

Bark Europa

OCEAN WANDERER

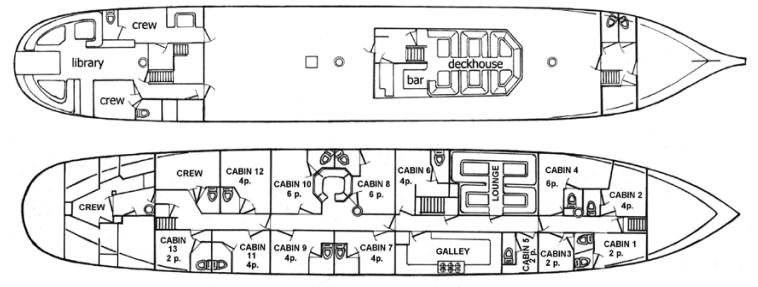


THE BARK EUROPA

Ocean Sailing

Since 2000 Bark EUROPA has been crossing oceans and seas on a regular basis and has a reputation of a ship that really sails. Our voyages bring us to different Islands and cities. This gives you the possibility to step on board halfway through a long ocean crossing.

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



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 -

with millions of spectators. Our crew and guests are international and from all ages.

Life on board

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. For those of you who will be on board for a longer period, there is little difference between the permanent crew and the voyage crew. 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

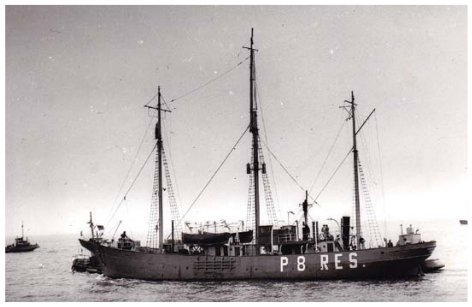
the world and having the time of your life, that is what sailing on board EUROPA is all about.

No sailing experience needed

Everyone is welcome to take the helm, set sails, assist with manoeuvres, navigation, weather observations, furling the sails on the yards and much more. The permanent crew will give lectures

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





and instruct you during the voyage in steering, navigation and line handling. This will be done in a “Dutch” style, so without yelling, blowing whistles and so on. Also, you will find no uniforms on the Bark EUROPA.

Crossing the ocean properly with a square rigger under sail like the Bark EUROPA is a team effort, so we appreciate every input from the voyage crew. Sailing experience is not necessary. Instructions will

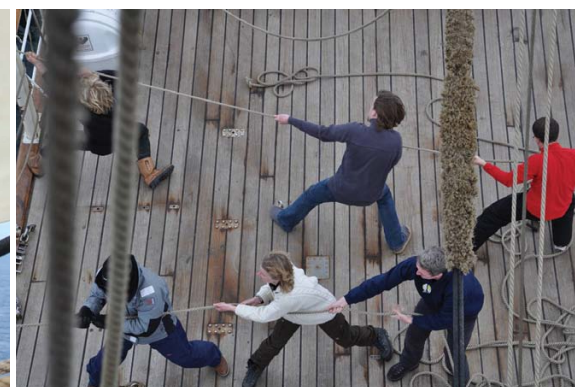
be given in watch responsibilities, basic sail theory, line handling, steering and navigation.

Teamwork

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. 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.

The majority of the permanent crew is Dutch, but usually you will find various nationalities among them. Different nationalities are also found among the voyage crew (trainees). The common language on board is English.





SHIP'S ACCOMMODATION

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



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)

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 spe-

cialised 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.

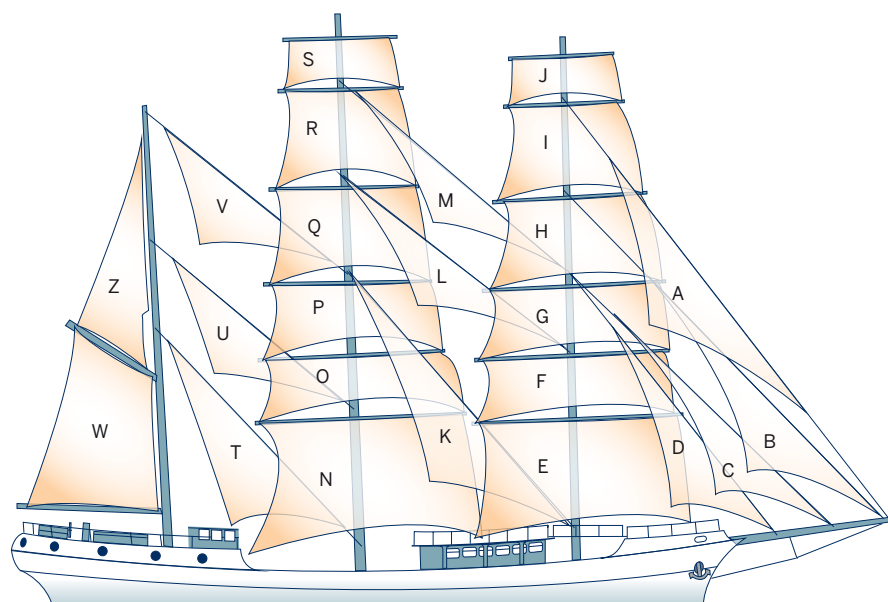
Food stores will be taken on board just before our departure. We will also take on board 20,000 litres of diesel to fuel the heater, the generators and the two main engines. The ship has a power supply of 220V AC (50 Hz). The plugs on board are as used on the European continent (two-pins).





