

2016/2017 • 22 -DAY EXPEDITION TO ANTARCTICA FROM USHUAIA, ARGENTINA

SAIL WITH US

JOIN THE **ADVENTURE**



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THE BARK **EUROPA**

- History of the ship
- Life on board
- Technical details
- Safety

3

DESTINATION

- Antarctica

7

EXPEDITIONS IN **ANTARCTIC** WATERS

9

DESCRIPTION OF THE **EXPEDITION**

10

PRACTICAL **INFORMATION**

19

- Seasickness
- Medical care
- Insurance
- What to bring
- How can you be reached on board
- Money

BOOK THE **VOYAGE**

21

- Voyage details
- Flights
- Traveldocuments and visa
- How to make a reservation
- Contact the shipping company

SAILING **PROGRAM**

23

GENERAL **CONDITIONS**

24

“My greatest travel adventure yet was sailing to Antarctica as part of the voyage crew on Bark Europa. I don't imagine any traveling adventure will ever be greater”

Bark Europa

DESCRIPTION OF THE **ANTARCTICA** EXPEDITION

22 –day expedition to Antarctica from Ushuaia, Argentina

24th December 2016 — 14th January 2017

16th January 2017 — 6th February 2017

“Rather than comfortably relaxing in my cabin while a cruise ship glided over the waves through the Drake Passage, I was in it; rocking, rolling.... Wave after wave, I helped set, shorten, take away and stow sails, man the helm, stand on watch, and actively be part of the adventure ”

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 barque. 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.

Life on board

The Bark EUROPA is registered as a sail training ship and as such you will be mustered as voyage crew. This means that, more so than on a passenger ship, you will get extensive safety instructions and we ask you to join in the watch system. Participating in sailing and running the Bark EUROPA is part of the overall experience

on board. The level of participation will depend on your interest and physical condition. On deck you work together with the permanent crew.

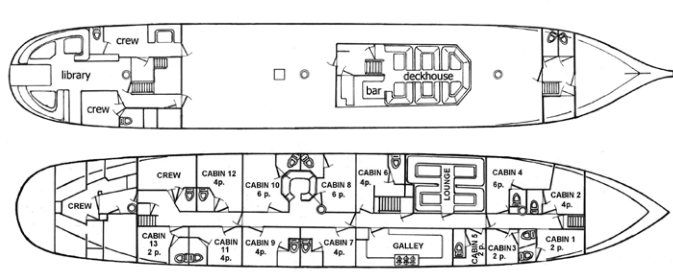
The watch system consists of joining the permanent crew for 4 hours, after which you will be off for 8 hours.

Everyone is welcome to take the helm, set sails, assist with manoeuvres, navigation, weather observations, furling the sails on the yards and much more.

The permanent crew will give lectures and instruct you during the voyage in steering, navigation and line handling.

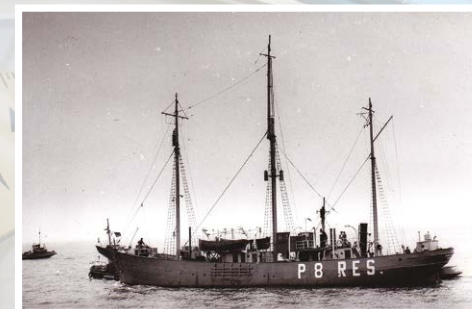


Deck plan. All cabins have an en-suite toilet and shower



Technical details

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





This will be done in a "Dutch" style, so without yelling, blowing whistles and so on. Also, you will find no uniforms on the Bark EUROPA. Crossing the ocean properly with a square rigger under sail like the Bark EUROPA is a team effort, so we appreciate every input from the voyage crew.

Sailing experience is not necessary. Instructions will be given in watch responsibilities, basic sail theory, line handling, steering and navigation. One hour on board the Bark EUROPA and it will instantly be clear: "team-work" has to be the key to this beautiful traditional sailing vessel. No winches, but an infinity of lines; at



first glance maybe a complete jungle. The hundreds of blocks look like spiders in their webs. The novice sailor will be introduced to these matters every day and, after a few weeks, all those lines, blocks, stays, booms with their impossible names and functions become an open book.





SHIP'S ACCOMMODATION



- 1. bar
- 2. deck house
- 3. poker corner
- 4. library
- 5. bathroom
- 6. 2 person cabin
- 7. 6 person cabin

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

There are four 2-person cabins, four 4-person cabins and four 6-person cabins. The comfortable cabins each have an en-suite toilet and shower. An experienced cook and cook's assistant will prepare three meals a day. Bark Europa is a Dutch vessel and part of the

permanent crew is Dutch. But we have an international crew and guest crew and you will find various nationalities among them. The common language on board is English.

Safety

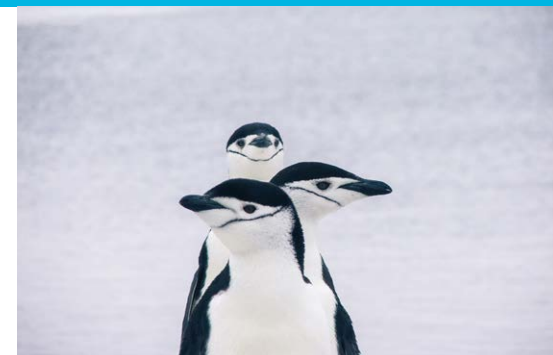
The EUROPA is a very solidly built ship. She is fitted out for worldwide sailing and has all the safety certificates required under Dutch law for these activities. The Royal Dutch Meteorological Institute, the KNMI, selects the ship to monitor the weather whilst at sea. To enable us to do this, they have supplied the ship with specialised equipment for taking observations.

A minimum of 10 experienced, professional crew-members 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 emergency 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 12.250 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).





DESTINATION ANTARCTICA

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 have visited this continent in the southern summer. When winter grips this great, white desert, tourist activity is no longer possible.

