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Newsletter of E.J. Peiker, Nature Photographer and [www.EJPhoto.com](http://www.EJPhoto.com)  
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## **Antarctica Expedition For Photographers November 30 - December 13, 2010 A Diary**

When I lead a photo workshop such as my DuckShops I always ask the participants to bring about 10 of their favorite photographs to critique and also to assess the talent level of the students so that I can best tailor my teaching to their needs. During one of my very first DuckShops about 10 years ago, one of the participants showed a photo from Antarctica which

almost knocked me out of my chair. The seeds for going to Antarctica eventually were planted right then and there. Finally, in the first two weeks of December 2010, my dream of getting to the 7th continent became a reality.

All Antarctica Expeditions are done by ship. There are no commercial airports or restaurants or accommodations on Antarctica (although there is a military airstrip and hotel in the Shetland Islands). The Antarctica Expeditioner boards a ship, usually in Ushuaia or East Falkland, and then steams to the Antarctic Peninsula. You then live on the ship for your entire journey and make shore excursions via very tough rubber zodiac boats.

There are some challenges with going to Antarctica that have to be very carefully weighed. Often the trips are 4 weeks long with stops in the Falkland Islands and South Georgia Islands. This makes it almost impossible to do if you have an employer and/or family obligations. Most Antarctica trips are not geared for the hard core photographer and as such, you often don't have enough shore time to photograph everything you want as they shuttle people to shore with scheduled time slots and a rigorous meal schedule that is set by the ship or tour operator so you might miss the best light or be forced to do your photography at high noon which is rarely good for getting great pictures but is great for the casual tourist who likes to sleep in while on vacation. The trips all have to cross the Drake Passage which is the most violent sea on earth. There is no landmass anywhere on the planet to break up the currents and winds at the



latitudes of the Drake Passage between Cape Horn at the southern tip of South America and the northern tip of the Antarctic peninsula. Furthermore, the Andes mountain chain extends from the southern tip of Chile to the Antarctic Peninsula just beneath the sea causing large turbulent water flow between the South Atlantic and South Pacific in this region. The crossing takes about 2 days in each direction between Ushuaia and the Shetland Islands which are off the northern tip of the Antarctic Peninsula. In order to make surface landings on the Antarctic continent and it's many islands, one needs to be in a ship small enough to traverse the passages but big and strong enough to go through the Drake Passage and one that can move ice out of the way.

I chose to do the Antarctica Adventure with Joseph Van Os Photo Safaris. This is due to the fact that this expedition is for 85 photographers only and as such, we are not bound by the rigorous schedules of the common Antarctica tours. It also is a tour that just does the Antarctic part of the itinerary and not the Falkland Islands and South Georgia part and thus is only 2 weeks long. Since it is a pure photography expedition, if the light is great somewhere, we can spend extra time there. If we see something such as a pod of whales, we can loiter and watch them. Shore

excursions are in the 3 to 5 hour range so you have time to photograph rather than be cycled through on shorter shore excursions which leaves you unsatisfied photographically. Zodiac photo cruising is done with just 6 people on board rather than the normal 10-12 so that everyone gets great shots. Everyone on board shares the passion for photography and has a serious investment in photography. The leaders of the tour are among the very finest the world has to offer such as Art Wolfe, John Shaw, Darrel Gulin, Wayne Lynch, and Jim Martin. Joe Van Os himself leads the whole tour.

Below you will find my diary with some photographs of the expedition along with two addendums for those interested in all of the animal species seen and a detailed packing list for this journey. Past and present tense are mixed throughout as sometimes I am writing about what is happening right now (mostly on-ship commentary) and sometimes I am writing about what happened earlier that day. I apologize in advance for uncaught grammatical errors - I wrote much of this at very strange hours on very little sleep. As is the case with any journey beyond 60 degrees north or south latitude in their respective summers, one does not sleep much.

