

The Grand Route through the Southern Polar Regions



From Ushuaia to Ushuaia

4 to 22 January 2024

Text: Prof. Dr. Ingo Heidbrink

Photos: Prof. Dr. Ingo Heidbrink

Ship data	HANSEATIC <i>inspiration</i>
Home port	Valetta
Flag	Malta
Size	15,650 GRT
Length over all	138.70 m
Width	22 m
Draught	5,7 m
Drive	<p>4 MAK 8M 25 E diesel generators, 2,800 kW / 720 rpm with AvK DSG generators 690 V / 2700 kVA</p> <p>2 main drive motors (electric) Indar ACP-1000M/12 / 3,200 kW</p> <p>2 propellers (fixed propellers) diameter approx. 360 cm</p> <p>1 bow thruster Rolls Royce TT2200 / 1200 kW</p> <p>2 BLOHM & VOSS stabilizers</p>





Welcome aboard the HANSEATIC *inspiration*. Please allow me to welcome you on behalf of the entire crew and to briefly introduce myself as your chronicler of this voyage, even if you will already know me well by the time you read this logbook. Originally raised in Lage, East Westphalia, Germany I have lived and worked on the US East Coast for many years as a maritime and polar historian at a state university. As part of my research, I have conducted extensive field research projects in the polar regions for almost 30 years, including teaching two semesters at Ilisimatusarfik, the University of Greenland. I have also been working as a lecturer for Hapag-Lloyd Cruises in the polar regions for more than ten years, and even after all these years, a trip to Antarctica is still something special for me. This logbook is not intended to replace your own diaries and memories, but to help you keep track of them. It will be written on board on a daily basis and will therefore meet neither scientific nor literary standards, but I hope that you will still enjoy reading it.

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	999 hPa	Air	Water	4 Bft	Overcast
54°48.7' S	068°17.8' W		12 °C	9 °C		
Sunrise: 4:56 am				Sunset: 9:48 pm		

"A Departure, the last professional sight of land, is always good, or at least good enough. For, even if the weather be thick, it does not matter much to a ship having all the open sea before her bows."

Joseph Conrad

After a long journey, we reach Ushuaia, which is not only the port of departure for this trip, but also the southernmost city in the world. The Chilean city of Puerto Williams on the opposite side of the Beagle Channel is a little further south, but unlike Ushuaia in Argentina, it is not a real city, but a military settlement that has only been transformed into a civilian settlement to a certain extent in recent years.



While most of the guests first enjoy a tour of Ushuaia and get to know the South American cuisine at lunchtime, the HANSEATIC *inspiration* takes on the food and supplies required for the voyage.



After all, the ship has to be outfitted for a voyage of almost three weeks. A voyage in which the next port of call for supplies will be Ushuaia. During the tour of the city, it became clear that the former convict colony has not only become a modern city, but also one of the most important ports for Antarctic shipping. Moreover, it cannot be overlooked that this region of the world is by no means an area that is spared from international conflicts. The claim to the Malvinas (Falkland Islands) and Antarctica as

Argentine territory is made abundantly clear in the town. However, on arrival in the Falkland Islands and South Georgia at the latest, the British authorities will make it equally clear that they do not share this view and exercise sovereignty there.

We finally board the ship at 16:00, so it is time to explore the ship and settle into our cabins. The mandatory sea rescue drill for passengers is already on the program at 18:30. The exercise is carried out in a routine manner and it is good to see that the crew is also well prepared for an eventuality that will hopefully never occur. At the same time, the sea rescue exercise also offers the opportunity to see all the guests who are going on this voyage. At the moment there are still almost 200 unfamiliar faces, but in just under three weeks they will be acquaintances and friends with whom we will share unique experiences and memories. A group of strangers will have imperceptibly become an on-board community.



Once the sea rescue exercise has been completed, the departure cocktail is served on the pool deck and, with a little delay, the fuel transfer is also completed. Now it's time to cast off and the HANSEATIC *inspiration* sets course for the eastern exit to the Beagle Channel. This marks the end of the day's program and it is time to explore the gastronomic offerings on board. Most of the guests then go to their cabins, as the journey has taken more than 36 hours for many of them. However, a few guests do not miss the opportunity to stay on deck late in the evening and experience the HANSEATIC *inspiration* steaming eastwards through the Beagle Channel. For a few hours, the ship's command is assisted by an Argentinian pilot in navigating the narrow waters of the Beagle Channel, but then it is time for the pilot boat to come alongside and the pilot to disembark. A long journey has come to an end and the expedition to Antarctica has begun.

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	996 hPa	Air	Water	4 Bft	Overcast
53°53.7' S	063°50.9' W		7 °C	9 °C		
Sunrise: 4:42 am				Sunset: 9:54 pm		

"In a rocking ship, only those, who stand still fall, not those who move."

Ludwig Börne

During the night, the HANSEATIC *Inspiration* left the Beagle Channel and reached the high seas. Today's day at sea is determined by a full program, which begins at 9:00 in the morning with the distribution of expedition parkas and rubber boots on the pool deck. The right sizes are found in no time at all and choosing the right model is no problem either, as although boots and parkas come in all sizes, there is only one model of each. Over the years, this model has proven to be extremely well suited to the special requirements of an expedition to Antarctica.

Once the correct sizes for the boots have been noted down and the right parka has been found, the program continues immediately with an introduction to the Ocean Academy. This knowledge centre on board offers the opportunity to learn about Antarctica and other travel areas 24 hours a day. In addition, the microscopes and binoculars available allow visitors to take a closer look at some of the finds, whether they are specimens from the small display and teaching collection or their own finds. (However, once the HANSEATIC *inspiration* has left the Falkland Islands, it will no longer be permitted to bring finds on board due to the special regulations for the protection of Antarctica.) The team of experts will also use the Ocean Academy to take a look at freshly fished plankton, or simply to help us identify birds we have photographed.



At 11:30 am, the entire expedition team introduces themselves in the HanseAtrium and it quickly becomes clear that this is a team that is not only interdisciplinary, but also has a wealth of experience in the Antarctic. There are still a lot of new faces, but in just a few days they will all be familiar and it will be clear which question can best be answered by whom. While the team introduces itself, the HANSEATIC *inspiration* steams on towards the Falkland Islands. The sea shows its calm side and although the sky is overcast and visibility is only a few hundred meters, the first petrels are already appearing again and again, following the ship on its course.

At around 1:30 am, the bridge announces "Whales, whales, whales" and indeed a group of pilot whales appears near the ship. Within a few minutes, the outside decks are well filled and the first whales of this trip can be observed. Pilot whales are toothed whales and one of the smaller whale species, but they are still a considerable size. It is a fascinating sight to watch the animals as they

repeatedly come to the surface to breathe and then disappear into the depths again. After a while, a school of hourglass dolphins appears. They follow the ship, and their characteristic black and white colouration is clearly visible, especially when the animals are directly under the water surface. The white shading on the side has the shape of an used in the past in seafaring, hence the name of these dolphins. After the *HANSEATIC inspiration* has spent a good half hour with the animals, it is time to continue the journey towards the Falkland Islands.

In the afternoon, the IAATO briefing, which is mandatory for all guests, takes place. Here our expedition leader Dr. Wolfgang Wenzel explains the requirements and rules for a visit to Antarctica. Most of these rules should be self-evident, but it is good to hear a summary of everything that needs to be considered when visiting this region, which is particularly worthy of protection.

Antarctica is the largest nature reserve on earth and even though there is no national government, a complex treaty system (Antarctic Treaty) regulates all human activities on this continent where there is no economic or military activity. The outbreak of bird flu in Antarctica this year has added a number of additional regulations and it is a priority to prevent this disease from spreading faster and further than it would naturally. In addition to these rules, there will also be instructions on how to use the Zodiac boats, because without these fast and manoeuvrable boats, hardly anything will be possible in the coming days.

Now that the day's compulsory program has been completed, Captain Jörn Gottschalk invites guests to the traditional Captain's Cocktail on the pool deck at 6:30 pm. He not only welcomes all guests on board once again and gives an overview of everything that is planned for the coming days, but also introduces the ship's senior officers. A well-filled day at sea slowly draws to a close and the journey continues towards New Island, which will be reached tomorrow morning around 7:00 am.



Saturday, 6 January 2024 New Island & Carcass Island – Falkland Islands

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	1004 hPa	Air	Water	3 Bft	Overcast
51°43.9' S	061°15.4' W		12 °C	9 °C		
Sunrise: 4:56 am				Sunset: 9:24 pm		

"These facts seemed to me to throw some light on the origin of species, ..."

Charles Darwin on the return journey from the Falkland Islands

The position off New Island is reached around 7:00 am and the first landing of the cruise can begin. First, the scout boat travels from the ship to the beach to explore the conditions at the landing site. This is followed shortly afterwards by the boat with the experts and then the first guest boat can soon set off. Getting on and off the boat may take a little extra time, but it is the first time on this trip and all in all it is already going surprisingly smoothly. Once on the beach, the first thing to do is to explore the small museum, which presents the history of New Island, including its use as a sheep farm and a whaling station in the early years of the 20th century.



We then walk about one kilometre across the island to the opposite shore where there is a mixed breeding colony of rockhopper penguins, black-browed albatrosses, and imperial cormorants in a kind of natural amphitheatre. The first impression is simply overwhelming. No matter where you look, there are birds sitting on their nests and looking after their chicks, which hatched just a few weeks ago. A couple of skuas, caracaras, and turkey vultures are always watching to see if one of the other birds is careless. That might be the chance to steal a chicks or an egg. The goings-on in the colony can be observed at close range and



the different behaviour of the species when rearing their chicks quickly becomes apparent. What they all have in common is that this amphitheatre is the ideal location for their different needs.

On the way back to the landing site, the kelp and upland geese can be observed, and they too have found the perfect habitat here on New Island. At some point, however, it is time for the last Zodiac to return to the ship and this first landing of the trip can be counted as a complete success.



At midday, the HANSEATIC *inspiration* sails from New Island to Carcass Island and arrives at the anchorage off the island at 3:00 pm. On the way to the beach, it is already clear that the landscape here on this island is completely different to that of this morning. The beach is wide and sandy and here we cannot only see large groups of Magellanic penguins, but also some gentoo penguins as well as oystercatchers and flightless Falkland steamer ducks.



After a short stay on the beach, most of the guests begin the four-kilometre hike to the settlement on Carcass Island. The weather is at its best. Bright sunshine and high temperatures, which quickly raise the question if the expedition parka was really the right choice. From the beach, we first cross a plain where the Magellanic penguins have made their breeding burrows. Unlike other penguin species on this trip, Magellanic penguins are cave breeders and usually raise their two chicks in burrows which they have dug themselves. It is therefore essential to stay on the path, as otherwise every step could quickly end in breaking into one of these breeding burrows. We continue through the tussock grass, which can reach heights of up to two meters. Again and again, you can see the various bird species for whom this this native grass is an essential habitat.



The highest point of the hike is reached after just under one kilometre and the route continues along the coast to the settlement, which is finally reached after a total of four kilometres. In the meantime, those guests who did not join the hike have also arrived here, having taken the Zodiacs directly to the settlement on Carcass Island after an extensive lunch break.

It is a typical Falkland Islands farm, even if it no longer lives from sheep farming but from tourism.

The main house of the settlement is located in a sheltered hollow and once the wellies have been taken off, we head inside for an original British teatime. A wide range of typical British pastries and the obligatory tea show the British hospitality of the Falkland Islands at its best. Thanks to the perfect weather, teatime quickly turns into a garden party. Scones and clotted cream are just some of the many offerings that show that the islands are perhaps even a little more British than Great Britain itself.



Around 6:30 pm we return to the ship and a perfect first landing day of this expedition comes to an end.



Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	999 hPa	Air	Water	7 Bft	Cloudy
51°40.4' S	057°50.0' W		12 °C	10 °C		
Sunrise: 4:44 am				Sunset: 9:09 pm		

"The Falklands thing was a fight between two bald men over a comb."

Jorge Luis Borges

The Narrows off Stanley Bay are reached shortly before 8:00. This time, however, the HANSEATIC *inspiration* does not pass through the passage, which is only a few hundred meters wide, but anchors in the outer part of the natural harbour. Thanks to the narrow passage at the entrance to the inner harbour, Stanley Harbour is one of the best-protected natural harbours in the entire Southern Ocean and the Cape Horn region in particular. However, it is also a harbour where sailing ships often had to wait for weeks until the wind conditions allowed them to master the narrow passage. After our ship has dropped anchor, the ship's tenders are used for the first and only time on this voyage and we go ashore dry-footed and without rubber boots.

Our team of experts has already spread out through the town and at least one member of the team is present at every important point, either to offer help with orientation or to provide expert information. The town itself is perhaps the most British town outside the British Isles proper. Typical rowhouses and pubs line the few streets as well as a variety of souvenir stores, galleries, and cafés. Of course, there is also a post office, a bank, a supermarket, an Anglican and a Catholic church. The town's museum is somewhat hidden away in a former ship repair workshop. Apart from life and work on the islands through time, the



history of the Falklands War is presented here from the perspective of the British islanders. Furthermore, the history of British polar exploration, for which Port Stanley was one of the most important ports of departure, can be explored. If you look closely, you can still find a branch of the British National Polar Research Institute in town today. Hardly any guest misses a visit to the museum and Prof. Dr. Heidbrink temporarily changes profession from expert to museum guide.



However, given the windy but otherwise summery weather, the museum is perhaps only the second-best choice for our time ashore. The absolute best idea is definitely to simply explore the place and get a feel for what life is like in this British exclave. Of course, the opportunity to write postcards will also be used extensively, even if they may not arrive home until after we do. As an alternative to town, there is also a short excursion to Gypsy Cove, either by shuttle bus or as a guided hike. Here it becomes abundantly clear that the history of the Falkland Islands was characterized by military conflicts not only during the 1982 war with Argentina, but also during the world wars. Due to their location on the approach to Cape Horn, the islands have always been of outstanding strategic importance and Gypsy Cove has always been one of the most suitable positions to protect the entrance to Port Stanley. Thus the remains of a cannon position from the Second World War can still be found here today.



Until a few years ago, the beach itself was closed to visitors due to a marginal but still existing mine risk from the time of the Falklands War, but these last mines have now also been cleared. However, this ban never applied to the penguins, as they are fortunately not heavy enough to set off any of the remaining mines. In addition to the fascinating views of the snow-white beaches with azure blue water, the tour at Gypsy Cove also offers the opportunity to observe Magellanic penguins at close range for the last time during this trip. Some



of the breeding burrows are so close to the path that it is even possible to take a cautious look inside.

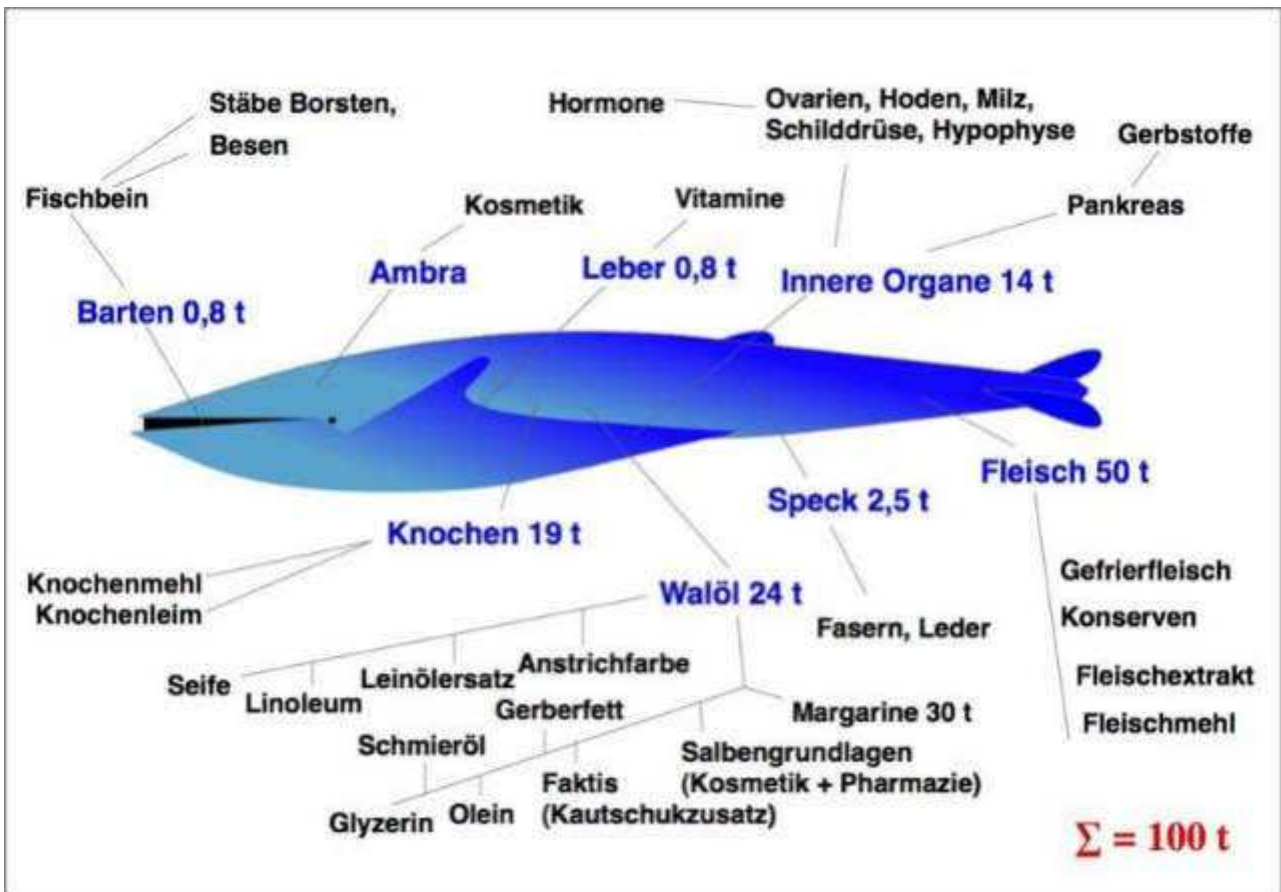
At some point, however, it is time for the last tender back to the ship and once all guests are safely back on board and the tenders are secured, the crossing to South Georgia can begin. After all, it will take two whole days at sea to reach the island.

In the afternoon, the HanseAtrium will be transformed into a lecture hall for the first time during this trip. Prof. Dr. Ingo Heidbrink will report on Antarctic whaling and how an international fishing fleet has brought the large whale species of the Southern Ocean to the brink of extinction within just a few years. In addition to the technical history of whaling from the early modern period to the 20th century, he explains above all that whaling has always involved the extraction of industrial raw products and that it has ultimately always been an industry that can only be compared to the petroleum industry.



Of course, it is also explained that Antarctic whaling was the industry that brought large whales such as blue and fin whales to the brink of extinction within a very short time in the 1930s. Within just four fishing seasons, almost 200,000 animals were caught by international whaling fleets, all to supply the industrialized world with margarine, washing powder, and nitro-glycerine.

The start of the Second World War prevented the continuation of this overexploitation, but it was almost too late. Currently it is assumed that the blue whale population in the Southern hemisphere consists of, at best, 10,000 animals.



At the same time, Carina Gsottbauer will be giving the first English lecture of this trip. Under the title "Penguins - Life between two worlds", she will report on how these fascinating birds have adapted to the special conditions of life in the extreme regions of the Southern ocean.

At 18:30, there is a completely unexpected announcement on board: General Expedition Manager Anke Ulich asks all guests to leave their cabins and meet in the corridors. Fortunately, the reason for this unusual announcement was neither an unexpected emergency nor another safety drill. That this was not the case becomes clear at the latest when the hotel staff are standing in the corridors with champagne bottles ready to fill the glasses brought from the cabins. "Meet your neighbour" is the motto of the spontaneous little party, which is simply about getting to know the people who live in the neighbouring or opposite cabins. The expedition team and the ship's officers also mingle with the guests and so the time until the start of dinner flies by with lots of good and interesting conversations.

Afterwards, a quiet evening on board begins and it is time to process everything we have experienced so far, perhaps sort through the first photos, or simply enjoy life on board and the musical offerings.

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	998 hPa	Air	Water	5 Bft	Overcast
52°24.4' S	050°12.5' W		8 °C	7°C		
Sunrise: 5:19 am				Sunset: 8:49 pm		

"The mighty whales, that swim in a sea of water, and have a seal of oil swimming in them."

Thomas Fuller 1608-1661

In almost ideal sea conditions, the HANSEATIC *inspiration* steams towards South Georgia. The swell causes the ship to roll only slightly and, thanks to the favourable winds, it makes rapid progress. From 9:00 am, the expedition team invites guests to the Ocean Academy to explain how to use the binoculars and at 10:00 am, expedition leader Dr. Wolfgang Wenzel invites all guests to the HanseAtrium once again to explain the rules and regulations applicable for a visit to South Georgia. Due to the outbreak of bird flu, some special rules have to be followed this year, but it quickly becomes clear that there is a great deal of understanding for this, as the aim of this trip is to protect nature in the best way possible.



In the afternoon, it is time to thoroughly check our personal equipment again to make sure that no organic material has stuck to the Velcro fasteners. With the help of vacuum cleaner and brush, any remaining dirt is quickly removed and everything is ready for the strict inspection by the British authorities on the island.

At 4:30 pm Carina Gsottbauer will give her lecture on penguins in German and Prof. Dr. Ingo Heidbrink will repeat his lecture on whaling in English. It will still be quite some time before the HANSEATIC *inspiration* reaches South Georgia. So, what better time to open a winter market on board the ship. The pool deck is filled with the various stalls of a traditional winter market and it does not take long for the smell of roasted almonds, mulled wine, and bratwurst to waft over the ship. A certain amount of improvisation is clearly involved and it may be questionable whether the slot machine set up by the expedition team is really up to scratch, but in the end the win rate is almost 100 percent.



As the evening progresses, the Crew Band of the HANSEATIC *inspiration* performs and the atmosphere changes abruptly. What had previously been a rather cozy winter market with good food suddenly turned into a real party. The odd cup of mulled wine is probably played a role in this transformation.

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	1001 hPa	Air	Water	5 Bft	Overcast
53°17.0' S	042°01.1' W		5 °C	5 °C		
Sunrise: 4:41 am				Sunset: 8:21 pm		

"You can never cross the ocean unless you have the courage to lose sight of the shore."

Christopher Columbus

The sea is still calm this morning. However, visibility is only a few hundred meters. Thanks to the ship's modern radar equipment, however, this is no reason to slow down.

From 9:00 am, Carina Gsottbauer and Prof. Dr. Ingo Heidbrink will be available in the Ocean Academy to answer questions about the history and biology of our travel region, and within a very short time an interested round of talks will develop, covering many topics.

The general alarm sounds at 10:30 am. Fortunately, it is only a drill. The crew uses the sea day to prepare for all eventualities and this includes running through all possible scenarios again and again. This is the only way to ensure that all procedures work perfectly in the event of an emergency, which will hopefully never happen. The guests on board only notice comparatively little of the exercise, apart from the numerous announcements. Service is somewhat restricted during the exercise, as the staff in these areas are also involved in the exercise. There is complete understanding for this on all sides, because safety at sea requires regular training. After a good hour, the announcement is made that the exercise is over and from now on it is important to take every possible alarm seriously again and behave accordingly.



