

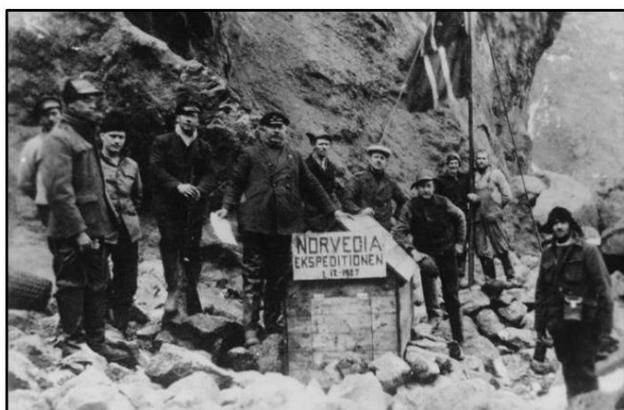
**Bouvet, quite a story.**

Compilation of F5JYD



Bouvet Island (in Norwegian Bouvetøya) is an uninhabited volcanic island in the South Atlantic Ocean located at the northern edge of the Antarctic Plate, 1,696 km north of the Antarctic continent, 1,869 km east of the Saunders Island in the South Sandwich Islands archipelago, 2,519 kilometers south-south-west of the Cape of Good Hope and 12,464 kilometers south of the coast of mainland Norway.

Bouvet Island was discovered on January 1, 1739, by Jean-Baptiste Lozier Bouvet, commander of the southern expedition led, in the name of Louis XV, by the frigates L'Aigle and Marie. Not knowing whether it was an island or the northern extremity of a hypothetical Antarctic continent, Bouvet baptized this land Cape Circumcision, after the religious festival of the day of discovery.



In 1927, Bouvet became a Norwegian island, in fact, no one had stayed there yet, so did a Norwegian crew who lived there for a month. The Norwegian whalers renamed the island Bouvetøya. In 1971, Norway declared Bouvet Island and the surrounding waters a nature reserve. In 1977, the country installed an automated weather station there.

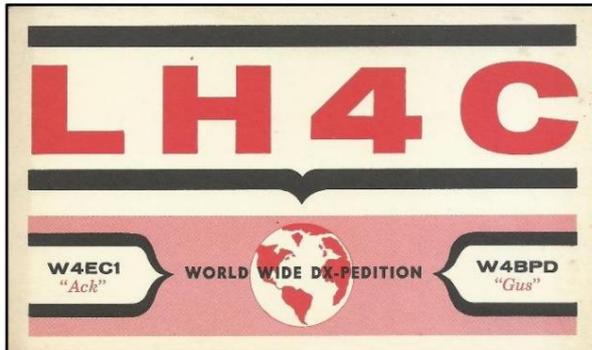
**Bouvet Island is a DXCC entity since 11/15/1945, point 3B, as Norwegian territory.** The first amateur radio activity dates back to a telephony qso on 14.395 MHz between GM2DBX and LN7B operating from Bouvet in July 1951.

A Gus Browning, W4BPD 'DXpedition	
CITY OR TOWN	COUNTRY
LH-4C	BOUVET IS.
Greetings W8QJR	1 QSL our QSO of
11/14/62 2007	GMT on 14 Mts.
CW AM 2XSSB	Your report 5/7
I am very pleased to confirm the above QSO and I hope that I have given you a new country or two now and then.	
73, Gus	
Sorry out of LH4C Cords	
GUS BROWNING W4BPD, etc, etc. CORDOVA SOUTH CAROLINA U.S.A.	

**LH4C Gus Browning W4BPD in November 1962**, a controversial operation nowadays according to LA5HE Ragnar Otterstad, Gus would have trafficked from the South African icebreaker which would have taken him to the area, making some 5000 QSOs in 4 days. The story of this adventure being told by Gus himself in an article published in 1967 in **73 Magazines** where he describes his living

conditions and traffic since Bouvet. "The island from a distance looked like a really big chocolate cake with white icing on its top side. The top of the island (at least about 9/10ths of it) is a high plateau, and this part was covered by a glacier 200 to 300 feet thick. This glacier did all

kinds of noises all day and all night, long cracking, popping and banging. Then there was a huge spurt of water as much of that frozen snow fell onto the ocean below with chunks of ice sometimes as big as two or three moving trucks"



To RADIO W8JJW Confirming 2 way  
 AM CW SSB QSO of 11-27 1967  
 at 27.13 GMT 59  
 UR 3, 7, 13, 21, 28Mc

COUNTRY BOUVET ISLAND  
 By W4ECI W4BPD

Equipment: Collins 75S/3 Receiver / Collins  
 32S/1 Xmitter / PM-2 AC and MP-1 Pwr Sup.

Sponsored by the  
 "WORLD RADIO PROPAGATION  
 STUDY ASSOCIATION."

Trustees:  
 E. C. Atkinson, W4ECI  
 Gus Browning, W4BPD  
 James Long, W4ZRZ  
 Walter Wendelken, W3R1S

Through the Cooperation of ACK RADIO  
 SUPPLY CO., Birmingham 5, Ala.

*Gus Browning*  
 VIA "ACK" - W4ECI  
 OK

3Y1VC (LA1VC) and 3Y3CC (LA3CC) in February 1977 John and Audun made about sixty QSOs in one day of traffic from Bouvet, 3Y1VC contacted 26 stations from Bouvet namely ZS5WT, JR6RRD K6ID, OH2BH, SM3BZH, OE1ER, OZ1LO, OH2QV, SM3RL, LA2KD, SM3EVR, UL7LAW, OZ7HT, LA1KI, YBC2, LA4HD 3DXXU, SMRC2, YU2RT, SM3AUW, 4X4FU, SM5AQB, YU2RCZ and OH2BGD



This will confirm our QSO  
 on Feb 24 1977 at 1240 GMT  
 on 17 MHz.  
 Ur CW/SSB signs were RST 569

To radio: SM5AQB

TX/RX Atlas 215  
 Ant. 1/2 dipole

Remarks Two OH for QSO!

Best 73's  
*John*

LA1VC  
 JOHN SNUGGERUD  
 ORNØYBARREN 14  
 OSLO 1 - NORWAY

Call Sign	Freq	Mode	Notes
OH2BH	569	F6 TKS	M S
SM3BZH	569	F6	oslo M S
OE1ER	569	559	S
OZ1LO	569	(569)	Post M S
OH2QV	569	569	M-S
SM3RL	569	(569)	M S
LA2KD	559	Amal	S
SM3EVR	559		M S
UL7LAW	569	R	S
LA1KI	559	559	Amal - show
OH2BGD	569		
OZ7HT	569	(339)	
OH3EVR	559	559	3CC
LA4HD	559	559	1200 p.m. M S
SM3EVR	579		V
SM3EVR	579		V
SM3EVR	569		(Audun) M S
YU2RX	579	599	M-S
OH2QC	569	589	Bath - S
OH2QV	569		M-S
YU2RCZ	569		Quick - Victor
YU2RTW	579		M-S
SM3AUW	569		M-S
4X4FU	569		X
SM5AQB	569		X
YU2RCZ	569	(599)	
SM3EVR	579	579	M S
SM3AUW	569	579	M S
OH2BGD	569	579	M S

3Y1VC's paper log from February 1977

**3Y5DQ (LA5DQ) and 3Y1VC (LA1VC)** John and Thore in December 1978 and January February 1979 made some 2500 QSOs.

**3Y1VC**

**BOUVETØYA**  
Bouvet Island

ZONE WAZ 38  
ZONE ITU 67

QTH: 54° 24S 03° 17 E

RIG: TRCVR: ICOM IC 701  
ATLAS 219  
PA: DENTRON MLA 2500  
TU: DENTRON MT-3000  
ANT: HY-GAIN 18AVT  
HY GAIN TH6DXK

RADIO	DATE	GMT	MHz	MODE	RST	QSO
W9HK	21 1979	II 22:56	14,030	2x CW	569	TKS OSL

Op: LA1VC John Snuggerud, Ormøybakken 14, Oslo, Norway  
Mini Em. Paul Best 73's John

Bouvet Isl.

**3Y5DQ**

To: **PY2YP**...conf. 2 way QSO on SSB

MHz	Year	Date	UTC	RS
14.3	1979	I-7.	2100	59

Thore S. Winsnes, Bispeveien 30B  
1347 HOSLE  
NORWAY

73 de LA5DQ  
Thore.



LA1VC John operating 3Y1VC



**3Y5X December 1989 January 1990**

Thursday, December 14, 1989 we leave Montevideo aboard the Aurora, a Norwegian icebreaker which is not on its first trip to Antarctica: it is the same boat which has already taken part in the expedition of Pierre 1er. The 11 days at sea, apart from the first 2 or 3 days of getting used to the roll (hard hard when you don't have sea legs), allow us a

complete verification and implementation of all the equipment (nearly 5 tons), to define the constitution of the two camps and to give, daily, our position, thanks to a radio station (callsign LA5X/MM). It is on December 20 that we begin to realize where we are going; the first icebergs appear, the outside temperature and atmospheric pressure drop.

The last 3 days of navigation have been somewhat hectic, we are in the midst of a 950 millibar depression which results in violent winds and snowstorms. The thick fog that surrounds us gives a gloomy aspect to this end of the trip (Merry Christmas).



On December 26 in the morning we distinguish, on the radar of edge, a strange form: Bouvet indicates the captain to us. We're only two hours away. We must face the facts, it is not today that we will be able to attempt a landing, the bad weather conditions do not allow the take-off of the helicopter, even less the use of a boat.

