
EXPEDITION REPORT

THE NOVARA 2017
SOUTH GEORGIA
EXPEDITION



Ascending the Salomon Glacier from Hamilton Bay

Photo: B. Riis-Johannessen

Contents

<i>Introduction</i>	1
<i>Summary Itinerary</i>	1
<i>Expedition Objectives</i>	1
<i>Members</i>	2
<i>Sailing to South Georgia</i>	3
<i>Grytviken Day Skitouring</i>	4
<i>Grytviken to Larsen Harbour</i>	4
<i>Salomon Glacier</i>	6
<i>Wirik Bay to Grytviken</i>	7
<i>Grytviken</i>	7
<i>Grytviken to Prins Olav Harbour</i>	8
<i>Possession Bay/Prins Olav Harbour</i>	8
<i>The Shackleton Traverse</i>	9
<i>Prins Olav Harbour to Elsehul</i>	11
<i>Elsehul to Grytviken</i>	13
<i>Grytviken to Port Stanley</i>	14
<i>Wildlife</i>	15
<i>Onshore safety Plan</i>	16
<i>Environmental Plan</i>	17
<i>Weather and Conditions</i>	17
<i>Clothing and Equipment</i>	18
<i>Food and Cooking</i>	19
<i>Communication</i>	19
<i>Thanks</i>	20

*Photos by Bjørn Riis-Johannessen,
unless otherwise noted*

Introduction

The NOVARA 2017 South Georgia Expedition successfully completed a high-level ski traverse from Possession Bay, via the Kohl-Larsen Plateau, to Fortuna Bay, a ski ascent to the upper region of the Salomon Glacier, across to Wirik Bay and a number of day ski tours. A number of landings were made for tourism. Severe weather conditions led to frequent adjustments to the planned schedule.

Summary Itinerary

DATE	LOCATION	ACTIVITY
September 4-6	Stanley	Preparations
September 6-11	Scotia Sea	Passage, Stanley to Grytviken
September 11-17	Grytviken	Sheltering from weather. Day skitouring, hiking, tourism
September 18	Ocean Harbour	Tourism
September 19	Ocean Gold Harbour	At anchor
September 20	Larsen Harbour	At anchor
September 21	Salomon Glacier. Novara at Cooper Bay	Skiing
September 22	Wirik Bay	Skiing, return to Novara
September 23	Godthul	At anchor
September 24-25	Grytviken	Moored
September 26	Husvik Harbour	At anchor
September 27	Prins Olav Harbour via Hercules Bay	At anchor
September 28	Possession Bay	Day skitouring on Purvis Glacier. Prins Olav Harbour
September 29	Possession Bay	Day skitouring on Shackleton Gap. Prins Olav Harbour
Sep 30-Oct 1	Prins Olav	At anchor
October 2-4	Possession Bay to Fortuna	Skiing
October 5-6	Rosita Bay	At anchor
October 7	Right Whale Bay	At anchor
October 8	Elsahul	At anchor
October 9-11	Prins Olav Harbour	At anchor
October 12-15	Grytviken	Moored
October 16-26	Scotia Sea	Passage, Grytviken to Stanley
October 27-28	Stanley	Wrap-up, departure

Expedition Objectives

The expedition proposed to:

- follow Shackleton's route across South Georgia from King Haakon Bay to Stromness.
- approach Mt Paterson from the Salomon and Twitcher Glaciers, making ski ascents of peaks along the route. Return by reversing the route of ascent.
- day ski touring as conditions and time would allow.

