

Bark Europa

Description of the Antarctica expeditions

November 2008 – February 2009

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1. EXPEDITIONS IN ANTARCTIC WATERS

In the Southern summer, from November to February, the 56 meter long three-masted barque EUROPA sails to the Antarctic Peninsula. These voyages will appeal to the sailing enthusiast, the birdwatcher, the photographer, the artist and the nature-lover who want to discover the unspoilt environment. The expeditions start in Argentina in Ushuaia, the southernmost city in South America, located alongside the Beagle Channel. From here,



Photo: H. Semeins, © 2004

the ship must cross 'the Drake Passage', renowned by sailors the world over. Albatrosses and petrels will accompany the EUROPA on her way to the Antarctic paradise. After passing the Antarctic Convergence Zone, the ship sails between the icebergs to the South Shetland Islands. The wildlife is overwhelming: seals, sea-gulls, cormorants and petrels use the Antarctic summer to raise their young. In the Antarctic waters, the EUROPA will anchor in sheltered bays practically every day. The crew will take groups ashore in the dinghies to see glaciers, mosses and lichens, seals, birds and penguin rookeries. Ashore, visitors will often be welcomed by different kinds of penguins, such as the Gentoo, Chinstrap and Adelie penguins. Our experienced guide will give you information about the flora and fauna and will also tell you where to find bird and sea elephant colonies. The ship will sail further south. We expect the most loyal visitors of the Southern Ocean: enormous Humpback whales, Minke whales and even Orcas or Killer whales may well come close to us, curious to see who ventures into their waters. Ice masses will get bigger closer to the mainland. Steep glaciers, walls of ice with magical shapes and surreal colours will surround the EUROPA.



The daily program will vary, with new impressions every day. Then it is time to leave this paradise and set sail towards Cape Horn. On the last day of the voyage the ship will sail amidst the chaos of islands of Tierra del Fuego. This fjord area is wild and populated with Magellanic penguins, Sea lions, Imperial shags and Rock cormorants. The greens of the fjords are a significant change to the whites and blues of Antarctica. But then it is time to leave the ship. Some of the sailors will have caught the Polar fever, something which will never really leave them.

2. THE BARK EUROPA

The history of the ship

The EUROPA was built in 1911 under the name of "Senator Brockes" at the Stulcken shipyard in Hamburg, at the request of the city of Hamburg. The ship was put into service as Elbe 3 lightship on the river Elbe, and later worked as a stand-by vessel. In 1986 the ship was brought to the Netherlands. Over a period of 8 years, she was



completely rebuilt and rigged as a three-masted bark. The rebuilding and conversion to a sailing vessel was carried out under the supervision of the Dutch Shipping Inspection, Bureau Veritas and Register Holland. She sails with worldwide certificates from each of these authorities and she complies with the highest requirements for sailing ships.



Photo: H. Semeins, © 2004



Photo: © Ad Vermeulen

Life on board

On deck you work with the crew to sail the ship, joining in the watch system; you may assist with manoeuvres, steering and navigation. The EUROPA may be steered from within the wheelhouse or on deck.

The ship is ideal for ocean crossings and longer voyages, with various places for relaxing: library, lounge, cosy corner and deckhouse. These different areas allow you to do your own thing: perhaps some quiet reading or perhaps a more active role in the social life in the deckhouse. The ship is equipped with television/ DVD, CD player, I-pod and radio. There are two





2-person cabins, six 4-person cabins and four 6-person cabins. During these expeditions the 6-person cabins will have a maximum of 5 occupants. The comfortable cabins have an en-suite toilet and shower (except for the two 2-person cabins, which share an en-suite toilet and shower). An experienced cook and cook's assistant will prepare three meals a day. There will also be an experienced guide on board, who has a lot of knowledge of the region and the flora and fauna.

The Majority of the crew is Dutch, but usually you will find various nationalities among the crew. All crew speak English, some are native speakers.

Safety

The EUROPA is a very solidly built ship. She is fitted out for worldwide sailing and has all the safety certificates required under Dutch law for these activities.

The Royal Dutch Meteorological Institute, the KNMI, selects the ship to monitor the weather whilst at sea. To enable us to do this, they have supplied the ship with specialised equipment for taking observations. In return, the KNMI analyses our weather reports and provides routing. A minimum of 10 experienced, professional crewmembers will ensure the ship's safe operation. They possess all the necessary professional qualifications. Our safety equipment comprises life jackets, life rafts, fire extinguishing equipment, fire-fighting outfits with breathing apparatus, diving equipment, a comprehensive stock of medicine, an emer-

gency sick bay, EPIRB, and radar transponders. The EUROPA's navigational and communication equipment comprises radar, a compass (in the wheelhouse, on deck and in the rescue boat), a satellite navigation system, an echo sounder, a sextant, one SSB transmitter, two Inmarsat-C terminals, an Iridium Satellite telephone, two VHF transmitters, a number of portable VHF's and an emergency radio transmitter.

The EUROPA has two zodiacs and a sloop with outboard engines.

In addition to a drinking water capacity of 18,000 litres in permanent tanks, we are able to convert seawater into drinking water using a water maker. Food stores will be taken on board just before our departure. We will also take on board 20,000 litres of diesel to fuel the heater, the generators and the two main engines. The ship has a power supply of 220V AC (50 Hz). The plugs on board are as used on the European continent (two-pins).

