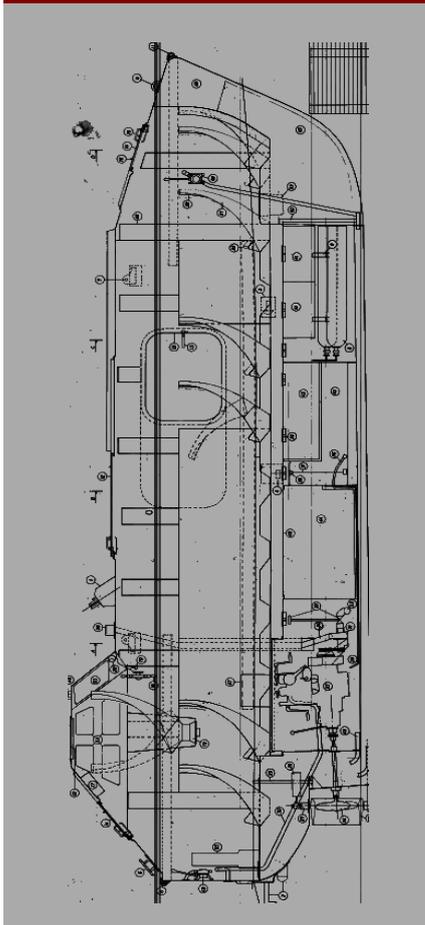
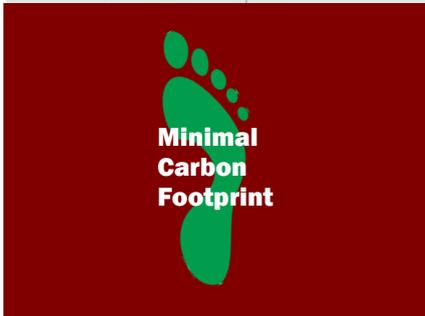


# Arctic Boat Expedition 2014-16

## - a journey to the end of the world



### What it's all about

When we reached the bottom of McCormick Fjord, at the end of July 2009, we were the first Danes ever to complete the distance between Narsaq in Southern Greenland and Qaanaaq in the northwestern corner of Greenland on skis.

It had taken us 29 days to travel the nearly 2,400 kilometers over the ice shelf. As we carried everything with us and did not resupply en route our expedition was also the longest unsupported ski expedition in Danish history on the Inland Ice.

As we sat there waiting to be picked up by a local hunter from Qaanaaq, we were so overwhelmed by the fantastic scenery surrounding us that we promised each other to return one day and explore the area by boat.

### We have a plan

After much debating and research we have formulated the following plan:

During the summer months of July and August 2014-2016 we will navigate the West Coast of Greenland in a custom made expedition boat. The boat is a former free-fall lifeboat from the off-shore oil rig Deepsea Delta and we are well underway converting her into a safe and robust motor sailer.

### The expedition:



**Flemming Lund, Master of Arts. Born in 1960. Works as a senior adviser in the Danish Ministry of Foreign Affairs.**

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### **Deepsea Delta (boat No. 2)**

**Manufacturer:** Umoe Schat-Harding (Norway)

**Year of construction:** 1980

**Displacement fully laden:** 10-11 tons

**Length (LOA):** 10,5 meters

**Beam:** 2,98 meters

**Draft:** 1,6 meters

**Engine:** Freshwater cooled SABB 2JRG, 30 HP diesel/

The goal of the expedition is to reach Etah, the once northernmost spot on Earth permanently inhabited by humans. Today Etah is only inhabited during the summer months by hunters.

If the ice situation in the Kane Basin and Kennedy Channel permits it, we will try to sail as far north as Hans Island.

### **More than just an adventure**

Apart from adventure the expedition has a scientific purpose too. The Danish botanist and Associate Professor at University of Copenhagen, Eric Steen Hansen, has asked us to gather lichens from Etah and as far north as possible. By analyzing lichens scientists can gather useful information about the development of the Earth's climate.

At Aarhus University, Dept. of Biological Sciences, Marine Ecology we have been in contact with Associate Professor Peter Grønkjær who a.o. is conducting research into plastic pollution in the sea. We have offered to collect water samples along the west coast of Greenland in order to help shedding more light on this important issue.

