

*"Coming back to where you started is
not the same as never leaving."*

TERRY PRATCHETT

Bark Europa

CAPE TO **CAPE**

27th February – 19th April 2015



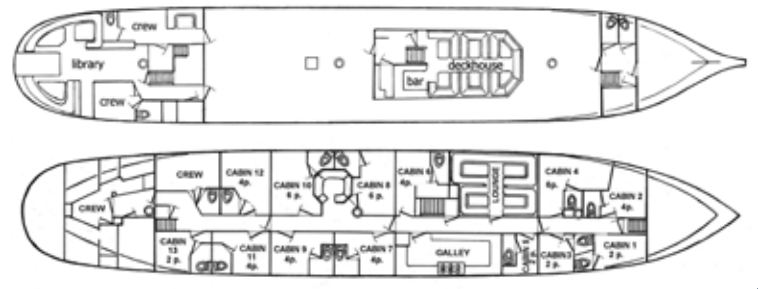
THE BARK EUROPA

History

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 light ship on the river Elbe and later worked as a stand-by vessel. In 1986 the ship was brought to the Netherlands and was completely rebuilt and rigged as a three-masted barque. Since that time Bark EUROPA has been crossing oceans and seas on a regular basis and has a reputation of a ship that really sails.

Ocean wanderer

Bark EUROPA follows the favourable winds of traditional sailing routes. This has brought her to all the continents sailing both the Atlantic, Pacific and Indian Ocean, thus earning her nick name ‘ocean



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

"I met a huge variety of people from many different countries, all united in their love of the ocean and of the beautiful ship we were so lucky to be on. I also developed a deep appreciation for my surroundings amazing sunsets that brought a tear to the eye, magnificent landscapes, beautiful starry skies and an ocean that you could stare at for hours without getting bored."

- Katie -

wanderer'. From December to March, in the Southern summer, the EUROPA sails to the Antarctic Peninsula. In the Northern summer EUROPA participates in the Tall Ships races, 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. In many of the ports we visit during the year it is possible to embark the

ship and sail with us, either for a short voyage or a full ocean crossing.

No sailing experience needed

One hour on board the Bark EUROPA and it will instantly be clear: "teamwork" 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. Everyone on board will be assigned to the watch system to navigate and steer the ship and to hoist and lower the sails.

Sailing experience is not required. The permanent crew is happy to explain everything about navigation, sail handling, square rig sailing and more. This

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 m2
Engines:	2 x 365 hp
Call sign:	PDZS





will be done in a “Dutch” easy going style, without yelling, blowing whistles and so on. Also, you will find no uniforms on the Bark EUROPA. 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.

Life on board

Bark Europa is a sailtraining ship and you are part of the voyage crew. As voyage crew you are taking

part in a watch system. Everyone is welcome to take the helm, set sails, assist with manoeuvres, climb the rigging, be on look out, furl 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. During the visits of Antarctica and South Georgia the watchsystem is down to a voluntary anchorwatch at night, so you are able to get the most from your visits ashore.

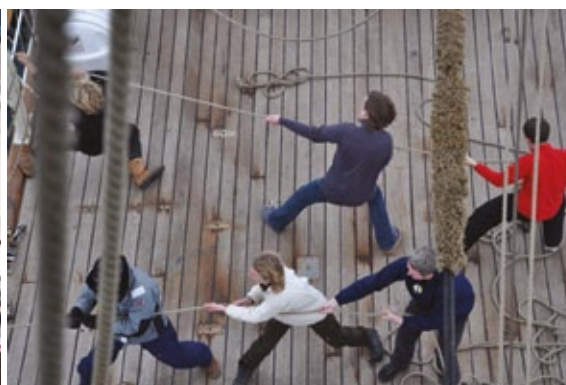
Although a part of the permanent crew is Dutch,



usually you will find various nationalities among them. Our crew and guests are international and from all ages.

The common language on board is English.

As one team you will sail to new horizons and experience all aspects of a sailor's life on board: The wind, the sea, new friends and adventure. Creating new friendships with people from all over the world and having the time of your life, that is what sailing on board EUROPA is all about.





DESTINATIONS

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. 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, sheathbills, 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 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.



SOUTH GEORGIA

Flora and fauna

South Georgia belongs to the sub-Antarctic islands that surround Antarctica. It is 120 kilometres long and 32 kilometres wide. It is rocky, geologically an offshoot of the Andes. Besides the highest mountain 'Mount Paget' (2.934 metres), 12 other peaks of more than 2000 metres high arise. There are 150 glaciers that offshoot in spectacular fjords.

There is an extremely rich animal life. Seals, penguins and seabirds live in the seas around



Antarctica and look for a place on land to raise their young. Because only a small area of Antarctica is not covered by ice, many animals choose the safe beaches and cliffs of a Sub Antarctic island such as South Georgia. Especially Wandering Albatrosses



and Black-browed Albatrosses are commonly seen. South Georgia is home to different species of penguins. Sometimes we will see the Macaroni and Gentoo Penguin. The most common is the King Penguin. On the whole island there are around 30 rookeries with a population of over 400,000 pairs. In addition to this we will also see rookeries of Chinstrap Penguins.

