



Tallship

# ANTIGUA

SPITSBERGEN 2009



## ANTIGUA, SPITZBERGEN EXPEDITION 2009



### Spitsbergen

North of Norway, only about 1000 kilometers away from the North Pole, you will find the archipelago called Svalbard. In 1596 the Dutch sailor and discoverer Willem Barents gave it the name Spitsbergen, which means “jagged peaks”. Hardly a person lives on these craggy islands. Life there is hard, the winters long and cold with months of no sunlight. The landscape is rough and barren, but the allurements of this land with its rugged rocky cliffs, the gigantic mountains and the clean fresh air, far away from the drudges of every day life, is simply magical.

### Climate, flora and fauna

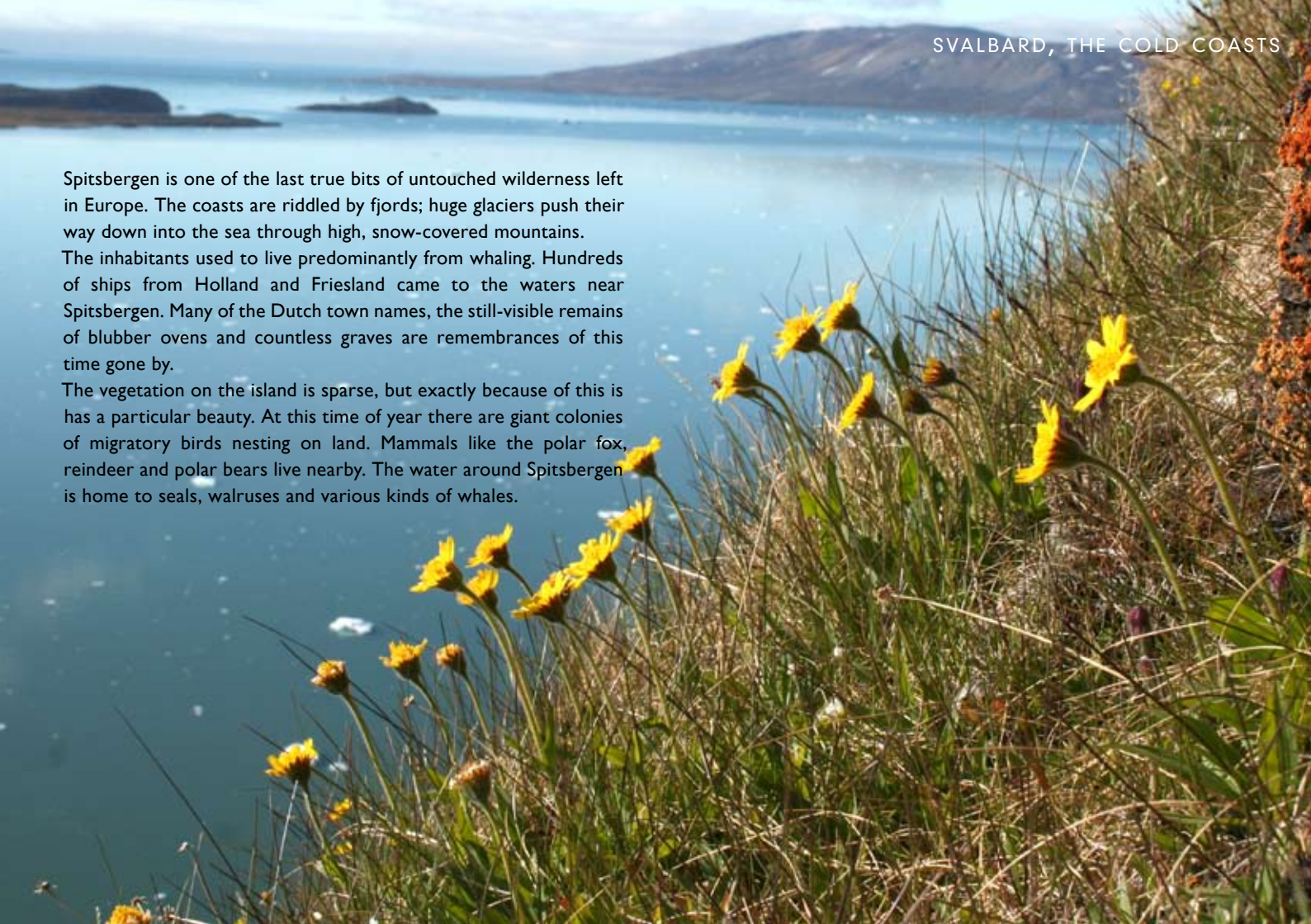
Two-thirds of the land is covered by glaciers. Due to the influence of the warm Gulf Stream, the summer climate is relatively mild, the temperatures averaging around 5°Celsius. Hardly a drop of rain falls and at this time of year the sun shines 24 hours a day. At the beginning of the summer ice floes float out to sea and slowly melt away until autumn. During the course of the winter, nearly the entire archipelago will become surrounded by pack ice.



