

POLAR ADVENTURES

Schiffs- und Flug- Expeditionen
in Arktis und Antarktis



Antarktis Expeditions-Seereisen

SV BARK EUROPA

POLARADVENTURES Schiffs- und Flug-Expeditionen in Arktis und Antarktis
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POLAR ADVENTURES

Schiffs- und Flug- Expeditionen
in Arktis und Antarktis

Saison 2024-25

Reederei Direkt-Angebote

**ab-bis Hafen für individuelle
Planungen**

**alle Abfahrten der Saison inkl.
englischsprachiger Termine**

AROUND CAPE HORN

FROM	TILL	DAYS	EMBARKATION	DISEMBARKATION	DESCRIPTION	AGE 15-35	AGE 35+	
06 SEP' 24	-	31 OCT' 24	56	NOUMÉA, NEW CALEDONIA 17:00	PORT STANLEY, FALKLAND ISLANDS/LAS MALVINAS 09:00	NEW CALEDONIA - FALKLAND ISLANDS/LAS MALVINAS Embark on an extraordinary 56- day crossing from New Caledonia to Las Malvinas/the Falkland Islands, a voyage that offers a true test of endurance and seamanship. Sailing from 50 degrees south in the Pacific Ocean to 50 degrees south in the Atlantic Ocean, we'll aim to achieve an official rounding of Cape Horn. 2-person cabin 15-35 €9.520,- (Fully booked) 2-person cabin 36+ €10.640,- (Fully booked)	€8.120,- FULLY BOOKED	€9.240,- FULLY BOOKED

ANTARCTICA EXPEDITIONS 2024/2025

FROM	TILL	DAYS	EMBARKATION	DISEMBARKATION	DESCRIPTION	PRICE 4/6 P CABIN	PRICE 2P CABIN
02 NOV' 24	-	13 DEC' 24	42	FALKLANDS / ISLAS MALVINAS, 17:00H	USHUAIA, ARG, 09:00H	ANT 1 SCOTIA ARC EXPEDITION* An adventurous 42 day expedition to South Georgia and Antarctica	€15.120,- €17.850,-
15 DEC' 24	-	05 JAN' 25	22	USHUAIA, ARG, 17:00H	USHUAIA, ARG, 09:00H	ANT 2 - 22 DAY EXPEDITION TO ANTARCTICA Experience the unique landscape of Antarctica.	€13.200,- €14.960,-
07 JAN' 25	-	28 JAN' 25	22	USHUAIA, ARG, 17:00H	USHUAIA, ARG, 09:00H	ANT3 - 22 DAY EXPEDITION TO ANTARCTICA Experience the unique landscape of Antarctica.	€13.200,- FULLY BOOKED
30 JAN' 25	-	20 FEB' 25	22	USHUAIA, ARG, 17:00H	USHUAIA, ARG, 09:00H	ANT4 - 22 DAY EXPEDITION TO ANTARCTICA Experience the unique landscape of Antarctica	€13.200,- FULLY BOOKED
24 FEB' 25	-	16 APR' 25	52	USHUAIA, ARG, 17:00H	CAPE TOWN, SA, 09:00H	CAPE TO CAPE 52 DAY EXPEDITION* A true oceancrossing with visits to Antarctica, South Georgia and Tristan da Cunha.	€17.680,- €21.060,-

* Fares excluding landing fees for South Georgia and/or Falklands / Las Malvinas and Tristan da Cunha

Bark Europa

OCEAN WANDERER

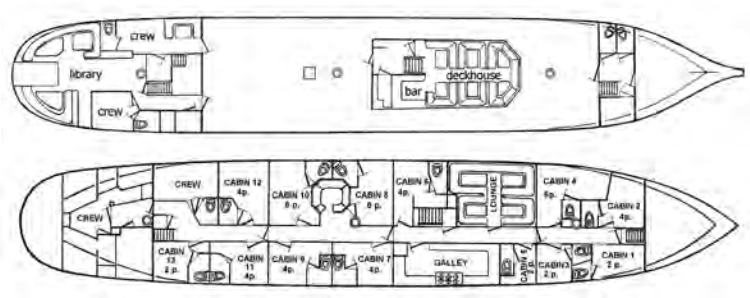


THE BARK EUROPA

Ocean Sailing

Since the year 2000, the Bark EUROPA has been crossing oceans and seas on a regular basis and has the reputation of being a ship that really sails. Our voyages bring us to remote islands and cities all over the world, giving you the possibility to step on board halfway through a long ocean crossing.

Bark EUROPA follows the favourable winds of traditional sailing routes. This has brought her to all continents, sailing the Atlantic, Pacific and Indian Ocean, thus earning her nickname 'Ocean Wanderer'. From December to March, in the Southern hemisphere summer, the EUROPA conducts expeditions to the Antarctic Peninsula. The EUROPA also 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 thousands of spectators. Our crew and guests are international and of different ages, united in their search for adventure and new experiences.



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 -

Life on board

Upon embarkation, everyone on board is assigned to a watch in a rotating system. As a trainee on board EUROPA, your primary duties will include steering the ship, keeping lookout, and assisting with sail handling, all with instructions from the permanent crew. These tasks may seem daunting at first, but spending some time on board allows

you to gradually build up your confidence, and as a group you will eventually be able to sail the ship with little help. For those who want, there is also plenty of opportunity to climb the rig or help out with the maintenance of the ship. On the longer ocean voyages there is ample time to learn about navigation, maneuvering, meteorology, marine life, and much more from the experienced sailors

on board. Together, you will get to experience all aspects of a sailor's life: the wind, the sea, new friends and adventure.

Our trainees

On board the EUROPA, you will meet people from many different walks of life, all with unique stories. Some of you may have spent years at sea, while for

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





others it is the first time you have ever set foot on a sailing ship. The permanent crew will give everyone lectures and instructions on steering, line handling and maneuvering. You and your fellow trainees will get to experience the “Dutch style” of sailing: without blowing whistles and officers in uniforms. **While no sailing experience is required**, some physical requirements are important for you to get the most out of your voyage. Good balance and core strength are crucial to be able to cope with the motion of the ship while on deck, in the shower, or climbing into your bunk. In order to participate in sail handling,

climbing, and other activities on board, it is also important to be agile and in overall good shape.

Teamwork

One hour on board the Bark EUROPA and it will instantly be clear: teamwork is the key to handling this beautiful traditional sailing vessel. At first, the hundreds of blocks look like spiders in their webs, but after a few weeks, all those lines, blocks, stays and booms with their impossible names and functions become an open book.

You will find no winches on board the EUROPA:

all sail handling is done using manpower, day and night. This means that we need all the help we can get in sail handling, furling, rig maintenance and all other aspects of sailing. As both trainees and permanent crew are of many different nationalities and ages, a voyage on the EUROPA offers a unique opportunity to work in a truly diverse team and broaden your horizons. Living and working together with your watch mates, sharing days and nights of sunshine as well as rain, will allow you to quickly build strong bonds and trust within the watch. Although there are always some Dutch speakers on the ship, the common language on board is English.

A different connection

A voyage on the EUROPA will take you far outside mobile range, and there is no internet connection on board for the time spent at sea. While there is the opportunity to send short emails to your loved ones ashore, and in special cases make calls with the satellite phone, sailing on the ship entails being entirely disconnected from smartphones and laptops. A voyage on board can be extra special for this reason, as for many of us it is a rare experience to spend multiple weeks without internet. Perhaps, you will find that this gives room for a different kind of connection.



Friends of EUROPA

Sailing and maintaining a ship like the EUROPA requires a lot of hard work and investment. While all the money made from our voyages is needed to maintain the ship and keep the old lady sailing, we would like to be able to offer young individuals the opportunity of joining us. Therefore, our former trainees started the “Friends of EUROPA”-club, a fund dedicated to giving unprivileged youngsters the chance to sail with us. Learn more about the fund, and how you can contribute [here](#).

“I know for sure that the Friends of the EUROPA-club is something that will be supported by many former guests.

This initiative is like a crown on all the hard work and effort put in by all crew and office staff to keep the ship sailing over the 7 oceans of the world”

- Captain Klaas Gaastra -





SHIP'S ACCOMMODATION

Inside the ship

The EUROPA was built in 1911 in Hamburg, Germany, and fully rebuilt and re-rigged in 1994 in Amsterdam, The Netherlands. In the interior of the ship, you will find spaces for meals and social activities, such as the deckhouse and lounge, as well as more quiet areas for reading or writing, such as the library. There are four 2-person cabins, four 4-person cabins, and four 6-person cabins, all with bunk beds and en suite shower and toilet.

Food on board

An experienced cook and cook's assistant will prepare three meals a day. Our trainees are often surprised by the variety of dishes served on board. The cooks try as far as possible to use local ingredients from the ports we visit. And if lucky, a freshly caught fish may appear on the menu as well!

The general mealtimes on board are:

Breakfast:	07:00 – 09:00
Lunch:	13:00
Dinner:	19:00



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

Baking of bread and cookies is done at night. At sea, midnight snacks are prepared, usually during the dog watch (24:00-04:00).

If you prefer to follow a vegetarian diet during your voyage or if you have any specific allergies, please indicate this on your booking form. Due to the special circumstances of preparing food at sea, we unfortunately cannot cater for vegan diets

Drinks

During the day there are fixed coffee and tea breaks (10h00, 14h00, 16h00 and 20h00). Of course water, coffee and tea is available to you at all times. Meals are usually served with dairy and juice. We recommend you to bring a water bottle from home which you can use to (re)fill with water. We also have bark EUROPA bottles available for you in our ships shop. Extra drinks like softdrinks and beer and wine can be ordered at the bar.

Safety

The EUROPA is a solidly built ship. Originally constructed to serve as a light 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.

Experienced, professional crew members will ensure the ship's safe operation. They possess all the necessary professional qualifications, and safety drills are carried out regularly. 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.