Flora and fauna

Antarctica is a huge, cold, white plain, which appeals to the imagination of everybody. Many are fascinated by the rich wildlife or the beauty of the unspoilt Antarctic natural environment. All penguin species are restricted to the Southern Hemisphere, but the greatest concentrations are on Antarctic coasts and sub-Antarctic islands; On the peninsula Gentoo and Chinstrap Penguins are the most common. Near the colder Weddell Sea we also find Adelie and Emperor Penguins, although the Emperor penguin is seen more rarely.

The Antarctic waters support a vast variety of seabirds. Only a few species are adapted to breed regularly on the continent. Skuas are widespread and prominent in the

Antarctic. They prey heavily on the eggs and chicks of penguins and small petrels. Also prions, fulmars, and shearwaters are often seen, as well as terns, sheath-bills, and two species of cormorants. Fish and krill in the Antarctic are important components of the marine ecosystems. They are major prey for higher predators,

including the baleen whales, as the Humpback, Minke and Fin Whale. The Orca or Killer Whale is also seen in this area.

There are many seals. Depending on the species, seals feed on fish and squid or krill. The Leopard Seal is a predator of penguins and other seals. Seals can leave

the water and move on dry land to breed, rest and moult. The greater part of the Antarctic continent is covered by permanent ice and snow. Less than 1% is available for colonisation by plants. Most of this ice and snowfree land is found along the Antarctic Peninsula. There are no trees or shrubs and only two species of flowering plants; Antarctic Hairgrass and Antarctic Pearlwort are found. The vegetation is predominantly made up of lower plant groups (mosses, liverworts, lichens and fungi), which are specially adapted to surviving in extreme environments.

History

Captain Cook was the first to pass the South Pole Circle in 1773 and make a voyage around the continent. But nobody did actually see Antarctica during this voyage, although it was suspected there was a continent. In 1819 the South Shetlands were discovered with on the beaches an enormous number of fur seals, over the next three seasons people slaughtered almost all of them. During a Belgian Antarctic expedition from 1897 to 1899, under command of Adrien de Gerlache, the first wintering took place. Nowadays a couple of thousand researchers spend the southern summer living in several research stations, but during the southern winter, that number dwindles to less than 1000.

Several countries claim territorial rights over different parts of the continent, but no country has ownership or



“ Without a doubt. It was the most rewarding, challenging, beautiful travel adventure of my life. Once you experience Antarctica on Bark Europa, you will forever dream of being at sea. ”

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. Furthermore Rederij bark EUROPA is a member of IAATO, an organization founded in 1991 to advocate, promote and practice safe and environmentally responsible private-sector travel to the Antarctic. We consider it a great honour to be able to see this immense monument of Nature with our own eyes.



EXPEDITIONS IN ANTARCTIC WATERS

Exploring the white continent

In the southern summer, 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. After sailing through the Chilean fjords and sailing out of the Beagle Channel the ship must cross 'the Drake Passage'. This passage is 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. The advantage of sailing to Antarctica on board EUROPA is that you are part of a relatively small group. Less people means more solitude and greater flexibility if tides, currents, ice or weather dictate a schedule change. Because we have less people to ferry ashore, we often make more landings than the bigger ships, with all guests able to land and explore at the same time.

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 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 show you where to find bird and sea elephant colonies. The ship will sail further south. We expect to meet some of the most loyal visitors of the

Southern Ocean: Enormous Humpback whales and Finn Whales come up next to the ship, curious to see who ventures in their waters. In previous years we even have been lucky enough to be visited by Orcas. 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.

Guides on board

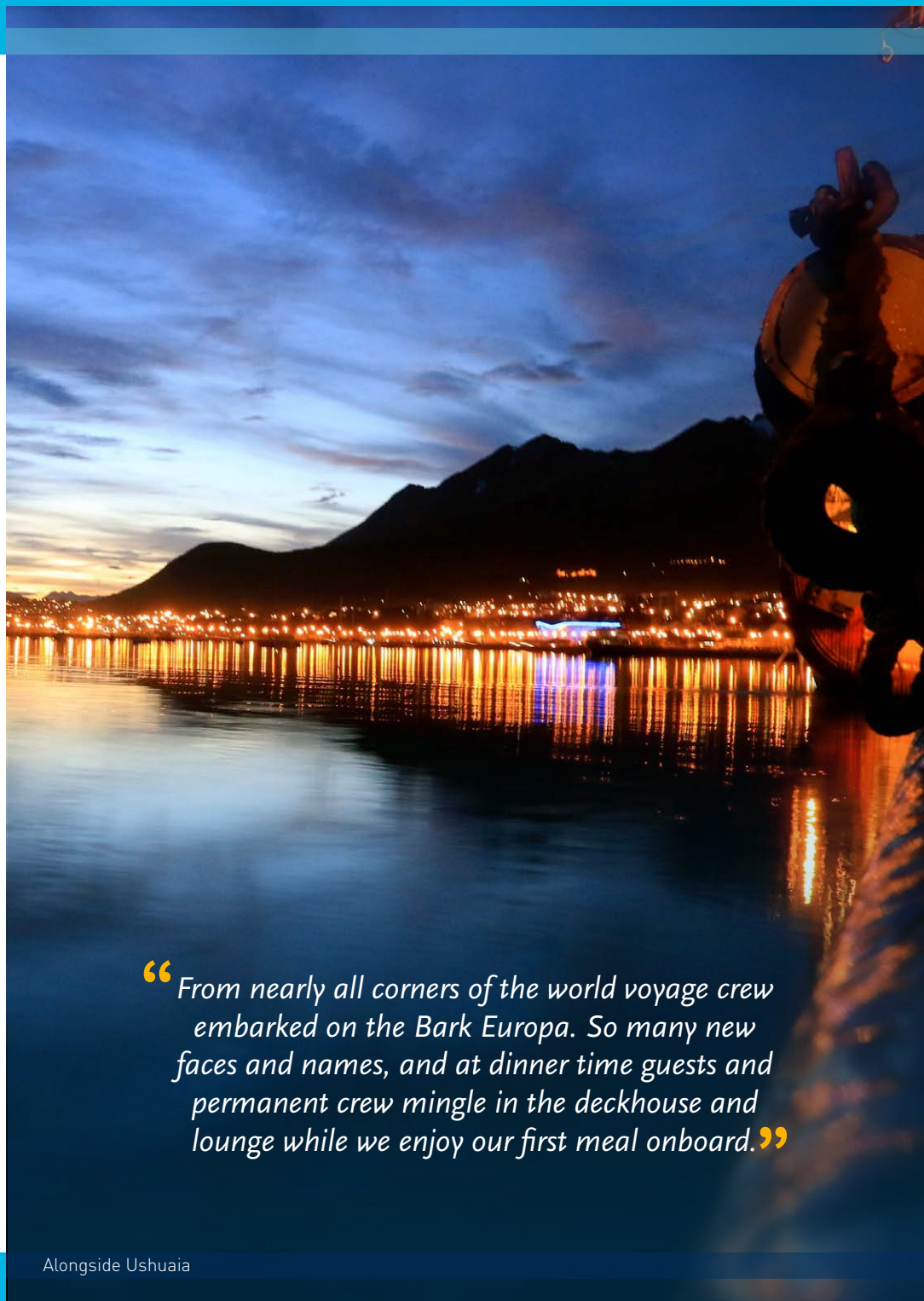
During the Antarctica expeditions there will be a guide on board the Bark EUROPA. He/she knows the area we will be visiting well. The guide gives lectures on board the ship about the flora and fauna we will encounter, prepares you for the landings on shore and will guide you on the shore walks.



