

EXPEDITION REPORT

2013 Alpine Club Antarctic Expedition

December 28th 2012 – January 31st 2013

The Alpine Club team approaching the north buttress of Alencar Peak. Photo: Phil Wickens



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Summary

The Alpine Club Antarctic Expedition sailed to the Antarctic Peninsula aboard the yacht *Spirit of Sydney*. To explore the mountains immediately north of Beascochea Bay, a suitable landing site was identified at Clapp Point, which gave access to the Trooz Glacier. The team used this to reach the Belgica Glacier, where two camps were established, and from which the first ascents of six mountains were made.

Summary Itinerary

TOTAL DAYS	32
Sailing	15
Climbing	8
Lie-Up (Bad Weather)	1
Rest	0
Other (packing etc)	8

DATE	LOCATION	ACTIVITY
December 28- January 2	Ushuaia, ARGENTINA	Preparations
January 3-8	Drake Passage	Sailing
January 9	Collins Bay	Reconnaissance
January 10-17	Belgica Glacier	Climbing
January 18-21	Port Lockroy / Paradise Harbour	Sailing
January 22-25	Drake Passage	Sailing
January 25-30	Cordillera Darwin	Sailing / hiking

Mountains Climbed

Valiente Peak (2270m)	First ascent via E ridge after traversing Belgica Dome (F).
'Belgica Dome'* (2032m)	First ascent via NNE side from spur at head of Belgica Glacier (F).
Alencar Peak (1592m)	First ascent via NE spur (PD).
'Peak 1333m'* (1333m)	First ascent via NE face (AD-).
'Peak 1475m'* (1475m)	First ascent via north side (AD).
Lancaster Hill E and W summits (642m & 616m)	First ascent and traverse via E ridge (F).

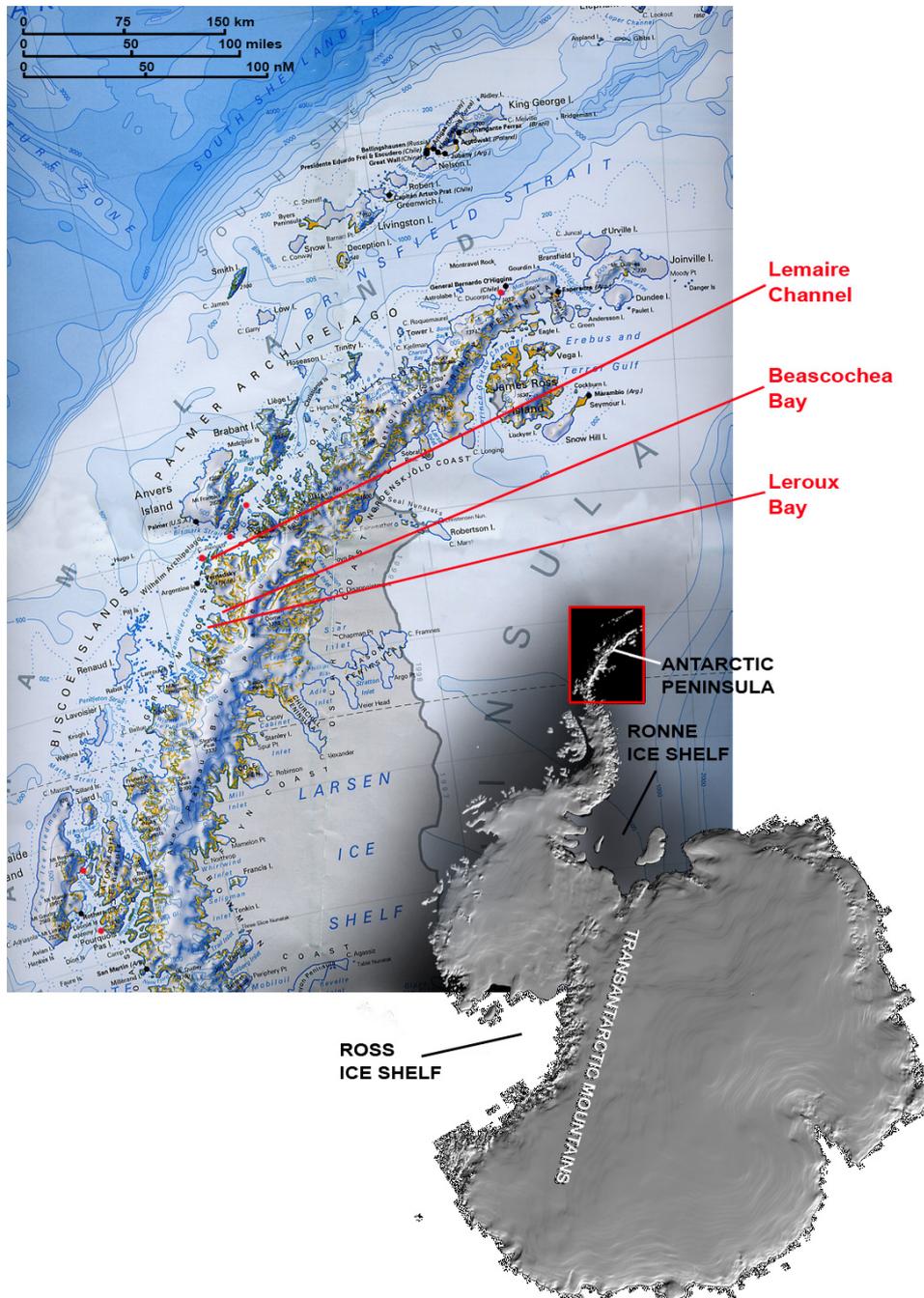
* These are unofficial names given to un-named peaks.