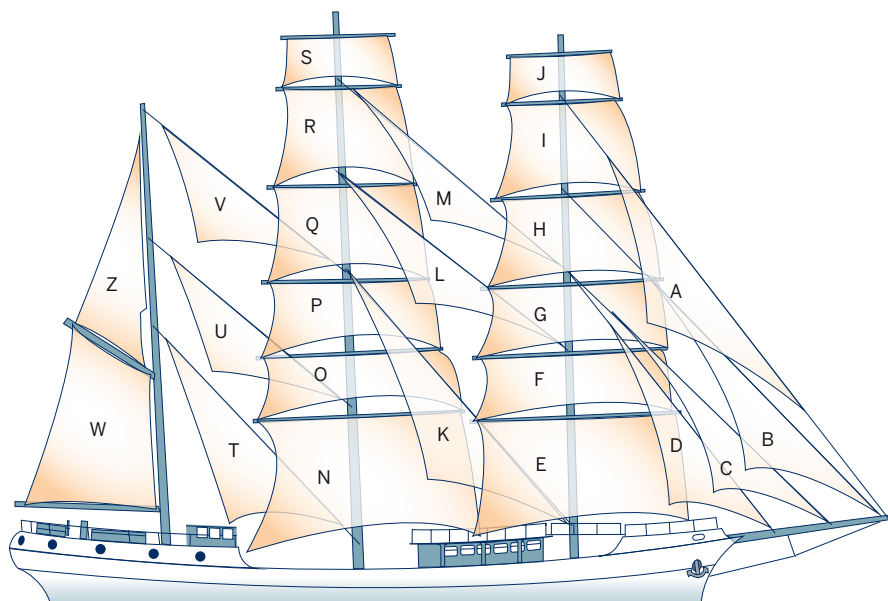
The EUROPA has two zodiacs and a sloop with outboard engines. In addition to a drinking water capacity of 12.250 litres in permanent tanks, we are able to convert seawater into drinking water using a water maker. Food stores will be taken on board just before our departure. We will also take on board 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), and can be found in every cabin as well as in the common areas.





PINS AND LINES

If you want to familiarize yourself with the sails, pins and lines please download the Pin Rail Diagram on our website www.barkeuropa.com. If you do not want to study beforehand, 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





SCIENTIFIC RESEARCH

Respect for the oceans and seas of the world is a vital part of the philosophy of the EUROPA and her crew. Therefore, we try to engage not only in sail training, but also in raising awareness about the state of the ocean and the dangers it faces. Our hope is to educate and inspire our trainees to spread the message and take action to protect the oceans and the species inhabiting them. The EUROPA is increasingly involved in different research projects and activities, and we are constantly searching for new ways in which we can contribute to a sustainable future.

Ocean observations

Because the EUROPA crosses oceans and sails to remote locations rarely visited by other ships, she was selected by UN coordinators from the World Meteorological Organization and UNESCO to deploy floaters contributing to the Global Ocean Observing System. As such, she contributes to the collection of data vital for the development of climate forecasts and climate change detection. In 2016, the EUROPA was awarded with a certificate of appreciation from the ship's observation team for her exceptional contributions to the marine data collection program.

Furthermore, the Royal Dutch Meteorological Institute, the KNMI, has selected EUROPA to monitor the weather whilst at sea. They supplied the ship with specialised equipment for taking observations and sharing this data with the KNMI. As a trainee on board, you are welcome to help us make weather observations and learn more about meteorology and weather patterns.

Plankton trawling

During a long crossing with the EUROPA, the ocean may sometimes appear as a vast, empty place. Ten minutes of trawling with our plankton net shows otherwise, revealing that the water is filled with microscopic animals. Examining these through a microscope allows us to gain greater appreciation for the abundance of organisms inhabiting the oceans.

Scientists on board

For longer ocean crossings, the EUROPA likes to welcome on board scientists carrying out their own research projects. We have been joined in the past by oceanographers, astronomers and marine biologists, and their presence and knowledge is always highly appreciated by trainees and crew. If you are interested in conducting your own research on board, please contact the Rederij Bark EUROPA at info@barkeuropa.com.

THE WATCH SYSTEM

When at sea, 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 awake and sailing the ship. The Bark EUROPA is registered as a sail training ship and therefore, you will be mustered as voyage crew. More so than on a passenger ship, you will get extensive safety instructions and join in the watch system. Participating in these watches is a key part of the overall experience of a voyage on EUROPA. At all times, you will be working side by side with the experienced sailors of the permanent crew, who will teach you the basics of sailing as well as their own tips and tricks.

Permanent crew

The deck crew and officers are divided in two watches, named Port and Starboard. Depending on the Captain on board, the crew follow 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). The galley crew, engineers, and bosun all work on day watch.



Voyage crew/ trainees

The trainees are divided into a three watch system, usually with four hours on and eight hours off, and one split watch ('platvoets'). Following this system you will be on watch at different times every day, so you will be awake for the sunrise one day and the sunset the next. The watches are named after the colours of the Dutch flag and follow in the same sequence: red, followed by white, and then blue. While on watch you will take turns at the helm, stand lookout and be available to help with sail handling.

Haul away	Pull on the line hand over hand.
2, 6, HEAVE	Everyone pulls together on "HEAVE".
Ease away	Ease the line slowly with a turn around the pin.
Hold / Stop	Stop hauling or easing.
Cast off / All off	Take the line off the pin and let it run out on its own.
One step forward/Come up	Without letting go of the line, take one step towards the pin.
Make fast / Belay	Belay the line to the pin or cleat.
Stand by	Get ready by taking the coil off the pin and taking the line down to one turn around the pin.
Coil and hang	Coil up all the lines that are on deck and hang them around the pin.



PRACTICAL INFORMATION

Seasickness

A sailing ship at sea in strong winds is much steadier than a motor vessel. Though feeling sick at the outset of a voyage is not uncommon, most people get used to the motion of the ship after a few days. To minimize the risk of seasickness, we advise you to eat nutritiously, drink plenty of water (avoiding dehydrating beverages such as coffee and alcohol), and get sufficient sleep both in preparation for and during your voyage. If you fear that you might be susceptible to seasickness, you can take pills for seasickness. Please buy these before you leave home. We do not advise anti-seasickness patches placed behind the ears due to possible side effects.

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 difficult or impossible. Therefore, it is important for your own and others' enjoyment on board that you are in good health at the time of embarkation.



The shipping company Rederij Bark EUROPA makes every effort to ensure the safety of every person on board. Our trainees are also expected to assume responsibility for their own safety. Insufficient mental or physical health may create undue risks, not only to yourself, but it is essential to realize that illness or accidents may also threaten the safety of other trainees and crew and may seriously disrupt the sailing program of the vessel and travel experience of everyone on board.

On most voyages we have a doctor sailing with us, and there are always crew members with medical training on board. There is an emergency medical locker 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. If you are susceptible to certain things like cold sores or cystitis, please bring your own medication with you. In addition, we ask you to inform the office of the Bark EUROPA about any medical condition you have.

Because we live close to each other on the ship, infections, colds or influenza are easily passed on to others. Check for any vaccinations required or advised for the destinations you visit on your voyage

with Europa. If you have questions about a specific health problem, or about your personal fitness level, 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.

Moving on a rolling ship

Whether you are on deck, in your bunk, in the shower or having dinner, the ship is always moving. It may take some time getting used to the water flowing sideways out of the tap, or your glass of juice not staying on the table where you left it, but we guarantee that you will leave the ship with many fond memories and funny stories.

Insurance

The Bark EUROPA is properly insured for possible legal liabilities during your stay on board. The Bark EUROPA does not cover possible damage while being ashore. Naturally, you must have a health 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.

For sailing on board Europa it is mandatory that you have a (worldwide) travel insurance covering the entire length of your voyage that includes full emergency assistance, repatriation and medical costs abroad

What to bring

- Certificates of medical and travel insurance
- A valid passport. It is important that you check with your embassy for visa requirements and vaccinations pertaining to each country you visit during your voyage.
- Toiletries and first aid kit (aspirin, band aid)
- Personal medication
- Watertight boots. We recommend boots which are non-slippery, flexible enough to move and climb in, and which have room for warm socks.
- Sneakers or hiking boots are useful not only on board, but also for walks ashore.
- Swimming gear and sandals
- Clothing for all types of weather. Layering is the best approach to be able to adapt to different weather conditions
- Water- and windproof clothing
- Binoculars for whale- and bird watching
- Photo camera and/or video camera with spare batteries. Take enough film or memory cards with you; there will be no opportunities to buy these under way. Also spare batteries are recommended.
- Sunglasses and sunscreen
- Water bottle
- A small rucksack or shoulder bag for walks ashore.

What not to bring

- Pillows, duvets, sheets and towels are provided. Sleeping bags are not necessary.





- Suitcases take up a lot of space 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 are washing machines and dryers on board, however, their use are limited. The crew will let you know when it is possible to hand in your personal laundry.
- There are many books on board about maritime history, but also a wide collection of novels in English and Dutch.

How you can be reached on board

- Friends and family can follow the logbook of your voyage online, on www.barkeuropa.com. Under 'follow the ship', they can also track the ship's most recent position on a chart.
- On board, you will be able to send a limited amount of text-only emails ashore for a standard

fare per text line. There is no internet connection on board.

- We have a satellite phone on board which may be used for emergency calls to the shore. Please keep in mind the costs involved are quite high.
- 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 expenditures for beverages, emails, and merchandise will be compiled into a bill which is paid in cash (euros or US dollars) at the end of the voyage. We do not accept credit cards. While spending habits differ between individuals, we recommend trainees to bring €100 per week that will be spent on board. Allowance should also be made for personal expenditures during onshore visits. If you are booking a voyage which includes visits to islands where excursions ashore are offered, please make sure to bring enough cash for this, as ATM services may be limited.

BOOK THE VOYAGE

How to make a reservation

You can make an official booking by sending the signed and completed booking form and health declaration to the EUROPA by email or mail. Please note that sending in a booking form is your request to make a definite reservation. As soon as we send you a confirmation a deposit is required.

If you need some time to decide before you book your voyage or want to check availability you can make an **optional reservation**. We will block a berth for you for two weeks without any obligations, so you can make any necessary arrangements.

Personal details and Health Statement

Our booking form consist of two different parts. In the first part we ask for personal details like passport number, date of birth, etc. We need this information to be able to compile the crew lists as required by customs. All information that you

provide will be treated confidentially and will only be used when required for custom and safety procedures.

The health statement is the second part of the booking form. This information helps us to decide if you are fit enough to take part in the voyage and check if any additional information is needed to properly inform the ship's doctor on board. In certain cases, we may ask our ship's doctors for advice on your health state or list of medications.



After receiving your booking form we will send you a booking confirmation with the invoice and the terms of payment. A few weeks before embarkation you will receive the final voyage information.

Flights

When you book your flights, please allow enough extra time in your schedule to avoid any problems with embarkation in case of delays, lost luggage etc. Please plan to arrive one day before embarkation. We kindly ask you to send us your flight schedule so we can inform the ship about your arrival- and departure time.