Members

The expedition consisted of 7 members, most with extensive ski mountaineering and sailing, as well as expedition experience:



Steve Brown (Expedition Leader & Skipper)
NATIONALITY: British



Alan Hogg (First Mate)
NATIONALITY: British



Terje Løkken (Sailor)
NATIONALITY: Norwegian



Bjorn Riis-Johannessen (Sailor/Mountain Leader)
NATIONALITY: Norwegian



S/Y NOVARA
Newport, UK



Dan Harwood (Skier)
NATIONALITY: British



The Rev, Bob Shepton (Sailor/Skier)
NATIONALITY: British



Alex Jara (Sailor/Skier)
NATIONALITY: Spanish

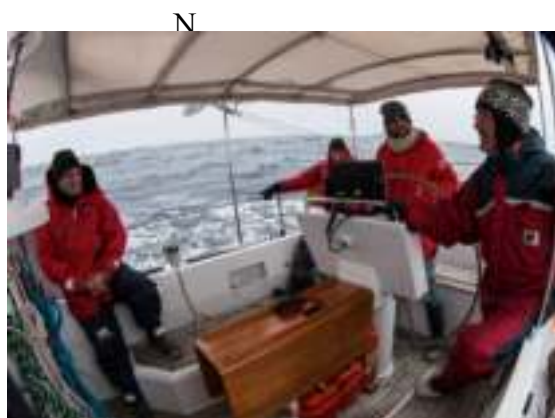
Sailing to South Georgia

NOVARA is a 6-7 berth 60ft ice strengthened aluminium hulled, aero rigged schooner. She was designed in Holland the Dykstra naval architects and built by Dutch shipyard Damstra as a "scientific research vessel" for high latitude cruising. She is an all aluminium construction, 40 mm in the bow stem area, 20 mm at keel stem base, 10 mm plating keel sides, 8mm topsides and 6mm deck plating. Closely spaced framing for extra strength. NOVARA has double bottom for much of the boat's length (fuel, water, gray water and ballast tanks). There are 5 separate watertight compartments (aft storage, engine room, main living quarters, tool room and fore peak). She is well insulated and has an efficient circulating hot water radiator central heating system. She carries 2,000 liters of fuel in two tanks plus a 160 liter



backup. 1,500 liters of fresh water, plus a 200 liter per hour watermaker ensures ample supplies of fresh water. She carries two inflatable dinghies with 20 and 10 hp outboards.

NOVARA left Port Stanley on September 6, arriving at Grytviken September 11, after a relatively comfortable passage. The original plan was to go straight to King Haakon Bay and set off on the Shackleton Traverse directly. However, being a private expedition, we were obliged to first call at Grytviken for clearance, biosecurity briefing, etc. Magnificent views at landfall and sailing down the coast. Put in to Possession Bay to check out possibilities for access to Purvis Glacier and Shackleton Bay, with both looking good. It was striking how little snow there was, clearly evident from the picture below, view from Maiviken towards Cumberland West Bay.



It was striking how little snow there was, clearly evident from the picture on the left, the view from Maiviken towards Cumberland West Bay.

Grytviken Day Skitouring

12 - 17 September

Soon after arriving at Grytviken, weather conditions soon deteriorated and reports of 45 knot wind with 9 m waves kept us from getting in position for an attempt at the



traverse, let alone undertake it. Grytviken offered plenty of opportunities for tourism, hiking and some pretty good day skiing in the ranges in from Gull Lake. Various members of the team made ascents to 1. Pinnacle Pass, 2. Cornice Pass and 3. up to the top rock band of Narval Peak.

Even as early as mid September there was very little snow. It was possible to find routes through the rocks, but had been a fairly typical situation through the whole winter. We also found skiable snow west of Gull Lake, towards Echo Pass.

Even as early as mid September there was very



Grytviken to Larsen Harbour



18 - 20 September

With our first port of call at Grytviken, we decided to head south for an attempt at the Salomon Glacier and the then work our way back north to finish with the Shackleton Traverse, first stop being Ocean Harbour.



From Ocean Harbour, our plan to stop at St. Andrews Bay was quickly abandoned as the wind picked up and soon was gusting 50-60 knots. Logged 8.5 knots with bare masts! Next stop Gold Harbour, where we anchored in relative calm. Following wind change from northerly to southerly and steadily increasing, the anchor was reset towards the southern shore of the bay. It held for a while, but then a 70 knot gust sent us out into the bay. Anchor reset again and held through the night, - a sleepless night!

