

March-April
2010

SALE



After finishing the Antarctic season, Europa sailed Cape Horn, Patagonia, Southern Chile and took part in the Regata Bicentenario Velas Sudamerica

CAPE HORN

Sailing around the island on the 24th March and meeting the Tall Ship fleet from the Regata Bicentenario, Chile-Argentina

PATAGONIAN AND SOUTHERN CHILE FJORDS

Beagle Channel, Seno Almirantazgo, Magellan Strait, Southern Chilean fjords to Chiloé

REGATA BICENTENARIO VELAS SUDAMERICA

Joining in Ushuaia. Participating in the events in Ushuaia and Punta Arenas. Racing from Talcahuano to Valparaiso.

March/April 2010

BARK EUROPA SAILING IN CHILE

Trip Log

Europa voyage from 22nd March till 14th April. Joining the Regata Bicentenario in Ushuaia together with 9 more Tall Ships from South and Central America, sailing around Cape Horn and following Darwin's route in Chile



Sunshine arriving to Skua Glacier, after sailing in Cape Horn and Southern Patagonian fjords

SAILING TRIP IN SOUTHERN PATAGONIA, CAPE HORN, AND CENTRAL CHILE

On March 22nd we started this 23 days amazing journey in Ushuaia, that took us to Cape Horn, Punta Arenas through Beagle Channel and Magellan Strait, and afterwards to Valparaiso sailing between the thousands of islands and channels of the Chilean fjords. We also joined the celebrations and race of the Regata Bicentenario - Velas Sudamerica Chile-Argentina.

We started the trip in Ushuaia, where several Tall Ships were moored in the port, and between them the *Europa*, the Bark that we are going to sail to Cape Horn and then to the North till Valparaiso, through the Southern and Central Patagonian fjords of Chile. Some activities on land while sailing the area were also scheduled, in combination with our participation in the activities and race of the Regata Bicentenario, Velas Sudamerica.

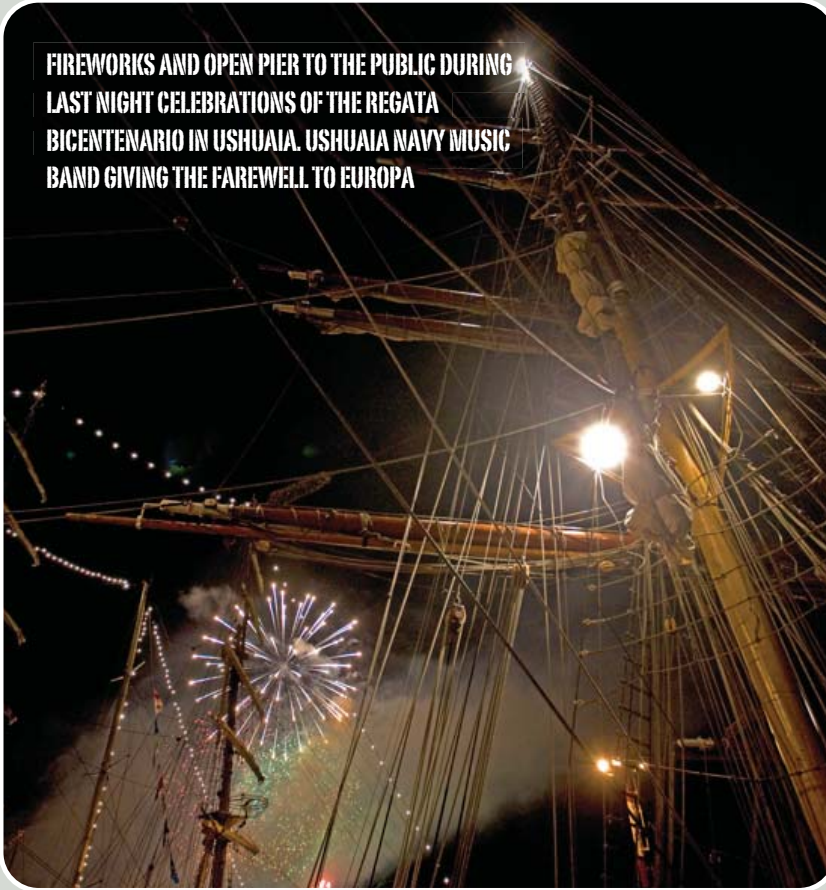
Our voyage involved the last celebrations of the Regata in Ushuaia, with fireworks from the pier, the sailing to Cape Horn where all the Tall Ships did a circular formation with the *Esmeralda* (from Chile) located in the middle, before going around the Island. Then we started our way North back to the Beagle Channel. There we did

our first landing in Caleta Olla, visiting the Holland Glacier after a quite long walk. Afterwards we sailed a narrow fjord to the Garibaldi Glacier, having a short stop in a huge cave next to the glacier front. From there we went to the largest fjord system in Magellan Strait, Seno Almirantazgo, stopping in two places. First in an Elephant seal colony and then in a Black browed albatross nesting area. Also we navigated the Seno Parry, fjord entering deep towards the mountains of the Darwin Range. From there we visited the city of Punta Arenas before sailing Magellan Straits and then the Southern Chilean fjords till Chiloe Island, stopping in the Skua Glacier (Campo de hielo Sur) and Puerto Eden We finished our trip racing with the other Tall Ships from Talcahuano to Valparaiso.



Regata Bicentenario Velas Sudamerica, Chile-Argentina. Celebrating the 200 years of the Independence of Chile and Argentina from Spain, Chilean and Argentinean Navy joined efforts to organize the meeting and international regata.

**FIREWORKS AND OPEN PIER TO THE PUBLIC DURING
LAST NIGHT CELEBRATIONS OF THE REGATA
BICENTENARIO IN USHUAIA. USHUAIA NAVY MUSIC
BAND GIVING THE FAREWELL TO EUROPA**



22nd March 2010. Ushuaia. welcome on board and the beginning of the trip

Welcome aboard! And welcome to the southernmost city in the world, Ushuaia, El Fin Del Mundo.

Ushuaia, a Yamana indigenous word meaning “bay that penetrates to the west”. It is considered as the most southerly city in the world. And is called by the Argentinians as “el fin del mundo” = “the end of the world”. Surrounded by mountains to the North and the Beagle Channel to the south. The mountains around, coming right down to meet the sea here in Patagonia, are the last part of the Andes range, that runs along the entire length of the South American continent. A bit further South there is another settlement, a small town in the Chilean side of the channel named Puerto Williams (let’s say the southernmost “town” in the world...) that we would pass tomorrow on the way East to the Cape Horn. It’s from this pier (where Europa lays quietly alongside, surrounded by the other Tall Ships participating in the “Regatta Bicentenario”, celebrating the 200 years of the Chilean and Argentinian independence from Spain) that we will make our journey, which will take us from Tierra Del Fuego, through the wilds of Cape Horn, the two main Patagonian Channels connecting the Atlantic and Pacific oceans (the Beagle and the Straits of Magellan) and all along the Chilean fjords, one of the most pristine places on Earth, to central Chile, and even further away to Panama for some of us.

During the afternoon New Voyage Crew begin arriving. Many, who have come earlier in the day, leave their luggage and venture out to enjoy a few hours in town or visiting the pier and the rest of Tall Ships moored alongside Ushuaia harbor.

As we approach the early evening, all begin to gather and introduce themselves on the Ship’s Main Deck.

Marianne and Annalies have prepared coffee, tea, and served facturas (the typical Argentine pastry) for us to enjoy, while other crew members were collecting our passports and taking pictures of all of us for the Ship’s Facebook, something we’ll all need to get to know each other in the coming days!

Ushuaia

With a rapidly growing population of 55,000 people, **Ushuaia** is a flourishing duty free port with a fishing industry particularly famous for its crabs (centolla). There are other new industries as well, notably electronics. The new buildings and roads give the appearance of a latter day “frontier town” and one of the few remnants of the last century is a beautiful Victorian timber building right on the harbour. Its first owner purchased the so-called Casa Beban building through a catalogue over a hundred years ago. The museum in the former prison has a fascinating and well-arranged series of displays. Ushuaia is also the most popular jump-off point for

Shortly after 18:00 the bell rings 3 times, signalling all hands to gather on the Main Deck. The Captain gives a welcome speech, introduces the crew, gives the first ideas about the coming days and shares the latest weather report.

Klaas will watch the forecasts closely, and plan our sailing days and possibilities of doing some landings and visits accordingly for the following day.

We celebrate by toasting to our voyage ahead, to our cosy spot sheltered in these jagged mountains, and to our adventure to come.

Marianne and Wilhelmin serve a gorgeous dinner of roasted chicken legs and potatoes with a dessert of sweet Argentine baked treats.

