



Wild Earth Travel

Small Ships, Big Adventures

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info@wildearth-travel.com

EAST AND SOUTH GREENLAND EXPLORER, AURORA BOREALIS, INCL. FLIGHT FROM NARSARSUAQ TO COPENHAGEN

East Greenland is among the most remote and least populated areas of the Arctic, a wild place of dramatic fjords, small Inuit settlements, and ancient remains from Viking and Thule cultures. Sail and explore the coastlines of this ruggedly beautiful region, enjoying its impressive rock formations and colossal icebergs while keeping an eye open for Arctic wildlife.

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ITINERARY

Day 1: Largest town, biggest island

The adventure begins in Longyearbyen, the administrative center of Spitsbergen. Enjoy strolling around this former mining town, whose parish church and Svalbard Museum make for fascinating attractions. Though the countryside appears stark, more than a hundred species of plant have been recorded here. In the early evening the ship sails out of Isfjorden, where we might spot the first minke whale of the voyage.

Day 2-3: Onward to East Greenland

We may eventually see the jagged edge of the east Greenland sea ice flashing into sight, depending on the conditions. Keep watch for whales and migrating seabirds.

Day 4: Tundra, mountains, and icebergs

As we approach Greenland, we may sail through the sea ice into Foster Bay and land at Myggebugten. Beyond the old hunters' hut where Norwegian trappers once hunted for polar bear and Arctic fox, there is a sprawling tundra populated by musk oxen as well as geese floating the small lakes. From here we sail through Kaiser Franz Josef Fjord, surrounded by towering mountains and bright interior icebergs. An alternate route is Sofia Sound, a narrower waterway.

Day 5: The islands of Antarctic Sound

We arrive at Teufelschloss (Devil's Castle), a mountain with layered geology. On the other side of the fjord is Blomsterbugt and the intended landing site. In the afternoon we head into Antarctic Sound, where we find the islands of Ruth, Maria, and Ella. Maria is the most likely spot for a landing.

Day 6: Sights of the Arctic autumn

The first half of the day we spend in Antarctic Havn, an extensive valley where you can spot groups of musk oxen. At this time of year, the sparse vegetation is dressed in the fiery colors of autumn.

Day 7: Arriving at Earth's largest fjord

Today we reach Scoresby Sund, sailing along the glaciated Volquart Boons Kyst. You may also enjoy a Zodiac cruise past one of the glacier fronts, along with a visit to the basalt columns and ice formations of Vikingebugt. We continue along the east coast of Milne deeper into the fjord.

Day 8: Enormous bergs, Arctic hares

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In the morning we encounter colossal icebergs, some over 100 meters (328 feet) high and more than a kilometer long. Most of them are grounded, as the fjord is only about 400 meters deep (1,312 feet). We then land near Sydkap, with fine views of Hall Bredning and a good shot of seeing Arctic hares. Later we will land at Satakajik and see the remains of Thule dwellings.

Day 9: Settlement at Scoresby Sund

Today we make a tundra landing on Liverpool Land, in Hurry Inlet. The afternoon stop is Ittoqqortoormiit, the largest settlement in Scoresby Sund at about three hundred inhabitants. At the post office you can buy stamps for your postcards or just stroll around to see the sled dogs and drying skins of seals and musk oxen. In the afternoon we sail south, passing the picturesque landscapes of the Blosseville Coast.

Day 10: Thule huts and hiking spots

Our next stop is Stewart Island, an important hunting area for the people of Scoresby Sund. There are beautiful remains of Thule houses to be seen here. Rømer Fjord and Turner Sound, meanwhile, give us the opportunity to sail far inland, as they have no glacier front at their head and are not clogged with ice. This also provides us good hiking opportunities.

Day 11-13: All the pretty fjords

Sailing south along the East Greenland coast, we enter several fjords competing in beauty: d'Aunay, Nansen, and possibly either Ikarsuaq or Kangertitsivaqmiit. Most of these fjords have glacier front at the head, but any of them can offer us a chance to see polar bears.

Day 14: Smalltown Greenland

Tasiilaq, once known as Angmagssalik (about 2,000 inhabitants) is our next port of call. This charming town is the center of East Greenland, boasting a museum where you can learn about the colorful local history of this incredibly remote area.

Day 15: In the steps of Nansen

We next sail south to land at Umivik, where the explorer Fridtjof Nansen ascended the Greenland ice sheet. Here you may even be able to walk a short distance in his steps.