South Georgia is home to 95 percent of the world population of Fur Seals, 1.8 million at present. Groups of Elephant Seals, some 300,000 on South Georgia, occupy the beaches. Fortunately more Humpbacks have been sighted in recent years. The sea is full of krill here, the food for these baleen whales. Other kinds of whales, such as Killer and Fin Whales have been seen occasionally.

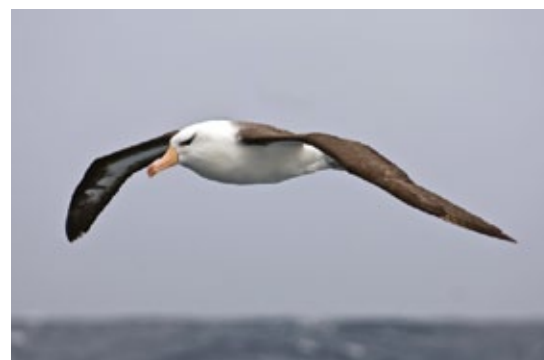
In the past South Georgia was famous for its whales, witness the whaling stations, which are still there. In 1910 Norwegian whaling companies introduced reindeer, for sport and to serve as food. There are still some 2000 left, but each year after a harsh winter their number drops.

Vegetation, like tussock grasses but also some other species is only to be found in the low coastal areas. South Georgia boasts 26 (native) species of plants. Furthermore, there are various herbs, as well as rushes and over 125 different species of mosses. Striking are the Red Burnet and the Yellow Antarctic Buttercup.

Shallow coastal waters are filled with three species of kelp; it is the place where young fishes find their food. This flora is related to that of the Falkland Islands and southern South America. There are fewer species because of the long way seeds have to travel across the sea.

History

In 1775 Captain Cook was the first to land on South Georgia; he claimed the island in the name of King George III. South Georgia is British territory, but has also been claimed by Argentina. At present the governor of the Falkland Islands administers the island.



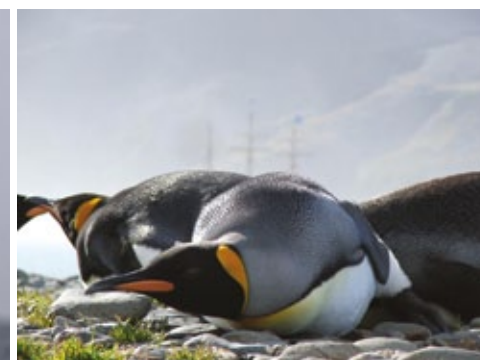
In 1904 in Grytviken a large Norwegian whaling station was established and a number of people lived of the processing of whale oil. In the sixties the whaling industry collapsed and the whaling stations were deserted.

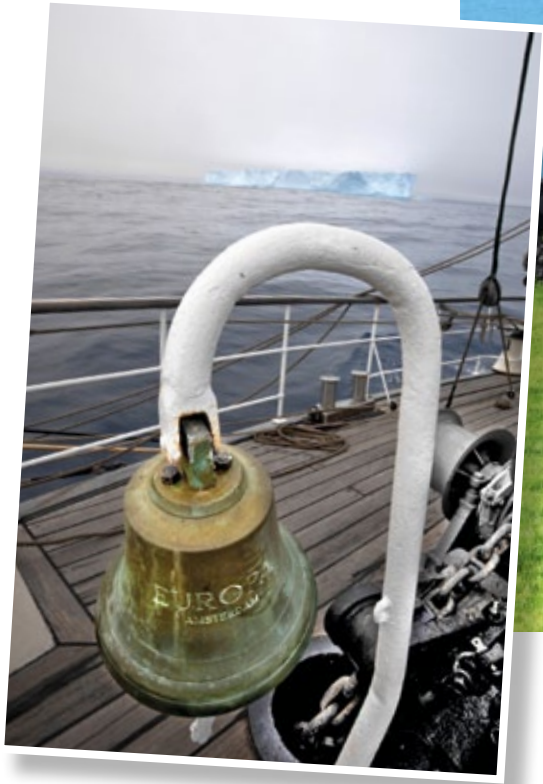
Many of us have heard the incredible story of Sir Ernest Shackleton, who in 1916 crossed the island looking for help for the crew of his *Endurance*, stranded on Elephant Island. While waiting for help, the crew survived by eating the meat of penguins and seals.

TRISTAN DA CUNHA

Flora and fauna

The 40 kilometres of coastline is exposed to the storm tossed seas, comprising magnificent basalt cliffs, some rising steeply to 600 meters. The vegetation is lush and green, with a dominance of grasses, mosses, ferns and low bushes. Due to human activities, the seabird fauna of Tristan has been severely depleted. Its neighbouring islands, Inaccessible and Nightingale are an ornithologists dream, with fourteen different types of petrels, including Great Shearwater, prions





and other storm petrels, Rockhopper Penguins, Yellow-nosed Albatross and the Wandering Albatross. Also two endemic finches and a thrush. In addition, Inaccessible has the diminutive Inaccessible Rail, the smallest flightless bird in the world. Inaccessible has been declared a strict nature reserve.

