a lake and up a hill, from which the view over the whole area was splendid.



We came back to the ship just in time for lunch and soon the ship was under steam again. Lilliehöökbreen, the mighty glacier at the head of the fjord, was our next destination – but as we were on the way, a polar bear was seen on the shore! We grabbed our cameras and got out on deck. Mario navigated the ship as close to the shore as the depth permitted and we watched the bear for a while as he (we guessed it was a sub-adult male) walked over some moraine hills, towards the area where we had just been!

Finally we left the beautiful animal behind and continued towards Lilliehöökbreen. Rolf explained how this huge glacier had lost roundabout half of its volume since the early 20th century, with a tendency of acceleration in recent years. Nevertheless, it was a mindblowing place!

After a while, we lowered the Zodiac and went out to cruise between the many bits and pieces of glacier ice that were drifting in the fjord. The glacier was very active, with frequent thundering from calvings. It was so calm that we had mirror images of the glacier and surrounding mountains on the water.



As we moved out again, we passed a Bearded seal on a piece of glacier ice. After dinner, we dropped the anchor for a couple of hours in Fjortende Julibukta, where we enjoyed a lovely sunset in very scenic surroundings. At midnight, the anchor went up and off we went ...

Tuesday, 31 August – Northwest Spitsbergen: Smeerenburg, Sallyhamna

08.00: 79°13'N/011°40'E, Smeerenburgfjord. Gentle wind, thin clouds. 7°C, 1 003 hPa. ↑ 02.48, ↓ 23.28.

... out to the west coast and up north. Before breakfast, we entered Smeerenburgfjord through Sørgattet. Many of us had got up early to enjoy the passage. During breakfast, we dropped the anchor on the south side of Amsterdamøya, near Smeerenburg.

It was a bit windy, but fine and soon we went ashore on an almost white, sandy beach. We gathered for a little introduction to the place and then we went off to have a look at the historical heritage: the remains of the famous 17th century whaling station Smeerenburg. Next to an orange navigation beacon and the burnt remains of a hut, which was built in 1799 by Dutch archaeologists who excavated the site in those years.

The interesting part was situated along the coast further to the east. We found the remains of blubber ovens which were used by Dutch whalers to boil whale blubber down to oil.

We had a look at one after the other, once used by whaling companies from various Dutch cities such as Hoorn, Delft, Veere, Vlissingen and Amsterdam, until we came close to a group of walrus hauled out on the eastern end of the beach. We made a careful approach but kept a respectful distance so we had good views without disturbing the animals.

Then, those who wanted went for a walk across the rather flat Smeerenburg peninsula with low hills and rocky terrain. We found some graves and small graveyards that were part of the whalers' activities here and a monument that was built in 1906 by the Dutch navy ship *Friesland* before we returned to the landing site.



As we continued, the clouds settled down to hide most of the surrounding scenery. After lunch, we made an afternoon landing at Sallyhamna. Passing some Harbour seals on rocks close to the shore, we went ashore a low, but rocky peninsula. Also here, 17th century whalers had left their mark in shape of several blubber ovens and graves. One of them had later served as the foundation of a hut built by a Norwegian trapper.

It was the typical scenery of northwest Spitsbergen – rugged, steep, rocky mountain slopes – and the typical weather of the area: grey and a bit windy. We didn't stay too long, but went back on board after a loop over the peninsula and set course to the east. According to the weather forecast, we had prepared for a bit of wind and weather, but it turned out to be not that bad at all. After a few hours, we reached Woodfjord, and near 22.30 we had entered the lagoon of Mushamna and dropped the anchor.



Wednesday, 01 September – Woodfjord: Mushamna

08.00: 79°39,6'N/014°16'E, at anchor in Mushamna. Low cloud cover, some drizzle. 4°C, 1013 hPa. ↑ 02.58, ↓ 22.55.

The night had been as calm as a night on a ship could be in this perfectly sheltered natural harbour. After breakfast, we went out on shore. The weather was a bit grey and wet, but that didn't keep us from exploring the surrounding, and it was good to stretch our legs a bit.