NOTE: All heights given in this report are those measured by the expedition team. They are the average readings of two Garmin hand-held GPS units and one Suunto altimeter.

Introduction

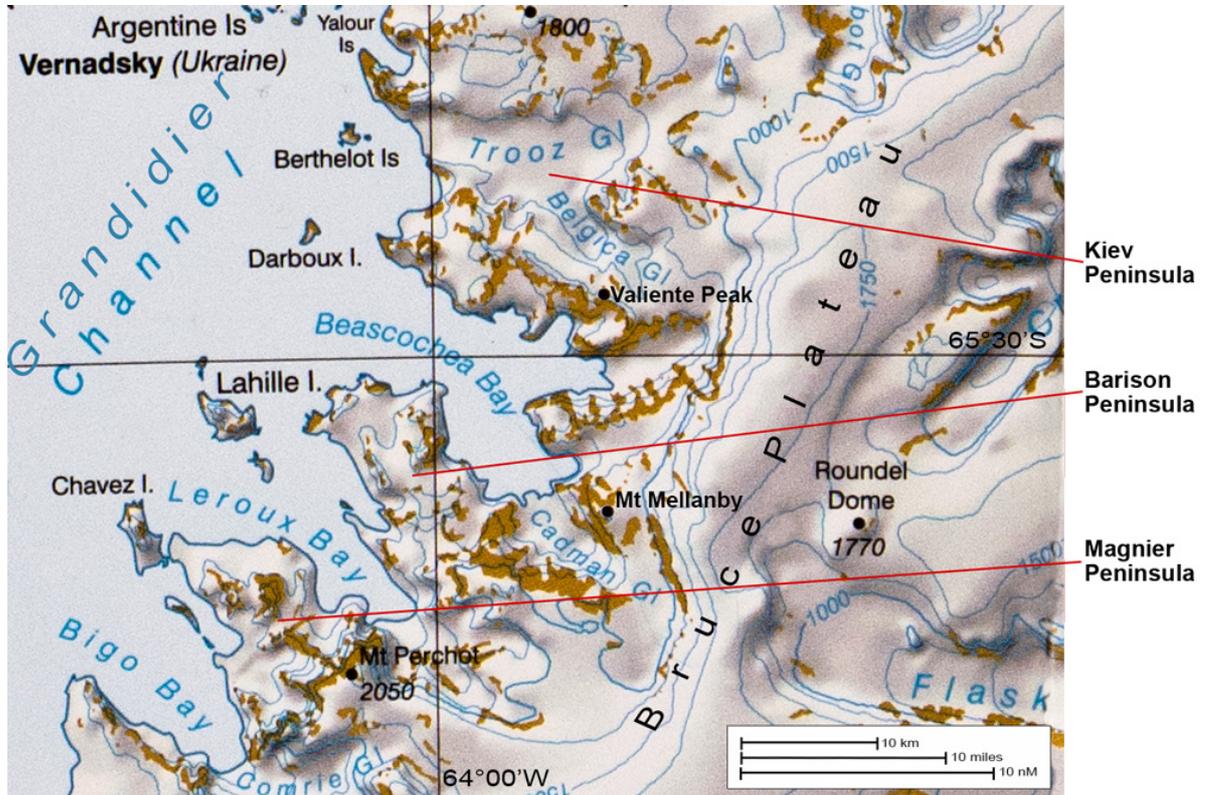
The mountains that surround Beascochea and Leroux Bays, which lie at the northern entrance to the Grandidier Channel, and 20 nautical miles south of the Lemaire Channel, have not previously been explored by a mountaineering expedition. Indeed, it appears that any exploration here has been limited to the coast, to the spine of the Antarctic Peninsula to the east, and to aerial surveys. Maps show that the mountains in this area show several mountains above 2000m in height, plus numerous peaks between 1000m and 2000m.

Map 1. Antarctica, the Antarctic Peninsula and our areas of interest.



These mountains lie along three distinct peninsulas that stretch north-westwards from the Bruce Plateau of the main Antarctic Peninsula: the Kiev Peninsula, the Barison Peninsula and the Magnier Peninsula (see Map 2).

Map 2. Our area of interest to the east of the Grandidier Channel.



We chartered the yacht *Spirit of Sydney*, which is owned and skippered by Cath Hew and Darrel Day, who have been sailing to Antarctica every year since 2003, and which supported the successful 2010 Alpine Club Antarctic Expedition. *Spirit* is ideal as an expedition support vessel being strong, fast and comfortable, and has plenty of storage space for expedition equipment.

