

# Bushpoint Sailing in SVALBARD 2022



**Svalbard was our goal for the summer of 2022 so welcome to our sailing tour.**

We started sailing already in September 2021, lived on our boat and sailed the winter in England, Scotland, Faroes and when spring and early summer came we headed up the Norwegian coast. Arrived in Tromsø and from there we ventured north to Svalbard last day of June 2022.

Jeanette & Fredrik  
s/y Bushpoint



Want to sail to Svalbard? Well continue reading here, if you want to read about anchorages, move forward.

First let us tell you that outside Longyearbyen and Isfjorden there is no cell coverage, so you need a satellite phone, or similar to get weather and ice report. We found it nice also to communicate with the “outside world” whilst in Svalbard.

To sail in Svalbard outside Area 10 you need permission from Sysselmesteren, go to the web page and find out the latest information and application forms. Start the application process in time, when we applied it was at least 4 weeks application time and 10 weeks for the weapon.

You are required to carry a weapon in Svalbard, because of polar bears. If you have a weapon license that’s good, check to see if it is valid and if you can use it to rent a rifle in Longyearbyen, or bring your own rifle. We had to apply for a weapon license and this was only valid in Svalbard. This application took time, check the web page of Sysselmesteren to find the latest rules.

Next, get in touch with your insurance company, the process of getting an insurance for Svalbard takes longer than you think. Before the process can be completely done you need to know the Search and rescue insurance amount from Sysselmesteren, this you will get once your application is accepted by Sysselmesteren.



Next, read up on how to prepare yourself, your crew and the boat. It is cold in the summer in Svalbard, so you need a warm boat and warm clothes. Here is our list of books.

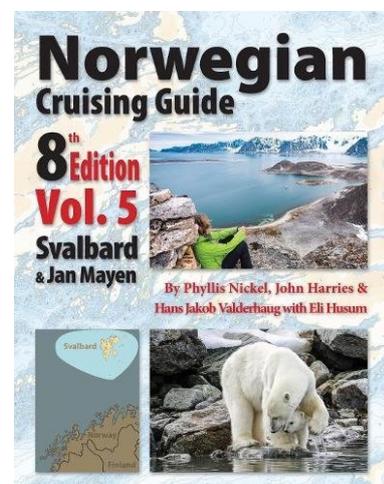
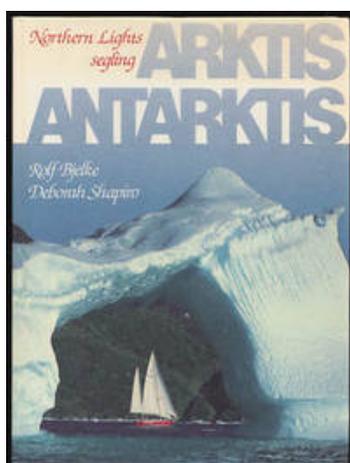
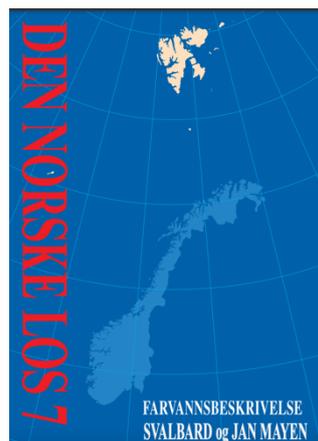
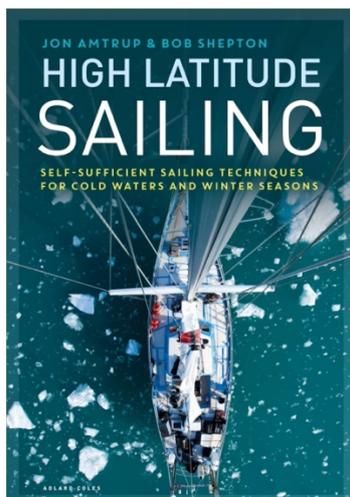
**High Latitude Sailing**, Jon Amtrup & Bob Shepton  
**Den Norske Los 7**  
**Norwegian Cruising Guide**, vol. 5 (8<sup>th</sup> Edition)  
**Sail to Svalbard**, Jon Amtrup

And in Swedish  
**Arktisk Antarktiskt**, Rolf Bielke & Deborah Shapiro

Written by Sweden's probably most know sailing couple, this is one of their earlier books. They also wrote a book about when they froze in their boat in Antarctica.