Travel documents and visa

It is your personal responsibility to have valid travel documents and visa for each country you visit during your stay on EUROPA. If in doubt, please contact your local embassy or consulate.

FAQ

Communication

Q: Do you have internet on board?

- No, there is no internet connection for the time spent at sea.

Q: How can I communicate with friends and family ashore?

- While at sea, you can send and receive emails for a standard fare per kB. In emergency cases, there is the opportunity to make phone calls with the satellite phone. Please note that none of these costs are included in the price for the voyage.

Q: How can I follow the EUROPA from ashore?

- On our website, you can read [logbook](#) entries from the ship as well as track her latest updated position on a [chart](#). You can also subscribe to our newsletter on the website, and follow us on [Facebook](#), [Twitter](#) and [Instagram](#).

Q: How can I get in touch with fellow travellers before my voyage?

- On our Facebook page, you can find events for all our voyages. By attending the event for the voyage you have booked, you can get in touch with other trainees.

Requirements

Q: Do I need previous sailing experience?

- No. No sailing experience is required on any of our voyages.



Q: How fit do I need to be to go on a voyage?

- You do not have to be an athlete to go on a voyage, but it is very important that you are in generally good shape, and in particular that your balance and body strength are sufficient to keep stable on a moving ship. This is for safety reasons, as well as for you to get the most out of your voyage

Food and diets

Q: Are meals on board included in the voyage price?

- Yes, all meals are included. Please note that alcoholic beverages from the bar are not included.

Q: Can I follow a vegetarian diet on board?

- Yes. If you prefer to follow a vegetarian diet, please indicate this on your booking form. Please note that we cannot cater for vegan diets (exclusion of all animal products such as milk and eggs).

Q: I have an allergy, can the cooks on board cater for this?

- We can cater for most allergies on board. If you have an allergy, make sure to indicate this on your booking form. Please note that we only prepare special food for genuine allergies, and not for dietary preferences. Space on board is limited, so we unfortunately cannot guarantee environments free from for instance gluten or nuts.

Practicalities

Q: What type of boots do I need?

- We recommend non-slippery, watertight boots. Examples of these are Dunlop or Gill boots with a high shaft. As a more expensive alternative, we recommend Dubarrys or Muck boots.

Q: Do I need cash on board?

- The costs for drinks from the bar, merchandise

and communication are paid in cash (euros or US dollars) at the end of the voyage. You do not need cash during the voyage, except for potential visits ashore.

Q: Are there power outlets on board?

- Yes, there are 220V outlets in each cabin as well as in the common areas. The outlets are the standard European type, with two round pins. If your appliances require another type of socket, make sure to bring an adaptor.

Q: Is my booking binding?

- If you make an optional reservation, we can reserve a berth for you on a voyage for up to two weeks, without any binding commitment. Once you have made a firm booking, we demand a compensation in case of cancellation. Details about our cancellation policy can be found in Article 5 of our general conditions.

Contact the shipping company

Rederij Bark EUROPA B.V.

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



*"The adventure of a lifetime, my voyage
to Antarctica on the Bark EUROPA
was more than I could wish for.
The experiences of this adventure will
stay with me for ever."*

ELIZABETH, trainee



SAIL WITH US

JOIN THE **ADVENTURE**
22-DAY ANTARCTICA EXPEDITION



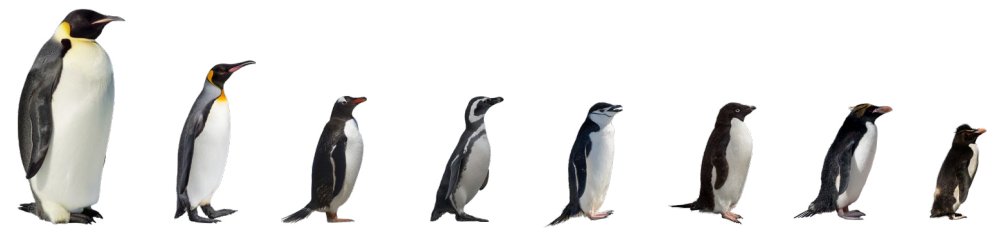
Bark **Europa**
Ocean Wanderer





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ANTARCTICA EXPEDITIONS

ON BOARD BARK EUROPA

Bark EUROPA was built in 1911 to serve as a lightship on the river Elbe in Germany and brought to the Netherlands in 1986 to be completely rebuilt as a barque. Since 1994 EUROPA was fully restored and since then she roams the seas of the world in the best seafaring tradition. Bark EUROPA is a special purpose sail training ship and sails with a voyage crew and permanent crew. She is fitted for

worldwide sailing and has all the safety certificates required under Dutch law for these activities. The sailing trips are for everyone who, regardless of sailing experience, wants to experience the adventure of sailing the seas and experience Antarctica on a tall ship. The mix of different ages and nationalities among the crew and guests creates an international atmosphere on board.

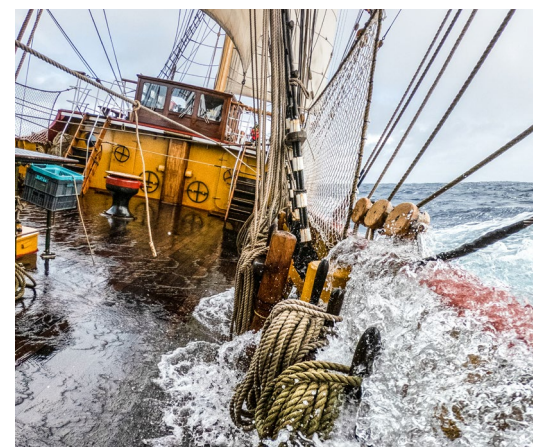
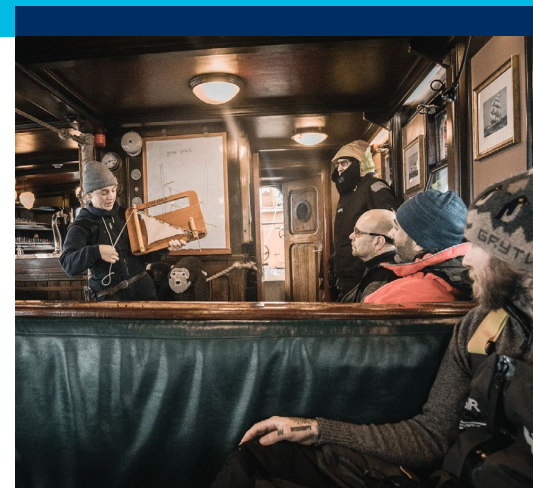


LIFE ON BOARD

When you decide to join us on one of our voyages, you will be doing so as part of the voyage crew. This means that EUROPA's permanent crew will train you to be a sailor. No experience is needed, our crew will teach you everything along the way. Everyone is welcome to take the helm, assist with setting sails, 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 sail handling. This will be done 'Dutch' style, so without yelling, blowing whistles or uniforms.

We take a maximum of 42 guests on board to Antarctica. Together with the permanent crew you will form the crew of Bark EUROPA. Unlike going on a cruise, on board Bark EUROPA you will experience a hands-on, active sailing adventure. We sail 24 hours a day and you will be on watch for four hours, after which you have eight hours of free time. This system continues through day and night. During your time on watch you will share the tasks of steering the ship and standing on look out with your fellow watch mates. During your eight hours 'off watch' there is plenty of time to rest and enjoy the scenery.

One hour on board Bark EUROPA and it will instantly be clear: 'teamwork' has to be the key to sail this beautiful traditional sailing vessel, powered by canvas and cooperation. No winches but an infinity of lines; at first glance 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 slowly, all those lines, blocks, stays, booms with their impossible names and functions become an open book.





“ 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 ”

THE SHIP

With different public areas such as the library, the lounge, poker corner and deckhouse Bark EUROPA is ideal for long ocean crossings and Antarctica expeditions. It allows you to do your own thing, whether you wish to do some quiet reading or write in your logbook in the library or prefer to enjoy an active role in the social life of the deckhouse: there is a place for everyone. In the deckhouse you will also find the ships bar where you can enjoy a glass of wine with your fellow crewmates, play a board or card game or just enjoy a good talk.

On board Bark EUROPA we have 12 cabins available for voyage crew, four 2-person cabins, four 4-person cabins and four 6-person cabins. The classic romantic bunks are very comfortable and each bunk has its own set of sheets, duvet and towels. All cabins have their own shower and toilet.



ANTARCTICA

Endless ice shelves, superb shades of turquoise blues that glow within the hollows and crevasses of the glaciers and the most extraordinary wildlife inhabiting these lands: this remote, cold and

white continent in the South is just breathtaking. Travelling to Antarctica is a surreal experience, that fills you with happiness, inspiration and inner calm, encouraging you to enjoy life to the fullest.



In total silence, with just the ship's bow crunching through the small bits of ice, we explore this magnificent continent with you, each trip again in awe of the rich wildlife and the beauty of the unspoilt natural environment. Not to mention the rich history of explorers that came to these lands and endured the dangers and fears on their way across the Drake Passage. The remains of the lonely historic huts on the snow-covered hills tell the stories of these adventurers of the past and we, we follow their stories, curious of where Bark EUROPA will bring us on our quest for adventure.

Colonies of penguins as far as the eye can see, grumpy sounding elephant seals, whales majestically gliding through the cold waters and millions of seabirds that skim the Southern Ocean. The wildlife of Antarctica is abundant.

This continent, almost free of humankind's imprint, is preserved by the Antarctic Treaty that was drawn up in 1959 and signed by 12 countries. The responsibility to preserve Antarctica is now shared between 54 countries. Together with the

Environmental Protocol, drawn up in 1991, the treaty is meant to regulate human activity in Antarctica, including tourism. They set up a collaborative framework, agreeing to set aside disputes over territorial sovereignty, leaving the continent to be a natural reserve, devoted to peace and science, not allowing any type of military activity or the extraction of Antarctic mineral resources.

Every southern summer, Bark EUROPA makes her way to Antarctica, across the Drake Passage and to the Antarctic Peninsula. She explores this remarkable continent with utmost respect for the astonishing nature and wildlife and we invite you to join us on our expeditions.

“ 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 ”



RESPONSIBILITY TO CARE

Respect for the environment plays an important role in the philosophy of EUROPA and her crew. We hope to inspire our trainees to focus on everything that's around them: not just a vast open ocean but a world on its own. We ask our voyage crew to listen to the sound of the ocean, the wind in our sails and to the peace and tranquillity around us in Antarctica.