This day is devoted to a "tour of the island intended above all to find shelter because the winds

have not gone down. We become aware of the problems and understand why, 250 years earlier with the means of the time, Jean-Baptiste Charles Bouvet de Lozier could not disembark.



The next day, the 27th at dawn, we decided to attempt a landing. A boat is launched and goes on reconnaissance. A VHF link allows us to follow the team and, as soon as they return, we know that anything is possible today. The helicopter is assembled, the equipment taken out of the holds and, sheltered behind a large iceberg, the rotations begin. At nightfall, more than half of the equipment and personnel are disembarked.





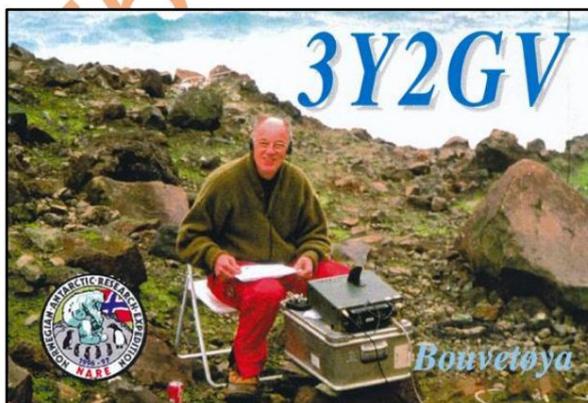
It was not until nightfall on the 28th at 8:30 p.m. UTC that only two stations were able to start traffic: one in telephony and the other in telegraphy. The "pile-ups" take shape immediately and several hundred contacts are established at dawn when we stop having no more propagation.



On the radio equipment side: on the boat during the trip: ICOM IC 751 line and 20 meter dipole for 14 - 21 - 28. On Bouvet: 5 complete ICOM IC 751, IC2KL, AT500 stations. For the antennas: 3 beams of 3 elements, 1 of 5 elements, 3 HF6V antennas and dipoles plus a vertical antenna in experimentation, the Battle Creek Minooka from W0CD and WW2SNI. Some 47,558 QSOs were made, 16,800 in CW, 30,000 in SSB and 291 in RTTY. the 5 operators were HB9AHL, F2CW, JF1LST, LA1EE and LA2GC.

According to Mégahertz Magazine No 85 March 1990.

**3Y2GV by Kare LA2GV** on February 22, 1997 and a very short three-hour activity on 17 m CW as part of a stop at Bouvet on a mission from the Norwegian Polar Institute to pick up personnel there.



*Norwegian Polar Institute's new shelter is located at Nyroysa on the camp site of the 1989/90 3Y5X operation. Since that time this site has been taken over by the fur seal population.*

**Transceiver: Icom IC 750A**  
**Antenna: Sloping dipole for 18 MHz**  
**Operator: LA2GV QSL via LA2GV**

CONFIRMING QSO WITH	DATE	UTC	MHZ	2-WAY	RST	
SM5AKT	22. Feb. 1997	12.39	18	CW	599	73 Kare LA2GV

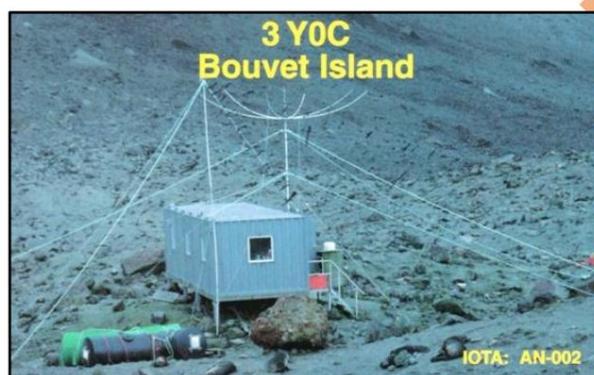
As a member of the Norwegian Antarctic Research Expedition 1996/97 I got the opportunity to go ashore at Bouvetøya once again to operate amateur radio. On our trip back from the Weddell sea, the expedition ship M/V Polar Queen made a brief stop at Bouvetøya to pick up five scientists. That gave me three hours of operating time in the open. Special thanks to Norwegian Polar Institute for this favor to amateur radio.

**3Y0C, Chuck Brady, N4BQW an astronaut operating from Bouvet from December 2000 to March 2001.**



Chuck was a member of an expedition of 5 scientists including a Norwegian leader, three South Africans and himself as a doctor. The secret of this operation was well kept until December 16, 2000 7:00 Z or 3Y0C appeared on the air in company of a pilot station in South Africa, ZS1AU which was in the confidence. He was QRV on all bands with varying fortunes based on the "mechanical shape" of his overhead, vertical hexbeam dipoles, amp issues, and heavy electrical power. COM-4756 used equipment followed by his PW1 coupler amp, in the end he made more than 16 K QSOs, he left Bouvet

on March 6, 2001 and was QRV during his return trip to South Africa under N4BQW / MM



**3Y0C Bouvet Island Operation**  
 Charles (Chuck) Brady is on the move again! This time from Bouvet Island in the South Atlantic Ocean. He was asked to accompany N.A.R.E., the Norwegian Antarctic Research Expedition as the Medical officer for the team. Chuck had several other obligations to the group, but when he was not working, he was on the air operating. **Icom Radio** graciously donated a 756-Pro and a matching PW-1 amplifier. There were two primary antennas used on the island. The multiband beam was designed and donated by **Mike Traffic N1HXA, HEXBEAM ANTENNAS**. The all band vertical was designed and donated by **Joe, N4OL**. Both antennas worked extremely well in the barren climate of intense cold and 120 knot winds. The operation was from December 12, 2000 until March 6, 2001. Chuck made several thousand QSOs from the island and worked many hams for a new country. This was a very successful One Man operation.

All QSL requests go to Mac.....WA4FFW

**To Radio:**  
**K8CX**  
 Date 17-Jan-2001 UTC 21:45 Band 18MHz RST 59 2X SSB  
 Trx QSL 73 de WA4FFW  
 Verified equipment by DXer

Verified by: **Jan Erling Haugland** and **Mr. Bjorn Krafft** of the Norwegian Polar Institute, who permitted me to join the research team and also **Mr. Trond Olsen** of the Norwegian Telecommunications, who granted the license 3Y0C. A special "thank you" to all my personal friends back home that made the trip possible with their talents, time and support. Thanks to those that served as Pilot Stations and a very special Thank You to all the hams worldwide that contacted me.

Best 73 & good DX **Chuck**  
 Card design by K4AU

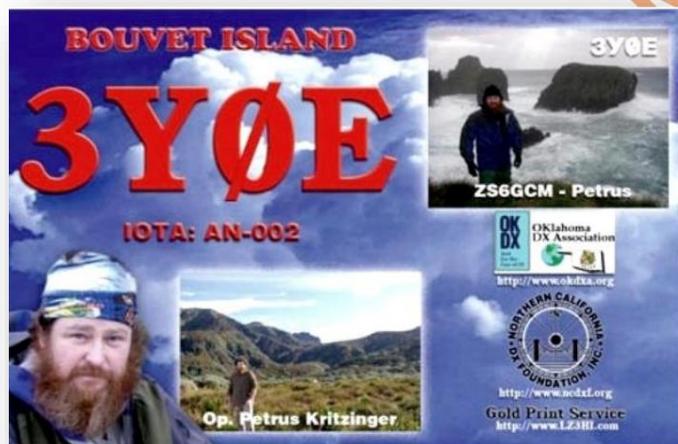


Harry, KH6FKG, the pilot loyal to HAWAII, summed up the operator of 3Y0C as THE SPIDER MAN. We imagined Chuck going up and down the hill, in terrible WX conditions, fixing antennas every day and night to keep 3Y0C on the air.

Chuck said " IT WAS FUN. !!!! "

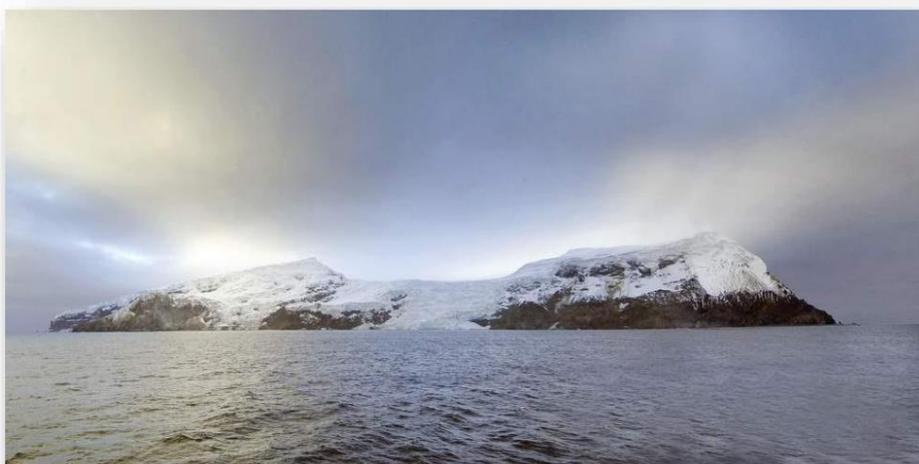


The polar station installed by the Norwegians in 2014 at Nyrøysa (Westwindstranda Beach)



ZS6GCM Petrus Kritzing, was active for Bouvet from December 2007 to February 2008, he used 3Y/ZS6GCM and 3YØE. He was a member as a physicist of a scientific expedition on the island, he made some 1400 QSOs mainly in SSB and ceased his radio activity on 02/09/2008.