**Arktisk feber**, Tobias Törnebohm

**Expeditionen – Min kärlekshistoria**, Bea Uusma  
It's about the Andrée Polar Expedition 1897



When sailing in Svalbard you need to be self-sufficient, you need to bring spare parts, all food and drinks for the duration of your stay, and maybe some more as you can get delayed (for different reason) getting back to Longyearbyen. Diesel you can fill up, tax free, in Longyearbyen and in Ny-Ålesund. Most importantly is SAFETY and on Syssemesterens web page you will find up to date information.

There is a large COOP in Longyearbyen where you probably can find all the food you need, and next door in Nordpolet. There you can buy wine without the special card issued by Syssemsteren, but for beer and strong alcohol you need the card. Well, that was how it was for us in 2022, check if the rules are the same.

The rifle we rented in sport shop, there are some choices of stores, check on the web page.

And before we left for rural Svalbard we also filled the boat with diesel and water and visited the excellent Svalbard museum, a great start we thought!

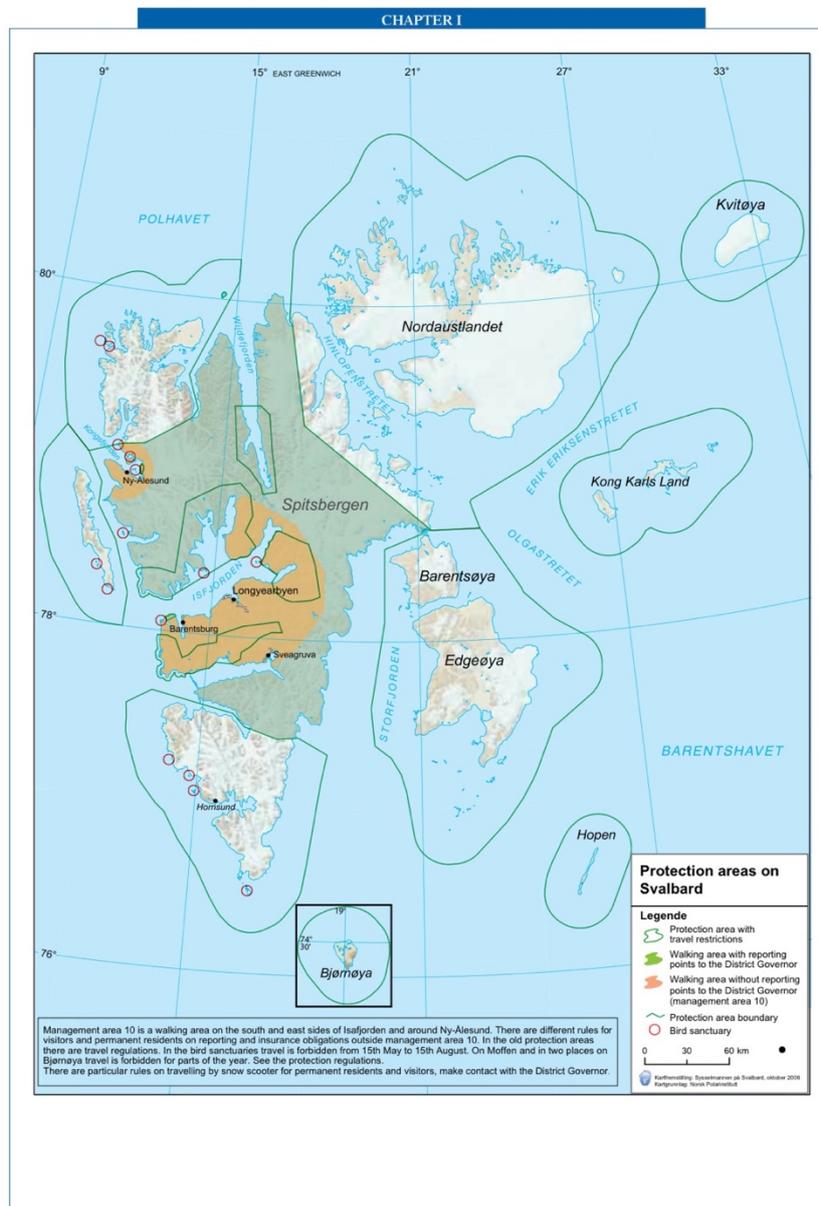
Now it's time to tell you about daylight, in Longyearbyen at 78° N, it is daylight (midnattssol) all the time between April 21<sup>st</sup> and August 21<sup>st</sup>. What an advantage, especially here since there are ice blocks in the water!