After dinner three bells ring meaning a meeting for the voyage crew is being called. We all meet on deck and Jordi gives us some more information about the trip and his plans to do some landings and visits in this amazing southern Patagonia and Chilean channels, a puzzle of islands, fjords and glaciers.

Our first night onboard comes to a close with fireworks as the last event of the Tall Ship gathering in Ushuaia before all of us departure tomorrow morning.

Tall Ships participating in the Regata Bicentenario, Velas Sudamerica

NAME	COUNTRY
Esmeralda	Chile
Libertad	Argentina
Cisne Branco	Brazil
Gloria	Colombia
Guayas	Ecuador
Juan Sebastian Elcano	Spain
Cuauhtemoc	Mexico
Sagres	Portugal
Capitan Miranda	Uruguay
Simon Bolivar	Venezuela
Europa	Holland



BEAGLE CHANNEL AND CAPE HORN

SAILING CAPE HORN

Departing from Ushuaia, sailing on the Beagle Channel and around Cape Horn island with the rest of tall ships participating in the Regata Bicentenario.



Sailing the Beagle Channel

The yards are braced around to a starboard tack, and crew begin to loose sails from their gaskets. Pretty soon we are sailing in Ushuaia Bay, stopping the engine once in the middle of the Beagle Channel. This is a strait separating the island of Tierra del Fuego from Navarino and Hoste Islands. It is about 240 kilometres (150 miles) long and is about 5 kilometres (3 miles) wide at its narrowest point. It connects the Atlantic and Pacific oceans, and so allows ships to avoid going round Cape Horn. It was named after HMS Beagle during FitzRoy's first survey of the area from 1826 to 1830.

23rd March 2010. Training, Preparation for Sea, Departure and Beagle Channel En route to Cape Horn

Noon Position:

54° 52.0 S - 067° 59.8 W

Weather: Cloudy at departure, Sunny spells in the afternoon.

Wind: SSE 3+, increasing WSW

Sails: Sailing the Beagle Channel with:

Lower and Upper Top Sails and Top Gallant in the Fore and Main Masts. Spanker in the Mizzen Mast. Desmond, Mizzen Top Staysail, Fore Top Mast Staysail, Inner Jib

Sea Temp: 7.8°C

Air Temp: 8.4°C

Our morning begins with a lovely breakfast from Marianne and Wilhelmin a served in the Lounge and Deck House.

After a full nights rest, we all look refreshed and ready for the mornings shipboard training and familiarization. The Guides gather everyone on the Main Deck to begin the day program. The Voyage Crew are divided into their watches for the first time.

We begin the Ship's Familiarization with each watch moving through each of three training segments: Lookout and Steering, Safety Equipment, and

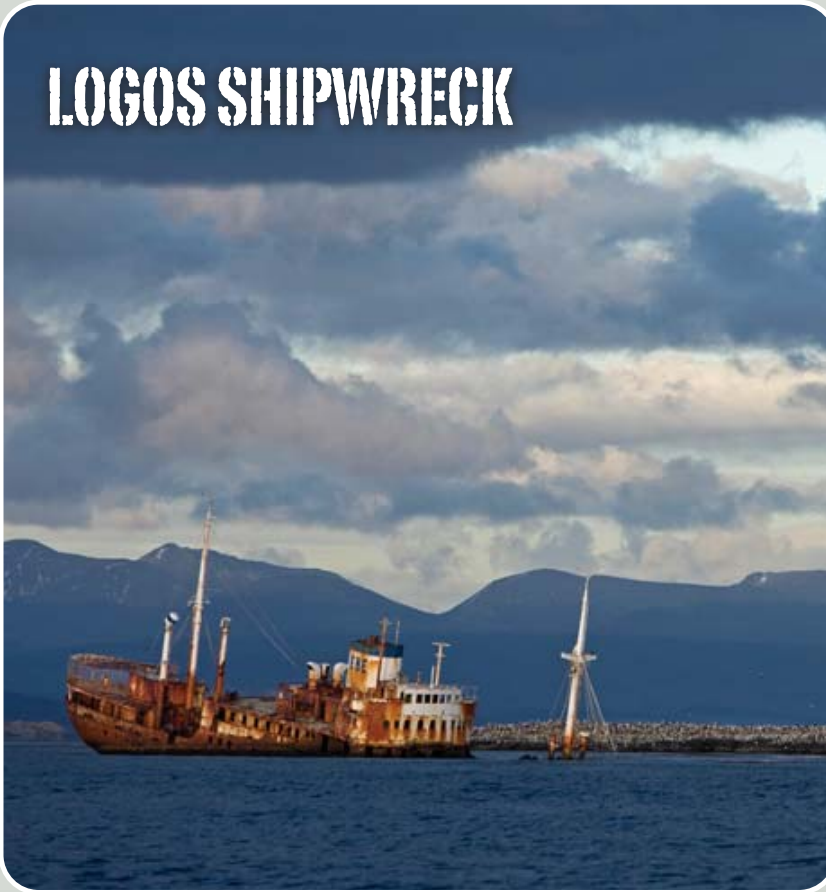
Watch Standing guided by the Crew members Silke, Cristina and Ewan. Then 7 short rings followed by 1 long ring is sounded on the bells. The whole ships company gathers on the Main Deck for the mandatory safety abandon ship drill. Should we have an emergency at sea we will respond as a well trained team.

The Tall ships are departing from approximately 07:30 in the morning, one by one, leaving 20 min between departures. Europa is the last one to leave the pier, at 11:30, and shortly after the Sloopie is hoisted up and stowed in her cradles for the navigation. A military music band gave us the farewell from the city and the start of our voyage.

The dock lines are brought onboard and, with the aid of the winds, Europa gracefully leaves the pier under the BOOMING blasts of her horn.



LOGOS SHIPWRECK



Shipwreck in the Beagle Channel

On January 5, 1988 *MV Logos* ran aground in atrocious weather conditions. The ship could not be saved, but no crew members were lost or injured. The shipwreck is still visible and has become something of a tourist attraction over the years. The *Logos* was a floating and travelling Christian bookshop and missionary base for evangelism operated by Operation Mobilisation. Over a 17-year period, more than seven million people visited the *Logos* during 250 ports of call in 102 countries. Later in 1988 it was replaced by the *Logos 2*.

At 13:00 a delicious lunch of salad, bouillon soup, breads, cheeses, and cold cuts was served. And we spend the afternoon enjoying this gorgeous sailing and helping the crew with all this hundreds of ropes and square meters of canvas that are taking the wind and pulling us though the Beagle Channel.

Around 18:30 we pass close to a shipwreck, it's the "Logos" grounded on a rock from 1988.

The Galley prepares a rich stew served over rice or potatoes. And afterwards Michael gave us a lecture about the Tall Ships participating in the race, and that we are going to be meeting from time to time during our own route, a bit different than theirs.

During all afternoon the Black browed albatross were flying all over the place, also Chilean Skuas, Kelp gulls, King and Rock cormorants, South American terns and some Diving petrels. The firsts Magellanic penguins were also sighted purposing in the waters nearby the ship.



Beagle Channel

The channel was named for Robert Fitzroy's ship, whose second voyage here brought along a solitary paying passenger, a young man who would revolutionise the way we view the world - Charles Darwin. The Channel was also defined as the southern border between Chile and Argentina during the 1881 Boundary Treaty. However, the Treaty did not solve the problem of three uninhabited islands (Picton, Lenox and Nueva) at the eastern mouth of the channel, and for many years the trio was claimed by both countries. The chief contention was whether Chile would project sovereignty claims and exclusive economic zones out into the South Atlantic from these islands. The dispute brought the two nations to the brink of war and was resolved only in the latter part of last century.

"Channel about 1½ miles wide, hills on both sides above 2000' high...scenery very retired - many glaciers, uninhabited, beryl blue, most beautiful, contrasted with snow."

Charles Darwin - description of the Beagle Channel

24th March 2010. Cape Horn, meeting Tall Ship fleet. Sailing North to the Beagle Channel.

Noon Position:

55°37'5 S 067°07'3 W

Weather: Gale Force winds and storm force seas with passing rain squalls

Wind: Starting the day in Cape Horn with around 25 Knots, but wind and swell increasing during the day to Gale or strong Gale, over 40 Knots. Force 8, gusting 9.

