

| 02910  
Sal

| 03100

| 03290

| 03480

| 03670

03860 |  
Santos

# SAL

02910 MILES

# SANTOS

09756 MILES



I WOULD PAY  
**ANYTHING**  
ON THIS WORLD  
TO BE ABLE TO  
BE WITH YOU  
RIGHT NOW!



11 June 2013 09:02

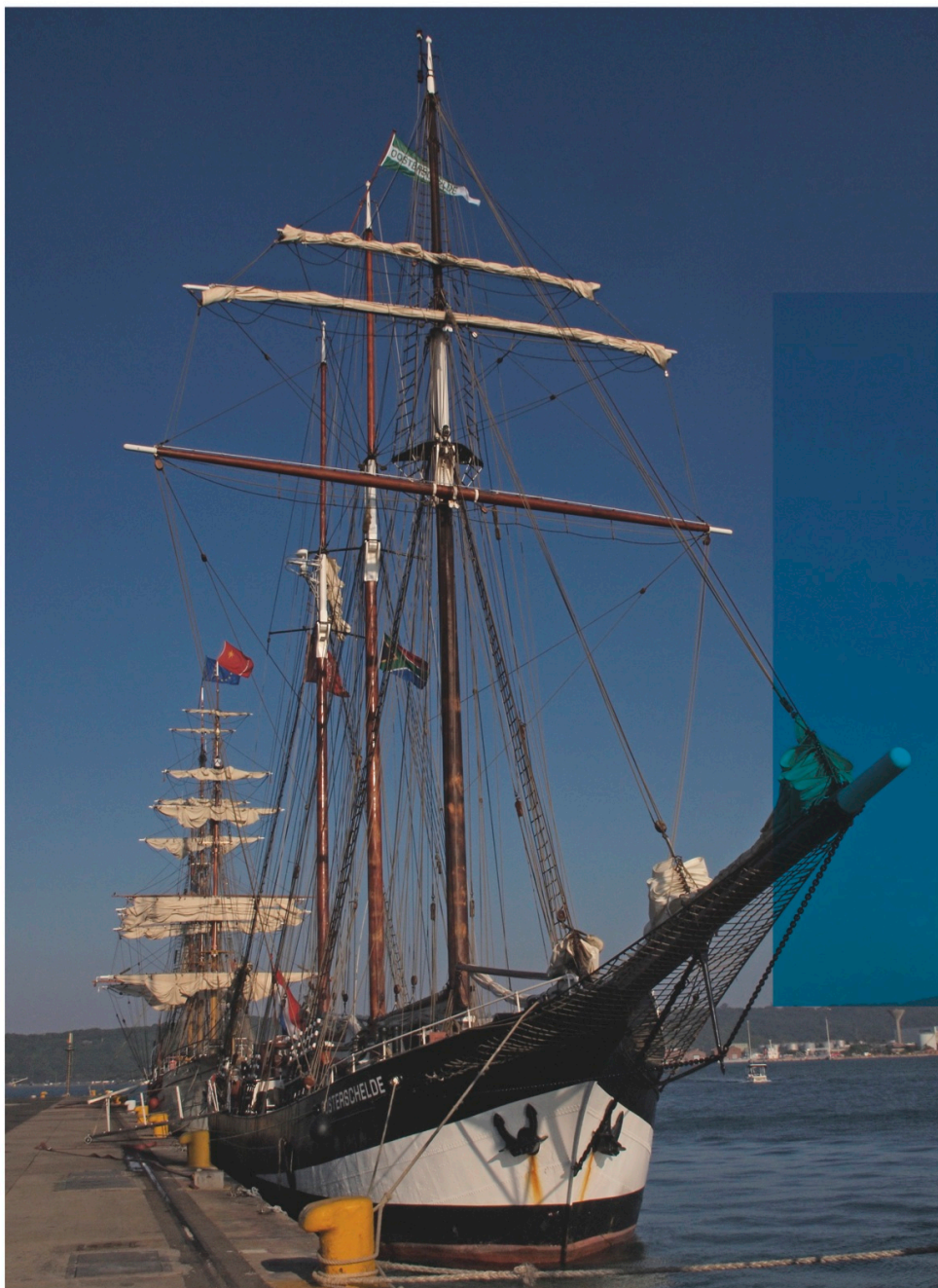
## A NICE VISIT TO RÉUNION

The arrival in Réunion was a relief after the Port Authority experience in Durban. Already 40 miles before arrival we were welcomed via VHF marine radio and the process of pilots and customs was very quick and easy. At first dawn we could see Réunion clearly and it got bigger as we got closer to the shore. This volcanic island starts at 3000 meters below sea level and goes steeply up to 3000 meters above sea level. Once in the harbour we were covered with tropical warmth. The weather was great and most guests went for a walk to discover the environment. On Sunday we organised a bus tour around the island. Some guests and crew joined the tour and some others explored the island themselves. In the afternoon we organised an open ship, which was very successful. In 3 hours we have had more than 1000 visitors on board! All were very enthusiastic and friendly. On Monday afternoon around 4 PM we have left for the leg to Mauritius, and sail accompanied with 'Europa' to Mauritius where we'll meet 'Tecla' again.