Members

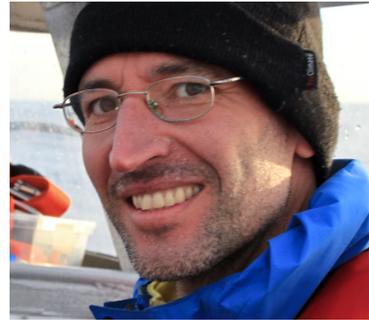
The expedition was open to all members of the Alpine Club with suitable experience. The team that was assembled had a huge amount of exploratory mountaineering experience in the greater ranges and polar regions and consisted:



*Phil Wickens, 42
(Leader)
NATIONALITY: British*



*Jamie Goodhart, 29
NATIONALITY: British*



*Stefan Jachmich, 41
NATIONALITY: German*



*Hannah Baker, 33
NATIONALITY: British*



*Derek Buckle, 68
NATIONALITY: British*



*Bjorn Riis-Johannessen, 62
NATIONALITY: Norwegian*



*Mike Pinney, 61
NATIONALITY: British*



*Antoine Buiseaux, 24
(Skipper)
NATIONALITY: French*



*Julie Lherault, 23
(Skipper)
NATIONALITY: French*

Sailing South

Spirit of Sydney was designed by Ben Lexcen for Ian Kiernan to sail solo around the world in the 1986 B.O.C. Challenge Race. With her strong aluminium construction and watertight bulkheads she is suitable for high latitude expedition sailing, and made her first voyage into Antarctic waters in 1994/5. She has returned every summer since, and has been meticulously maintained and improved.



Sailing across Drake Passage

Photo: Hannah Baker

Julie, Antoine and Phil arrived in Ushuaia early to prepare the yacht and purchase supplies, and when the rest of the team arrived the mountain food was organised, meals for the Drake Passage were prepared and frozen, and all kit was packed and everything loaded onto *Spirit of Sydney*. Jamie also organised and ran an expedition

first aid course for all team members, and two days were spent scrambling in the mountains above Ushuaia.

On January 3rd the team set sail into the Beagle Channel and to the small Chilean naval port of Puerto Williams. The following morning, once paperwork and formalities were completed we sailed east and then south, and into the Drake Passage.

At all times we had 3 people on watch, with members taking it in turns to spend 3 hours on and 6 hours off. The handover times were staggered so that one person changed every hour, providing continuity of operation and variety of company. Once Cape Horn was passed the swell increased, but conditions remained relatively calm and sea sickness was minimal. With light winds from the north and then east the sailing was straightforward and for about half the crossing necessitated the use of the engine. With the autopilot running there was little to do other than reef, unfurl and trim sails, keep an eye out for hazards, maintain the ship's log, and prepare drinks and meals. At all times the birds of the southern oceans – the albatrosses, cape petrels and giant petrels, remained our constant companions, endlessly following our stern.



Julie and Bjorn enjoying a fine day in the Drake Passage. Photo: Phil Wickens

At 1710hrs on January 7th we sighted Mt Français on Anvers Island, and then continued southwards to 65°10'S, when we headed eastwards along the French Passage to the Argentine Islands, where we anchored the following morning in Stella Creek, off the east side of Galindez Island, and close to the Ukrainian Base, Vernadskiy.

Accessing the Kiev Peninsula

Satellite images suggested a possible landing site at Clapp Point in Collins Bay, at the southern end of the Trooz Glacier. A day of reconnaissance confirmed that this would be possible. Although the Trooz Glacier is heavily broken and terminates at a very broken and active line of ice-cliffs, at Clapp Point we identified a very small, shallow bay at the head of which a steep snow-slope leads to a wind-scoop at the level of glacier surface (see photo, left, and Map 3).



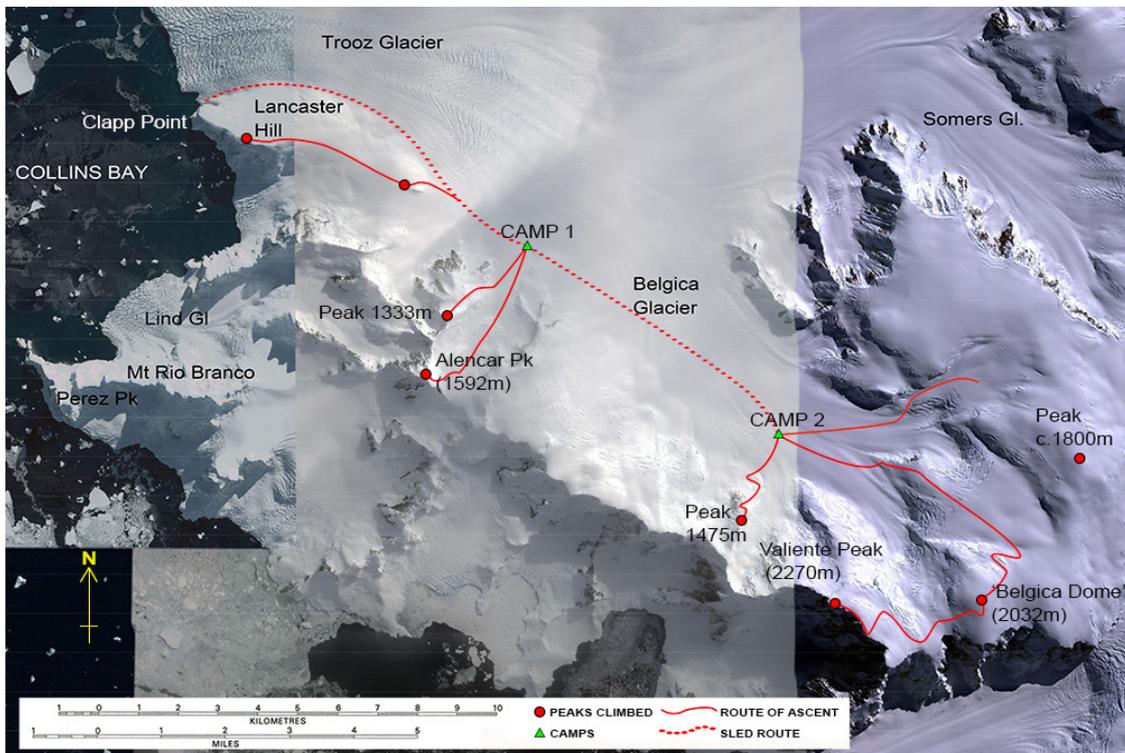
The landing site on the south side of the Trooz Glacier.