Between middle of October to middle of February there is Polar night in Svalbard, no sun above the horizon!

**Note – Svalbard is a very remote place, remember that!**



Here is a great overview map from Norske Los 7, and as you will find out on Sysseimesterens web page, if you wish to sail outside Area 10 you need permission, weapon and insurance. After completion of your sailing in Svalbard you need to report back your travel on a special form.



See also local regulations, special environmental regulations and safety conditions.

So let's start our sailing!

## BJØRNØYA

This small island, discovered in June 1596 by Willem Barentsz, is a convenient stop on the way to Svalbard and if the weather is nice you can anchor in Herwighamna and join *Bjørnøya Nakenbadeforening!*



As you approach Bjørnøya be aware that the south tip is a bird sanctuary and boats over 40 ft should keep a distance of at least 300 m from the coast between May 15 and August 15. *It is up to everyone sailing to Svalbard to be up to date with the latest regulations!* Even at a distance you will see so many birds as this is among the richest sites in the northern hemisphere.

After Bjørnøya you have about 120 nm before you reach the south tip of Spitsbergen, the largest of the Svalbard islands.

### **The North West Coast Grytvika**

**74° 28.4'N 18° 45.6'E**

Here in Grytvika we found a quite good anchorage with depth of ca 10 m and sandy bottom, however it is not possible to go ashore here. We could not do that anyway since we did not have rifle with us, that we hired in Longyearbyen. We arrived early in the morning from Tromsø, had breakfast and a nap before heading north to Herwighamna.

### **The North Coast Herwighamna**

**74° 30.4'N 18° 59.5'E**

The weather forecast said no wind here in the afternoon and until next morning, perfect as this is a very exposed and thus a fair weather anchorage. We anchored just off the harbour at a depth of ca 15 m.

We called up Bjørnøya Metio on VHF channel 16 and asked to come ashore. Parked the dingy by the quay and was met by Nils Rune, the station manager, who gave us a tour and we saw our first (and only) Snow bunting (bird). We bought, wrote and posted some postcards and then we joined *Bjørnøya Nakenbadeforening* and had a sauna, which they very kindly turned on for us as it was only 3.5° in the water and 6° in the

air! After this we headed back to the boat and after an hour it was so much fog (tåke in Norwegian) we could no longer see the station!

Bjørnøya meteorological station was built 1947 and is manned throughout the year and have a crew of nine. Here helicopters land and fuel up before continuing to Svalbard, so without this helicopter service would not be possible.