### **November 30 - December 1**

The time has finally come to depart for Antarctica, a place I have wanted to visit all of my life and intensely so for the last 10 years. It is the number one item on my Bucket List. Mary was able to secure a spot on the expedition as well when my original cabin mate had to cancel. Travel from Phoenix to Dallas was uneventful but, while in Dallas, I received a call from Aerolineas Argentinas, the airline that is taking us from Buenos Aires to Ushuaia. A schedule change that pulled in the departure of our flight by one hour had occurred. This now made our connection in Buenos Aires a bit tight at just two hours. This doesn't leave much time for any delays, getting luggage, getting through customs and immigration, walking to a new terminal with all of our luggage, checking back in and getting on the flight.

To make things more stressful, our flight departed Dallas a half hour late due to a mechanical problem which now made the connection super tight. Our flight finally departed for its overnight flight and again was uneventful. We landed in Buenos Aires the next morning only about 15 minutes behind schedule but then had to wait for about 20 minutes before our space to unload was available. Once we finally got off the plane, we only had one hour and twenty minutes to make our next flight. We were surprised by a new \$140 immigration tax. It is good for 10 years but this was something that caught everyone by surprise since this fee was not in place previously.

After hustling through all of the things one needs to do to gain entry into a





originally built for Oceanographic Research and also has a history of clandestine operations. It served in these capacities for 20 years. It was then stretched and converted to a passenger ship for the purpose of navigating the Antarctic environment.

After our luggage was squared away in Cabin 308 and we had our mandatory safety briefing and evacuation drill, we sailed out of Ushuaia and down the Beagle Channel toward the open water of the Drake Passage, the most inhospitable water on earth. Cabin 308 is on the port side at the rear of the ship with two windows, one looking to the left of the ship and the other towards the stern or back of the ship. These will provide great views once we get into Antarctic waters. There is no landmass to break up the winds or the swells on the entire planet at these latitudes. Fortunately the forecast for swells is only 10-13 feet for our crossing which is considered calm. As the night progressed and we made our way out of the channel the ship started heaving and rolling more and more, we were on open water. Time for sleep after a very long two and a half days.

### December 3

I woke up long enough to see the glow of sunrise at 3:00AM in the south after it never really got dark in the night. As we sail farther to the south we will lose night altogether.

At about 5:30AM I decided to get into my warm clothes and go outside to photograph the Albatross, Petrel, and Prion following our ship. I got some very nice full frame flight shots with nothing more than a 200mm lens. The call for breakfast came at 8:00 and after something to eat, it was back out to photograph the pelagic birds following the ship.



From late morning through mid afternoon, I attended a number of lectures on board the ship including an introduction to Antarctic Wildlife by Wayne Lynch and then photographed the ship following pelagic birds some more. The main species of the day were Wandering Albatross (world's largest wingspan flying bird), lack-browed Albatross, Cape Petrel, and Antarctic Prion.

### December 4

It is much colder this morning with an Antarctic wind out of the south. The upside of this is that the birds fly much slower relative to the boat while flying into the wind which makes for much better flight photography. A pair of Light-mantled Sooty Albatross followed us for much of the day even beyond the Antarctic convergence where other Albatross species peel off and head back north. The Storm Petrels continued to follow us as well and a Southern Fulmar also made an occasional appearance.

The seas were much rougher today and for about 4 hours we rocked and rolled. The Phenergan, which I started taking since the start of the trip to ensure no motion sickness but at half dosage so that I don't sleep through the whole adventure, continues to work well and I have no signs of sea sickness while most around me are not feeling well at all.



Late afternoon brought us our first site of land, the Antarctic South Shetland Islands Archipelago. Like magic, as we sailed into the Archipelago and out of the Drake Passage, the clouds parted, the sea calmed, and it warmed up substantially. We photographed the small islets on the way in and landed on Half Moon Island in Half Moon Bay. I could hear the Chinstrap Penguins announcing our arrival even over the drone of the ships engines. After Zodiacing to shore, we set up our gear and started photographing Chinstrap Penguins and the spectacular Antarctic scenery. This truly is the most beautiful and pristine place on earth. There were also a few Gentoo Penguins around. At one point, wanting to get away from the crowds for a little solitude with a Penguin or two, I spotted a solitary Penguin strolling up the icefield out of the water so I set my sights on this bird. Much to my surprise, it was a lone Macaroni Penguin which is very rare for this island and an unusual sight for this trip. Another treat was seeing and photographing a Snowy Sheathbill - a bird I had seen before in the Falkland Islands but never got close enough to photograph. After about three hours of phenomenal photography in beautiful light, it was

time to go back to the ship, eat dinner, download photos, and catch some shut-eye. However, the light started projecting an array of beautiful colors onto the water and the surrounding snow covered mountains so we skipped desert and took in our after dinner treat with our eyes and lenses.

