



## EAST GREENLAND, SCORESBY SUND - AURORA BOREALIS, FLY & SAIL

The East Greenland - Scoresby Sund cruise will spot huge icebergs as it journeys into the largest and deepest fjord system in the world. Along the way the Northern Lights is guiding our way.



### ITINERARY

#### Day 1: Flight from Reykjavik & Push-off at Constable Pynt

You arrive by chartered plane from Keflavik and land at Constable Pynt, the airfield at the head of Hurry Inlet. This area is known for its remarkably rich geological history.

#### Day 2: Sailing among the glaciers



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Enjoy the sights as we sail the glaciated Volquart Boons Coast. Here you may set out on a Zodiac cruise along one of the shoreline glacier fronts, with your first activity near Manegletcher or Vikingebugt.

### Day 3: Inuit neighborhood of yesteryear

We sail by the east coast of Milne Land among a multitude of giant icebergs. If we can also land at Charcot Havn, we will make a walk to the Charcot Glacier before continuing by the Bjørneør and sail to Øfjord.

### Day 4 - 7: Mountain-fringed fjord & colossal icebergs

Today marks a visit to the east entrance of one of the most impressive fjords in the world: Ø Fjord is almost 40 nautical miles long (74 km, 46 miles), with mountains on each side up to 2,000 meters high (6,562 feet), and icebergs that drift over depths of more than 1,000 meters (3,281 feet). The aim is to land at Jyttehavn and hike the tundra in mythic surroundings. We may also sail into Harefjord, Rypefjord, and Rodefjord, walking into C. Hoffmanhalvoya and on Storo. We will then land near Sydkap, where you can see colossal icebergs, some of them over 100 meters (328 feet) high and more than a kilometer long (.62 mile). Most of these bergs are grounded, as the fjord is only about 400 meters deep (1,312 feet). At Sakatajik we can also view the remains of Thule winter houses. As many as twenty people lived here once, hunting Greenland whales and building houses out of their vertebrae. If there is not too much cloud cover, you might enjoy the magical lightshow of the aurora borealis today.

### Day 8: The tundra of Jameson Land

At the western shores of Jameson Land lies a vast tundra with grazing musk oxen. We will try to make a landing on one of the areas, such as Tyskit Nunat, remembering Alfred Wegener's efforts to cross Vandreblokken. We may also visit Kap Hooker or a lovely lagoon west of Kap Stewart.

### Day 9: Settlement at Scoresbysund

Today's stop is Iltoqqortoormiit, the largest settlement in Scoresbysund at

about five 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.

### Day 10: The hikes of Hurry Inlet

In the morning you stop on the south coast of Jameson Land, at a lagoon near Kap Stewart. Here the waders and geese are collecting for their autumn migration, and musk oxen and collared lemmings survive on the meager vegetation. Further inside Hurry Inlet, you may take a walk near the head of the fjord as well as one of the rivers that terminate here. Here is a chance of a climb up the mountain of J.P. Koch Fjeld, near Hareelv. In this remarkable area, scientists found fossils that linked fish and amphibians in the lower Cretaceous period. You spend the night at anchor off Constable Pynt.

### Day 11: Final call at Constable Pynt

We take the chartered plane from Constable Pynt to Keflavik taking home memories for a lifetime.

#### Please note:

All itineraries are for guidance only. Programs may vary depending on local 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, and willingness to compromise on comfort is a basic requirement on board a historic sailing vessel. Important information about the use of sails: The vessel is equipped with sails to be used in good conditions (based on open sea, water depth, wind, and time allowance), but the use of sails is not guaranteed. The captain decides whether to use the sails or the engine. If sails are used, the crew will operate them. Guests must follow the safety instructions of the team. The average cruising speed for s/v Rembrandt van Rijn is 6.5 knots.