At 11:30 am, the HanseAtrium will once again be transformed into a lecture hall and Carina Gsottbauer will report in English on Antarctic seabirds, while Prof. Dr. Ingo Heidbrink will simultaneously present the history of fishing in the waters around the Antarctic and explain why the end of whaling and the fishing conflicts in the North Atlantic in the 1970s led to fishing vessels also setting course for the waters around the Antarctic.

Shortly after 1:00 pm, we once again hear "Whales, whales, whales" from the bridge and this time it is a group of humpback whales. The animals jump and on closer inspection it is clear to see that it is at least one mother with her calf. The calf jumps again and again and the adult animal not only jumps, but also repeatedly slaps the surface of the water with its pectoral fins. Both behaviours are not only used for acoustic communication over

long distances, but are almost certainly also purely playful behaviours in which at least the young animal also exercises its muscles. Born a few months ago in the warmer regions of the South Atlantic, the calf is now in the food-rich waters of the Southern Ocean for the first time.

A little later, the Shag Rocks come into view. Six rocks protrude from the sea as an isolated group of islands and, with a total area of just 20 hectares, it is clear that these are islands uninhabited by humans, although they are a breeding and resting place for tens of thousands of seabirds. The small shelf area of the archipelago is also a so-called upwelling area, in which a lot of nutrients are shifted towards the water surface, providing ideal feeding conditions for the seabirds that breed here, as well as for a wide variety of other sea creatures, including various species of whale.



The humpback whales are not disturbed by the proximity of the ship and the impressive show lasts for almost an hour. The animals repeatedly show their flukes as they dive and come so close to the ship that the animals' breath sounds can be heard as well as seen. No matter in which direction you look, you can see blows everywhere. At some point, however, it is time to say goodbye to the whales and the Shag Rocks and set course for South Georgia again. What an experience - it's almost not worth mentioning that the first iceberg of this trip was spotted at the same time.

From 2:00 pm, Guest Relations Manager Gitti Hoffmann invites guests to the Observation Lounge for Bingo, perhaps the most popular ball game on any cruise ship.

At 4:30 pm, Lisa Heinz and Dr. Björn Berning will once again be giving lectures in the HanseAtrium, this time in German on the Antarctic ice world on land under the title "Die Kryosphäre" (The Cryosphere) and in English on earthquakes and volcanic eruptions in the Antarctic region.

And at 6:30 pm it is time to come back to the HanseAtrium. This time, expedition leader Dr. Wolfgang Wenzel will present the plans for the coming days on South Georgia and the members of the team of experts will either look back on what they have experienced on the Falkland Islands over the past few days or present some details that will require special attention in the coming days. These so-called Pre/Recaps will be part of the daily program during the coming days and will help to answer all the questions that may have been neglected on the beach or in the Zodiacs.

Meanwhile, the HANSEATIC *inspiration* continues its course towards South Georgia, where it is scheduled to arrive at Salisbury Plain at 7:00 tomorrow morning.

Wednesday, 10 January 2024 Salisbury Plain & Stromness – South Georgia

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	995 hPa	Air	Water	6 Bft	Rain
54°00.3' S	037°05.2' W		3 °C	4 °C		
Sunrise: 4:42 am				Sunset: 9:19 pm		

"One can't be angry when one looks at a Penguin."

John Ruskin

After two days at sea, we reach South Georgia. As the clouds hang low, the mountain landscape can at best only be guessed at, but at least the visibility and sea conditions are such that nothing stands in the way of the planned zodiac cruise.

The first group sets off at 7 am, as there is always a risk of so-called katabatic winds on South Georgia around midday and getting up early therefore offers the best chance of actually being able to carry out cruises or landings.



The beach is full to bursting with king penguins and fur seals and giant petrels can be seen on the water. During the cruise along the beach, not only the harems of fur seals can be observed, but also how the males are constantly busy making sure that no female or young animal leaves the harem or another male enters the harem.



The king penguins are completely unimpressed by this activity and repeatedly go in large groups from the beach into the water to fish for food. In total, there are around 60,000 breeding pairs here in this colony and if you include chicks and animals not involved in breeding, there are probably around 200,000 king penguins to be seen here in Salisbury Plain. However, as the actual colony is located behind the seawall, the chicks are barely visible.

There are also some elephant seals on the beach, which use the beach for their annual moult. Although they are comparatively young animals, they are already impressive in size and it is easy to see how some young males are already practising for the territorial battles of later life.

If you look closely, you can even see two young blonde fur seals. These animals are not albinos, but simply leucistic, where the fur is blonde instead of dark brown. As the Zodiac cruise progresses, the weather conditions deteriorate slightly and, due to the increasing wind, the return journey to the HANSEATIC *inspiration* is not always really dry. Nevertheless, the fog bank only moves into the bay shortly before the end of the cruise and so the operation can be carried out as planned, even if the last boats have to find their way back to the ship with the help of the ship's searchlight. At 10:30 am the last Zodiac is back on board and the anchor can be hoisted to sail to Stromness.



We reach Stromness on time at 2:30 pm and head ashore in low clouds and steady rain. The fur seals are lying on the beach and it takes some skill to find the best way between the various harems. It is forbidden to enter this former whaling station because it is an unsecured industrial monument from which the pollutants have been removed, but there is always the possibility that a building could collapse or you could step through the floor.

From 1931, this station was no longer used for whaling, but as a repair facility for the other whaling stations in the region. This repair work included, above all, the maintenance of the fishing boats, so it is not surprising that numerous replacement propellers and steam boilers lie next to the station. The propellers in particular clearly show that the whaling station's fishing boats were extremely manoeuvrable vessels with high engine power. The fact that they were made of steel and not propeller bronze was intended to largely prevent damage to the propellers when sailing in ice, as the steel used is much harder than the bronze, which is otherwise more suitable for propellers.



However, the actual destination of the landing can only be reached by a short hike: the waterfall at the end of the valley. This path was also the very last section that Shackleton had to take on his involuntary crossing of South Georgia before he arrived in Stromness and thus back in civilization and was able to organize help for the men, he had left behind on Elephant Island.

Along the way, many fur seals and young elephant seals can still be seen, as well as large groups of king penguins that are currently in moult. The young fur seals in particular, which are only around four weeks old, are extremely curious. Their older conspecifics are less curious, but repeatedly make the odd mock attack. However, it soon becomes clear that these are only mock attacks and that the animals will stop when you stand up and show them who the bigger animal is. Keeping the prescribed distance between humans and animals is not easy, but it is the best way to avoid any critical situation.



Unfortunately, the rain does not stop and so it is an extremely impressive, but also extremely wet nature experience. At 6:45 pm, the last Zodiac finally sets course back to the ship and the first day on South Georgia comes to an end. At 9:30 pm, the experts present the Recap/Precap and most of us will quickly head to our cabins afterwards, as tomorrow will be another early start.



Thursday, 11 January 2024 Nordenskjöld Glacier & Grytviken – South Georgia

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	970 hPa	Air	Water	5/6 Bft	Overcast
54°20.2' S	036°23.2' W		3 °C	4 °C		
Sunrise: 4:13 am				Sunset: 8:56 pm		

"Freedom is like the sea: the individual waves are not very powerful, but the force of the surf is irresistible."

As the landing site originally planned for this morning was closed by the South Georgian authorities yesterday due to a suspected outbreak of bird flu, the expedition team has to make new plans. But as always, where there is a plan A, there is also a plan B and if this is also not feasible, plans C or D are used. Constantly reacting to local developments and conditions is part of everyday life on an expedition cruise and for an experienced team this is basically routine.

The planned landing therefore becomes a glacier cruise with the Zodiac boats. The conditions are quite challenging, as the wind is quite strong. The fact that it is also raining is annoying, but not really a problem. From the ship, we head towards the Nordenskjöld Glacier at the southern end of Cumberland Bay.



However, the actual destination is not the glacier front, but the icebergs stranded in Cumberland Bay. As soon as the boats are in the lee of these gigantic ice formations, the sea becomes a little calmer and our gaze is drawn to the bizarre shapes that these icebergs have taken on since they broke away from the Antarctic ice shelf and found their way into Cumberland Bay.

In the water there are always fur seals and in the air it's mainly the giant storm petrels. In addition to icebergs at close range, the special experience of this zodiac cruise is above all a trip in wind and sea conditions typical of this region. Despite the skill of the boat drivers, there is hardly a guest who has not been more or less drenched by the time they return to the HANSEATIC *inspiration*.



In the afternoon, we visit Grytviken, the only settlement on South Georgia. However, this oldest whaling station on the island is no longer inhabited. The employees of the administration, the museum, the post office and some scientists all live at the station at King Edward Point, just a short distance away. First of all, the British authorities come on board and the ship is not only cleared, but also carefully checked to ensure that the strict biosecurity regulations are really being adhered to by all guests and crew. A random check of the rubber boots, Velcro fasteners, and bags does not lead to any objections and we can then go ashore. The thorough cleaning of all the equipment has therefore proved to be a success and the HANSEATIC *inspiration* has received confirmation from the authorities that the strict regulations are 100% complied with.

The weather conditions have now improved considerably and even the sun is making an appearance. As all asbestos-containing materials have been removed from the only whaling station on South Georgia that is open to visitors. The bizarre image of an industrial plant without its building shells can be seen, which is more or less a cutaway model of the



actual processing plant.

The various cooking facilities (blubber, meat, bones) are arranged around the so-called flensplan, the wooden platform on which the captured whales were slaughtered and flensed, followed at a slightly greater distance by the workshops, the residential buildings and finally the tanks for the whale oil produced here. In the first season of this whaling station, almost 200 whales were processed and it took less than an hour on average to cut up a whale.

The museum not only lovingly explains the history of the station, but also shows a reconstruction of one of the quarters of the seasonal workers employed here and even the projector of the former southernmost cinema in the world. If you take the zodiac shuttle to the small cemetery, you can also visit the grave of Sir Ernest Shackleton, who was buried here after his unexpected death during the Quest expedition.





The other graves are mainly the final resting places of whalers who died here in work accidents. However, there is also the grave of an Argentinian soldier who was killed in 1982 at the age of just 20 during the fighting for the island at the beginning of the Falklands War.

Alternatively, you can take part in a short hike and not only stretch your legs, but also see the place from above. As the sky is now blue and the sun is shining, the enormous mountain panorama of South Georgia can be seen for the first time on this trip.



However, the most crowded place on this afternoon is perhaps not even the Norwegian-style church built in 1913, but the post office. In addition to postcards of all kinds, there are even aerogrammes and thus a living piece of Antarctic postal history, which at least some guests send as an alternative to the classic postcard.

At 7:00 pm we return to the ship and a successful day slowly comes to an end. However, the experts and the expedition leader take the opportunity to invite everyone back to the HanseAtrium at 9:30 pm to look back on today and present what is planned for tomorrow.

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	971 hPa	Air	Water	Calm	Cloudy
54°39.1' S	035°45.0' W		5 °C	3 °C		
Sunrise: 4:08 am				Sunset: 8:54 pm		

"Man must have a thousand eyes to be able to make some sense of the glorious world."

Wilhelm Filchner

The HANSEATIC *inspiration* has already reached Gold Harbour during the night, so the panorama of Gold Harbour is already visible when we get up. This bay was so named because it was hoped that gold would be found here. However, the supposed gold turned out to be pyrite or fool's gold, a gold-coloured mineral that was of no economic interest whatsoever. Even though gold was never mined, the name has remained.

