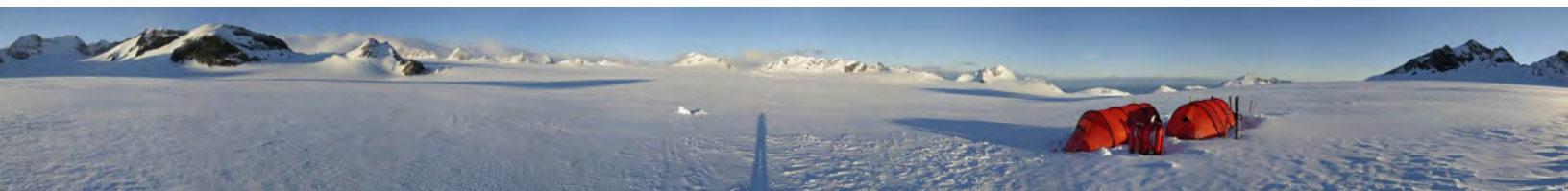


Metolius South Georgia Expedition

November–December 2006



Flag 69



A Report Prepared for
the Government of South Georgia
and the South Sandwich Islands
and the Explorer's Club

By Tor Lundgren

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Summary

The Metolius South Georgia Expedition traversed the overland passage of South Georgia first made by Shackleton in 1917. It also explored the area around Larsen Harbor, including the approaches to Mt. Sabatier and several of the smaller peaks in the vicinity. The expedition captured a great deal of still and video footage of some of the rarely visited interior portions of South Georgia, from which a document film ("the Metolius South Georgia Expedition") was produced.

Background

South Georgia has been a crossroads for polar exploration since Captain Cook's first visit in 1777. Sealers and whalers were among the first to make extensive use of the island, but their interest was mainly in the surrounding waters and their economic potential. The interior portions of the island remained hidden and inaccessible, protected by hostile terrain and weather.

Shackleton's famed 1917 crossing of the island, as part of the *Imperial Trans-Antarctic Expedition*, is undoubtedly familiar to readers of this report. When Shackleton, Worsley and Crean set out from King Haakon Bay, they were crossing an empty space on the map, marked only with the few peaks that could be spotted from the sea. Their successful traverse, at the culmination of their epic journey over ice and ocean, was so improbable that the Norwegians at Stromness at first refused to believe their story.

Since that time, the island has relinquished the secrets of its inner valleys and peaks, but only grudgingly. Between 1951 and 1957, Duncan Carse completed a series of surveys of the interior of the island, including the Shackleton route, that still form the basis for maps of the island. Maps and information may have continued to improve, but the logistical challenges mean that few parties have penetrated into the interior since Duncan Carse's time.

In the spirit of Shackleton and Carse, the Metolius South Georgia Expedition intended to put its members into some of the more inaccessible corners of an already remote location. Our first goal was to complete a ski traverse on Shackleton's route. Our second goal, as time and conditions permitted, was to explore some of the terrain in the southeastern corner of the island, still almost undisturbed by human visitors, and to probe, and perhaps ascend, some of the peaks near the Philippi Glacier.

Despite the passage of almost a century, logistically, the island of South Georgia is still almost as remote as it was at the time of Shackleton's crossing. Travel by boat to the island is still the only practical way to make the voyage, and we were very pleased that *Pelagic Australis* was available for our expedition.

In assembling the expedition's members, we made certain that the members of the expedition were experienced in the Antarctic environment, both on land and at sea. The expedition roster follows.

Team Roster

Ages and biographies at the time of expedition.

Overland Group



Kim Lundgren (64)

Career in aviation with 25 years of experience as crew on heavy jets. 35 years of cruising sailing experience including 6 year voyage around the world on S/Y Metolius. Sailed to 80°N near Svalbard and 65° on the Antarctic Peninsula. Seven Atlantic crossings under sail. Almost 60 years of skiing experience with a variety of equipment and techniques. Climbed Aconcagua, Kilimanjaro, and other peaks in the Pacific Northwest. Explorers Club member.



Tor Lundgren (32)

Sailing experience including the Atlantic, the Indian and the Pacific on the S/Y Metolius. Sailed to 80°N near Svalbard and 65° on the Antarctic Peninsula. 20+ years of skiing experience. Various mountaineering and rock climbing experiences.



Dave Hahn (42)

240+ summits of Mount Rainier, 17 summits of Mount McKinley, 7 summits of Mt. Everest, 2 summits of Cho Oyu, Shishipangma, Paldor, Mount St. Elias, Swiss and French Alps ascents, 24 ascents of Vinson Massif and neighboring peaks in Antarctica. Six previous trips to South Georgia.



Skip Novak (54)

Four Whitbread Round the World Yacht Races. Fifteen seasons in Antarctic waters, leading combined climbing and filming projects. South Georgia experience includes 1988 attempt on Mts. Norman and Senderens, 1996 4th ascent of Mt. Paget, 1998 Roots, 2002 Three Brothers, 2005 16-day ski traverse from Larsen Harbour to Royal Bay including attempt on Mt. Baume and summit of Mt. Pelagic.



John Race (37)

14 expeditions to Alaska's Mt. McKinley, 5 expeditions to 8000 meter peaks (Cho Oyu, Everest, Shishapangma). IFMGA/UIAGM certification from the American Mountain Guides Association. US Level 3 Avalanche Certification and Wilderness First Responder and AIARE Level 1 Avalanche instructor. Participant in the 2001 Mallory and Irvine Expedition to Mt. Everest; strong interest in early 20th century explorers.