Photo: Phil Wickens

Point we identified a very small, shallow bay at the head of which a steep snow-slope leads to a wind-scoop at the level of glacier surface (see photo, left, and Map 3).

The following morning (January 10th), to minimise danger from the unstable ice-cliffs, we landed on shallow

rocks 200m south-west from the back of the small bay, and then ferried our rucksacks and equipment to the edge of the wind-scoop. From here we followed easy and largely crevasse-free slopes along the base of the northern slopes of Lancaster Hill, following the southern margin of the Trooz Glacier until it turned south-eastwards. We placed our first camp below the north side of Alencar Peak, partway up the Belgica Glacier.



Map 3. Map showing the area explored from Clapp Point (ski route and camps marked).

Alencar Peak (1592m)

Alencar Peak is a prominent and shapely mountain when seen from the Argentine Islands and Beascochea Bay. It was first mapped by the French Antarctic Expedition (1908-10), who named it 'Sommet de Alencar' after Almirante Alexandrino de Alencar, the Brazilian Minister of Marine who assisted the expedition.

SUMMARY

Route: First ascent via NE spur (PD).

Date: 11th January 2013

Personnel: Derek Buckle, Hannah Baker, Stefan Jachmich, Mike Pinney, Bjorn Riis-Johannessen, Jamie Goodhart, Phil Wickens.

DETAILS



Alencar Peak, as viewed from the south.

Photo: Phil Wickens



Alencar Peak, as viewed from the north.

Photo: Phil Wickens

On the north side of Alencar Peak two long ridges, each with several summits, lead to the highest summit. Between these ridges a small side-glacier leads to the dangerous east face. We followed this glacier easily until we could head rightwards to the base of a snowy spur that flanked the east face.

We depoted skis below a small bergschrund at the point where the spur steepened. The spur then gave easy and enjoyable climbing, weaving past several large ice blocks in a magnificent setting above the east face.



Derek and Bjorn nearing the summit of Alencar Peak.

Photo: Phil Wickens

The angle eventually eased a short distance below the pointed snow summit. Although high clouds flattened the light, the views of the surrounding mountains, and across Beascochea and Leroux Bays to the south, were spectacular.

See also the cover photo.

Peak 1333m (1333m)

From the main summit of Alencar Peak a ridge extends northwards for approximately 3km. Two additional summits lie on this ridge. Peak 1333m is the highest and most northerly of these.

SUMMARY

Route: First ascent via NE face (AD-).

Date: 12th January 2013

Personnel: Derek Buckle, Hannah Baker, Stefan Jachmich, Mike Pinney, Bjorn Riis-Johannessen, Jamie Goodhart, Phil Wickens.

DETAILS



Peak 1333m from the east, showing route of ascent.

Photo: Phil Wickens

A short ski from our camp took us to below the east face. This was easily ascended, skirting several crevasses, until we reached a very large crevasse that divided the whole slope between two very broken icefalls. From the base of the crevasse a narrow fin of ice was climbed and a cornice surmounted in order to cross the crevasse.

More easy slopes then led to the top of the north ridge. A steep pitch led to a fore-summit, followed by a short, exposed ridge. This ended abruptly at the small and shapely summit, which gave fantastic views of the north side of Alencar Peak and the unnamed summits to the west.

Descent was by the same route, but made tricky by a bank of thick cloud that had rolled up the



Stefan climbing the flake of ice that bridged the large crevasse. Photo: Phil Wickens



On the summit of Peak 1333m

Photo: Phil Wickens

Trooz Glacier. Descending in complete whiteout, we were grateful for the GPS waypoints we had marked during our ascent!

'Belgica Dome' (2032m)

At the head of the Belgica Glacier stands a high, broad, rounded dome, which we unofficially termed 'Belgica Dome'. This forms the highest point of a high unnamed plateau that stands between the Belgica and Somers Glaciers, and is separated from the main Antarctic Peninsula by a deep trench that extends from the Lever Glacier to the Somers Glacier.