Conditions are favourable and so we set off again on a zodiac cruise. The beach is home to one of the largest king penguin colonies in South Georgia with around 100,000 animals and there are also quite a few elephant seals to be seen on the beach.



Once again, it is mainly relatively young males that lie here on the beach waiting for the annual moult to be completed so that they can return to the sea. Some of the animals are already practising for the fights later in life, to see who is the strongest bull and can reproduce. Despite these still rather playful battles, the overall scene is one of infinite peace and tranquillity. Some gentoo penguins can also be seen among the king penguins and even a few chinstrap penguins can be observed.

On closer inspection, a few fur seals can be seen in the tussock grass above the beach, taking a break from the hectic life on the beach, at least temporarily. The boats slowly pass by the colony and you can hardly get enough of them. The highlight at this point is that, in addition to the adult animals, there are also many chicks to be seen, which either still have completely brown plumage or are in various stages of transition to adult plumage.





It soon becomes clear why they are often casually referred to as “coffee warmers” - the resemblance cannot be overlooked. At the end of the bay, the lagoon below the two glacier tongues is reached and with it the rock face where the gold layer was once thought to be. The weather conditions are still ideal and with an air temperature of 6 degrees Celsius it is warm in summer.



The water temperature is 3 degrees Celsius. Even though the sea is generally calm, there is still swell from the open sea in the bay, which makes boarding and disembarking at the side gate a little challenging. Thanks to the skilled hands of the sailors, however, it is done quickly and without any problems and at around 11:15 am the last boat is back and the *HANSEATIC inspiration* can set course for the southern tip of South Georgia, which will be reached in a few hours. The last day of this voyage to South Georgia could hardly have started better.



At around 1:30 am, Cooper Bay is reached, not only the place that was visited by James Cook during his circumnavigation of the globe and was given the name it still bears today during this expedition, but also the location of the zodiac cruise planned for the afternoon. However, the wind and sea conditions proved to be so difficult that Captain Jörn Gottschalk ultimately decided to cancel the zodiac cruise for safety reasons.

Until then, the team tried almost everything to find a safe mode for the operation. But after the boat, staff captain and expedition leader looked at the conditions from the Zodiac and even tested both side gates, it was clear

after just under an hour that no safe Zodiac operation was possible today. But as always, the team had an alternative plan ready and the Zodiac cruise became a ship cruise in the Drygalski Fjord.



This impressive fjord at the south-eastern tip of South Georgia was explored as part of the Second German Antarctic Expedition led by Wilhelm Filchner and named after the leader of the First German Antarctic Expedition, Erich von Drygalski. Drygalski himself never visited the fjord, as his expedition was active in other regions of Antarctica. During the Second German Antarctic Expedition in 1911-12, the exploration did not even take place with the actual expedition ship, but with the small steamer *Udine*, which had been temporarily made available to Filchner by Carl Anton Larsen, the head of the whaling station in Grytviken, for mapping the coast of South Georgia.

Incidentally, it was during this voyage that the expedition's doctor, Ludwig Kohl, met and fell in love with Carl Anton Larsen's daughter here in South Georgia and the two married shortly afterwards. The journey into the fjord reveals perhaps one of the most spectacular fjord panoramas on earth. The fjord walls rise steeply on both sides and once again the exciting geology of South Georgia is revealed.

The mountain ranges on both sides of the Drygalski Fjord belong to completely different geological groups. On the one side are the relatively young volcanic rocks of the Larsen Group and on the other the considerably older rocks of the Drygalski Group, which also includes the mountains on South Georgia, which are up to 2000 m high. At the end of the fjord, glacier tongues become visible again, which have retreated at a rate of up to 100 m per year in recent years. For this reason, the areas directly in front of the glacier tongues have not yet been reliably surveyed and the *HANSEATIC inspiration* has to turn at some distance from the glaciers and steer out of the fjord.



After the *HANSEATIC inspiration* has left the fjord, the ship sets course for the southwest and thus for the South Orkney Islands. However, it will be some time before she reaches them, so another day at sea is on the agenda for tomorrow. This evening, Lisa Heinz and Björn Berning will give the presentations they gave a few days ago in the other language, bringing the South Georgia leg of the voyage to a close and allowing the next leg of the expedition to begin.

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	971 hPa	Air	Water	6 Bft	Cloudy
57°53.4' S	040°09.1' W		0 °C	3 °C		
Sunrise: 3:06 am				Sunset: 8:22 pm		

"A whale-ship was my Yale College and my Harvard."

Herman Melville

In rough seas, the HANSEATIC *inspiration* holds course for the South Orkney Islands. As the sea is almost right on the bow, the ship is pitching, but the movements are still limited, not least thanks to the stabilizers.

After always getting up early on South Georgia, the day starts a little later today. The first item on the program is another biosecurity check at 9:00 am. This is necessary because it is at least as problematic if seeds, plant parts or whatever are carried between the individual regions of the cruising area as if they are brought in from more northerly latitudes. So once again, under the watchful eye of the expedition team, all the equipment has to be checked, especially the rubber boots.

After this compulsory point of the day's program has been completed, the HanseAtrium is transformed into a lecture hall once again and Carina Gsottbauer presents the flying birds of the Antarctic in German and Prof. Dr. Ingo Heidbrink reports in English on how and why deep-sea fishing in the Antarctic almost destroyed a marine biological paradise.

In the early afternoon, the two of them and Lisa Heinz will also be available to answer questions in the Ocean Academy and, as a special highlight, there will be the opportunity to take a look at

the plankton fished off South Georgia with Carina Gsottbauer. This very plankton is directly or indirectly the basis of life for all higher species and it is absolutely fascinating to be able to look at these smallest organisms of the Southern Ocean in detail under expert guidance.

At 3:00 pm, Assistant Expedition Leader Gloria Debek invites all guests who are interested in the possibility of spending a night ashore to the HanseAtrium. Camping in the Antarctic is something very special, but it also requires a little willingness to temporarily go without



and it doesn't necessarily have to be the most relaxing night of the trip. Today, however, it is only a matter of providing information about these conditions and registering the participants.



From 4:30 pm it's lecture time again and now Lisa Heinz is talking about ice again in German, this time about ice shelves, icebergs and sea ice, and Dr. Björn Berning reports on underwater mountains as oases in the deep sea.

At 6:30 pm, the experts once again invite you to the evening Pre/Recap. In addition to a preview of the coming days, there will once again be plenty of interesting facts about the experiences of the last few days presented in compact form.

Finally, from 9:30 pm, the HanseAtrium will be transformed into a movie theatre and Ernest Shackleton's Antarctic adventure will be screened. The HANSEATIC *inspiration* continues to steam steadily southwest, but it will still take until tomorrow morning to reach the South Orkneys. The sea is still showing its typical side for this region and a long swell of around three meters in height is causing the ship to roll continuously.

Sunday, 14 January 2024

Shingle Cove – South Orkney Islands

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	973 hPa	Air	Water	4 Bft	Cloudy
60°40.1' S	045°36.3' W		-1 °C	1 °C		
Sunrise: 3:03 am				Sunset: 9:17 pm		

"I am burning to be on the road again, somewhere, but especially to the Deep South, where I think there is much room for research."

William Speirs Bruce

In the early morning we reach Shingle Cove and as the HANSEATIC *inspiration* has now also crossed the 60th parallel, we have also reached Antarctica, or more precisely the area covered by the Antarctic Treaty. From 60 degrees south, there are no longer any national governments or administrations, but the entire area is an internationally administered territory through the complex treaty system. Although the historical territorial claims of the various nations are maintained as claims by the respective nations, they are permanently suspended by the Antarctic Treaty. As we arrive in political Antarctica, the South Orkney Islands appear in all their polar splendour. Blue skies, fresh snow that reaches right down to the shore and a glacier panorama at its best.



We could not wish for better conditions and preparations begin for the planned landing here. The first Adélie penguins appear right at the landing site at Shingle Cove and some elephant seals have



also chosen the beach as a resting place. After a short ascent, the actual colony of Adélie penguins is reached and you can watch the adults feeding their young in peace and quiet. The chicks are already well advanced in their moult and their plumage almost has the pure black and white colouring of the adults with the typical pure black head of the Adélie penguins.

It will only be a short time before the chicks have completely changed their plumage and will leave the colony. However, it is still possible to observe how the chicks follow the adults to be fed. The stronger of the two chicks of a breeding

pair is always fed first to ensure that at least one of the two chicks survives if the food supply is not optimal.

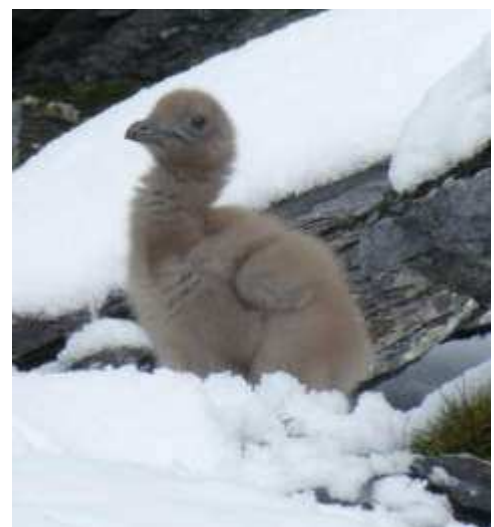
Close to the colony, a pair of skuas sits with their chick and for once they are so relaxed that it is possible to observe this chick too - a truly unique experience. The weather holds out and so all guests can enjoy the animal watching and the simply unique panorama.



At 11:30 am the last Zodiac returns to the ship and wherever you look you see beaming faces. The start to the cruise section in Antarctica proper could not have been better.

At 2:00 pm, the draw for places on the planned camping trip ashore will take place on board. The number of interested parties far exceeds the number of places available in the tents and so the draw has to decide who will be able to take part in the overnight camping trip in a few days' time.

As the ice conditions are favourable, Captain Jörn Gottschalk and the expedition team have decided to steam deep into the Weddell Sea and so there will be no further landings this afternoon, but Carina Gsottbauer will give her lecture on seals and Prof. Dr. Ingo Heidbrink will explain that the Scottish Antarctic Expedition led by William Speirs Bruce may not have been as nationalistic as it is often described, but was in fact the beginning of international cooperative Antarctic research. Both lectures will be held successively in both German and English.



At 6:30 pm, the experts invite you to the Re/Precap as usual and expedition leader Dr. Wolfgang Wenzel presents the plans for the next few days, while Carina Gsottbauer talks about the seed plants of Antarctica and Prof. Dr. Ingo Heidbrink introduces James Weddell, one of today's rather unknown early Antarctic explorers, who from 1900 onwards gave his name to the sea area in which the HANSEATIC *inspiration* will spend the coming days.



At around 8:00 pm, iceberg A23a comes into view. This gigantic tabular iceberg with a length of approximately 50 km is currently the largest iceberg in the world. It broke away from the Antarctic ice shelf decades ago and is slowly drifting northwards, although it repeatedly reaches areas where it sits on the seabed due to its depth and remains there until it has melted so much that it floats again.



In addition, smaller and larger areas continue to break off at its sides and become new icebergs in their own right, which are given their own number (A23b, A23c, A23d, ...) if their area is at least 10 km². Like the colossus, they are monitored as closely and included in the ice warning service reports. At some point in the future, however, A23a will reach the warmer northern waters and melt for good.

Today, the iceberg simply offers a breathtaking view and the HANSEATIC *inspiration* steams along its side for around two hours. However, cave-like erosions clearly show that this is already a comparatively old iceberg that is slowly but continuously being worked by the surrounding sea.

In the evening, the HanseAtrium will once again be transformed into a movie theatre and there will be exciting films in German and English about the history of the discovery of this region of Antarctica.