Skye Fitzgerald (36)

Producer & director Bombhunters (2005), Monsoon Wife (2004), Butterfly Man (2002). Assistant director Ricochet River (1998). Mountaineering in Northwest Cascades.

Ship's Crew



Stewart Richardson
Skipper



Jessica Hay
Mate



Lawrence Lagnado
Able-Seaman

Objectives

From the onset, we hoped to accomplish the following, beyond completing a safe and interesting journey:

Objectives	Results
Cross South Georgia on the same route as Shackleton.	Shackleton crossing completed in 3 days.
Scout and possibly ascend one of the unclimbed peaks in the vicinity of Larsen Harbor on the southwest coast of the island.	Explored in the area around Larsen Harbor on the southeast side of the island, and observed and photographed the eastern face of Mt. Sabatier.
Create a film record of the expedition.	Film by Skye Fitzgerald "Metolius South Georgia Expedition", 52 min, 2007.
Observe and document the interior portions of the island that are infrequently visited.	Photographed the interior areas on the Shackleton route and also around Larsen Harbor.

Findings

Route

The Shackleton crossing route remains in pristine condition. Similarly, the Philippi Glacier was also in excellent condition for travel, and our only delays stemmed from the steep section at the end of Larsen Harbor, where the warming conditions created an avalanche hazard.

The combination of resources the team had at its disposal, including alpine touring skies, Hilleberg tents, sleds and two rope teams of three, proved excellent for glacier travel at this point in the season.

The east face of Sabatier would be rather challenging climbing in the conditions that we observed. Massive ice mushrooms covered the entire face.

Weather

We enjoyed excellent weather for the greater part of the expedition, although there were times when we were, as expected, buffeted by South Georgia's high winds. The katabatic winds on the Green Glacier were quite strong, and would have seriously tested our tents. However, by positioning our 2nd camp closer to Breakwind Ridge, at the suggestion of Dave Hahn, we were able to duck out of the strongest flow of air.

A couple days of bad weather during our stay at Larson Harbor limited the extent of our visit to shore there, but we were able to get an excellent weather window for a one-day push up to Mount Sabatier on the Philippi Glacier.

Generally, there were good weather windows for our on-shore activities, particularly since we had enough time at our disposal (just under a month total) to adjust our schedule a few days back and forth.

Equipment

We were pleased with the results from our expeditions gear, particularly our ski touring equipment and out tents.

Apline ski tour equipment proved very successful for both the Shackleton crossing and also in the area around Larson harbor. We chose the time of year for the expedition in part to affect the best compromise between weather and skiing conditions; the glacier surface later in the year might have been less ski-friendly.

Our Hilleburg tents also performed very well, holding up to strong winds without any damage at all and providing a comfortable space for the party in camp.

General

The south-east corner of South Georgia, in the area around Dragynsky Fjord and Larsen Harbor, offer a very interesting avenue for further travel into the island's interior. The approaches, although not overly taxing, can take a bit of time and energy to surmount, particularly when combined with the fickle weather conditions, and the extreme caution necessary when so far from any possible support.

It should be emphasized that an expedition to South Georgia needs to have enough time built into the schedule to account for the inevitable weather delays. Given that just sailing to and from the island takes five or more days each way, and a few days for unfavorable weather, an expedition should have at least three weeks or a month at its disposal, depending on the nature of the objectives.

The *Pelagic Australis* was an excellent platform for our activities, with plenty of room for gear and people. It is also a requirement of the access permit for South Georgia that a manned vessel be dedicated to the shore party at all times.

Expedition Log

Getting There

Date: 15-18 November 2006

Location: Santiago and Stanley

John Race, Skye Fitzgerald, Dave Hahn, and Kim Lundgren and this log's author, Tor Lundgren, assembled in Santiago, then flew to Stanley via Punta Arenas. We met Skip Novak at the airport in Punta Arenas and arrived in Stanley a few hours later. All of our gear arrived, which was not a trivial concern at a destination only served by a weekly flight. We made the long drive from the Mount Pleasant airport into Stanley and continued straight to *Pelagic Australis*, docked at the cargo piers, where we met with Stewart Richardson (our skipper), Jessica Hay (mate) and Lawrence Lagnado (very able seaman).