DESCRIPTION OF THE EXPEDITION

From day to day

These voyage details are based on experiences from previous expeditions of the EUROPA to Antarctica. 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 several circumstances. A change in the rules and regulations for visiting Antarctica might limit the visit to a specific site. Ofcourse our route will depend on wind, weather and ice. This is the true Antarctic experience! It is therefore likely 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. To give you an idea of what to expect of your voyage: we aim to visit at least 1 station and most of the sites mentioned in this description. We hope that this helps you to decide to sign up for an expedition to Antarctica on EUROPA.



“From nearly all corners of the world voyage crew embarked on the Bark Europa. So many new faces and names, and at dinner time guests and permanent crew mingle in the deckhouse and lounge while we enjoy our first meal onboard.”

Alongside Ushuaia



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. A list of hotel suggestions in Ushuaia is available on our website or via email. 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 from the centre of Ushuaia 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 we sail 24 hours a day. Everybody joins the watch system to sail the ship and help the crew to steer, 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 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

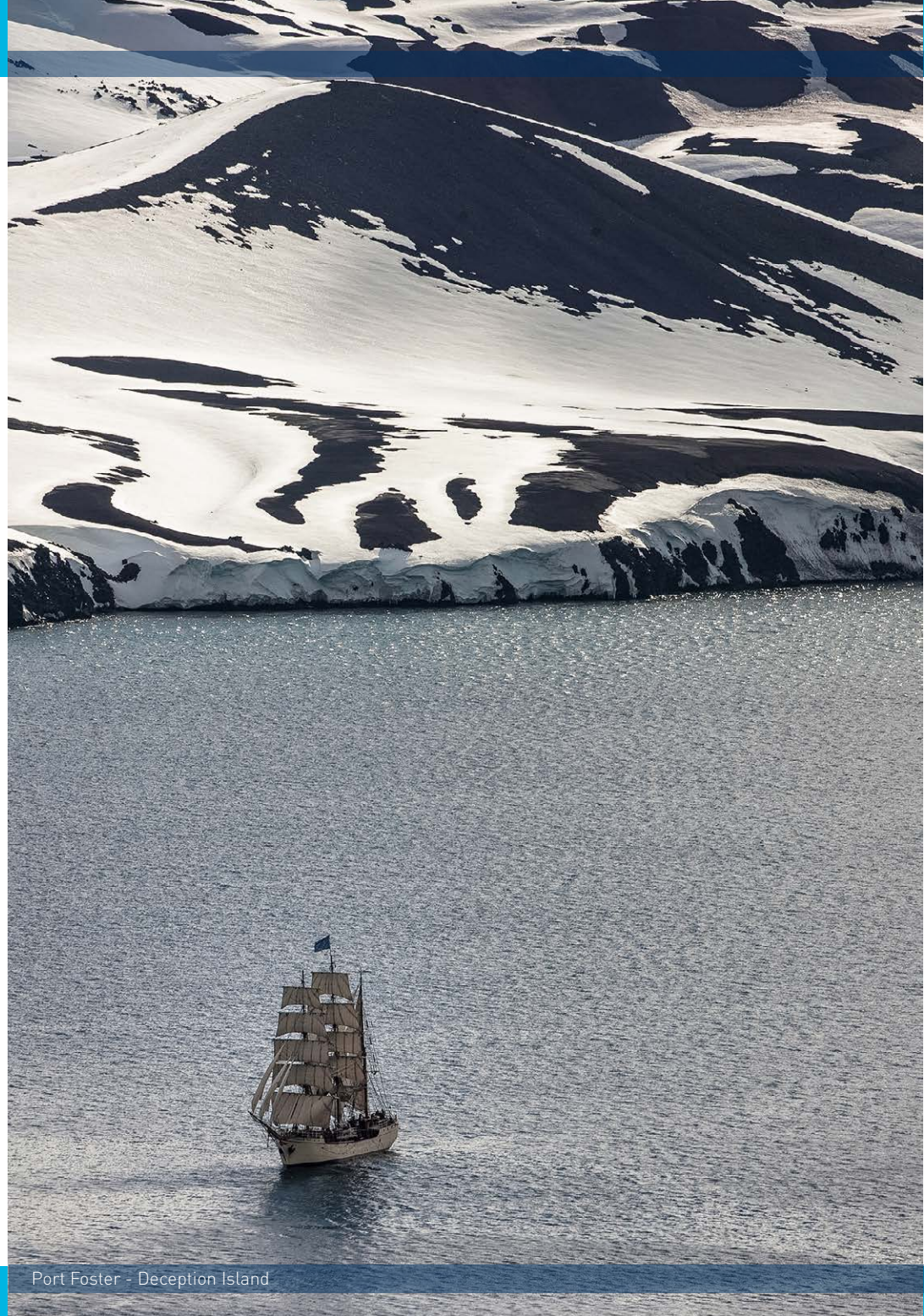
We leave at dawn. For the first time on this voyage we will see the white ice cliffs around us. The chance of spotting a Humpback whale increases. Everywhere around us penguins give a show on floating ice. If there is enough time, we will sail to Edinburgh Hill, a rock that rises straight out of the 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