While photographing the scenery I spotted two whales in the distance. Our tour leader, Joe Van Os identified them as Humpback Whales and he got our crew to make a detour to get closer to them. We watched the whales feeding in a Krill ball for over an hour before continuing our journey. At this latitude, the sun is still setting but just barely and not for long. It no longer gets dark at night this far south as we are now well into the south sixties - below sixty degrees south latitude. At 66.7 degrees south latitude, or the Antarctic circle, the sun no longer sets in December.

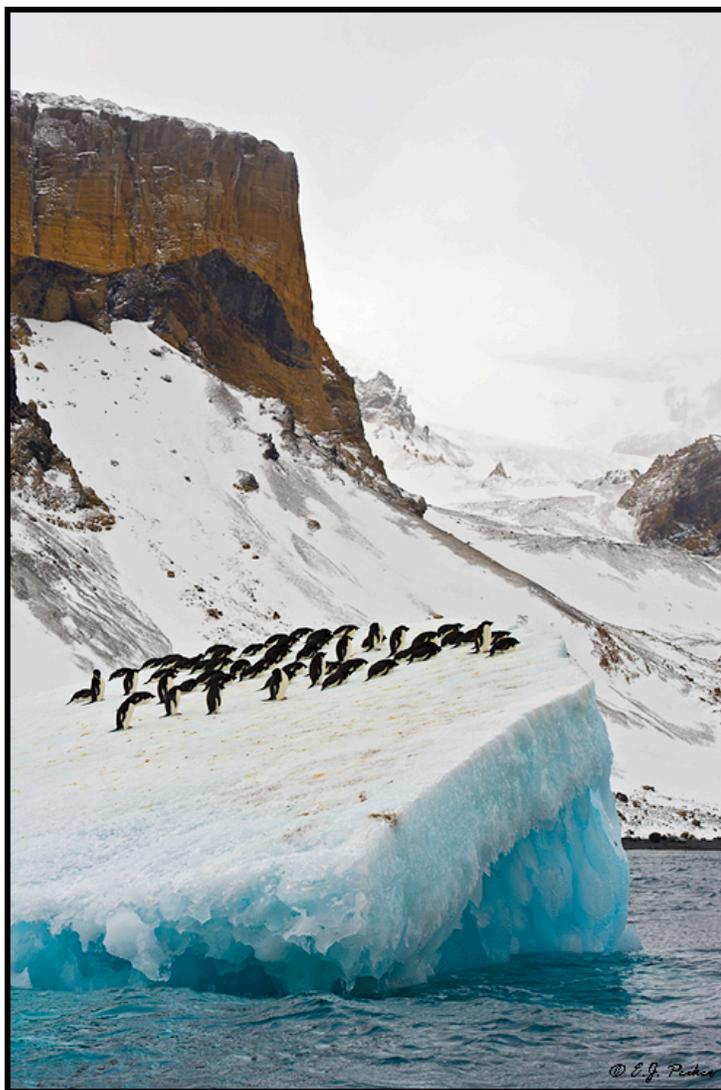
## December 5

It was a short night. Sunset occurred the night before at 11:30PM and the sun rose again at 2:50AM. However, the weather changed dramatically in that short period of time from calm and blue skies to cold with a 40 MPH Antarctic (south) wind. I looked outside at about 3:30AM and saw large icebergs everywhere so I dragged myself out of bed to photograph them despite the poor conditions.