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	983 hPa	Air	Water	4/5 Bft	Overcast
63°44.9' S	055°53.2' W		1 °C	0 °C		
Sunrise: 3:39 am				Sunset: 9:58 pm		

"The mind is like an iceberg, it floats with one seventh of its bulk above water [...]"

Sigmund Freud

And we continue into the Weddell Sea. More or less large icebergs can be seen to port and starboard, offering new and fascinating panoramas time and again. As the morning will be spent at sea, today is a day to sleep in.

Nevertheless, Lisa Heinz and Prof. Dr. Ingo Heidbrink will be available from 9:30 a.m. in the Ocean Academy to answer questions from their respective fields and it may be a particularly suitable morning for a visit to the bridge of the HANSEATIC *inspiration*. Being able to look over the shoulders of the navigators as they carry out their responsible work is a special experience that is only possible on very few cruise ships in the world. If the situation allows, the bridge crew will of course also be happy to answer questions about navigation, the ship herself, shipping in the polar regions, and many other topics.



While the HANSEATIC *inspiration* steams further and further south, Carina Gsottbauer introduces the whales of the Southern Ocean in German and Dr. Björn Berning reports in English on intelligent animals without backbones. Today's Pre/Recap will exceptionally take place at 2:30 pm and, in addition to the preview, for once it's not about looking back on what we've already experienced, but about introducing the snowshoe hiking, which will take place from time to time in the coming days.

The planned landing site, The Naze, is reached at around 3:30 pm and preparations begin as usual with the launching of the scout boat to explore the conditions. The small peninsula was originally discovered and surveyed in 1903 by the Swedish Antarctic expedition led by Otto Nordenskjöld. But

even this landing is less about the history and more about the impressive biology and geology of this peninsula, which is part of James Ross Island.

A couple of Weddell seals rest on the beach and a few kelp gulls and skuas fly above the small peninsula. There are only a few specimens in total, but the biology we are primarily concerned with here is not that of today, but of past geological eras. Many fossils can be found among the rocks and it doesn't take long for Lisa Heinz to put together an impressive collection for display.

Above all, there are ammonites, *i.e.* a species of cephalopods closely related to today's squid, which had a snail-shell-shaped outer calcareous shell. There are not only ammonites of impressive size, but even those in which the mother-of-pearl layer on the inside of the calcareous shell has been preserved in the fossilization.



In addition to the fossils, it is also the Antarctic landscape itself that makes *The Naze* so special. The landscape resembles a polar desert and can be explored at leisure on a walk lasting around one hour. Towards the end of the landing, the sun even comes out and the ice on the beach and the surrounding mountains take on their best postcard colours.

At 7:30 pm, the last Zodiac sets course back to the ship and the evening on board can begin. For most guests, however, it will be rather short, as a very early landing is planned for tomorrow morning. The *HANSEATIC inspiration* will try to penetrate further west of James Ross Island into the Weddell Sea overnight in order to try to find emperor penguins near Snowhill Island in the morning.



Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	993 hPa	Air	Water	2/3 Bft	Cloudy
64°08.0' S	056°19.2' W		-1 °C	0 °C		
Sunrise: 3:24 am				Sunset: 10:28 pm		

"So, I stood in this magnificent natural setting while the sun slowly sank behind the ice-covered peak of Haddington Mountain, the ice field gilding the eastern horizon in the distance. All around, not a sound could be heard; no human being could be more lonely and isolated"

Otto Nordenskjöld



Today is a day when getting up early is definitely worthwhile. The HANSEATIC *inspiration* has already reached the southern end of Snowhill Island at 6:00 am and the search for emperor penguins can begin. Snowhill Island is home to the northernmost of all known emperor penguin colonies. However, the colony itself is a little way inland from the coast and cannot be discovered today, even with the most careful search. Nevertheless, a few individual animals can be seen on the ice and, above all, some young animals that have almost completed the transition to adult plumage.



The emperor penguin is the largest of the penguin species still alive today. Only the giant penguin was much larger, but this species has long been extinct and is only known from a few fossils. Landing does not really make sense under these conditions, so a ship cruise through the ice is on the agenda. Binoculars are aimed at the ice from all the outside decks and every now and then either a young emperor penguin or the odd seal



can be spotted. The main attraction, however, is undoubtedly the Antarctic panorama and the many icebergs through which the ship is expertly manoeuvred by our navigators. As the sea is as smooth as glass and the

light conditions are favourable, the underwater shapes of icebergs are also clearly visible. It becomes clear that underwater form of the smaller growlers in particular does not necessarily have anything to do with the shape above the water surface. The HANSEATIC *inspiration* spends around an hour and a half in the ice at the southern tip of Snowhill Island before setting course for Brown Bluff. Whether it was the few emperor penguins or the many icebergs and the fascinating light effects, there must have been something for everyone, which is why it was worth getting up early.

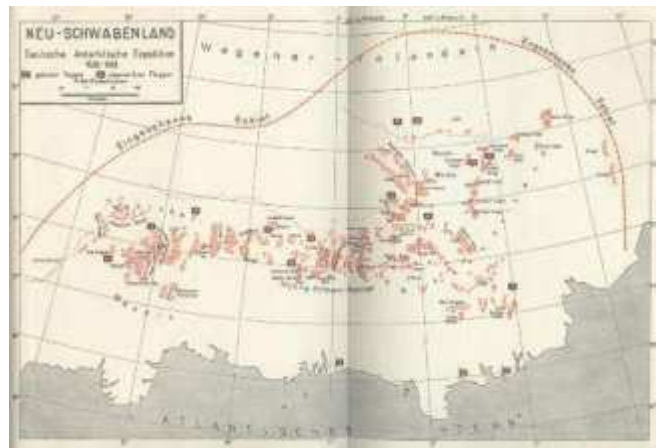
At 11:00 am Lisa Heinz invites us to her English lecture on volcanism in the Antarctic. At the same time, Prof. Dr. Ingo Heidbrink will report in German on the German Antarctic Expedition of 1938/39 and dispel the various conspiracy theories surrounding this expedition. It is true that Nazi Germany



organized this expedition and explored the area still referred to today as New Swabia. However, it is not true that it was an attempt to establish a permanent military base in the Antarctic and secret submarine bases, which are said to have survived even the end of the Second World War. “Reichsflugscheiben” are simply a figment of the imagination. Even if there is plenty of alleged evidence for these crazy theories on the internet, historical research has

clearly shown that this is fake news in the best sense of the word.

It was simply about exploring new opportunities for German whaling. Among others, “Dornier Wal” flying boats were used for this purpose. They were the most modern research equipment available for remote sensing in the 1930s. However, the flight of Horten “Nurflügel” aircraft over the Antarctic is just as much a pure fantasy as the claim that there was a Nazi base in Antarctica that was occupied until after the end of the Second World War. The true story of the German Antarctic Expedition of 1938/39 may not be as lurid, but it is no less exciting, and as with so many conspiracy theories, it is good to learn how they can be deconstructed, or how they vanish into thin air.



At midday, the bridge once again calls out

“Whales, whales, whales” and this time it is a group of orcas that appear among the ice near the ship. As there is still no wind and the sky is bright blue with sunshine, it is a unique experience. The outside decks fill up quickly and the sun, calm air and postcard-blue sky and water make you think



you are in a completely different part of the world. In fact, it is so warm in the sun that you seem to be properly clothed even without a jacket. The actual temperature is still rather low, but the sun has the power to heat everything up. In addition to the orcas, a single humpback whale also makes an appearance and the whole thing quickly becomes an experience that you would think had come straight out of a travel brochure.

As it will take until the early evening to reach Brown Bluff, Lisa Heinz and Prof. Dr. Ingo Heidbrink will repeat their morning presentations in the afternoon, each in the other language. Meanwhile, the HANSEATIC *inspiration* steams north through the Fridtjof Passage in postcard-perfect weather and no matter where you look, there is something to see. From whales and penguins accompanying the ship to the ever-changing panoramas of Antarctic mountains and glaciers.

At around 4:00 pm, we reach Brown Bluff and this landing site is special as it is the first landing on the Antarctic mainland during this trip. Theoretically, you could walk to the South Pole from here, but due to the not inconsiderable distance, this is perhaps



not a good idea. The eponymous cliff, Brown Bluff, rises several hundred meters almost vertically directly at the landing site and there is another colony of Adélie penguins at its foot. There is also a colony of gentoo penguins, the undisputed beneficiaries of climate change in the Antarctic. This colony has grown in size in recent years. The gradual warming means that the habitat available to these animals is expanding further and further south, and so today there are ever larger colonies of gentoo penguins where only a few years ago none could be found. The sun is still shining and even a leopard seal takes the opportunity to rest on an ice floe off Brown Bluff.



The gentoo penguins are sitting on their nests on the beach and while most of the chicks have already hatched, some pairs are still busy incubating their eggs. The chicks of the Adélie penguins are already much bigger, but are still being fed by their parents. Again and again, large groups of penguins make their way from the colony to the water or from the water to the colony and traffic control between guests and penguins becomes a challenge for the expedition team. Of course, the skuas circle over the colony again and, with a bit of luck, you may see them capture a penguin chick. At some point, however, the landing comes to an end and the last Zodiac returns to the ship.

What a day! From early morning to evening, one experience chased the other and all in the best postcard weather.

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	999 hPa	Air	Water	3 Bft	Sunny
62°59.0' S	060°33.0' W		1 °C	2 °C		
Sunrise: 3:46 am				Sunset: 10:35 pm		

"We lack the modesty of icebergs; we show more than we are."

Vytautas Karalius

Overnight, the HANSEATIC *inspiration* has sailed to the west side of the Antarctic Peninsula and with a visit to Deception Island, not only is another Antarctic island on the program, but also a visit to an active volcano.



Deception Island is an active volcano whose collapsed caldera is now flooded and connected to the open sea by a passage that is only around 400 meters wide. Inside is Port Foster, an almost completely protected natural harbour that can also be used by large ships if the weather conditions allow passage through the entrance known as "Neptune's Bellows". Today, conditions are ideal, and Captain Jörn Gottschalk decides to attempt the passage into the

interior of the volcano. Immediately after the entrance, on the starboard side, lies Whaler's Bay and thus our landing site.



Hector A/S, the southernmost whaling station in the world, was once located here, but only operated for a few years in the first half of the 20th century. Later whale oil prices fell so sharply that it was no

longer economically viable to continue operating the station. During the Second World War, Great Britain then set up a secret Antarctic station in the former whaling station as part of "Operation Tabarin". Among other things, this operation was tasked with preventing Nazi Germany from building a station here. The risk of this happening was small, but not completely ruled out. After all, Nazi Germany had begun to explore Antarctica just a few years earlier as part of the Schwabenland Expedition, albeit only for purely economic purposes. The British station, called "Base B", continued to be used as a British research station after the end of the Second World War. It was destroyed in an eruption of the still active volcano in the 1960s. Large parts of the station were buried under a mudslide.



The weather is at its best for the Antarctic summer and so nothing stands in the way of exploring the remains of the whaling facilities and the research station. Some brave souls do not miss the chance to hike up "Ronald Hill". Others enjoy the view over Port Foster, or to climb up to "Neptune's Window" and see the caldera on one side and the open sea on the other.

The second landing site of the day is Telefon Bay. It is also located in the caldera. Thus the HANSEATIC *inspiration* does not take the course through "Neptune's Bellows" but steams right through the caldera. Telefon Bay is reached after a short journey and we go ashore again.



Incidentally, the bay was not named after a telephone installed here, but after a ship that bore this name. Even though there are only a few nautical miles between the two landing sites, they could not be more different. In Telefon Bay we find light snow and considerable wind and visibility is only a few hundred meters. The landscape is characterized by the last volcanic eruption in Deception Island, which occurred here around half a century ago. A volcanic cone dominates the landscape.