Near the landing site, we found remains of a Pomor hunting station, and then we went up a gentle slope of ancient beach ridges. We found some flowers here and there – including Tufted saxifrage, Drooping saxifrage, Moss campion, Arctic mouse ear and the polar willow – and frost patterned ground on our way to the foot of a mountain. From here, we had a good view over the surroundings, although the higher parts were still shrouded in mist. We spend a little while in silence before we continued towards the coast of Woodfjord, where we found a little group of buildings arranged around a big and solid log cabin that was built by a Norwegian hunter in 1987. Closer to the beach, there was a smaller and much simpler hut built in 1927 by the locally famous trapper Hilmar Nøis.

We were then picked up again just in time on a beach a few hundred metres away from the huts, where we found enough shelter although the waves that came into the fjord were still quite high and produced an impressive surf elsewhere.



During lunch, we repositioned deeper into the fjord system, setting course for Monacobreen at the head of Liefdefjord. In the late afternoon, we arrived at the mighty glacier after having passed many smaller and some quite impressive, larger pieces of glacier ice. Then we had the glacier front itself in a distance of about 400 metres ahead of us. The ice cliff, several kilometres wide, was a very impressive view, even with the low clouds that covered the whole landscape above and around the glacier. We saw a big calving that sent a noticeable swell across the fjord.

Then we turned around and started to move out of the fjord again. We made a brief and rather spontaneous stop at a small group of islands called Lernerøyane where we went ashore on one of the smaller islets after Helga and Rolf had quickly gone around by Zodiac to make sure it was not already occupied by some large and furry animal.

The island was really small, but had a lot of fascinating and beautiful details as it turned out on closer inspection. Starting with a thick carpet of mosses and lichens to the geological structure: one half of the island consisted of shist and the other half of marble, one unit being thrust over the other by tectonic movements a long time ago (probably Caledonian).

We “climbed” the highest “peak” of the island – a walk of maybe 10 minutes – and enjoyed the views for a moment, although it was still grey and wet. Aggressive Arctic terns kept us from visiting a nearby part of the shore, so we went back and then it was time for dinner.



Rolf outlined the plan for the near future, which included sailing around Verlegenuken and into Hinlopen Strait during the night. We were curious what tomorrow would bring and called it a day.

Thursday, 02 September – Hinlopen Strait: Lomfjord, Alkefjellet, Sparreneset

08.00: 79°48'N/018°E, northern Hinlopen. Mostly cloudy. 2°C, 1 016 hPa, gentle breeze from N. ↑ 02.56, ↓ 22.26.

We woke up in northern Hinlopen Strait with magnificent ice caps in the background in the presence of several whales. Two blue whales – presumably mother and calf – enjoyed a relaxed life in these nutrient-rich waters. The younger one even showed the fluke, something Blue whales do not do too often.





During breakfast, we continued into Lomfjord. Soon sharp eyes found a polar bear on shore! The bear was resting near some huge bones which turned out to be the carcass of a whale, possibly a small baleen whale such as a Minke whale.

We passed the bear slowly and had some reasonable views from the ship. Then we anchored a bit further south and lowered the Zodiacs to have a closer look. We all went in the three boats and approached the shore very carefully. We obtained some good views before the polar bear decided to get up and walk away slowly.



We returned to the ship, happy with what we had seen, and continued further down into Hinlopen Strait. Around the corner was a huge cliff which was home to a bird colony. During the main season, it is home to a huge number of Brunich's guillemots. Most of these had already left, but a few were still sitting on the cliffs here and there, plus larger numbers of Kittiwakes that leave later in the season. So despite the late time in the summer and the absence of most of the guillemots, the place was still full with life. We enjoyed the birds and the scenery as we drifted past the cliffs and then it was time to turn north. We aimed for a late afternoon landing on Nordaustland, Svalbard's second-largest island.