Exploring Gold Harbour at anchor

With conditions dramatically improved the next morning, we headed on south. A quick view of Twitcher and Hertz Glaciers on the way, showed both clearly inaccessible, at least for a ski team with haulage, and dropped as possible access or escape points. Below shows Twitcher (difficult, but possible) on the left and Hertz on the right.



A quick stop in Hamilton Bay revealed easy access on to the Salomon Glacier, but heavy swell made landing on the beach impossible. The bay is completely open to southern ocean swell and landing conditions can be difficult. We headed off to Larsen



Harbour at the south shore of Drygalski Fjord to wait for better conditions. This is an amazing anchorage. It was used by the whalers to keep their catch while hunting for more. There is room for only one or two yachts at anchor, giving shelter in all wind directions, with mountains raising close to 1,000 m straight out of the sea.

Salomon Glacier

21 - 22 September



Hamilton Bay/Salomon Glacier

Our plan was to ski up the Salomon Glacier and continue into the Salvesen range towards Mount Paterson. Unfortunately, weather conditions quickly put a stop to our plans. Sea conditions had improved and we were able to land without problems and ski up a gentle slope up on to the glacier plateau. In order to ensure safe crewing of the yacht we decided to

reduce the landing party to three with one tent. The glacier was completely unbroken and we continued in good conditions up towards the pass at the top of the glacier at around 600 m. As we approached the pass, the weather quickly turned for the worse and soon the wind was gusting 30-40 knots. We were able to put the tent up with some difficulty in steadily worsening conditions. With a solid snow wall, double poles



and the tent anchored with all 24 points and valances well dug in, we retreated inside and spent the next few hours, at times holding the tent down, wondering if it would hold, the wind now gusting at an estimated 50-60 knots, knocking the tent almost flat at times. Satellite contact with the yacht revealed that they were experiencing even worse conditions than we were and there was worse to come. NOVARA was anchored in Cooper Bay

and was blown out of the anchorage in gusts of 60-70 knots. With a worsening forecast and limited escape possibilities, we decided to abandon. Hamilton Bay and Cooper Bay were out of the question due to the swell and so were Hertz and Twitcher Glaciers so we decided to head over to Wirik Bay. On the way up Salomon, we had noticed a possible route across to Lewald Glacier and Wirik Bay (rh photo). Big improvement in the weather next morning and some debate about whether to continue or abandon.





With last night's experience still fresh in mind and the promise of worse to come, we decided to head out.

Descent to Wirik Bay

Wirik Bay to Grytviken



23 - 24 September

We now decided to head north, to get in position for the Shackleton Traverse anchoring at Godthul and visiting St Andrews Bay on the way.

In St Andrews Bay. The skipper reflecting on progress so far

Grytviken

25 September

Brief stop at Grytviken for drying, repairs and re-energizing.



Repairing de-laminated skis



Bob getting ready for the next skitour

Grytviken to Prins Olav Harbour

26 - 27 September

Another windy day, 30 kt wind and swell on the nose, so put in to Husvik Harbour anchorage over night, accompanied by Pelagic Australis. Continued on north the next morning to Prins Olav Harbour, with a brief stop at Hercules Harbour for an alternator drive-belt job