Date: 19 November 2006

Topic: 1st Day at Sea

Start: Stanley Harbor, S51°39.9 W57°47.5

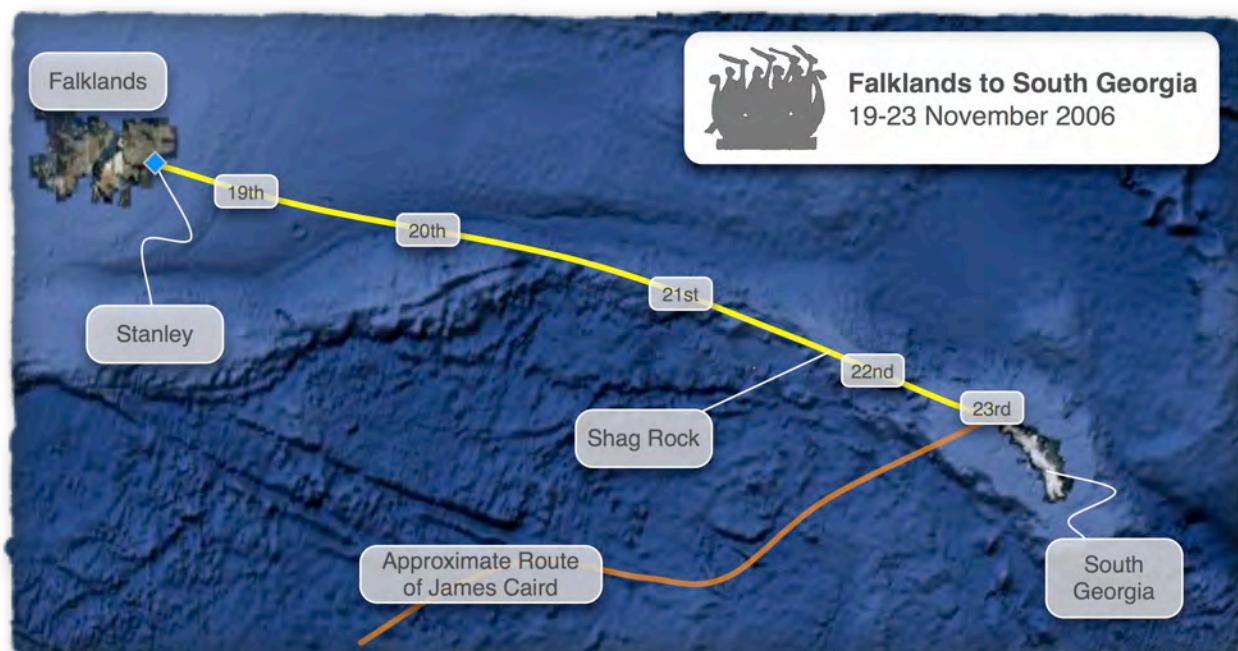
Midnight Fix: S52°13.4 W55°59.1

We stocked up on a few essentials in Stanley, and picked up some postcards, which we wrote and dropped in the very British post box at the center of town.



After a stop at the scrap yard, which also serves as a storage shed for some of *Pelagic's* equipment, we returned to the ship for lunch, customs, and a safety briefing from our crew.

Then it was anchors, or in this case, lines-away. We headed out of the harbor about the same time as the *Golden Fleece*. Dolphins escorted us out of the bay, and we hoisted the sails and caught a fair wind for South Georgia. The temperature was a balmy 15°C, the window blowing gently on the quarter and the boat made a steady ten knots toward our destination. The weather gods were smiling, so far.



Date: 20 November 2006
Topic: 2nd Day at Sea
Noon Fix: S52°45.4 W53°28.8

The day slipped by as we got comfortable with our watches. At around noon, port and starboard watches combined to put the headsail out on a spinnaker pole. We have had a continuation of the same weather, with the wind and waves generally moderating over the course of the day. We've spent our time reading, chatting, playing chess and testing out the coffee brewing systems.



Date: 21 November 2006
Topic: 3rd Day at Sea
Noon Fix: S53°07.1 W47°33.8

Dave gave us a briefing on the Shackleton crossing today, emphasizing the need to both pack light and to prepare for difficult weather. The weather report looks a bit dodgy for the next few days, with a front coming through. It is not very big, apparently, will probably bring some mixed weather.



The day was largely uneventful, as we all rotated through our watches at intervals of four hours. Port watch is Skip, Kim, Dave and Lawrence (aka Loz) and starboard watch is Stewart, Skye, John, and me. Jessica freelances (and does most of the cooking).

Date: 22 November 2006

Topic: Shag Rock

Position (1215 GMT): S53°34.2 W41°41.9, near Shag Rock, about 135 nm from the western tip of South Georgia

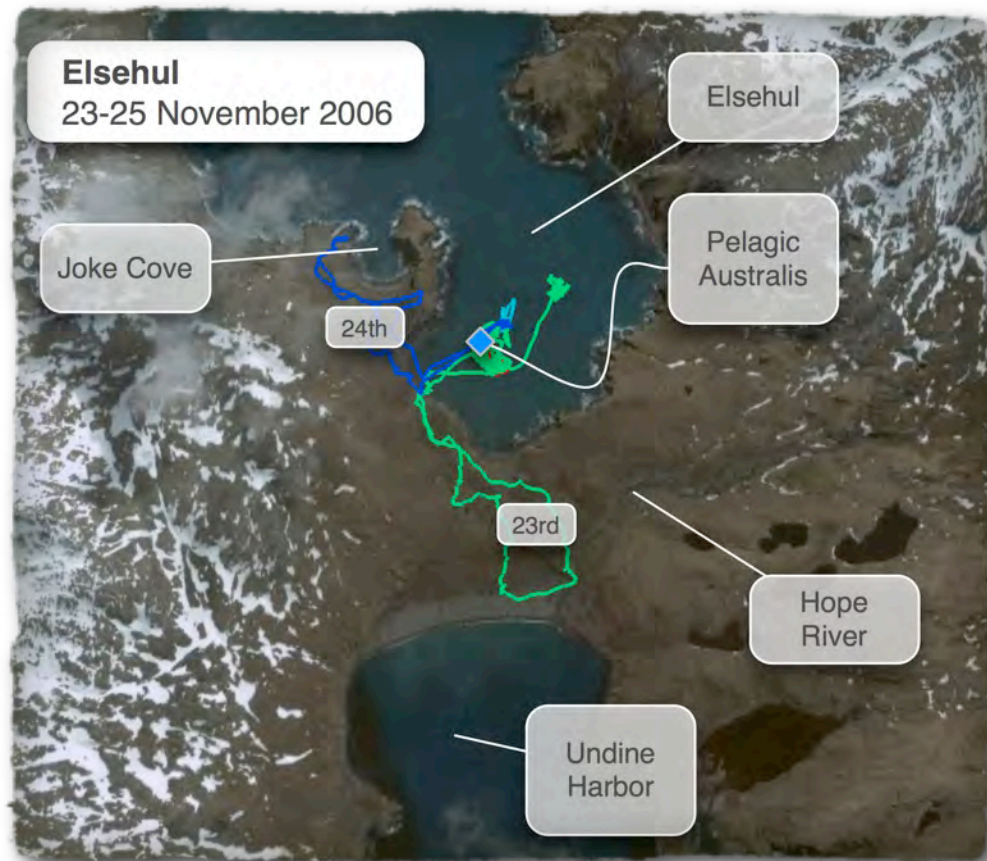
The wind came up again on the 0000 to 0400 watch, and the port watch (Skip, Kim, Dave and Lawrence, aka Loz) rolled out the genoa and hoisted the main. The Pelagic was making a good eight knots, even in the light wind (maybe 15 knots). We continued at this pace all morning, and after a bacon and egg breakfast, we were approaching Shag Rock, about 135 nm miles west of South Georgia. It was shrouded in a dense fog, but we could make out the outline of a steep pinnacle, perhaps 50 meters in height. Close by, a fairly substantial iceberg was grounded -- our first ice on this trip!