Around 17.00 we were at anchor and ready for a landing just south of Sparreneset. Soon we found ourselves on a barren shore near a river outlet. We advanced through a very barren, moon-like polar desert landscape and soon reached the top of a canyon with impressive views both inland and over the river towards the coast and Hinlopen Strait where Antigua was anchored. The carbonate rocks contained plenty of fossils: colonies of carbonate-building algae collectively known as stromatolithes and between 600 and 700 million years old.



We made a loop northwards to some low rocky hills and then descended down to the coast, where we took the opportunity to relieve this otherwise rather pristine environment of some plastic garbage before we returned to the ship just in time for dinner.

Later we lifted the anchor and proceeded northwards in the presence of several Humpback whales which greeted us with their flukes. We passed Murchisonfjord on the way to the north and crossed 80 degrees north, which we celebrated duly on deck with some colourful drinks that Sabrina and Ella had prepared for us. Then most of us went to sleep as the bridge crew navigated the ship around Verlegenuken and towards tomorrow's adventures.

Friday, 03 September – Vesle Raudfjord

08.00: 79°46'N/012°36'E, approaching Vesle Raudfjord. Sun shining ☺, 4°C, 1016 hPa, calm. ↑ 03.30, ↓ 22.37.

We approached Vesle Raudfjord in glorious sunshine, beautiful light and calm sea. Soon after breakfast, we went ashore near the entrance of a lagoon. The near-shore waters were quite shallow now due to the prevailing low tide, but we got all on to dry ground without difficulties.

After a few metres walking we had reached an old hut which turned out to be a boat shed. We went on along the coast until we reached a strand covered with huge amounts of driftwood. Rolf told the story of the ship Jeanette, which had been crushed in the ice off Siberia in 1879. Part of the wreckage was found some years later in southwest Greenland. The inferred drift route inspired a young, unknown Norwegian scientist named Fridtjof Nansen. The rest is history.



We filled several bags with plastic garbage that we found everywhere near the shore and then returned to the landing site, where those who wished to return to the ship were picked up by a Zodiac.

The others continued inland along the lagoon. Also here, we found surprising amounts of plastic garbage, which we filled in bags which we left at the shore to for later Zodiac pickup. Then we went up a little rocky hill. Although not much more than 100 metres high, it provided us with splendid views of both the lagoon and a lake further inland.

Meanwhile it was high water, and the crew had navigated one of the Zodiacs into lagoon so we were comfortably picked up at the foot of the hill. We landed on the inner side of the gravel bar that separated the lagoon from the sea, walked across and there we were picked up by the other Zodiac for return to the ship.

The anchor went up, and then we went around Biscayarhuken and into Raudfjord. The afternoon plan was to cruise Hamiltonbukta, a side bay of Raudfjord. The scenery was stunning, with steep rock cliffs on either side and several calving glaciers. The bay was filled by a lot of glacier ice. There was just enough open water to lower the Zodiacs and go for a cruise to enjoy the magnificent surroundings and the ice. We also saw a young walrus, which came pretty close to the Zodiacs on the second tour.



Meanwhile, a polar bear was spotted from the ship on one of the small islands in the bay. We jumped into the Zodiacs again and tried our luck – with amazing success. The bear was very calm and perfectly positioned in great evening light and with a perfect background. After a while it walked around and came out again in another position, again very suitable for our observations and photographic wishes. We spend quite some time in the vicinity of the great animal before we returned to the ship to switch and make sure everybody would get a chance to enjoy this experience.



In the meantime, the bear – assuming it was the same animal – had repositioned across a stretch of water to the steep scree slopes of the mainland, where it was feeding on lush vegetation before it started walking over the coarse debris with amazing ease and gracefulness. Then it went down to the coast and around a corner. We had got very good views during the whole event. Finally we waved goodbye to the beautiful animal and wished it farewell.

Back on board, it was time for dinner, and then we left Raudfjord in stunning evening light.