## **BELLSUND**

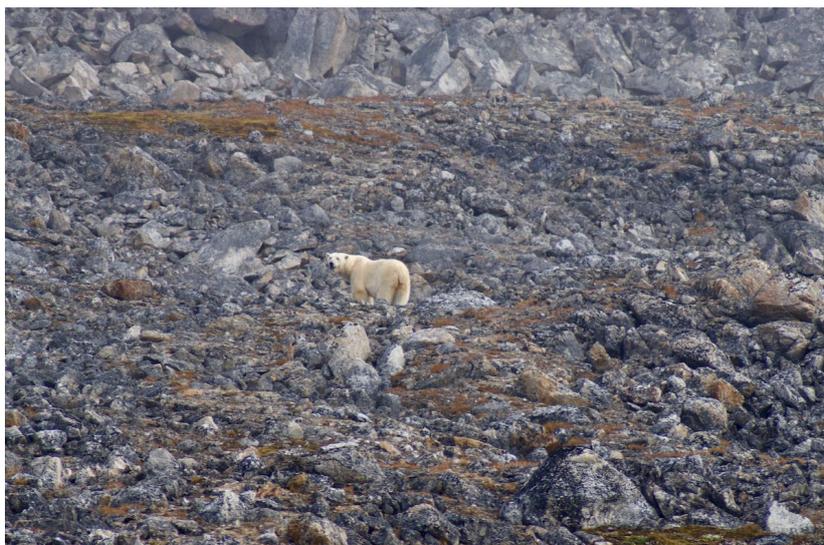
As we arrived at Sørkap, south tip of Spitsbergen, the wind picked up to 36 kn, we aimed for Hornsund, however there was too much wind to consider anchoring outside the Polish research station. So we sailed on to Bellsund north of Hornsund.

There are three fjords in Bellsund, Van Keulenfjorden, Recherchefjorden and Van Mijenfjorden and here we encountered ice for the first time.

### **Fridtjofhamna**

**77° 45.7'N 14° 36.4'E**

There is a good anchorage in Fridtjofhamna, just behind Akseløya. We anchored inside of the long narrow Hamnodden and it was great holding in mud.



## **ISFJORDEN**

Now we have arrived in Isfjorden, the largest fjord in Svalbard and Isfjorden has many branches, one of them is Adventsfjorden and here is where Longyearbyen is.

### **Trygghamna**

**78° 15.7'N 13° 45.5'E**

You will find Trygghamna on your left as you turn into Isfjorden. Trygghamna is Norwegian for Safe Harbour, in the respect that normally there is no pack ice here.

At the very entrance you can see the cliff called Alkhornet, there are many birds nesting on the cliff.

We went far into Trygghamna and anchored in a shallow area, in mud so it was very good holding and a lovely spot.

### **Barentsburg**

**78° 03.6'N 14° 11.1'E**

You will find Barentsburg in Grønfjorden, on your right as you turn into Isfjorden, just opposite Trygghamna.

During Soviet era they had their own cattle and grew vegetables in greenhouses, now they don't. There used to be a school for the children, the building still say school, nowadays the attend school on mainland. Pre Covid-19 there where about 600 persons living here, now only 250 and mainly from Ukraine, (Luhansk and Donetsk) and they work in the coal mine, the 20 % Russians work in tourism.

There are two new floating pontoons each take one sailing boat, inside is for motor boats of smaller size, no electricity. The mooring fee is payed ever 16 hrs, we did not manage to get a clear understand as to why.

Nice restaurant in the hotel, the bar/brewery was not open when we visited, i.e no cruise ship was in.

### **Longyearbyen**

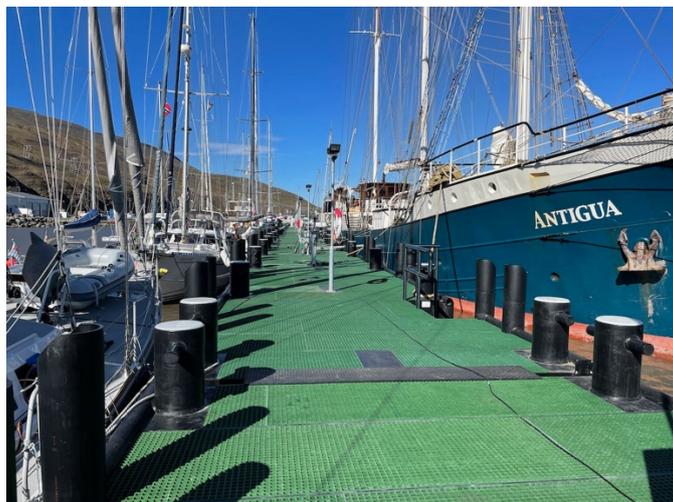
**78° 14.5'N 15° 38.5'E**

Longyearbyen got its name 1906 from one of its founders, John Munro Longyear whom together with Fredrik Ayer were the principal owner of the Arctic Coal Company of Boston. After the big coal era came tourism, research and education and other service related businesses to be the livelihood for people in Longyearbyen. This town is the centre of the local administration on Svalbard and here you find Sysselimesteren HQ.