13 June 2013 08:00

## PARADISE

This morning at first dawn, we had the other end of Mauritius in sight. We motor sailed around the south point of the island, after sailing beautifully along the west coast yesterday afternoon and evening, with the 'Europa' by our side. On the southeast side of the island, is Old Grand Port. This is the place where the VOC ships arrived to fill up their stores with fresh fruit and vegetables. For us, with all modern gear on board, it is hard to imagine that they used to sail into an atoll just like that& it would have been very challenging to be first mate, climbing up the mast to try and find the shallow waters and avoid them. Once inside the reefs, the sea was very calm and we found a nice anchor spot next to Île de la Passe. This is a sort of fort-island, which was being fought over by the British, Dutch and French. They fought over this island, because they believed that whoever owned the island, had the only entrance to the south side of Mauritius. We have visited the ruins of the fort yesterday and went for a swim in the clear blue sea (26 degrees Celsius water temperature). After lunch we continued sailing in between the reefs, which was a great experience, with sometimes a passage area of only two ships' length wide. Many residents came towards us with boats to have a look at this special invasion of historical sailing ships. We are now anchored just in front of the original landing place of the VOC ships. Most of our (guest) crew is climbing Lion Hill now.



## MAURITIUS PERTH

LEG 06 / 19 JUNE 2013 - 14 AUG 2013

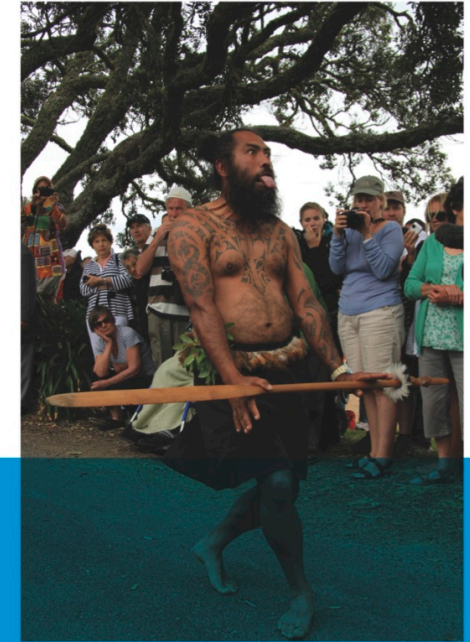
Very little ships are found on this route nowadays, but it used to be a busy sailing route to Batavia and later to Australia. In the old days many ships heading for Batavia (Jakarta) miscalculated their longitude and ended on the reefs of western Australia. The most famous was probably the grounding of the 'Batavia' (1629).

29 June 2013 19:17

### SCIENTIFIC RESEARCH

Update by Peter Tavel:

"Everyday life brings sometimes interesting moments. However, there are also situations that are exceptional and surely it is our cruise on a hundred years old ship across the Indian Ocean. It is a lifetime experience being dependent on nature, weather conditions, and sea. Sailing around the world on a ship attracted attention of scientists. Project Mars 500 has been finished recently. It was a project about a simulated flight to Mars, related to the forthcoming flight, which is going to be in 2020. In fact it looked that 6 men were closed in one cabin for 500 days in a Russia space station and scientists were studied their lives in isolation. The results of this project have brought some surprises. Is it a problem to verify them? How to find a situation, which would be similar to a space ship? The cruise across the Indian Ocean offers this opportunity! Sea conditions are considered to be comparable to space ship isolation. In scientific language it is called 'a control group'. The cruise is enough long to do a research where people are isolated and without communication with families and friends. Despite feeling safe on board people will feel that the cruise is not entirely without any risk. People are dependent only on themselves - even appendicitis or toothache (what we are used to handle in ordinary world) can be a big problem here. Our crew consists of 15 people. There are 8 men and 7 women. Nationality mix: one German, one Danish woman, one Norwegian woman, two Australians, one Slovak, one American, one English woman, and the rest is from the Netherlands. We speak English on board. Sometimes happens that we hear a Dutch word in the middle of conversation or French, German as well as Greek and Slovak. The truth is that if we work under stress we tend to use words in our first language. What is in the centre of our research is behaviour, emotions and way of thinking. It will be interesting how it can change during the cruise and during our days. How will a dynamics of group behaviour change? How will people express themselves and their emotions? How will conflicts be sorted? Stressful situations? The regime is that people will work every 6 hours, and every hour is a rest. Today the crew were given first questionnaires. They accepted it very well. Nothing special has happened so far..."