Saturday, 04 September – Kongsfjord: Blomstrand, Kronebreen, Lovénøyane

08.00: 79°01'N/011°38'E, entering Kongsfjord. Partly overcast, 4°C, 1 012 hPa, calm. ↑ 04.07, ↓ 22.09.

During breakfast we arrived in Kongsfjord, which, as some say, is Spitsbergen's most beautiful fjord (something that it has in common with Hornsund, Bellsund, Isfjord, Smeerenburgfjord, Liefdefjord, Wijdefjord and some others). Soon we had arrived at a drift position on the west side of Blomstrandhalvøya (formerly a peninsula, now actually an island) and then we went ashore in a tiny, lovely bay on a well sheltered little beach. The rocky coastline with its small headlands and hidden bays was marvellous.

Just a few minutes walking south of the landing site there was a little headland with a coastal cave which went all the way through but was easily accessible. The rocks, composed of weakly metamorphosed limestone (a.k.a. marble) exposed fantastic structures and colours.

We went a bit up the slope, alternating between rocky ground and tundra and seeing several Arctic skuas. The Long-tailed skua that the birding enthusiasts were hoping for did not show up; maybe it had already left the breedings grounds for the wintering areas. We had a look at some little coastal caves as far as we could see them from the top of the cliff and some huge erratic boulders, where Rolf gave us an outline of the earlier geology of Spitsbergen.

We saw a distant reindeer and then we approached "Ny London", as the former marble mine of the British *Northern Exploration Company* (NEC) is nowadays known (the NEC referred to the site as "Marble Island"). We had a look at some of the old machinery, a trial mine pit and some large steam drill still standing on the remains of what once was Spitsbergen's northernmost railway track. The main eyecatcher here was a group of reindeer not too far away. They were not bothered by us at all while they peacefully went their way.

We passed some more remains, including an oven that was still standing at a site where the NEC had one of their houses, and then we had reached the beach where Hielke and Tom were already waiting for us with the Zodiacs.



We enjoyed yet another of Piet's good meals while the ship was already moving again, deeper into Kongsfjord where the magnificent scenery was centered around the mighty glaciers Kongsvegen and Kronebreen. It took quite some time to cruise carefully between the many smaller icebergs and bergy bits until we got within 4 cables (1 cable = 1/10 nautical mile = 182.5 m) from the glacier front. Several calvings produced more bits and pieces of floating ice and a lot of thunder. The mountains surrounding the glaciers were magnificent – altogether, the scene was just stunning, although the glaciers had retreated a lot in recent decades and years.



Finally we turned around again and set course for Lovénøyane, a group of small islands in the middle of the fjord. Being a bird sanctuary, access is prohibited during the breeding season, but now we could visit freely. We went ashore on Observasjonsholmen and were surprised by the lush vegetation, a result of birds such as Common eiders and Barnacle geese breeding there through thousands of years. The highest “mountain” of the island was 41 m high, and of course we “climbed” it – actually an easy walk, but the panoramic view of Kongsfjord was stunning.



After enjoying that for a while it was about time for dinner, during which we repositioned to Ny-Ålesund, where we went alongside for the night. Enjoying a calm evening, we had the special opportunity to see fellow passenger Ben Be-kooy's photos which he took as the official photographer of the Dutch group of scientists who excavated Smeerenburg in 1979, 1980 and 1981! It was highly interesting to see what Amsterdamøya look like back then, how simple and difficult the conditions were under which the team had to work including a lot of snowfall and what they found, including foun-

dations of houses, drainage systems of blubber ovens, tools, harpoons and a lot of graves and mortal remains of many whalers, amongst them the seven who died during the fatal wintering of 1634-35.

Then we enjoyed a relaxed Saturday evening on board and so ended this day.

Sunday, 05 September – Kongsfjord: Ny-Ålesund

08.00: 78°56'N/011°56'E, alongside in Ny-Ålesund. Partly overcast, 6°C, 1 009 hPa, strong easterly breeze.

↑ 04.18, ↓ 21.56.

