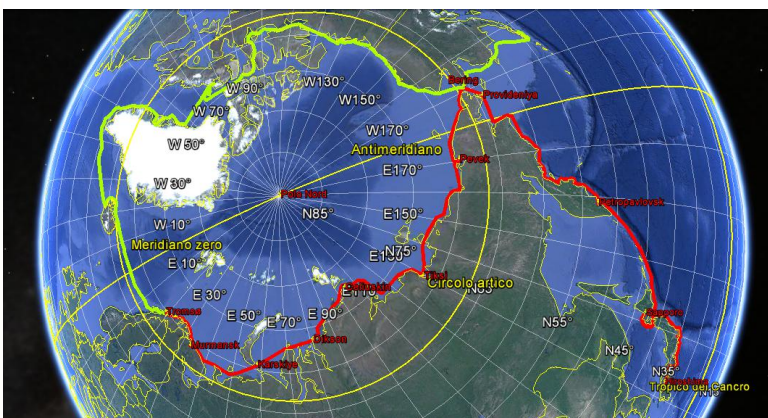


Northern Arctic Sea Route Call for participation

2018: from the Pacific to the Atlantic Ocean, north of the Eurasian continent

We sailed along the other route, from the Atlantic to the Pacific Ocean, north of the American continent, in 2012. Now we have to complete the other half to close the circle!



The two Passages

After having successfully sailed the Northwest Passage in 2012 with the first all Italian expedition, we will complete the circumnavigation of the Arctic Ocean in 2018, from Japan to Norway. Our destination is Tromsø, the town that was our base more than ten years ago, when we explored Arctic waters, sailing less than 600 miles from the North Pole.

8,500 sea miles of which (better 4,500) four thousand five hundred in the Arctic Ocean, an extremely long and challenging route: at first along tsunami beaten coasts, lined with active volcanoes; further along by low lying tundra and permafrost, where local tribes still live. These are related to the Arctic Inuit of Canada and

Greenland, the last remains of ancient civilisations, surviving notwithstanding the centuries of contact with a different and inevitably oppressive modern culture, and still keeping alive ancestral traditions and beliefs.

These lands still hide extinct animal remains from the ice ages, which sometimes become exposed due to the thawing that makes them fragile and that threatens to make them vanish.

Facing these lands lie (4500) four thousand five hundred miles of seas, along which up to very recent times only icebreakers opening the road to commercial traffic and very few sailors had the courage and the stamina to sail.

We are a team of enthusiasts with a sound steel boat, members of an Italian sailing club with an Italian skipper with an extensive knowledge of the Arctic, sailing to meet the most forgotten and lonely people of our planet along the most difficult sea course of the world, even more so than the famous Northwest Passage.

It will be a nice show of resourcefulness and courage at a time when those qualities are badly needed everywhere in the world. It will be the result of our deep interest in nature and in the human race, an selfless initiative planned, organised and performed by very normal people.

A project that will bring Italy's name to the attention of the public once more and, if properly supported and advertised, will be an incentive for many to valiantly start other similarly outstanding feats.

Our unusual trip will be used as a stage for a movie about the life on board a sailing boat. It will be recorded in a documentary and will explore themes like nature, history, ethnography and culture in general.

Becoming part of the crew will be a unique privilege and an opportunity not to be missed, both as people and as sailors.

The Skipper

Giovanni (Nanni) Acquarone organised and skippered the Northwest Passage expedition after having sailed in the Arctic during many years, up to less than 600 miles from the North Pole. During his over 50 years long sailing career he visited all the Oceans, almost always as Skipper.

The boat

"Best Explorer" is a steel cutter 51' long, equipped for sailing in the Arctic: she is the boat that already crossed the Northwest Passage with the previous Expedition. Refurbished for the new Expedition, she has eight berths (further four lie in the forward cabin and are used as pantry), three toilets and heaters.



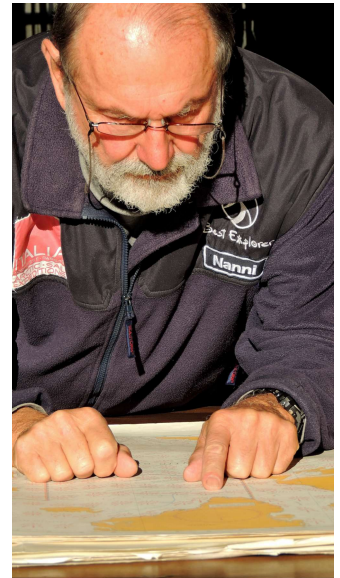
Best Explorer stuck in the pack in Svalbard

obstructing or blocking the way for even the most powerful icebreakers. It is likely that we will find some of these blocks along our route and their encounter will remind us of the conditions of the ancient explorers that first came this way to face the challenge of the Arctic.

To offer a reasonably pleasant life to our sailors the boat cabins are heated and the cockpit is sheltered, granting a sufficient comfort that allowed us to sail without freezing even in the midst of the winters in Norway.



In the pack during the Northwest Passage



Nanni the Skipper

Climate and sailing conditions

Sailing in the Arctic may become very demanding.

Aside from the harsh climate, although not particularly extreme during summer months, the most challenging conditions are due to the presence of ice in the sea. It is very likely that we will not encounter proper icebergs in Siberian waters (they are generated mainly by Greenland glaciers). However, we will probably find patches of the polar pack ice that may cover large parts of the Ocean.

The pack ice is very mobile and can shift unpredictably following winds and currents, sometimes in opposite directions. In places it may accumulate forming thick blocks

obstructing or blocking the way for even the most powerful icebreakers. It is likely that we will find some of these blocks along our route and their encounter will remind us of the conditions of the ancient explorers that first came this way to face the challenge of the Arctic.