A hike goes up to the edge of the volcanic crater, in typical Antarctic weather. After a good kilometre and around 100 meters in altitude, the edge of the crater is reached and despite the now heavy snow, the view is unique: An inhospitable, purely black and white landscape that makes it easy to understand why space research facilities such as NASA or ESA repeatedly use Antarctica to test equipment that will one day be used on the moon or other planets.

Our stay on the highest point is quite short, as the weather conditions are rather uncomfortable, but one or two photos in the drifting snow on the edge of the volcano are of course a must.





Back on board, General Expedition Manager Anke Ulich announces that after the ascent of the crater, another highlight is on today's program with the Polar Plunge. The ship's marina is opened and those who were not cold enough in the driving snow now have the opportunity to go swimming in the caldera of Deception Island. The water temperature is a balmy 2 degrees Celsius, so for most of those brave enough to venture into the water, it will only be a short dip.

Even if it was only a short dip, all those who have taken part in the Polar Plunge are automatically members of the Deception Island Swimming Club and of course receive a certificate confirming that they have dared to enter the icy waters of Antarctica.

As usual, the evening will begin with a Re/Precap during which expedition leader Dr. Wolfgang Wenzel will discuss the plans for the coming days. Furthermore, the experts will contribute short reports on what they have experienced over the past few days. Among other things, we learn why a bar in Paris gave its name to the most important British Antarctic activities during the Second World War.



After this last item on today's program, we simply enjoy a relaxing evening on board and perhaps listen to the musicians in the HanseAtrium or the Observation Lounge before the evening draws to a close. Meanwhile, the HANSEATIC *inspiration* has conquered the passage through "Neptune's Bellows" for a second time and sets course for Skontorp Cove, where tomorrow's day will begin at 7:00 in the morning.

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	976 hPa	Air	Water	0 Bft	Overcast
64°54.0' S	063°02.2' W		2 °C	2 °C		
Sunrise: 3:34 am				Sunset: 11:06 pm		

"If there is no paradise, there are paradises!"

Friedrich v. Bodenstedt

We board the Zodiacs at 7:00 am to experience the fantastic icy landscape of Paradise Bay up close during a one-hour Zodiac cruise. First, we pass the Argentinean station Base Brown, which is currently unmanned. Today, Base Brown, which went into operation in the early 1950s, is a summer-only station. Until the 1980s, the station was manned all year round and then also the scene of one of the most tragic stories in recent Antarctic research: an arson attack by the station doctor after he was not relieved as planned but was supposed to stay on for another year. This had already happened to him once the year before and he was now facing a third year on the station. The desperate act did not end in complete disaster because the crew of the US Palmer Station rushed to the rescue.



Afterwards, a colony of Antarctic shags is passed by all the boats and you can see how these birds use precisely those

places for their nests that are simply inaccessible to penguins. Some Antarctic terns nest in the immediate vicinity and they look very similar to Arctic terns. However, the Arctic terns here in the Antarctic do not wear their breeding plumage, but are rather inconspicuous. The terns that show themselves in their breeding plumage with a black head are therefore clearly Antarctic terns.



We pass between icebergs of various sizes and head into the immediate vicinity of the glacier tongues, which reach right into the bay. The water is covered in ice and it soon becomes clear that even a Zodiac boat is capable of navigating in the ice if it is steered by an experienced hand. We see that ice, which has broken off from the glaciers, is quite different from sea ice which has formed at sea.

If you listen carefully, you can hear a constant crackling that is nothing other than trapped air bubbles escaping. As is well known, glacial ice is nothing more than compacted snow and the air in the snow is trapped in the ice. In addition to the unusual acoustic effect, this air trapped in the ice also makes it possible to reconstruct the Earth's climatic conditions during the various geological eras. However,

the glacier ice to the left and right of the Zodiac boats is too young for this. For such climate studies, ice cores from the actual Antarctic ice shelf are required.



In front of the glacier, however, there is a very special spectacle. A group of humpback whales is feeding and can be observed at close range. The animals repeatedly come to the surface and show not only their dorsal fins and flukes, but also their entire head with the open mouth, in which the baleen can also be clearly seen. It is even possible to observe bubble feeding, where a group of animals drives the krill together with a curtain of bubbles and a single animal then swims into the middle of this circle of bubbles and takes a

mouthful of krill. Even for the long-serving members of the expedition team, this is a special and rare sight.



On the way back to the ship, there is a little surprise from the hotel department. Hotel manager Doris Adler and her crew are traveling in a Zodiac that has been converted into a champagne bar. Now guests can toast with a glass of champagne on the way back from paradise to the ship.



After the round trip through this icy Antarctic paradise, the HANSEATIC *inspiration* heads south and after midday reaches the Lemaire Channel. This is not only one of the most famous but also one of

the most spectacular passages in Antarctica. At its narrowest point, the Lemaire Channel is only around 500 meters wide. While rock formations tower up to almost 1000 meters high on both sides, the passage itself is more or less covered by ice. It goes without saying that all the outer decks are fully occupied for this unique experience, and the guides are always on hand to answer any questions about the passage or anything else experienced on the trip.



In the afternoon, we reach Petermann Island, named after the German geographer August Petermann. This is not only the southernmost point of this trip, but also another landing site. On Petermann Island there are not only gentoo and Adélie penguins again, but also Antarctic shags. A young elephant seal lies at the landing site and is fortunately completely unimpressed by the unfamiliar guests. A short hike across the snow-covered island leads either directly to the colonies or to a small

viewpoint overlooking an iceberg graveyard to the west of the island. In today's light conditions, it is simply an incredible sight.

Adventurous guests on Petermann Island will also have the opportunity to strap snowshoes under their rubber boots for the first time during this trip and explore the island from a completely different perspective on a snowshoe hike lasting around one hour. Walking on snowshoes is unfamiliar at first, but it soon becomes clear that it is not a difficult activity, but only requires a little coordination. Perhaps the magic of Petermann Island is that it is not a spectacular place in the classic sense, but if you open yourself up to the beauty of this island and are prepared to understand Antarctica with all your senses, you will soon understand why Petermann Island is a very special place.

At some point, however, even the best time ashore comes to an end and it is time to go back on board. In the evening, the HANSEATIC *inspiration* passes through the Lemaire Channel once again, this time heading north, offering completely new perspectives and photo opportunities. At around 10:00 pm, Damoy Point is finally reached and here those who will not be spending the night on board but camping on the ice go ashore.



Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	979 hPa	Air	Water	4 Bft	Overcast
64°43.6' S	063°14.4' W		2 °C	2 °C		
Sunrise: 3:40 am				Sunset: 11:05 pm		

"Imagine a country as big as Australia and Europe put together. Sunnier than California and colder than the freezer compartment of a refrigerator. Drier than Arabia and higher than Switzerland. Emptier than the Sahara. There is only one place in the world that fits this description: Antarctica - this strange but beautiful continent at the bottom of the earth."

J.M. Dukert

The last expedition day of this voyage to Antarctica begins early in the morning with the campers returning on board the HANSEATIC *inspiration*. For all guests who have spent the night on the ship, the journey continues to Damoy Point in the morning.

Once again, a group of snowshoe hikers sets off and those who are not among them either explore the area with its penguin colony or visit the former "Damoy Point Transit Facility". Even though the



small hut is basically a building like many other small research stations, it has a completely different history. In the early 1970s, British polar research used Damoy Point to carry out supply flights from here to Rothera Station further south, as Damoy Point could be reached by ship at the beginning of the season while Rothera was still encased in ice. The supplies were therefore unloaded from the ship here and flown to Rothera by airplane, which took off from a specially constructed snow runway. In 1975, the hut was built, creating a kind of permanent airfield. It was only used in the first few months of each season, as the

supply ships were able to call at Rothera directly later in the season.

In the hut, Prof. Dr. Heidbrink not only explains the history of this station, but also explains that today it serves both as a refuge and as a museum run by the UK Antarctic Heritage Trust. The equipment shows what living conditions were like at the station in the 1970s and 1980s and a glance at the well-stocked pantry gives an idea of the typical British cuisine served here. Petroleum or kerosene was used as fuel and the Primus burner, already used by Fridtjof Nansen, was used as a burner. It is still widely used today when it comes to needing a reliable and robust heating source in extremely cold temperatures. Although the station was usually only



manned by six to eight men, whose main task was to maintain the snow runway, there were bunks for 15 men. It was also necessary to provide temporary accommodation for the personnel waiting to fly on to Rothera. The last planes took off from Damoy Point in 1993, as the runway in Rothera had been extended in the 1993/1994 season to allow direct flights from South America with larger aircraft.



At some point, Prof. Dr. Heidbrink has to take down the Union Jack in front of the hut and put the guest book back on the shelf. Of course, there is also a quick sweep and the hut is then carefully locked again. At around 11:00 a.m., all guests are back on board and the *HANSEATIC inspiration* sets course for Orne Harbour, where the very last landing of this voyage will take place in the afternoon.

We reach Orne Harbour at 2:15 pm and the landscape is completely different once again. Whereas this morning there was a wide plain behind the landing site, this time the route climbs steeply up the mountain immediately behind the landing site. After a steep climb through a snowfield to a height of around 120 meters, we reach the plateau and once again a penguin colony is our destination. This time, it is neither gentoo nor Adélie penguins, but chinstrap penguins and thus the third species from the group known as brush-tailed penguins.

Once again, the animals can be observed up close, and outside the colony it becomes clear that the climb, which may have made one or two guests sweat a little, is no problem at all for the animals. It is less than ten minutes from the sea to the colony for the chinstrap penguins and there is a lot of coming and going on the so-called penguin highways. Whether the chinstrap penguins are interested in the fantastic Antarctic view or perhaps in the first snow-free nesting sites of



the breeding season remains their secret, but for the guests and the expedition team it is clearly the panorama. Whether it is the view into the bay, where the ship and the Zodiac boats almost look like miniatures due to the height, or the view of the open water, where another group of humpback whales can be seen feeding, the not entirely easy climb was definitely worth it.



The snowshoes have also been unpacked for the last time and those who are snowshoe hikers here can practice walking with them on steep terrain. However, for those guests who find the ascent too steep, with or without snowshoes, the extended return trip from the landing site to the ship offers the chance to see Orne Harbour in all its glory as a well-protected natural harbour surrounded by steep mountains.

When it is announced in the early evening that all Zodiacs are back on board, the last landing of this voyage has really come to an end and the ship sets course for Ushuaia. However, it will be another two days in one of the world's stormiest sea areas before the HANSEATIC *inspiration* enters the Beagle Channel again. On board, Captain Jörn Gottschalk and the entire expedition team invite guests to the pool deck before dinner to bid farewell to Antarctica and toast a successful expedition with

a drink or two. We could not have wished for a better last day.



Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude	984 hPa	Air	Water	6 Bft	Overcast
61°00.5' S	064°22.1' W		2 °C	2 °C		
Sunrise: 5:00 am				Sunset: 10:02 pm		

"The difference between a Miracle and a Fact is exactly the difference between a mermaid and a seal."

Mark Twain

Today we are heading out to sea for Ushuaia and the often-dreaded Drake Passage between Cape Horn and the Antarctic Peninsula. The Drake Passage is one of the sea areas in the world with the strongest storms and the highest swell. Today, however, it shows its friendly side and with a swell of three to four metres, the HANSEATIC *inspiration* rolls and pitches only moderately. The ship's stabilisers make a not insignificant contribution to this and show what modern shipbuilding technology can achieve.