SUMMARY

Route: First ascent via E ridge after traversing 'Belgica Dome' (F).

Date: 14th January 2013

Personnel: Derek Buckle, Hannah Baker, Stefan Jachmich, Mike Pinney, Bjorn Riis-Johannessen, Jamie Goodhart, Phil Wickens.

DETAILS



'Belgica Dome' from the west, showing the line of ascent.

Photo: Phil Wickens

During a day of poor weather we relocated our camp 8.5km to the southeast, to below the north side of Valiente Peak.

From our camp we skied to the head of the Belgica Glacier, from where we followed a broad spur.

This gave the safest and most crevasse-free route to a high plateau, which we traversed, passing below an icefall, to the east side of the mountain, where low-angled snow slopes led easily up the very long upper slopes to the broad, rounded summit.



Reaching the high plateau after climbing the initial spur.

Photo: Phil Wickens



Nearing the summit of 'Belgica Dome' via the east ridge.

Photo: Jamie Goodhart

Valiente Peak (2270m)

Dominating the skyline from Beascochea Bay, Valiente Peak is the highest mountain on the southern section of the Kiev Peninsula. It was discovered by the French Antarctic Expedition of 1908–10 under Jean-Baptiste Charcot and was named by him "Sommet Saens Valiente," probably for Capt. J.P. Saenz Valiente of Argentina. It was remapped by the British Graham Land Expedition under John Rymill during surveys in Beascochea Bay in August 1935 and a journey to Trooz Glacier in January 1936. We found that the actual summit lies 2km to the SE of the point marked on the map.

SUMMARY

Route: First ascent via E ridge after traversing Belgica Dome (F).

Date: 14th January 2013

Personnel: Hannah Baker, Stefan Jachmich, Jamie Goodhart, and Phil Wickens.

DETAILS



Valiente Peak, as seen from the south in Beascochea Bay. Photo: Phil Wickens

From the summit of 'Belgica Dome' we descended for 300m in a southwesterly direction, past several large crevasses, to a broad col. From here we ascended easy snow-slopes, following a vague ramp above an icefall, until we could head directly to the central summit.



Phil on the summit ridge of Valiente Peak. Photo: Hannah Baker

From the central summit we followed the summit ridge to the westernmost (highest) summit. To the west, other than Alencar Peak, there were no other summits above 1500m, making this the actual summit of Valiente Peak.

Descent was by reversing the route of ascent and back over 'Belgica Dome', and gave some very enjoyable skiing.



Valiente Peak from the summit of 'Belgica Dome', showing the line of ascent.

Photo: Stefan Jachmich

Peak c.1800m (c.1800m)

Between the Belgica and Somers Glacier is an un-named high mountain plateau that is separated from the main spine of the Antarctic Peninsula by a deep valley that links the Somers and Lever Glaciers. The highest point of this plateau lies at approximately 1800m in altitude, and approximately 5km NNE of 'Belgica Dome'. Although much of the plateau is guarded by unstable ice-cliffs, a reasonable route is from the head of the Belgica Glacier.

SUMMARY

Route: Attempt via the head of the Belgica Glacier (F), reaching 1475m

Date: 15th January 2013

Personnel: Derek Buckle, Hannah Baker, Stefan Jachmich, Mike Pinney, Bjorn Riis-Johannessen and Jamie Goodhart.

DETAILS



SW side of Peak c.1800m showing route taken (solid line) and intended route (dashed line).

Photo: Phil Wickens



Climbing through the lower icefall on Peak c.1800m.

Photo: Phil Wickens

Heading eastwards from our upper camp, we easily reached the base of the tributary glacier that flows into the northeast corner of the Belgica Glacier.

Once on this glacier we ascended a steep, heavily crevassed slope which took us to the beginning of the long, low angle snow slope that leads to the summit.

Eventually weather closed in completely and the team decided to turn back in a complete whiteout at 1,475m. The ski descent was completed across hard sastrugi and in a whiteout.



Ascending Peak c.1800m.

Photo: Bjorn Riis-Johannessen

Peak 1475m (1475m)

Between Alencar Peak and Valiente Peak a 12km long mountain ridge stretches southeastwards for 12km. Although its southern side, which drops towards Beascochea Bay, is very steep, rocky and difficult to access, its northern side is much more gentle and is easy to access on ski. Along the ridge lie a number of summits of around 1500m. Peak 1475m stands at the eastern end of this ridge, immediately west of Valiente Peak, at the end of a 2km spur that stretches northwards from the main ridge.

SUMMARY

Route: First ascent via north side (AD).

Date: 16th January 2013

Personnel: Derek Buckle, Hannah Baker, Stefan Jachmich, Mike Pinney, Bjorn Riis-Johannessen, Jamie Goodhart, Phil Wickens.

DETAILS



Peak 1475m from the north, showing route of ascent.

Photo: Hannah Baker

From our upper camp we skied to the base of the lower slopes of Peak 1475m. We headed rightwards (west) to avoid some large crevasses, then headed along a glacial ramp that. This led past an active icefall and onto more amenable slopes, which took us to a large shoulder on the west side of the peak, where skis were depoted.