Pelagic Australis



Hercules Harbour

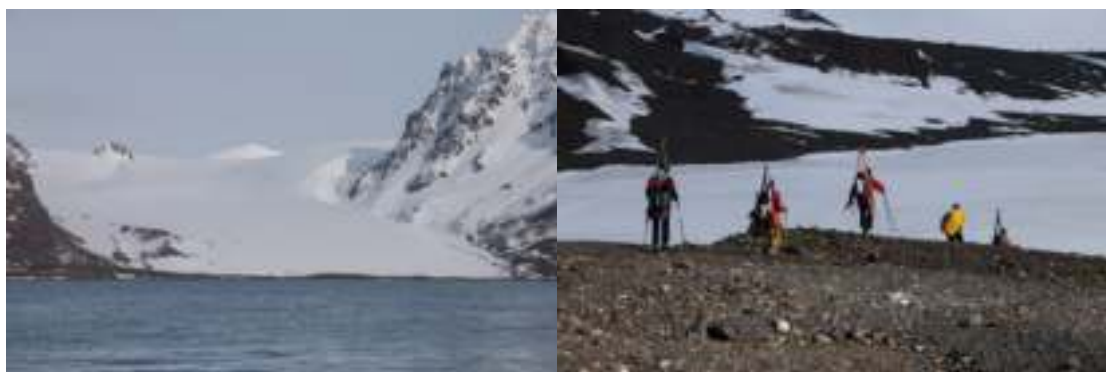
Possession Bay/Prins Olav Harbour



28 September - 4 October

To save ourselves close to 200 n miles additional passage, we decided to do the Shackleton Traverse, or a variant of the traverse rather, starting from Possession Bay. Assistance Bay at the head of Possession Bay offers reasonable day anchorage, but for an extended stay, we chose to use the old whaling station, Prins Olav Harbour, some 5 miles further out.

Prins Olav offers good shelter in most conditions. We were now waiting for a 3-4 day weather window.



From assistance bay, there is good landing and easy access to both the Shackleton Gap and the Purvis Glaciers. Waiting for the weather window, we made day ascents of both glaciers. The Shackleton Gap (top picture) is accessed through rocks on right side of the picture with a 20 min hike. The Purvis Glacier can be accessed from either side, but the left hand side of the picture probably offers the shortest hike in, abt. 45 minutes. Two days of good skiing conditions were followed by two days of strong wind, at times gusting some 40-50 knots, with williwaws from all directions. One attempt to head into Assistance Bay was abandoned, - no condition to set off on the traverse. Then, on 2 October, conditions improved, but only with a couple of days of reasonable weather.

The (variant) Shackleton Traverse

2 - 4 October

Having observed the general lack of snow, we decided to make a variation on the true traverse, avoiding the descent from Trident Range and the likely heavily crevassed Crean Glacier. For better skiing conditions, we chose a route up the Briggs Glacier, south of the Tridents on to the Esmark Glacier, through the Zigzag Pass in the Wilkens Peaks, across the Kohl Plateau, through the narrow "Rocky Pass" at the eastern end of the Wilkens and down the König Glacier to Fortuna Bay (see map below). On this route we would stay at some 800 - 1,000 m most of the way and

reckoned we would find better skiing conditions. Not being purists, we thought this would be close enough to the original route. We also thought this might have been the route Shackleton would have taken if he had known it was there, a lot easier going than his route :-). According to the forecast we now only had two days of reasonably calm weather, so we decided on a high speed attempt with three skiers and one tent. This was also the best compromise to ensure safe crewing of the yacht. We would have to ski through with one camp only and make a second camp down on the König Glacier awaiting arrival of NOVARA. The



route basically has no escape routes other than returning to Possession Bay or continuing to Fortuna Bay, typically committing to continue when passing the Tridents.

We set off up the Shackleton Gap in overcast conditions, which quickly turned into a white-out and soon rain. Occasional views of the surrounding mountains, but mostly completely closed in and after a while pouring rain and the wind picking up. We reached the pass between the most southern Trident peak and the nunatak south of it and pitched camp in pretty appalling conditions, - 30 - 40 knot wind and pouring rain.



Distance skied, about 12 km, 5.5 hrs.