On Nightingale the islanders are still allowed to harvest the eggs and chicks of the shearwaters. The

surrounding seas are rich in fish, providing Tristan da Cunha with one of its main sources of revenue - crayfish. Caught and deep-frozen, the crayfish is shipped via South Africa to the United States and Japan, where it is much appreciated as a delicacy. Elephant Seals and Fur Seals, whose populations are now recovering after the massacres in the previous century, visit the beaches of the Tristan group. Shallow waters around the islands are the playground for the Southern Right Whale.



History

In 1506 the Portuguese explorer Tristan da Cunha, when sailing from Brazil to Cape of Good Hope, discovered what is now the most remote inhabited island on Earth. However, he found it was impossible to land, as the sea was tempestuous. The first settler to arrive on the island was an American - Captain Jonathan Lambert - who landed in 1811 and promptly declared absolute possession of the island of Tristan da Cunha. Unfortunately he drowned while fishing in 1812 together with 2 other men. In 1816, the British annexed the island and set up a garrison as a

precaution against the French who, it was thought, were planning to rescue Napoleon from exile on the island of St Helena.

In the end it was Corporal William Glass from Kelso in Scotland, who is regarded as the founder of the present community. Following a tour of duty with the garrison, he returned with his coloured wife, their two children and two companions. They made up the total of six inhabitants after the garrison had finally departed.

The community was still no more than eleven flax thatched cottages built from blocks of volcanic rock when, in 1867, HRH Prince Alfred, Duke of Edinburgh and second son of Victoria, visited the island while voyaging round the world and gave the settlement of Edinburgh its present name.

The Settlement of Edinburgh now numbers just under 300 proud and hospitable people with only seven surnames among them. Through the islander's veins flows the blood of English sailors from Nelson's fleet, Americans, Italians, Dutch and mulattos from St Helena and South Africa. English is the native tongue, albeit a slightly strange, preserved Georgian dialect laced with a few early Americanisms. In 1961 a dramatic volcanic eruption forced the evacuation of the entire island, they were taken to what we glibly refer to as 'civilisation'.

Almost all chose to return to the island when the eruption was over. Life in Tristan da Cunha has strong family loyalties and high moral standards. Crime is unknown, unemployment is non-existent. This is called "the remotest island in the world". Administratively, the Tristan group is a dependency of the British colony Saint Helena. Tristan can only be reached by ship, usually about six times a year.



DESCRIPTION OF THE CAPE TO CAPE EXPEDITION

These voyage details are partly based on experiences of previous expeditions which EUROPA undertook to Antarctica, South Georgia and crossing the oceans. This description is only an example of what the voyage may look like. In the past it has happened that we were not able to visit a location. Waiting for better weather doesn't work, it would only mean we would run out of

time later during the voyage.

It is important to note that all activities are subject to the weather, swell and ice conditions, and that is necessary to be flexible with timings and the program. Dates, places and landing sites are subject to change.

Guides on board

During the Antarctica expeditions there will be a guide on board the Bark EUROPA. He/she knows the areas 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.

This voyage is the perfect combination for guests who wish to admire nature on some of the most remote

places of the earth and experience nature on the wide open ocean during the longer periods sailing on sea.

USHUAIA, ARGENTINA – CAPE TOWN

27TH FEBRUARY – 19TH APRIL 2015

The last voyage of Europa's Antarctic season "The Cape to Cape voyage" is an adventure for all nature and sailing lovers. The places where we land offer a remarkable wildlife with unique species, sometimes in surprising quantities. Our voyage offers all nature lovers a special opportunity to meet with some of the most unspoiled environments of this world. During this 52-day voyage we will visit a number of remarkable areas like the South Shetland Islands, the Antarctic Peninsula and the Weddell Sea with her many icebergs. After our visit to Antarctica we will sail towards the sub-Antarctic island South Georgia with its spectacular scenery and outstanding wildlife. Furthermore we plan to visit the remotest inhabited island of the world: Tristan da Cunha. Here, in the middle of the Atlantic Ocean, lives a small community on top of an active volcano. Our voyage ends in the South African capital Cape Town.

It is also a real sailing trip that involves the crossing of the Drake Passage and the Atlantic Ocean, under sail whenever possible. During the many sailing days, we will be part of the watch system, fulfilling sailing duties on board: steering, lookout and sail handling. We will also enjoy the lecture program put together by our guides and crew for the whole trip. Some subjects covered during these talks are about the rigging, the lines, the different sails, navigation concepts and rope work. During the natural history talks we will learn to see the difference between various species of birds, including the mighty albatrosses, like the Black-browed, Wandering and Light Mantled Sooty Albatross.

In this way, during the voyage, you will be developing sail handling skills and expanding your knowledge on wildlife, history, glaciology, meteorology and other topics related with our trip.

DAY 1 SIGNING ON IN USHUAIA

The trip, starts in Ushuaia, capital of the Argentine province of Tierra del Fuego and commonly regarded as the southernmost city in the world. 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.

The scenery around the touristic city is outstanding, as the rugged spine of the Andes Mountains spanning the entire length of the South American continent, comes right down to meet the sea here at the southern tip of Chile and Argentina.