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.

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).

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

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.

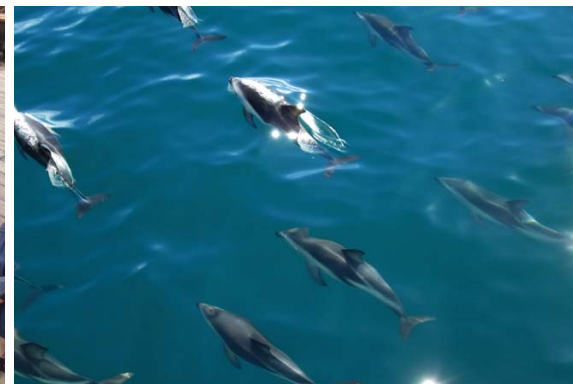
have watch at different times every day so you will see a sunrise one day and a sunset the next.

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

Seasickness

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

doctor on board. There is an emergency hospital with a number of medicines and wound dressings. If you have a disorder or sickness for which you use medication, we expect you to bring these on board yourself. If you are susceptible to certain things like cold sores or cystitis, please bring your own medication with you. As well, we ask you to inform the office of the Bark EUROPA about this condition.

Because we live close to each other on the ship, colds or influenza are easily passed on to others. For ocean voyages we advise you to take an anti-influenza injection before departure. It would be a shame to have to spend a few days in your bunk during such a unique voyage.

If you have questions about a specific health problem, we advise you to get in touch with the office of the shipping company. They can put you in contact with one of the ship's doctors.



Insurance

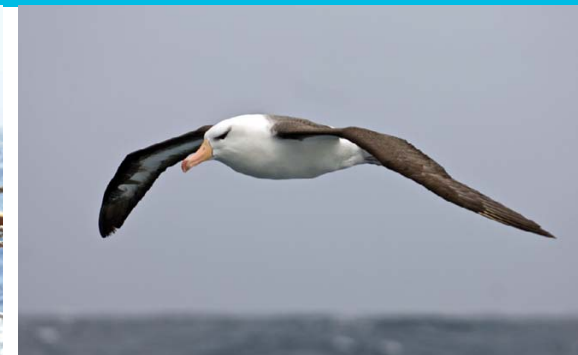
The Bark EUROPA is properly insured for possible legal liabilities during your stay on board. The Bark EUROPA does not cover possible damage while being ashore. Naturally you must have a healthcare

insurance in your own country. Apart from that, you also need to have a travel insurance covering this voyage. We also advise you to have a cancellation insurance.

What to bring

- Certificates of medical and travel insurance.
- A valid passport. It is important that you check with your own embassy for visa requirements and vaccinations pertaining to each country you visit during your voyage.
- Toiletries and first aid travel kit (aspirin, band aids)
- Personal medication.
- For use on deck: watertight shoes with a flexible non-slippery profile.
- Swimming gear and sandals





- Clothing for all types of weather. Layering is the best approach to be able to adapt to various 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 sun screen. The sun's rays are particularly strong at sea.
- A small rucksack or shoulder bag is handy for walks ashore in port.

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).



How you can be reached on the ship

- Friends and family can follow your voyage on-line via internet, www.barkeuropa.com. Click on 'log-book'. 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.
- 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. There is no internet connection on board.
- We have a satellite phone on board 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 beverages served at the ship's bar must be paid in cash at the end of the voyage. We do not accept credit cards. Allowance should be made for personal expenditures during onshore visits.

BOOK THE VOYAGE

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 make an official booking by sending the signed and completed booking form and health declaration to the EUROPA by email fax or mail.

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.

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. If you travel for more than 8 hours or if alternative transport is limited please plan to arrive one day before embarkation. If you have trouble finding a good flight schedule please contact us for a proposal from one of our partners. 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 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.

Contact the shipping company

Rederij Bark EUROPA B.V.

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

TERRY PRATCHETT