The next morning, the wind had dropped, so we decided to continue on to Fortune. Total whiteout and pouring rain. Crossing the Esmark Glacier and the Kohl Plateau was an uneventful slog in soft, wet snow, driving rain and only the view of the GPS and the tips of the skis. Passing the Zigzag Pass in a whiteout requires some care, with a bergshrund and crevasses on one side and an enormous wind scoop with deep, vertical sides on the other, leaving only a 20-30 m wide passage to find for a safe crossing. The "Rocky Pass" is even smaller and the only gap through to the König Glacier, but Google Earth waypoints put us right on target. Rather than continue all the way down to Fortuna, we put up a camp some way down the glacier at around 500 m.

Distance skied, about 14 km, 6.5 hrs. Slight improvement in weather the next morning and we set off for an easy descent down the König Glacier. Approaching the lower part of König it was amazing and alarming to see the change in the glacier since 2014

(when the author skied the same route). At that time, we skied on good snow right down to the moraine. This year, one month earlier, the last km or so of the glacier was pitted blue ice ending in a 10 m wall dropping into a glacial river. The picture on the left shows the glacier on 18 October 2014, the picture on the right on 4 October 2017.



Arriving at the end moraine, there is an approximately 4 km hike out to the beach, or as the case might be, 12 km if one chooses to carry out the load in two goes! Following a pickup at the Fortuna Bay beach in pretty dodgy conditions, we headed off back to the Prins Olav Harbour anchorage.

Prins Olav Harbour to Elsehul

5 - 8 October

Mill pond and clear skies next morning as we headed off north, for a planned departure from the island around 11 October. Conditions lasted through the morning and we were able to land at Prion Island for a couple of hours to see the wanderer chicks sitting on their nests there.

From Prion Island we continued on to Rosita Harbour where we spent two nights in steadily worsening conditions, waiting for a weather





window to head back to Stanley, final stop to make ready for the crossing planned for Elsehul. From Rosita, as we passed through Whalers Passage, conditions started getting nasty and we soon had 45 knots on the nose, barely doing 3 knots so we settled for Right Whale Bay instead of Elsehul in pretty inhospitable conditions. Still,

the forecast looked reasonable for the crossing, so we made ready for sea and continued on north the next morning.

Passing Church Bay in heavy swell, we notices the aft mast was starting to move sideways with a strong knocking noise. Closer inspection revealed that all 8 bolts fixing the mast foot plate to the hull had sheared. Not being able to judge exactly how serious this was, we propped up the mast as best as we could and continued on carefully to Elsehul for repairs. A fix with tie-down and stopper plates was devised and by mid morning the day after, NOVARA was ready to put to sea again.

A new GRIB file download quickly put paid to any plans for departure. A weather system had moved in that in a few days would reach from Cape Horn to the Antarctic and from west of the Falklands to east of South Georgia, with wind forecast at a steady 45 knots westerlies and 12 m wave height and taking a week to pass.

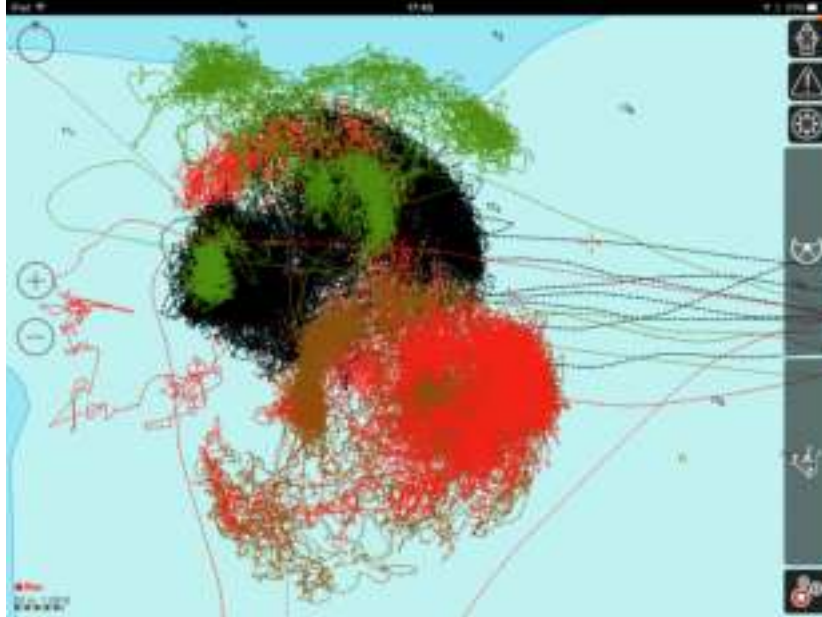


Less than favourable conditions for the passage back to Stanley! Back to Prins Olav Harbour.