Sails: In the Cape Horn we were using all the regular sails we have: Forecourse, Fore Lower Top Sail, Fore Upper Top Sail, Fore Topgallant, Fore Royal, Fore Top Mast Staysail, Inner Jib, Outer Jib Main Course, Main Lower Top Sail, Main Upper Top Sail, Main Top Gallant, Main Royal, Main Topmast Staysail, Main Topgallant Staysail, Main Royal Staysail Mizzen, Gaff topsail, Mizzen Staysail, Mizzen Top Staysail, Mizzen topgallant staysail

Sea Temp: 8.7°C

Air Temp: 8.8°C

We woke up at 07:00 as we were close to Cape Horn and the rest of the Tall ships fleet. The visibility was good



and the sea conditions as well. As all the ships were gathering together in a formation determined by the Chilean organisation of the event, the sun was coming up and the light was getting better and better every minute. The figure that all the ships were trying to achieve was consisting in a circle of all of us, leaving in the center "La Esmeralda", the Chilean Tall Ship. All this South of Cape Horn but very close to the island, and displaying as many sails as possible! ... sounded like a difficult crazy idea, but we all accomplished it around 08:30, and the Chilean organization should be pretty happy with the pictures they got from the helicopters flying around all the time and from the support ship for the event, the Chilean Icebreaker "Oscar Viel".

At 07:00 in the morning we started to get to our position in the circle with the other 9 ships and the sailing yacht following us, the Xplorer, at 56° 00 S – 067° 24' W, and an hour later we crossed Cape Horn from West to east. At 09:00 we started our sailing toward the North between the Islands conforming the Wollaston archipelago, through the "Paso Mar del Sur".

Today Cape Horn area belongs to the exclusive group of the world 482 places in 102 countries that are privileged being "Biosphere Reserve", approved by UNESCO, for the conservation and preservation of the environment.

CAPE HORN



WILLEM CORNELISON SCHOUTEN

Dutch navigator, discovered a new route through the Strait of Le Maire in January 1616 (located south of Strait of Magelan, between Staten Island and the southeastern point of Tierra del Fuego). Dutch Merchant Isaac Le Maire funded the voyage, founding a trading company in the city of Hoorn. Isaac's son (Jacob) accompanied Schouten but died on the voyage. After passing through the strait Le Maire, Schouten recorded an island to the south, naming it Cape Hoorn to honour the town funding the voyage and also after one of his ships, that had been lost to fire during the voyage. Before Le Maire and the Schoutens, many ships went to the ocean floor in attempting to round the Horn; many more have followed since.



Before sailing again towards the Beagle Channel, all the sails were furled and prepared to withstand the strong winds forecasted for later on in the day, for this reason Captain Klaas, the Chilean Pilots on board and Jordi decided to sail north as soon as possible, we were still to face a stretch of open water area called Nassau Bay between Navarino Island and the Cape Horn Archipelago. The crossing of this bay was quite good, but we could feel the winds peeking up and the swell getting bigger. At around 12:00 a pretty big group of Peale's dolphins (between 10 or 12) joined us, bowriding the Europa for about one hour and giving an incredible display of fast swims and jumps.

After having lunch Jordi introduced us to the Darwin's route in Chile doing a presentation in the lounge. He explained a bit the trip around the world on board the HMS Beagle under the command or Captain Robert FitzRoy where Charles Darwin was sailing as a Naturalist. This was the second trip of the Beagle (1831-1836) and started a new revolution on the natural science world, from geology to biology as it was the starting point to develop (in the

following years of study of all the notes and specimens collected) one of the best ideas ever thought, the origin and evolution of the species through natural selection.

At this point the wind and sea conditions reached nearly a Gale, between Force 7 and 8, with the forecast of even increasing more, so we kept motoring trying to reach soon the Beagle Channel, for sure more protected from the swell we were having at the moment.

Later on we had dinner at 19:00, pork chops with smashed potatoes and cauliflower, and afterwards Michael did the repetition of his talk about all the Tall Ships participating in the Tall Ship Regatta Bicentenario.

Regular Watches kept going on until approximately 03:00, then we dropped anchor in Caleta Olla, a small bay on the north side of the Beagle Channel located just where this channel is divided in two arms, the NW and the SW, and where we plan to land tomorrow morning.

Bahia Nassau

Very demanding expanse of water 50 mile wide located between Navarino Island and the Wollstone Archipelago. The long fetch and the violence of the wind can rapidly develop extremely violent conditions. This Bay was discovered in 1624 by the Dutch Admiral Jacobus l'Hermite, who named it after Maurice, Prince of Orange and Count of Nassau, the highest authorities in the Low Countries.

I am the albatross that waits for you at the end of the Earth. I am the forgotten soul of the dead sailors who crossed Cape Horn from all the seas of the world. But they did not die in the furious waves. Today they fly in my wings to eternity in the last trough of the Antarctic wind."

Poem by Sara Vial inscribed on the albatross sculpture at Cape Horn.



Dolphins in
Nassau Bay
bowriding
Europa



Peale's dolphin (*Lagenorhynchus australis*)

Medium sized dolphin between 1.3 to 2.2 mts and weighting 100 to 115 kg
Distribution restricted to near shore usually shallow, waters of Southern South America, mostly in the fjord and channels areas South of 40° S, reaching as far as 59° S in the Drake Passage.
No information concerning population trends, but was hunted for bait used in Centolla (King crab) fisheries in 1970-1980 (this practice was declared illegal in 1977).

BEAGLE CHANNEL GLACIERS

Holland and Garibaldi glaciers

The Western part of the Beagle Channel, belonging to Chile, is the most spectacular, with several narrow fjords and glaciers, or also called "Ventisqueros". For this reason its Northwest arm is also called the Glacier alley, as many of them can be seen during the navigation.

Visits to Caleta Olla - Holland Glacier, and Seno Garibaldi



SAILING ALONG THE NORTHWEST ARM OF THE BEAGLE CHANNEL

The NW arm of the Beagle Channel, lies N of the broad Isla Gordon, bordered to the S by Southwest arm. The two arms join at Punta Divide into Canal Beagle. The NW arm is deep and clear, but subject to strong and turbulent tidal streams in the E entrance, where it joins to SW Arm.

25th March 2010. Caleta Olla and Holland Glacier, Garibaldi Glacier

Noon Position:

Dropping anchor at 03:18, Lifting anchor at 12:10 at
54°56'8 S 069°08'9 W

Weather: Calm and cloudy during the morning, then sunny spells and light showers in the afternoon. Clear sky during night

Wind: Early morning WNW-3, afternoon W-3

Sails: Motoring along the Beagle Channels

Sea Temp: 8.5°C

Air Temp: 6.1C

Last night we were sailing through the NorthWest arm of the Beagle Channel, till we drop anchor at 02:00 approximately, in Caleta Olla. A magnificent anchorage,

very close to Ventisquero or Glacier Holanda, providing good shelter. Is one of the best known anchorage of the area and is heavily used by the sailing yachts and fishermen boats from Ushuaia or Puerto Williams.

The name of this small bay ("Olla" = cooking pot) was given after the shape of this protected area against the strong winds and currents.

The place was even used by Captain FitzRoy during his first expedition to the area in 1830. First they stopped at the small island laying in front of Caleta Olla, named Isla Diablo (Devil Island).

On May 8th he wrote "We reached the place where the two channels commence, and stopped for the night on a small island. Soon after dark, one of the boat's crew was startled by two large eyes staring at him, out of a thick bush, and he ran to his companions, saying he had seen the devil! A hearty laugh at his expense was followed by a shot at the bush, which brought to the ground a magnificent horned owl".



Ventisquero Romanche waterfall

From Caleta Olla continuing towards the E other glaciers end right over or into the waters of the Channel, being the glaciers or also called "Ventisqueros" Romanche, Alemania, Francia, Italia and Holanda.

They continued their trip to the west discovering few wigwams (native's shelters), of the round type, and another big sharp pointed one located in what now is called Caleta Olla. About this shelter he wrote " ...they were made of small trees, piled up in a circle –the branches and roots having been broken off) with the smaller ends meeting at the top. The boat's crew said it had been a "Meeting house", and perhaps they were not far wrong, and on what might be called neutral ground between two tribes. It is not unlikely that there may have been many meetings here or perhaps a battle."

In that place we landed after having breakfast, looking at the rest of Tall Ships sailing along the Beagle Channel, but for us we were about to make our first steps in Chilean Patagonia! And we had quite a long walk in front of us. A climb of a steep slope leading to a beautiful panoramic view over the Holanda glacier and its lake, located in the south side of Mount Bove (2300 mts) Pretty soon the group started to stretch and separates a bit. Jordi was leading the trekking at a strong rhythm for many of us, just 8 did it with him to the top of the hill. The other ones stopped before or even were having a good time along the

beach and lower areas. We spend approximately 3 hours on land, walking and having a look at this gorgeous Holland Glacier and the lake where it ends up.