By 8:00AM we had dropped anchor just a couple of hundred yards off of the coast of Antarctica, the actual continent, not just it's islands. We quickly packed our drybags, hopped on a zodiac and by 8:15 we set foot on the actual continent of Antarctica for the first time on the Weddell Sea side or the peninsula at a place called Brown Bluff. Brown Bluff is a large rock cliff with a colony of Adelie Penguins. We proceeded to photograph the Adelies as well as some Gentoos for the next 3.5 hours before hopping on a zodiac back to the Ushuaia. On the way back we circumnavigated an iceberg with Adelie Penguins on it and some beautiful ice.

We had a quick lunch and a nap and by 3:30 PM we had sailed around the horn of Antarctica and anchored off of Paulette Island. Unfortunately, due to sea conditions, our landing on Paulette had to be cancelled. There was no way to land the zodiacs due to the large sea swells. Instead we did some iceberg cruising and found several spectacular bergs including one with 4 arches. Snowy Sheathbills found the zodiacs stored on the stern of the boat extremely interesting and I was successful at photographing them in flight. We also found a pod of Orcas and followed them for a bit with some great views of these beautiful animals.

As the day ends, we are enroute for the next 22 hours, first across the Antarctic Strait from east to west and then south down the west side of the Antarctic Peninsula. Once turning south, the Antarctic continent is in view on our left or port side (also the side our cabin is on) and the islands of Antarctica are visible on our right or starboard side.



## December 6

We woke up in semi rough seas cruising down the Gerlach Strait. I am now down to 1/4 of the prescribed dosage and despite the boat rolling up to 12 degrees left and right, I have not felt any signs of sea sickness.

As things started to calm just a bit, we found ourselves in the midst of many Icebergs on our way to Cuverville Island on the west side of the Antarctic Peninsula at about 64 degrees south latitude. On with the heavy coats to photograph them! Later, while having lunch we arrive at Cuverville and later board our zodiacs to photograph the Gentoo Colony there among some majestic scenery. I expended an incredible amount of energy hiking up over two bluffs to see and photograph the landscape beyond often sinking all the way to my crotch in deep snow. After about three and a half hours, working the landscape and Gentoos (and Skuas), we did a little zodiac cruising among the smaller icebergs between us and the Ushuaia.

After dinner we cruised through Andvard and Paradise Bay to photograph the many icebergs and gorgeous mountains all around. As I type this it is 1:00AM after another very full day and of course it is totally light out this far south as the sun barely skirts below the horizon.



## December 7

We woke up at anchor in dead calm seas and in sunshine off the southern tip of Anvers Island. I rushed out and photographed the panorama of the snow covered mountains on this island but 4:00AM was too late for the sweet light which occurred from about 2:00 to 3:30AM. We will wake up in the same spot tomorrow so I will stay up and sleep in the morning. After breakfast, we made our way through the very narrow Lemaire Channel with huge cliffs on either side and icebergs that needed to be moved by the boat to get through. We avoid the big ones but hit the smaller ones to cut a path. Once through the channel we landed on Peterman Island, the

furthest south point of our journey and very near the Antarctic circle just shy of 66 degrees south latitude. Photographing on Peterman was very enjoyable. I went off on my own to a bluff that overlooks a beautiful bay and Anvers Island in the distant south. On the bluff was a nesting colony that was shared by three species, the Antarctic Cormorant or Blue-eyed Shag, Gentoo Penguins and Adelie Penguins. Three hours went by quickly and I stayed pretty much in this one location and got great shots including Penguins on eggs with the eggs visible and mating displays among Cormorants

At noon it was back to the Ushuaia and lunch followed by a late afternoon zodiac cruise to photograph iceberg details up close off of Pleneau Island. On our way out we spotted a female Leopard Seal on a small berg and nuzzled right up to it and photographed this spectacular and most dangerous Antarctic predator at relatively close range.

After dinner we cruised back down the Lemaire Channel to our berth for the night off Anvers island in hope of great sunrise shooting. It stays light all night with the sun just barely skirting below the horizon so we are hoping for some great color for some time.



## December 8

The midnight to 2:00AM sunset, sunrise shoot of the spectacular mountains at the inlet of Paradise Bay on the Gerlach Strait did not happen because it clouded over. So everyone went to sleep around 12:30AM. Fortunately my bladder forced me to get up at 3:45 to use the facilities and one look outside indicated that the clouds were breaking up and there was some very nice orange light and crespecular rays happening around the mountains. I threw on some pants and a parka and grabbed a camera and photographed until 5:00AM when the light started getting a bit harsh. It was back to bed until breakfast at 7:00AM.