Elsehul to Grytviken

9 - 15 October

Prins Olav Harbour felt like home by now. Weather reasonable in the morning but deteriorated through the day, making for a wet ascent of the peak at the head of the south bay. Weather gradually getting worse and another wild night with gust in the 50



knot region. The anchorage has good holding ground and every anchorage since the drama of Cooper bay, we used two anchors, in series, separated by a 10 m chain. This obviously complicated the setting and hauling of the anchors, but we held in the worst of conditions. It didn't stop us swinging though, as

clearly shown on track plot from our stays in Prins Olav. It also ensured good kelp harvests.

The GRIB files started showing a gradual weakening of the weather system, but we were still days away from being able to set off on a safe passage. It also soon became clear we were heading for an 800 n miles crossing with the wind hard on the nose. To assist us in setting the safest and most efficient route, we enlisted the help of a professional route planner, who with extensive weather information, NOVARA's polar charts, speed,



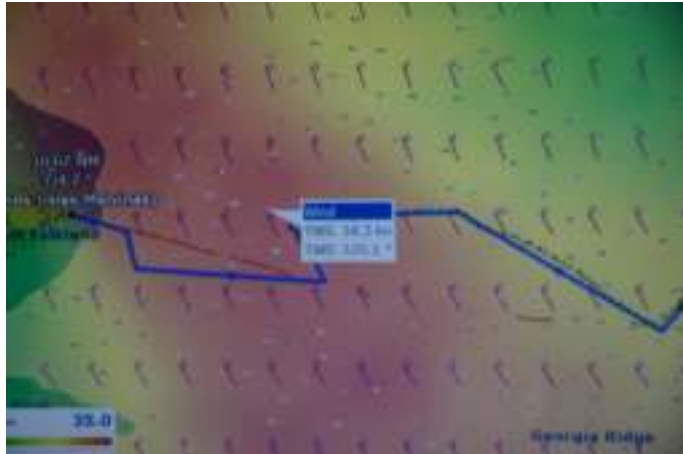
fuel reserves, etc. could help pick a route through the storms. Seeking the comfort of a few days of being moored along side, we decided to head back to Grytviken, enjoying a couple of days of hikes and checking out the wildlife.

Grytviken to Port Stanley

16 - 26 October

A departure on 16 October seemed to offer as favourable conditions as we could expect and still make our flights out of Stanley, already postponed one week. We still would encounter one weather system with 35 knots steady wind with gusts on top and 7 m waves, on the nose most of the way. Our plan was to tack westward and when hitting the storm, put the drogue out and sit it out.

Leaving Grytviken, we soon had 45 knots on the nose and put up storm sails. Three days motor/sail tacking saw us finally clearing Shag Rock. We



hit the storm pretty much as expected and deployed the drogue. The drogue consists of a bridle of 1" rope attached to each of the aft cleats with approximately 150 m of line behind in three sections, 1", 3/4" and 1/2" inch, with a nylon cone at



approximately 1 m intervals. With the drogue deployed, we drifted at 1.5 - 2 knots through the water. We had a few waves breaking over the stern, but conditions on board although rocky, were quite comfortable and we went to bed for two days. We drifted for 42 hours and covered about 80 n miles, unfortunately, mostly in the wrong direction. Retrieving the drogue was slightly more

complicated than deploying it, but didn't pose any serious problems. We attached grab



lines to the drogue, ran them through a pulley up front and back to the man sheet winch, hauling it in in about 8 m sections.