After Shag Rock, we continued in the direction of SG, keeping a sharp eye out for the ice we assumed must be close by, but without seeing any so far. In the afternoon, the wind has gradually increased and veered around more to the northeast. The report indicates that it will continue to do so for the next day or two, eventually coming around to the south by morning of the 25th (Saturday). As we will be at South Georgia tomorrow morning already, the current plan is pass around the western tip of the island, through

Bird Straight and into Elsehul harbor on the north side of the island, rather than proceeding directly to King Haakon Bay (starting point for the Shackleton crossing), as the latter is rather exposed to the weather. We'll spend Thursday and Friday at Elsehul, observing the wildlife and waiting for the weather to improve on the south side.

Elsehul



Date: 23 November 2006

Topic: Elsehul

Noon fix: Elsehul, South Georgia, S54°01.6 W37°57.6'

Early this morning, *Pelagic Australis* approached the western rock outcroppings of South Georgia. Seals, seabirds, penguins, and even a whale or two, were on hand to greet us, per local custom. From a position just to the south of the west end of South Georgia, Skip steered a course along the shore of Bird Island, toward the narrow (less than half a nautical mile wide) passage of Bird Strait. The wind had been picking up steadily, and now seemed to be in the vicinity of thirty to thirty-five knots out of the northeast, coating the boat in a light slush. The steep slopes of South Georgia emerged from the waters around us: a framework of folded sedimentary rock, layered with guano and mud and trimmed in a thin but very hearty layer of tussock grass. The smell of seabird nests was penetrating, although not quite so powerful as off Shag Rock.





After passing through Bird Strait, Skip navigated the boat around the cape into the well-formed harbor of Elsehul. Scooped out of the surrounding hillsides and open only to the north, the anchorage offers protection in almost all weather. We dropped the anchor, enjoyed a nice breakfast, and then dropped off to sleep until around noon.

In the afternoon, we put on our gear and made our first foray into the shore. Kim, Skye, Lawrence (Loz) and I were in the first landing party, and when we hit the beaches, the welcome was warm but not friendly. The fur seals barred their teeth and made aggressive lunges in our direction, and their breath was impressively foul. Once we had John and Dave on the beach, too, we had to fend off attacks from all sides. The fur seals bulls seemed, from the look of them, to



weigh at least two hundred kilos. At this point in the season, they are just starting to arrive on the beaches for breeding. The males arrive first and stake out a patch of territory as small as a few meters in diameter, and then defend it from other fur seals and any humans that stray too close. Penguins seem to have a sort of immunity, at least as long as they stay out of the way. The massive elephant seal bulls, the largest of which seemed like they might weigh two-thousand kilos, are also exempt from the fur seals. Ski poles are an effective deterrent in most cases. Tapped together, they make a clicked sound that seems to keep the fur seals at bay.



We climbed up from the beach on the Elsehul side and then crossed the narrow neck of land that separates it from Undine Harbor, on the south side of the island, site of Duncan Carse's 'Amow House'. We encountered another big colony of fur seals, and as

we approached the Hope River (the longest in South Georgia) where it flows into the sea, they were at one point attacking on three sides at once. Fortunately, a seal moving to confront us was likely to be attacked by another seal defending another piece of turf (or making a land-grab). We fended them off and then climbed back onto the central plateau, past a large cluster of gentoo penguins and a solitary king penguin, before returning to the beach for our pickup.

In celebration of Thanksgiving, we enjoyed an excellent dinner menu of lamb, greens and some lovely bottles of red wine.