Technical details bark EUROPA

Built:	1911
Home port:	Scheveningen, The Netherlands
Length overall:	56 m
Beam:	7.45 m
Draft:	3.9 m
Air draft:	33 m
Max sail area:	1250 m ²
Engines:	2 x 365 hp
Call sign:	PDZS

3. ANTARCTICA

Unspoilt nature

Antarctica is a huge, cold, white plain, which appeals to the imagination of many. Some people become interested in the North and South Pole after reading about the voyages of Willem Barentz and Shackleton. Others are more fascinated by the rich wildlife or the beauty of the unspoilt natural environment. Antarctica is one of the oldest continents on our planet, but man has always been unable to live here because of its extremely cold climate. It is the last great wilderness on Earth. Over the years, thousands of tourists visit this continent. A couple of thousand researchers spend the southern summer living in several research stations. During the southern winter, that number dwindles to less than 1,000. When winter grips this great, white desert, tourist activity is no longer possible. Several countries claim territorial rights over different parts of the continent, but no country has ownership or sovereignty over any part of Antarctica. Following the International Geophysics Year 1957/58, the Antarctic Treaty of 1959 was drawn up, sharing responsibility for the continent between twelve countries. It was agreed that Antarctica would only be used for scientific research activities and that free access to the results of all research would be guaranteed. No type of military activity is allowed on any part of this territory and territorial claims of any sort are prohibited. In 1991, an Environmental Protocol was drawn up to

introduce new regulations applicable specifically to tourism.

During our visit to Antarctica we will adhere strictly to these regulations. We consider it a great honour to be able to see this immense monument of Nature with our own eyes.

The climate

Antarctica is the driest and coldest continent on the Earth, and is surrounded by a wild ocean. The central plateau is a desert with temperatures as low as -50°C and -60°C . EUROPA will visit the impressive lower coastline where it is less cold. The sun often shines and temperatures can reach an average of 5°C , a pleasant temperature. When there is no wind, you may come on deck or go ashore wearing just a warm jumper and trousers. When it is rainy or windy however, a warm waterproof jacket really is necessary. Remember that we are in Antarctica, even though it is summer.

Ice

As we approach the Antarctic Peninsula, we will probably come across large tabular icebergs. Icebergs are normally visible on the radar, but on our passage to Antarctica we will be extra alert during the short night watches and in bad weather. A good lookout will be kept at all times. Once an iceberg was seen which was 335 km long and 97 km wide, roughly the same size as Belgium. It takes years for an iceberg of that size to melt. When icebergs calve off the Antarctic ice cap, they drift



Photo: M. Edixhoven, © 2003

north where they are caught up in the tidal streams which carry them east at a speed of 13 km per day. A large iceberg drifting into warmer waters breaks up into smaller parts. Eventually it reaches the Antarctic Convergence Zone, where it melts. The limit of permanent and, for EUROPA impenetrable pack ice, lies to the south of the places we like to visit, but fields of densely packed icebergs might still block the way to a planned destination.



Photo: © Rob Bonte



Photo: Thijs Heisenfeld © 2007

Ashore

It will not always be easy to find good landing places. Steep icefalls, cliffs and the swell of the sea might hinder safe landings, but as long as luck is on our side the Antarctic world will be open to us. The terrain is often hilly and there is a lot of snow. You might sink up to your ankles in snow. There are no customs authority,

no police force; we will voluntarily adhere to the Environmental Protocol. We have to take extra care when provisioning to ensure that we create as little waste as possible. Our crew will sort our daily rubbish separating paper, glass, plastic, cans, etc that we will take back to South America. Food waste will only be disposed of overboard when we are far out at sea.

4. DESCRIPTION OF THE EXPEDITION

These voyage details are based on experiences from previous expeditions of the EUROPA to Antarctica and South Georgia. In putting together this year's itinerary we have included the most impressive places we have visited in the past. However this description is an example of what the voyage may look like. It is important to realize that our day-to-day activities will depend on the wilderness. It is therefore quite possible that the actual itinerary will be different from the following description. When, due to circumstances, a site cannot be visited, other options will be sought. We aim to give you an idea of what to expect of your voyage. We hope that this helps you to decide to sign up for an expedition to Antarctica on EUROPA.



Photo: Hajo Olij, © 2004

Day 1: Signing on in Ushuaia

You are welcome on board at five p.m. The EUROPA is moored at the pier 'Puerto Comercial' in Ushuaia. It is highly recommended that you will arrive in Ushuaia 1 day before embarkation, leaving room for flight delays or late arrival of your luggage. We can assist you with your hotel reservations in Ushuaia. In this small town, also known as "El Fin del Mundo – the end of the World", you can make beautiful hikes in the mountains and National Park and you will meet travellers who have just returned from an expedition or from any other part of South America to come to the most southern city of the World. A short taxi ride will take you to the harbour. After signing on to the crew list and taking your luggage to your cabin, you will enjoy your first meal on board. The Captain and the expedition leader will inform you about the plans. Usually we will stay in port overnight, but occasionally we already depart during the night.

Day 2: Casting off from Ushuaia

In the morning, we cast off our mooring lines. Once underway, the crew will show you how to



put on the life jackets and introduce you to the many lines on board. Between steep green mountains with snow-covered peaks, we sail through the Beagle Channel under square sail if we find the prevailing westerly winds. During the evening we leave the Beagle Channel and head southwards along the sheltered coast of Tierra del Fuego (Land of Fire).