**Mark ON4WW's Bouvet Project for 2016** The most isolated island on Earth 2,500 km south-south-west of South Africa 1,700 km north of Antarctica. Objectives: A 3-month DXpedition carried out by a single operator and achieve 100,000 QSOs, a project requiring 250,000 euros mainly for transport. In May 2015, Mark gave up on his project, he was unable to raise the necessary funds...



**3YØZ** a large international team composed of: EY8MM, HA5AO, JR4OZR, K0IR, K4UEE, K9CT, LA6VM, LA9DL, N4GRN, N6HC, N9TK, NM1Y, PA5M, VA7DX, W7IV, W0GJ, W6IZT, W8HC, WB9Z, SM5AQD led by K0IR

January 2018

**JANUARY 19, 2018 @ 12:30z** – With the help of tugboats, the boat, MV Betanzos, and the 3YØZ team have now left the port of Punta Arenas and the long journey to Bouvet begins. They will be during their voyage 3G9A/MM

**JANUARY 20** – We passed through the Strait of Magellan without incident and are currently just southeast of the Falkland Islands at about 11 knots. At the moment, we have favorable winds and seas and our weather forecast looks good for the next 12 hours. However, the weather can change quickly in this part of the world.



Our team is in good spirits, but one or two are feeling the effects of moderate seasickness.

We have an active maritime mobile station, most of our QSOs on 20 and 40m. We use 100 watts with a vertical Hustler antenna on the bow of the ship and an OCF dipole suspended in the deck area. Our transmissions include information about our location. We hope to add a second station soon...



**JANUARY 25, 2018**— The sea remained relatively calm, but the temperature has dropped considerably and the wind speed is increasing. We crossed another iceberg today. The weather is expected to deteriorate tomorrow.

We spent the day moving our anchor systems and support masts from the cargo hold to an area closer to our helicopter transshipment area, hoping to return our cargo and flights to the island more efficient and faster.

The spread is close to that predicted in our model. Once we are on the island and have better noise-free antennas, we expect to hear much better. At the moment the signals are quite weak, but certainly present under the noise of the ship.

**JANUARY 27, 2018 @ 05:30 a.m.** — Thursday evening, the weather deteriorated considerably, we were overtaken by a depression with winds of around 35 knots and rough seas at 5 meters. The ship rocked a lot, but all is well.

**JANUARY 30** — We are less than 100 miles from Bouvet in moderate seas and visibility of about 100 meters. Scattered icebergs remain on the radar. We hope to be at anchor shortly after daybreak tomorrow, and will be looking forward to a weather window that will allow us to start our landing operation. We are ready when Mother Nature gives us the fire

Green.

**31 JANUARY 2018 @ 1500Z** — Bouvet Island appeared around 0600 UTC today. We anchored at 0810 UTC off the east coast of the island between Kapp Meteor and Swartamaren. The temperature is 2 degrees Celsius. Winds of 35 knots are blowing from the northeast with driving rain. Visibility and ceiling are estimated at 1 mile and 500 feet, respectively. **FEBRUARY 1, 2018 @ 1:00 p.m.** — Our ship is still at anchor off the east side of Bouvet. The winds are 35 to 40 knots and the ship pitches and rolls up to 30 degrees. This makes flights and attempted landings impossible today. The temperature is hovering around 0 degrees C. Visibility has improved. We are ready and waiting for the opening of a favorable weather window.



The winds rose to 45 knots and the unsecured equipment slipped again on the floors and tables. Some team members are getting seasick again... The barometer has slightly

increase. We look forward to calmer conditions. Hang with us!  
[KØIR]

**FEBRUARY 3, 2018 @ 9:30 p.m.** — Over the past 72 hours, we have continued to experience high winds, low cloud, fog and rough seas which have prevented helicopter operations since our arrival in Bouvet. No improvement was expected in the weather forecast for the next four days. Then last night there was a problem with one of the ship's engines. This morning, the captain of the ship declared that it was dangerous to continue our project and interrupted the expedition. We are now on our long journey back to Punta Arenas. As you can imagine, the team is deeply disappointed, but safe.



**FEBRUARY 5, 2018 @ 2:45 p.m.** —  
Position: 53 degrees 42 minutes South,  
0.41 degrees West. Heading 58  
degrees. Speed 7 knots. The wind is  
165 degrees and pushing us into moderate seas.  
Our return journey is now easier than  
before. We are heading to Cape Town,  
South Africa. This is the safest and  
fastest way for us. We thank those who  
have expressed concern and good  
wishes. We are, of course, very, very  
disappointed.

We are slow, but safe. [ KOIR ]



**We covered 2700 nautical miles to  
Bouvet, but the last mile proved to  
be the most difficult.**

### **3Y0I by 3Z9DX Dom and his team in 2019**

**MARCH 19, 2019**

The 3Y0I expedition to Bouvet Island has officially begun. The MV Atlantic Tuna, with the team on board, set sail for Bouvet on March 19, 2019 at approximately 8:00 p.m. local (ZS) 06:00 UTC. If all goes well, they should reach Bouvet in 7 days (around March 26). Landing on the island will be strictly dependent on weather conditions upon arrival.

**MARCH 24, 2019 @ 1:20**

**p.m.** We have crossed the 47th parallel degrees South. We encounter waves 8 meters high in the last two days the sea was furious - reports Dom 3Z9DX from MV Atlantic Tuna. – Despite a raging sea we continue our journey to Bouvet. Everyone is well.

**MARCH 25, 2019 @**

**10:00Z** If all goes well, we will arrive close to Bouvet Island at the end of March 26 or in the morning of March 27. Then the ship will go into standby mode and the team will analyze the latest bulletins to estimate the best time to attempt to disembark.

**MARCH 27, 2019 @**

**06:45Z** The MV Atlantic Tuna is trying to escape from a violent storm that is crossing the Bouvet Island area. In a satellite telephone conversation, Dom 3Z9DX explained that the captain of the vessel had decided to change course off the island to go to a safer area by following the direction of the wind to the east.

The other details revealed by Dom concerning the outcome of the storm are not very good: they lost one of their navigation radars and the marine antennas. None of their /mm antennae survived the storm.

The good news is that despite the bad sea conditions, the 3Y team and crew are safe.

**MARCH 27, 2019 @**

**13:30Z** The captain of the MV Atlantic Tuna had to make a difficult but responsible decision to return to Cape Town, South Africa. Due to the very serious radar, radio and navigation damage the captain decided that it was not safe to sail and that they had to return to Cape Town to secure all the participants on board, their equipment and the ship's equipment. In addition, not all weather forecasts for the coming hours are favourable.

Whatever the end result of our attempts, it is clear that the activation of Bouvet Island is one of the most difficult and dangerous undertakings in the history of amateur radio. Still, 3YØI's experiments will be discussed and analyzed at length by the team in an attempt to activate the island once again as soon as possible, but safety comes first.



**APRIL 2, 2019 @ 3:10Z**

After spending 2 weeks at sea, and being only 70 nautical miles from Bouvet before a violent storm hits us.

The Atlantic Tuna is now moored in the port of Cape Town (ZS). Dom, 3Z9DX informs DX-World that the ship "is solid as a rock" and that "some of their electronic equipment suffered damage".



**April 5, 2021 Intrepid-DX Group Press Release**  
**Expedition 3Y0J to Bouvet Island, January/February 2023**

As we successfully completed our VP8STI-South Sandwich and VP8SGI-South Georgia DX expeditions in 2016, we began planning our next Dx expedition. Our target is the Norwegian island Bouvet. This is the #2 most wanted DXCC entity.

It is with great pleasure that we announce that we have joined forces with Norwegian Intrepid DX Expeditionary Ken Opskar-LA7GIA in our quest to activate Bouvet.

Together, in January 2023, 14 men will board the Braveheart in Cape Town and make the perilous journey to Bouvet. We plan to spend about 20 days at Bouvet and weather permitting we plan to have 14-16 days of radio activity.

It will be an arduous and costly mission. Our budget is US\$764,000 and the 3Y0J team will fund a large portion of this mission. We desperately need the global DX community to support our mission and help us achieve this important activation of the #2 Most Wanted DXCC Entity. It is only thanks to this type of support that we will be able to achieve our objective of 100,000 contacts from Bouvet. We plan to make best use of propagation and the 10 to 160 meter modes.



We are committed to building the strongest team possible and using traffic best practices to get you in the log. We are confident that the Braveheart crew can get us there and back safely.

In conclusion, we would like to acknowledge and thank Northern California DX Foundation and the International DX Association as our major donors. Without the support of NCDXF and INDEXA, operations to the world's rarest entities would not

would not be possible.

June 14, 2021 Intrepid-DX Group has canceled its 3Y0J DX shipment, scheduled for 2023, after the RV Braveheart went on sale. Soon after, the Intrepid-DX group relaunched their plans and were looking for a suitable ship.

**August 12, 2021 DX world**

**News** We are now closing our plans to visit Bouvet, but we expect to activate another rare entity in January/February 2023. This is now our goal.



**August 8, 2021 Expedition DX using call sign 3Y0J** announced the signing of a contract with the expedition sailboat Marama, a 101ft ketch with "a proven track record and an experienced polar crew ". The co-leaders of this expedition for November 2022 are Ken Opskar, LA7GIA; Rune Øye, LA7THA, and Erwann Merrien, LB1QI.

Opskar, which holds the 3Y0J license, has parted ways with Expedition DX from the Intrepid-DX group which it led with co-leader Paul Ewing, N6PSE.