Port Foster - Deception Island



DAY 10 **Gouvernøren 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, Gouvernøren Harbour. The bay is named after the whaler, the "Gouvernøren", which was wrecked here in 1916. The 25m bow of the ship still rises out of the water. Breeding Antarctic terns 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.

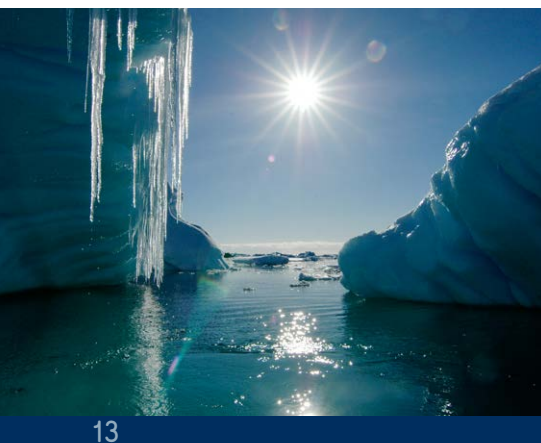
Bay, near the ruins of a whaling station. Latterly the buildings were used as a base for research work, but in 1969/70 several stations were destroyed by a volcanic eruption. There is still volcanic activity in this area. You can walk to 'Neptune's Window' and enjoy the magnificent view where the rim 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.

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.



“Ropes are covered with snow, creating beautiful abstract patterns and the broken-white sails are partly covered with a fresh layer of pure white snow.”



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 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.