Spitsbergen is one of the last true bits of untouched wilderness left in Europe. The coasts are riddled by fjords; huge glaciers push their way down into the sea through high, snow-covered mountains.

The inhabitants used to live predominantly from whaling. Hundreds of ships from Holland and Friesland came to the waters near Spitsbergen. Many of the Dutch town names, the still-visible remains of blubber ovens and countless graves are remembrances of this time gone by.

The vegetation on the island is sparse, but exactly because of this it has a particular beauty. At this time of year there are giant colonies of migratory birds nesting on land. Mammals like the polar fox, reindeer and polar bears live nearby. The water around Spitsbergen is home to seals, walrus and various kinds of whales.



## Expeditions on land

During our stay on Spitsbergen, we focus on exploring and discovering the area around. Generally the Antigua anchors in one of the numerous coves and we row ashore using the longboats, just like the explorers of bygone times. When we take our excursions on land, we are always accompanied by experienced guides, who are armed because of polar bears. First and foremost, these skilled guides can teach us many things about this special wildlife, the history and the geology of Spitsbergen.

Such an excursion usually lasts between 3 and 4 hours.

## The ship

In 1957 the Antigua was let to water as a fishing boat. Then at the end of the 1990s, paying close attention to tradition and style, she was rebuilt as a Barkentine sailing vessel. Now, in the former hold, there are comfortable cabins, each with its own bath, plenty of room for up to 32 passengers and 8 crew members.

## Open-sea sailing

Sailing with a tall ship is a very special experience. Weather conditions are never the same, so plans and destinations have to be changed constantly to suit the conditions. When the passage is long, we sail through the night and have to keep look-out. Whoever wants to be a part of it will be scheduled for a look-out along with the crew and will be able to sail and navigate the ship.

Previous sailing experience is not necessary, as our crew is always happy to teach about lines, tackle and seamanship.

## Life on board

The ship has been decorated in style and outfitted with all modern conveniences. Every cabin has its own bathroom with shower. Short, informative talks are given regularly in the sitting room, where we also take our time getting ready for our outings on land. The library offers plenty of literature about the ocean, the flora and fauna of Spitsbergen, and of course about traditional sailing. There is also plenty of general reading available, as well as an array of DVDs and magazines. The ship's cook and his assistant will prepare three flavorsome and nutritious meals every day. Even between meals something warm will be available. Coffee, tea and milk are included in the price. Other drinks can be paid for at regular restaurant prices on board at the end of the sailing trip.

## Equipment and safety

The Antigua is equipped for worldwide travel. The ship has all the safety certificates required by the Dutch shipping inspection. This and our trained and experienced crew guarantee for a safe trip. On board there are two Zodiac boats with outboard motors to take passengers on land. Safety and communication equipment, as well as the medical supplies locker, are extensive. There is no doctor on board, but in the case of a real medical emergency, the hospital in Longyearbyen is reachable by helicopter.

### Seasickness

Most of the time we will be sailing on protected waters close to the coast, so the chances of getting seasick are quite small. In addition, a sailing ship has the advantage that the wind in the sails ensures extra stability and smoother travel. If you are worried about getting seasick during the crossing, then you can wear special seasickness patches behind your ears or take pills.

