



Arctic Voyages

# North Pole 90°N



## Introduction

# The North Pole is the point from which all the meridians begin

Dear Traveler,

There are at least two important reasons to visit the North Pole in 2008:

The first reason is that the period of 2007-2009 has been proclaimed as International Polar Year by the International Council for Science (ICSU) and the World Meteorological Organization (WMO). The International Polar Year is a large scientific programme focused on the Arctic and the Antarctic. There is a good chance for travelers to contribute to the Arctic science development by taking part in expedition cruises to the Arctic.

"The Arctic communities and science should benefit from tourism", - it is written in our Arctic Conservation Rules. Every year PAV gives financial support to the Franz Josef Land Reserve recreation programme. Franz Josef Land is the Arctic archipelago, which we visit on our way to the North Pole. Besides, when there is an opportunity PAV invites scientists to take part in Arctic cruises and to carry out their science researches during these expeditions.

Whilst there is a big scientific reason to visit the North Pole in 2008, the second one is more popular among mere mortals, though not less scientific than the Polar Year. It is a total Solar eclipse, "an ordinary wonder" which will be best seen in August, 01 in the point not far from the Franz Josef Land archipelago. It seems that the Nature itself honors these lands with such extraordinary gift in Polar Year.

A total eclipse is usually visible for about 3 minutes from a point in the centre of the path of totality. There's enough time to make unique photos of Solar eclipse with the Arctic landscapes on the background.



A rare geographical discovery, if any, has such a famous intrigue as the discovery of the North Pole. Probably it is justified - such a destination as the top of the world should have a loud history.

In XIX-XX centuries explorers regarded the North Pole as the last prize in the Northern Hemisphere. The quest for the Pole turned into an international race with teams from Britain, Norway and America. Robert Peary, a Commander in the U.S. Navy, made his first attempt to reach the Pole in 1893. Two more expeditions followed (1898-1902 and 1905-1906). Both fell short of the mark, however leaving a trace: the efforts made Peary the foremost Arctic explorer.



The expedition of 1908-09 was to be his last try. On September 5, 1909 Peary emerged from the Arctic wilderness and announced to the world that he had reached the North Pole on April 6. A simultaneous announcement by Frederick A. Cook (also an American) that he had achieved the Pole a year earlier (April 21, 1908) diminished Peary's triumph. Cook's claim was soon rejected, he did not have sufficient proof and soon left the scene.

Peary's claim also ran into trouble. He evinced uncooperative in revealing his logbooks and diaries that may have supported his statement. An Act of Congress in 1911 recognized Peary's claim, but this was a political accolade rather than an endorsement by the scientific community that remained divided in its judgement. Peary died in 1920. Controversy about the 1908-1909 discovery of the North Pole has been raging till today.

The situation was keenly called "the noose of laurels". The dubious discovery has brought dubious glory to both of the explorers. It is not known which of the "battles" was harder: to suffer hardships in the Arctic or to convince the world of the truth of their discoveries...



Frederick Cook

Expedition Team

# Professionals

devoted to the Arctic

Experience is the essential feature of our Expedition Team: professionalism allows our lecturers to talk on a subject in a vivid and informal way. However experience is not the only characteristic we take into account when building up our Expedition Team and Leaders. Hot hearts and shining eyes are not less important to warm and brighten up the atmosphere of the cruise in the cold Arctic. All the members of our Expedition Team are open and frank people willing to share their Arctic experience with you - not only during their lectures but also in informal discussions and lively chat on a deck. It is more than just a job for them - they all are devoted to the Arctic and ready to infect travelers with their passion for these lands.

There is no land beneath the ice of the North Pole. The Arctic ice cap is a shifting pack of sea ice some 6.5 to 10 feet (2 to 3 meters) thick. Imagine how mighty and reliable our icebreaker must be to break the thick age-old Arctic ice! But the ship, even the perfect one, without the Captain and the crew is like a bird without wings. Their experience and skills are not less essential as sophisticated equipment of the vessel. For many years the crew and the Captain of "Yamal" have been successfully guiding cargo vessels across the Arctic sea routes and during the last decade doing passenger expeditions.

Ice,  
Icebreakers,  
Ice-masters



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## Helicopter Team

Accurate landing on the helicopter deck or on a glacier in blasts of a strong wind, ice reconnaissance in the fog - this is only "the tip of the iceberg" of the helicopter team's tasks. Their experience is completely at your disposal to widen your discoveries in the visited areas.

Arctic adventure exciting and thrilling

Their job is  
to keep your

experience  
**andskills**

No wonder that the names of helicopter pilots working in the Arctic are as well known as the names of icebreaker captains. An icebreaker and a helicopter make up a perfect match to cope with the challenging ice and weather conditions of the Arctic.



## Day-by-day Itinerary

Please keep in mind that this is a unique expedition to a remote and very little explored part of the globe. **Our sample itineraries should therefore be read as a guide only**, heavily dependent on weather and ice conditions and other circumstances.