We encourage our voyage crew to take care of the environment by showing them the state of the oceans, the uniqueness of this white continent and why all this needs to be kept preserved as best as we can. By conducting safe and environmentally responsible sailing voyages, we offer first-hand travel experiences to give our guests a better understanding of the destination they visit, where the land and its wildlife speak for itself. This way we create a group of Antarctica ambassadors all over the world.

IAATO

During our visit to Antarctica we strictly adhere to the regulations of the International Association of Antarctic Tour Operators (IAATO). This organisation was founded in 1991 to advocate, promote and practice safe and environmentally responsible private-sector travel to Antarctica. As part of IAATO since 2006, we follow their procedures and guidelines for expedition cruising in

those remote and delicate areas with great care. The polar regions are hazardous and vulnerable at the same time. Travelling to these remote places means that we need to be aware of the delicate regions that we sail in and take measures to minimize any adverse effects of our travels on the environment. As member of IAATO we follow the guidelines for the ship, small boat cruises and landing operations. These guidelines are not only studied by the guides but also by the ships doctor, officers, shipping office and will also be sent to our guests.

EDUCATION AND PREPARATION

By focussing on education and protection, we prepare our guests for their visit to these remote areas of Antarctica up to the high standard that we maintain and believe in. As preparation for the expedition we send multiple guidelines on how to behave in front of wildlife, how to carefully clean your cloths and footwear in order not to spread diseases or seeds and how to respect protected areas. Our experienced guides will discuss these guidelines in detail again before every landing and inform our guests about the specifics of the area. During every landing, an extra check will be done by the guides to ensure that nothing has been left behind.

SUSTAINABLE POLAR TRAVEL

Not only do we focus on education but also on making our visit as sustainable as possible. As a wind powered vessel, we always prefer to sail as much as we can. We do not throw anything over board, at sea nor in port. Oil and other chemicals are stored on board and collected by waste companies in port. We advise our guests to bring

biodegradable toiletries, their own water bottle and as little plastic as possible. We promote the use of environmentally friendly products, for instance by offering our guests bamboo teeth brushes. We hope that this way, all our guests become inspired to use more eco-friendly products once they disembark after their voyage.

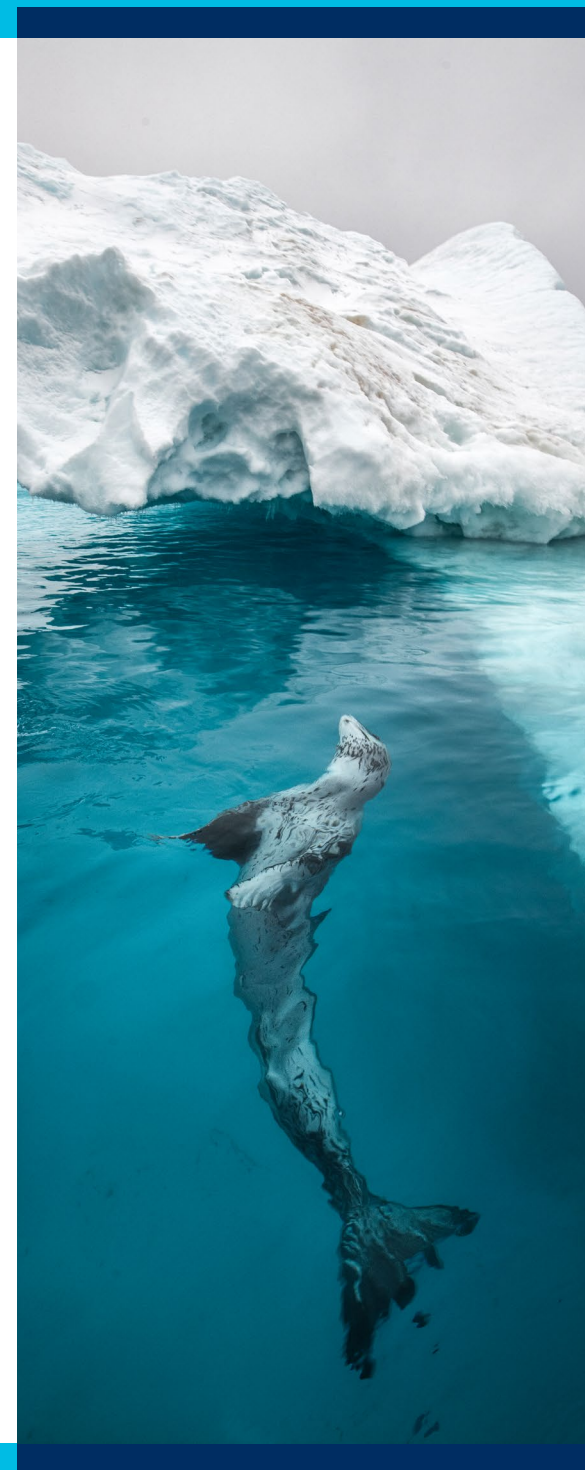
RESEARCH PLATFORM

Next to educating our voyage crew on how to prepare for Antarctica, we also enhance our knowledge by inviting scientists on board. We have been joined in the past by oceanographers, astronomers and marine biologists. Their presence and knowledge are highly appreciated by both our crew and trainees.

By working together with universities and other institutions we hope to connect the scientific community with our world at sea, to bring scientific knowledge to a wider audience and help to create more awareness for the state of the oceans and the polar regions.

Together with researchers, universities and companies we have been able to collect solid data in recent years. Building a database requires a great deal of effort over several years and we are happy to present Bark Europa as a platform for collecting this data.

At the end of each voyage we hope that you, as our guest, will be overwhelmed by the beauty of nature, be inspired by the vastness of the seas and have a better understanding of the importance to keep Antarctica and the oceans as majestic and pristine for many future generations to come.



A large, jagged iceberg dominates the left side of the frame, its surface textured with shadows and highlights. In the distance, a multi-masted sailing ship is visible on the horizon. The sea is filled with smaller ice floes, and the sky is a mix of soft clouds and patches of blue.

VOYAGE DESCRIPTION

Each voyage to Antarctica is different. We encounter unique weather and sea ice conditions and wildlife viewing opportunities. These circumstances make that your voyage will definitely be one of a kind. Sometimes plan A might have to be changed into plan B or C and sometimes it means that a visit to an area, specific landing site or research station needs to be cancelled, rescheduled or changed. This is the True Antarctic Experience: flexibility, spontaneity, discovery and exploration!

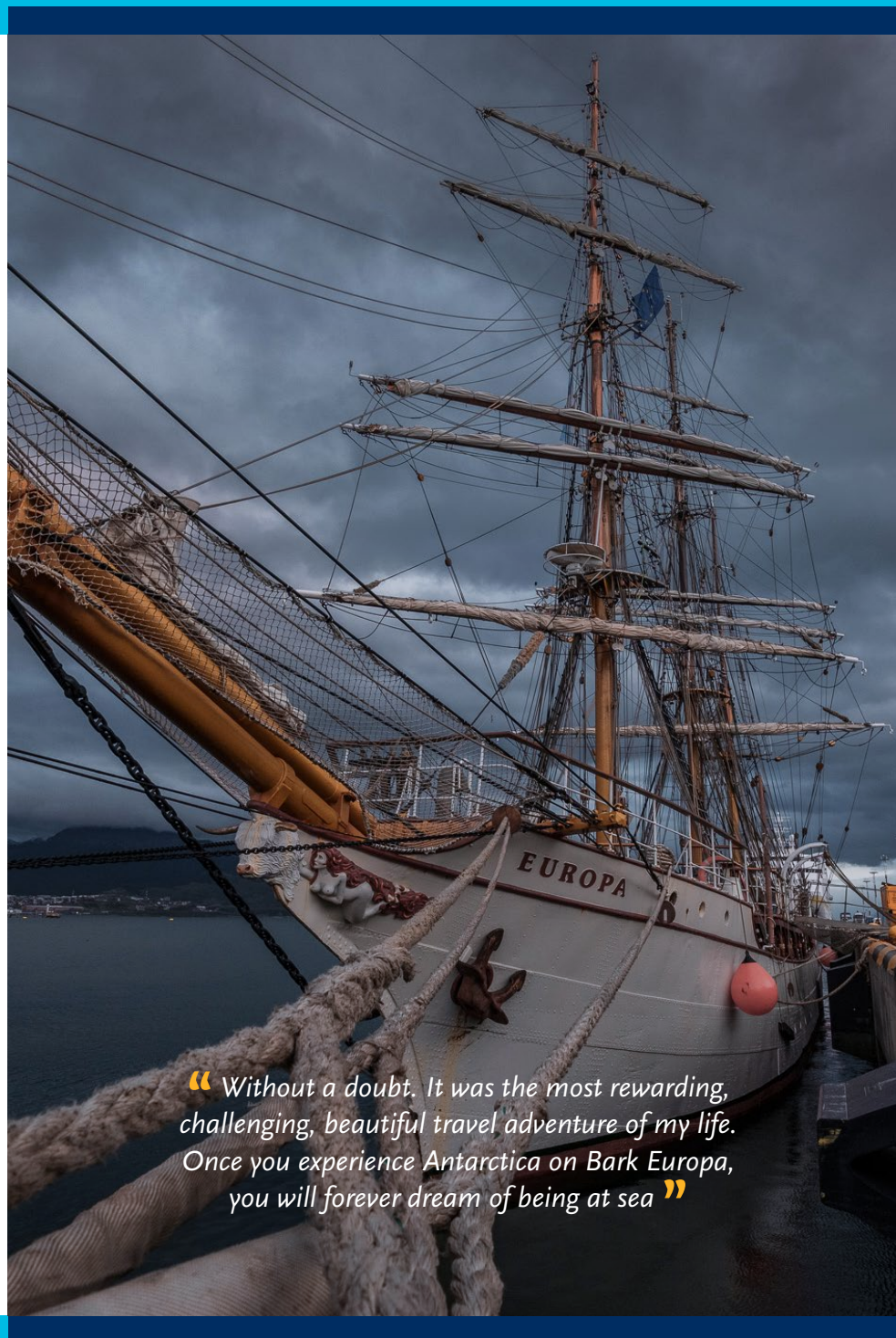
You can be certain that our guides and crew will do their utmost to make your expedition as memorable as possible. This voyage description is therefore an example of what the voyage may look like and what kind of places we could visit. We hope it will give you an idea of the splendour of Antarctica, of how privileged we are to experience this remote place and of how important your visit and your understanding for the preservation of this continent is for future generations.