One final surprise, - trying to start the engine, strange noises! The no-return flaps in the exhaust pipe had failed and the engine was filled to the brim with seawater. Not a pretty sight! Three oil changes later,

we had it pretty much cleaned out, we again set course for Stanley and finally got there



after a 10 day crossing, having covered some 1,200 miles of ocean versus the 800 to get out to South Georgia.

Wildlife

The wildlife at South Georgia can only be described as amazing. 750,000 king penguins at St Andrews Bay is a sight not easily forgotten. The fur seals were beginning to enter the beaches and tussocks, but did not pose much of a problem to get past yet. Towards the end of our stay, the elephant seals were in full swing, with plenty of fights and lots of pups.

There were a lot more leopard seals than those of us who had been to South Georgia before had seen. There were 2 -3 at most of places we landed and they were also frequent visitors around the yacht and dinghy. One Leopard seal kept us awake for hours one night, singing against the hull with amazing repertoire of grunts, squeaks and whistles.





Prior to our departure from Stanley, we were asked by Kicki Ericson of the Wanderer III to do a count of the only and sadly diminishing herd of weddell seals at South Georgia, in Larsen Larbour. In all, we counted some 15-20 seals, a couple with live pups and a couple with dead ones.

Onshore Safety Plan

Our safety plan consisted of:

- Experience & Fitness. The group were all ski mountaineers with previous expedition experience, experienced sailors or both. All were reasonably fit with recent medicals.
- Group Size. Our group size of three on overnight ski trips was possibly less than ideal, but we had to balance group size with allowing a safe crew size on the yacht. With the members' experience, we felt we were safe with this group size.
- Medical. We carried a very comprehensive medical kit on the yacht, plus two small field medical packs within the ski party. Three members of the team had first aid qualifications. We had two medical doctors for backup via satellite telephone.
- Communications. We carried two satellite phones and one VHF radio. The yacht was contacted every evening with details of location, condition of party and intentions, and received the latest weather forecast.
- Route. In view of the general lack of snow, we chose a higher route passing south of the Trident range. The traverse does not really offer an escape route other than returning to Possession Bay. We made sure we had a sufficient weather window before committing to continue on to Fortuna Bay. We each carried an additional comfortable 3-4 days of food in case of a forced lie-up. For all day landings, we left an emergency barrel containing 20 man days of rations, fuel and stove.
- Personal & Group Equipment. We compiled an equipment list while planning the expedition for both personal equipment and group equipment, and ensured that every member stuck to this. Our tents were 4-season expedition tents with snow valances, and every member carried a bivvy bag in case of loss/ damage to the tents. The team had sufficient equipment for glacier safety, crevasse rescue and avalanche safety. Each member dragged a lightweight haul bag and equipment was split between this and their rucksack.

Our safety plan was adequate and successful. We were able to take a different but pre-planned route due to mild conditions. This allowed us to stay high, where temperatures were lower, snow-cover greater and crevassing less serious than at lower altitudes.

Environmental Plan

Our environmental plan was adequate and performed well, resulting in minimum impact to the environment of South Georgia. Prior to landing, all expedition members were fully briefed regarding conduct ashore, all clothes and outdoor items were inspected for biological media, the yacht and personal possessions were fully inspected for rodents, and boots and ski sticks were cleaned and sterilised with Vircon between each landing. Human waste was deposited only on glaciers in snow-pits deeper than 1m, and covered after departure from each camp. All other waste was packed out to the yacht for disposal in the Falkland Islands. All yacht waste was transported back to the Falklands for disposal, except for grey and black water, which were disposed of in open sea.

Since all camping and the majority of travel were conducted on snow we had minimal impact to vegetation or of disturbance to wildlife.