After signing on and taking your luggage to your



cabin, the captain and expedition leader will introduce themselves, the crew and talk about our plans. Then you will enjoy your first meal on board, followed by a short talk by the guides on "Life on board the Europa" to familiarize you with the ship. Usually we will stay in port overnight, but occasionally we already depart during the night.

DAY 2 BEAGLE CHANNEL

After our first night on board, we cast off our mooring lines early in the morning and start sailing the Beagle Channel. This channel is named after Robert Fitzroy's ship, whose second voyage here brought along a solitary guest acting as the naturalist on board, a young man who would revolutionise the way we view the world - Charles Darwin. The Channel was also defined as the southern border between Chile and Argentina during the 1881 Boundary Treaty. Once on our way, we will conduct a mandatory safety drill, followed by several introductory talks by the crew to further familiarize you with the ship and her many lines, the watch system and your tasks on board.

DAY 3 TILL 6 DRAKE PASSAGE

During the night we will enter the famed stretch of 450 nautical miles known as the Drake Passage - a wild part of the Southern Ocean with a fierce reputation. The sailing journey to our first destination - the South Shetland Islands - is going to take around four days.

The winds through the Drake Passage are predominantly from the west and usually are most intense in the northern half. Low-pressure systems formed in the Pacific Ocean traverse the passage towards the southern end. As we sail south, we realise that the surface water temperature gradually drops down, until a sudden change occurs in an area close to the 60°S, where the cold Antarctic waters meet the temperate Subantarctic ones. This transitional zone is known as

the Antarctic Convergence. We are getting closer to Antarctica!

As we sail southwards, the increasing number of icebergs is an unmistakable sign that we are approaching this icy continent. The large ones are visible on the ship's radar, but the smaller bergy bits and growlers are not, hence the necessity of keeping a good lookout to avoid them! Fortunately, the nights are short during the austral summer.

DAY 7 TILL 9 SOUTH SHETLAND ISLANDS AND DECEPTION ISLAND

Soon we will spot the South Shetland Islands, our first destination in Antarctica. Some examples of islands we may visit of the South Shetland archipelago could include Barrientos, Half Moon, Greenwich or Livingston Island. All of them are home to impressive penguin rookeries, including Gentoo and Chinstrap penguins and several species of other birds and seals. When we arrive in Antarctica the watch system for voyage crew is discontinued for a while so everybody can enjoy the most of landings on shore. South Shetlands geology is also very interesting, as sedimentary layers rich with fossils are mixed with posterior volcanism. A beautiful example is Edinburgh Hill, a cliff rising vertically out of the water, where a closer look reveals its beauty - a classic columnar basalt formation rising



nearly 150 metres straight out of the sea. The columns are deformed into a smooth bellied curve, with their soft grey colour posing a striking contrast to the bright glaciers surrounding it.



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.

Weather depending we can spend between two or three days in this area, and afterwards we plan to leave

to the Weddell Sea, sailing across the Bransfield Strait to the icy Antarctic Sound. This strait was named after the wrecked ship of the Swedish Antarctic Expedition of 1902 lead by the Swedish geologist Otto Nordenskjöld.

DAY 10 TILL 13 WEDDELL SEA

The Weddell Sea is known as an area where the breaking off of vast ice shelves produce large tabular icebergs. These huge icebergs drift away with the currents and winds, offering a magnificent view to lucky observers. The weather, the winds and the state of the sea dictate our sailing, speed and progress. But especially in Weddell Sea, the ice conditions play a key role on our scheduling. The last few years there was simply too much ice to pass the Antarctic Sound and we alternatively spend some extra days on the Antarctic peninsula.

The captain and the expedition leader will try to find the best places to anchor, land or cruise between the icebergs and pack ice. We may encounter Gentoo and Adelie penguins on our way and have the chance of sighting the rare Snow and Antarctic Petrels. Furthermore, we hope to see Weddell, Leopard, Crab-eater and Elephant seals, and if we keep a good eye on the sea, there is a chance to spot Minke and Humpback

whales, or if we're very lucky, even a pod of Orcas!

Many of us have read the incredible story of Sir Ernest Shackleton. From now on we will follow his steps to South Georgia. About 90 years ago in this area, an epic journey of survival and endurance started. Ernest Shackleton's ship, the *Endurance*, was crushed by the pack ice and sank in the Weddell Sea. After a tough journey on the pack ice and sailing to Elephant Island using their small sloops, Shackleton and his men managed to land on this rocky island. But no help was to be found there, so he decided to sail all the way to South Georgia with a handful of his crew on board the sloop *James Caird*. After 17 days, they landed on the western coast of the island. From there, they had to undertake a strenuous and dangerous alpine crossing to the other side of South Georgia, where the whaling station Stromness was located. There, finally were back in civilisation and safety. Shackleton still had to rescue the rest of his crew from Elephant Island. That enterprise took several attempts before he finally succeeded.

In the evening of the 13th day of our trip we leave the Weddell Sea and start our sail towards South Georgia. Depending on our progress under sail, we may

approach Elephant Island on our way. If the sea conditions and weather are not too rough, it's worth to have a closer look at this barren and inhospitable island.