Once we finished the land activity we came back on board the Europa to have lunch and keep sailing along the NW arm of the Beagle Channel, to our next destination, Seno Garibaldi. High mountains, dark green forests and snowy peaks dominates the shores of this area. The Cordillera Darwin towers to the N with peaks attaining heights over 2000 mts. Several inlets open along the N shore, from W to E: Seno Ventisquero, Seno Garibaldi, Seno España and Seno Pia. Hidden at the heads of all these fjords are majestic glaciers rumbling into the sea. Approximately at 16:00 h we were already sailing in the entrance of Seno Garibaldi, an 11 Mile inlet that runs 8 Miles before a NE turn for the remaining 3. It is cut between high mountains and at his head hides one of the finest glaciers of the area, particularly active during summer. The origin of the name is still veiled. There is no evidence that it was given by the missionary De Agostini, to commemorate the Italian hero Giuseppe Garibaldi.



SENO GARIBALDI



Eleven European countries and the United States decided to declare the year between September 1882 and September 1883 as the 1st International Polar Year. They also joined forces to prepare a common scientific programme with the aim of observing the passage of Venus in front of the sun, from extreme latitudes of both hemispheres. The programme included a series of observations from different locations, concerning meteorological, magnetic and climatic phenomena. Fourteen stations were built, twelve in the northern hemisphere and two in the southern. Of the latter, a German station was set up on South Georgia, while the French managed one at Cabo de Hornos.

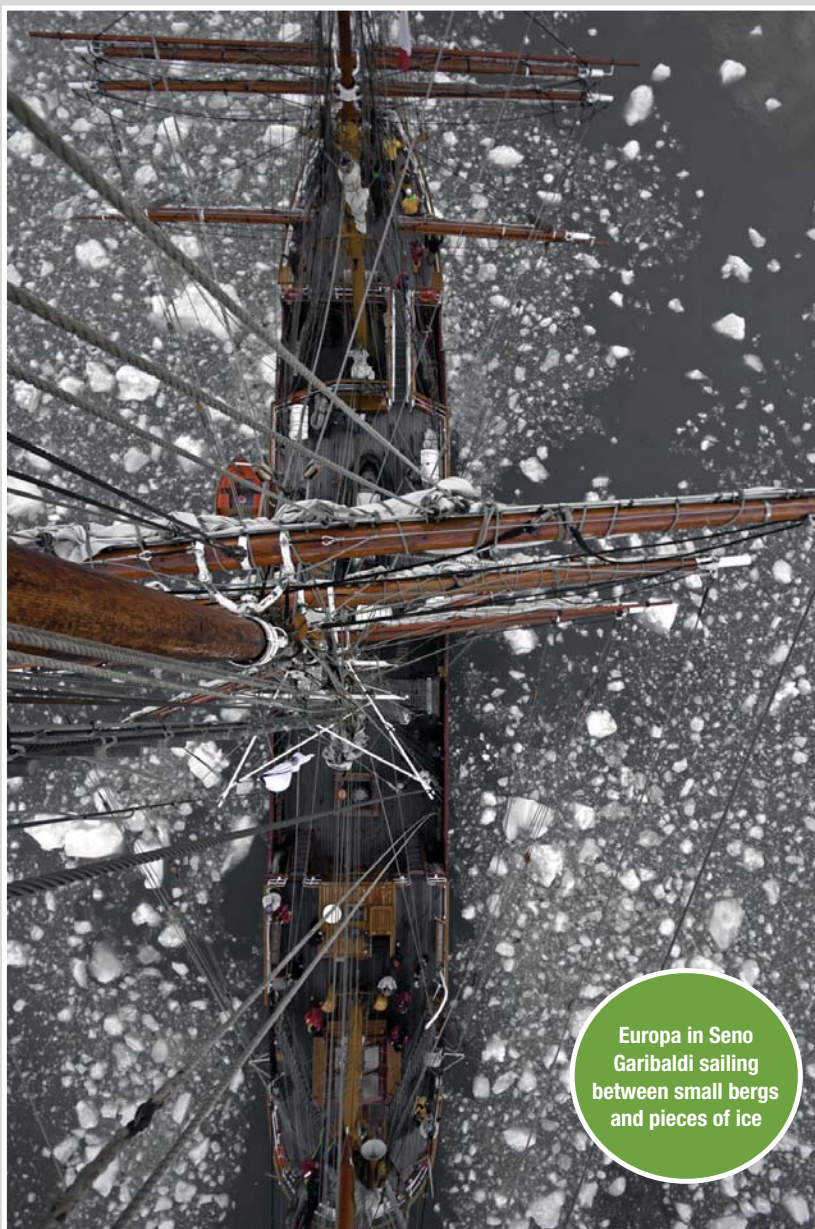
The French mission left Cherbourg in July 1882 aboard the three-masted, single screw Romanche, under the command of the Frigate Captain Lous Ferdinand Martial. The Romanche was 63 mts long, equipped with a 150 hp steam engine. The base was established south of Hoste Island, close to Cape Horn, in Bahía Orange. With the help of her two whaleboats the expedition continued FitzRoy's survey work (on board the Beagle) and studied the tides and currents of the area. The data collected during one year was so large that it was not until eight years later that the French Academy was able to print the eight volumes of its report.

Romanche Glacier in the Beagle Channel is named after their expedition ship. Almost all the rest of glaciers or "Ventisqueros" that we find along the NW arm of the Beagle Channel were named after European countries participating in that project.

It might also come from the cutter General Garibaldi, which sailed these waters together with the Toro, or even from an Argentine son of an Italian and native Indian woman who worked in the construction of the road linking Ushuaia and Rio Grande, which was named Pasoi Garibaldi. More recent interesting historical facts in the area includes the first climb of the Mount Italia, just on top of the glaciers dominating the area. In March 1956, the Italian climbing expedition organised by Father Alberto Maria de Agostini trying to conquer Monte Sarmiento, split into two parties after weeks of bad weather. The first remained in Caleta Escandallo waiting for a break in the weather, while the other one sailed on the cutter Chabunco to Caleta Olla for the attempt to another peak, Monte Italia (2250 mts).

After having an early dinner at 18:00 while drifting close to the Glacier front, we did a short landing in a huge cave on the East side of the front of the glacier, getting a great view of our ship framed by the walls of the cave. A surprise drink was also brought ashore, so we could enjoy the relax and view from inside having a glass of mulled wine, lovely prepared by Marianne and Wilhelmin along with other crew members helping in the galley. It was a nice ending of the day and we were welcomed on board by our captain Klaas with the announcement that for tonight we were not on watch!

Europa turned around and soon we were sailing, planning to continue overnight to get out the narrow fjord and then to the W to get out of the Beagle Channel and into Straits of Magellan.



Europa in Seno Garibaldi sailing between small bergs and pieces of ice

26th March 2010 – Sailing from Beagle Channel to Seno Almirantazgo. Brecknock and Cockburn Channels. Canal Gabriel

Noon Position:

54°21'8 S 071°41'6 W. At 22:50 anchor drops at 54°27'9 S 070°03'6 W (Seno Sucio)

Weather: Cloudy and light rain and showers during the whole day. Clear sky in the night.

Wind: No wind in the morning. Afternoon NE 2-3

Sails:

Sea Temp: 8.1°C

Air Temp: 7.8°C

We had breakfast while sailing out of the Beagle Channel in a pretty exposed area to the open waters of the Pacific Ocean. Many times this short passage gets pretty rough, but not today, as the swell was gentle and the wind was moderate and from the East... not the predominant winds of the area, and not good for setting up sails as we were heading to the East, facing it. So we were motoring all this passages of open waters and getting between Islands from time to time.

The sailing in this area is through the Brecknock Channel, the last stretch of protected and relatively sheltered waters before entering to the open waters of the Pacific for a few miles before turning towards the west and getting into the Cockburn Channel. The Captain Robert FitzRoy named this channel at the beginning of 1830, to commemorate Count Brecknock. Next step after the open waters is getting into Canal Cockburn, a wide and deep channel, about 40 miles long, running WSW from Canal Magdalena to the Pacific Ocean. Captain Parker King named the channel in 1825 after George Cockburn, a British Admiral famous for having escorted Napoleon Bonaparte to his exile in St. Helena.

At lunchtime we were sailing along the Magdalena Channel, 20 miles long and extending between high peaks and vertical walls, connecting Magellan Strait and Cockburn Channel. Pedro Sarmiento de Gamboa named it in 1580.