Date: 24 November 2006

Topic: Elsehul

Noon fix: Elsehul, South Georgia, S54°01.6 W37°57.6'



We spent the whole day in Elsehul today, waiting for better weather. The weather report indicates that things should clear up by later today and be good for the weekend and into next week. We spent the morning on board, reading, looking at our equipment and so on, and then after lunch, we made another foray into shore. This time, the landing party consisted of Skip, Skye, John, Kim and me. We walked north along the beach, past the tripots (whalers' pots for cooking blubber) and up the hill toward some areas with seabird nests. Once we made it past the fur seal colony, we saw a number of grey-headed albatross and also some of the sooty albatrosses. Below us, on the beach in Joke Cove, there were many more fur seals, elephant seals, and a large cluster of king penguins. Skye took some footage of all of this, and then we returned to the landing area, where we filmed the bull elephant seals roaring. Our work complete, we scrambled past the fur seals once again and made it back to the boat.



King Haakon Bay

Date: 25 November 2006

Topic: Around to King Haakon

Morning: Elsehul, South Georgia, S54°01.6' W37°57.6'

Evening: King Haakon Bay, South Georgia, S54°09.1' W37°15.8'



The Golden Fleece, one of a handful of other sailing vessels that frequents South Georgia, arrived this morning. and Kim and I went over and spoke Sally Poncet, who has spent much of the last twenty-five years in the Antarctic and sub-Antarctic regions. We purchased several of her books, which she kindly signed. Around noon, we packed up our own tender and headed out of Elsehul in the direction of King Haakon Bay, around the western end of the island and about 20 nm down the south

coast. We had a nice passage, motor sailing with a light breeze from the southwest and arrived at King Haakon Bay in the early afternoon.

Our first stop was Cape Cove, where the James Caird first stopped after her voyage from South Georgia. The whole area around the cove is lush with tussock grass, and the cove itself is very small, with a steep gully at the end that rises to higher ground. We visited the cave where they slept, and it was really quite a limited shelter. Hard to imagine sleeping six people there, but we did manage to get six of us in for a photo.

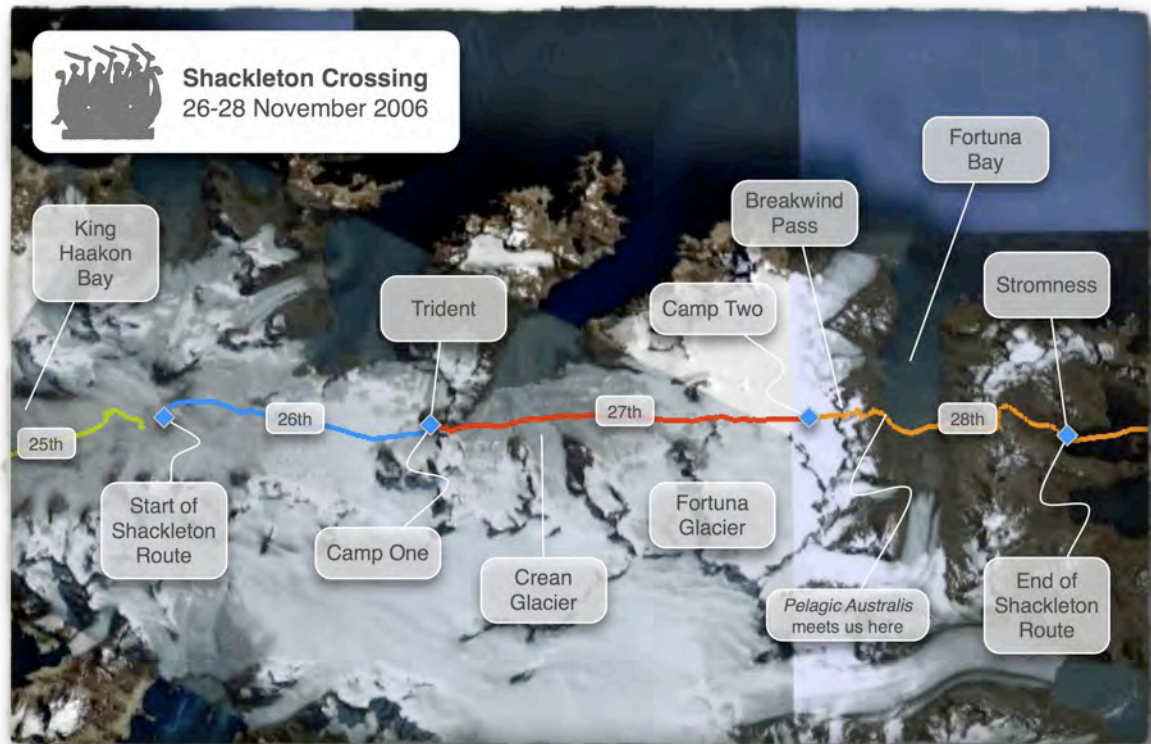


Back on board, we motored down the bay until we arrived off of Peggy Point, near the east end of Kind Haakon Bay. This is where they landed after crossing the Bay, and we climbed the bluff for a good look at the scene before continuing down the beach about

one kilometer to where the Pelagic is now anchored. Back on board, we ate a big dinner, packed up our gear and went bed early in anticipation of a 0400 wakeup and 0600 departure on the Shackleton Crossing tomorrow.