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How to join the Expedition

We reserve four places to those willing to join us. The participation will become final after a period of test sailing that will be used to get acquainted with each other and test the mutual compatibility. This will be done by sailing the boat from Indonesian New Guinea to Japan during March and April 2018. It will also be necessary in order to become familiar with the boat and the equipment.

The applicants are requested to send us a curriculum and a short explanation of the reasons for joining the expedition. Both should be free for publishing, in case of acceptance of the application. The applications will be evaluated and an answer will be given in the shortest time possible, and a contract will be sent to be signed. Confirmation of the participation will be given after the test sailing and the

payment of the fee.

Test sailing is mandatory for the applicants willing to join the legs in Russian waters.

The Expedition is divided in several legs: it will also be possible to join just one leg.

The participants will join as crew members and have to be or become members of the Club Arctic Sail Expeditions – Italia.

There will be a number of stable crew members: the Skipper Nanni, a second Officer, a professional cameraman and, mandatory during arctic sailing, a Russian pilot.

Visas

Visas and various kinds of permits and licenses are required in order to sail in Russian waters. Crew members will have to obtain special visas. A special USA visa is required as well, as we will potentially land on USA soil, as the American coast is less than forty five miles from the Russian one.

Participants sailing in Russian waters will receive our support to get the relevant visas, which however remain under their unique responsibility.

Safety and insurances

Safety onboard is of utmost priority. We have all the necessary equipment both collective and individual, but sailing safely must become a personal way of life, deeply felt by everybody on board. This will be a constant aspect of life onboard. Not sticking to the rules hampers the individual as well as the common safety, and no deviation from the established procedures, clearly published, will be tolerated. Keep in mind that survival in cold waters is very short.

Apart from the above, crew members have to be insured for their own benefit and for the others' confidence. Insurances required are: personal accident, medical expenses, personal liability, rescue and repatriation. You may consider to further extend your insurances.

Communications

During sailing, communications to and from the boat are restricted to the boat radio channel to the "Shore Team", with which it will be possible by relatives to have contact and to exchange information. The boat's position will be constantly monitored and published on the internet site of the Club.

Trips

Trips to join the boat and back home are responsibility of the participants. It will be safe to assume that sailing implies always an amount of uncertainty and that the dates and places given as start and finish of the individual legs may vary considerably with little warning, mainly due to weather and sailing conditions and possibly even due to the need to change the route because of ice conditions.

Sponsorships

Participants may benefit from individual sponsors, keeping in mind that the expedition has its own sponsors and related rules that have clearly the priority over individual sponsorships. In case of need, the participants will be made privy of the rules they have to comply with and will receive all the possible support from the organisers to help them advertise their participation.

Images, movies and stories

A film will be made about the expedition, based on life on board and on the relationships among the crew members during the trip. It will be intended for commercial distribution, a sort of documentary which will include a series of interviews where the participants will be mentioned and may be asked to take part.



Safety belt is mandatory onboard

Legs

- These are the expected legs and the dates:
- *Mid March – end of April 2018* From Sorong to Hiroshima - 2,750 miles – 5,000.00 €
- *Mid May 2018* meeting in Japan and Expedition start



Hiroshima

- *25 th May* Hiroshima – Osaka - 175 miles – 2,000.00 €



Osaka Castle (photo Richard Gueler)

- *10th June* Tokyo – Sapporo - 750 miles – 2,500.00 €



Tokyo

- *24th June* Sapporo – Petropavlovsk – 1,350 miles – 2,500.00 €



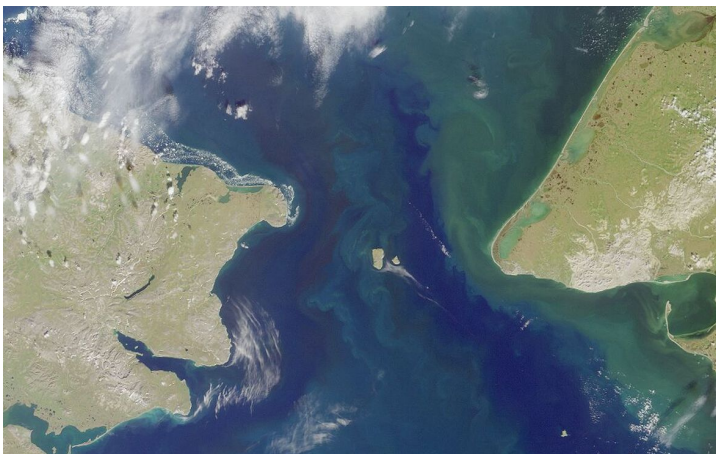
Fushimi Inari Shrine doors in Chuo-ku, Sapporo

- *5th July* Petropavlovsk – Providenya/Anadyr – 1,450/1,600 miles -5,000.00 €



The three Volcanoes near Petropavlovsk-Kamchatsky: Koryaksky, Avachinsky and Kozelsky, Kamchatka (photo Kozinchev)

- *30th July/ October 1st-20th* Arctic leg – 4,000 miles – 40,000.00 €
 - *30° July – beginning of August, crossing Bering Strait and beginning of arctic legs*



Bering Strait from satellite

- *10th August Pevek*



Pevek (Original uploader was Abrist at ru.wikipedia)

- *20th August Tiksi (crossing di Cape Celiuskin)*



Sunset over Laptev Sea (photo Aerohod)

- *10th September Dikson*



Polar bear near a whale skull (By Alan D. Wilson)

- *20th September Murmansk*
- *1st October Arrival Tromsø (may be delayed until mid October)*



Tromsø

Taking part to the whole Expedition, with priority over other participants, will cost 50,000.00 € and includes the test sailing as well as the Arctic legs. Arctic intermediate dates are given for reference only, because of climate variability.

Contatti

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