WELCOME ON BOARD

YOUR ARRIVAL ON BOARD

From nearly all corners of the world, our guests will arrive in Ushuaia, Argentina, the southernmost city in the world. It is here where you will start your voyage to Antarctica. Known as 'el Fin del Mundo'- the end of the world, you will encounter a small city that boosts adventurous energy. You can feel the spirit of active travellers, from those who have just returned from Antarctica or will depart in a few days. Or perhaps you will meet those who plan to explore the beautiful surroundings of Ushuaia during day hikes in the mountains or the National Park. In between all the large, modern expedition ships at the pier lies our Tall Ship Bark EUROPA. A beautiful sight of a ship that looks fairly small compared to the others and it is this ship that will feel like home for the weeks to come.

Embarking via our gangway you will be welcomed by our crew members. You will be asked to sign in on board and take the luggage to your assigned cabin, followed by a first meeting to introduce the captain and crew to the voyage crew before enjoying your first meal on board. These will be the first encounters with your fellow travellers, a first glance at who you will share your Antarctica experience with. They will be solo travellers, friends or couples, young and old, from various countries and with different backgrounds, all united in one dream of visiting the remote wilderness of Antarctica on board EUROPA. Usually the first night is spent alongside and this time will be used to introduce our guides and expedition leader, to offer you a first idea of what your voyage will look like and introduce some of the daily routines on board.



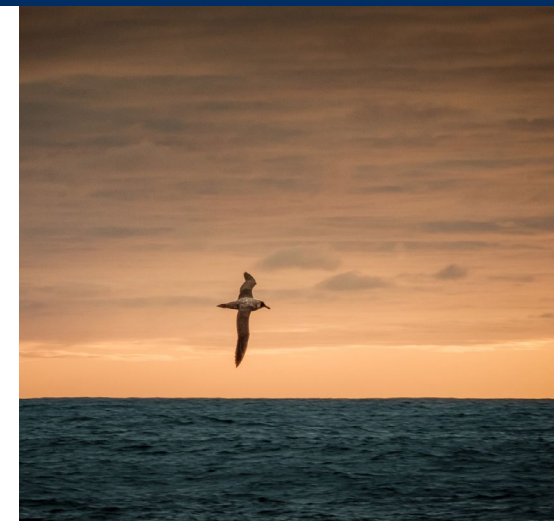
“ Without a doubt. It was the most rewarding, challenging, beautiful travel adventure of my life. Once you experience Antarctica on Bark Europa, you will forever dream of being at sea ”

CASTING OFF IN USHUAIA

The morning after, we cast off our mooring lines. Slowly but steadily we leave the last bit of civilization behind and we head south towards the wilderness of Antarctica through the Beagle Channel. Its waters, usually calmer than what lays ahead in the Drake Passage, allow for the beginning of your training and to explain what will be your duties during the sea watches.

The safety instructions begin with the crew showing you how to put on the lifejackets and survival suits. They will introduce you to the many lines on board, show you how to climb the rigging and how to steer the ship. They familiarize you with the ship, walking you through corridors, decks and public spaces, showing all the safety measures that have been taken on board.

The dramatic lush green mountains with snow covered peaks of the Beagle Channel will be the last green you will see for the next few weeks. During this day you will have time to get to know your fellow travellers a bit more, to check the colour of the watch (red, white or blue) that you are assigned to, and at what time your watch will start (four on, eight off). During the evening we leave the Beagle Channel behind us and head south along the sheltered coast of Tierra del Fuego before we enter the infamous Drake.



SAILING TO ANTARCTICA

THE DRAKE PASSAGE

As with all remote places in the world, the route to our destination is long and before we arrive to Antarctica we have to cross the Drake Passage. Named after the explorer Sir Francis Drake, known for his circumnavigation of the world, the Drake is a passage between the tip of the South American continent and Antarctica. With no land to interrupt either the strong Antarctic Circumpolar Current nor the high latitude atmospheric circulation, the seas here have the reputation to be stormy, but in between the low-pressure systems they can also be relatively calm.

When speaking of the Drake we often speak either of the Drake Shake or the Drake Lake. The former obviously providing movement and hopefully

good sailing conditions. The latter describing an absence of wind as a lake like ocean. Either way, the route to Antarctica will be adventurous and we will be accompanied by wildlife that have the open ocean as their territory. Cape petrels, white-chinned petrels and albatrosses glide on the wind while the hourglass dolphins like to play with our bow every now and then.

The crossing will take approximately 4 days of sailing and during these days you will see Bark EUROPA showing off her strength and resilience. At this time, the watch system will be in full force. During your watch you will stand on look out, steer the ship and help with sail handling. Together with your fellow watch mates you will help the

permanent crew with sailing the ship through heavy weather. Some of you might experience seasickness at the start of the voyage but most will get used to the motion of the ship after a few days. From then on, it won't stop you anymore from enjoying this enormous pack of water, the impressive height of waves and the way EUROPA makes her way through it all.

For many on board this will be their first time on the Southern Ocean, while some will have done similar voyages before. This mix of beginners and more experienced tall ship sailors creates a learning atmosphere on board, where each person can contribute in their own way to keep the ship sailing.



“ 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 ”

PREPARATION FOR ANTARCTICA: LECTURES BY THE GUIDES

Whenever the state of the seas and the sail handling duties allow us, our guides will start with their lectures. Together we will dive into the world of cetaceans, penguins, the history of Antarctica and how to best use your camera when we have arrived. Although not everyone might be up for a lecture on the first days of the Drake, it will be a great start to learn more on the different species we will encounter, the history of the landings we will make and how to get home with the most beautiful pictures of this remarkable white continent.

Next to those lectures, a mandatory briefing about how to conduct our activities in Antarctica will be done and the biosecurity procedures will start. Visitors must minimize the risks of spreading spores, dirt and seeds to Antarctica. A vacuum cleaner will be available in the deckhouse for everyone to clean all gear and bags that will be used during landings and zodiac cruises. Every part of Velcro and every pocket will be carefully checked to make sure everything is clean and ready for our adventure.

CROSSING THE ANTARCTIC CONVERGENCE ZONE

While sailing southbound, the surface water temperature will drop several degrees when we reach the Antarctic convergence zone. This transitional zone separates the sub-Antarctic surface water from the colder and fresher Antarctic surface water. The Antarctic convergence is an about 40 km wide dynamic boundary, a circumpolar strip of sea with a location varying between about 45° and 60° south, surrounding the whole Antarctic continent. Next to the changes in temperature and water mass characteristics, it can also be seen as a biological boundary where some plants, birds and other animals are common on the one side and rare on the other.

The likelihood of seeing icebergs increases. These are normally visible on the radar but sometimes bergy bits are not, especially in rough seas conditions. We keep a good lookout so that we can avoid them. The sight of icebergs is a first sign that we are really approaching our first destination. Our first land after leaving Ushuaia and crossing the Drake, our first steps on Antarctica: the South Shetlands.



DESTINATION ANTARCTICA

The amount of wildlife is overwhelming: the sound and smell of hundreds of penguins reaches you when we get closer to the shore, whales slowly pass by the ship and we encounter the first seals ashore. It is something out of your wildest dreams, something you looked forward to for so many months or years and now you're here.

In small groups we will board the zodiacs to go ashore. Led by our team of guides, you will see the first penguins from up close and you will make your first hikes with as a result the sight of Bark EUROPA in a breath-taking white and icy landscape. From time to time, you perhaps need some time to take it all in, the white peaks and mountains, the rocks, whale bones, penguin highways, crevasses and glaciers. There will be plenty of time to do so, to sit back and relax and to focus on what's in front of you.



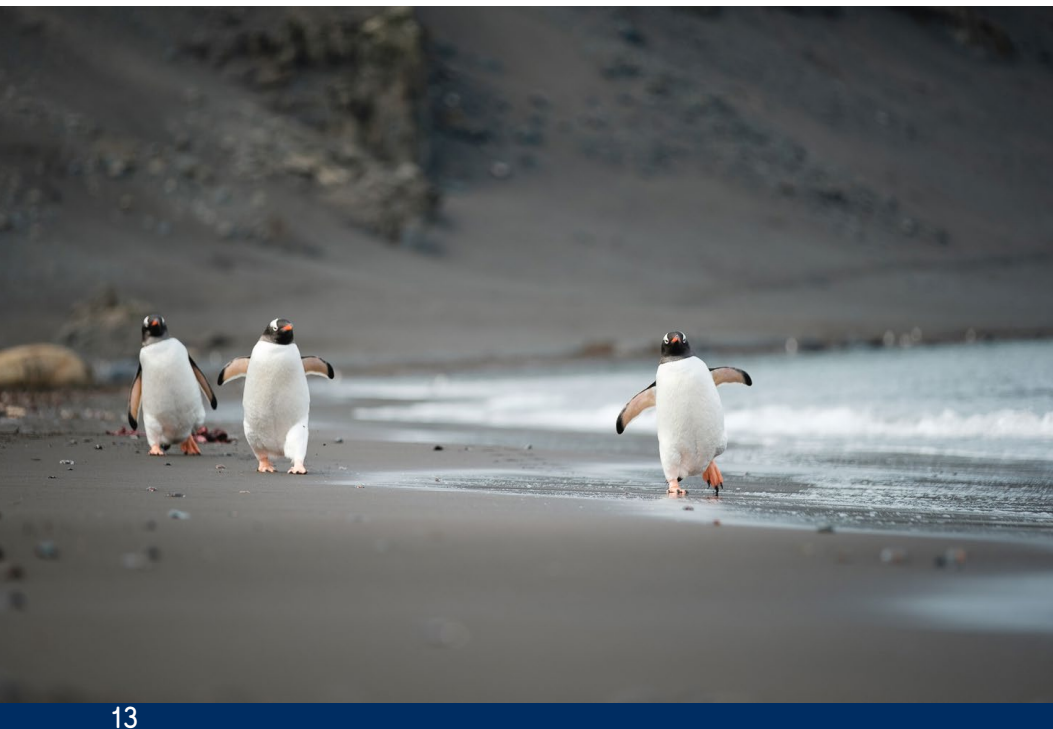
THE SOUTH SHETLAND ISLANDS

Usually, the first landings of our voyage are on the South Shetland Islands. This group of Islands were sighted in 1819 by William Smith, an English merchant, sailing from Valparaiso to Montevideo on his ship the Williams. He named the islands the South Shetlands, for their proximity in latitude to the Scottish Shetland Islands.