And just before the dinner was served, around 18:30, we were at the most scenic part of today's sailing, the Gabriel Channel, or also called "Canal Cascada" or Waterfall Channel, as many

of them (even around 100) can be seen coming from the melting water from the hanging glacier of the southern shores of the channel (Tierra del Fuego). In fact this channel extends between Dawson and Tierra del Fuego Islands, and links Seno Magdalena to Seno Almirantazgo. It runs NW/SE for around 22 miles and at its narrowest, Angostura Gabriel, is just a bit more than a cable. The channel is cut between high and snowy peaks with the pyramidal summit of Monte Buckland (2042 mts) towering between the clouds. Pedro Sarmiento de Gamboa sailed this channel aboard the caravel Nuestra Señora de la Esperanza on February 1580. The Hope surveyed the channel for the first time in the February of 1827. The latter was the auxiliary vessel of the Adventure, which was sailing the southern seas with the famous Beagle, during her first voyage to this latitudes.

During the night we were at anchor in Seno Sucio, located just East of Canal Gabriel, ready to lift anchor in the morning and sail in Seno Almirantazgo.

After having dinner an interesting documentary was shown in the lounge: "Lost at sea, history of finding Longitude"

During all the navigation day Jordi gave us a couple of lectures, the first one the repetition of Darwin's Route in Chile at 10:30, and the second one at 15:00 about Seabirds of Patagonia and Antarctica. He talked about the different species of seabirds that we can find in this areas and their relation with southern latitudes like Antarctica. Many species or families of species are common between this areas, others use Antarctic regions as breeding grounds and overwinter in Subantarctic regions, and others breed in Subantarctic latitudes but find their food in Antarctic waters, like the albatrosses. In fact many Black browed albatrosses were sighted during the day, and several species of petrels as well, like Giant and diving petrels. Along the shores still some Rock and Imperial cormorants were in their nesting areas. Also kelp gulls and Kelp geese were wandering around the beaches along the channels we sailed through.



LEAVING THE ANCHORAGE IN SENO SUCIO AT SUNRISE

27th March 2010

AINSWORTH BAY



Elephant seals in Ainsworth Bay

It was thought that the Elephant seal breeding areas in Chile were completely swept away after the sealing on the XIX and beginning of the XX Centuries, but a small reproductive group was found here in 1971. Since then they have been studied, mostly during the last 5 years by the Quaternary Research Centre (CEQUA)-Punta Arenas. Few animals breed in that area and around 40 to 50 use this beach during moulting season

SENO ALMIRANTAZGO

SAILING SENO ALMIRANTAZGO AND ITS BAYS

This sound is the largest one getting into the heart of cordillera darwin from Magellan Strait. It contains Elephant seal breeding colony, Black browed albatross nesting area and some of the most impressive bays and glaciers in the Southernmost Patagonia.

27th March 2010. Sailing from Seno Sucio along Seno Almirantazgo. Ainsworth Bay. Sailing through Seno Almirantazgo to Parry Bay.

05.59 h Anchor up
13.34 h Anchor drops on position
54°23'9 S 069°37'24 W
18.20 h Anchor up
22.20 h Anchor drops on position
54°29'7 S 069°12'2 W

Weather: Gorgeous sunrise but quickly became cloudy and rainy for all day

Wind: Morning NE 2. Afternoon NW

Sails:

Sea Temp: 7.0°C

Air Temp: 8.5°C

Early in the morning we picked up anchor and we started motoring to get out of Seno Sucio, where we spend the night. But pretty soon some sails were set up as we turned towards the East and the winds shifted to the W during the night. Now they were blowing in a

proper direction to try to sail for approximately 40 miles along Seno Almirantazgo towards our next destination Ainsworth Bay, to do a landing there and check if we could find some Elephant seals in the area. Seno Almirantazgo extends ESE more than 40 miles from the S end of Canal Whiteside and has three long inlets branching off the S side. These cut deeply into the heart of Cordillera Darwin and end at the foot of tidewater glaciers, after running between steep cliffs and vertical walls. The sound has not been fully surveyed, but appears deep and free of dangers. Anyway differences of up to 2 miles have been observed between the GPS and the charted positions of the Chilean chart.

The present name "Seno Almirantazgo" derives from the one assigned by captain Parker King in March 1826 (Admiralty Sound), which paid homage to the British Admiralty.

As we were setting up sails we were greeted by a gorgeous sunrise and even a rainbow, but quite soon some light rain was showering the area. While sailing to the planned landing place the repetition of last night documentary (Lost at sea, history of finding Longitude) was played again.

We had lunch and soon afterwards we heard the three bells, the signal to gather together on deck, ready to start our afternoon activity ashore.



MARINELLI GLACIER HAS RECEDED MORE THAN ONE KILOMETRE IN THE LAST 20 YEARS. NOWADAYS ONLY VISIBLE ON THE MOUNTAINS ALL THE WAY AT THE HEAD OF AINSWORTH BAY



But we had a nice surprise as a small fishing boat was in the area, and they came alongside the Europa with their small wooden boat (named Piquihue) and we trade some fresh fish (locally called Robalo) and a big bag of Scallops for some drinks and food.

After this trade we were ready for the landing at Ainsworth Bay, so we started boarding the zodiacs and we were brought ashore. This Bay, the central inlet of Seno Almirantazgo appears on the Chilean chart of 1988 nearly fully occupied by the ice of Ventisquero Marinelli. Unfortunately, the glacier face has receded considerably in the last 50 to 20 years and the last blocks of ice now rumble over the sand of the SW corner, while a large island appeared where there had only been ice, right in the middle of the head. The bay is still pretty spectacular, surrounded as it is by low and barren mountains.

The name of Ainsworth was given by FitzRoy in March 1826 to commemorate the master of the Adventure who perished along with two sailors during the hydrographical recognition of Puerto Antonio in Dawson Island.

We started on the Eastern sand beach, a flat area surrounded by forest, high mountains and waterfalls. At the very beginning we couldn't find any seals around, but pretty soon four animals appeared in the water, getting close to our group, and displaying some social interactions between them, similar to a non serious fight inbetween the floes and stranded bits and pieces of ice. Two more large individuals we located in the vicinity, laying on a flat area close to the beach.

After spending around half an hour with them we started a short walk inland, through a bit of forest and interesting areas covered by vegetation, mosses and lichens, reaching an area used by the beavers. Here we could see their dumps and the devastation on the forest that these introduced and invasive species has caused in the area.

We went back to the landing area and we were picked up in two shifts to visit the small flat island located just in front, where we could see several more Elephant seals, 18 in total. Mostly all of them young males, a couple of old ones and also a very young female, most probably just around two months old.

We finished our visit to this amazing area around 17:30 or 18:00, when everybody was back on board and we were ready to start our navigation to the very end of Seno Almirantazgo. Just before having dinner the sails were set again as the wind picked up and made the sailing in this fjord a grateful experience. So we sailed another 20 miles reaching the entrance of Parry Bay around 21:00, when we started looking for a good anchor place to spend the night.

Tomorrow morning we are looking forward a ship cruise in this Bay, the deepest one getting inside Cordillera Darwin, surrounded by glaciers and mountains.

We dropped anchor around 22:30 and then the overnight anchor watches started again.

Before that and just after having dinner Jordi gave us a presentation about his work with the Elephant seals in this area and in Antarctic Peninsula.

Tagging them, taking fur and blood samples and even placing some GPS tracking devices in some of them. He is involved in a marine mammal research project (including seals and Humpback whales) depending from the Quaternary Research Centre (CEQUA Punta Arenas), the Chilean Antarctic Institute (INACH) and several other organisations, like the WCS (Wildlife Conservation Society). The preliminary results of this research are giving some light on where this Elephant seals came from (some of them still from ancient populations in the area, that it was thought that were wiped out by the sealers of the late XIX and early XX century, some of them from Peninsula Valdes in Argentinean Patagonia and the rest from Falkland Islands) and where they go when they leave, amazingly some of them even to the Drake Passage and South Shetland Islands.

After this talk Silke repeated her lecture about Cape Horn features, oceanography, meteorology and history.

28th March 2010. Parry Bay, Albatross Island, Sailing out of Seno Almirantazgo to Punta Arenas through Canal Whiteside

07.45 h Anchor up

Noon position:

54°39'4 S 069°24'8 W

17.00 h Anchor drops

on position 54°27'5 S

069°01'7 W (Albatros Island)

19.13 h Anchor up

Weather: Sunny but low cloud covered at the head of Parry Bay. Sunny at evening.

Wind: Morning SW 4.