A short, steep slope was then climbed to reach a large bergschrund, which was crossed to access the upper headwall. This gave some very enjoyable ice climbing and led to the upper section of the north ridge, which was followed, past a final steepening, to the summit.



Hannah traversing onto the upper headwall.

Photo: Phil Wickens

We descended by the same route, which, since the icy slopes had softened, gave some fantastic skiing below the large shoulder.



Hannah and Mike on the summit slope.

Photo: Phil Wickens

Lancaster Hill (642m & 616m)

Lancaster Hill marks the southern boundary of the Trooz Glacier and forms a prominent landmark when viewed from the sea. It was first charted, but not named, by the French Antarctic Expedition under Charcot in 1908–10. In 1959 the UK Antarctic Placenames Committee named it after Sir James Lancaster, an English navigator of the East India Company who, in 1601, was responsible for the first regular use of fruit juice to prevent scurvy on ships.

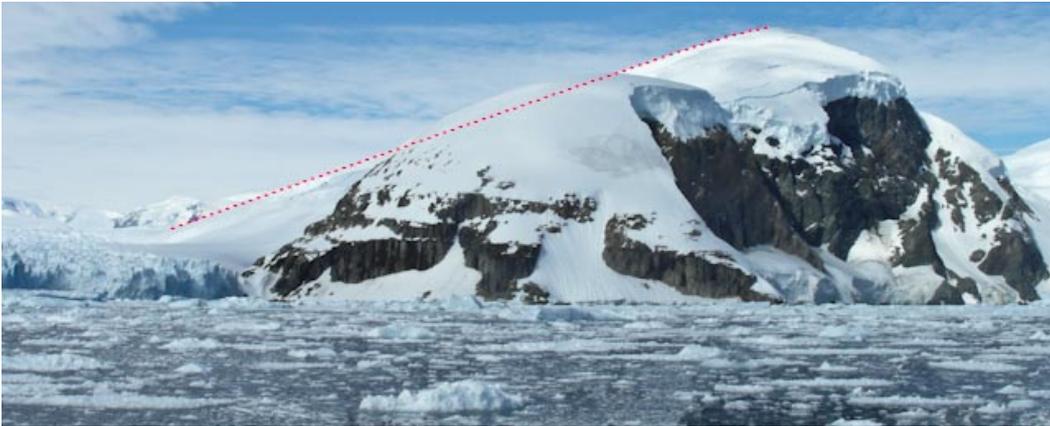
SUMMARY

Route: First ascent and traverse of the east and west summits via E ridge (F).

Date: 17th January 2013

Personnel: Derek Buckle, Hannah Baker, Stefan Jachmich, Mike Pinney, Bjorn Riis-Johannessen, Jamie Goodhart, Phil Wickens.

DETAILS



Lancaster Hill from Collins Bay. Our route of ascent was from behind.

Photo: Stefan Jachmich

As we were descending back to Clapp Point we stopped below the east side of Lancaster Hill, where we depoted our sledges and rucksacks.

Gentle snow slopes led easily to the eastern (highest) summit, from where we followed a broad ridge to the slightly lower west summit. This point gave superb views of the surrounding mountains and glaciers.



Skiing up the east side of Lancaster Hill.

Photo: Mike Pinney



The team on the top of Lancaster Hill.

Photo: Derek Buckle

After picking up our pulks and rucksacks we returned to Clapp Point, where we were picked up by *Spirit of Sydney*.

Return Journey

After returning to the yacht we had hoped to attempt additional peaks and so reconnoitred Beascochea Bay. But, with strengthening westerly winds threatening to pack ice into these bays, we sought shelter further north beside the Chilean Base, González Videla.



'Spirit of Sydney' negotiating icebergs near the Argentine Islands. Photo: Phil Wickens

Further plans to explore the mountains surrounding Andvord Bay had to be abandoned when weather forecasts showed that strong winds were forecast off Cape Horn later in the week. These were predicted to last indefinitely, and would make crossing the Drake Passage and passing Cape Horn potentially dangerous, and so the decision was made to leave Antarctica as soon as possible so as to be on the lee of Cape Horn when the weather struck.



'Spirit of Sydney' anchored in Caleta Olla.

Photo: Phil Wickens

With a week left before the team were due to fly home, we sailed via Puerto Williams into the Chilean Fjords below the Cordillera Darwin, anchoring in the beautiful bays of Caleta Olla and Caleta Yandegaia. Although poor weather and strong winds prevented us from attempting any mountains, we were able to hike and horse-ride in this picturesque area.