22 november 2013 10:35

## GREAT BARRIER ISLAND

Russell is a beautiful, sleepy town in the Bay of Islands. Mainly inhabited and visited by older people so it seemed. The shops that one finds are aimed at the guests of the big cruise ships anchored in the bay that visit the town, with knitting and glass blowing art. But the location and the view are magnificent and because there was a tiny pier we did not have to stay on watch during the night. The next morning we left for Roberton Island, one of the places where James Cook arrived. What a place! Bays with turquoise waters, beaches, many birds, flowers and a beautiful hill from where we had a great view on the ship and the Bay of Islands. Later that day we sailed on through a very narrow passage out of the Bay of Islands passing Cape Brett. The passage is famous for Percy Island, with the big rock with a hole that one can sail through with smaller boats. On a smaller rock island next to it hundreds of gannets nestle on the rocks, but weird enough not on the cape itself. In a very friendly breeze we sailed the whole night and we just dropped anchor at Smokehouse Bay, at the Great Barrier Island.



- 1) 'Europa' and 'Oosterschelde' at anchor near Roberton Island
- 2) Public bath in Smokehouse Bay
- 3) Blue Wren
- 4 and 5) Traditional welcome by Maori chiefs

03 Januari 2014 18:20

## WHALES

We finally were able to stop the main engine. All sails are set and the sea is rather calm. A grey sky and snow. Two whales accompany us at a distance of about 400 meters. We assume they are Minky whales. What we see are their regular spouts and once in a while a dorsal fin.

04 Januari 2014 17:48

## LAND AHOY

Last night: almost no wind and we near two feeding Humpback whales. They are not bothered by our presence and take in huge amounts of water to filter out the krill. It's snowing and visibility is low. Who will see the first ice? Around 10:30 pm the snow clears and at the same time we see the mountains of the South Shetland Islands and three huge icebergs. We go slowly, the little penguins like small dolphins all around us. Early this morning we dropped anchor at Barrientos Island.

05 Januari 2014 20:21

## ARRIVAL AT ANTARCTICA

Report by Peter:

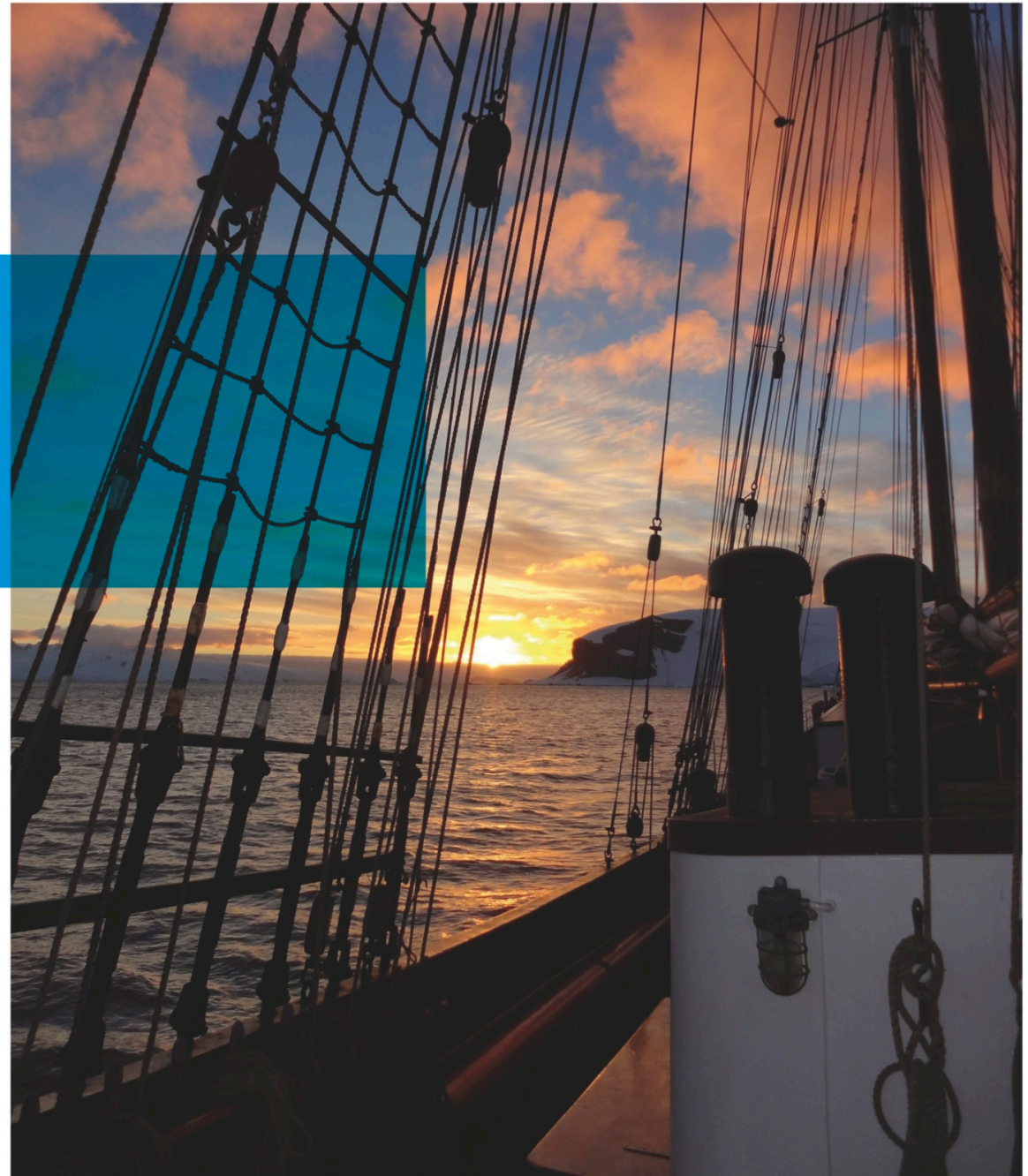
"Imagine yourself tired and cold, standing outside on deck after days of rocking. Many of us got seasick. You are standing there, and all of a sudden the captain spots something on the horizon. Is it land? An iceberg? We all look, but we cannot identify it, not even with our binoculars. We have to be patient. Patience proves to be a good companion, at sea. It is one o'clock at night. It does not get dark here. We continue, while the sun is gaining strength again. Closer and closer, more and more spots on the horizon. On the left we see two giant icebergs, on the right a rock that also turns out to be an iceberg, as we get closer. I see land behind it", mumbles one of us. Minutes later we all see it. Captain Gerben asks me to wake all passengers, this needs to be seen, and experienced. This is our entrance to Antarctica. A moment never to forget."



06 Januari 2014 15:10

## A NARROW ESCAPE

Yesterday at 7AM we sailed through the narrow entrance Neptune's Bellows' into the volcano crater of Deception Island. At Telefon Bay we anchored for a walk on shore. The wind increased rapidly and from the cold crater walls gusts of wind blew over the water. Clouds of volcano ashes and dust made the sky hazy. Before we had everyone back on board the 'Oosterschelde' went off the anchors. The inside of the crater is very steep and both anchors with 120 meters of chain were hanging down in the water. The wind was so strong that it was hard to keep the ship in place on engine. As soon as we had the anchors back on board and the ship in place we could pick up the rest of the guests. For hours we kept the ship on windward side, which was hard work! Looking at the upcoming bad weather we decided to leave Deception Island. The only big question was how many waves (and how high) there would be in the entrance. Without any waves it was hard enough to keep the ship in place. With waves we would not be able to go against it. From the crater it looked ok. With a double reef in the main sail and a run-up we made speed and luckily we went relatively smooth through 'Neptune's Bellows'. The strong northeast wind was favourable for the rest of the leg. We sailed to Trinity Island, occasionally steering clear of icebergs.





13 Januari 2014 10:08

## GOODBYE ANTARCTICA

When we arrived yesterday at the entrance of Neumayer Channel it was completely closed up with ice. Blue ice mountains, as big as a house, growlers (deep ice pieces as big as a car), sea ice of about 1 meter thick and all sorts of small and big lumps, as we started to call them. No way of going through that so we sailed via Gerlache Strait to the north side of Neumayer channel and there we entered. We had some ice here and there and in two spots we really had to push against some ice, but luckily we were able to reach Port Lockroy. When we sailed out the ice was almost gone, but the watch on the lookout did spot some dangerous growlers. Our destination was the Melchior Islands. A landing there is not possible but we can make a tour with the dinghy through very narrow channels. Unfortunately the weather changed and it started to snow, not the best kind of weather for a sight-seeing tour. Due to the forecast for the coming days we decided to start our voyage back to Ushuaia over the Drake Passage. We can use the extra time, because the forecast predicts strong winds from the northwest. For now it is still ok. The snow has turned into rain and we prepare the ship for the ocean.