In Longyearbyen we anchored just off the town and also stayed in the marina with new a floating pontoon, expect to raft up. It was easy to pay the marina fee with the app “Go Marina”, and included in the price was water, electricity we paid extra for. There are facilities for showers and washing machine and of course garbage.

Since Svalbard is a tax free zone the price of diesel was less expensive then continental Norway and we paid with credit card at the pump, which was at the pontoon.

In Longyearbyen you can rent a rifle (as a safety when traveling outside Area 10), go to bars and restaurants and there is a big, well stocked Coop as well as Nordpolet, but as a sailor you need a card from Sysselmesteren to buy alcohol such as spirits and beer, wine anyone can buy.



## Skansbukta

78° 31.5'N 16° 01.6'E

Skansbukta lies on the north side just as you enter Billefjorden and from here you can hike to Adolf Erik Nordenskiöld "Svenskhuset" (Swedish house) from 1872. At the end of the fjord is Nordenskiöldbreen.

We anchored in ca 20 m, good holding in mud, nice anchorage just before Pyramiden.

## Pyramiden

78° 39.0'N 16° 23.0'E

Until 1998 this was a Russian mining place, now there is a hotel and a bar as well as a souvenir shop. This is outside of Area 10 so you need to bring your rifle with you when going ashore.

We anchored in the bay at Pyramiden, however there is a new dock with space for two sail boats, one on each side. When getting ashore you will have to pay for anchoring as well as usage of the dock, landing fee, and pay for the crew, the captain is free of charge. If you like you can pay for a guide, but if you bring your rifle you can walk as you please. We found the place deserted and a bit depressing.

It was good holding in 20 m, it is a somewhat exposed anchorage, and close to the Nordenskiöldbreen.



## **FORLANDSUNDET**

### **Farmhamna**

**78° 20.1'N 12° 50.4'E**

Farmahamna is in the beginning of Forlandsundet, coming from the south.

It was a very grey, rainy and windy day when we came here, straight from Longyearbyen. We anchored in the shallow 5 m area close to the cabin in mud, good holding. We did not see any people at the cabin but had two curious seals coming to take a look at us.

Next day on our way in Forlandsundet to Ny-Ålesund we passed **Poolepynten** and saw walrus on the beach, but it was too wet and cold to venture ashore.

### **Engelsbukta**

**78° 49.8'N 11° 50.4'E**

This anchorage is just south of Ålesund, and north of Forlandsrevet and its called Engelsbukta (the English cove) because it was here the English whalers came, the Dutch whalers where up north.

We anchored in 18 meters, mud bottom and good holding. As we were heading south, about to end our Svalbard journey we didn't go ashore, but it looked like you could land you dingy in a lot of places. So maybe a stop here on the way up could be something to do, it's supposed to be good hikes.

## **Kongsfjorden**

### **Ny-Ålesund**

**78° 55.7'N 11° 56.0'E**

We came to Ny-Ålesund on Amundsens 150<sup>th</sup> birthday, what a coincidence! It was from here Amundsen, Ellsworth and Nobile took off in airship NORGE and became the first to cross the North Pole in 1926.

Kings Bay Kull Compagnie A/S, with HQ in Ålesund, established Ny-Ålesund (New Ålesund) and coal where mined here until closure 1963. Now the place is a research center with special interest in science and environment. People live here all year around, some 50 in the winter and 150 in the summer.

Most cruise ships come to Ny-Ålesund so there is a well sorted souvenir shop "Kongsfjordbutikken", where we bought Swedish "Kex Choklad". Here is also the World's most Northern post office, so we posted some postcards as well.

We stayed a night at the dock, it happened to be a Saturday so the pub “Mellagret” was open. Contact the harbour master on VHF 16 or 12 to get a berth and if you would like to fill diesel or water.