**September 14, 2021.** The logistics team led by Gjermund LB5GI is working on several important topics

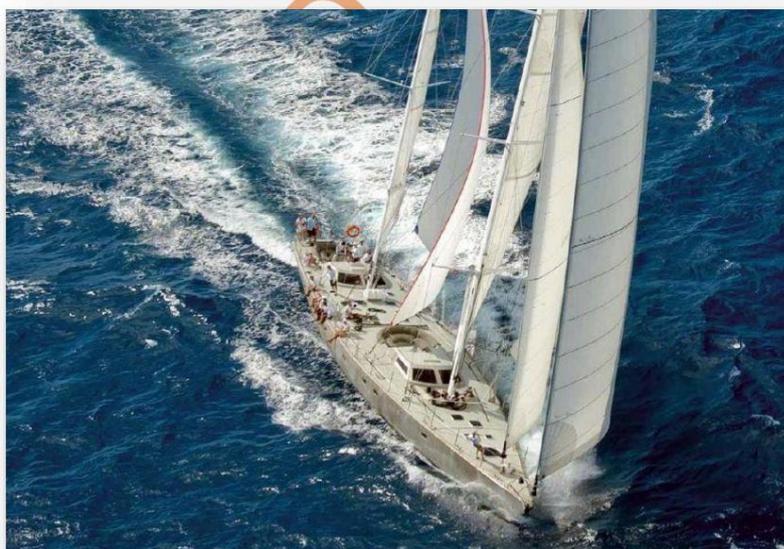
Prepare a safe way to land operators and equipment on Bouvet. A flexible system that allows for various weather conditions will be designed, built and soon tested on a beach in Norway with sufficient swell. We are working on several different systems to adapt to the conditions. The system consists of 2 zodiac, buoys, anchor, capstan and rope to land the canoe safely with and without personnel/ equipment.

Gjermund and Rune LA7THA are working with experienced Norwegian maritime industry professionals in Norway to test this system live.

Prepare a winch system to lift equipment from the beach to the Cape Fie cliff. Again, we are preparing for a flexible system that can adapt to different shapes and heights of the cliff, we will use both electric and non-electric systems, as well as manual systems. The bulkiest equipment is the diesel generator (75 kg). The system will soon be designed, built and tested in Norway. The experiment will be led by Rune.

A system to help us bring equipment from the cliff to camp at about 200 feet at 70 feet ASL is planned.

This will help us bring 4.5 m3 of equipment, fuel and water to camp.



**October 2021,** today we have paid the first installment for the ship Marama, and with this payment we confirm our plans to activate Bouvet, the most wanted entity No 2. We would like to thank each donor and club who contributed to this payment, in particular thanks to our main sponsor NCDXF.

It is a task and a huge undertaking than going to Bouvet and we always need a

additional support to close the budget.



**January 10, 2022,** Another day under the snow to prepare our bivouac on Bouvet. This time we tested one of the shelters that will be used on the island. After a long series of discussions with various potential suppliers, we finally found our home: the

Venor Range 12-14 built in northern Norway by Arctic Lavvo. This very light but robust tent will be made with a reinforced frame and additional guying points.

On February 2, 2022, more DX Engineering equipment arrived in Oslo. We are preparing for a good upper band setup. For the 160m and 80m we bring with us 3 antennas for each band, both spiderpoles and DX Engineering aluminum verticals.

These are different technologies and so we will be able to adapt to different site conditions. You can also risk losing 2 antennas out of 160 and still be operational. Same for 80m. We will have a good supply of spare parts and you can trust us we will be well prepared.

### **February 8,**

**2022** Since we signed the contract with the sailboat Marama, we have been working to fine-tune the dates and the port of departure. Today we can confirm that the departure date will be January 6, 2023. It is complex to plan the logistics of such a huge project that involves many parties. The new dates are mainly related to the logistics of the Marama ship, but they allow us to return to Cape Town at the end of February 2023. We can confirm that the expected duration of the expedition will be 44 days and that we have reserved an additional week in order to give us more flexibility. We anticipate 22 days on Bouvet. For the departure we have two possibilities, Ushuaia or Port Stanley, this will be determined later.

For the radio configuration we will have 12 stations, which will include 8 CW/SSB stations and 4 FT8 stations in order to reach our new target of 200,000 QSOs. We will use the Elecraft K3S, a field proven radio in CW/SSB and SunSDR2 in FT8.

During peak hours we will use up to 12 stations simultaneously using 4O3A triplexers and InnovAntenna/Wimo tribanders with Messi & Paoloni coaxial cable. We expect minimum downtime on the stations and to achieve this we will configure the 4 FT8 stations to run 24/7 so that they can be managed by an operator separately or by any other operator in a simplified SO2R configuration. This will be done so that each operator can log into FT8 from their operator station and run CW/SSB and FT8 simultaneously. Running multiple stations by a single operator in this way has proven to be very efficient.

On Bouvet, we will use the famous SPE EXPERT amplifier. We will bring with us various models and the 1.5K-FA will be the main model, but for the 160m we will use a 2.0 kW amplifier, a vertical and a K3S. We will also have several spare amplifiers.

As the RX antenna, we will use a ground-independent RX loop system developed by LZ1AQ. This RX antenna will be located 300 meters from the camp and will provide us with an RX antenna for 160- 30m with 8xRX output signals. It also includes the ability to switch from loop mode to dipole mode.

We have purchased 5 heavy duty YANMAR diesel generators to provide power for the station which will also include 1 spare generator.

#### March 4, 2022

Fundraising is going well! We are currently at \$560,000 on a budget of \$690,000.

But we still need \$130,000 to make the trip!



#### March 5, 2022 3Y0I Rebel DX Group

It's been a tough time for pretty much everyone over the past 2 years. And when we look towards the East, it seems that the situation is unfortunately not getting better.

Nevertheless, we are not thinking of canceling our plans to activate Bouvet Island, and we plan to activate the island this season (2022).

Stay tuned !

#### March 9, 2022

These days our thoughts are with our sponsor RigExpert from Ukraine. Despite the difficult times, they shipped the antenna analyzers to the team. Certainly the 3Y0J Bouvet team prays for their well-being, it is more important to us than anything else, and we all hope that the war will end soon.

#### March 15, 2022

The 3Y0J team is looking for an additional operator. Specifically, we're looking for an NA SSB operator for the biggest pile-up ever and most importantly willing to shell out a minimum of \$20,000 and more if needed.

#### April 3, 2022

Today there are 9 months left until operators travel to South America to board the Marama and travel to Bouvet.

The final team operator will be Pete N0FW. We are extremely happy to have Pete on the team with his experience and knowledge. Pete is a well known DXpeditioner, he has been on over 16 DXpeditions, some quite rare, and he is a bass band enthusiast.

In 3 weeks we will do a 4 day ship inspection in Itajai Brazil. The Marama, which has made several trips to Antarctica this winter, will undertake maintenance work while in Brazil. At the same time, it will allow us to do a detailed inspection of the ship. The other purpose of this trip to Brazil will be to complete the ship's loading plan. The team has worked hard to detail all the equipment we will bring to Bouvet, and among other things on this trip, each piece of equipment will be assigned a space in the ship. The purpose of this plan is to ensure that we will have a good load of the zodiac once we land in Bouvet. We have at this stage planned how to sequence all equipment in a pre-determined order from ship to zodiac. The detailed camp construction plan indicates that we will be able to set up camp on Bouvet even with short weather windows of 80 to 120 min and which will only take 4 trips by zodiac. We are determined to disembark as soon as the first opportunity arises!

April will be a busy month for us as all team members will meet in Oslo on April 28th.

For 4 days, the team will perform system integration test and extensive test of radios, amplifiers, antennas in real environment like what we can expect in Bouvet. During this assembly, the team members will practice on the installation and become familiar with it. Many pieces of equipment will undergo their final tests and will be stored until the container leaves Oslo in September 2022.

Going to Bouvet is a huge undertaking financially and it simply wouldn't be possible without the support of retailers, clubs, foundations and individual sponsors. We are currently \$120,000 short of our \$690,000 budget to be able to go to Bouvet. As we now prepare for the next ship depot, we need your support to bridge the gap.

Telescopic masts for Bouvet from sponsor SILCOM



**May 5, 2022**

Our weekend of testing the various systems went well. We have successfully tested our radio, amplifier, filter, antenna and tent configuration. We are carrying out various tests which have confirmed that our antenna and tent configuration is correct with the space we will have on Bouvet. In addition we met for a very significant team building!!



Test results; • 20m-10m

in the band tested ok with the real Bouvet configuration. No interference from station.

• No 2nd harmonic issues 40/20 and 80/40m Based on testing and installation, we have created a list of approximately 70 items that still need to be fixed, adjusted or improved before we depart.

Bouvet Isl compilation by F5JYD

- needed to replace damaged steel wire • need to improve manual rotator solution
- Replace some damaged guy wires exposed to high voltage • Buy tools to improve installation speed • Complete software installation • Diagnose faulty cable • Troubleshoot network issues • Improve table layout and cable routing • improve the location and layout of the FT8 table (4xSunSDR)
- improve the layout of the sleeping tent (yes, we will minimize sleeping - don't worry...)

**This week, ALL operators paid their final operator fee deposit of \$20,000!**

**Kenneth Opskarle LA7GIA May 13, 2022**



We successfully conducted an inspection of the Marama sailboat for 4 days in Brazil at the end of April. Our ship's inspector filed the results of a checklist

inspection covering more than 105 control points. During the inspection, we also attended meetings with the crew. The vessel inspection covered safety equipment, instruments, navigation, engines/machinery, deck, tenders, fuel and fluids, interior and exterior. The overall feedback is very positive, the ship is in very good condition and suitable.