DAY 14 TILL 20 SAILING TO SOUTH GEORGIA

The sailing to South Georgia "in the wake of the *James Caird*" will probably take place between the day 14th and 20th of our trip, always trying to make progress under sail. Every day at sea is different. We will learn to see the difference between the Black browed Albatrosses and Light-mantled Albatrosses. Nature decides the daily work on board. Then, on the horizon the ice-covered mountains of this Sub Antarctic Island will be visible.

DAY 21 TILL 26 SOUTH GEORGIA

Once in South Georgia, we count on approximately six days to enjoy this remote and spectacular oasis in the Southern Ocean, offering one of the best wildlife spectacles on earth.

The island is well known for its changeable weather and harsh conditions, located as it is in the middle of the Scotia Sea and completely exposed to the weather systems passing by, predominantly from west to east. It



is for this reason, that the chances for visits ashore are highly dependant on the weather and sea conditions. During this week, we will have the opportunity to make several landfalls exploring the impressive landscapes that the island offers. We will try on several occasions to visit a variety of different landing sites, mixing activities themed on history, wildlife, glaciology and geology. For example, we may visit some derelict whaling stations from the golden age of whaling in the Antarctic area at the beginning of the 20th century (keeping a safety perimeter of 200m around the remains). Also, we could have the opportunity to visit Wandering Albatross nesting colonies where strict rules apply. The incredibly vast King Penguin rookeries spreading over the beaches and lower slopes of the mountainous landscape provide another highlight we hope to enjoy. Other penguin colonies may be visited, including those of the Macaroni penguins. But we need to have in mind that usually they nest in swell exposed areas amongst





steep cliffs, making their colonies difficult to reach. If the weather allows us, we also plan to do some hikes, for example one following Ernest Shackleton's footsteps on the last part of his epic crossing of the whole island. We may pay a visit to his grave in Grytviken, where he lies side by side with his right hand during their expedition, Frank Wild. There we have the opportunity to walk around the whaling station, which has been taken care of, cleaned and prepared for visitors. In Grytviken, we can also visit the station's interesting museum on the natural history of the island and its whaling era.

On the island's shores, we can also find several shipwrecks, like that of the Bayard. She was a fully rigged ship - one of the first to be built of steel in 1864 in Liverpool. In 1911 she was blown from her moorings and, despite rescue efforts, ran hard aground. This was the very same year the Bark Europa was launched.

DAY 27 TILL 37 RETURN TO THE OCEAN

After finishing our visit to South Georgia, we will steer the Europa back into open oceanic waters. Even more than during the previous weeks the wind will determine our course, but if winds are from the right direction we will try to visit the most remote island of







the world Tristan da Cunha.

As far as our eyes can see, open ocean spreads all the way to the horizon and beyond. On our way we cross again the Antarctic Converge and soon we will be sailing on temperate waters. At that point we leave the Southern Ocean, where we have been since the beginning of our trip, and start sailing the South Atlantic. We will sail through the Furious Fifties to the Roaring



Forties, where the winds usually blow continuously. This often keeps the watches active, helping the permanent crew with steering the ship, setting, taking away and furling sails.

"The Phoenicians had a proverb: "days spent at sea are not deducted from your allotted life span".

- RICHARD -

After sailing for about 12 days in this vastness of water, we shall spot the outlines of a very special group of volcanic islands – the Tristan da Cunha archipelago.

DAY 38/39 TRISTAN DA CUNHA

Tristan da Cunha is part of the British overseas territory. With a small community of about 270 Tristanians and over 2400 kilometers from any other civilization, Tristan da Cunha as the largest of the four islands, is considered the most remote inhabited place on earth! Anchoring close to the small harbor of Edinburgh of the Seven Seas - Tristan's only settlement – we hope to pay this fascinating place a visit. However, we need to be lucky to land our zodiacs at the jetty. The harbor is in no way protected from the elements! Due to Tristan's position in the middle of the Southern Atlantic Ocean and steep coastline, it is fully exposed

to open ocean swell and strong winds. Some seasons, hardly any of the visiting ships are fortunate enough to land. Should the weather be in our favor, we hope to enjoy various activities organized by Tristan's local guides, like tours of the settlement, long hikes up to the base or peak of the volcanic cone or a shorter walk to the 1961 volcanic crater, where the last eruption took place. The islanders also offer to take us fishing or to play golf on their "world's most remote golf course". The archipelago's extreme isolation has lead to a very unique plant and wildlife community. Many species are endemic, meaning they are found only on these islands and nowhere else in the world. Weather permitting, we may visit one of the archipelago's small outer islands, Nightingale or Inaccessible Island before starting our way to Cape Town.

SAILING TO CAPE TOWN

After this short break from sailing and the sea we return to the ocean for another 12 days. Back to oceanic sailing, our progress will depend once again on the weather's mood. We will experience our transoceanic sailing trip in the same style as the sailors in historic times.

The last part of the expedition to Cape Town is 1510 NM. The predominant winds are still westerly. Everyone is adjusted to the ship and experienced with the sea in his own way. The ocean is different for the birdwatcher, the biologist, clerk, or sailor. It depends on what you are looking for. The sea is a sea from enthusiastic stories, a sea that you deal with carefully and with respect.

We come close to the Cape of Good Hope and now we sometimes see other ships on the horizon.