Throughout the Summer, the islands are for more than 80% covered in snow and ice and have a cloudy and humid climate all year round with predominant strong westerly winds. Despite these harsh conditions, the islands do support some vegetation consisting of mosses, lichens and algae. This makes the area greener than you might have expected when traveling to Antarctica.

We take great care to avoid stepping on these beautiful bright green and yellow mosses during our walks in the areas that are not covered in ice. Here the penguin, seal and seabird colonies live, feeding themselves in the surrounding waters.

All sites are different and some are even more biodiverse than others. We encounter nesting sites for giant petrels, rookeries of Chinstrap and Gentoo penguins and perhaps even a lonely Macaroni penguin. These islands are also a favourite place for moulting elephant seals, who huddle together on the beach as giant rocks. The shores are mostly dominated by young individuals, feeding themselves before they go out to sea to the Sub Antarctic areas or the Falkland Islands where the largest colonies live.



DECEPTION ISLAND

On a latitude of 63° south, looms Deception Island, one of the best-known islands of the South Shetlands. It is a ring-shaped island of 8 nautical miles in diameter with an extensive internal caldera. From the outside it looks like a solid rock, but when you sail closer, a small entrance called 'Neptunes Bellows' emerges. Since its discovery around 1820 the island has played an important role in the history of Antarctic exploration, research, sealing and whaling operations. The ruins are the remainings of those times, a witness of the endeavours of the past, which ruins can still be visited.

The Norwegian Hektor whaling station operated at Whalers Bay from 1912 to 1931 and after that its buildings were used for other purposes as well. They played a role in the secret Operation Tabarin during the Second World War, a military exercise to monitor any possible Nazi activity in the area. Afterwards, the station was converted into a scientific base by the Falkland Islands Dependencies (former British Antarctic Survey).

Though two volcanic eruptions in 1967 and 1969 buried part of these sites with a layer of ash and a mudslide, we can still find the remains of the whaling station and the British scientific activities. Bleached whalebones, wooden barrels, the remains of a cemetery and several buildings and artefacts are now protected as Historic Site No.71 under the Antarctic Treaty.

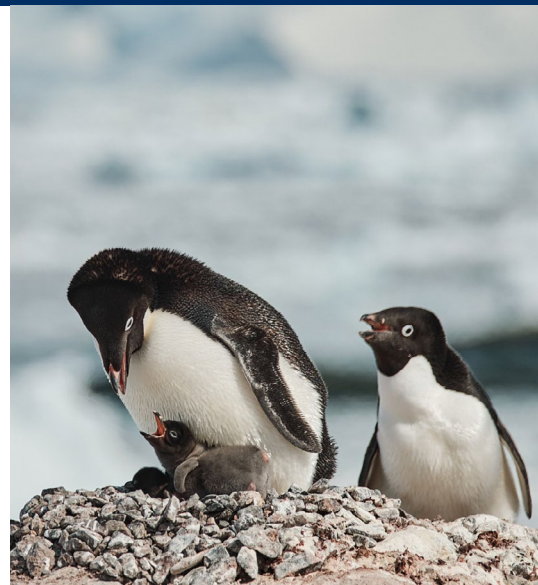
To visit various sites on Deception Island, EUROPA will sail through the entrance of Neptunes Bellows into the volcanic caldera and will drop anchor in these waters, called Port Foster. No surprise, Deception Island can be very deceptive. Where it looks like a nice sheltered caldera, protecting you



from the Southern Ocean from all sides, the ice-cold wind in this area can be gusting at many miles an hour. Walking around in this landscape that almost feel otherworldly, where thousands of whales have been hunted and processed to oil, you can feel and see the history of the area from up close.

While life on the island can seem inhospitable, it is home to a diverse array of wildlife, mosses and lichens due to the volcanic activity and privileged location. Several bird species breed on the caldera cliffs and one of the biggest chinstrap colonies can be found on the outside of the island. The area however is very exposed to swells and winds that make it extremely difficult to visit for tourists.

The Deception Island volcano is still active and the water in Port Foster is warmer than the surrounding sea because of numerous active fumaroles. This can particularly be felt on the beach where sometimes temperatures can reach up to 70°C degrees which makes some areas in the bay a nice place to bathe in the geothermally warmed waters, depending on the tide.



SAILING FURTHER SOUTH

We leave Deception's crater and set course southbound, leaving the South Shetland Islands behind us. A crossing of the Bransfield Strait lies ahead, that sometimes can be called a mini Drake. Slowly pitching our way against the winds, we head south to more sheltered waters. We see how the scenery changes from mosses and greenery to glaciers and ice. Now it really feels like we're in Antarctica.

As beginning of our Antarctic Peninsula adventure, we drop anchor between Spert Island and Trinity Island, where we can visit the beautiful icy scenery during a zodiac cruise 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 temperatures, sculpted by water and wind.

The silence is overwhelming. You can hear yourself breathe, your heart beat and your head spin to take it all in. It is a remarkable feeling to be able to hear nothing but yourself, with the only sound coming from a few penguins making themselves heard. Especially during the hikes, the tranquillity and quietness of this remote world with nothing but nature and wildlife is just something to take in while you're there and take with you when you return to normal life.

Every day we drop and lift anchor, slowly making our way more south. We make landings, zodiac cruises and hikes to explore the fascinating nature, wildlife and history of these islands. But not only ashore we

encounter wildlife. The occasional sights of whales from the ship feeding on krill is truly spectacular. If we are lucky, we can slowly follow and observe these majestic animals from a safe distance.

After a day of zodiac cruises, landings, hikes, lunch and dinner on deck, lectures and drinks with your fellow crew mates, you might call it time for bed, but waiting a little longer is definitely worth it. The night cruises are just as spectacular. The light, with the sun just below the horizon and rays of pastel tones of pink, red and orange intermingled in the sky, could not be more beautiful.

PARADISE

Heaving anchor again, we can continue to another iconic place in the area, called Paradise Bay. High peaks and steep glaciers of many shades of blue

and white surround us. Glacier fronts rise out of the water and form spectacular ice cathedrals. 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 hits the sea it sends a wave rolling under our ship. Being in the middle of this awe-inspiring natural wilderness is truly indescribable. Right away you understand why this is called Paradise Harbour. In zodiacs we will explore the area, always keeping a safe distance from the high cliffs, and if we're lucky we might see a leopard seal or other charismatic wildlife. While a part of the voyage crew is in zodiacs, the others will stay on board to wait their turn. No better place than high up in the masts or in the bowsprit to enjoy the astonishing views of our visit to Paradise.



THE LEMAIRE CHANNEL

One might say that our expedition in Antarctica is divided in three parts: The South Shetlands, the Antarctic continent north of the Lemaire Channel and the colder, mythical South of the Channel. The Lemaire Channel is perhaps the most famous waterway in the Antarctic Peninsula. With steep mountains on both sides, some almost a kilometre high, glaciers and a lot of ice, Lemaire is an impressive sight to see. The channel is 11 km long and an average of 1.5 km wide and around 150 m deep. The passage can be blocked by ice and we will have to find our way through, zigzagging around the icebergs, bergy bits and growlers. The ice conditions might completely block our passage further south, but if the ice allows our passage we will enter the archipelago of the Argentine Islands.

SOUTHERNMOST POINT OF THE TRIP

South of the Lemaire, we will reach our southernmost point of the trip and it is the ice that will decide where that will be. An impressive collection of icebergs will be seen in these waters, all different kinds of blue and all kinds of forms – arches, caves and fortresses. EUROPA will spend her time pushing her way between these icebergs, bergy bits, shallow areas and islets scattered all around the area.

During these southern landings, we are near the breeding area of the Adelie penguins, a type of penguin we might not have seen before. They are quite different than the other types of penguins we have seen, less loud, more introvert and smaller. You could sit there for days in silence to watch these interesting creatures, with only the sound of Adelies interrupting the stillness. We spend our time here,

sitting on the rocks, enjoying wildlife and nature around us, until it's time to find our way back to the ship and start sailing northwards through the Lemaire Channel again.

RESEARCH STATIONS

Antarctica is regarded as a place of worldwide cooperation, peace and science and therefore, permanent and seasonal research stations from many countries are scattered across the continent and islands of Antarctica. On every voyage we try to visit one or two stations, to see the work they do and their living area in the coldest, driest and most remote continent on Earth.

After a few weeks of only seeing each other, a visit to these stations always sounds promising, especially if there is also a postcard station or even a bar to visit. We never know beforehand if we can visit the stations, if the ice allows us to go through the Lemaire Channel or if the stations are open for public. That is what makes it a true Antarctic expedition.

CONTINENTAL LANDINGS

Slowly we make our way north again to finish off our Antarctic expedition with a few more landings on locations that we haven't explored yet. Glaciers, mountain peaks, hikes, and perhaps a very cold Antarctic swim will make a perfect ending of this extraordinary experience. For many it will feel like a short and a long voyage at the same time. So many emotions, landings, information and so many impressions of everything we witnessed. We will take wonderful memories and photos with us, back to our normal lives to try explain everything to our loved ones. Will our friends believe us when we tell them that amongst this sublime landscape there was a pod of killer whales? Or that many Humpback whales came to inspect our ship? At least we know it was real.

When you return to your busy world, try to hold on to the wildness and wonder of Antarctica. Let it be your inspiration to take time for everything you care about, to be amazed by the beauty of nature and to play your part in protecting our planet.

“ I stood with my elbow on the starboard rail watching the ocean pass by in the middle of the Drake Passage. I thought about the traffic, the emails, texts, phone calls, and every other aspect of the busy days at home. It occurred to me that, at that moment, returning home from a trip that was beyond incredible and soaking in the peace and serenity of being completely disconnected, I was in fact the happiest I had been in a long time. And that statement is a truly inadequate representation of how incredible the journey was ”

BACK ON THE DRAKE

After having spent the past weeks doing daily trips ashore, it is time to say goodbye to Antarctica and sink back into the rhythm of the sea watches. During your time on lookout, or while steering the ship, we finally have some time to absorb everything we have experienced, to let it all settle in.