### **The future is green**

As we are going to sail in one of the few remaining areas on Earth where anthropogenic pollution is still minimal, it is of great importance to us that our impact on this delicate environment is as small as possible.

As a supplement to sails, and our highly economical inboard Sabb diesel engine, we will install an electric marine engine as a means of propulsion. Today's electric marine engines are quite powerful and with a reasonably sized array of solar panels, combined with fuel cells and a wind generator, we should be able to charge our batteries from green sources of energy allowing us several hours of electric motoring every day.



**Hans Island, Kennedy Channel**  
Position 80° 49' 0 N,  
66° 37' 60 W.

*Even at the height of summer there is a risk that ice from the Arctic Ocean and from the surrounding glaciers pack around the island making it impossible to reach (or leave) the island by boat.*

*The offshore platform Deepsea Delta, where our boat, together with three other lifeboats, once served as a last chance of escape and survival in case of a serious accident*



### **A three-year project**

We are aiming at covering the entire west of Greenland over a three-year period. The sailing season is approximately six weeks in July/ August and as we are talking about a total distance of approximately 1,700 nautical miles, we will have to divide the expedition into three legs.

We have not yet decided where to start the first leg as it depends on how we get to Greenland. If we have to sail the boat from Denmark, the first leg will start somewhere in the Southwestern part of Greenland in 2015. If we can put the boat on a freighter, the first leg can start in Upernavik or Thule in 2014.

Between each leg we will keep the boat on land in Greenland and return the following year to continue the expedition.

### **Funding and sponsorship**

It is hardly surprising that funding an Arctic expedition is not cheap. If we are going to carry out Arctic Boat Expedition 2014-16 as planned we will need support from sponsors to cover approximately 30% of the total costs.

Rather than looking for a main sponsor we have decided to look for individual sponsors who have specialized within the following areas:

- ◆ Marine electronics (radar, GPS, VHF, wind instruments etc.)
- ◆ Lifesaving equipment (life raft, survival suits, EPIRB, etc.)
- ◆ Green energy (electric marine engine, solar cells, wind generator, fuel cells, etc.)
- ◆ Marine coatings (paint, epoxy filler etc.)
- ◆ Logistics (ocean freight, plane tickets)

We do not expect to get anything for free. As a matter of fact we do not want anything for free. We would rather like to collaborate with a sponsor to the mutual benefit of both parties. In exchange for



equipment donated, or sold to us at a favorable price, we can offer to test and market the equipment as well as the sponsor's brand through various channels.

#### **What we can offer**

We are 100% committed to our project and we keep our promises. We are both experienced outdoorsmen with many successful expeditions behind us – three on the Inland Ice of Greenland – and so far we have not been the course of or involved in any disasters.

Our boat is not easily overlooked. With its unique design and color it sends out signals of adventure and exploration and it is virtually a magnet to every man and his dog – be they sailors or landlubbers.

In preparation for our expedition we have planned to carry out a number of trips in Danish waters as well as the Swedish and German parts of the Baltic Sea during 2012 and 2013 thus getting exposure outside Denmark too.

The media seems to like us. In August 2010 we sailed the boat from Hvide Sande to Rungsted. When we reached Morsø, we were interviewed by a journalist and the local newspaper brought a two-page article about our project. When we arrived at Rungsted we were interviewed by another journalist resulting in another newspaper article. To create more awareness of our project we will actively use the media.

Through cooperation with scientists our expedition will also have a scientific dimension thus increasing the possibilities of media exposure.

We can offer to expose sponsors and their products in the following ways:

- Stickers and streamers can be placed on the boat.
- We can show sponsor logos on our website and in printed material for handout.
- We can demonstrate and endorse equipment when in port, in connection with participation in events and when giving presentations.
- We can distribute brochures and facilitate contact to a sponsor's representative.

On the last page of this prospectus we have included a photo of the boat under sail. We are going to build a proper sail boat cockpit, but apart from that we are neither going to change the design nor the color of the boat.

Our contact details are printed on the first page of this prospectus and you can follow the project online at this address <http://www.arctic-kite.dk>

Copenhagen, December 2012  
Sverri Warm and Flemming Lund



Sea Trials November 2012