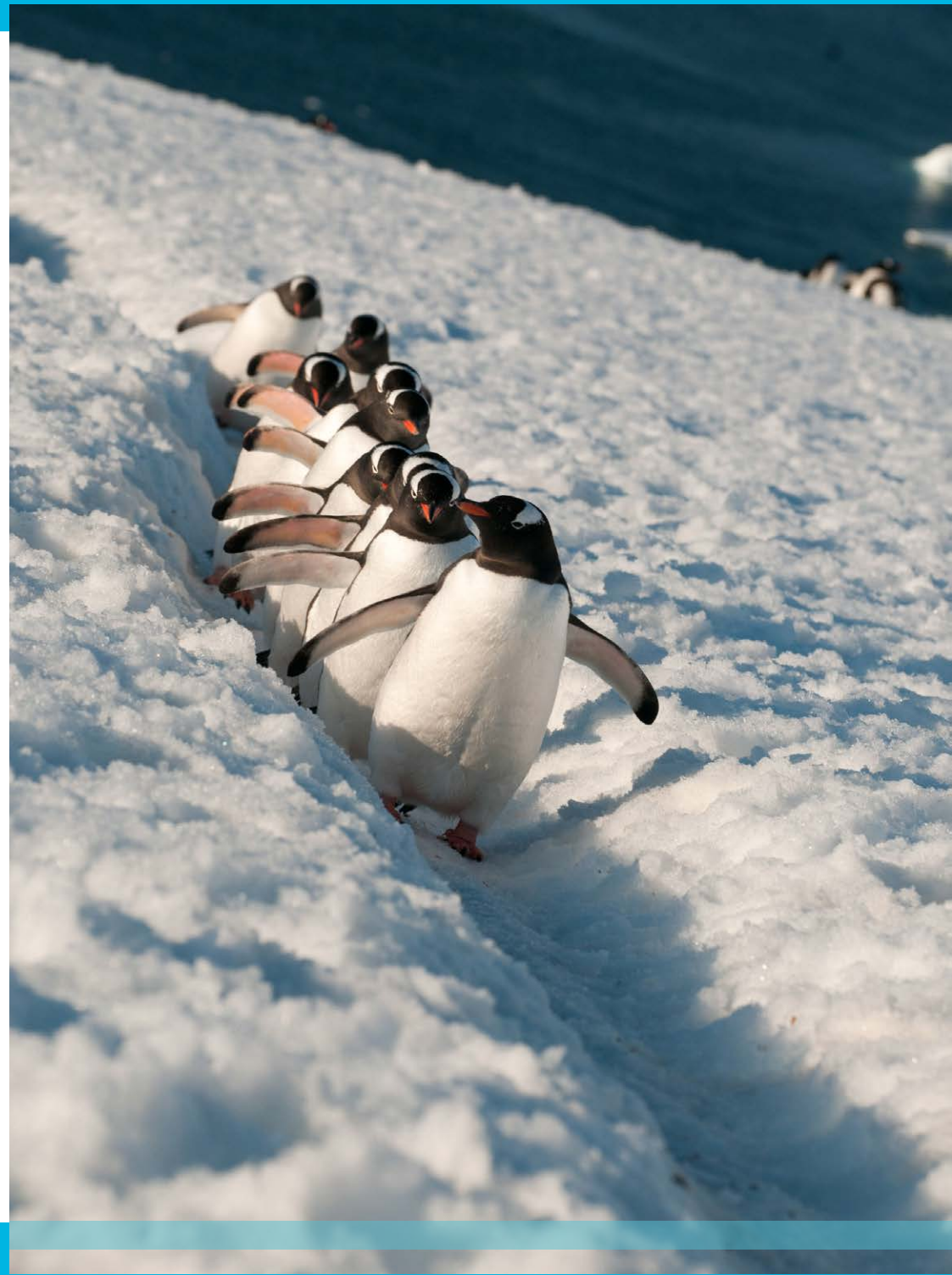


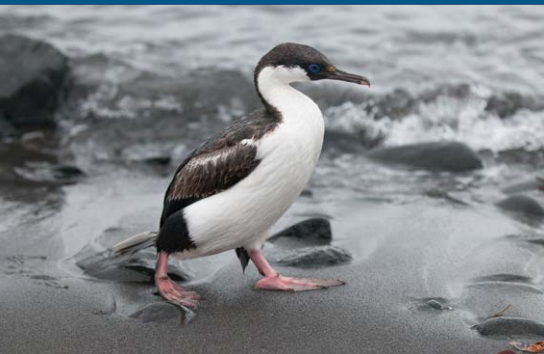
DAY 14 Port Lockroy

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.





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 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 stormpetrels 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, 18 & 19 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. Let us hope that the wind is favourable when we return towards Argentina. As we start our crossing from a more southern point, it takes us an extra day to sail the Drake Passage.

DAY 20 Cape Horn and Tierra del Fuego

Soon we will see Diego Ramirez Island 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. Today we 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, here we wait for the obligatory pilot.

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 lighthouse '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 town.

DAY 22 Signing off in Ushuaia.

After breakfast you say goodbye to each other. Some will be able to stay for a few days in Argentina. For others the journey home has started. Antarctica has probably been an unforgettable experience for everybody. Some of you will have caught the Polar fever, which will never leave you.

 REQUEST OPTION >

 BOOK ONLINE >





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 "EUROPA" is properly insured for possible legal liabilities during your stay on board. The "EUROPA" does not cover possible damage while being ashore.

Naturally you must have a healthcare insurance in your own country. Apart from that you also need to have a travel insurance covering this voyage. We also advise you to have a 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 travel first aid kit (aspirin, band-aids)
- Personal medication.
- For use on deck: shoes with a flexible non-slippery profile. It is important that your shoes are water-tight.
- Strong rubber boots with a thick, flexible sole and warm socks are recommended. When you go ashore from the dinghy you might get up to your ankle into the water sometimes. 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 memory cards with you; there will be no opportunities to buy any 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 note that you will also spend time indoors, where you can wear regular pants and a shirt
- 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.
- A small rucksack or shoulder bag is handy for walks ashore.

What not to bring

- Your bunk has a comforter/duvet with cover, one pillow with pillowcase and a sheet.



- You do not need to bring a sleeping bag.
- Suitcases take up a lot of space in your cabin and cannot be stowed, so we recommend you use soft luggage bags.
- It is not allowed to bring your own drinks or large amounts of food on board. You are welcome to

bring some small snacks.

- Jewellery and other valuables
- Towels will be provided too

Other facilities

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 only sometimes give a small amount of clothes to the crew to wash.

Books: On board you will find many books about Antarctica, ships and sailing. But there are also novels available in English or Dutch language.

How can you be reached on board

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.

Friends and family can follow your voyage on-line via

internet, www.barkeuropa.com. Click on 'logbook'.

The Captain or (voyage) crew updates the expedition log on a regular base.

Under the button 'follow the ship' you will find a chart with a recent position of the EUROPA.

In the event of an emergency, the ship can be contacted via the owners of the EUROPA, Rederij Bark EUROPA b.v.. They contact the ship on a daily basis via satellite connection.

Money

All beverages at the ship's bar and souvenirs must be paid in cash at the end of the voyage in Euro's or US dollars. We do not accept creditcards.

Additionally bring some cash for personal expenses during occasional onshore visits and for your expenses in Argentina.



BOOK THE VOYAGE

Includes

The fare is including meals, tea, coffee. The price excludes the transfer to and from the ship, travel insurance, cancellation insurance, airport formalities and drinks from the bar on board.

Flights

We strongly recommend you to arrive in Ushuaia at least one day prior to embarkation. This gives you extra time in case of flight delay or lost luggage. It also gives you an opportunity to get on board well rested. For your flights back home please keep in mind to fly in the late afternoon or evening on the day of disembarkation earliest.

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 so we can inform the ship about your arrival- and departure

Travel documents and visa

It is your personal responsibility to have the right travel documents and visa for each country you visit during your stay on EUROPA. In any doubt please contact your local embassy or consulate.

VOYAGE DETAILS #ANT2-241216

Ushuaia – Ushuaia - 24th December 2016 – 14th January 2017
22 days - 1600 nautical miles

Embarkation and disembarkation	Date
Ushuaia/Argentina	24th December 2016, 5PM
Ushuaia/Argentina	14th January 2017, 9 AM

€ 6.420,- Per person in a 4/5 person cabin
€ 7.670,- Per person in a two person cabin

[REQUEST OPTION >](#)

[BOOK ONLINE >](#)

VOYAGE DETAILS #ANT3-160117

Ushuaia – Ushuaia - 16th January 2017 – 6th February 2017
22 days - 1600 nautical miles

Embarkation and disembarkation	Date
Ushuaia/Argentina	16th January 2017, 5PM
Ushuaia/Argentina	6th February 2017, 9 AM

€ 6.420,- Per person in a 4/5 person cabin
€ 7.670,- Per person in a two person cabin

[REQUEST OPTION >](#)

[BOOK ONLINE >](#)

IN ADDITION TO THESE VOYAGE WE HAVE TWO OTHER EXPEDITIONS IN THE 2016-2017 SEASON

Antarctica expedition #ANT1-141116 South Georgia, Antarctica and South Shetlands

14th November – 22nd December '16

In this 39-day expedition we start from Montevideo, Uruguay with a 10 day sail south. A perfect time to get to know the

Embarkation Montevideo, Uruguay, disembarkation in Ushuaia, Argentina – 39 days. Fare € 7.350,- per person and € 8.450,- per person in a two person cabin.