Weather & Conditions

Arriving at South Georgia as early as 11 September, well ahead of the "tourist season", we experienced some quite severe conditions. One team member who has sailed all the oceans of the world and extensively in both Arctic and Antarctic waters stated that he had never experienced such consistently severe weather anywhere! The government representative and KEP staff also felt it was a particularly harsh time. A continuous succession of depressions passed the island from the west, with only short periods of settled weather in between.

Compared with three years ago, there was generally very little snow and only at Wirik Bay was it possible to ski down to sea level other than where glaciers extended that far. It was also pretty clear that glaciers (eg König) had retreated, compared with 3 years ago. At higher altitudes, the snow cover was good with few visible crevasses were we went.

Close to land, frequent strong winds, topped up with katabatic gusts required a lot of care in choosing anchorages, with plenty of room to swing. In the mountains, the conditions were no less severe, with high winds and generally low cloud cover. We were surprised to ski in heavy rain at 1,100 m altitude. On the Shackleton Traverse, we skied in thick cloud, navigating by GPS and Google Earth satellite images with waypoints.

Clothing and Equipment

The climate of the South Georgia in spring/summer is similar to that in Scotland in winter. Frequent storms bring high winds, snow, sleet and rain. Temperature generally ranges from -5°C to $+5^{\circ}\text{C}$ at sea level. Clothing was selected that was suited to these damp, cool conditions.



We used a sturdy Helsport Fjellheimen X-treme mountain tent that were kindly provided by Helsport, pegged with 16 bamboo lengths and 8x50 cm aluminium snow pegs. These tents have snow valances, which we felt gave extra peace of mind in blizzard conditions. We used double poles in all three positions and although the tent

was almost flattened in the most severe blizzard, the poles were bent almost 90° , but could be straightened without any permanent damage.

There was good snow cover on all glaciers we skied on and very few visible crevasses, so most glacier travel was done un-roped. All skiers carried standard glacier travel rescue equipment and we had one 50 m rope.

All skiers used randonné skis with skins and Dynafit pin bindings.

For haulage we used Ortlieb 79 L smooth side dry-bags, with weights typically distributed 50/50 between rucksacks and haulbag, in all about 35 kg for up to a week long trip. We towed the haul-bag sleds from the base of our rucksacks by means of a cord passed through a length of tough plastic pipe, which provided enough stiffness to stop the haul-bag sled fouling our skis during descent. A swivel joint between the haul-bag and the cord allowed the haul-bag to rotate, and avoid twists and tangles and a piece of bungee cord to minimize shock loads. This system worked very well and was sufficiently durable for this trip.



Food & Cooking

Cooking was undertaken using a 2.5 L MSR Reactor stove powered with propane-butane gas, which proved to be reliable and extremely efficient. All mountain food was brought out from Europe. All water was obtained by melting snow.

We made up a plastic barrel containing 20 man/days food and gas, and this was depoted every time we went ashore in case we were trapped ashore by bad weather, which is a real possibility, particularly on longer trips away from the shore.

Communications

In addition to VHF radios and satellite phone on the yacht, the shore party had a VHF radios and a satellite phones. We arranged a primary satellite phone schedule between the skiing team and the yacht every day at 20:00 hrs, and a secondary schedule one hour later by satellite phone in case communications couldn't be established during the primary schedule. We also got a weather update from the yacht at 08:00. In addition, the yacht stood by at all times on Channels 16 and 13, and their satellite phone was always turned on. During radio schedules the ski team summarised their current situation, including latitude and longitude if the camp was moved and intentions for the next day.

Communications were generally excellent and we were able to communicate well by satellite phone.

We would like to thank the following for their help and support:

For our superb tents:

Expedition tents Fjellheimen X-Treme from Helsport AS, Melhus, Norway



For our haul bags:

Ortlieb Haul bags from Gekko Supply GmbH, Zurich, Switzerland



... and a big thank you to the Government Representatives at South Georgia and Port Stanley and the team at the King Edward Point BAS base for their professional guidance, support and welcome.