Days 3 and 4: Drake Passage

The crossing of the Drake Passage is approximately 450NM from the lighthouse on Cape Horn. The seas around Cape Horn have the reputation to be stormy but in between the lows they are calm. The wind varies from southwest to northwest; it should, therefore, be possible to have a good crossing under sail. Cape petrels, White-chinned petrels and Albatrosses are our companions. Albatrosses are well equipped for a permanent stay at sea. Their territory is the open ocean. During the crossing everybody can help the crew to steer, set, shorten, take away and stow sails.

Day 5: Icebergs in Antarctic waters

As we sail south, the likelihood of seeing icebergs increases. Large ice plateaus are visible on the radar, but sometimes smaller ones are not; we keep a good lookout so that we avoid them. Fortunately, the nights are short in the latitudes of 59° to 61° south. It is amazing when we see the brilliant white shapes of the floating icebergs on the horizon. They are huge, and very high! This is the first sign that we are really approaching the great white



Photo: M. Edixhoven, © 2003

mass of Antarctica! We hope that we can drop our anchor in the evening in the sheltered bay of the Barrientos Island.

Day 6: Anchoring near Barrientos Island, one of the Aitcho Islands

Everywhere around the ship we see penguins jumping out of the water. The crew will take us ashore with the dinghies. We share the beach with Gentoo and Chinstrap penguins. They walk with us up to the other side of the mountain where we find many Elephant seals. The Aitcho Islands are not completely covered by the ice cap. In the colourful patches of moss, Giant petrels and Antarctic skuas make their nests.

Day 7: Yankee Harbour or Hannah Point

We leave at dawn. For the first time on this voyage we will see the white ice cliffs around us. The chance of spotting a Humpback whale increases. Everywhere around us penguins give a show on floating ice. If there is enough time, we will sail to Edinburgh Hill, a rock that rises straight out of the water. Close up, we can see that it is made of basalt, solidified magma from the centre of a volcano. Pressure from inside the earth pushed the plug to this height, but so far the volcano has not erupted. When we sail into Yankee Harbour it looks as if we are sailing in between two handmade piers. They are, however, the work of Mother

Nature herself. A rookery of Gentoo penguins crowds the beach. Occasionally we see a Weddell seal or a Fur seal.

Hannah Point is a peninsula on the southeast coast of Livingston Island and is a veritable kingdom of animal life.

Bird watchers can find nests of American sheathbills, Giant petrels, Skuas, etc. We also look for the Macaroni penguin; we might have the opportunity to meet a lost one. For today the final destination depends on various circumstances.

Day 8: Deception Island

Further south, on latitude 63° South, looms Deception Island, a ring-shaped island with an extensive internal crater. The EUROPA will sail through a small opening called 'Neptunes Bellows' into the volcanic crater and will drop anchor in Whalers Bay, near the ruins of a whaling station. Latterly the buildings were used as a base for research work, but in 1969/70 several stations were destroyed by a volcanic eruption. There is still Volcanic activity in this area. You can walk to 'Neptune's Window' and enjoy the magnificent view where the rim of the crater steeply goes back to the sea. It's also an impressive panorama to look back into the crater.

A couple of miles further into the crater we sail to Pendulum Cove where thermal currents rise. Depending on the tide, those who so wish may bathe in geothermally warmed waters.



Photo: © R. van Hooydonk



Photo: H. Semeins, © 2004



Photo: M. Edixhoven, © 2003

Day 9: Trinity Island

We leave Deception's crater and set course south, leaving the South Shetland Islands astern. We drop anchor between Spert Island and Trinity Island and visit the beautiful ice scenery of small and large icebergs. Our trip in the dinghies takes us through a landscape of ice that is truly out of this world. The colours and shapes are stunning: overhangs with crystal clear icicles, ice-palaces that could have been created by Gaudí, massive gateways and open-air ballrooms. In some spots a piercing blue light shines through the ice and the water looks turquoise. It is an impressive world created by extreme changes of temperature, sculpted by water and wind. Sometimes we are lucky and will see a Leopard seal.

Day 10: Governøren Harbour (Enterprise Island) or Cuverville Island

Around this peninsula, whales search for krill in sheltered bays. The sight of whales feeding on krill is truly spectacular. On a previous expedition we saw the world's largest animal here, the blue whale, which can reach more than 30m. We will visit Enterprise Island, Governøren Harbour. The bay is named after the whaler, the "Governøren", which was wrecked here in 1916. The 25m bow of the ship still rises out of the water. Breeding Antarctic sterns now use the wreck. Cuverville Island is special because of the red and green mosses and is the home to skuas, Dominican gulls with chicks and some 4,800 pairs of gentoo penguins.



Day 11: Continental landing at Paradise-or Neko Harbour

The early birds heave anchor and we go further south to Paradise Harbour or Neko Harbour. Here, huge, impressive glaciers of many shades of blue and white surround us. High cliffs of ice rise out of the sea. We hear the ice crack and see huge chunks of ice breaking off. Sometimes a wall of ice, tens of metres high, slowly tumbles down and when this huge mass large hits the sea it sends a wave rolling under our ship. Being in the middle of this awe-inspiring natural wilderness is indescribable! Here we can visit the solid rock of the Antarctic continent.



Day 12: Argentine Islands

A long, popular day lies ahead of us. We head for "Kodak Crack", the Lemaire Channel. 1,000m high mountains tower over the small channel. On ice shelves around us lie Crab-eater seals. Most people want to be on deck, filming or taking photographs of these beautiful sights. We enter Penola Strait. This stretch might be blocked by ice, and we will find it hard to force a way through, zigzagging round the icebergs and growlers. The ice conditions might completely block our passage further south towards the Argentine Islands.