Afternoon SW 3. Evening

WNW 3-4

Sails:

Sea Temp: 6.4°C

Air Temp: 7.0°C

Today we started our navigation from our anchor position around 07:00 in the morning, getting gradually deeper and deeper into Parry Bay. The area is roughly charted until the fjord is divided in two arms, then both of them are not charted at all. Small bergs and ice floes were everywhere pretty soon, making the sailing slow and with caution. This and the wind we had, heading us, did the sailing without engine not possible until we reached the head of the fjord and we turned around. Even before sailing the arm Jordi choose for our ship cruise this morning, the amazing SW arm of Parry Bay, we could see that the actual charts are not very accurate, finding some shallower waters than expected... instead of the charted 165 mts we found a shallower part around 20 to 30 mts deep. That gave us an idea about the remoteness and loneliness of this area, not often visited. One we reached the diversion on the channel and start

sailing to the SW nothing was charted, so Klaas decided to slow down and keep going with our exploration morning of this beautiful fjord. Jordi knew the area but all the times he is been sailing here was on board small sailing yachts or fishermen boats, much smaller than Europa.

The scenery during all the morning was amazing, high mountains around, hanging glaciers, glaciers fronts falling right at the fjord. And it was getting better and better until we reached the end of the bay, where 5 glaciers from Mount Darwin gives their ice to the waters of Parry bay. After a while facing all this nature's bounty we change course and we started to get out of the bay. Now we had favourable winds and we started the sailing in this amazing channel. It was quite interesting sail out of Parry Bay with no engine, and we all realised once again the high level of knowledge and experience of our captain Klaas and his crew.

Then we sailed out of Parry Bay to the main fjord (Seno Almirantazgo) to try an afternoon activity. Around 16:30 we were already near to the head of the Seno, close to a Black browed albatross nesting colony, and Jordi was running up and down on deck checking if some of the birds were still on their nests, as is already late in the season and it was not for sure that this beautiful birds were still on the nests or already left the breeding area until next season. It was quite a surprise when some of the birds were sighted on land from the ship. Excellent occasion to get ashore for a while before sailing back to Punta Arenas, and have a look at this magnificent birds during the only time in their lives where they spend time on land, that is during their breeding season, from October to March.



PARRY BAY



Mount Darwin (2438 mts)

The name of this mountain is related with a FitzRoy and Darwin experience in the nearby waters:

They Beached the 2 boats that they were using to survey the area, to cook and have a meal in near Ventisquero Italia (Beagle Channel), but there was an important calving on the glacier front creating huge and fast waves.

Darwin and two or three men ran and seized the boats before they were tossed along the beach. After saving them, they pulled the boats up the beach, out of reach of the following waves, saving in that way the two boats of being destroyed and lost. FitzRoy named what he thought was the highest mountain in the range after Darwin

So around 17:30 we got into the zodiacs to go ashore for an hour or hour and a half. The excursion started climbing up a hill to reach the nesting zone, and there we first could see 3 almost fully grown up chicks still on the nests, and a bit further away 5 more chicks were also surprised to see somebody around in this almost pristine island.

The research group in which Jordi is involved found this new nesting area in 2003 and since then they have been following and studying the colony, visiting the place several times a year. The first time, they could only see 1 single chick, quite a lot of young birds and semi adults and a few adults flying around. Nowadays around 100 couples are nesting here. Today we were very lucky to visit this place framed by a gorgeous landscape and even in the sunshine, and see there these 8 young birds, as all the other ones were already gone. The adults until next season, the younglings for about 3 or 4 years, when they'll reach sexual maturity and they'll come back to this colony to start breeding.

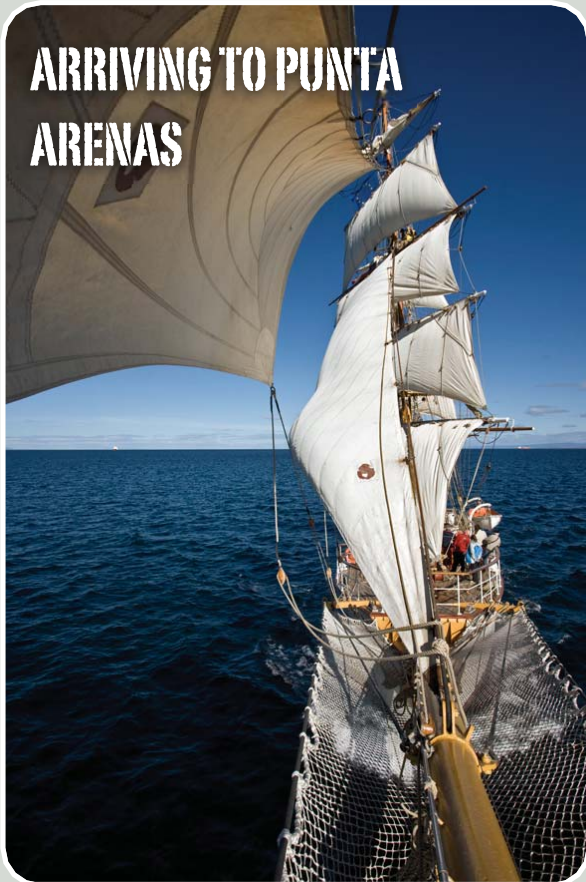
After this magical experience of spending some time with this birds we head back to the landing beach again, boarded the zodiacs and got on board just in time to have a nice pasta dinner.

Afterwards Jordi was talking with us about this albatross colony, mostly about how they actually work with them in the research programme, depending from the WCS (Wildlife Conservation Society), CEQUA (Quaternary Research Center – Punta Arenas) and a Tierra del Fuego Chilean Foundation named Karukinka. Then the Filmmaker we had on Europa for this first part of the trip, from Ushuaia to Punta Arenas, was explaining his ideas about the interesting documentary he is preparing and filming on board, while we were sailing along Seno Almirantazgo, aiming for Magellan Straits and Punta Arenas tomorrow afternoon.

This navigation is going to take us to Canal Whiteside, that links Seno Almirantazgo to Magellan Strait and divides Dawson Island from Isla Grande de Tierra del Fuego.



PUNTA ARENAS AND MAGELLAN STRAIT



Punta Arenas history

The city was founded as a military settlement in 1848. The economy of the area would never have taken off without the introduction, from Falkland Islands, of different species of sheep, more adapted to the harsh climate of the extreme south than those brought previously from Chiloé. The “white gold” soon attracted big capital from European investors, who brought enormous expenses of land, bringing also to the country thousands of European immigrants. These were mainly Irish, Germans and Croats, but were also joined by French, Italian and Scottish. Many flamboyant mansions were constructed in the midst of the poor dwellings of the rest of the populace. This markedly uneven distribution of wealth was only curtailed in the 1960's, when the new agricultural reform permitted a more equal allocation of the land and consequently some estancias have been partly expropriated.

Punta Arenas was reborn in the middle of the last century: first oil and lately natural gas, then a new boom in fishing and finally a steady increase in tourism, thanks to the proximity of the amazing Torres del Paine National Park. These factors combined to bring new life to this faraway town.

Also more opportunities for the city came from the establishment of a well developed port, now receiving deep sea fishing vessels, cruise liners and some Antarctic expeditions. The establishment of a duty free zone has helped to a further burst of commercial activity.

PUNTA ARENAS CITY AND MAGELLAN STRAIT

After being 5 days in the Beagle, Cape Horn and Seno Almirantazgo we set sails to Punta Arenas to meet the other Tall Ships and prepare our departure for the next leg of the trip, sailing through Magellan Strait, Patagonian fjords and channels and ending up racing from Talcahuano to Valparaiso.

29th March 2010. Crossing Magellan Strait, Punta Arenas

Noon Position: 53°22'5 S 070°52'3 W
15.00 h Arrival in Punta Arenas, position 53°07'5 S 070°51'5 W

Weather: Sunny day.

Wind: Morning WNW 3. Afternoon WSW 2

Sails: Entering Punta Arenas with: Forecourse, Fore Lower Top Sail, Fore Upper Top Sail, Fore Topgallant, Fore Royal, Fore Top Mast Staysail, Inner Jib, Outer Jib Main Course, Main Lower Top Sail, Main Upper Top Sail, Main Top Gallant, Main Royal, Main Topmast Staysail, Main Topgallant Staysail, Main Royal Staysail Mizzen, Gaff topsail, Mizzen Staysail, Mizzen Top Staysail, Mizzen topgallant staysail

Sea Temp: 8.3°C

Air Temp: 9.3°C

The day started with the Europa entering the Magellan Strait in a gorgeous sunrise. We could see the last land belonging to Dawson Island in our portside, Tierra del Fuego at starboardside and Brunswick Peninsula just ahead of us. Getting out of Whiteside channel we changed course to the West, crossed the Magellan Strait and then, around 10:30 we were heading North towards the city of Punta Arenas close to the shoreline of Brunswick Peninsula, the southernmost piece of land belonging to the South American continent. The idea was to arrive to Punta Arenas during the afternoon and spend there 2 nights, departing with the rest of the Tall Ship fleet on the 31st in the morning. And so we did, passing in front of the city and getting to the port we were assigned with all our sails set up! She looked great like this and entering Punta Arenas in sunshine.