Marama underwent major machinery and engine upgrades in 2021 and has been tested

for years since then. This season, Marama has been to Antarctica several times. The inspection file is now a validated list with a few minor items to correct. Most of the items will be fixed this month, as Marama is undergoing regular maintenance.

During the inspection, we also prepared our ship loading and equipment storage plan. This plan indicates where each equipment will be stored on board to allow smooth loading of the zodiac and proper disembarkation of the equipment on Bouvet.

Our quantity of equipment is close to 6500 kg and 200 packages packed.

SPE Expert has been selected as the exclusive amplifier for the Bouvet DXpedition. This week we received 4 SPE amplifiers in Oslo. All amplifiers have been completely overhauled free of charge at the factory in Italy, and some minor components have been replaced. With this, we know that the amplifiers are in very good condition before our trip. Thanks to SPE for offering its services and products to 3Y0J Bouvet DXpedition.



**June 3, 2022**

The team is currently working on the final preparations for packing the container which is to be shipped from Oslo in early September. Preparing the packing and shipping the container takes a lot of time and requires special attention, because our more than 2 years of work is

now materialize in packing lists and equipment labelling. Today we finally decided that our container would be shipped to Port Stanley on Falkland Island. In Port Stanley, a local team of ham radio operators will help us receive the container, carry out an inspection of the container and ensure that all is well before the team arrives in early January. At Bouvet the team will bring with it 6,500 kg of equipment, including several tonnes of fuel and food. Our contract includes 22 days on the island.

**August 27, 2022**

The 3Y0J team is currently packing up at our staging site at Oslo Airport, Norway. The temperature here is around 0 degrees, so we need warm clothes!

We spend the whole weekend packing our bags and making great strides. Soon the container will be shipped.



**August 30, 2022**

With only four months left before disembarking at Bouvet, we are approaching the month of September which will be marked by two major milestones for us.

The shipment of the container from Norway, scheduled for September 18. From Oslo the container will be shipped to the Falkland Islands where a team of local radio amateurs led by Don VP8ON will endeavor to inspect the contents prior to our arrival.

The 3Y0J team is currently busy packing all of our equipment at our staging site at Oslo Airport, where we will be finalizing the packing of equipment over the next few weeks. This will end an extremely busy period for us.

We spent 12 months buying, assembling, testing and packaging the equipment. The team has been working hard, and finally the shipping of the container will complete this period of intensive work that will allow us to achieve our goal of activating this rare #2 DXCC Bouvetøya.

We detailed the logistics plan and made some changes to it. Among the improvements are:

- Another outboard motor that will allow us to use two zodiacs simultaneously when landing on the beach in order to speed up the unloading of equipment. In addition we have a 3rd zodiac and a spare engine. Having a pair of Zodiacs is a great advantage for us as we have developed a landing plan at Bouvet which encompasses a very short weather window of only 2 hours.

- We have replaced Yanmar generators with 5 kW Hyundai generators which will allow us to have a full station configuration with only 2 out of 4 diesel generators. • We have carried out a risk analysis and identified 37 hazards and assessed the risk for each hazard. 10 hazards are identified as “high” risk and 17 as “medium”, all mitigated to an acceptable level of risk. We have prepared a food and water rationing plan in case supplies are difficult, and when we land the operators and equipment on Bouvet, they will be self-sufficient for 28 days without the need for supplies.



The second step for September is the payment of the 3rd installment of the contract with Marama. This payment is a major commitment of the team and our individual and club sponsors. We thank each of you who contributed to paying part of the cost of the ship for the opportunity to contact Bouvet. We're still \$70,000 short...

**Kenneth Opskar LA7GIA** September 11, 2022

3Y0J team finished packing container!! It will be shipped to Falkland Island in a few days where it will arrive in early November. It's been a lot of hard work and long days, but with this milestone, we're looking forward to the adventure!

**Kenneth Opskar LA7GIA** September 24, 2022



The squad have agreed a new departure date from the Falklands on Friday January 13, 2023. They will assemble in London ahead of departure for Port Stanley. All air tickets for the 13 operators have been booked. We are currently thinking of arriving in Bouvetøya on January 26, 2023 +/- a few days where we have contracted a minimum stay of 22 days.

Our budget has increased and it is now \$700,000. We have received tremendous support from the DX community for which we are very grateful.

The pilot stations of the expedition will be:

Chief Pilot and EU Pilot: Morten LA3MHA, NA East Coast Pilot: Steve N2AJ

West Coast NA Pilot: Rich KE1B, SA Pilot: Siso HK3W

VK/ZL/OC Driver: Lee VK3GK, AS/JA Driver: Champ E21EIC

### **Kenneth Opskar LA7GIA October 28, 2022**

Last week, the 3Y ØJ team completed our second vessel inspection in Itajai, Brazil! This was again an inspection by an experienced third party inspector.



Focus was on

- finalization of the ship's loading plan and securing the loading of 6800 kg of equipment and fuel on the Marama
- close the list of problems from the previous inspection of the vessel

**Everything is now ready for our arrival in VP8!!**

Marama will leave Itajai for Ushuaia next week.

Then it will sail for a 27-day cruise in Antarctica before returning to Ushuaia on December 21. The crew will then rest and celebrate Christmas before the 3Y ØJ team embarks on January 12 in Port Stanley.

### **Erwann Merrien LB1QI on November 6, 2022**

On December 1, 2022, we will pay 30% of the ship contract - which is a significant amount!

At the same time, our budget shows a negative balance of \$35,000, which indicates that we may have to increase operator fees. The operators have already paid around \$25,000 each in this adventure to activate Bouvet. With only 2 months to go, we really need your support to balance the budget before our departure on January 13 from Port Stanley. In the worst case, operators will have to cover the negative balance to pay the bills! However, we are determined to go to Bouvet!



We have made a huge effort over the past 15 months to prepare for the trip. We have matured the 3Y ØJ DXpedition to a level that we believe is necessary to succeed there.

Among other things, we trained in climbing to prepare for the vertical climbing planned in Bouvet. Next week we will be training for a 300m glacier crossing in the style of Bouvet. During the whole process since June 2021, we have engaged with an experienced Norway-based expeditioner and sailor, Peter, who has incredible knowledge and hands-on experience to help expeditions

succeed in the harsh waters of Antarctica! Peter directs the operation of the zodiac and the loading of the vessel. His experience is a huge advantage for us! We have engaged with former NPI employees who have visited Bouvet over 60 times. With all these preparations, we now find ourselves at the end of a long marathon of 2.5 years of planning! With all the expertise of the team - we are confident in the end result and the team is determined to go to Bouvet!

### Kenneth Opskar LA7GIA on November 25, 2022



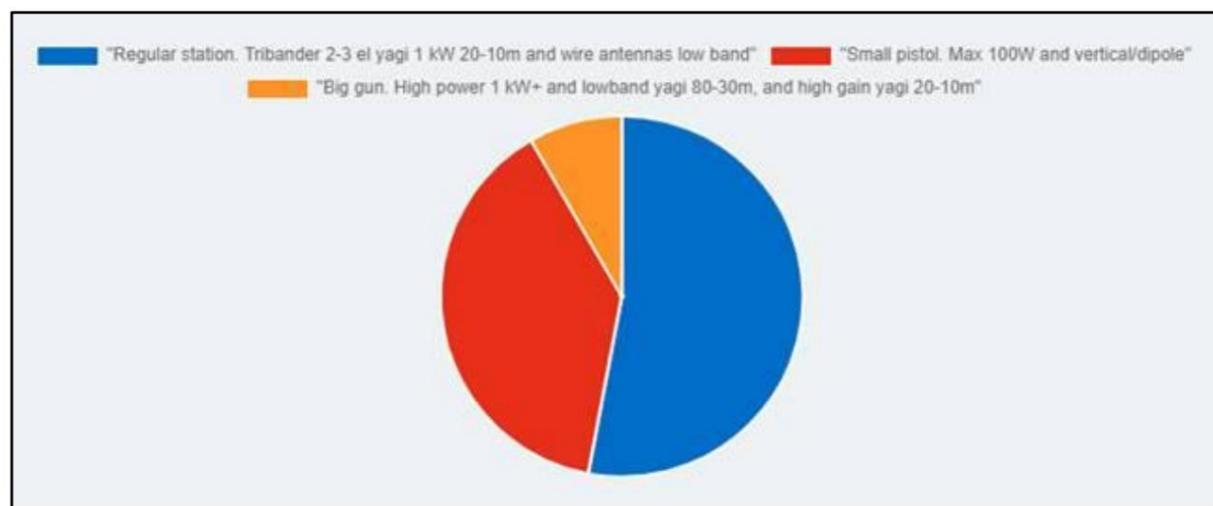
The key to getting realistic predictions that match reality is antenna modeling. Stu K6TU has done tremendous groundwork and research over the past year where he has been working on these predictions. Yes, the terrain in Bouvet is difficult, and predictions can vary by 1-2 S units in either direction. The Bouvet team made the predictions using the HFTA software and using the K6TU models.

On our website is the predicted propagation for a station with good RX - low power or small stations with much worse conditions. You still have time to improve your setup and maybe focus on one or two bands, I think 20 and 17m will be a good choice also in FT8.

Based on all these predictions, we made the best possible choices for our antennas. We increased the height of the yagis to 10m. We have also made engineering calculations to

be sure that our 10m high yagis can withstand the climate of Bouvet with a wind of 35m/s. Now let's see how all this will perform for Bouvet on the pitch!