Shackleton Crossing



Date: 26 November 2006

Topic: 1st Day of Crossing

Morning: King Haakon Bay, South Georgia

Evening: Near the Tridents, east end of Murray Snowfield

We were ready to hike this morning, with our gear prepared and our legs anxious for some real exercise. By 0600, we were on the beach, and within thirty minutes, we had ascended to the first tongues of snow from the Murray Snowfield. We assembled our two rope teams, with Dave-Kim-Skip as one, pulling two sleds, and John-Tor-Skye as the other, pulling another sled. Our team was a little lighter so that we could move about and get camera footage. Skye was carrying his large camera, which must have filled two-thirds of his bag. The hike up the snowfield took a number of hours, but went smoothly. Visibility was somewhat limited, particularly as we got up into the cloud and scud. As we approached the area of the Trident mountains, Dave pointed out the pass that Shackleton, Worsley and Crean used to cross. We then climbed up the





slope to the base of the largest rock buttress, and made camp in a comfortable spot above a large basin formed by wind effect—mostly likely the same one that Shackleton described as large enough to fit a battleship. After setting up our Hilleberg tents, we made our selves comfortable and John set about making a nice 'hoosh', as Shackleton's men would have called it. Our first day's work was complete.

Date: 27 November 2006

Topic: 2nd Day of Crossing

Morning: Near the Tridents

Evening: Fortuna Glacier

We departed camp this morning and climbed to the northernmost pass through the Tridents. Although the highest of the four possible passes, the Shackleton party chose this pass after evaluating the alternatives and deeming them too icy and treacherous. Our descent from the pass seemed a bit in question, too, but as the result of too much snow, rather than too little. After reviewing the condition of the snow and avalanche hazard, however, we descended the slope and skied down to the Crean Glacier.



At this point, the weather opened up and we had excellent conditions for several hours as we skied eastward. Toward the middle of the day, however, the katabatic winds started to howl down the glacier, and we were happy to cross onto the Fortuna, where the winds abated somewhat. On the way, we passed the location of one of the helicopters from the British re-conquest of the islands during the Falklands Islands War; it crashed on the glacier and remains there, moving a little closer to the sea with each season.

We pitched our second camp not far from Breakwind Ridge on the eastern edge of the Fortuna Glacier. All was well, other than some sore feet.

Date: 28 November 2006
Topic: 3rd Day of Crossing
Morning: Fortuna Glacier
Evening: Grytviken Harbor, South Georgia



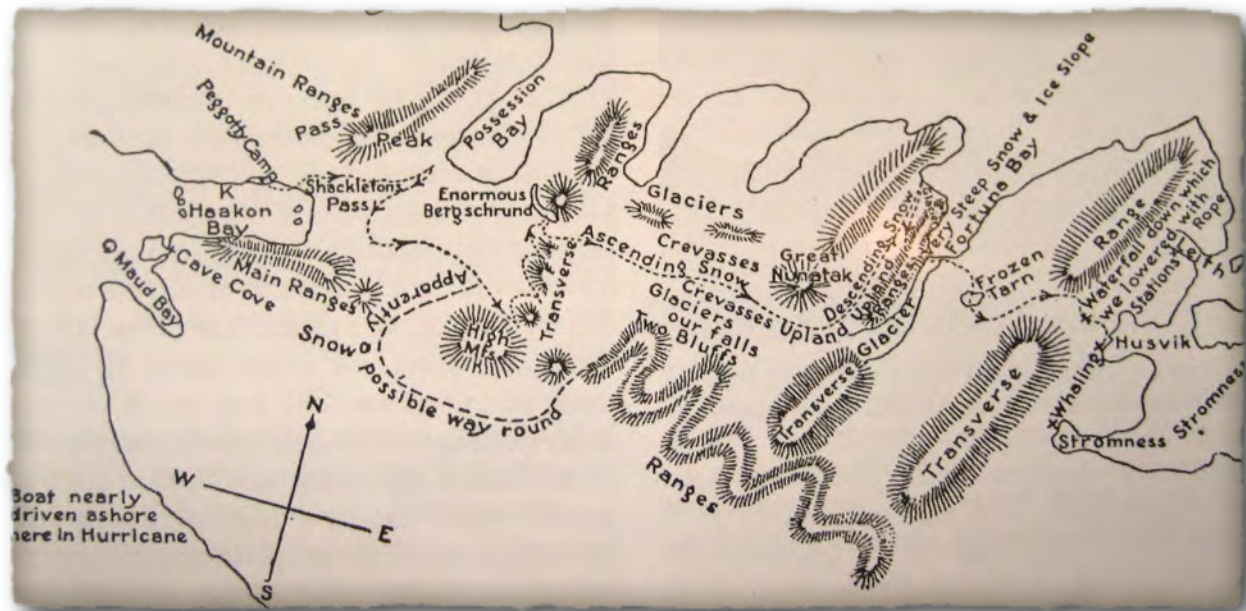
We awoke at 0500 to perfect weather and no wind. We took the opportunity to take plenty of pictures and then broke camp and departed at around 0800 for Breakwind Ridge. We crossed the ridge at the pass that is consistent with Shackleton's descriptions, then skied down to Fortuna Bay on excellent corn snow. At Whistle Cove, in southwest corner of Fortuna Bay, the *Pelagic Australis* crew was waiting with the Zodiac. We repacked, sent our camping and glacier gear out to the boat, and then walked to the river that flows from the König Glacier. The stream was running a bit deeper than anticipated, but we accomplished the crossing without getting too wet.

We hiked up the hill until we reached snow, then skinned to the top of the Stromness Pass. From here we took a slightly different line than Shackleton to make the most of the skiing conditions. The descent ended in a small gully that opened onto the flat plain of Shackleton Valley. A few minutes



later, we reach Stromness, where the *Pelagic Australis* was again waiting for us. The crossing was completed!