It fitted the rest of the plans for the day well to sleep in a bit and have breakfast at 08.30 today – and after all, it was Sunday, even here in Spitsbergen's northernmost settlement.

After breakfast, Rolf gave us an introduction to the history of Ny-Ålesund including the early coal mining days and the north pole expeditions as well as a short overview of how the place developed into a platform for international arctic research since the mid 1960s. He also outlined the practicalities of our visit. Those who wanted to could then join Rolf for a guided walk in the settlement, with more information about the various sites and installations. At 11.30, we gathered at Amundsens's monument for a walk to the famous airship mast and then there was still time to walk around, to visit the museum and finally for the world-famous Kongsfjordbutikken before it was time to return to the ship.

The crew was busy putting more ropes out to the moorings as the wind had in the meantime reached almost storm-force, with around 17 m/s (force 7-8 on the Beaufort scale).



It remained windy throughout the whole afternoon, and the one and only thing to do was to stay alongside the pier. We made good use of the calm (in terms of activities) Sunday afternoon by gathering in the salong and listening to Rolf's presentation of polar bears, from the origin of the species to hunting strategies and the reproduction cycle. Rolf, however, had removed the last part of his own presentation about population estimates and conservation: Here, fellow passenger Morten Jørgensen stepped in and went into detail regarding this very important issue. Morten had put years of research into the whole issue and provided astonishing facts that were new for most of us – namely the number of polar bears legally shot on an annual basis (poaching is yet an additional issue) versus population dynamics and the poor knowledge that scientists, let alone the public, currently have of population sizes and reproduction rates. Morten has written the book "Polar bears on the edge" about the issue and he is about to publish a new version of it, "Beloved & betrayed: polar bears on the edge", to come out later this year.

Some of us then took the opportunity to go for a walk later in the afternoon and then it was suddenly dinnertime again. Rolf announced that we could expect conditions to be good enough to leave the pier in the late evening and to cross the shallow part in Forlandsund later during the night, so we could all prepare for our departure and a bumpy passage south.

Monday, 06 September – Barentsburg

08.00: 78°16'N/011°40'E, southern Forlandsund. Overcast, 5°C, 1011 hPa, strong southeasterly breeze.

↑ 04.26, ↓ 21.38.

Breakfast time saw us steaming south in the southern Forlandsund. The passage had actually been smoother than expected (lucky again!), but the area was still a rough place and we made sure we continued into Isfjord to find sheltered places where we could get out again.

We rounded Daudmannsodden, the northern side of the entrance of Isfjord, after breakfast. Here, the waves were a bit bigger again because now we had winds and seas coming out of Isfjord and against us, but with the prospect of reaching more sheltered places in a couple of hours, this was not much of a problem.

Just before lunch, we went alongside at the pier in Barentsburg – considering the current weather conditions, the only place in reach where we could rely on getting out in the afternoon. Directly after lunch, Rolf gave a presentation about the Spitsbergen Treaty which provides the legal basis for all human activities on the islands and the associated waters. Then we went ashore to explore this Russian coal mining settlement. Rolf offered a guided tour which included a rather comprehensive introduction of the history and present day activities of Barentsburg and the other Russian settlements. Then most of us gathered in the bar of the hotel for a coffee or something stronger, before the souvenir shop opened.



Finally, we assembled again on board, where the service team had prepared everything for a special evening: it was time for the traditional *Antigua Captain's Dinner*!



This pleasant event took off with some warm words from Captain Mario and fellow passenger Gerd, and then we enjoyed a delicious three course dinner prepared by chef Piet and the service time. Spirits were good and we raised the glasses multiple times to a good trip.