By the time we were done with breakfast, we were squarely in Paradise Bay, one of Antarctica's true wonders and clearly one of the most beautiful places on Earth (as if the whole continent weren't...). Gorgeous blue skies with tons of snow on the mountains and may icebergs greeted us. We decided to go zodiac cruising to take in some of the ice and found some Weddell Seals on an ice outcropping off of the Antarctic continent near an Argentine research station. We were able to successfully land and photograph it with the mountains as a backdrop.

The day is so incredibly beautiful with light wind and sunshine and temperatures close to 40 degrees Fahrenheit (about 4 Celsius) that the captain declared that we will have an Antarctic barbecue for lunch. I saw him stoking the fire on a giant outdoor grill himself.

After lunch, we steamed up the very spectacular Neumayer Channel and through what seemed like an almost impossibly narrow section of the channel to an old British Research Outpost

called Port Lockroy. I photographed the whole Neumayer Channel using the brand new Nikon 24-120 f/4 lens which John Shaw gave me to evaluate for this portion of the trip.

Port Lockroy has been fully restored as an Antarctic Historic site. After checking out the old living quarters and perusing the small gift shop (the only one on Antarctica as far as I know), we photographed Gentoos on the rock beach and during this session I realized that the aperture return spring on my 70-200mm lens had failed, all my photos were being shot at f/2.8 regardless of what aperture I selected in the camera. Fortunately John Shaw again lent me his 24-120 f/4 lens so I could continue shooting as the 24-70 that I also had with me on port Lockroy just wasn't quite long enough. We returned to the ship in time for a cocktail party onboard and dinner prior to starting the long journey back to the north and our last stop in Antarctica on Deception Island. The ride was forecast to be rough so everything was stowed well prior to going to bed.

## December 9

Heavy seas in 40-50 knot winds rocked the boat hard all night and many passengers are sick. I had a few moments of queasiness but taking one full strength dose of Phenergan completely eliminated it almost immediately. It was rough and you basically had to stay in bed to keep from



getting hurt in the room. At breakfast we got word of another ship crossing the Drake Passage that ran into trouble when a wave came over the bow of the boat, crashed into the bridge, broke a window and knocked out power and communication. The Clelia II was rescued by the National Geographic Explorer. We were assured that our ship has a much higher bridge and has gone through much worse than what they experienced.

We arrived at Deception Island in the South Shetlands at about 7:30AM. Once we were in the protection of the Caldera that makes up this island, the boat moved much less but 45 knot winds

prevented a zodiac landing. Instead, I attended a two hour program by Art Wolfe which was extremely thought provoking as it relates to my own photography. I will think a lot in the coming days and weeks about how I need to evolve my photography in the future. After lunch, our Deception Island landing was officially cancelled as weather got worse and worse. Seas in the Bransfield straight were very violent with 30-50 foot swells. Often the boat's bow to almost midships would come completely out of the water and then crash back into the next wave with major shudders that could be felt throughout the ship and large quantities of sea water coming up over the bridge which is very high up off the water. Some of the passengers are really struggling with severe sea sickness. The captain found a channel in the South Shetlands where the water was shielded by land to pull into so that dinner could be served without everything flying all over the place. After dinner we pointed the boat north for the Drake Passage and more fun at sea as we start making our way back to Tierra del Fuego. There will be no place to hide, no channels to sneak into for the next two days to get protection from this Antarctic convergence zone storm. As we proceed into the evening, we are now feeling the full force of the Drake with the ship rolling wildly to the left and right. Anything that isn't secure either flies through the air or slides across the floor.

This was the first day that no photographs were taken since the start of the journey. In fact, so that the gear does not get destroyed, many of us safely packed up our photo gear as if we were checking it into an airline.