### Insurance

The ship and the ship-owning company have accident and liability insurance coverage for all people on board. Nonetheless, you should ask your health insurance about travel policies, since not all health insurances will reimburse 100% of the healthcare cost outside of the country. We recommend getting travel insurance and travel cancellation insurance.

### Barquentine 'Antigua'

Built:	1957
Homeport:	Harlingen Holland
Overall length:	49,50 metres
Beam:	7,13 metres
Draught:	3,00 metres
Sail surface area:	750 m <sup>2</sup>
Main engine:	Cummins 400 PS
No. of Two person cabins:	16
Safety certificate:	9356Z



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## What should you take with you?

In the list below you will find suggestions and tips for packing your bags. It is advisable to take along a duffle bag or foldable travel bag, since a suitcase would take up too much room in the cabin.

### General necessities

- health insurance card
- debit card or credit card
- cash (for the trip to and from the airport), perhaps for a few things on Spitsbergen itself (souvenirs, etc.), and for drinks on board. On board you can only pay cash in euros or Norwegian kroner. There is an ATM at the Longyearbyen airport.)

### Travel documents

- valid passport or id card.
- plane ticket.



### Personal equipment

- eyeglasses and a spare pair
- contact lenses and solution
- sunglasses
- watch

### Clothes

- good boots which you can walk well in on longer hikes. When landing on the beach, it is possible that you will have to wade through ankle-deep water and during the hikes there are some very wet tracks.
- shoes with soft, non-slip soles for walking on deck
- thermal underwear
- gloves, warm hat
- warm, waterproof and windproof clothing (several thinner layers will keep you warmer than one thick layer)

### Health and medicines

- seasickness patches or pills
- sunscreen
- personal medications with package leaflet

### Miscellaneous

- backpack for trips on land
- binoculars
- camera or film camera

### Communication with the folks back home

In cases of emergency the ship can be contacted through our office on land, where we can contact the ship by radio or satellite phone. The ship only has mobile phone reception when near Longyearbyen.

### Expenditures during the trip

With the exception of a few possibilities on land and extra drinks on board you will hardly find a chance to spend money. The currencies of payment on board are euros or Norwegian kroner. Unfortunately we do not have the means to accept debit or credit cards on the ship. There is an ATM at the Longyearbyen airport.

### Reservations

You can make reservations by sending us the completed registration form. We need your passport number, birth date, etc. in order to put together a passenger list for the officials. So please be sure to fill out the form completely. Of course we promise to protect your

privacy and would never pass any personal information on to other parties. After we have received this, we will send you a confirmation of your reservation and information on how you can pay. We will send you any other final information fourteen to seven days before departure.

### Arrival and departure to ship

Our ship-owning company would be happy to recommend a travel agent and help you contact them. Of course, you are welcome to organize the flight yourself. Please make sure you will be on board at the arranged time. Please indicate on the reservation form if we should take care of your flight reservations.

### Luggage on board SAS airlines

Your check-in luggage may weigh up to 20kg and your carry-on up to 8kg. You can check the airport website to see what items you are allowed to pack in your carry-on or check-in bags.



We offer the following trips:

## Trip 1

Tromsø-Longyearbyen

On board: Monday, 13 July 2009, 17:00 in Tromsø

Disembark: Sunday, 26 July 2009, 08:00 in Longyearbyen

Length of trip: 13 nights

Price: € 2.850 incl. meals, excl. flight and transit

Route: south coast, west coast, and 4 day passage with stopover on Bear Island

## Trip 2

Longyearbyen – Longyearbyen

On board: Tuesday, 25 August 2009, 16:00 in Longyearbyen

Disembark: Friday, 4 September 2009, 08:00 in Longyearbyen

Length of trip: 10 nights

Price: € 2.350 incl. meals, excl. flight and transit

Route: west and north coasts

## Trip 3

Longyearbyen – Longyearbyen

On board: Friday, 4 September 2009, 16:00 in Longyearbyen

Disembark: Monday, 14 September 2009, 08:00 in Longyearbyen

Length of trip: 10 nights

Price: € 2.350 incl. meals, excl. flight and transit

Route: west and north coasts

## Voyage 4

Longyearbyen – Tromsø

On board: Monday, 14 September 2009, 16:00 in Longyearbyen

Disembark: Tuesday, 29 September 2009, 08:00 in Tromsø

Length of trip: 15 nights

Price: € 3.150 incl. meals, excl. flight and transit

Route: west coast, north coast, across the Hinlopen Strait and east coast to Tromsø

## Itinerary

The following is an example of how the trip could run. Most of the places we will actually visit, but depending on wind and weather, we may land at other places.