Back on board, we hoisted the anchor and sailed down the coast, around Larsen Point, through Cumberland Bay and on to King Edward Point (KEP) and Grytviken. King Edward Point is the seat of administration for South Georgia, site of the post office, government administrators and a nine person British Antarctic Survey (BAS) team. On the other side of the same harbor is the old whaling station of Grytviken, which is the site of the museum, and is currently being restored for tourism. We tied up to the pier at Grytviken.



Grytviken and the East Coast

Date: 29 November 2006

Topic: Grytviken

Location: Grytviken Harbor, South Georgia

We made a visit to the church and church library, followed by the museum and then the post office and Shackleton's Memorial, and ended the evening with drinks at the British Antarctic Survey station after dinner.

Date: 30 November 2006

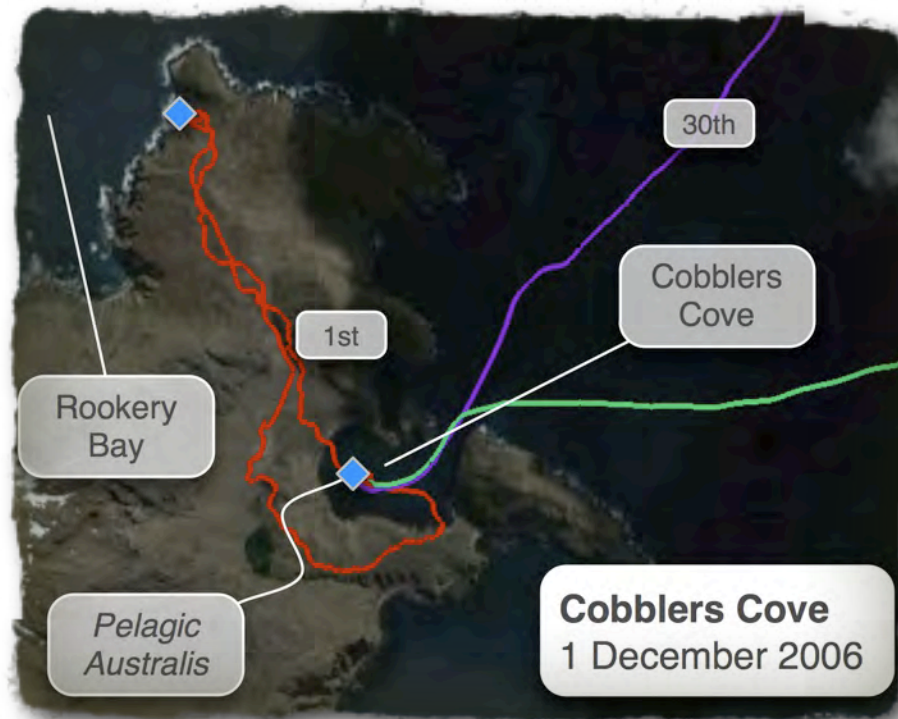
Topic: Around to Cobblers Cove

Morning: Grytviken Harbor, South Georgia

Evening: Cobblers Cove, South Georgia

There was time for another quick visit to the museum in the morning, then we walked out to Shackleton's grave for a toast to the Boss. After taking some footage of the boat sailing in front of King Edward Point, we headed around the corner to the Nordenskjöld Glacier for some more filming of the *Pelagic Australis* in front of the glacier face, at the base of the Sörling Valley. After that, we sailed around the corner of the Barff Peninsula to Cobblers Cove.



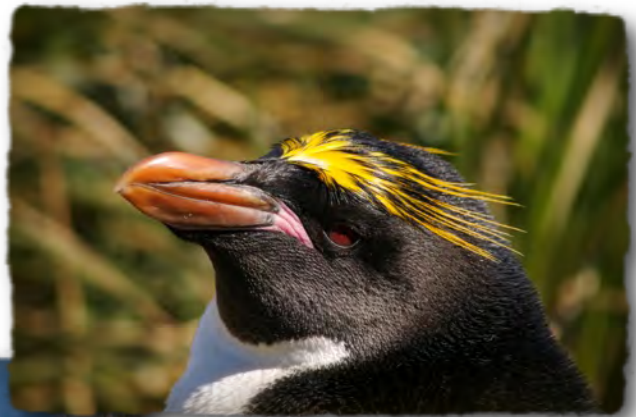


Date: 1 December 2006

Topic: On to Maultke Bay

Location: Cobblers Bay to Ocean Bay to Maultke Bay

We started today in Cobblers Bay, with absolutely beautiful weather. We assembled our gear and headed up the hill in the direction of the next bay to the west, Rookery Bay. From the crest, the



view was stunning, and we rested and observed some petrels nesting some distance below us. A couple of reindeer bucks passed close by, wary of us, but not paying too much attention. At the bottom of the hill, we passed close to a colony of macaroni penguins and then descended to the shore,

where we observed macaronis scrambling out of the seas onto the rocky ground.

We returned the way we came, climbing up to the crest and then glissading back down. Next, the party climbed up the bluff that overlooks the harbor on the south, passed not far from a colony of nesting gentoos and looked down at the light-mantled sooty albatrosses



flying below us and a few dozen reindeer grazing on the slopes. We descended to the east side of Cobblers Cove and returned to the boat.