Day 16: The valley of Mariedal

Today we circumnavigate Skjoldungen through one of the most spectacular fjords of southeast Greenland, then land at Qornoq to see houses from the Thule culture. We will then visit Mariedal and a beautiful valley where Greenlanders used to collect berries in autumn.

Day 17: Abandoned Greenland settlement

Moving on to Timmiarmiut, we see an abandoned Greenlandic settlement and will possibly sail into the fjord. Polar bears have sometimes been spotted here in the past. As an alternative, we may visit Igutsait to the south.

Day 18: Prins Christian Sund mountains

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Our westward passing of the Prins Christian Sund is surrounded by mountains of over 1,000 meters (3,300 feet) and is one of the highlights of the voyage. We may make a landing at Svaerdfiskens Havn or in the evening at Ikigait, once known as Herjolfsnes, a former Norse settlement.

Day 19: Uunartoq hot spring

Today we reach Lichtenau, a lovely though nearly deserted Greenlandic village, where the Hermannhuters had a mission in the 18th century and where some of their large German-style buildings still remain. We will then try to get to Uunartoq, where we can bathe in a large hot spring surrounded by icebergs. Across at Vagar, we find the remains of a Norse homestead.

Day 20: Erik the Red's base

In Eriksfjord we land at Ittileq, in a bay from which we can walk 4 km (2.5 miles) down a road to Igaliku (Gardar). In this small Greenlandic village, we can see the remains of a 13th-century Norse church, along with other ruins. Then in the afternoon, we plan to visit Bratthalid, the base of Erik the Red. This is a sub-Arctic area with birch trees, agriculture, and cattle. Later that evening, we arrive at Narssarsuaq for the final night of our voyage.

Day 21: Saying goodbye to Greenland

From the WW2-era airport of Narssarsuaq, we fly back to Copenhagen. Though our adventure has come to an end, we take home memories that will accompany us wherever the next adventure lies.

Please note:

All itineraries are for guidance only. Programs may vary depending on ice,

weather, and wildlife conditions. Landings are subject to site availabilities, permissions, and environmental concerns per AECO regulations. Official sailing plans and landing slots are scheduled with AECO prior to the start of the season, but the expedition leader determines the final plan. Flexibility is paramount for expedition cruises. The average cruising speed of our vessel is 10.5 knots.



YOUR SHIP: PLACIUS

YOUR SHIP:	Plancius
VESSEL TYPE:	Expedition
LENGTH:	89 metres
PASSENGER CAPACITY:	108 - 116
BUILT/REFURBISHED:	1976 / 2009

M/v "Plancius" was built in 1976 as an oceanographic research vessel for the Royal Dutch Navy and was named "Hr. Ms. Tydeman". The ship sailed for the Dutch Navy until June 2004 and was eventually purchased by Oceanwide Expeditions. The vessel was completely rebuilt as a passenger vessel in 2009 and complies with the latest SOLAS-regulations (Safety Of Life At Sea). M/v "Plancius" is classed by Lloyd's Register and flies the Dutch flag.

Perfect for any expedition

M/v "Plancius" accommodates 108 passengers with private toilet and shower in 4 quadruple porthole cabins, 9 twin porthole cabins, 25 twin cabins with window and 2 twin deluxe cabins, all (ca. 12,5 square meters) and 10 twin superior cabins (ca. 21 square meters). All cabins offer lower berths (one queen-size bed in the superior cabins and two single beds in the twin cabins), except for the 4 quadruple cabins (for 4 persons in 2x upper and lower beds).

Plancius: a vessel with comfort and character

Please be aware that a small number of cabins may have a partially obstructed view due to the design requirements of the ship. The best view is always on the outer deck or the bridge. The

vessel offers a restaurant/lecture room on deck 3 and a spacious observation lounge (with bar) on deck 5 with large windows, offering full panorama view. M/v "Plancius" has large open deck spaces (with full walk-around possibilities on deck 4), giving excellent opportunities to enjoy the scenery and wildlife. She is furthermore equipped with 10 Mark V zodiacs, including 40 HP 4-stroke outboard engines and 2 gangways on the starboard side, guaranteeing a swift zodiac operation. M/v "Plancius" is comfortable and nicely decorated, but is not a luxury vessel. Our voyages in the Arctic and Antarctic regions are primarily defined by an exploratory educational travel programme, spending as much time ashore as possible. Plancius fully meets our demands to achieve this. The vessel is equipped with a diesel-electric propulsion system which reduces the noise and vibration of the vessel considerably. The 3 diesel engines generate 1.230 horse-power each, giving the vessel a speed of 10 - 12 knots. The vessel is ice-strengthened and was specially built for oceanographic voyages. M/v "Plancius" is manned by an international crew of 40 (20 nautical crew and 20 hotel crew), 8 expedition staff (1 expedition leader, 1 assistant expedition leader and 6 guides/lecturers), and 1 doctor.