Tuesday, 067 September – Billefjord

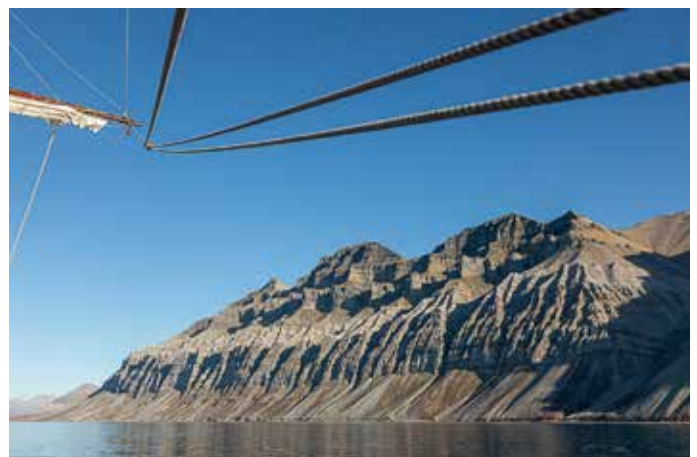
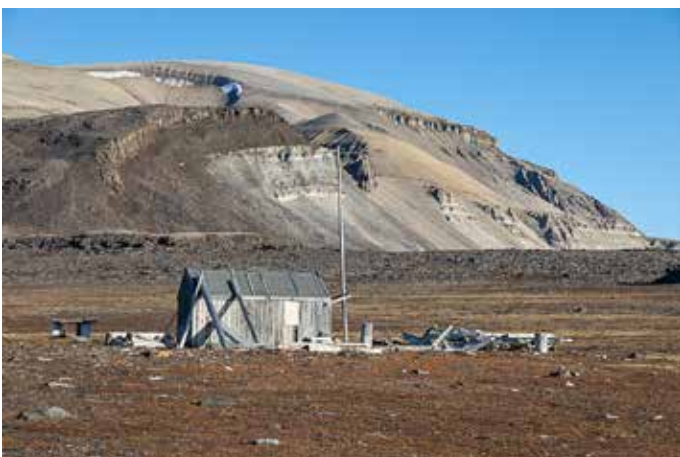
08.00: 78°27.5'N/016°18.6'E, at anchor near Gåsodden. Mostly blue sky ☺ 3°C, 1011 hPa, light easterly breeze.
↑ 04.00, ↓ 21.40.

We had left Barentsburg in late hours and cruised all the way into Billefjord, one of the innermost branches of Isfjord. The anchor fell before breakfast at Gåsodden (“Goose point”), and soon after breakfast we were ready to go ashore. A little breeze was blowing, but the sun was shining and the scenery was beautiful. We were on the corner between Billefjord and Tempelfjord and had a stunning view over a large part of the huge Isfjord.

We went to the other side of the narrow peninsula and saw that the wind in Sassenfjord/Tempelfjord was actually quite strong. Billefjord was definitely the better choice today!

We followed a low rocky ridge in an easterly direction and found a pair of Arctic skuas with their juvenile and some reindeer on the way, one of which was quite curious and came a bit towards us. Then we had reached a rocky ridge from which we had great views into Gipsdalen and over Sassenfjorden and the huge valley of the same name.

Near the shore on the south side of this peninsula (called Gipshuksletta) there was a hut built by the trapper Hilmar Nøis in 1925 with a lot of driftwood and some old whalebones around it. From there we went across the tundra and up



to the ridge again. The reindeer had moved even further away and up the steep slope in the background, and as it was soon lunchtime, we set course for the landing site and then made it back on board just in time.

During lunch – today it was Pizza-day – we moved further north, deeper into Billefjord. The scenery around us was stunning, and the weather could not have been better.

We aimed for Nordenskiöldbreen, the mighty glacier in inner Billefjord. Already from a distance we saw a polar bear on the northern side of Adolfbukta, the bay where the glacier is located (named after the Swedish explorer Adolf Erik Nordenskiöld). Soon it turned out to be a family of three polar bears: a mother with two first year cubs!