If the ice allows our passage, we will enter the archipelago towards the end of the day. We carefully thread our way between rocks and islets to our anchorage. We anchor at latitude 65° South, the southernmost point of our voyage. This evening we plan to visit the former British base 'Faraday', now a Ukrainian research station called 'Vernadsky'. One of the research assistants gives us a tour round and tells us about their work. At anchor in bays like this, we have to keep a constant watch on the weather in case the wind direction changes. Pack ice can suddenly block our way out, preventing us from leaving.



Day 13: Petermann Island

We find a way out of the Argentine Islands, and anchor near Petermann Island a few hours later. For the first time we are near a huge breeding colony of Adelie penguins. The behaviour of these penguins, busy with feeding their hungry chicks, is different from that of the others we have seen. Neighbouring penguins wait until they see the feeding chick disappear half-way up the parent's bill, then quickly steal small stones from the neighbour's nest to build up and protect their own nest better. Skuas fly above the rookery and take every chance to snatch a

penguin chick when the parents leave it unprotected. This island is a strong reminder of the French explorer Charcot, who spent the whole winter here on his ship the "Pourquoi Pas" (Why not) in 1909. The ship, a similar size to EUROPA, was moored in Port Circumcision (so named because the harbour was first discovered on January 1st 1909, the Catholic celebration of the circumcision of Christ). To make sure that large icebergs couldn't enter the bay during the winter and damage the ship, the crew stretched cables and chains across the mouth of the bay.

Day 14: Port Lockroy

Through Lemaire Channel and Peltier Channel, we reach the Bay of Port Lockroy. We watch blue-eyed shags ashore and in between the rocks, feeding their chicks. There has been a station here since 1944, and the area was declared a monument in the Antarctic Treaty of 1995. It is the oldest existing British station in Antarctica. During the Antarctic summers three British people take care of this base. We will go ashore to visit the station. There we can buy postcards and stamps and send them from the most southerly post office in the world. Sometimes it will take a few months for a letter to arrive in Europe. Ashore we see many Gentoo penguins. Leopard seals are often here, waiting for penguins to enter the water. For these speedy animals it is easy to catch one. Afterwards they lie around on the ice, digesting their last penguin feast.



Photo: F. Bak, © 2003



Photo: © R. van Hooydonk

were sometimes lucky enough to see a pod of Killer whale's come alongside to bid us farewell. Several large females with young came unbelievably close to the ship, distinguishable as female by the shape of their fin. They kept us company for so long that we had more than enough time to film them and take photographs of them against a beautiful backdrop

Day 16: Melchior Islands

In the morning we make a last zodiac-tour before we depart from Antarctica. We bring along a chart and compass and navigate with the zodiacs in between the small islands and

narrow passages, flanked by glaciers. We might see some Fur seals and Wilsons storm-petrels fly close to us. Around noon, we leave sheltered waters and start the crossing back to South America. If the weather is clear we will still see Anvers Island after 100 miles, and Mount Francais, with her 3000-meter high summit, will remain in view for almost a day.

Day 17: Drake Passage

Back in the watch system, we have time to absorb everything we have done, to let it all settle in. We will be accompanied on this passage by dolphins and many sea birds.

Day 15: Dorian Bay

Close to Port Lockroy, on the other side of a beautiful icecap, we arrive in Dorian Bay. In the past, this icecap was used as a landing strip for small aeroplanes during the beginning of the summer season. We can't cross it on foot; it might look like a beautiful, white plain of snow, but often there are deep crevasses spanned by snow bridges, some strong enough to carry a man's weight, some weak. Next to the ice cap we see Jabet Peak. The icecap stretches from high up near the mountain's peak, reaching out into the sea, a massive, white tongue of snow. You will enjoy the magnificent view of the bay as you walk around. You will see Gentoo penguins and occasionally a Weddell seal.

Late in the afternoon we leave and sail through the Schollaert Channel towards the Melchior Islands. On previous voyages we



Photo: Thijs Heinenfeld, © 2007





Photo: Wido Stam, © 2005

Day 18: Drake Passage and Cape Horn

Let us hope that the wind is favourable and that we can leave Diego Ramirez Island on the end of the day on our port side. Now we are near to the infamous Cape Horn. Cape Horn confirms to us that our crossing of Drake Passage is almost finished.

Day 19: Patagonia and Tierra del Fuego

If the Drake Passage delays us with head winds, we will still be sailing the Southern Ocean, but we hope to have reached quieter waters, sheltered by the rocks and islands of Tierra del Fuego. We set a course through the chaotic rocks and islands towards the Beagle Channel. The islands and fjords are remarkably green after our Antarctic visit. They are the habitat of more than 150 kinds of birds. Wild geese, beavers, rats and condors also inhabit this beautiful wilderness.

Day 20: Sailing into the Beagle Channel

We wait for the obligatory pilot who will assist us in the Beagle Channel. We might have

the possibility to visit the historic English settlement at 'Harberton'. This is an old mission station, now housing a small museum about the flora and fauna of Tierra del Fuego. People who want to stretch their legs after a few days at sea may walk around here. Condors have often been seen.