### **Blomstrandhalvøya**

It is possible to circumnavigate Blomstrandhalvøya, because it is now an island after the glacier has retreated.

### **Peirsonhamna**

**78° 57.6'N 12° 02.5'E**

Peirsonhamna and New London is a nice little bay, more like a cove and we anchored here to visit the old marble quarry that was operating a few years in 1920s. There were some remains of a locomotive, loading crane and some other old stuff. There are also two cabins and one was used by staff from Ny-Ålesund the night we anchored here. Good holding in mud, and cosy cove.



## Sørvågen

78° 59.9'N 12° 00.4'E

On the opposite side of Peirsonhamna on Blomstrandhalvøya is Sørvågen. This is a beautiful anchorage with Blosterstrandabreen just across from the anchorage. Good holding in mud at 20 m.

## Møllerfjorden

Møllerfjorden is the fjord just north after Krossfjorden.

## Møllerhamna

79° 16.8'N 11° 51.8'E

We arrived late after zick zacking in ice after **Fjortende Julibukta** (where we could not anchor due to ice). The next morning we took the dingy to shore and walked, with the rifle of course, over to “Lloyds Hotel”, a cabin erected in late 1920s by Hamburg Amerikalinje. Saw the graffiti on a big stone made by the crew on “Barouqe”, totally not allowed today!



## Lillehøekfjorden

Lillehøeksfjorden is the western arm of Krossfjorden, at the end of Lillehøeksfjorden is the beautiful Lillehøekbreen and before arriving at the glacier you will pass Signehamna to your left.



## Signehamna

79° 16.3'N 11° 32.8'E

Lillehøekbreen calves frequently and ice will find its way into the anchorage. We had to watch for and push big ice blocks from the boat. The holding was good in mud at ca 20 m, we saw 19 kn o wind from north that evening and night.

There is another anchoring possibility in Nilspollen, so check it out and see if it suits you, it's on the north side of the ness, Gunnarpynten.



## MAGDALENEFJORDEN

Magdalenefjorden, its name taken from the Bible, was one of the most important harbours during the whale hunting era. Now it is a tourist attraction not to be missed. At the end is the photogenic Waggonwaybreen and Trinityhamna is a good anchorage.

### Trinityhamna

79° 33.5'N 11° 02.8'E

A nice anchorage, however the Waggonwaybreen calves regularly and ice finds its way into the anchorage, not always though, sometimes it floats just outside.



We anchored as normally in ca 20 m and bottom is mud, very good holding. Closer to the sandy shore the depth is around 7 m and we did not get a good holding and when we pulled up the anchor we got some kelp.

It is very easy to land the dingy on the beach, remember to bring your rifle. You cannot enter the graveyard on Gravneset, there is a fence so it quite clear you cannot. We wanted to read the sign with the text "Svalbard Explorers 1600- 1750" however, very angry Artic terns attacked our heads! Probably protecting their nesting place.



Sysseimesteren has a cabin here, they came to our boat to check our papers and have a little chat, very nice. They are working here for 2 months in a two men team, and from what we understood it is very attractive to get this position.

## DANSKEGATTET OCH HOLMIABUKTA

Danskegattet lies between Danskøya and Amsterdamøya and here we watched a polar bear strolling the beach at Virgohamna for many hours. The polar bear came just after the last cruise ship had left the “outdoor museum”.

### Virgohamna

79° 43.4'N 10° 55.1'E

We anchored just west of the small island of Æøya, close to the open air museum. There was good holding in mud, but there is kelp, so you must check that you are secured. We had to re anchor twice.

You need a special permission from Sysselmesteren to go ashore, apply for the permit when you do the general application.



For us Swedes this place is special. It was from here the Andrée Polar Expedition took off 1897, in a balloon to be the first to reach the North Pole. It did not go so, and they ended up on the ice in the Arctic Ocean. They recorded a lot of material of their journey as they crossed the ice to Kvitøya (Vitön), where they died. In 1930 Andrée, Strindberg och Fränkel were found and brought back to Sweden where they were buried the same year on October 5<sup>th</sup> at Norra begravningsplatsen, Stockholm.