Our visit complete, the *Pelagic Australis* hoisted the anchor, and we headed south once more, stopping at Ocean Harbor where we once more spotted the Golden Fleece, before continuing on to Moltke Harbor for the night.

Larsen Harbor
2-5 December 2006

Labels on map:

- Drygalski Fjord
- Pelagic Australis
- Mount Mair
- 5th
- 4th
- Mt. Sabatier
- Snow Dome
- Philippi Glacier
- Pass to Philippi Glacier
- Larsen Harbor
- Doubtful Bay
- 4th

Location: Maultke Bay to Larsen Harbor

[illegible]

21

Date: 4 December 2006
Topic: Probe
Location: Larson Harbor

After a day of bad weather which more or less confined us on board, checking and rechecking our equipment, today dawned clear and promising.



We approached the base of the glacier around noon. After observing the conditions in the valley that we needed to ascend, however, we decided that the avalanche hazard was too high for the whole group to ascend immediately, and that we would need to wait for things to cool down and firm up a bit. John and Dave went up for a quick reconnaissance and left some gear at the pass.

In the mean time, we returned to the eastern end of Larsen Harbor, where we hiked up the slope on the south side and down toward Doubtful Bay. After dinner and a bit of sleep, we returned to the glacier in the evening for a second attempt to reach the Philippi Glacier.



Date: 5 December 2006
Topic: Phillippi Glacier
Locations: Larsen Harbor to Phillippi Glacier and back on skis; with Pelagic Australs from Larson Harbor to Grytviken

We started skiing up to the Phillippi Glacier shortly after midnight. After ascending to the col, we emerged onto the glacier

proper. Conditions on the glacier itself were excellent, and we rapidly skied the four kilometers to the base of Mount Sabatier. The frozen eastern face of the mountain presented an obstacle far beyond the time and skill (for most of us, at least) at our disposal, with ice mushrooms that exceeded even those of the famed Patagonian peaks. With its defined shape



and interesting features (including a large keyhole, visible just to the right of center in the picture below), it will certainly present an enticing challenge for climbers in the future!



After scouting the east face of the mountain, we skied back down the glacier. A few of us (Skip, John and I) then ascended part of a snow dome on the south side of the glacier, near Mt. Senderens. John and I ascended the unnamed peak adjacent to Mt.

Mair, on the north side of Larsen Harbor, before finally skiing down and returning to the boat. On our way back out, the outboard engine died, and we completed the last couple of miles by paddle, much to the amusement of the rest of the crew. After we disentangled the *Pelagic Australis*' anchor from a reef of kelp, we made sail for Grytviken, and were there by evening. A long, but fruitful, day.



Husvik & Salisbury Plain

Date: 6 December 2006

Topic: To Husvik

Start: Grytviken

End: Husvik

We filled our water tanks and did other small errands in Grytviken this morning, before departing at around 1350 for Husvik (one bay over from Stromness), where we dropped the anchor at 1730. The former whaling station manager's house was occupied by a team from British Schools Exploring Society (BSES), who were doing repair work on the historic structures.

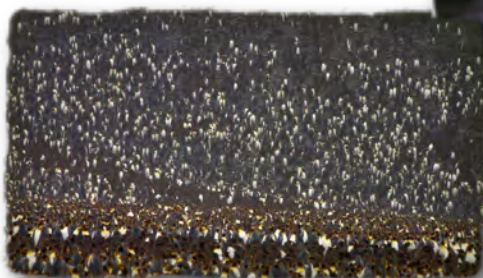


Date: 7 December 2006

Topic: Salisbury Plain

Location: starting at Husvik, landing at Prion Island and Salisbury Plain, anchored at Rosita Harbor, and finally enroute to Stanley

Left out of Husvik today at around 0700 and cruised around the point to Blue Whale Harbor, where we met up with the old Pelagic. She's at the start of a trip to South Georgia and the Peninsula with Norwegian film crew on board. We exchanged some packages by boat-



to-boat toss and exchanged holiday greetings. Then we continued on to Prion Island, famous for its wandering albatrosses.

Our landing on the island

was thwarted, however, by the hordes of fur seals on the beach – they were particularly dense today, and there seemed to be newborn pups everywhere.

Next we crossed the bay to Salisbury Plain to see the King Penguins in their hundreds of thousands. Our departure got a bit exciting—we almost swamped the Zodiac (the tender) as we struck a particularly large wave on launch—and some of our camera

equipment took a bit of a dunking. At least it was the end of the trip and not the beginning!

Our final stop on South Georgia was at Rosita Harbor, where we prepared things for the trip to the Falklands, before raising the anchor for the final time on this voyage.



Back to Stanley

Date: 8-11 December 2006

Location: Enroute to Stanley

The return trip was pleasant and uneventful, beyond a few icebergs spotted in the first couple days and occasional fog. The winds started out quite light, then built a bit toward the end. Off watch, there was much chess-playing, reading and photo-editing, and some excellent fresh bread, curry and coffee were also prepared.

We arrive in Stanley in the evening of the 11th, around 2000, about the same time as a large cruise ship called the Celebrity departed, carrying a couple thousand passengers. We had returned to civilization.

Date: 12-16 December 2006

Topic: Stanley

A few relaxing days in Stanley: the party visited the various museums and even enjoyed a couple of rounds of golf at the Stanley Golf Club. A heavy storm on the last day almost caused a cancelation of our once-a-week flight back to the continent, reminding us even at this last opportunity, the weather dictates all plans in this part of the world.



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