Day 21: Arriving in Ushuaia

We are close to Ushuaia, but there is still something to see on the way. A few miles before the port of Ushuaia we pass near two rocky islets covered with sea lions, the Islas de Lobos. So keep your binoculars at hand. Sea lions don't go to Antarctica. Huge males lie around, keeping a watchful eye on their harem, protecting them from invaders. A little further on a Fur seal proudly grasps its prey, and blue-eyed shags take up every free metre of space. It's packed. When we see the red and white light-house 'Les Eclaireurs', Ushuaia comes within sight and we enter the harbour. The citizens in Ushuaia look out over the Beagle Channel. From 1884 to 1947 Ushuaia was a safe haven for political exiles and criminals. The old prison is now open to the public. You are free to do as you please. A quiet walk or perhaps buy a few souvenirs in this welcoming little town.

Day 22: Signing off in Ushuaia.

After breakfast you say goodbye to each other and step into taxis on the quay. The journey home has started. Antarctica has probably been an unforgettable experience for everybody. Some of you will have caught the Polar fever.



Photo: H. Semmens, © 2004

5. PRACTICAL INFORMATION

Seasickness

A sailing ship at sea in strong winds is much steadier than a motor vessel. Most will get used to the motion of the ship after a few days. Being relaxed when you come on board, a nutritious diet, and sufficient sleep are the best ways to overcome seasickness. If you fear that you might be susceptible to seasickness, you can take pills for seasickness. Please buy these before you leave home. We advise

against anti-seasickness patches placed behind the ears due to possible side effects. During the crossings of the Drake Passage there will regularly be strong winds. In Antarctica we sail in sheltered waters and nobody will be seasick.

Medical care

When undertaking a long ocean voyage where you are several days of sailing away from the inhabited world, it is important to realize that extensive medical care is not available. Transport

to the mainland is often impossible. On board there are crewmembers with a medical training. Most of the times on these voyages there will be a doctor on board. There is an emergency hospital with a number of medicines and wound dressings. If you have a disorder or sickness for which you use medication, we expect you to bring these on board yourself. As well, we ask you to inform the office of the EUROPA about this condition. If you are susceptible to certain things like cold sores or cystitis, please bring your own medication with you. Because we live close to each other on the ship, colds or influenza are easily passed on to others. We advise you to take an anti-influenza injection before departure. It would be a shame to have to spend a few days in your bunk during such a unique voyage. If you have questions about a specific health problem, we advise you to get in touch with the office of the shipping company. They can put you in contact with one of the ship's doctors.

Insurance

The ship's insurance covers everyone, during your stay on board the ship. Naturally you must have healthcare insurance in your own country. We strongly advise additional travel- and cancellation insurance.

What to bring

- Certificates of medical and travel insurance.
- A valid passport. It is important that you check with your own embassy for visa requirements pertaining to each country.
- Toiletries and personal medication.



Photo: Hajo Olij, © 2004

- Soft-soled shoes (less slippery on deck). It is important that your shoes are watertight. When you go ashore from the dinghy you might get up to your ankle into the water sometimes. Strong rubber boots with warm socks are recommended. They are also practical when walking near penguin colonies where the ground may be boggy.
- Binoculars for whale- and birdwatching.
- Photo camera and/or video camera with spare batteries. Take enough film with you; there will be no opportunities to buy film



Photo: © Brett Yates



Photo: © Rob Bonte

under way. Also spare batteries are recommended. Remember that the batteries might go flat very quickly in the low temperatures.

- Sunglasses and sun screen. The sun's rays are particularly strong at sea.
- Water- and windproof clothing.
- Thermal underwear, including long johns, waterproof sailing gear, more than one pair of warm and also waterproof gloves. Woollen or fleece hat. Several thin layers of clothing give better protection against the cold than one thick layer. Ashore, lightweight waterproofs are handy.
- Please make sure that your (rain) gear and boots are clean when you join the ship. We like to prevent taking bacteria or seeds to Antarctica from your last visit outdoors.

Also on velcro small particles can be found. Your bunk has a comforter/duvet with cover, one pillow with pillowcase and a sheet. You do not need to bring a sleeping bag.

A small rucksack or shoulder bag is handy for walks ashore. Suitcases take up a lot of space in your cabin and cannot be stowed, so we recommend you use soft luggage bags.

There is a washing machine on board. However, its use is limited. We can only use it if there is not too much swell. That means that you can sometimes give a small amount of clothes to the crew to wash.





On board you will be able to send a limited amount of text-only e-mails to the shore for a standard fare per text line.

Transfers

We advise people who are flying from another country than the Netherlands to arrange their own transfer to and from the ship. Normally, if you book your flight in your own country it is cheaper. As mentioned, please plan to arrive one day before embarkation. If you have trouble finding a good transfer we might be able to help you. We kindly ask you to send us your flight schedule to inform the ship about your arrival- and departure time.

Money

All beverages served at the ship's bar and souvenirs must be paid in cash with Euros, Argentine Pesos or US Dollars at the end of the voyage. In Ushuaia there are plenty of ATM-machines, on shore in Ushuaia you can pay in Dollars or Pesos. Allowance should be made for personal expenditures during occasional onshore visits.

Recommended literature

Antarctica, a guide to the wildlife, Tony Soper. ISBN 1-8983-2347-X

Antarctica. Lonely planet travel survival kit, Jeff Rubin. Third edition 2005
ISBN 1-74059-094-5.

A complete guide to Antarctic wildlife
by Hadoram Shirihai. ISBN 951-98947-0-5.