Antarctica expedition #ANT4-090217 Antarctica, South Georgia and the remote islands

9th February '17 – 1st April '17

In this 52-day expedition we discover some of the most remote places in the world. We sail into the rough and less visited part of Antarctica, the Weddell Sea. Then we visit the sub-Antarctic island South Georgia with its spectacular scenery and outstanding wildlife. It is time to let your adventurous side speak

Embarkation in Ushuaia, Argentina. Disembarkation in Cape Town, South Africa – 25 days. Fare € 7.800,- per person and € 8.900,- per person in a two person cabin.

ship, sails and watches. We'll visit South Georgia and its spectacular scenery and abundant wildlife, before heading to the White Continent. If possible we will stop on the South Orkneys. After cruising in the South Shetlands we set sail for our final destination Ushuaia, Argentina.

as we operate completely in the style of the old expeditions. The wind- and weather conditions will determine what land we will see on our way back to Europe: Tristan da Cunha or St Helena and Ascension Island. Sails are up, the motor is down. And as you are bringing EUROPA Cape Town you will have plenty of time at sea to enhance your sailing skills.

Prices excluding landing fees South Georgia and Tristan da Cunha.



How to make a reservation

If you need some time to decide before you book your voyage we can offer you an optional reservation. We will block your berth for two weeks without any obligations, so you can make any necessary arrangements.

You can book by sending the signed and completed booking form and health declaration to the EUROPA, the address is mentioned on the booking form. In this form you are asked to give your passport details, date of birth, etc. We need this information to be able to compile the passenger lists as required by customs. We therefore ask you to fill in this information as completely as possible. We will of course treat this information confidentially. After receiving your booking form we will send you a booking confirmation with the invoice and the terms of payment. A few weeks before departure you will receive the final information.

Contact the shipping company

Rederij Bark EUROPA B.V.

Att. Ms Marijke Jäger

and Ms Liza de Kurver

Phone: (+)31-10-281 0990

Fax: (+)31-10-281 0991

E-mail: info@barkeuropa.com

Website: www.barkeuropa.com

Correspondence address:

Rederij bark Europa B.V.

P.O. Box 23183

NL-3001 KD Rotterdam

The Netherlands



“This is full-on sailing to Antarctica, just like in the heroic accounts of the old days, when brave men and women explored the unknown waters on the southern edges of our globe.”



SAILING THE SEAS AND WANDERING THE OCEANS

OCEAN SAILING AND TALLSHIP RACES

OCEAN SAILING

Bark EUROPA follows the favourable winds of traditional sailing routes. Since 2000 Bark EUROPA has been crossing oceans on a regular basis and has a reputation of a ship that really sails. Everyone on board will be assigned to the watch system to navigate and steer the ship and to hoist and lower the sails. For those of you who will be on board for a longer period, there is little difference between the permanent crew and the voyage crew. You will be given the opportunity to experience all aspects of the life of a sailor. In these routes there will also be opportunities to set our stuns'ls (or Studding Sails). The occasional passing ship might think they are in a different era when they see the Bark EUROPA sailing by with up to 30 sails set.

SHORTER VOYAGES

The ocean crossings bring us to different Islands and cities. This gives you the possibility to step on board halfway through a long ocean crossing. You can see our sailing schedule on our website for an overview of the separate legs you can choose from. These voyages can take up to two or three weeks.

TALL SHIPS RACES

The Tall Ships Races are the largest international ocean races for sail-training ships in the world. Races occur annually in various parts of the world with millions of spectators. Tall Ships will compete with each other in a stunning race at sea between some of the world's most beautiful harbours. Onshore, the streets will buzz with theatre, sports, fireworks, music, food



and of course the Crew Parade (a fabulous parade of all the ships crews).

Although everyone is keen to race each other at sea, it is not all about winning. The Tall Ships Race is an event where youngsters and adults from all nations and social backgrounds can meet in a challenging environment. Sailing the EUROPA

requires good cooperation and team spirit and our guests learn the names of all thirty sails and many different lines.

Creating new friendships with people from all over the world and having the time of your life, that is what the Tall Ships' Races are all about.

TAKE ME TO THE **DATES & FARES ONLINE** >>



GENERAL CONDITIONS

BBZ/TCN VERSION 2010

Belangenvereniging Beroeps Zeilschippers, MotorCharterVaartNederland, Traditionele Chartervaart Nederland

Article 1. Definitions

In these General Conditions the following definitions will be used:

- a. The carrier: natural or legal person whom is entitled to sign one or more of the agreements mentioned in these conditions with the customer.
- b. The customer: natural or legal person whom is entitled to sign one or more of the agreements mentioned in these conditions with the carrier.
- c. The agreement: every agreement that is arranged between carrier and customer in these conditions.
- d. The guest: every third party whom the carrier permits to enter the ship based on the agreement signed by the customer.
- e. The boat trip: the total of the cruise with and the stay on board of the ship during the period mentioned in the agreement.
- f. The luggage: luggage that the customer and/or a guest can comfortably carry in one time; existing of suitcases, bags, kit bags and/or backpacks.
- g. The ship: the ship as mentioned as such in the agreement.
- h. The price: the price that is mentioned as such in the agreement.
- i. The captain: the person who is in charge of the ship.