## December 10

We are at sea in the Drake Passage and the ship is rocking and rolling to the side quite a bit. There are a number of birds following us but the ship just is not steady enough to photograph safely outside. Instead I attended a digital workflow seminar by John Shaw. There wasn't anything new for me but it's always good to see different perspectives and most of the audience got a lot out of it.

By lunch the seas had calmed substantially down to about 15 foot swells and the boat just rocked side to side constantly. By now a lot of birds were following the ship and I got two more



species that I did not see on the way down - Antarctic Petrel and White-chinned Petrel. I also attended an interesting lecture on sea birds and then went back outside and photographed birds in flight until dinner.

During dinner, the sun finally broke out for the first time in two days and we crossed the Antarctic convergence which is signaled by the arrival of Black-browed Albatross behind the Ushuaia. About 15% of the 85

photographers on board have been bed bound for the last two days fighting terrible sea sickness and flu. I am now totally off Phenergan and am having no problems.

## **December 11**

The constant pitch rolling got worse early morning as the wind shifted. This is the beginning of our last 24 hours onboard the Ushuaia.

At approximately 9:15AM the faint outline of the southernmost part of South America became visible. At 10:40AM we were abeam Cape Horn, Chile. There appears to be a large storm building in the west and we are going to just avoid it. We were told that the next trip out for the Ushuaia will likely be delayed due to the severity of the weather that is coming. It will be good to miss that and we are lucky to not have run into any truly horrible seas.

By 11:00AM we had crossed into the Beagle Channel between Chile and Argentina and the waters got much smoother. We arrived at the Beagle Channel a full 8 hours ahead of schedule due to the strong winds and currents pushing us so now we will wait for our piloting slot into Ushuaia.

I attended the third Art Wolfe lecture and once again was completely humbled. I believe the title that some have given him of the best photographer living today is an accurate representation of his talents. He has a way of seeing that is completely different from most people and is able to translate that into his photographs.

We will now lay at anchor for several hours in the Beagle Channel with Giant Petrel all around and the Argentine Southern Andes in view under an overcast and occasional rain. We got our disembarkation instructions for the next day and viewed some photos that the leaders took during our time in Antarctica. This was followed by a celebratory champagne ending to the tour and dinner. Now we will sleep and disembark in the morning.



## December 12

Just when we thought the adventure was over, the finicky climate of the southern tip of South America threw us one more hard curve ball. Ushuaia was besieged with 50 to 60 knot winds and the Port Authority closes the port when the wind exceeds 30 knots. We were supposed to be off our ship by 8:00AM which is plenty of time for our 11:55AM flight to Buenos Aires. But the strong winds resulted in denial to dock at the Port of Ushuaia. The hope was for the wind to die down but it didn't. If anything it got stronger and we just sat in the Beagle Channel. 9:00AM came and went so Darrel Gulin gave an impressive slide show from his travels around the world. 10:00AM came and went and it became clear that there was no way to dock, offload, clear Argentinian customs, reload everything on a bus and get to the airport in time for our flight even if we docked in the next 5 minutes. Around 10:30, suddenly our ship started moving toward the dock and around 10:40 we smoothly docked in 55 knot winds. Captain Aldegheri is clearly one skillful sailor. It turns out he has connections in the Argentine Coast Guard. He called them and got the Coast Guard to override the local Port Authority and allow us into port. We were very fortunate to have this Argentinian Captain and crew as this likely could not have been accomplished if we had had a Russian or Swedish crew which also mans these Antarctic Expeditions. As I write this about 6 hours later, I am certain we would still be floating in the Beagle if it were not for our Captain. In fact our entire crew was the friendliest and most helpful crew one could imagine.

We were very fortunate that our group made up about half of the passengers on the Aerolineas Argentinas flight to Buenos Aires. The local team in Ushuaia was able to convince them to hold the plane. We all piled into busses, our luggage into a separate vehicle and went straight to the airport after disembarkation.

As we left the dock, we got a good look at the Clelia II, the ship that was damaged by the Drake Passage storm and lost all power forcing it to be dead in the water in the Drake Passage until the National Geographic Explorer came to assist and restore partial power so that it could limp back to Ushuaia. The bridge was indeed much lower than ours and all of the Windows to the bridge except one were missing. Just the design of the ship looked way less sea worthy for this type of trip than the Ushuaia was although perhaps a bit fancier. I'll take function over form in these waters any day.