On board, preparations for the end of the voyage are slowly beginning, but of course the team of experts will still be present at all times in the Ocean Academy and on the open decks and will be available to answer questions. In addition, the HanseAtrium is once again transformed into a lecture theatre and the lecture programme of the floating university begins with Dr. Björn Berning and his fossils in action. Carina Gsottbauer will report on the problem of marine plastic pollution and present causes, effects, and possible solutions. Both lectures will of course also be offered in English. In the early afternoon, the Ocean Academy will once again be the meeting point for anyone who would like to take a look through the microscopes at the plankton caught yesterday in Orne Harbour.

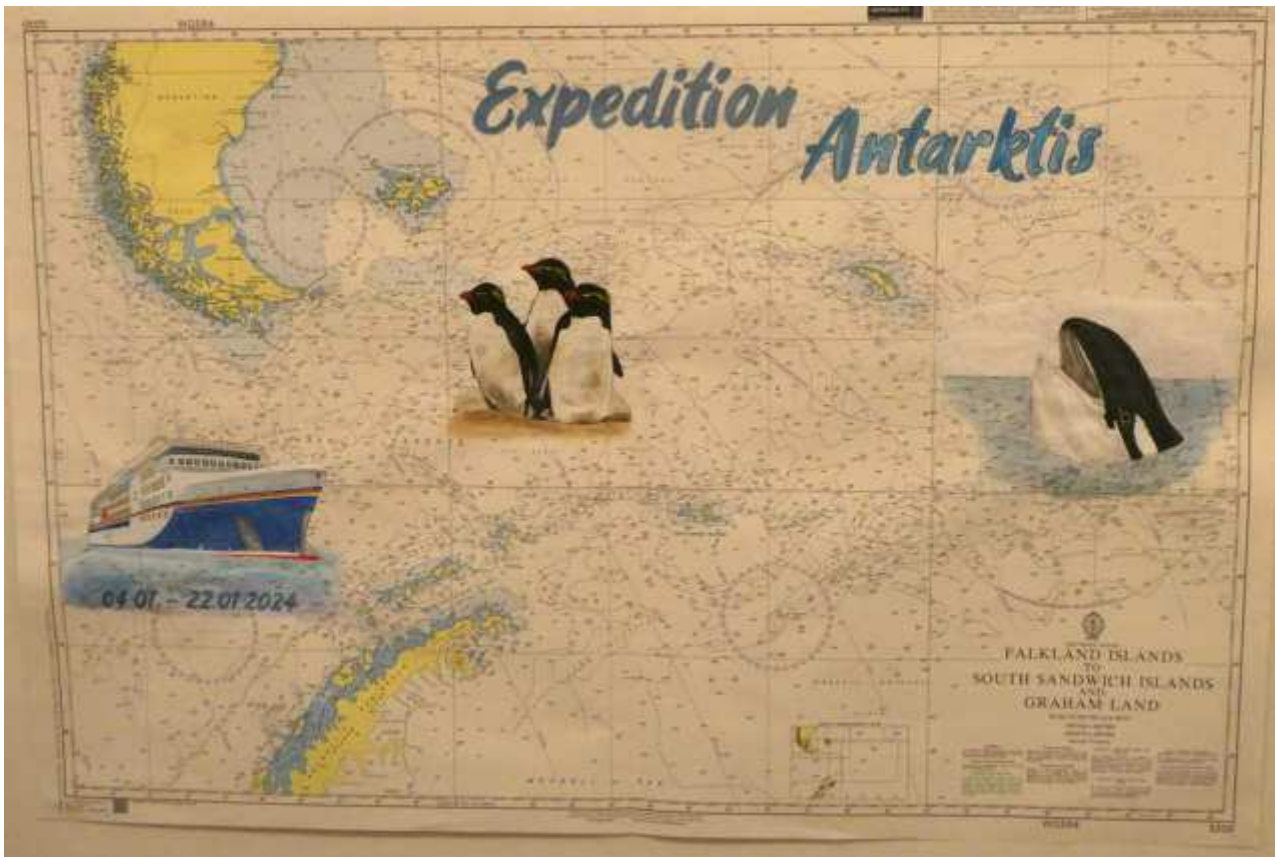
The team of experts also used a special net to fish for microplastics in the sea and, unfortunately, although the catch was very small, it was still there.

Lisa Heinz devotes the afternoon to another topical issue and explores the question of climate change in Antarctica. She not only presents the causes and effects, but also asks whether there is reason for hope. Finally,



Prof. Dr. Ingo Heidbrink concludes today's lecture programme with his

presentation on sailing ships around Cape Horn and explains why sailing ships continued to take this dangerous route even after the Panama Canal was opened. The fact that a Finnish shipowner



found a way to make money by training young seafarers here of all places is certainly unexpected for most of the audience, but shows how world shipping has sometimes gone and still goes down unusual paths.

In the evening, the Farewell Dinner followed by a Farewell Cocktail is another special social highlight on the day's programme. Captain Jörn Gottschalk will review the entire voyage, the HANSEATIC *inspiration's* shanty choir will perform, and the souvenir sea chart will be raffled off. This nautical chart was lovingly decorated by members of the crew during the voyage and shows not only the entire route of this expedition, but also some impressions of Antarctic wildlife. The proceeds from the raffle will go partly to the ship's crew fund and partly to a good cause.

The performance of the shanty choir may not necessarily be of the quality of a professional ensemble, but it is still something very special. All of its members belong to the ship's crew and when the shanties sing about the longing of sailors for home and the sea, this is just as true today as it was when the shanties were originally created.

Accordingly, the repertoire of the ship's shanty choir also includes some songs from the Philippines, as a large part of the ship's multinational crew comes from this country. In short, the HANSEATIC *inspiration's* shanty choir is still a true sailor's choir and today it includes many languages, many nations, many cultures and, of course, men and women.

The experiences of a professional seafarer may have changed over the centuries, but the long separation from family, friends and acquaintances is still as much a part of it as the longing for the sea and the peculiarities of life on board.

Midday position		Air pressure	Temperature		Wind	Weather
Latitude	Longitude		Air	Water		
55°18,8' S	066°18,2' W					
Sunrise: 5:03 am				Sunset: 10:00 pm		

"The most dangerous of all world views is the world view of people who have not looked at the world."

Alexander v. Humboldt

The journey continues towards Ushuaia and today we once again enjoy all the amenities on board the HANSEATIC *inspiration*. The fact that little things like packing suitcases are added to the list only goes to show that this really is the last day on board. The crew are also busy preparing for our arrival and the end of the voyage, but today there is of course still the opportunity to talk to the experts in the Ocean Academy about the experiences of the past few days or to have an animal identified in a photo. In the morning, Carina Gsottbauer and Prof. Dr. Ingo Heidbrink will be available, and in the afternoon Lisa Heinz and Dr. Björn Berning will be on hand.

From 10.30 am, videographer Ramona Harttig and photographer Scott Kahrens will be showing the results of their work over the past weeks in the HanseAtrium. The film of the trip and the photo CD will be presented and it will also be a good opportunity to review past events.

In the early evening, the experts will invite you to a final Recap in the HanseAtrium and present some of the highlights of the trip or perhaps point out one or two small Antarctic topics that have not yet been addressed. A certain amount of laughter will be part of it and is perhaps not entirely unintentional. Whether building roads in Antarctica was really a good idea and whether the bicycle is suitable for solving all transport problems here too can certainly be seen as an unanswered question... .



Otherwise, the rest of the day is simply about experiencing what it means to be at sea in the region off Cape Horn. However, this experience is not comparable to that of the famous Cape Horners, who battled the sea here on-board cargo-carrying sailing ships. They too may have had weather and sea conditions like today on a few rare days, but on a sailing ship without auxiliary propulsion it must still have been a completely different experience. Enjoy the luxury and comfort of the HANSEATIC *inspiration* once again and perhaps think about what it might have meant to be travelling here without a heated cabin and without the possibility of ever being able to get your wet oilskins dry again.

The HANSEATIC *inspiration's* course continues northwards and at some point, she will reach the entrance to the Beagle Channel. Then the pilot will come on board and the last miles of this Antarctic expedition will begin. On both sides of the ship there will once again be trees on the shore. Perhaps we will also realise at this point, that we have not seen a single tree since leaving the Beagle Channel at the beginning of the journey, apart from a few individual specimens on the Falkland Islands.

With the Beagle Channel, the HANSEATIC *inspiration* is once again reaching civilisation as we know it and as it determines our everyday lives, and this year in particular. A world whose problems we have perhaps suppressed a little over the past few days, even if they have continued to exist. Allow me, as your chronicler, to conclude with a quote from the US polar explorer Richard E. Byrd, which may be of particular significance at this time:

“I am hopeful that Antarctica in its symbolic robe of white will shine forth as a continent of peace as nations working together there in the cause of science set an example of international cooperation.”



A word at the end:

Every voyage to Antarctica is a special experience, even if it is not your first trip to this region of the world. I hope that you enjoyed your voyage on board the HANSEATIC *inspiration* and were able to experience and learn everything you had hoped for from your trip to the deep south.

For us, *i.e.* your team of experts and the entire crew of the HANSEATIC *inspiration*, it was once again something very special and you contributed to this in no small way. In the coming weeks and months, when you remember your voyage on the HANSEATIC *inspiration* or look at your pictures and films, please remember that a voyage to Antarctica was not just about the nature and landscapes, but also about the people with whom you shared these experiences. You are all now part of the small and exclusive circle that has experienced this special part of the world first-hand.

Perhaps this experience is also an opportunity for you to think about how we can contribute to future generations being able to have the same experience, how you can become active as an “ambassador of Antarctica” for the preservation of this unique region and its nature.

See you next time on board one of Hapag-Lloyd Cruises' ships or anywhere else in the Arctic, Antarctica, Germany, or the USA. If you are interested in continuing one or two of the conversations we started on board, after the trip, or if you have a question about one of my lectures or simply want to share a photo, please do not hesitate to contact me. The daily university routine may mean that I will only be able to respond with a delay. I therefore apologise in advance for the fact that I may not be able to answer your questions as quickly as I would on board.

Please also remember that the text and photos in this logbook are protected by copyright. Of course, you are welcome to use these materials privately, but in the case of public or commercial use, please contact me well in advance.

The easiest way to reach me is via my e-mail address at Old Dominion University in Norfolk, VA (USA): iheidbri@odu.edu . Please include "HANSEATIC *inspiration* INS 2401" in the subject line of the e-mail.

Finally, a small request: This diary was written on board during the voyage and, although it was written with care, it was often written in a certain amount of haste. Some typing, punctuation, and sentence errors have certainly slipped into the text.

If you find one or more of these errors, the following sentence applies:

"Anyone who finds typos or sentence errors is welcome to keep them!"

Just smile at these minor shortcomings.