Age and Nationality

Passengers on a typical voyage range from their 30s to their 80s - with a majority usually from 45 - 65. Our expeditions attract independent-minded travellers from around the world. They are characterised by a strong interest in exploring remote regions. The camaraderie and spirit that develops aboard is an important part of the expedition experience. Many departures have several

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nationalities on board.

Dress code

In keeping with our expeditions atmosphere, dress on board is informal. Bring casual and comfortable clothing for all activities. Keep in mind that much of the spectacular scenery can be appreciated from deck, which can be slippery. Bring sturdy shoes with no-slip soles and make sure the parka is never far away in case of the call "Whales!" comes over the loudspeaker and you have to dash outside. Wear layers since it is comfortably warm aboard the ship - and often cold on deck.

Currency & payment

Refreshments from the bar and souvenirs will be charged to your cabin. The day before departure you can settle your bill with the Hotel Manager and pay by credit card (Visa or MasterCard) or cash (Euro or Dollar). We do not accept cheques of any kind. The prices and standard currency on board our vessels is the Euro. Other currencies may be accepted at the discretion of the hotel manager at prevailing rates.

Electric current

The electrical supply aboard the ship is 220v, 60Hz. Electrical outlets are standard European with two thick round pins. You may need a 220v/110v converter.

Gratuities

The customary gratuity to the ship's service personnel is made as a blanket contribution at the end of the voyage which is divided among the crew. Tipping is a very personal matter and the amount you wish to give is at your discretion. As a generally accepted guideline, we suggest US\$8 to US\$10 per person per day. It is better for the crew, if you can give them cash US Dollar.

Non-smoking policy

On board our vessels we have a non-smoking policy. It is

prohibited to smoke inside the ship. You can smoke in the designated smoking areas. Please respect the wishes of non-smokers.

Your physical condition

You must be in good general health and you should be able to walk several hours per day. The expedition is ship-based and physically not very demanding. Although we spend as much time as possible ashore, you are welcome to remain aboard the ship if you like. To join most excursions, you must be able to get up and down the steep gangway from the ship to the water level to board the Zodiacs. Staff will assist you in and out of the boats. This will become progressively easier with practice. Ashore it can be slippery and rocky. You are travelling in remote areas without access to sophisticated medical facilities, so you must not join this expedition if you have a life-threatening condition, or need daily medical treatment.



treatment.

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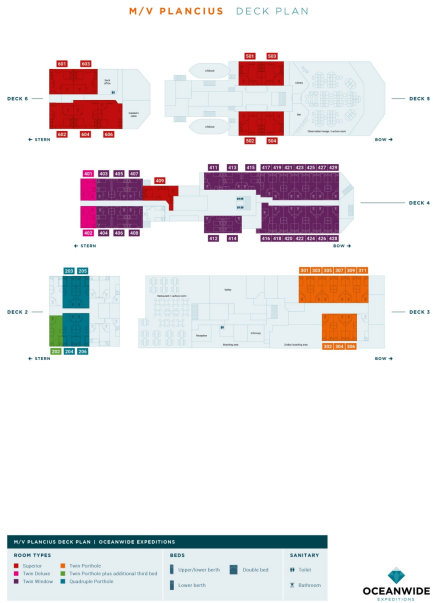


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INSIDE YOUR SHIP



Quadruple Porthole



Superior



Triple Porthole



Twin Deluxe



Twin Porthole



Twin Window



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PRICING

13-Aug-2025 to 02-Sep-2025

Quadruple Porthole	11000 USD pp
Triple Porthole	15500 USD pp
Twin Porthole	15500 USD pp
Twin Window	16950 USD pp
Twin Deluxe	17950 USD pp
Superior	20100 USD pp

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