Chris: "From the crew we've learned it is possible to do anything two ways, whether a 52 day ocean voyage



or and hour long work meeting. You can do it with dignity, kindness and good humour or with ruthless ambition, self-interest and greed, allowing the world to sweep you away like a Southern Ocean wind. A simple choice really, there are no promises - the effort brings its own reward."

After arrival in Cape Town we will berth in the harbor. of Cape Town. Seals are playing and taking a sunbath on the piers. On 19th April it is time to say goodbye to each other and the ship. At 9 a.m. we sign off. The return home has started and the EUROPA begins a new chapter. The ship shall go to the shipyard for

maintenance. After a long ocean voyage many memories remain. Memories of a cold but favourable wind, long-distance birds on deck, groups of dolphins, petrels staying over for one night, skuas waiting for something to eat, a humpback waving farewell with his tail, a growing moon, but more than anything, memories of a group of people sailing this deep water sailing ship together to another continent.

"When I embarked on Europa it felt like going back into a calm and peaceful time period. The scenery at departing was an exhilarating feeling for the voyage ahead.

After a few days of sailing the trainee crew from all over the world has become accustomed to life on board and enjoys this wonderful adventure."

- CECILE -





SHIP'S ACCOMMODATION



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

Various places for relaxing

The ship was built in 1911 in Hamburg (Germany) and fully rebuilt and re-rigged in 1994 in Amsterdam (the Netherlands). The paneled interior contains different places for sitting down and relaxing: deckhouse with a well-equipped bar, a lounge for meals and entertainment, a well stocked library and comfortable cabins with en suite shower and toilet. 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.

Meals on board

An experienced cook and cook's assistant will prepare three meals a day. The general meal times

on board are:

Breakfast: 07:00 – 09:00
Lunch: 13:00
Dinner: 19:00
Coffee and tea: 10:00, 14:00, 16:00, 20:00
Baking of bread and cookies is done at night.
At sea, midnight snacks are prepared, usually during the dog watch (24:00-04:00)

Safety

The EUROPA is a very solidly built ship. 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. The Royal Dutch Meteorological Institute, the

KNMI, selected the ship to monitor the weather whilst at sea. They 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 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.

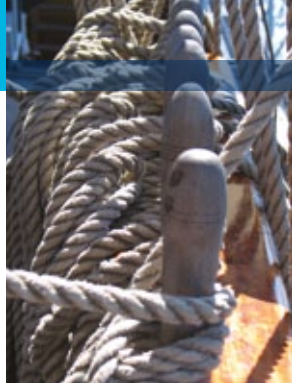
The EUROPA's navigational and communication equipment comprises radar, a compass (in the wheelhouse, on deck and in the rescue boat), a satellite navigation system, an echo sounder,

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.

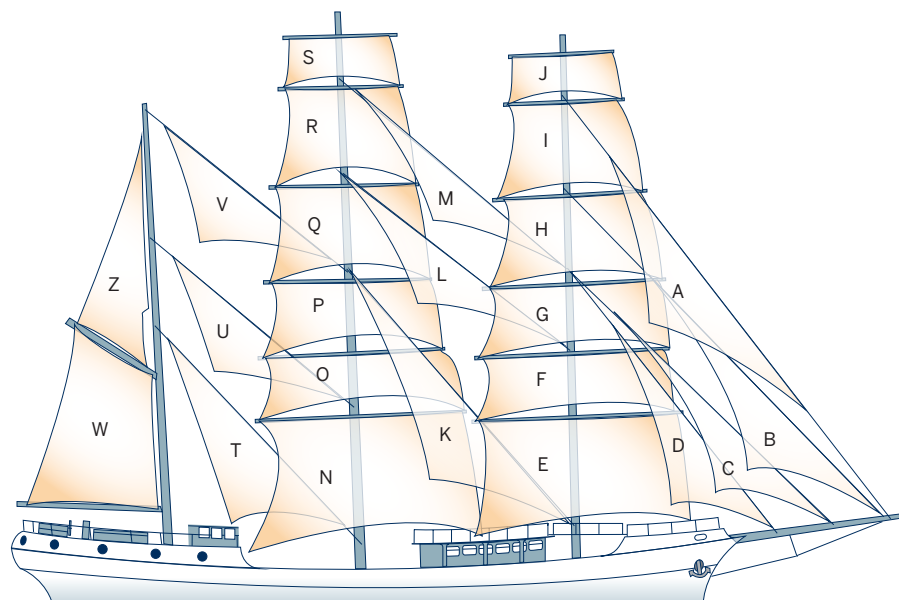
Food stores will be taken on board just before our departure. We will also take on board 20,000 litres of diesel to fuel the heater, the generators and the two main engines. The ship has a power supply of 220V AC (50 Hz). The plugs on board are as used on the European continent (two-pins).





PINS AND LINES

If you want to familiarize yourself with the sails, pins and lines [please download the Pin Rail Diagram](http://www.barkeuropa.com) on our website www.barkeuropa.com. If you do not want to study before hand, no worries! Once on board everything will be explained from the beginning.