We approached the little family slowly and carefully and came within a good distance for observation and photography without disturbing the beautiful animals at all. And as if all this was not enough: the two cubs starting pulling something out of the water, until their mother helped them to pull the carcass of probably a small whale ashore! There was not much more than bones, skin and some blubber left; chances are that the bears did not come across this delicacy for the first time, especially as the mother was not particularly interested at all while the two cubs kept chewing and pulling on their smelly dinner for quite some time.

We spent a large part of the afternoon watching this arctic spectacle, until the bears continued into the bay and so did we, observing for yet another while. When the coast became a bit steeper they all went into the water and started swimming towards the glacier, where they disappeared behind some rocks.



We waved the polar bear family goodbye and wished them all the best, and after a loop near the glacier we turned around and set course for Longyearbyen to complete our voyage. The evening light in Billefjord can just be described as stunning, and so was Piet's last dinner. Rolf gave us some information regarding the logistics for tomorrow, and then we enjoyed the last couple of miles until we finally went alongside in Longyearbyen. Our arctic adventure was over.

Wednesday, 08 September – Longyearbyen

08.00: 78°14'N/015°36'E, port of Longyearbyen. Cloudy, calm. 5°C, 1 000 hPa.

↑ 04.43, ↓ 21.02.

We enjoyed a last, good Antigua-style breakfast and then it was time to say goodbye and farvel to the Antigua and her crew and guides and our fellow passengers. Many of knew that this would not be the last time in the Arctic!

*The Tallship Company and the crew and guides of the Antigua thank you for joining us
and for good spirits on board and on the tundra*

- all the best and see you again, somewhere between the poles!

Total mileage (Longyearbyen-Longyearbyen): 708 nautical miles = 2 528 kilometres

Triplog (text, photos, layout, map) by Rolf. Page 9 photo 4 ("Clean up Svalbard"): Helga.

Presentations etc:

| | | |
|--------|------------------|---|
| 29.07. | Hans | Introduction to sailing |
| 04.09. | Ben | Excavating Smeerenburg in 1979, 1980 and 1981 |
| 05.09. | Rolf | Polar bears: a general introduction |
| 05.09. | Morten Jørgensen | Polar bear conservation |
| 06.09. | Rolf | The Spitsbergen Treaty |
| 06.09. | Rolf | Barentsburg yesterday and today (on shore, guided walk) |



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|----|---------------------------------------|----|--|
| 1 | Longyearbyen | 13 | Hinlopen Strait: Alkefjellet |
| 2 | Krossfjord: Signehamna | 14 | Nordautland: Sparreneset |
| 3 | Krossfjord: Lilliehöökbreen (glacier) | 15 | Vesle Raudfjord |
| 4 | Fjortende Julibukta (anchor position) | 16 | Raudfjord: Hamiltonbukta |
| 5 | Sørgattet (passage) | 17 | Kongsfjord: Blomstrandhalvøya |
| 6 | Amsterdamøya: Smeerenburg | 18 | Kongsfjord: Kronebreen |
| 7 | Sallyhamna | 19 | Kongsfjord, Lovénøyane: Observasjonsholmen |
| 8 | Woodfjord: Mushamna | 20 | Kongsfjord: Ny-Ålesund |
| 9 | Liefdefjord: Monacobreen | 21 | Barentsburg |
| 10 | Liefdefjord: Lernerøyane | 22 | Billefjord: Gipshuksletta |
| 11 | Hinlopen Strait (whales) | 23 | Adolfbukta: polar bear family, Nordenskiöldbreen |
| 12 | Lomfjord (polar bear) | | |

This triplog and a blog of this trip are available on www.spitsbergen-svalbard.com (and its German equivalent: www.spitzbergen.de). There, you can also find a large number of pages with 360-degree-photographs dedicated to many places in Spitsbergen, including many of those that we have been to.

SV *Antigua* belongs to the fleet of the **Tallship Company**, as well as other beautiful sailing ships in the Baltic Sea, North Sea and Mediterranean Sea. To find out more about the Tallship Company sailing ships and their destinations, contact the Tallship Company, Wieuwens 2, 8835 KX Easterlittens (Netherlands),
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