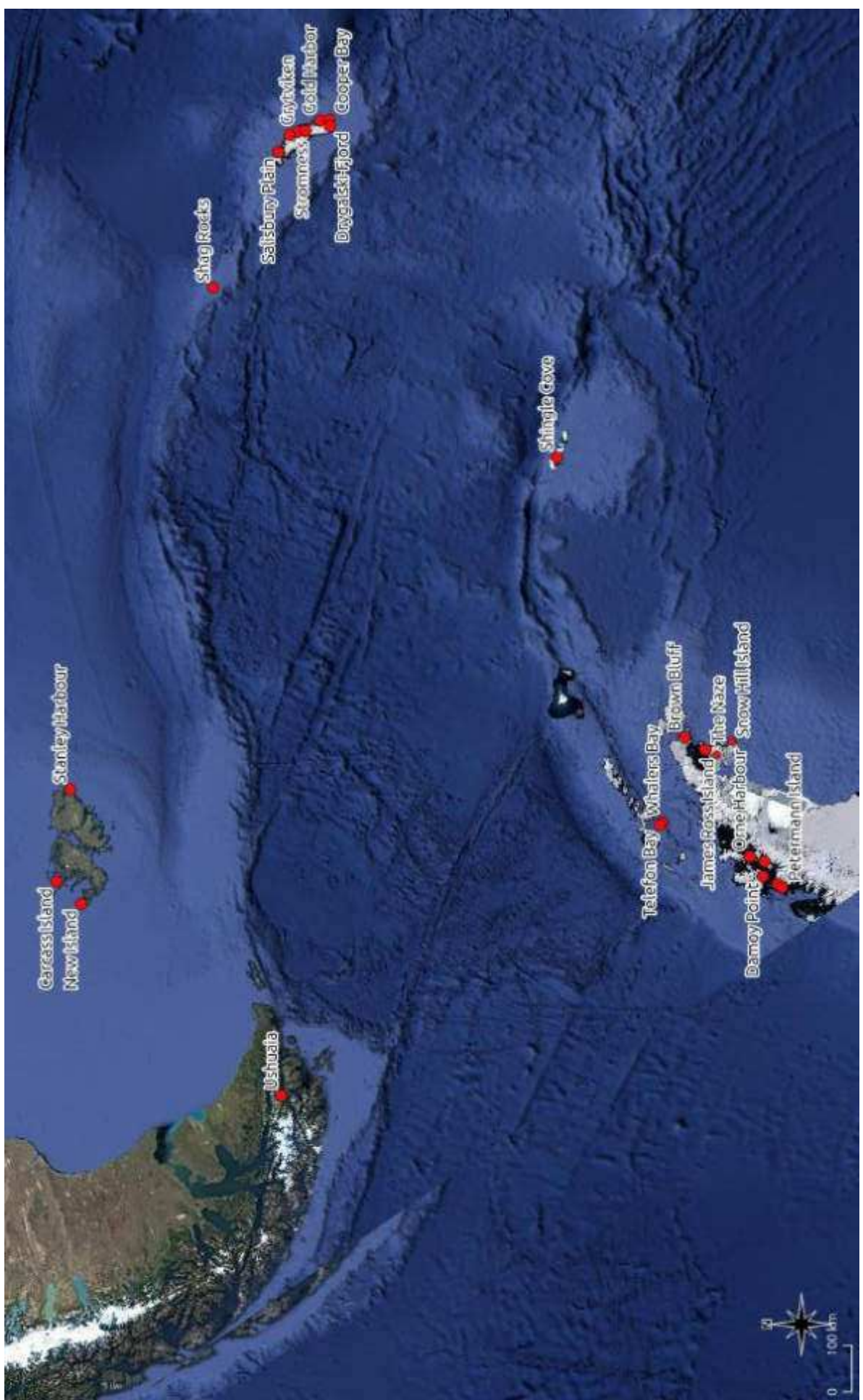
It only remains for me to express my sincere thanks to the colleagues who have helped me with advice and assistance in compiling this logbook and who have also proofread it.

Special thanks go to the biologists in the team for compiling the sighting / species list. All errors are of course still my responsibility. Finally, I would like to thank Captain Jörn Gottschalk and the other navigators for allowing me to inspect the true logbook of the HANSEATIC *inspiration*, from which the nautical data reproduced here has been taken.

On board
HANSEATIC *inspiration*

January 2024
Prof. Dr. Ingo Heidbrink





Carass Island
New Island
Stanley Harbour

Ushuaia

Shag Rocks

Salisbury Plain

Stromness

Grytviiten

Gold Harbor

Drygalski Fjord

Cooper Bay

Shingle Cove

Telephone Bay

Whalers Bay

Brown Bluff

James Ross Island

The Naze

Damey Point

Orme Harbour

Snow Hill Island

Petermann Island









Wildlife List of this cruise INS2401 (Carina Gsottbauer, Dr. Wolfgang Wenzel)

ANSERIFORMES: Anatidae

Magellangans	Upland Goose	<i>Chloephaga picta</i>
Kelpgans	Kelp Goose	<i>Chloephaga hybrida</i>
Falkland-Dampfschiffente	Falkland Steamer-Duck	<i>Tachyeres brachypterus</i>
Schopfente	Crested Duck	<i>Lophonetta specularioides</i>

CHARADRIIFORMES: Chionidae

Weißgesicht-Scheidenschnabel	Snowy Sheathbill	<i>Chionis albus</i>
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CHARADRIIFORMES: Haematopodidae

Chileausternfischer	Blackish Oystercatcher	<i>Haematopus ater</i>
Magellanausternfischer	Magellanic Oystercatcher	<i>Haematopus leucopodus</i>

CHARADRIIFORMES: Stercorariidae

Chileskua	Chilean Skua	<i>Stercorarius chilensis</i>
Brauskua	Brown Skua	<i>Stercorarius antarcticus</i>
Südpolarskua	South Polar Skua	<i>Stercorarius maccormicki</i>

CHARADRIIFORMES: Laridae

Patagonienmöwe	Brown-hooded Gull	<i>Chroicocephalus maculipennis</i>
Blutschnabelmöwe	Dolphin Gull	<i>Leucophaeus scoresbii</i>
Dominikanermöwe	Kelp Gull	<i>Larus dominicanus</i>
Küstenseeschwalbe	Arctic Tern	<i>Sterna paradisaea</i>
Falklandseeschwalbe	South American Tern	<i>Sterna hirundinacea</i>
Antarktisseeschwalbe	Antarctic Tern	<i>Sterna vittata</i>

SPHENISCIFORMES: Spheniscidae

Königspinguin	King Penguin	<i>Aptenodytes patagonicus</i>
Kaiserpinguin	Emperor Penguin	<i>Aptenodytes forsteri</i>
Adeliepinguin	Adélie Penguin	<i>Pygoscelis adeliae</i>
Eselpinguin	Gentoo Penguin	<i>Pygoscelis papua</i>
Zügelpinguin	Chinstrap Penguin	<i>Pygoscelis antarcticus</i>
Magellanpinguin	Magellanic Penguin	<i>Spheniscus magellanicus</i>
Goldschopfpinguin	Macaroni Penguin	<i>Eudyptes chrysolophus</i>
Felsenpinguin	Southern Rockhopper Penguin	<i>Eudyptes chryscome</i>

PROCELLARIIFORMES: Diomedidae

Königsalbatros	Southern Royal Albatross	<i>Diomedea epomophora</i>
Wanderalbatros	Snowy Albatross	<i>Diomedea exulans</i>
Graumantelalbatros	Light-mantled Albatross	<i>Phoebastria palpebrata</i>
Graukopfalbatros	Gray-headed Albatross	<i>Thalassarche chrysostoma</i>
Schwarzbrauenalbatros	Black-browed Albatross	<i>Thalassarche melanophris</i>

PROCELLARIIFORMES: Oceanitidae

Buntfuß-Sturmschwalbe	Wilson's Storm-Petrel	<i>Oceanites oceanicus</i>
Schwarzbauch-Sturmschwalbe	Black-bellied Storm-Petrel	<i>Fregetta tropica</i>

PROCELLARIIFORMES: Procellariidae

Riesensturmvogel	Southern Giant-Petrel	<i>Macronectes giganteus</i>
Hallsturmvogel	Northern Giant-Petrel	<i>Macronectes halli</i>
Silbersturmvogel	Southern Fulmar	<i>Fulmarus glacialisoides</i>
Kapsturmvogel	Cape Petrel	<i>Daption capense</i>

Schneesturmvogel	Snow Petrel	<i>Pagodroma nivea</i>
Weichfeder-Sturmvogel	Soft-plumaged Petrel	<i>Pterodroma mollis</i>
Blausturmvogel	Blue Petrel	<i>Halobaena caerulea</i>
Taubensturmvogel	Antarctic Prion	<i>Pachyptila desolata</i>
Dünnschnabel-Sturmvogel	Slender-billed Prion	<i>Pachyptila belcheri</i>
Weißkinn-Sturmvogel	White-chinned Petrel	<i>Procellaria aequinoctialis</i>
Dunkelsturmtaucher	Sooty Shearwater	<i>Ardenna grisea</i>
Breitschnabel-Lummensturmvogel	South Georgia Diving-Petrel	<i>Pelecanoides georgicus</i>

SULIFORMES: Phalacrocoracidae

Felsenscharbe	Magellanic Cormorant	<i>Leucocarbo magellanicus</i>
Südgeorgienscharbe	South Georgia Shag	<i>Leucocarbo georgianus</i>
Kaiserscharbe	Imperial Cormorant	<i>Leucocarbo atriceps</i>
Antarktisscharbe	Antarctic shag	<i>Leucocarbo bransfieldensis</i>

PELECANIFORMES: Ardeidae

Nachtreiher	Black-crowned Night Heron	<i>Nycticorax nycticorax</i>
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CATHARTIFORMES: Cathartidae

Truthahngeier	Turkey Vulture	<i>Cathartes aura</i>
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FALCONIFORMES: Falconidae

Schopfkarakara	Crested Caracara	<i>Caracara plancus</i>
Falklandkarakara	Striated Caracara	<i>Daptrius australis</i>

PSITTACIFORMES: Psittacidae

Smaragdsittich	Austral Parakeet	<i>Enicognathus ferrugineus</i>
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PASSERIFORMES: Furnariidae

Falkland-Uferwippen	Blackish Cinclodes	<i>Cinclodes antarcticus</i>
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PASSERIFORMES: Tyrannidae

Maskengrundtyrann	Dark-faced Ground-Tyrant	<i>Muscisaxicola maclovianus</i>
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PASSERIFORMES: Sturnidae

Star	European Starling	<i>Sturnus vulgaris</i>
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PASSERIFORMES: Turdidae

Magellandrossel	Austral Thrush	<i>Turdus falcklandii</i>
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PASSERIFORMES: Passeridae

Hausperling	House Sparrow	<i>Passer domesticus</i>
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PASSERIFORMES: Motacillidae

Correnderapieper	Correndera Pipit	<i>Anthus correndera</i>
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PASSERIFORMES: Icteridae

Langschwanzstärbling	Long-tailed Meadowlark	<i>Leistes loyca</i>
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PASSERIFORMES: Thraupidae

Graukopf-Ammertangare	Patagonian Sierra Finch	<i>Phrygilus patagonicus</i>
Weißbart-Ammertangare	White-bridled Finch	<i>Melanodera melanodera</i>

MAMMALS: Cetaceae

Seiwal	Sei Whale	<i>Balaenoptera australis</i>
Blauwal	Blue Whale	<i>Balaenoptera musculus</i>
Buckelwal	Humpback Whale	<i>Megaptera novaeanglia</i>
Finnwal	Fin whale	<i>Balaenoptera physalis</i>
Zwergwal	Minke Whale	<i>Balaenoptera bonaerensis</i>

Grindwal
Schwertwal / Orca
Stundenglasdelfin
Peale Delfin
Commersondelfin

Long finned Pilot Whale
Orca
Hourglass Dolphin
Peale's Dolphin
Commerson's Dolphin

Globicephala melas
Orcinus orca
Lagenorhynchus cruciger
Lagenorhynchus australis
Cephalorhynchus commersonii

MAMMALS: Pinnipedia

Mähnenrobbe
Südamerikanischer Seebär
Antarktischer Seebär
Südlicher See-Elefant
Weddellrobbe
Krabbenfresserrobbe
Seeleopard

South American Sea lion
South American Fur seal
Antarctic Fur seal
Southern Elephant Seal
Weddell Seal
Crabeater Seal
Leopard Seal

Otaria flavescens
Arctocephalus australis
Arctocephalus gazella
Mirounga leonis
Leptonychotes weddellii
Lobodon carcinophaga
Hydrurga leptonyx