30th March 2010. Punta Arenas

We spend the day in Punta Arenas. Free day for visit the city and surroundings by ourselves.

Between 14:00 and 19:00 the Europa along with all the other Tall Ships, was open to the public as one of the activities of the Regata Bicentenario.

Some of us got the meals on board while others preferred to go downtown to enjoy the Patagonian restaurant dishes and later on the Bars and Pubs of this city, Capital of the Magellanic Region.



31st March 2010. Magellan Strait

Noon Position:

53°07'8 S 070°49'1 W

Weather: Sunny with some clouds on the mountains over Punta Arenas, becoming cloud covered as the day advances.

Wind: WNW 1, later increasing

Sails: Leaving Punta Arenas with: Forecourse, Fore Lower Top Sail, Fore Upper Top Sail, Fore Topgallant, Fore Royal, Fore Top Mast Staysail, Inner Jib, Outer Jib, Main Lower Top Sail, Main Upper Top Sail, Main Top Gallant, Main Royal, Main Topmast Staysail, Main Topgallant Staysail, Main Royal Staysail, Mizzen, Gaff topsail, Mizzen Staysail, Mizzen Top Staysail, Mizzen topgallant staysail

Sea Temp: 9.5°C

Air Temp: 10°C

Europa left the pier Mardones in Punta Arenas at 07:00 to wait outside for all the Tall Ships and sail in a parade in front of the city around 11:00.

We were the last ones in the formation and we had a wonderful view of all the participants with all sails set while planes and helicopters were flying around taking pictures of all of us.

The formation was led by the Esmeralda and Libertad (the Chilean and Argentinean ships) sailing close to the city and Muelle Prat.

We Sailed together in a line at the speed of 6 miles for a while, but then the fleet decided to use their engines and start

moving faster than Europa, as we were sailing with no engine taking advantage of the good but light winds till arriving in the afternoon to Faro San Isidro.

During the morning Val gave us a repetition of her lecture about sails, sail handling and sailing.

The sun and good weather lasted till the afternoon, afterwards it was cloudy, but the sea conditions were very calm, ... almost a lake Magellan Strait.

The directions for the disembarkation of our pilots and the race were given to us today, and we realized that now we have a couple of deadlines to accomplish, like being in Ancud (Chiloe) the 6th of April during the morning and also being in front of Talcahuano on the 8th to start racing, finishing in Valparaíso during the 12th or 13th early morning.

All that means that we don't have much time left for landings or other activities out of the ship, but our guide Jordi tried hard to make a new schedule in order to give us some time ashore during the next days, combining this with trying to sail as much as possible without engine inbetween.

The sailing in Magellan Straits was gorgeous. Its all an experience to use as much the wind as possible, working all together with the sails and not hearing the noise of the engine. In that way we got close to the first settlement built in Magellan Strait, named Fuerte Bulnes and also to the nearby Port Famine.

We could keep going like this till approximately 17:00 h, when we started to turn Northwest in the vicinity of Faro San Isidro, with Mount Tarn over us at starboardside.

ESMERALDA AND LIBERTAD, CHILEANS AND ARGENTINEANS TOGETHER IN THE PUNTA ARENAS TALL SHIP DEPARTURE PARADE





Europa leaving Punta Arenas as the last ship in the departure Parade, and sailing the Magellan Strait

Mount Tarn was climbed by Darwin in Feb 1834. Its 800 mts high and also the most elevated point in the surroundings of Port Famine. He encountered very thick beech forest, wet and muddy terrain. Realising also the huge amount of different species of mosses, liquens and fungi. But one of the most interesting things he found was marine fossiles near the top of the mountain, making him think about a more dinamic idea of the earth than was thought at the time.

At dinnertime all the sails were off and we had started to furl them.

It was becoming dark when we spot the Southernmost point of Southamerican mainland, Cabo Froward, and its huge iron cross on top of it. The Cape is the South extremity of the American continent itself, located in Brunswick Peninsula. This area was named by FitzRoy in 1831 to commemorate the Duke of Brunswick, a German military leader who died in Waterloo in 1815. Its topped by the metal frame of a huge white cross, the Cruz de los Mares. It was blessed by Pope John Paul II on March 28th, 1987. But that is the third construction as the two predecessors had been swept away by the weather. The first one was erected in 1913, but was destroyed by the elements in 1930. A second iron cross was build in 1944 but the weather broke it again in 1956.

This cape was named by the buccaneer Thomas Cavendish for the violence and persistence of the bad weather of the area.

We plan to motor overnight and wake up approximately in the Western entrance of Magellan Strait, ready to get into the Patagonian Channels and fjords.

After having dinner we finished furling all the sails and an interesting movie about the Japanese dolphin hunting was played in the lounge, The Cove.

Captain Pringle Stokes

The first trip of the HMS BEAGLE was between 1826 and 1830. Consisting in a survey and mapping expedition of Tierra del Fuego, commanded by Prinkle Stokes.

In 1828 Pringle Stokes shot himself in Port Famine, overtaken by the difficulties and loneliness of his long trip in Patagonia.

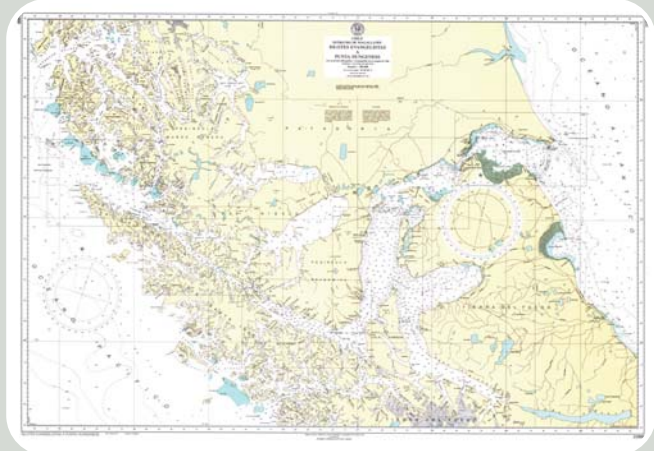
Then the ship sailed to Rio de Janeiro under Lt. Skyring, were Fitz Roy was made Captain of the ship



Sailing in the Magellan Strait
 From our departure we could sail, in good winds and weather conditions, around 40 miles till we had to change course to the Northwest around Cape Froward, at that point we started to take off and furl sails

FERNAO DE MAGALLANES AND MAGELLAN STRAIT

The 'discoverer' of the South American passage between the Atlantic and Pacific Oceans in 1520, the nowadays named Magellan Strait, where we'll be sailing for two days.



The famous navigator Fernao de Magallanes was born to a noble family in the Oporto region of Portugal in 1480. He began his voyages in 1505. His life changed when in his hometown he met Ruy Faleiro, a famous geographer and student of geography and navigation. For several years Magallanes petitioned for the support of King Manuel I of Portugal, but it was Carlos V, the King of Spain, who decided to back his project in 1517. Portugal was controlling the African route to India rounding Cape of Good Hope, and Spain was interested in finding a passage connecting Atlantic and Pacific avoiding Portuguese waters. So on September 20th 1519, five ships, with a total crew of 265 left the harbour of Sanlucar de Barrameda and headed West. When he reached around 49°S of latitude along the Argentinean coast he saw the local Indians, who did not wear clothes, just thick skins to protect themselves from the cold. These skins were so thick around their feet that they made them look enormous, hence the name Patagones or "big footed", thus the region became Patagonia.

21st October 1520 they sailed in an entrance to explore it, and after facing navigation through narrow passages, storms and mutiny, they sailed out into the ocean on November 1st, 1520, all Saints Day, naming the strait Estrecho de Todos los Santos.

Afterwards the two remaining ships Victoria and Concepcion, sailed Philippines, reaching it after a terrible passage of 109 days with a decimated and weak crew on board. Such were the losses that Concepcion was burned during the crossing as the reduced crew could not cope with her.

Magallanes began to Christianise islands converting Indians, but some did not accept and responded with violence, leading with the death of the captain killed by a native at Mactan Island on April 27th, 1521.

Juan Sebastian el Cano and 18 hands kept sailing with the Victoria, passing Cape of Good Hope and going back to Seville on September 9th, 1522, thus completing the first circumnavigation of the planet.