Article 2. Applicability

- 2.1 The conditions apply to all agreements, including offers relating to the establishment of this agreement, which the carrier signs with the customer in relation to the transport and/or catering services and everything that is related to this in the widest sense, unless otherwise is agreed.
- 2.2 These conditions also apply to the carrier and the guest. The customer is responsible for this and indemnifies the carrier for all claims that the host and/or any other carrier make on the carrier's liability, as far as the carrier's liability would be exempted if the customer would make this claim against the carrier.
- 2.3 These conditions also apply on the behalf of all natural and legal persons who are hired by the carrier in the broadest sense, or has hired when concluding and/or executing the contract.
- 2.4 These terms are valid, excluding and expressly rejecting all other terms of use, which are applicable except if otherwise expressly is agreed in writing.
- 2.5 Individual changes or additions should be recorded in writing.
- 2.6 These conditions can have been translated from Dutch into another language. In the case of possible differences in the texts that result from this translation, the Dutch text will prevail.

Article 3. The offer/Tender

- 3.1. A general offer by the carrier, including by

means of brochures, advertisements and websites are optional and may be revoked by the carrier. Withdrawal must take place as soon as possible, but in any case within two working days after acceptance by the customer.

- 3.2 An individual offer will be made by the carrier in writing or electronically, with a date. This provision clearly indicates whether it concerns a binding or irrevocable offer, and includes the deadline.

The offer states:

- a. the total traveling amount and the percentage that must be pre-paid;
 - b. the method of payment;
 - c. the maximum number of guests per ship;
 - d. the place, date and time of embarkation and disembarkation;
- The first offer will be accompanied by a copy of these general conditions.

Article 4. The agreement

- 4.1 The agreement is established, except in the case of withdrawal referred to in Article 3.1, by the client's acceptance of the offer. The carrier will send written or electronic confirmation to the customer, after the conclusion of the agreement.
- 4.2 The customer will provide the carrier before or, at the latest, prior to departure all information about him- or herself and the guests that he or she has registered.

Article 5 Cancellation

- 5.1 If the customer wishes to cancel the contract, he or she must inform the carrier as soon as possible in writing, by means of a letter. The date of receipt by the carrier will be valid as the date of dissolution.
- 5.2 In case of cancellation the customer needs to reimburse the carrier a fixed compensation.

Compensation for the ship:

- 15% in case of cancellation up to 6 months before departure;
- 20% in case of cancellation up to 5 months before departure;
- 30% in case of cancellation up to 4 months before departure;
- 40% in case of cancellation up to 3 months before departure;
- 50% in case of cancellation up to 2 months before departure;
- 75% in case of cancellation up to 1 month before departure;
- 90% in case of cancellation up to 1 day before departure;
- 100% in case of cancellation on the day of departure.

Compensation catering and other services:

- 15% in case of cancellation up to 2 months before departure;
- 25% in case of cancellation up to 1 month before departure;
- 50% in case of cancellation up to 2 weeks before departure;
- 75% in case of cancellation up to 1 week before departure;

95% in case of cancellation up to 1 day before departure;

100% in case of cancellation on the day of departure.

If the damage that the carrier suffers as a result of the cancellation exceeds the aforementioned fixed amounts with more than 15%, the carrier shall be entitled to charge the additional costs to the customer.

- 5.3 In case of cancellation, the customer can request the carrier for a substitution by a third party. In the event the carrier agrees to a substitution, the customer is only indebted an amount of € 150.00.

Article 6 Suspension and cancellation

- 6.1 Should either party's fail to adhere to the obligations under the agreement, the other party is entitled to suspend the relating commitment, unless the failure does not justify the suspension due to its special nature or minor importance.
- 6.2 Should either party's fail to adhere to the obligations under the agreement, the other party is entitled to cancel the relating commitment, unless the failure does not justify the suspension due to its special nature or minor importance.
- 6.3 The carrier has the right at all times to cancel or terminate the agreement with immediate effect in the event of:
 - Bankruptcy of the customer, or if moratorium is granted to the customer, if there is debt sanitation, or if the customer is placed under guardianship;
 - The customer not fulfilling his obligations within 5 working days after having been notified in writtenwith regards to his failure to comply to the agreement.
- A situation as mentioned in Article 11 paragraph 2, 3 and 4.
- The ship not being available due to unforeseen circumstances and despite the provision of sufficient effort by the carrier it is not possible to offer any other comparable ship.
- 6.4 The termination or dissolution should occur in writing, stating the reasons. The agreement is considered to be dissolved extrajudicial after the customer has received the termination letter, but at least 5 days after sending the termination letter.
- 6.5 If the cause of the cancellation or termination can be attributed to the customer, the damage resulting from it will be paid by the customer.

Article 7 The price and price changes

- 7.1 Unless otherwise agreed, the price is exclusive port, bridge, lock and shed expenses as well as local taxes and other levies, such as tax and fuel costs. These costs should be paid by the customer on board.
- 7.2 Changes in taxes, duties and similar governmental taxes will always be charged through.
- 7.3 An increase in the prices will be charged through by the carrier, as far as it affects the agreed price, if they occur after the contract has been signed.

- 7.4 If, due to price increases as referred to in the preceding paragraph, the price increases with more than 15%, the customer has the right to cancel or to waive the contract.

Article 8 Payment

- 8.1 Payment will be made in cash at the time of the booking, unless otherwise agreed. Cash payment also means payment of the amount owed on a bank account specified by the carrier or through an electronic payment that is recognized by banks. The date that is mentioned on the bank statements of the carrier are regarded as the date of payment.
- 8.2 If payment in installments has been agreed, the customer must pay according to the terms and rates as per the agreement.