Birds of southern South America and Antarctica, Martinde la Peña and Mauriced Rumboll.
ISBN 0-00-220077-5.

'Whales, Dolphins and Seals - a field guide to the Marine Mammals of the World'

door Hadoram Shirihai en Brett Jarrett. A&C Black Publishers Ltd., 2006 ISBN 0-71367-037-1

"SOUTH" sir Ernest Shackleton. Expedition report from Shackletons last voyage from 1914-1917. ISBN 9-04500-343-0.

6. BOOK THE VOYAGE

Dates and voyage numbers

VOYAGE #	EMBARKATION DISEMBARKATION	DATE
ANT1-191108	Ushuaia/Argentina: Nov. 19 – 2008 Ushuaia/Argentina: Dec. 10 – 2008	17:00 09:00
ANT2-121208	Ushuaia/Argentina: Dec. 12 – 2008 Ushuaia/Argentina: Jan. 02 – 2009	17:00 09:00
ANT3-040109	Ushuaia/Argentina: Jan. 04 – 2009 Ushuaia/Argentina: Jan. 25 – 2009	17:00 09:00
ANT4-270109	Ushuaia/Argentina: Jan. 27 – 2009 Ushuaia/Argentina: Feb. 17 – 2009	17:00 09:00

The fare

The price for these Antarctic expeditions is € 5.100,00 per person and € 6.300,00 per person in a two person cabin, including meals, tea, coffee, and excursions. The price excludes the transfer to and from Ushuaia, travel insurance, cancellation insurance, airport formalities and drinks from the bar on board.

From Ushuaia to Cape Town, via Antarctica, South Georgia and Tristan da Cunha

After four Antarctica expeditions, the bark EUROPA will make a 53 day journey sailing to Cape Town. During this voyage the ship will visit a number of places in Antarctica as described above and will then head to South Georgia. Here the EUROPA will anchor every

day during one week in several bays. Then after 10 days' sailing with the westerly wind from astern we will stop for a few days in Tristan da Cunha. From there we set sail for the final part of our route to Cape Town.

Departure from Ushuaia on February 20, 2009. Arrival in Cape Town on April 13, 2009. Price € 6.300,00 per person and € 7.400,00 per person in a two person cabin. Please ask the office for more information.



VICTORY *Adventure* EXPEDITIONS

Box 70, Teniente Muñoz 11 8, Puerto Williams, Cape Horn Commune, Chile
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7. GENERAL CONDITIONS

General Conditions of BBZ/TCN (Belangenvereniging Beroeps Zeilschippers, MotorCharterVaartNederland, Traditionele Chartervaart Nederland)

Article 1. Definitions

In these General Conditions, as well as in the related Agreement, the following terms shall have the following meanings:

- a. Supplier: The owner of the Ship
- b. Customer: Any person, whether natural or juridical, who enters into an Agreement with an Supplier.
- c. Agreement: Any agreement that is entered into between an Supplier and a Customer, including any amendments and additions thereto whereby the Supplier agrees to conduct a Voyage on board his Ship, and to which these General Conditions apply.
- d. Guest: Any person, whether natural or juridical, who is authorized by the Customer to make use of the services of the Supplier.
- e. Voyage: The entire trip, including a stay on board the Ship, taking place during the period set forth in the Agreement.
- f. Luggage: Any luggage, consisting of easily transported or wheeled items, in the possession of a Guest.
- g. Ship: The Ship referred to in the Agreement.
- h. Price: The Price of the Voyage, as set forth in the Agreement.

Article 2. Scope of Application

- 2.1 These Conditions shall form part of every Agreement. These Conditions shall also apply to the precontractual relationship between the Supplier and the Customer, as of such time as the Supplier has provided them to the Customer and the Customer has not objected to their application within 7 days thereof.
- 2.2 General conditions that conflict with the provisions hereof shall apply only if expressly accepted by the Supplier in writing and only with respect to the Agreement(s) concerned.
- 2.3 Amendments or additions to any provision of the Agreement or these Conditions shall be effective only if made in writing.
- 2.4 The Agreement and these Conditions constitute the entire agreement setting forth the rights and obligations of the Supplier and the Customer.

- 2.5 In the event of a conflict between the Dutch-language version of these Conditions and any version in another language, the Dutch-language version shall prevail.
- 2.6 In the event that any provision of these Conditions should be invalid, the remaining provisions shall continue to have effect. The invalid provision shall be replaced by a provision that approximates, to the extent possible, the intent of the invalid provision.
- 2.7 The contracting parties are the Supplier and the Customer. These conditions shall also apply between the Supplier and Guests, who are not parties to the Agreement between the Supplier and the Customer, and the Customer shall be responsible for ensuring this. The Customer shall indemnify the Supplier for any and all liability of the Supplier vis-à-vis a Guest that would have been excluded if the Guest had been bound by these Conditions.
- 2.8 These Conditions shall also inure to the benefit of any legal or natural person upon whom, in the widest possible sense, the Supplier relies or has relied in the execution or performance of the Agreement or in the conduct of his business activities.
- 2.9 In the event of a conflict between the provisions of the Agreement and the provisions of these Conditions, the provisions of the Agreement shall prevail.