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**Day 1. Moscow. Welcome to Moscow, a bright and crowded megapolis. Be sure - you'll have a rest from a city throng in the Arctic and will be able to feel the difference.** Your arrival at Moscow international airport is followed by transfer to a 5 star hotel located in the center of the city. Our representatives will meet you at the lobby of the hotel. Please, note: If your time of arrival does not match the time of the group transfer, please, contact us for booking an individual transfer for you.

**Day 2. Moscow - Murmansk charter flight. Let us introduce you to nuclear-powered icebreaker "Yamal", one of the most powerful ships in the world.** After a short Moscow city tour we will go to the airport for our 2-hour flight to Murmansk. We'll board the "Yamal" and leave the city port passing Kola Bay.

**Day 3. The Barents Sea. Don't miss the instructions on helicopter activities - welcome to a Real Expedition.** We head northward towards the Franz Josef Land archipelago. In the meantime we will be shown around the ship and see the sophisticated technical equipment in the engine room. Helicopter instructions are obligatory for every passenger.

**Days 4 - 5. Franz Josef Land Archipelago: here adventures begin.** We cross 80° North latitude and penetrate the remote world of ancient pack ice, towering volcanic mountains, icebergs and glaciers. Discovered only in 1873 by Austrian expedition aboard the "Tegetthoff", most of the archipelago remains largely unexplored. Our onboard helicopters will afford astonishing views of the area's magnificent landscape. If the weather and ice approve of our expedition plans we'll call at Tikhaya (Calm) Bay to view Rubini Rock with numerous seabird colonies. Our experienced Captain will do his best to approach the sheer basalt cliff as close as possible. If there is no fog by the coast of the bay we will witness a deserted research station. We have good chances to encounter polar bears and walrus whilst passing by the archipelago. Walrus are imposing, while the touching behavior of polar bears sometimes makes us forget about the wild and predatory nature of these animals. Attracted by the unfamiliar object and smell curious polar bears approach the ship closely, offering excellent photographic opportunities. We may visit Cape Norway where Norwegian explorers Fridtjof Nansen and Hjalmar Johansen wintered in 1896-1897. Don't be confused if you don't know these guys - our experienced historians, naturalists and travelers will do their utmost to acquaint you with the most significant and interesting features of the Arctic.



# Hard-to-reach areas of the globe

**Days 6 - 7. Towards the Pole.** It's hard to say what is more important: objective, or the process of reaching it? The experience of watching the 75,000 horsepower "Yamal" battling her way through the toughest ice in the world may be one of the most memorable. The breathtaking views of this battling icebreaker observed from a helicopter will further deepen your emotions.

## Day-by-day Itinerary



**Day 8. The North Pole.** We expect to reach the North Pole in the evening. We hope to find a suitable ice block to disembark and have the North Pole picnic on the ice. Now you know what it is like: standing on the top of the world. The most daring can take a plunge into the Arctic Ocean. You can literally have a round-the-world walk in our International round dance.

© Yaroslav Nikitin

**Days 9 - 11. Course due south.** Though the North Pole is the main goal of our expedition, our adventure is not over yet and we have some more interesting things to see in the latter part of our expedition. Our icebreaker is heading south, smashing through ice hummocks and pack ice. If weather and ice conditions are not against our plans we will visit some places on the Franz Josef Land archipelago.