Article 9 Failure to pay timely

- 9.1 The customer is in default after expiry of the payment date. The carrier will send a payment reminder after the expiry of this date, and gives the customer the opportunity to pay within five working days of receiving this reminder.
- 9.2 If the outstanding amount is still not paid after the expiry of the payment reminder, the carrier is entitled to charge interest from the expiry of the payment date. This rate equals the statutory rate plus 3% per annum on the amount owed.

- 9.3 If the customer fails to pay the amount due after the summons, the carrier is entitled to increase this amount with the collection costs. These collection costs include both judicial and extrajudicial costs. Extrajudicial costs shall be:
 - 15% over the first € 2,500.00 of the claim with a minimum of € 40.00;
 - 10% on the next € 2,500.00 of the claim;
 - 5% on next € 5,000.00 of the claim;
 - 1% over the next € 15,000.00 of the claim, unless the customer demonstrates that the carrier suffers less damage.
- 9.4 Complaints about billing need to be, preferably in writing and clearly defined and documented, sent in promptly to the carrier, after receipt of the invoice.

Article 10. Carrier obligations

- 10.1 The carrier will execute the cruise to the best of its ability and in accordance with the rules of good craftsmanship.
- 10.2 The carrier shall see to it that the ship and the crew meet the legal requirements of the country where the ship is registered.
- 10.3 The route will be agreed in consultation with the client, unless otherwise agreed, in advance by the carrier and/or captain.
- 10.4 At all times the carrier and/or captain are entitled to change the cruise due to nautical

reasons. The below also includes changing the place of departure and/or place of arrival and/or not setting sail. Nautical reasons are understood to include the weather, tide, blockage of waterways and the condition of the vessel.

- 10.5 In the cases mentioned in the preceding paragraph, the carrier and/or captain will try to find another solution in consultation with the client. Any additional costs, if reasonable, shall be borne by the customer. The carrier and/or captain will decide whether the chosen solution is reasonably practicable.

Article 11 Obligations customers (and guests)

- 11.1 The customer needs to turn in the ship at the end of the cruise clean and with a complete inventory in the same condition as he found the ship upon embarkation, unless otherwise agreed.
- 11.2 The client and guests must respect the legal and decent standards of living during the cruise.
- 11.3 The instructions given by the carrier and/or the captain and/or other crew must be strictly followed for order and security.
- 11.4 If in the opinion of the carrier and/or captain, the customer and/or fail to comply to paragraph 2 and 3, the carrier and/or the captain is/are entitled to terminate the contract immediately and/or deny access to the ship to the customer and/or guest, unless the failure does not justify the dissolution because of its special nature or minor importance
- 11.5 The client and guests are not allowed to carry other goods on board other than baggage, unless prior permission is explicitly granted by the carrier and/or captain.

- 11.6 The client and guests are not allowed to carry (domestic) animals on board, unless prior permission is explicitly granted by the carrier and/or captain.
- 11.7 The client and guests are not allowed to bring on board or to possess materials or objects that can jeopardize the health, well being and/or safety of themselves or others. Included are, in any case: hazardous substances, explosives, radioactive and/or toxic substances, contraband, weapons, ammunition and drugs.
- 11.8 The customer needs to hand a list containing the names of the guests to the captain on the day of arrival.

Article 12 Force Majeure

- 12.1 Force majeure means any unforeseeable circumstances due to which the implementation of the agreement is delayed or prevented, if this circumstance cannot be avoided by the carrier and according to the law, contract or social views should be accounted to the carrier.
- 12.2 Force majeure includes any damage to the ship that causes that the ship to be no longer fit for the agreed purpose and the damage is not attributable to circumstances which the carrier could have anticipated or prevented.
- 12.3 After termination of the contract due to force

majeure, the carrier is entitled to reimbursement of his expenses to the extent they are made before it could be expected that the force majeure would terminate the agreement and as far as the customer benefits from the work.

Article 13 Liability carrier

- 13.1 The carrier is not liable for damages arising from death or injury and/or to goods as far as it is caused by circumstances which a diligent carrier could not have avoided and the carrier could not prevent the consequences. The carrier is responsible for the reliability and the proper functioning of the ship as a means of transport.

It is suspected that a careful carrier could not avoid the following circumstances: fire, explosion, heat, cold, occurrence of rodents or vermin, deterioration, leakage, fusion, flammability and corrosion.

- 13.2 The liability of the carrier is, except in cases of own intent or recklessness, limited to Article 8: Dutch Civil Law (Dutch: BW) 518 and Dutch Civil Law (Dutch: BW) 8:983, amount further specified as per Dutch Order in Council (Dutch: AMvB).

- 13.3 The compensation that the carrier possibly owes to him due to the failure to comply with Article 10 obligation is limited to the agreed price for the rent of the ship.
- 13.4 If the carrier proves that fault or negligence of the customer and/or guest caused or contributed to the damage, the liability of the carrier will be either completely or partially removed.
- 13.5 The carrier is not liable for damage caused by delay, deviation from the agreed starting and/or end times or the making available of a replacing ship because the agreed ship was not available due to unforeseen circumstances.

Article 14 Liability customer (and guests)

The customer is liable for damage caused by him or by the guests who were invited by him to stay on board, unless the damage is attributable to the act or omission of the carrier.

Article 15 Complaints

- 15.1 Complaints about the performance of the contract must be fully defined and submitted clearly described to the carrier and/or captain after the customer has discovered or could have discovered the defects.
- 15.2 Complaints about invoices should be submitted, if possible, within 10 working days of receiving the relevant invoice, in writing and clearly explained to the carrier and/or captain.
- 15.3 The consequences of not timely filing of a complaint shall be borne by the customer.

Article 16 Disputes

All disputes relating to this agreement are governed by Dutch law. Only the court within the district where the carrier has an office shall have jurisdiction to hear such disputes. The customer is entitled to oppose this choice and choose to settle the dispute by a legally competent judge within one month after the carrier upon the choice has been made.