Article 3. Liability of the Supplier

- 3.1 The liability of the Supplier to pay damages for death or personal injury pursuant to part 3 of title 10 of Book 8 of the Civil Code, shall be limited to the sum of EU 137.000,- per Guest. In the event that such damages take the form of an annuity, the capital shall not exceed EU 137.000,- per Guest.
- 3.2 The liability of the Supplier to pay damages for loss of or damage to Luggage shall be limited to EU 1000,-. Damage shall be limited to the current value of the Luggage. The Supplier shall have no liability for any non-pecuniary loss, indirect or consequential damages arising from the loss of or damage to Luggage.
- 3.3 The Supplier shall not be liable for any loss attributable to delay (irrespective of the cause thereof and whether arising before, during or after transportation), or to any deviation from the agreed upon time for starting and ending.
- 3.4 The Supplier shall have no liability for damages resulting from a thing, brought on board by a

- Guest, that the Supplier would not have permitted on board, had he been aware of its nature or character, if the Guest knew or should have known that the Supplier would not have permitted such a thing on board. The Guest shall be liable to the Supplier for any expenses and damages that may arise as a result of his having brought or having had such thing on board.
- 3.5 Without prejudice to article 6:107 Civil Code, in the event of personal injury suffered by a Guest, only that Guest shall have a cause of action for damages. Without prejudice to article 6:108 Civil Code, only the surviving spouse, children and parents who depended on the Guest for their support shall have a cause of action for damages. The value of the claims provided for in this section shall be based on the relative position and affluence of the claimant.
- 3.6 In the event that the Supplier proves that damage, loss or injury is attributable to the fault or negligence of the Guest, the Suppliers liability shall accordingly be set off, either completely or in part.
- 3.7 In the event that persons assisting the Supplier in performing his obligations render, at the request of the Customer or Guests, services that the Supplier is not obligated to perform, such persons shall be deemed have acted under the instructions of the Customer and/or the Guests to whom the services were rendered.
- 3.8 The Customer waives the right to set-off based on comparative negligence.

Article 4. Liability of Customer and Guests

- 4.1 The Customer and the Guests shall be jointly and severally liable for any damage, loss or injury to the Supplier caused by the Customer, Guest or their Luggage. This shall apply to damage to the Ship, to injury and damage to any persons or property located on board, as well as to injury and damage caused by the Customer, Guests or their Luggage to persons or property not located on board the Ship, in the event such damages are sought from the Supplier.
- 4.2 The Customer shall not be entitled to rely on the Guests' own liability.
- 4.3 This article shall apply without prejudice to other or additional rights, including rights vis-à-vis third parties, of the Supplier.

Article 5. Obligations of Supplier

- 5.1 The Ship and its crew conform to the legal requirements.
- 5.2 Pursuant to the Agreement, the Supplier is

- obligated to use his best efforts to carry out the Voyage.
- 5.3 The sailing route shall be determined by the Supplier in consultation with the Customer.
- 5.4 The Supplier and/or the Captain shall at all times be entitled to decide that, as a result of weather conditions, high or low water, blocked sailing routes and similar conditions, including those relating to the Ship, the Ship cannot sail, or that it is necessary, in the broadest sense, to modify or cancel the Voyage, or to change the place of departure or arrival.
- 5.5 The Supplier shall, in such case, make every effort to cooperate in finding an alternative or a solution, provided that any additional costs in connection therewith shall be reimbursed by the Customer. It shall be within the discretion of the Supplier to determine whether an alternative or solution is capable of being implemented and whether the Supplier can reasonably do so.
- 5.6 The provisions of this article shall also apply in event that the Supplier or Captain is forced to take one of the decisions referred to herein as a result of the actions or failure to act of one or more Guests, in the case of a delay, howsoever caused, and in the event the Supplier cannot reach the place of departure or arrival agreed to with the Customer.
- 5.7 In the event that the Ship unexpectedly turns out to be unavailable, the Supplier shall use his best efforts to provide a comparable Ship. If this should prove impossible, the Supplier shall be entitled to rescind the Agreement. If the unavailability of the Ship is not attributable to the fault or negligence of the Supplier, the Supplier shall not be liable to pay damages or make restitution to the Customer and/or Guest. In all other cases, the liability of the Supplier shall be limited to sums already paid by the Customer pursuant to the Agreement.

Article 6. Obligations of Customer and Guests

- 6.1 The Ship shall be made available upon the commencement of the Voyage, clean and with its complete inventory. Unless otherwise agreed, the Customer shall, no later than the day of debarkation, leave the ship behind in the same condition as he found it upon embarkation, i.e., clean, and with its complete inventory.
- 6.2 The Customer and the Guests must strictly comply with all requirements and instructions, whether prescribed by law or given by or at the behest of the Supplier or the Captain, in parti-

cular but not exclusively those relating to order and safety. In the event that such requirements or instructions are not followed, the Supplier shall be entitled to suspend performance or to rescind the Agreement.

- 6.3 The Customer and Guests shall not bring anything on board other than the Luggage.
- 6.4 The Luggage belonging to the Customer and Guests shall not constitute a nuisance. The Customer and Guests shall in no case be permitted to carry with them dangerous substances (in the broadest sense of the word), or to bring on board drugs or contraband. In addition, no pets or animals may be brought on board without prior permission.
- 6.5 On the day of arrival, the Customer shall provide the Supplier with a list of the names of the Guests.