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# Forcing

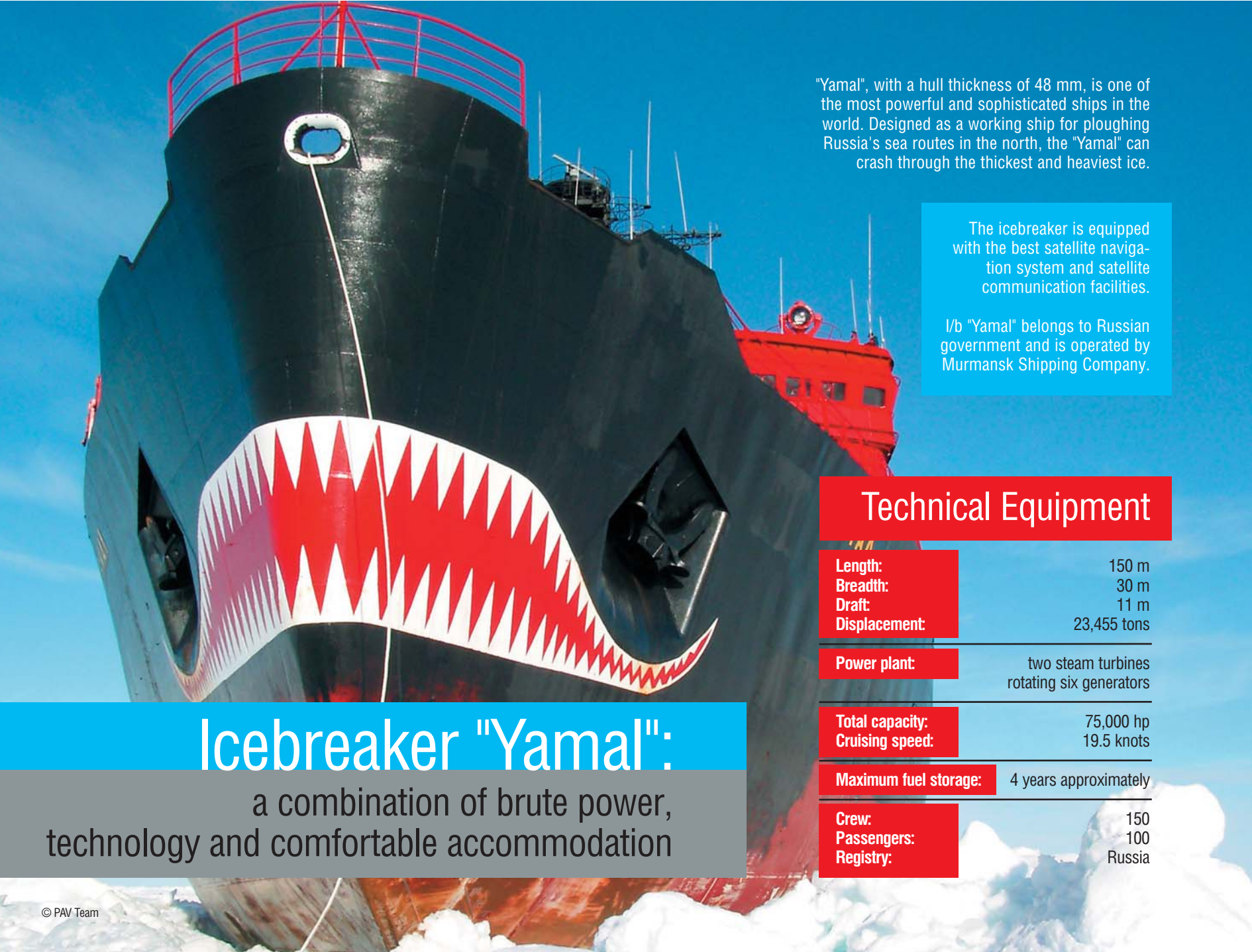
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through multiyear ice

**Days 12 - 14. Barents Sea.** You will have time to share your emotions with your companions and Expedition Team and to comprehend that now you belong to a selected group of people who have conquered the North Pole. After disembarkation in the port of Murmansk we will fly to Moscow to spend one more evening in the capital of Russia.

**Day 15. Moscow.** After breakfast buses will take you to the international airport for the flight home.

A large black icebreaker ship named 'Yamal' is shown from a low angle, breaking through a thick layer of white sea ice. The ship's hull is painted with a large, stylized shark's mouth, featuring a row of sharp, red, triangular teeth. The ship's superstructure is red. The sky is a clear, bright blue.

"Yamal", with a hull thickness of 48 mm, is one of the most powerful and sophisticated ships in the world. Designed as a working ship for ploughing Russia's sea routes in the north, the "Yamal" can crash through the thickest and heaviest ice.

The icebreaker is equipped with the best satellite navigation system and satellite communication facilities.

I/b "Yamal" belongs to Russian government and is operated by Murmansk Shipping Company.

## Technical Equipment

<b>Length:</b>	150 m
<b>Breadth:</b>	30 m
<b>Draft:</b>	11 m
<b>Displacement:</b>	23,455 tons

<b>Power plant:</b>	two steam turbines rotating six generators
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<b>Total capacity:</b>	75,000 hp
<b>Cruising speed:</b>	19.5 knots

<b>Maximum fuel storage:</b>	4 years approximately
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<b>Crew:</b>	150
<b>Passengers:</b>	100
<b>Registry:</b>	Russia

# Icebreaker "Yamal":

a combination of brute power,  
technology and comfortable accommodation

## Expedition rates include:

1. 2 overnights in a 5\* hotel in Moscow with breakfast;
2. Airfares Moscow-Murmansk-Moscow;
3. Group transfers between the airport, ship and airport (from 15 passengers);
4. Luggage transfers between the airport and the ship;
5. Voyage aboard the vessel "Yamal" as indicated in the itinerary;
6. All shore excursions and activities throughout the voyage by "Zodiacs" and helicopters (as included in planned group excursions);
7. Program of lectures by noted naturalists and the service of an experienced guide;
8. Four meals a day;
9. Pre-departure materials and expedition log;
10. All miscellaneous service taxes and port charges throughout the program;
11. Special expedition parka.



## Not included:

1. Passport and visa expenses (if required);
2. Government arrival and departure taxes (if required);
3. Meals ashore and supplement for single hotel accommodation (if required);
4. Luggage, cancellation (strongly recommended) and **personal insurance, which is compulsory** and a copy of which has to be provided to "Poseidon Arctic Voyages" prior to the departure;
5. Excess luggage charges;
6. Telecommunication services; laundry, bar and beverage charges aboard the vessel;
7. Standard tips at the end of the voyage for stewards and other service personnel aboard (at your discretion).