We never know exactly what the Drake has in store for us, but since we start our crossing from a more southern point, it will take us approximately 5 days to sail the Drake Passage. Some stormy weather

during those days will definitely be part of the deal. We leave the protection of the islands behind and enter the stormy open waters. We make speed, in these wild seas, while the ship pitches, heels and crashes against the big waves. For some, seasickness will be back, the famous buckets are in use again and the lookout might even have to be moved to the Poopdeck. As the wind increases, we heel more and more, finding new positions in our bunks to prevent falling out, having a bit more difficulty to get in and out of our harnesses or to get

to your position to steer the ship and release your watchmates from their duty. All well, we'll take more sails down and manage with our very able crew on board.

But while riding those untamed seas and enjoying the warm and safe commodities of our ship, fully equipped with navigation and communication equipment and refurbished to the needs of these times, it is good to remember the struggles that these wild seas represented for many navigators in the past, amongst them Sir Francis Drake, from whom this passage takes its name.

Slowly but surely, we near the infamous Cape Horn that looms in a distance. It confirms us that our crossing of the Drake Passage is almost finished and that we'll soon sail in calmer waters when we reach the Beagle Channel. If we're lucky and crossed the Drake in top speed, we might have time for a stop in this southern Patagonian area, to visit the Estancia Harberton. The lush green mountains around the Estancia Harberton are just a painting in itself when we return from a world of icy blue's, whites and greys. It can't be described how much the green colors and the smell of grass stand out to you. The estancia is currently managed by the fifth and sixth generation of the family that established it. They welcome us to visit the estancia, the surroundings and the museum of birds and marine mammals where life-size representations and skeletons are shown. Either way, the estancia is definitely worth a visit from Ushuaia if we don't have time for it on our voyage.



ARRIVAL IN USHUAIA

After 21 days since we departed on our adventure, we arrive back in the port of Ushuaia. What a strange feeling to return to the city after the quietness and calm world of Antarctica, without any traffic or other people than our group of travelers. Some of you might want to stretch their sea legs and enjoy a quiet walk, while others might want to buy a few souvenirs in this welcoming city. The voyage is not over yet, as we still have one last night on board. It's time to recap our extraordinary experiences and enjoy a drink together in the nearby pub; what were your highlights, your favorite pictures, your best memories?

“What a strange feeling to return to the city after the quietness and calm world of Antarctica, without any traffic or other people than our group of travelers”

The morning after it is time to say goodbye to each other and the ship, that has felt like home for the last couple of weeks. Some will be able to stay in Ushuaia for a few days, while others started their journey home straight away. Whatever your plans are after disembarkation, you can be sure to leave EUROPA with new-found friends and memories that last a lifetime. Will we see you (back) on board? We look forward to it!



PRACTICAL INFORMATION

HEALTH AND FITNESS

On our voyages to Antarctica, we sail in very remote areas and encounter various challenging weather conditions. A good overall health is essential to enjoy life on board and get the most out of your trip. You have to be able to get yourself out of difficult situations if needed by using your own physical strength.

A good fitness and physical strength in your entire body will help to ensure a safe and more enjoyable voyage for everyone. We therefore ask our guests to prepare themselves physically for this adventure.

SEASICKNESS

Although a sailing vessel at sea in strong winds is much steadier than a motor vessel, some people can still become seasick. Most will get used to the motion of the ship after a few days. Being relaxed and well rested when you come on board, a nutritious diet and sufficient sleep are the best remedies to overcome seasickness. If you fear that you might be susceptible to seasickness, you can take pills or other medication for seasickness.

MEDICAL CARE

When undertaking a voyage to Antarctica, you are sometimes several days of sailing away from the inhabited world. It is therefore important to realize that extensive medical care is not available. Transport to the mainland is often impossible. We have crewmembers with medical training, there is a doctor on board and we have an emergency medical

chest with a number of medicines and emergency first aid. In severe cases, the captain will contact the radio medical service for advice.

If you use any medication for certain medical issues, this needs to be stated on your booking form. We expect you to bring this medication with you on board yourself. In addition, we ask you to inform the office of Bark EUROPA if anything changes in your condition. If you are susceptible to cold sores or cystitis, we advise to bring medication for this with you as well.

ZODIAC CRUISES

In Antarctica we try to make landings every day. For these landings, you will be brought to shore with our zodiacs. To get into the moving zodiac you need to climb down a rope ladder along the ship's hull. Usually landings are on pebble or rocky beaches and you will have to wade through shallow water to get to the shore.

Walks ashore may vary with difficulty and are different on every location we visit. There are walks on pebble/sandy beaches but there might also be some steep hills to overcome with a snowy underground to walk on. A good body strength will help you enjoy these hikes even more.

HOW TO BOOK

FARES

For each season we carefully schedule our voyages after thorough research. We set our voyage prices based on the conditions in the sailing area and the length of the voyages. The prices do not only vary per sailing area but also per season. The fares include meals, tea and coffee, but exclude the transfer to and from the ship, travel and cancellation insurances, airport formalities and drinks at the bar on board. Dates and fares can be found in the sailing schedule on our website www.barkeuropa.com.

HOW TO MAKE A RESERVATION

Are you interested in our Antarctica expeditions? You can make an official booking by completing the booking form and health statement on our website via www.barkeuropa.com/booking-form. On our booking form we ask for your passport details, date of birth and other personal details. We need these details to make the necessary crew lists for immigration purposes. Additionally, we need a fully completed health statement with details about medicine dosages and medicine names. This information will be used to get a first insight in your overall fitness and determine any possible risks of sailing in a remote area. Of course, all details will be treated confidentially.

After receipt of your booking form, we will process your booking as soon as possible. Your booking is confirmed after receiving our confirmation and a corresponding invoice. Our payment conditions and bank details are mentioned on the invoice.

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. That way you will have some time to decide or make any necessary arrangements without the risk of losing your berth. We will contact you as soon as possible to confirm the reservation.

MORE INFORMATION?

By subscribing to our newsletter you will receive automatic updates on our sailing plans. Furthermore, a general brochure is available online with more information on life on board, the watch system, sails and sailing terms and a packing list.

After confirmation of your booking, you will receive login details to the online community of your voyage where more detailed information on your voyage will be available. This is also a place where you can introduce yourself to and get in touch with other sailors of your voyage.

CONTACT DETAILS

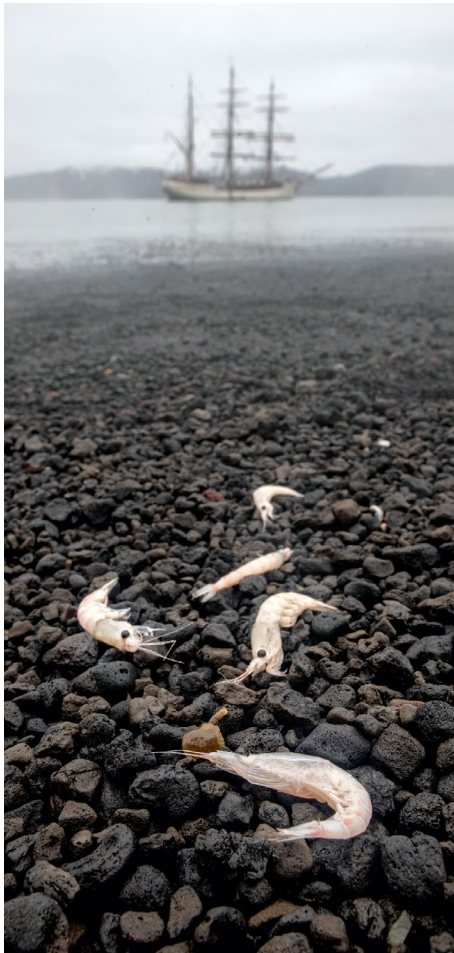
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ANTARCTIC WILDLIFE
TOP 7 SPECIES OF ANTARCTICA
(COOL 7 OF ANTARCTICA)



KRILL

These small shrimp-like creatures are about the size of your little finger (5cm). They may not look quite as spectacular as the other charismatic wildlife of Antarctica, but they are at the root of Antarctica's ecosystem. Krill is a vital food source for whales, seals and seabirds in Antarctica. Krill can also emit light which is called bioluminescence. They use it to confuse predators and they also seem to use it to communicate with each other.



PENGUINS

Of all the birds in the world, penguins are highly tailored for the marine environment. They have the most feathers per square centimetre and more fat under their skin than any other bird. Their legs are not placed in the centre but on the back of their bodies. Penguins use oil from a gland near their tail to lubricate and waterproof their feathers. They are only on land during the breeding season. The rest of the year they spend a lot of time at sea and only occasionally rest on an iceberg, sea ice or land. The predators of the penguins are orcas and leopard seals, and also birds such as skuas, giant petrels and kelp gulls can be predators while penguins nest on land. During and after incubation, the parents alternate in protecting the eggs and young.

WHALES

Whales are the most adapted mammals to the marine environment. Whales and dolphins sleep at sea, sometimes on the surface, often while doing shallow dives. That suggests that they rest half of their brains at the time, with the other half taking over the functions of breathing and controlling the depths where they hang around. There are several species of whales present in Antarctica including the following more common ones: Fin whales, Minke whales and Humpback whales. Fin whales are the second largest whale species in the world, and therefore the second largest animal in the world. They can weigh up to 75 tons and can dive up to 200 meters deep for 20 minutes long. They have a lifespan of 80 to 90 years. Fin whales are the fastest of all great whales, swimming up to 35 km per hour. Fin whales don't show their tails when starting a dive. Over one million fin whales were killed by commercial whalers and today only 10 to 20% of the original population is left (50.000 to 85.000 from the original 500.000 pre-whaling).

The Minke whale is the most common whale in the world. They are one of the smaller filter feeding whales, between 8 to 10m body length and weigh

about 10 tons. They make dives up to 100-meter-deep, but usually keep closer to the surface, about 20 meters deep. Their lifespan is about 30 to 50 years. They were commercially hunted by a number of countries until the 1980's and the hunting of Minke whales still continues today by Japan, Iceland and Norway. Their natural predator is the orca.

The Humpback whale is most commonly seen while sailing or cruising in the Antarctic Peninsula waters. They have a body length of 13 to 16 meters and weigh between the 30 to 40 tons. They have a very distinctive body shape with long pectoral fins reaching 1/3 of the body length and a knobby head. They are relatively slow swimmers with a speed between 5 to 14 km per hour. They have a very distinctive and individual color pattern on their fluke, similar to our fingerprints. They have relatively well-known migration patterns from their breeding grounds in tropical and subtropical areas to the high latitudes of the Arctic or Antarctica where they go for feeding. Humpback whales are famous for their songs. Both male and female produce some vocalizations, but only the males sing the long, loud and complex songs in the breeding areas.