We arrived at the airport at noon, or after our flight was due to leave, the Van Os contracted local crew in Ushuaia had already checked us in and handed us our boarding passes on the bus - very neatly done. Aerolineas Argentinas allowed us to bulk check all the luggage to Buenos Aires. This also allowed us to avoid the ticketing agents which would have take our camera gear and charged us all sorts of baggage fees. Overall, what could have been a disaster for logistics going home was saved very well by the JVO team! We finally got airborne at about 12:40 or about 45 minutes behind schedule. The climb out was absolutely spectacular as we climbed over the Southern Andes in good skies - my iPhone got a workout taking pictures out the window. I simply had no room to pack my beloved Panasonic GF1 which would have been ideal for the incredible beauty below us.

We ended up arriving at Buenos Aires City Airport pretty much on time due to very strong tail winds. Our bus transfer to The Buenos Aires International Airport was uneventful. After hanging out in the American Airlines Lounge for a while and getting caught up on some email and world news, we boarded our 777 flight to Dallas. We departed about 40 minutes behind schedule.

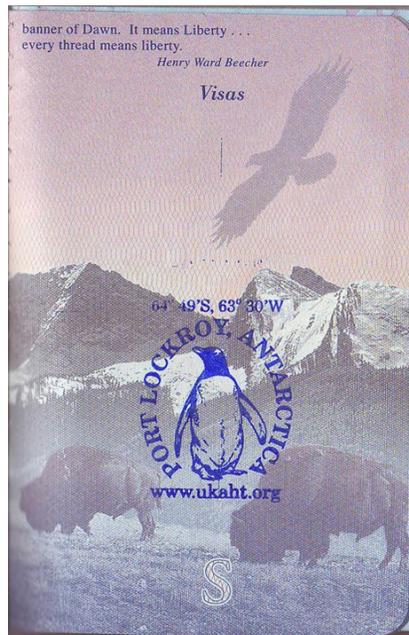
## December 13

The flight went well including a few hours of sleep and we landed at Dallas Fort Worth Airport at 6:00AM Central Standard Time. DFW is by far the best point of entry in the USA as large airports go. They have the immigration and customs process down. Every time I enter the US here I am impressed. Every other major US point of entry airport should examine how they operate here - all others are a joke of poor efficiency compared to DFW. We went from touchdown to having our bags rechecked after immigration and customs in 20 minutes! This is typical of several previous experiences at DFW and completely atypical of ATL, BOS, JFK, MIA, ORD, SEA, SFO and LAX.

Our flight home to Phoenix was on schedule. The fantastic voyage to Antarctica was over. Eight total days of airline and ship in-transit travel and 7 days of photography in Antarctica had come to a close.

## A Final Word

Antarctica is a truly amazing place, probably the most amazing place on Planet Earth. It is pristine, unspoiled, and beautiful beyond description. It's wildlife accepts rather than runs from us, its glacial ice is so pure and clean that you can chip it off and put it into your drinks without worry, its skies are pure and clean. Getting here is difficult and for some quite uncomfortable but most, even having gotten violently ill, will agree that it was absolutely worth it in order to see our planet in its true and untouched form. I have been very privileged to see much of this planet Earth that we live on; more than most will ever see, but there is no greater privilege than seeing the wonder and the spectacle that is our 7th continent, the continent at the bottom of the Earth. Antarctica! I only hope we don't exploit it to ruin as we, the human race, are so prone to do.