Headrig

- A. Flying Jib
- B. Outer Jib
- C. Inner Jib
- D. Fore Topmast Staysail

Fore mast

- E. Foresail / Forecourse
- F. Fore Lower Topsail
- G. Fore Upper Topsail
- H. Fore Topgallant

- I. Fore Royal
- J. Fore Skysail

Main mast

- K. Main Topmast Staysail
- L. Main Topgallant Staysail
- M. Main Royal Staysail
- N. Main Sail / Main Course
- O. Main Lower Topsail
- P. Main Upper Topsail

- Q. Main Topgallant
- R. Main Royal
- S. Main Skysail

Mizzen mast

- T. Mizzen Staysail
- U. Mizzen Top Staysail
- V. Mizzen Topgallant Staysail
- W. Mizzen
- Z. Gaff Topsail





THE WATCH SYSTEM

The Europa sails 24 hours a day, seven days a week. Sail handling can happen at any moment, so the crew takes turns in being a wake and sailing the ship.

The Bark EUROPA is registered as a sail training ship and as such you will be mustered as voyage crew. 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.

During our visits of Antarctica and South Georgia there is only a voluntary anchor watch. This allows you to get the most of your landings in Antarctica and South Georgia.

Permanent crew

The permanent crew is divided in two watches, called Port and Starboard. Depending on the Captain in charge, the crew follows a watch system divided in four shifts of six hours (six-on-six-off) during 24 hours or the Swedish Watch system. These Swedish watches work alternating shifts of four hours during the night (2000 – 0800 hrs) and six during the day (0800 – 2000 hrs).



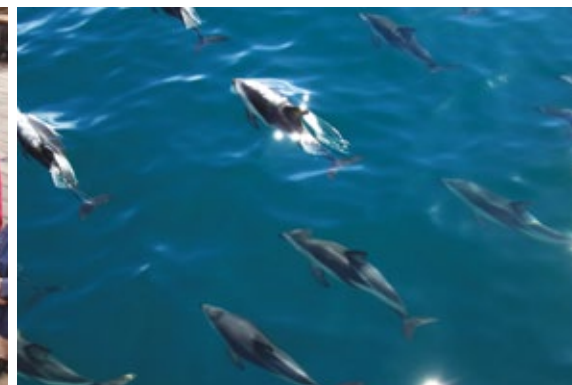
Haul Away	Pull on the rope hand over hand or by sweating
2, 6, HEAVE	Everybody pulls together on HEAVE!
Ease away	Ease the line slowly at first with a turn around the pin.
Hold / Stop	Stop Hauling or Easing.
Cast Off / Let Fly	Take the line off the pin and let it run out on its own.
One step Forward	With the line in your hands, take one step towards the pin.
Come Up / Let Go	Toss the line forwards, out of your hands QUICKLY.
Make Fast / Belay	Belay the line to the pin or cleat.
Stand-By	Get the line ready by taking off the coil and bring it down to one turn on the pin. Wait.
Coil down	Coil up all the lines that are on deck and hang them nicely on the pins.

Voyage crew/ trainees

The trainees are encouraged to participate in a three-watch system, with four hours on and eight hours off and a split 'platvoets'. Following this system you will have watch at different times every day so you will see a sunrise one day and a sunset the next. The watches are named after the colours of the Dutch flag and follow up in the same sequence. While on watch you will take turns at the helm, stand lookout and help with sail handling and maintenance.

Wake ups for your watch

If going on watch you will be woken in sufficient time to have some food, or in the night to get some coffee, and enough time for a handover from the previous watch. When you wake up the next watch it is important to pass on general information like what time it is, and what the weather is like so that they can dress appropriate to the conditions on deck. If needed, some extra encouragement can motivate slow risers like "we're under full sail", "full moon", "pancakes for breakfast", "it's finally stopped raining!" Before knocking off watch make sure everyone you woke up has made it out of their cabins and has not drifted off again.



PRACTICAL INFORMATION

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.

Recommended packing list

- Documents Bring vital documents in your carry-on luggage but keep photocopies in your luggage.
- Passport Please check the requirements for your own nationality.
- Visa It is important that you check with your own embassy for visa and vaccination requirements pertaining to each country you visit during your voyage on board EUROPA. Arranging the right travel documents/visa remains your own responsibility. So in case of any doubt please contact your local consulate or embassy to arrange the correct visa.
- Luggage Suitcases take up a lot of space in your

cabin and cannot be stowed, so we ask you only to use sturdy but soft luggage bags.

- Baggage Allowance and Recommendations To avoid excess baggage charges on international and domestic flights, check with your ticketing agent about luggage restrictions.
- Luggage labels Please make sure that your luggage is clearly labelled with your name and destination on the outside of your luggage and also put a second label or big piece of paper inside your luggage with detailed information. Also mention the ship's name and phone number.
- A small rucksack (daypack) or shoulder bag is handy for walks ashore to store your gear waterproof if possible or put your kit in an inner bag that is waterproof and sealed.
- Certificates of medical and travel insurance.
- Phone number of the EUROPA in case of delay on the day of embarkation (Dutch)
- Ships' Dutch cell phone: +31-6-51 180 679
- A Printout of email addresses and telephone-numbers of loved ones at home. (See communication)



Clothing

- Wind en watertight gear. Sailing jackets with high collar are great, but it is even more important that it is waterproof. It is not necessary to buy the most expensive gear.