Sea Ice

When we arrived on the west side of the Antarctic Peninsula there was relatively little sea ice. Figure 1 shows that, when we left Ushuaia, there was brash ice at the head of Collins, Beascochea and Bigo Bays and some open brash ice to the west of these areas, and heavier brash around the islands

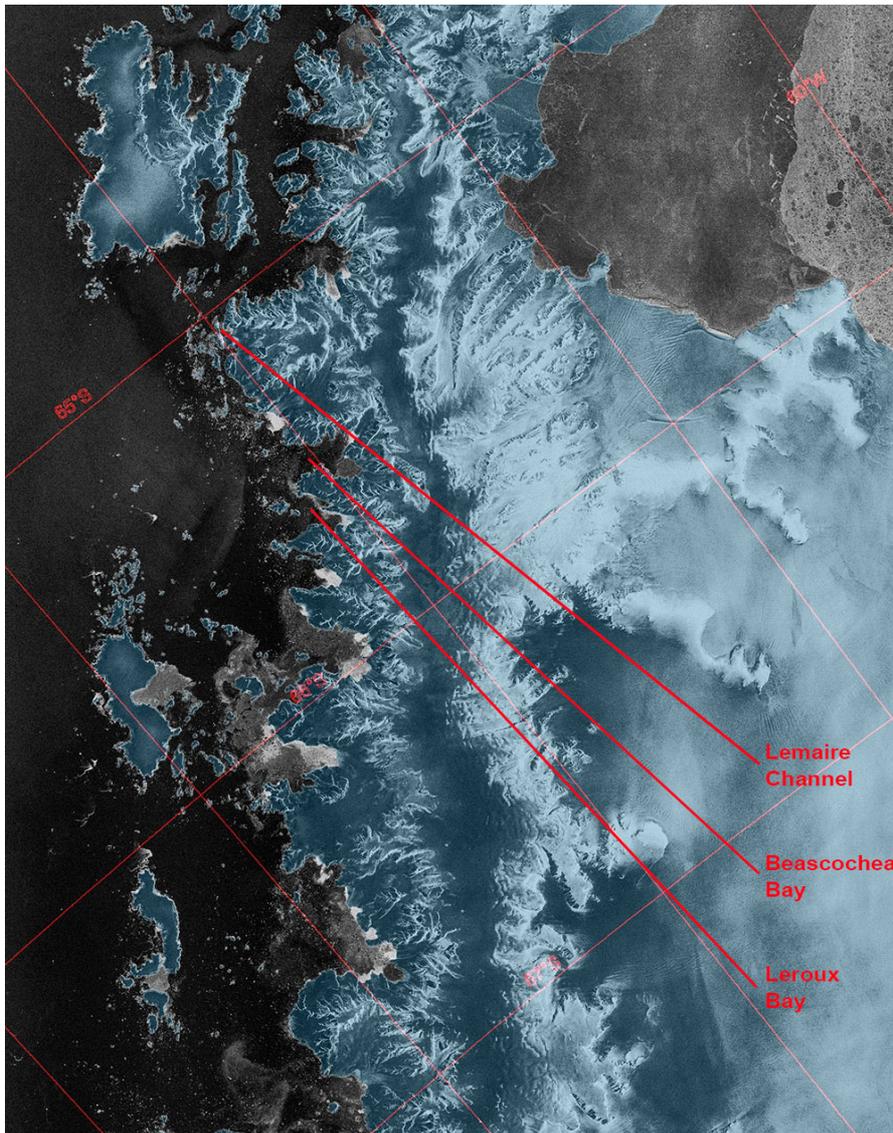


Figure 1. RadarSat2 SAR image showing ice distribution around the Antarctic Peninsula

further south in Crystal Sound. Although this wasn't so extensive as in recent years, we were still concerned that any southerly to westerly winds could pack more ice into these bays and potentially cut us off, so a careful watch was kept on the weather forecasts, satellite images and actual conditions.

Weather

Spirit of Sydney is set up to receive satellite images using SkyEye and GRIB weather forecast files. These forecasts were found to be very accurate, and together with the satellite images gave us a good indication of what to expect. This was relayed to the climbing team during our daily radio schedules.

During our time on the Belgica Glacier in January we had very light winds and no precipitation, but most days we had extensive stratus cloud. Although this was usually at around 1500m, allowing lower peaks to be climbed, on two days it hugged the glacier (but once we were able to ascend through it into clear skies). We only had one cloud-free day during this period, and only one day in which we could not climb.



Stratus cloud hugged the mountains around the Trooz Glacier on most days. Photo: Phil Wickens

Although there has not been so much winter snowfall as in recent winters, snow-cover on the glaciers was adequate and crevasses were generally well-bridged. Snow quality varied from heavy and wet below 200m, and wind-crusted above this. The snow would soften during the day and freeze at night, providing good conditions for climbing, and would be sufficiently soft for an enjoyable ski descent. Above 1500m we had deep powder snow that gave excellent skiing.



A clear Antarctic Peninsula above 1500m while the coast remains blanketed in cloud. Photo: Phil Wickens

When we returned to the yacht the winds increased to 20kts from the west, bringing with them a large amount of ice that started to pack into the bays and along

the coastline south of the Argentine Islands. A forecast of prolonged strong northwesterly winds meant that we departed Antarctica a week early, and this weather did materialise as predicted.

Clothing and Equipment

The climate of the Antarctic Peninsula in 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, dropping to



The tents provided by Helsport proved to be ideal for the expedition.

Photo: Phil Wickens

about -10°C on the summit of Valiente Peak. Clothing was selected that was suited to these damp, cool conditions.

We used three sturdy Fjellheimen X-treme mountain tents that were kindly loaned by Helsport, pegged with bamboo lengths.