Because of all documentation they did we know a lot about their expedition and we can recommend a lovely book, Bea Uusmas bok min "*Expeditionen – Min Kärlekshistoria*" (freely translated to Expedition – My love story).



Just outside Danskegattet we passed **Smeerenburgodden**, dropped the anchor and took the dingy to shore to look at the walrus colony, so many of them and some were swimming in the sea.

On the island are remains from the Dutch whale industry, it was a rather large community here in the beginning of 1700 century.



## THE NORTH COAST OF SPITSBERGEN

There are little auks in great number all over the coast, they fly in swarms just above the water and the fulmars do “fly by” and they seem to check out the boat. Here we saw Polar bears, walrus and seal. The fox camouflage itself for the summer and takes the same coat as nature, very clever, however not for us as we missed them!

We passed Yttre Norskøya on the way to Holmiabukta to watch Polar bear with a cub, beautiful.

### Holmiabukta

79° 48.4'N 11° 33.5'E

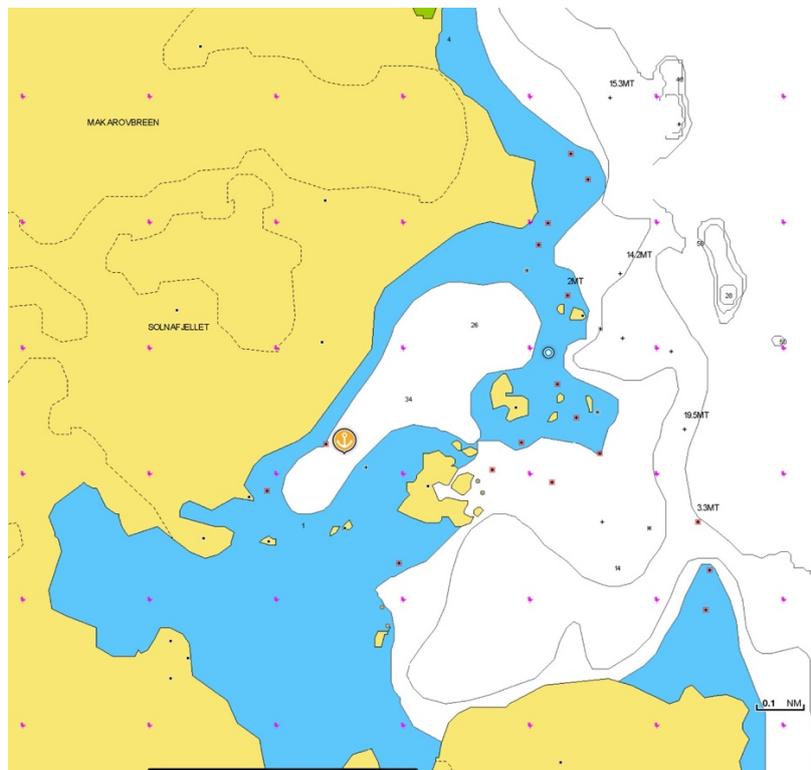
In Holmiabukta we anchored just off the glacier in 20 m mud, ie good holding and the glacier did not calve, good. Another anchorage is Sallyhamna.

### Raudfjorden

### Hamiltonbukta

79° 47.7'N 11° 48.5'E

The entrance to Hamiltonbukta is ca 5-7 m deep (see blue dot on map below) and we anchored close to Hamiltonbreen, so beautiful scenery. As the glacier calved a little there where small ice cubes around the boat, but they made no trouble, they are beautiful. There were a gentle swell in the early morning, but only gentle.





### **Moffen**

**80° 01.0'N 10° 03.0'E**

The small island Moffen is a bird sanctuary and a resting place for walrus, so between May 15 and September 15 you have to stay 300 m away, like the south of Bjørnøya. You can anchor on sandy bottom anywhere around the island, but keep at least 300 m to the shore.

On the way to Moffen we passed 80° N and since we circumnavigated Moffen before going to Woodfjorden we passed 80° 02.3'N



## **Woodfjorden**

As you enter Woodfjorden you can be lucky to see whales. On right side as you enter into this big fjord is Reinsdyrflya and a bit later you will find some anchorages.