Below is the current configuration of the DXers stations! Our IT expert Adrian is working on a script that will automatically analyze the online log and display a performance parameter based on several indicators. This performance metric will track our performance against the baseline of all DXers participating in the survey to see if our signals are able to work ALL categories.



### Kenneth Opskar LA7GIA on December 3, 2022



We are finalizing plans for disembarkation. Each member of the team has been assigned tasks. We divided the team into different working groups. Part of the team is concentrating on unloading the Zodiacs and others on landing. We are working online using a 3D model of the Marama to prepare the loading/unloading sequence.

Marama had to undergo a stability calculation based on the loading of our equipment. This is a large calculation considering how the load is distributed on the ship, and our 7681 kg load was approved by the captain. This ensures the stability of the sailboat en route to Bouvet. We finish the

assembly manuals and also prepare a project manual describing all parts of DXped

In a month, we leave the island of Falkland!

### Kenneth Opskar LA7GIA on December 19, 2022



Today we reached 100% funding of our \$715,000 budget! The 3Y ØJ fundraiser was extremely successful and a month before our departure to Bouvet we obtained 100% funding. It's pretty amazing, and we want to thank all of our donors, sponsors, manufacturers, clubs and others.

73, 3Y ØJ team



**JANUARY 8, 2023 @ 1200z** The time has come! After a very long period of meticulous planning, the start of the 3YØJ trip to Bouvet has arrived. The team members leave their homes and head to the UK first. On Tuesday January 10, the team will be in London.

That evening they will meet members of the RSGB and the Chiltern DX Club. The next day is a trip through London and into Oxfordshire (Brize Norton Airport to be exact). From there, an RAF plane will take the team to Port Stanley, Falkland Islands, where they will arrive on January 12.

Spending two days in VP8 Falkland, the team will

load the boat with all the equipment for a start on January 14th.



Ken LA7GIA "After 3 years of planning, I am finally on my way to Bouvetøya!! It will be an adventure incredible with a sailboat from Falkland Island to Bouvetøya, then 3 weeks of setting up short wave transmitters on the island. Let's pray that everything will be fine!! The

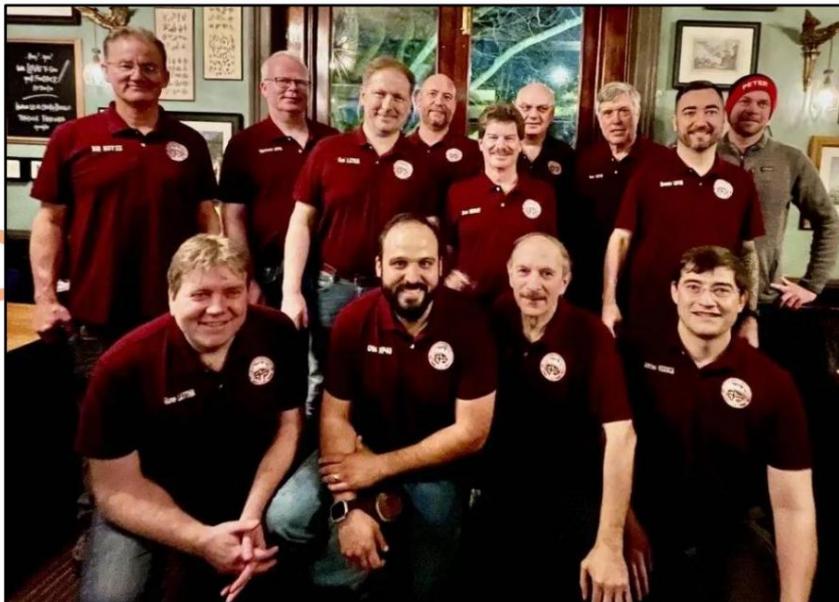


last obstacle will be to go ashore on Bouvet in a small canoe! »



AB5EB is en route from Texas, and NP4G signs M/NP4G from G3UML's QTH in London.

On January 10 the whole 3Y0J team is gathered in London, the 11 Mike VP8NO reports that the sailboat Marama is anchored in Port Stanley Falkland Harbor



**On January 12, let's go! Just FYI, the flight to Port Stanley, Falkland Islands is to take off from RAF Brize Norton just after 0100z on January 12.**

Norton just after 0100z on January 12.

This flight (commonly known as the South Atlantic Airlift) passes through Espargos Amilcar Cabral International Airport, Cape Verde, for a fuel stop before arriving in VP8.



At 19:36 UTC their flight landed at Mount

Pleasant Falkland Isl and the first thing Adrian did was unpack the Starlink dish and install it. It

worked! They get an internet speed of over 100 MBPS. Everyone is very happy! Bob VP8LP came to greet the team and visit them and the whole team and now on board the sailboat Marama.



**Jan 14, 2023** We have refueled the IBC tanks and are now proceeding to load the vessel. Loading will continue on Saturday and Sunday. Unfortunately we have freight stuck in London. This contains of



electronics and sailing and climbing equipment that the team needs in Bouvet. They do not know if the material will arrive on the next flight to VP8. Consequently, the departure will be slightly delayed until Monday morning 16/01 depending on the weather.

In the meantime, we will finish loading to be ready for departure. Ken LA7GIA says 'everything is fine - we had time for 90 minutes of sightseeing and shopping

last minute personnel here in the Falklands."



**On January 15, 2023, Cezar VE3LYC**

We have been working very hard over the past three days to unload the container, add many new components to the list, and then load it all onto the sailboat. It took much longer than expected, mainly because we had to build a lot of wooden frames to secure many heavy components, such as generators (4x 160kg), diesel tanks (1x 1000L plus 3x 400L), oil cans (400L).

Tomorrow morning (16) we have scheduled the formalities at the border for the departure of VP8, and

in the meantime we will continue to strap all kinds of long elements, including masts, antennas, wooden planks, heavy poles for tents, etc. Despite the delay, the spirit remains optimistic and there is good cohesion within the team.



**[JANUARY 15 @ 2235Z] – Good news! The Marama is now loaded with 3Y0J equipment**

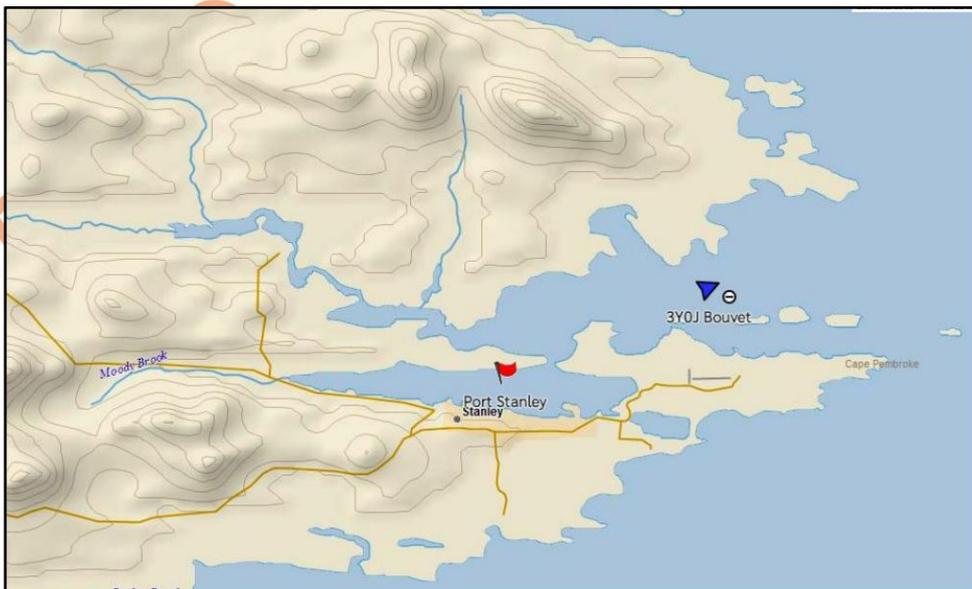
**January 17, 2023 01:56 UTC** The MARAMA has cast off, The 4-day weather forecast is favorable with calm seas towards South Georgia. Earlier in the day all missing bags and crates arrived and were found. They were



collected and delivered to the boat by VP8 radio amateurs Sally, Chris and their friends Kenny and Laurie. The team had a safety briefing with Captain Oliver and Peter. Earlier, Oliver and Nina had taken the team's passports to town at the customs office and the team was allowed to leave. There were also last minute purchases for additional supplies.



**January 17, 2023** Shortly after 5:15Z (2:15 p.m. local time), the Marama weighed anchor. The 3Y0J team is on its way to Bouvet!