These tents have snow valances, which we felt gave extra peace of mind when leaving the tents during the day, and would have been beneficial in a blizzard.

The high temperatures mean that snow is usually deep and wet low down, and crusty or powder high up, so skis were essential for almost all glacial travel. Due to the heavy crevassing and soft snow conditions, virtually all glacier travel was carried out roped up unless descending on ski. All members used alpine touring skis with either Dynafit TLT or Diamir Fritschi bindings.

When transporting food/ fuel/tents to camps we distributed out loads between rucksacks and smooth sided waterproof haul-bags, which we used as sleds. We towed the haul-bag sleds from the base of our rucksacks by



Towing haul-bag pulks along the Trooz Glacier using alpine touring equipment.

Photo: Phil Wickens

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. This system worked very well and was sufficiently durable for this trip.

Food & Cooking

Cooking was undertaken using propane-butane gas, which is of reliable quality and is readily available in Ushuaia, and efficiency maximised by using heat-exchanger pans and minimising boiling.

All food consumed on the yacht was purchased in Ushuaia. A quantity of freeze-dried mountain meals was brought from the UK since these are not available in Ushuaia. Additional mountain food, such as some quick pasta meals, muesli/chocolate bars, breakfasts, drinks and soups was purchased in Ushuaia.



Our emergency barrel with 10 days' food and gas. Photo: Oly Metherell

We made up a plastic barrel containing 10 days food and gas for the whole team, and this was depoted every time we went ashore in case we were trapped by ice or weather, which is a real possibility, particularly on longer trips away from the shore.

All water was obtained by melting snow. Since this is a particular drain on fuel, we used solar stills to melt as much water as possible inside and outside the tents during the day. This consisted of an Ortlieb Water

Sack filled with snow, and this system proved to be very efficient indeed.

Communications

In addition to the SSB radio, VHF radios and satellite phone on the yacht, the climbing expedition had two VHF radios and one satellite phone. We arranged a primary satellite phone schedule between the climbing team and the yacht every day at 21:00hrs on VHF Channel 13, and a secondary schedule one hour later by satellite phone in case communications couldn't be established during the primary schedule. 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 climbing 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 speak at all times by satellite phone.

Planning and Permits

All expeditions visiting Antarctica must comply with the terms of the Antarctic Treaty, and have a permit from their government. Since we chartered an Australian-registered yacht, permission to sail, climb, ski and kayak in Antarctica was obtained for the whole team by Cath and Darrel of *Spirit Of Sydney* from the Australian Antarctic Division Permits Officer.

Spirit of Sydney is also an active member of the International Association of Antarctic Tour Operators (IAATO), which is a member organisation that advocates, promotes and practices safe and environmentally responsible private-sector travel to the Antarctic.

Finance

EXPENDITURE		INCOME	
Food (Ushuaia and hill food)	£1,734	Mount Everest Foundation Grant	£2,400
Group Kit	£231	Alpine Club Climbing Fund Grant	£1,300
Yacht Charter	£57,650	Julie Tullis Award	£1,000
Accommodation and local travel	£1,658	Private Donations	£150
		(TOTAL GRANTS	£4,850)
		Personal Contributions*	£56,423
TOTAL SPENT	£61,273	TOTAL INCOME	£61,273

* This does not include travel to Ushuaia, personal insurance or personal equipment and clothing

The largest cost was the yacht charter. This, however, included all port fees, permits and food and drink while aboard the yacht. The additional costs of airfare to Ushuaia (via Buenos Aires) and of personal insurance were met individually. The cost of group kit was minimised by members sharing kit they already owned.

The expedition was awarded generous grants from the Mount Everest Foundation, the Alpine Club Climbing Fund, the Julie Tullis Award and a private donation. We are extremely grateful for this support, which supplemented our personal contributions. All other funding was met by the expedition members.

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Expedition Reports

2012 Eagle Ski Club Antarctic Expedition Report

2010 Alpine Club Antarctic Expedition Report

MEF 05/11 - 2005 British Antarctic Peninsula Expedition (December 2004 – February 2005) – Phil Wickens

MEF 02/09 - Antarctic Convergence Zone (October 2001 - March 2002) - Dr Alun Hubbard.

MEF 00/1 - British Cape Renard Tower 2000 (February-March 2000) - Julian Freeman-Attwood (with Crag Jones and Skip Novak).

MEF 96-1 - 1996 British Pelagic Antarctic Expedition (Julian Freeman-Attwood, Caradoc Jones).

Joint Services Expedition to Brabant Island, (1985), Furse.

Maps

Brabant Island to Argentine Islands 1:250 000, Series BAS (UKAHT) Sheet 2, 2008 (British Antarctic Survey/United Kingdom Antarctic Heritage Trust)

Nautical Charts

UKHO Admiralty Chart – Brabant Island to Adelaide Island 1:500 000; Sheet 3570, Edition 10 2003.



View from our upper camp. From left to right: 'Belgica Dome', Valiente Peak, Peak 1375m, Un-named peak, Alencar east (lower) summits, Lumiere Peak .

Photo: Phil Wickens

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Lumiere Peak dwarfs members of the expedition as they ski along the Belgica Glacier.

Photo: Phil Wickens