- On board and ashore it is common to wear casual clothing.
- Layering for warmth is the best approach. Loose layers will trap a film of insulating air to keep you warm. And when the sun comes out you can easily adapt your clothing. Staying warm, dry and comfortable will allow you to maximize the enjoyment of your experience.
- Ashore, lightweight waterproofs are handy.
- Please note that you will also spend time indoors, where you can wear regular pants and a shirt
- Thermal underwear, including long johns, waterproof sailing gear
- Waterproof gloves more than one pair
- Woollen or fleece hat
- Shoes for use on deck 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. 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.
- Enough clothes for the whole voyage. This voyage the weather will vary from cold to warm. Weather: www.wunderground.com and <http://passageweather.com>
- Swimwear
- Warm pyjamas
- Comfortable shoes
- Socks, underwear, nightwear
- Extra pair of prescription glasses or contact lenses.
- Sunglasses (uv filter) and sunscreen.
- Swimming clothes
- Personal medication
- Toiletries and small medical supplies (aspirin, band aids)
- Photo and film equipment, spare (rechargeable) batteries, memory cards Bring twice as much storage as you think you might need! In case you bring your own laptop along: empty CD's or a spare memory stick to store your photographs onto.

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

- Binoculars for whale- and birdwatching.
- Electricity on board is 220Volt/50Hertz, standard European plugs with two circular metal pins:



- Wall socket adapter

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.
- Towels will be provided too.
- 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 large amounts of food,

drinks or any alcoholic beverages on board.

- Jewellery and other valuables.

Other facilities on board

- 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 there are many books about maritime history, but there is also a wide collection of novels (in Dutch and English)

Eating and drinking

We do not sell chocolate, snacks, cigarettes etc. on board. You are welcome to bring your personal supply with you, but ask you to keep in mind that we try to limit the amount of garbage on board. Please do not bring your own bottles and cans with drinks or large amounts of food.

Sleeping

Your bunk has a duvet with cover, one pillow with pillowcase and a sheet, so you do not need to bring a sleeping bag. Towels will be provided too.

Note: If you sleep light you might like to think about taking ear plugs.

Bring enough medication

If you have or have had a disorder or sickness for



which you use medication we ask you to inform us in advance and we kindly ask you to bring enough medication for the entire voyage. If you have questions about a specific health problem, we advise you to get in touch with the office. We can put you in contact with one of the ship's doctors.

Medical evacuation

When undertaking a voyage at sea you are sometimes several days or even weeks of sailing away from the inhabited world. It is important to realize that extensive medical care is not available. On board there are crew members with a medical training and we have an emergency hospital with a number of medicines and wound dressings. Our guests are further advised that medical evacuation, if available, is expensive, and that we strongly recommend that you have medical insurance and/or travel insurance that will reimburse you for this cost.

Seasickness

A sailing ship under sail is steadier in the water in strong winds than a motor vessel. Nevertheless some people on board will get seasick. Most will get used to the motion of the ship after one day. Healthy eating and sleep are the best ways to prevent seasickness. If you fear that you might be susceptible to seasickness, you can take anti-seasickness pills. Please buy these before you leave home. We advise Primatour or Cinerazine. We don't recommend strong pills or plasters to stick behind your ear.

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.

Please do not bring any jewellery or other valuables. 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. There is no internet connection on board.

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, but with a low maximum withdrawal per day. On shore in Ushuaia you can pay in Dollars or Pesos. Allowance should be made for personal expenditures during occasional onshore visits. In South Georgia and Tristan da Cunha the British Pound is the official currency.



BOOK THE VOYAGE

Dates and fares

Embarkation 27th February 2015 in Ushuaia, Argentina

Disembarkation 19th April 2015 in Cape Town, South-Africa

€ 7.275,- Per person in a 4/5 person cabin

€ 8.375,- Per person in a two person cabin

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

Flights

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. 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

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.

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.

In addition to this voyage we have two other expeditions in the 2014-2015 season

ANT1-241114 24-day Antarctica expedition from Punta Arenas

Starting this voyage in Punta Arenas, Chile, we will visit the Chilean Fjords before heading to the White Continent. Our route will depend on wind and weather, but if we are lucky we may even visit Cape Horn. This 24 day voyage will end in Ushuaia. Embarkation in Punta Arenas, Chile on 24th November 2014 at 5PM. Disembarkation in Ushuaia on 17th December 2014. Fare € 6.150,- per person in a 4/5 person cabin and € 7.350,- per person in a two person cabin. Please contact the office for more information.

ANT2 ANT3 & ANT 4– 22-day Antarctica Expedition

During these voyages the ship stays on the West side of the Antarctic Peninsula. Discover the South Shetland Islands with a rich and crowded animal life and Deception Island with the biggest chin stripe penguin colony and geothermic warm water. Further South we sail through enormous ice masses and an Adelie penguin colony will be visited. This voyage is ideal for sailing and bird lovers, for photographers, artists and nature admirers. Embarkation in December, January and February 2015 in Ushuaia, Argentina Disembarkation in Ushuaia, Argentina. Fare € 6.150,- per person and € 7.350,- per person in a two person cabin. Please ask the office for more information.

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



7. 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 written with 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.