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## YOUR SHIP: REMBRANDT VAN RIJN

<b>YOUR SHIP:</b>	<b>Rembrandt van Rijn</b>
<b>VESSEL TYPE:</b>	<b>Expedition Yacht</b>
<b>LENGTH:</b>	<b>49.5 metres</b>
<b>PASSENGER CAPACITY:</b>	<b>33</b>
<b>BUILT/REFURBISHED:</b>	<b>1900's / 1994 / 2011</b>

S/V Rembrandt Van Rijn was originally built as a herring lugger in 1947. The vessel was then rebuilt as a three-mast passenger sailing schooner in the Netherlands in 1994, sailing in Spitsbergen (1994 - 1996) and the Galapagos (1998 - 2001). The vessel later underwent a complete rebuilding and refurbishment program until 2011. The communication and navigation equipment has been completely renewed according to the latest SOLAS regulations.

Perfect for expedition cruising among small islands  
The ship is well suited for expedition cruising among small islands and offer good open deck viewing areas, also when under sail. The two inflatable rubber crafts (Zodiacs) enable landing and wildlife viewing opportunities in otherwise inaccessible areas.

### Comfort and Character

Rembrandt van Rijn measures 49,50 meters in length, 7 meters in width, and has a draft of 2,8 meters. The average cruising speed on engines is 6,5 knots. It has an experienced crew of 12 persons on board including 2 tour guides. The ship can accommodate a maximum of 33 passengers in 16 cabins. It has one Triple Private cabin (with shower and toilet and

porthole), six Twin Private Inside cabins (with shower and toilet, no porthole), and nine Twin Private cabins (with shower and toilet and porthole).

### Age range & Nationality onboard

Passengers on a typical voyage range from their 30s to their 80s - with a majority usually from 45 - 65, but a little younger on the Rembrandt van Rijn, between 30 - 55. 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 nationalities on board.

### Catering

Three simple but good meals of international cuisine per day are served buffet style in the restaurant and is prepared by our cook.

### 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.

### Electric Current

The electrical supply aboard the ship is 220 volt 50hz. Electrical outlets are standard European with two thick round pins. U.S. passengers may need a 220v/110v converter.

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## Excursions & Landings

Every day there will be excursions on land, weather and ice permitting. The landings will take three to six hours per day over untracked area. According to circumstances (the weather, the ice-situation or the passengers' wishes) the program can sometimes be adjusted. Ample time will be devoted to wildlife, vegetation, geography and history.

## Gratuities

The customary gratuity to the ship's crew and expedition leader is made as a blanket contribution at the end of the voyage. Tipping is a very personal matter and the amount you wish to give is at your discretion. We suggest to give cash in Euros, US Dollars or Danish kroner.

## 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 designated areas. Please respect the wishes of non-smokers.

## The crew

The crew of the 'Rembrandt van Rijn' consists of 9 experienced crew and 2 expedition guides and a cook. The sailors are in charge during sailing and will bring us ashore.

## 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 ladder 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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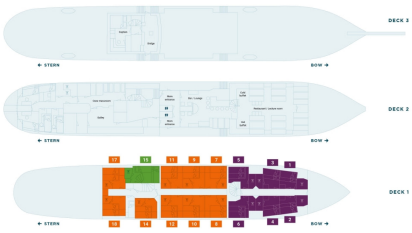


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**INSIDE YOUR SHIP**

S/V REMBRANDT VAN RIJN DECK PLAN



Triple Private



Twin Private Inside



Twin Private Porthole



S/V REMBRANDT VAN RIJN | OCEANWIDE EXPEDITIONS

ROOM TYPES	BEDS	SANITARY
Triple Private Porthole	Upper and lower berth	Toilet
Twin Private Porthole	Lower berth	Bathroom
Twin Private Inside		



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## PRICING

### 31-Aug-2026 to 10-Sep-2026

Triple Private	6150 USD pp
Twin Private Inside	6550 USD pp
Twin Private Porthole	7700 USD pp

### 10-Sep-2026 to 21-Sep-2026

Triple Private	6750 USD pp
Twin Private Inside	7250 USD pp
Twin Private Porthole	8450 USD pp
12 Day Voyage	0 pp

### 21-Sep-2026 to 01-Oct-2026

Triple Private	6150 USD pp
Twin Private Inside	6550 USD pp
Twin Private Porthole	7700 USD pp