## **Worsleyhamna**

**79° 41.3'N 13° 35.5'E**

This is a nice anchorage with shield for most wind directions. We had a calm evening with a big sun and thought of having a sun-downer in the cockpit. Then remembered the sun don't set here this time of year, but we had a beer anyway.

Into Worsleyhamna we took the short cut, to the east, and at low tide the least depth we saw was 3.5 m.

## **Mushamna**

**79° 39.6'N 14° 16.1'E**

Cross Woodfjorden from Worsleyhamna and you come to Mushamna.

We anchored in the inner basin in Mushamna, it was very sheltered and probably the best anchorage in that respect in Svalbard. The bottom is mud and clay, prefect. And a seal came and said hello. It is said that Polar bears often are on the shore, but no polar bear for us.

## **Liefdefjorden**

The right arm of Woodfjorden is Liefdefjorden and here we went to Texas bar and then headed into Monacobreen.



## Hornbaekspollen

79° 36.3'N 12° 39.2'E

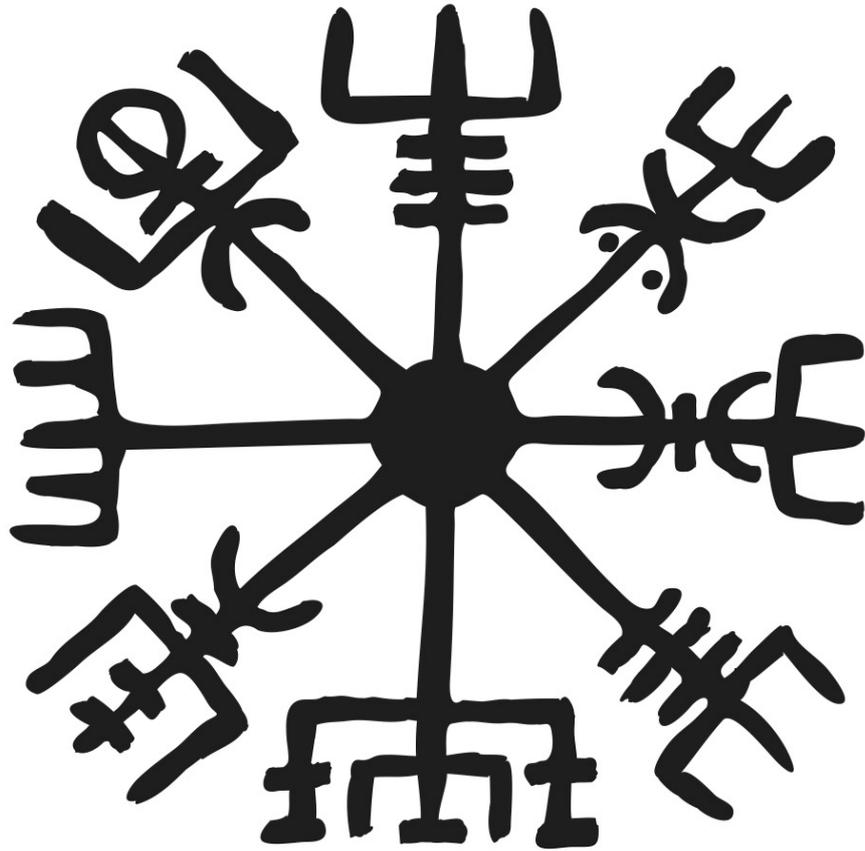
**Hornbækpollen** is a well sheltered harbour. We anchored in the middle in ca 20 m, sand and mud and the anchor sat well. We got the advice not to anchor to far W.

We took the dingy ashore, and the rifle, and walked over to Texas Bar. This is not bar in that sense, it is a refuge cabin which is in constant use and well kept. Sailors has a tradition to leave a bottle of something, which we also did!

Make the trip into the mighty Monocobreen, it is worth it even if you have already seen more glaciers than you can take for one season. Zick zack between the floating ice and enjoy.



And here we finish the sailing north, turned down south again!



THE END!