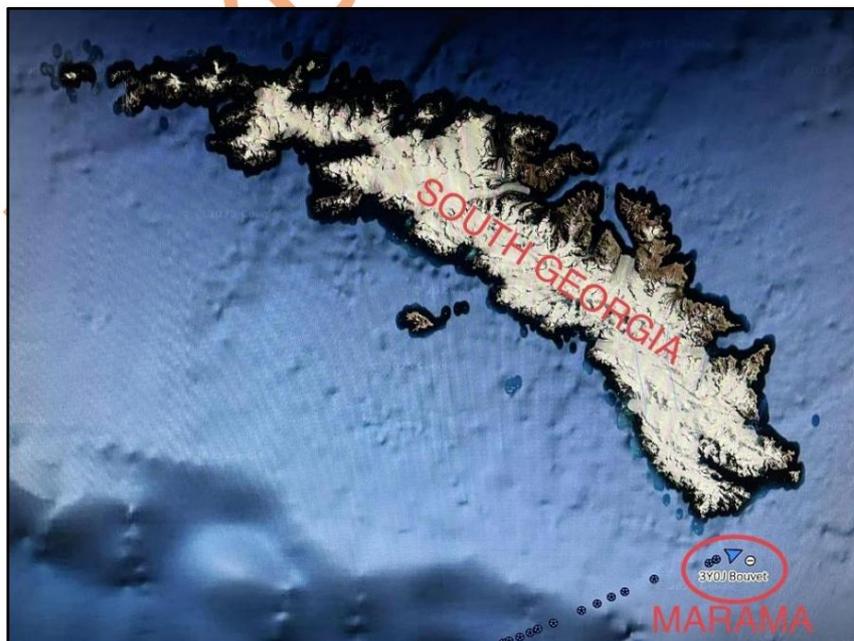


**January 18, 2023 12:45Z** Mike AB5EB "We have good seas and wind. We are somewhere about 200 miles southeast of the Falklands. The crew is holding up, a few cases of seasickness but all are doing quite well. »

**Jan 22, 2023 08:00Z** - The team covered over 200 miles yesterday. The average sailboat speed is around 8 mph. The latest wind speed weather maps suggest they will soon enter the waters (south of South Georgia) with winds in the 20-25 mph range. We can see that it took 5 days to get here, so we can expect at least another 5-7 days to get to the Bouvet area, but that's really just a rough estimate, not confirmed by the team.

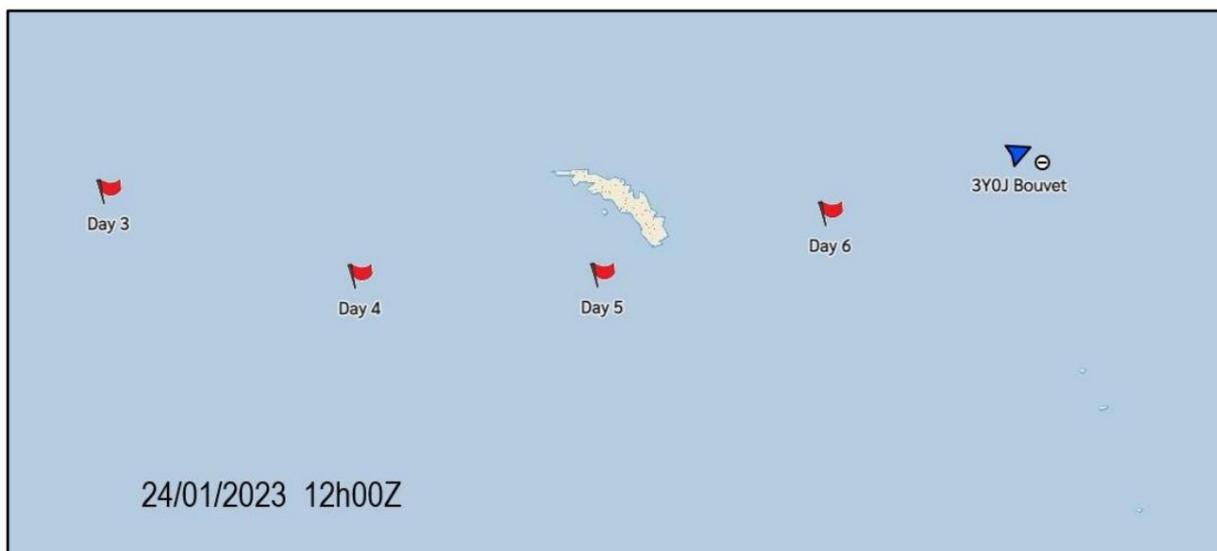


**10:30Z from N2AJ pilot NA and media** The Marama passes just south of South Georgia Island and They won't stop there. In order to get a better copy, **Rune LA7THA** was on deck. He said it was raining and cold and everything was fine. They are sailing in very calm seas with little visibility due to the

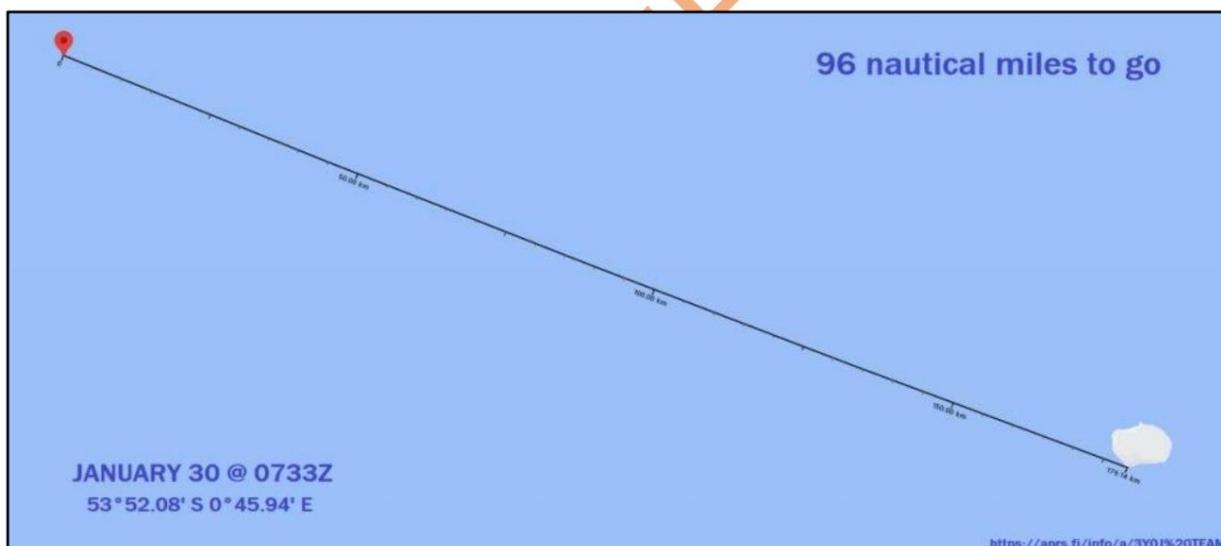


rain right now. He expects to arrive at Bouvet towards the end of the month and the whole team on board is doing very well. The route is assessed by a professional navigator working ashore. He advises the Captain of the sailboat on the route to choose.

**JANUARY 23 @ 7:23Z** – Originally 3Y0J announced that there would be no /MM operation on the way to Bouvet. Nevertheless today around 19:23 UTC the call sign LA7GIA/MM was heard from the sailboat Marama then LA7THA/MM, VE3LYC/MM and AB5EB/MM...



**January 30 @ 07:33Z** the Marama was less than 100 nautical miles from Bouvet, all is well on board. At 11h00Z 78 nautical miles...



**January 30, 2023 @ 8:45 PM** Ken LA7GIA – Awesome! The 3Y0J team is at anchor in Cap Fie, soon Bouvet...

We are in Bouvet. The Wx forecast is not too good. There is a 24-hour weather window from Tuesday noon to Wednesday noon. There is fog and difficult conditions with high winds. We will assess the situation tomorrow morning (Tuesday 31) at 04:00 local time. If the conditions are good, we could try to disembark. But it's not going to be easy. Otherwise, we will have to wait until Thursday or Friday.

**January 31, 2023 @ 9:00Z** Ken LA7GIA: We are anchored off Cape Fie. We have started preparations for the landing. The conditions are difficult, windy and rainy. In the early afternoon



we hope that the sea will be better and that the wind will turn to the NW. If possible, we will go ashore during the short weather window to start setting up the climbing route to camp. The ice conditions have changed, we can see the seals on the glacier.



**5:00Z**, 3Y0J team co-leader Ken LA7GIA announced that he and members of the 3Y0J team (AB5EB, WD5COV and Peter the cameraman) landed on Bouvet Island with a zodiac in very difficult. He tells us that he had to swim for ten meters but his clothes remained dry. All team members are OK and operational. They will return to the sailboat at sunset.



**February 02 @ 11:30 am DX World**

The Garmin tracker from KO8SCA Adrian shows that he is now on Bouvet, and the APRS tracker shows the Marama anchored just off Cape Fie.

**FEBRUARY 3 @ 0400Z** the team 3Y0J is very busy working in conditions

extreme and difficult to transfer all the equipment and logistics

from Marama to Bouvet Island. The materials must then be transported or hoisted to their camp. The Starlink Internet Point has been disconnected. Internet communications with team members will not be possible until camp is established and Starlink is installed.

**FEB 4 @ 1014Z 3Y0J** Team Co-Lead Ken LA7GIA says, "Over the weekend, Team 3Y0J has been adjusting our plans. We are currently preparing this Sunday morning to land essential survival gear on the island, and build the camp to manage the next storm scheduled for Thursday. In addition, we will try to land radio equipment during the most favorable time slots. This landing depends on the conditions at Bouvet which have proven to be

very difficult. The installation will be a small-scale installation which, if we are successful, will eventually be expanded later.



**On February 6, 2023, 4:42Z**, the cluster is panicking, true, false pirate, true, false, 3Y0J is reported on 21 MHz SSB and 24 MHz CW, Bouvet is on the air. As of 2115z, three bands were used namely the 12, 15 and 30m.



The 3Y0J team was able to land this Sunday, February 5 on the island. Eight operators plus Peter are on the island. They managed to secure the tent and the camp.

Due to the harsh conditions we use two K3 radios with 100W, wire antennas and the Honda generator. The team is grateful for all the support we have received on this adventure... **Feb 7 10:30Z Ken LA7GIA** : Team 3Y0J secured the campsite. They had a good evening there. They will operate one station at night and two stations on

day. They will operate bands from 12m to 30m in CW and SSB. If you hear them outside of these bands, it's pirate.