Article 7. Suppliers Right to Suspend Performance

- 7.1 In the event of non-performance, inadequate performance or late performance by or on behalf of the Customer, the Supplier shall in all circumstances be entitled to immediately suspend performance of his obligations under the Agreement, while reserving all remaining rights vis-à-vis the Customer, including any exclusion of Suppliers liability for damages.
- 7.2 The right to suspend performance shall include the Suppliers right to deny the Customer or any of the Guests access to the Ship.
- 7.3 In the event of non-performance, inadequate performance or late performance of these obligations by or on behalf of the Customer, followed by recourse by the Supplier to this right to suspend performance, the Supplier shall nevertheless be entitled to receive payment in the amount agreed upon, and shall not operate to the detriment of other or additional rights that the Supplier is entitled to enforce against the Customer pursuant to these Conditions and/or basic contract law.

Article 8. Further Rights of Supplier

Access to the Ship, as well as to the Voyage and the lodging and catering services, may be denied by the Supplier where necessary due to capacity, safety, public order, potential damage or nuisance, as well as in cases of past overdue invoices, all without prejudice to the other provisions of these conditions and reserving all remaining rights against the Customer, including any exclusion of Suppliers liability for damages.

Article 9. Payment Terms

- 9.1 Unless otherwise agreed, the Price is exclusive of costs related to ports, bridges, locks and pilotage, as well as local charges such as tourist tax and fuel charges. These expenses must be paid on board.
- 9.2 The Customer shall pay the Supplier the sum due in the currency expressed in the Agreement within the time period provided therefore in the Agreement, without any discount, deduction or set off.
The Customer shall at no time be entitled to suspend his obligation to make payment. Payment shall be deemed to have made on the credit date indicated on Suppliers bank or giro statement.
- 9.3 The Supplier shall be entitled, at any time up to twenty days prior to the initial date of the Voyage, to increase the Price as a result of extreme changes in the cost of carrying out the Voyage. The Customer shall, in such a case, be entitled to cancel the Agreement, provided he does so within ten days of receipt of notice to this effect.
- 9.4 Failure by the Customer to fulfill his obligation to make payment to the Supplier within the time period agreed upon therefor, shall automatically constitute default without any notice of default being required.
From the time that the Customer is in default until the time of payment in full, interest for late payment shall be due in the amount of 2% of the amount due per month or partial month, without prejudice to the Suppliers legal right to full damages.
- 9.5 All costs connected with the collection of the amount due from the Customer, including court costs, shall be borne by the Customer.

Article 10. Complaints

- 10.1 Complaints concerning invoices shall be made within fourteen days of the invoice date.
- 10.2 The Customer and/or Guest shall communicate any complaints concerning the performance of the Agreement to the Supplier and/or the appropriate personnel present immediately (during the trip), in order to give the Supplier the opportunity to take measures aimed at correcting any situation that is the subject of a legitimate complaint.

Article 11. Cancellation

- 11.1 In the event of cancellation by the Customer, the following percentages shall be due:

Price for Ship Catering and other services

after reservation	15%
6-5 months prior to sailing	20%
5-4 months	30%
4-3 months	40%
3-2 months	50%
2-1 months	75%
1 month - 1 week	90%
1 week up to sailing date	100%
on sailing date	100%

11.2 Cancellation must be made by fax, with receipt to be confirmed by Supplier, or by registered mail. The date of cancellation shall be the date of receipt by the Supplier.

Article 12. Rescission

- 12.1 In the event the Customer is declared bankrupt, makes assets available to creditors, submits a request for a moratorium on payments, has an attachment levied on all or part of his assets that is not lifted or placed in custodianship within ten days after the date of attachment; or
b. decides to proceed or proceeds with the cessation or transfer of all or a significant part of his business activities, including the contribution of his business activities to an existing or to-be-established company, or changes the objects of his business enterprise; or
c. fails in full or in part to fulfill any legal or contractual obligation vis-à-vis the Supplier, after having received written notice of default; or
d. fails to pay any invoiced amount or portion thereof within the time period provided therefor, the Customer shall by operation of law be deemed to be in default, and any remaining payments shall immediately fall due.
- 12.2 Under the circumstances set forth in the previous section, the Supplier shall be entitled, without giving rise to any liability in damages and without prejudice to his other rights, such as rights relating to overdue fines, interest, and the right to demand damages, and without giving notice of default or seeking judicial intervention:
a. to rescind the Agreement in whole or in part, by sending written notice to that effect to the Customer; and/or
b. to demand immediate payment of any sums due to the Supplier from the Customer; and/or
c. before performing the Agreement any further, to obtain from the Customer security for the (timely) performance of his payment obligations.

- 12.3 In the event that the Supplier elects to rescind the Agreement, the Customer shall pay liquidated damages consisting of the Price, or the amount of actual damage, if this exceeds the Price.

Article 13. Force Majeure

In the event that the Supplier is prevented by force majeure of a permanent or temporary nature from performing or continuing to perform his obligations under the Agreement, the Supplier shall be entitled, without giving rise to any liability in damages, by giving notice to that effect and without judicial intervention being required, to rescind the Agreement in whole or in part, without prejudice to the Suppliers right to demand payment from the Customer for performance rendered prior to the commencement of the force majeure, or to suspend in whole or in part the performance or continued performance of the Agreement. The Supplier shall notify the Customer forthwith of any situation involving force majeure. In the event of suspension of performance, the Supplier shall retain the right to subsequently rescind the Agreement in whole or in part.

Article 14. Applicable Law

- 14.1 Both the Agreement and these general conditions shall be governed by Dutch law.
- 14.2 Any dispute shall be submitted to the competent court in the district in which the Supplier has his place of business. In the event that the Customer is a Consumer, he shall be entitled, within one month, to designate a different court.



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