### Addendum 1 - Species List:

For those interested in the wildlife that I either saw or photographed, below is a complete species list:

| <b>Tierra del Fuego</b> | <b>Drake Passage</b>   | <b>Antarctica</b>      |
|-------------------------|------------------------|------------------------|
| Ashy-headed Goose       | Antarctic Petrel       | Adelie Penguin         |
| Black-faced Ibis        | Antarctic Prion        | Antarctic Cormorant    |
| Chimango Caracara       | Black-browed Albatross | Antarctic Tern         |
| Common Chafinch         | Cape Petrel            | Black-browed Albatross |
| Crested Duck            | Northern Giant Petrel  | Brown Skua             |
| Dolphin Gull            | Snow Petrel            | Cape Petrel            |
| Flying Steamerduck      | Southern Fulmar        | Chinstrap Penguin      |
| House Sparrow           | Southern Giant Petrel  | Gentoo Penguin         |
| Kelp Goose              | Wandering Albatross    | Kelp Gull              |
| Kelp Gull               | White-chinned Petrel   | Macaroni Penguin       |
| Northern Giant Petrel   |                        | Snow Petrel            |
| Southern Giant Petrel   |                        | Snowy Sheathbill       |
| Upland Goose            |                        | South Polar Skua       |
|                         |                        | Southern Fulmar        |
|                         |                        | Southern Giant Petrel  |
|                         |                        | Wilson's Storm-Petrel  |
|                         |                        |                        |
|                         |                        | <b>Mammals</b>         |
|                         |                        | Crab-eater Seal        |
|                         |                        | Humpback Whale         |
|                         |                        | Killer Whale           |
|                         |                        | Leopard Seal           |
|                         |                        | Weddell Seal           |

## Addendum 2 - Packing List:

For those interested in a similar adventure in the future, below is my packing list. There is little I would change if I were to return. The only addition would be a very small dry-bag for Zodiac cruising that can hold just a camera body with a 70-200 attached:

| Apparel             | Toiletries           | Camera Gear            | Electronics         | Documents         | Miscellaneous             |
|---------------------|----------------------|------------------------|---------------------|-------------------|---------------------------|
| Warm Socks x 4      | Cipro                | D3x                    | Laptop              | Passports         | Empty water bottle        |
| Underwear x 5       | Lunesta              | D3s                    | iPad                | Copy of passports | Antarctica Wildlife Guide |
| Long Johns x 2      | Sudafed              | D300                   | External HD         | Customs Forms     | Flashlight                |
| Polartech shirt x 2 | Phenergan            | 200-400                | Card reader         | Insurance docs    | Watch                     |
| Jeans x 2           | Imitrex              | 70-200                 | Plug converters     | Plane tickets     | NRS Dry Bag               |
| Short T-shirt x 2   | Ibuprofen            | 24-70                  | iPad/iPhone charger | Baggage tags      | Large Zip Lock Bags       |
| Long T-shirt x 2    | Anti Diarrheal       | 14-24                  | Laptop charger      | Confirmations     | Garbage Bags              |
| Fleece              | Ear Plugs            | 1.4x                   | Mouse               |                   | Knee Pads                 |
| Fleece Liner        | Sunscreen - SPF 100+ | Extension Tube         | Airline Adapter     |                   | Water Bottle              |
| Jacket Outer        | Vitamins             | Flash                  | Power strip         |                   | Pee bottle                |
| Rain Jacket         | Antiseptic Wipes     | Tripod                 |                     |                   | Protein bars              |
| Rain Pants x 2      | Hair Brush           | Tripod head            |                     |                   |                           |
| Glove liners        | Toothbrush           | Gimbal head            |                     |                   |                           |
| Gloves x2           | Toothpaste           | Camera Chargers        |                     |                   |                           |
| Slippers            | Lip balm w/ SPF      | Spare Camera Batteries |                     |                   |                           |
| Hiking Boots        | Band Aids            | Spare AA Rechargeables |                     |                   |                           |
| Muck Boots          | Razor                | AA Charger             |                     |                   |                           |
| Stocking Cap        | Deodorant            | Flash Cards            |                     |                   |                           |
| Baseball cap        | Saline Nasal Spray   | Polarizers x 2         |                     |                   |                           |
| Sunglasses          | Ginger Capsules      | Kinesis Belt/ pouches  |                     |                   |                           |
|                     |                      | Kiboko                 |                     |                   |                           |

|  |  |             |  |  |  |
|--|--|-------------|--|--|--|
|  |  | Lens cloth  |  |  |  |
|  |  | Blower bulb |  |  |  |
|  |  | Dust Aid    |  |  |  |

**Disclaimers:**

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