**Feb 7 @ 8:10Z Ken LA7GIA** All good in camp. We have some antennas in place and we are preparing for the storm which will arrive in a few hours and will last until Thursday. The boat will move away from the island a little. Winds are expected to be 60 knots, 9 members will remain in camp during the storm. They will try to run two groups tonight and tomorrow. They will dismantle an antenna. They will be on 30m and 17m using the Spiderpole on 17 and the DX Engineering aluminum antenna on 30m. The operation turned out to be extremely difficult.



The most extreme expedition I've been on. Setting up the camp took a lot of work. We will focus on CW and SSB but there will be FT8. We just discussed it today. We use low power, only 100w. We do not have no amplifiers. We have three antennas installed. We are also considering installing the 20 m. So we will have 30, 20, 17, 15. The beach landings were accomplished by holding a line attached to a buoy and floating 15 meters off the beach in our survival suits. It's quite extreme. We also float all the equipment. Then we transport the equipment 800 feet to camp. It's quite difficult to stay here very windy, but today was a calm, pleasant and sunny day. It will change, and there will be a lot of rain. The day we arrived, it was very windy and rainy. Activating Bouvet is



not like activating a Caribbean island, It's really windy, cold and it's exhausting to bring equipment here. It's a different DXpedition than what we thought we should do. It's a challenge, but we hope to be able to stay on the island for another 7-10 days. We are working on plans to continue the operation despite the difficult weather conditions here in Bouvet.

**February 8 @ 1350Z LA7THA** the Marama has moved to a position out of Cap Fie for the impending storm. Today we started to operate the FT8 on 21.105 F/H. The team made around 5,000 QSOs in less than 48 hours. The weather forecast indicates that there will be strong winds in the next 24 hours. We will need to secure the antennas and this may impact our radio operations. **FEBRUARY 9 @ 2315Z** Team 3Y0J is approaching the 7,000 QSO mark and continuing its activity during the ongoing storm. They had a good night's sleep. Last night on 30m FT8, great west coast signals from JA and NA.



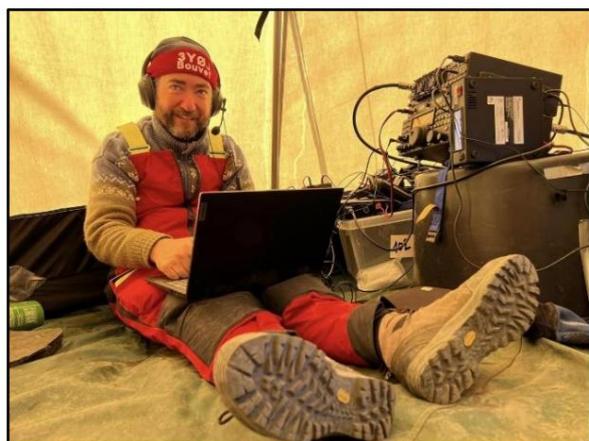
**Anecdotal :** 3Y7GIA and 3Y7THA have been active since Bouvet for a very limited number of QSOs. By default the Norwegians LA7THA and LA7GIA have a license at Bouvet. This morning (02/11/2023) a QSO took place between Bouvet 3Y0J and Crozet FT8WW in CW on 21.050 MHz, contact between number two and number three of the Most Wanted DXCCs.



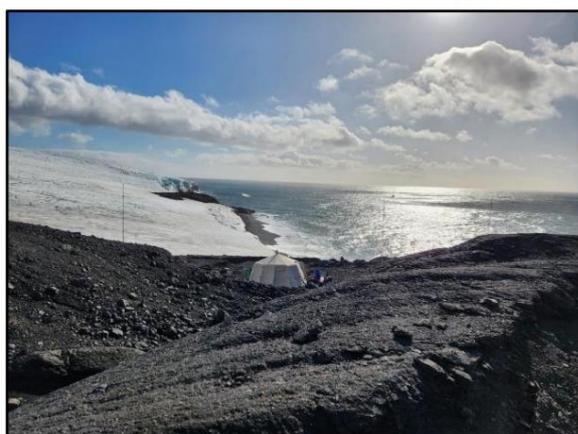
**February 12 @ 04:00Z** The team in place will be aiming for a rotation to and from Marama at 10:00 a.m. (local time) today to try to restock the camp with more essential items such as food, fuel, a generator and antennae. This could prove tricky due to the 3-4m waves, but there is a weather window opportunity which they hope to take advantage of. Currently the team in place has only one

tent on the island, no tables or chairs, no heating and the conditions are quite extreme. @ **13:26Z** the first online log of the expedition: 11,571 Qsos, CW (essentially) and SSB for 6613 unique callsigns on 4 bands (12,15,17 and 30m) the FT8 contacts did not appear. **FEBRUARY 12 @ 6:20 PM LA7GIA** expedition 3Y0J will pass QRT. After a team meeting, they decided not to bring any more gear to the island. Operations will continue until fuel runs out on the island, which is expected to be tomorrow Monday afternoon. They will then begin to dismantle the camp and by Tuesday everything will be removed from the island and brought back to the Marama.

**On February 14 around 01:00Z**, Game Over, the generator stopped for lack of fuel, it was the beginning of the end for the 3Y0J expedition. Shortly after at 0300z, as previously announced we officially learned that the DXpedition was QRT and the camp was being



dismantled. **FEB 14 @ 1700Z Ken LA7GI** We will start sailing tomorrow morning Wednesday the 15th. We will circumnavigate the island wx permitting. The whole team is on board the Marama and the equipment attached to sail to Cape Town. We will be able to operate /MM, our arrival is estimated in Cape Town around February 23rd.



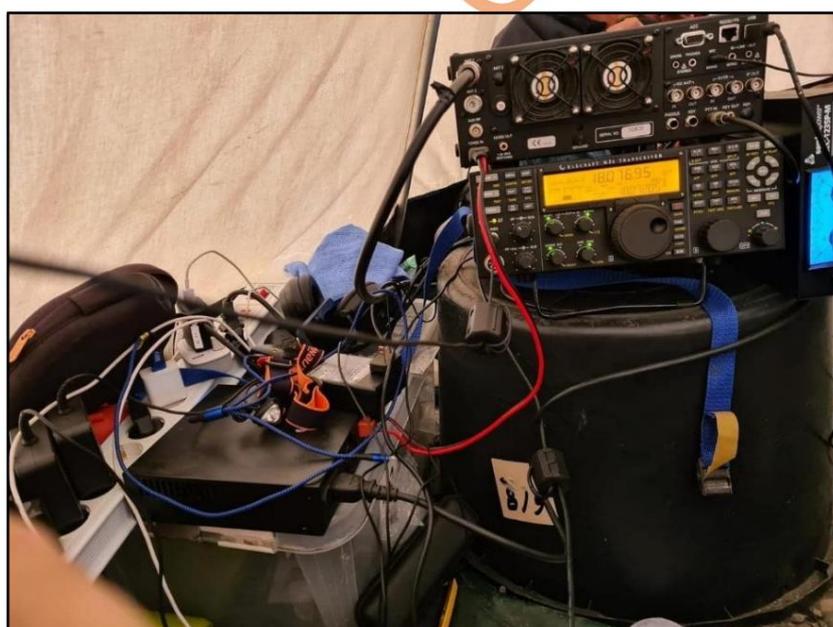
**FEBRUARY 15 @ 1130Z by Ken LA7GIA** We activated Bouvet Island in extremely difficult conditions! Now we leave Bouvet with mixed feelings, we also know that we did what we could to put Bouvet on the air. Four members landed on the island on January 31 in good conditions to set up the climbing route and install a rope system between a buoy at sea and the beach, in order to be able to land equipment in rough seas. During the day the surf increased, and we therefore found ourselves stranded on Bouvet late in the evening... Despite the bad weather conditions, we decided to go ahead



and reduce DXped. We couldn't fight the elements, but we had to adapt to the weather. So we started to traffic with 100W from a single tent, no chairs or table, 60m coaxial cable, no amp, simple antennas, small generator, etc. Our 2 Elecraft K3 radios were stacked on an overturned bucket, and we were sitting on the ground to operate. We rode through a 55 knot storm and our tent suffered no damage!

The DX Engineering spiderpoles and antennas also weathered the storm without any issues.

We only had the necessary equipment, 620 kg in total including food and water. All our supplies to the island were via a rope tied to a buoy 100 meters from the beach. Team members also disembarked in survival suits hooked to this line and floated to shore.



Radio Operation: The Pileup was difficult as our signals were weak. We are focused on less of bands to maximize the ATNO and looking at the stats we reached 19,000 QSOs and 50% unique calls. lots of fools!

And

Many are satisfied, but some are also disappointed with the performance of the team or the DQRMers. We had problems with the FT8 as we only had

no device to sync with, and our clock was off by 14 seconds - which meant we were sometimes TX odd, when we thought it was even.



**As for Bouvet, there is no guarantee of success whether you use two helicopters or a zodiac!**

**FEBRUARY 16 @ 1400Z** The Marama sailed away from Bouvet towards Cape Town, South Africa.

The final online log showed 11495 Qso CW, 5153 Qso FT8, 2190 Qso SSB for 18838 Qso in total and 8600 unique callsigns.

**Credits:** LNDX, K8CX, DX World, DokuFunk, 73 Magazines, Mégahertz Magazine, Rebel DX Group, Intrepid DX Group, 3Y0Z, 3Y0J...

F5JYD

COMPILATION