ORCA

The killer whale is a toothed whale and therefore closer to the dolphin family than to the great filter feeding whales. They can weigh up to 6 ton and reach a body length of 9.7 meter. Orcas live in groups of 5 to 30 animals, sometimes even more. They have the second biggest brain of any marine mammal (6,8kg), after the sperm whales (8kg). Females have a lifespan of 50 years, but can also reach 80 to 100 years. Males have a lifespan up to 60 to 70 years. Killer whales are predators. They use echolocation to communicate. They closely work together and hunt their prey like a pack of wolves. Apart from humans, orcas don't have natural enemies.



LEOPARD SEAL

The leopard seal gets its name from its black spotted coat and their feeding habits. They have a slender and long body shape in comparison to other seals. They weigh up to 590 kg and have a body length up to 3,5 meters, with females being larger than males. They eat a diet of 50% krill and 50% preys, including penguins, other birds, seal pups or fish. They can dive up to 15 minutes and swim up to 37 km per hour. They usually live in solitary and only come together to mate. They have very few predators, but sometimes orcas can hunt them. Leopard seals can be dangerous for humans.



SOUTHERN ELEPHANT SEAL

The Southern elephant seal is the largest seal in the world. A male can weigh over 4 tons and reach a body length of 5 meters. A female can weigh up to 1 ton and have a body length of 2 meters. Despite their weight, they can go into the water very quickly or chase away an intruder. Males fight for females to group them in harems and with their big noses, used as resonance chambers, the males can generate loud roars to fend off other competitors. At the beginning of Spring the males come ashore, take their positions and territories and wait for the females to come. When the females arrive, they are still pregnant from last season. They give birth and about 10 days later they become receptive again. Elephant seals live in large colonies at the beaches of (sub) Antarctic areas during the breeding season and then afterwards during the moulting season. The biggest predator of the elephant seal is the orca.



ALBATROSS

The albatross is the largest flying bird in the world. Some of the species, like the wandering albatross reach a wingspan of 3,5 meters. They fly up to 40 km an hour and can cover long distances, gliding over the waves. They can fly nonstop for 45 days and sleep while flying. They spend their entire lives at sea, with a lifespan up to 70 years. Only when nesting they go ashore. The nesting time differs per species. For instance, the wandering albatross's family almost takes a year to complete a nesting cycle, so they can breed every 2 years. The Black browed albatross nests every year and has a shorter cycle. The largest colonies are located on the sub-Antarctic islands. The albatross is not an Antarctic species but they often use the Antarctic waters for feeding.

PENGUIN SPECIES OF ANTARCTIC AND SUB-ANTARCTIC TERRITORIES

Of all penguin species, eight of them can be found in the sub-Antarctic and Antarctic territories that we visit during our expeditions. If we are lucky we might see a few of these different species on our voyages to Antarctica, to the Falklands or to South Georgia. Some can only be seen in sub-Antarctic

regions, such as the King penguin, Rockhopper or the Magellanic penguin, while others are truly Antarctic penguins such as the Emperor penguin or the Adelie penguin. Below you will find more details on each species. The length is measured from tip of bill to tip of toes.





EMPEROR

KING

GENTOO

MAGELLANIC

Length: 100 to 130 cm, the largest penguin in the world
Weight: 20 to 40 kg
Lifespan: Average 20-34 years, only 1% reaches the age of 50
Population: 450.000
Area: Antarctica only
Diet: Small fish, squid, krill
Dive: About 100-200 meters deep
Breeding: Lay 1 egg, incubation period of 62 to 67 days

Length: 90 to 95 cm
Weight: 10 to 17 kg
Lifespan: Average 25 years, but up to 30 years
Population: 2.5 million
Area: Sub-Antarctic areas only
Diet: Small fish (mostly lanternfish), cephalopods
Dive: Up to 300 meters deep
Breeding: Lay 1 egg, incubation period of 55 days

Length: 61 to 76 cm
Weight: 5 to 8 kg
Lifespan: 15 to 20 years
Population: 600.000
Area: Sub-Antarctic and Antarctica
Diet: Small fish and krill
Dive: Up to 200 meters deep, up to 7 minutes long and hundreds of times a day
Breeding: Lay 2 eggs, incubation period of 35 days

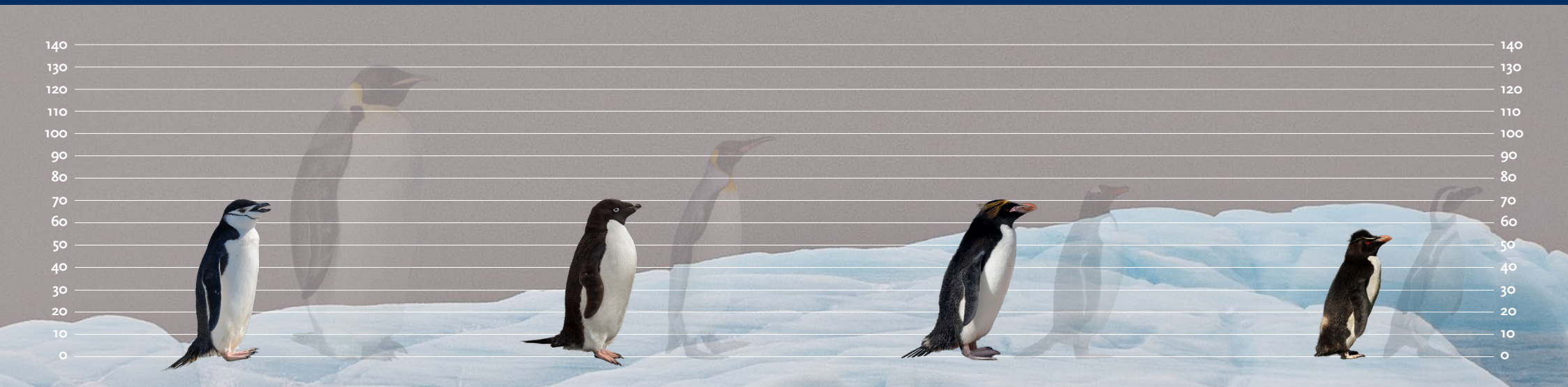
Length: 60 to 75 cm
Weight: 2.5 to 6.5 kg
Lifespan: 15 to 18 years
Population: 1.7 million
Area: Sub-Antarctic areas only, mainly around the Falklands and South America
Diet: Small fish, squid and crustaceans
Dive: Mainly less than 50, but may dive up to 100 meters
Breeding: Lay 2 eggs, incubation period of 40 to 42 days. They start breeding when they are 3 to 5 years old

- Penguin facts:**
- Dive deeper than other penguins, deepest dive ever recorded is 565 meters
 - Can dive up to 27 minutes
 - The egg is incubated by the male on top of his feet during the Antarctic winter
 - Raising the chick takes about 150 days
 - Often huddle together to keep warm

- Penguin facts:**
- Don't make nests, but incubate the egg on top of their feet
 - Male and female incubate alternately every 6-18 days
 - Travel in small groups (5 to 25 penguins)
 - Live in big colonies, some of them counting over 250.000 penguins

- Penguin facts:**
- Fledging takes 62-82 days in Antarctica
 - In northern areas, fledging takes 85-117 days
 - Swim 35km/hour, faster than any other diving bird

- Penguin facts:**
- Fledging takes 40 to 70 days
 - They nest in burrows and prefer vegetated areas with developed soil where they can dig
 - Tend to be shy around humans
 - Closely related to the Galápagos penguins, Humboldt penguins and African penguins
 - First described in 1520 by Antonio Pigafetta, who named the penguins after Ferdinand Magellan, of whom he was an assistant



CHINSTRAP

Length: 70 cm
Weight: 3 to 5 kg
Lifespan: 15 to 20 years
Population: 7 million
Area: Sub-Antarctic and Antarctica
Diet: Small fish and krill
Dive: Up to 70 meters deep
Breeding: Lay 2 eggs, incubation period of 31 to 39 days

ADELIE

Length: 50 to 71 cm
Weight: 3 to 6 kg
Lifespan: 10 to 20 years
Population: More than 4.5 million
Area: Antarctica only
Diet: Small fish, krill and jellyfish
Dive: Up to 150 meters deep, up to 6 minutes long
Breeding: Lay 2 eggs, incubation period of 32 to 37 days

MACARONI

Length: 70 cm
Weight: 5 kg
Lifespan: 8 to 16 years
Population: 18 million
Area: Mainly sub-Antarctic, sometimes also Antarctica
Diet: Mostly krill
Dive: Up to 15 to 60 meters deep
Breeding: Lay 2 eggs, of which the first is smaller than the second. When the second larger egg is laid, the first is discarded. Incubation period of 33 to 37 days

ROCKHOPPER

Length: 55 cm
Weight: 2.5 kg
Lifespan: 10 years
Population: 3 million
Area: Sub-Antarctic areas only, mainly Falklands
Diet: Mainly krill and small fish
Dive: Up to 45 meters deep, up to 6 minutes long
Breeding: Lay 2 eggs, of which the first is smaller than the second. When the second larger egg is laid, the first egg is often discarded. Incubation period of 33 days

Penguin facts:

- Fledging takes 50 to 60 days
- They live in large colonies up to 100.000 couples, some located high up in the hills
- The name refers to the thick black band under the chin, like wearing a black helmet

Penguin facts:

- Fledging takes 41 to 64 days
- Live in large colonies up to 180.000 couples
- Need pack ice and icebergs in their surroundings, a truly Antarctic penguin
- Are more aggressive than other penguins
- Get their name from the French Antarctic explorer Dumont d'Urville who named the penguins after his wife, Adelie

Penguin facts:

- Fledging takes 75 days
- Live in large colonies up to 100.000 couples
- Name origin: in the mid-18th century it was fashionable to wear a feather hat, a style called Macaroni

Penguin facts:

- Live in colonies up to 320.000 to 650.000 couples, often located up steep slopes
- Fledging takes 70 days
- Can jump up to 1.8 meters high

“ The amount of wildlife is overwhelming: the sound and smell of hundreds of penguins reaches you when we get closer to the shore, whales slowly pass by the ship and we encounter the first seals ashore ”



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Schiffsname	
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Alternative Abfahrt (tt/mm - tt/mm/jj) (falls ausgebucht)	
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