### Day 1

You board the ship in the afternoon. We leave the harbour and sail toward Trygghamna Bay which lies at the northernmost corner of the Isfjord. Here we drop anchor and hike to the bird cliffs of Alkhorneret. Then we sail further north to Prins Karls Forland Island.

### Day 2

In the evening we reach Poolepynten. This is one of the very few places where we can see walruses on land. Later we travel through the Forlandsundet, a narrow and shallow sound. If the weather is good, we can sail to Fuglehuken. During the night we sail on to the Krossfjord.

### Day 3

We drop anchor in the Krossfjord at Ebeltoftbukta, where the remains of the oldest blubber ovens from Spitsbergen are located. In the evening we hoist anchor and sail toward the Magdalena Fjord.



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### Day 4

The area surrounding the Magdalena Fjord is striking. It is easy to see where the name Spitsbergen comes from! We take a hike to the Gully Glacier. In the evening we sail close to the edge of the glacier and later spend the night in the fjord.

### Day 5

After breakfast we sail through the Smeerenburgfjord to the island of Ytre Norsk Øya. We hike to the highest point on the island and enjoy the impressive view from Uitkijk Zeeland, which hunters used to use as a lookout for Greenland whales. We move on toward the Raudfjord.

### Day 6

80° north latitude!! There is nowhere else in the world that a ship can get closer to the North Pole than here. Hamiltonbukta lies far down in the Raudfjord. Here we go on land. In the evening we return to the Smeerenburgfjord.

### Day 7

Early in the morning we go ashore at Virgohamna on Danskøya, where we can see the remnants of two polar expeditions. And on Amsterdamøya we find the relics of the Dutch settlement "Smeerenbug". This was the most important whaling station in the 17th century. At the end of the day we travel on toward Ny-Ålesund.

### Day 8

Ny-Ålesund is the northernmost village in the world. It began as a miners' settlement and has evolved into a center for modern polar research. They have a souvenir shop, a post office and a visitors' center. In the afternoon we sail to Blomstrand and during the night we move on toward Barentsburg.

### Day 9

As one might guess from the name, the miners' town of Barentsburg was founded by the Dutch. Later it became a Russian settlement. During the Cold War, Barentsburg was of great strategic importance for the Russians and Westerners were not allowed to visit. Today it looks rather time-worn and a bit shabby.

### Day 10

On the following morning we sail through the Tempelfjord. A bit further on we drop anchor at Skansbukta, where there is an old gypsum mine. It is also a wonderful place for plant lovers. We move on to Longyearbyen, where you will have enough time to visit the polar museum and to buy a few souvenirs.

### Day 11

Today it is time to say goodbye to the ship and the crew and catch your flight back from the Longyearbyen airport.

The first and the last trips have a slightly different itinerary:

Trip 1:

We leave from Tromsø, the last harbor on the European mainland. We spend several days at sea, passing by the Bear Islands. If the weather allows, we can go ashore. On day five we reach the southern part of Spitsbergen and visit the beautiful Hornsund Fjord. Then we set off further north along the west coast, as described above. Most likely we will not make a stop at the Raudfjord during this trip. Finally the trip ends at Longyearbyen in the Isfjorden.

Trip 4:

The last trip begins as described in the itinerary above. However, we do not sail back along the west coast to Longyearbyen. We sail all the way around Spitsbergen, across the Hinlopen Strait and back to Tromsø, Norway. Truly a spectacular trip and a wonderful possibility to discover the east coast of Spitsbergen as well. The nights get somewhat darker this late in the year and the chances of witnessing the aurora borealis are very good.