Port Famine - Bahia Mansa - Fuerte Bulnes

Port Famine or ' Puerto Hambre' is located just South of **Bahia Mansa** . It's a very small cove that ends with a beach and is bordered by rocks marked by kelp. The old settlement of Puerto Hambre was founded by Sarmiento de Gamboa and named Ciudad del Rey Don Felipe on March 1584. 23 ships and 3000 men left Spain in September 1581. The toll of the crossing was appalling: only 5 ships and 400 men reached the strait. Once landed, three of this remaining ships were sent back to Spain for provisioning, while 98 men walked inland settling the fort. The remaining ship, *Santa Maria de Castro*, lost its anchor during a gale and had to go back at sea, with no place to stop till Brazil. There they planned to also take provisions and sail back. *Santa Maria de Castro* shipwrecked in the Brazilian coast and its commander Pedro Sarmiento de Gamboa was captured by the French. Anyway he got back to Spain only to realize that the interest of the Crown in his mission had faded. The colonists were therefore forgotten and left alone.

Thomas Cavendish, while sailing the area in 1587 detected a starving group of 22 men and 2 women in a nearby settlement. Only one of them had the courage to board the enemy ship. When they arrived to Ciudad del Rey Don Felipe they just found death and destruction, renaming appropriately the location as Port Famine.

Fuerte Bulnes: On May 22nd, 1843 a 16 mts schooner left Ancud harbour, which it was named after, to survey locations in the Magellan Strait for the best place for settlements. On September 20th she was in Cape Froward area, next to Rio San Juan. It was thought that this place was the best to begin a settlement, and even though the excessive humidity and harsh conditions, and far from being completed, it was inaugurated on October 30th. The Ancud weighed anchor on November 15th, leaving 9 men and 2 women there. This settlement somehow kept going for six years until a new location was founded 50 km north, Punta Arenas.

CHILEAN CHANNELS AND FJORDS

SAILING OUT OF MAGELLAN STRAIT AND HEADING NORTH THROUGH THE CHILEAN CHANNELS

After sailing the whole day and night, we are ready to start heading north, sailing and visiting this labyrinth of patagonian channels, fjords and glaciers falling to the sea from Campo de Hielo Sur, and then to the north, to Chiloé Island area.



Family living for one year in the control point and lighthouse 'Fairway'

1st April 2010. Magellan Strait and starting the Patagonian fjords

Noon Position:

Paso Tamar

Weather: Light rain in the morning, becoming partially sunny during the day.

Wind: Morning ESE 3. Afternoon S 3. Evening SW 4

Sails: The good achievement today was doing the Paso Shoal under sail, without using the engine, as described on the text by Spike.

Sea Temp: 8.4°C

Air Temp: 8°C

We woke up close to the Pacific entrance of the Magellan strait, after sailing, motoring and motorsailing all night under the rain, same kind of weather that we are having during the morning and most probably during the whole day.

Gradually we are leaving the Strait and getting into narrower channels between islands covered by evergreen typical channels forest. While sailing this area, our pilots and Jordi were trying to get us a visit to one of the lighthouses of the area, calling by radio the navy officer living there with his family. Nice chance to know more about the people taking care of the safety and control of the ships navigating this areas, that are living in this kind of places for one year.

To navigate this area of dismembered geography and still seas (occasionally roughs when the wind change to easterly direction), it is to rejoice ourselves with wild nature, richness of fauna, flora and native old grown forests.

The beginning of the navigation towards the north in the channels is marked by islotes Fairway lighthouse, where armada personnel are stationed permanently. Personnel warmly welcomes visitors, a pleasant diversion from their monotonous life. All went well and after having lunch, around 14:30, we were ready to land at faro (lighthouse) Fairway, located between isla manuel Rodriguez and Peninsula Muñoz Gamero.



Fairway lighthouse

One of the 25 lighthouses located in different strategically points of the Strait and the rest of the region. Navy or 'armada' personnel is based on them for a year, living with their families.

We landed there for about one hour, where Jose, the Chilean navy officer in charge of the place welcomed us and walked us up from the landing area to their house and the lighthouse. There we met his family: his wife Karin and his eight years old son Jose, and they explained us about their duties on this small island (weather observations, reports, conditions in the channels, vessel traffic, safety, etc...) and their life. For example they came here a few months ago, on the 19th January 2010, and they are staying for one year, getting provisions from the Chilean navy every four months. We were also the first visitors they had since they were there, besides a small yacht a month ago. Jordi also asked Berber, our nice doctor on board, to come ashore and quickly check the health of the kid, as they haven't got many chances to have a doctor on land. All was OK, a healthy kid living an unforgettable experience in a quite remote island living with his parents. He was just a bit tired as the whole family woke up at 04:00 AM to have a look at the other Tall Ships passing by along the channel. When we were going back to the ship, we invited Karin and his son to get on board for a while and check the Europa. It was rainy and windy but they enjoyed being on board our ship. Then we left the Fairway area to sail through Paso Shoal, and we got a really great sailing without engines in this narrow shoals...

As Spike wrote:

"While visiting the lighthouse Islotes Fairway the breeze was steadily increasing making the last zodiac trips interesting. As to never spoil a fair breeze Marteyn was keen to get sailing. The wind coming from a ssw direction following the canal and our intended course +/- North zigzagging through the channels and shoals of Canal Smyth we were in for some fun sailing. After the grey zodiac was brought aboard the yards were braced on starboard tack in an almost backstay wind. Very quickly trainees were put to stations on each mast ready for action, "set topsails" came the call from the poop deck, so releasing clues and bunts hauling sheets both lower topsails were quickly set. Next the upper topsails shot up this time a little more sweat hauling the halyards to lift the yards up. Also the mizzen boom was brought out to port and the spanker set. Content with the wind speed and direction Marteyn also asked for the top Gallants, then the fore course, in the mean time the inner jib, the deckswabber, the monkey and the main and Mizzen top

staysails were all going up. The fore royal also flying by now, but it was short lived as with gusts becoming more frequent, it was struck. Making a steady 7kts, was enough anyway. The Spanker with too much pressure aft was making hard work for the helmsmen so it was taken away. Sailing past Islas Viel and Cape Walker small alterations were made to the braces to suit our slight course changes, slightly on starboard tack, square slightly on port tack, back square...

With a course alteration of 70 degrees to port coming up past Pta Buckley, I was giving a little instruction of what was going to happen and when, with about half an hour to prepare and be ready for action.

Just when we thought we had a little time to spare the wind was increasing further to 30kts +. "Top gallants down" was the call coming into the deckhouse. Back on deck we struck both main and fore T'Gallants swiftly, and took the fore course up into its gear for ease of bracing.

Making the turn to port, now heading in a NW direction. We braced to a beam reach on port tack with only topsails and staysails set, the ship was now getting a little more lively and heeling, the wind was following the path of the canal more than we expected and easing a little. Bracing back more square and setting the T'Gallants again was next. Another 1.5 miles sailing along the NE coast of Isla Renouard was another course alteration of 88 degrees to starboard, bracing back around and tacking staysails. The breeze steady now at 15kts, sailing between Isla Richards to port and Isla Simpson to starboard, we have some time to look around and take a breath.

Wow! What an amazing view. Passing the shipwreck Santa Leonor wrecked in the early 60s, unspoiled hills and mountains the higher ones snow capped. The rest covered in beautiful green trees and grasses tangled with waterfalls and rocky outcrops. Its 1900 by now and dinner is being served, as the sun begins to fall and shed orange through selected gaps in the clouds. Its lighting up isolated showers and distant hills its hard to believe this is real. The labyrinth of islands and channels in this area just calls out to the explorer inside. There are so many untouched beautiful areas here waiting to be discovered, enjoyed and then left alone just as they were."

PASO SHOAL



Hazel Branch and Santa Leonor shipwrecks

The steamer Hazel Branch wrecked on the shoals by Islotes Adelaida in 1904. Some decade after, in the same spot, wrecked Santa Leonor (USA), whose rusted carcass represents a sad landmark visible from far away.

After the sailing through Paso Shoal we joined a much wider section of the Canal Smyth. This is 96 miles long linked to the ocean by Estrecho Nelson, runs all the way to Magellan Strait

Lieutenant William George Skyring, Captain Fitzroy's second in command on HMS Beagle, sailed this channel in the schooner Adelaide in 1829. He named it after Captain W.H.Smyth, one of his commanders.

We kept sailing overnight in this puzzle of narrows, channels and fjords.

We plan to visit tomorrow afternoon one of the glaciers falling down from Campo de Hielo Sur to the sea at the head of one of these fjords, the Skua glacier. But before that, still something else to do tonight. Cristina gave a lecture on Fernando de Magallanes, a bit of history about the areas we have been sailing through the last couple of days and the first European to sail them.

2nd April 2010. Sailing in the Chilean channels and Skua Glacier

Noon Position:

50° 51.6' S; 073° 59.8' W

Weather: Squally in the morning becoming partially sunny during the day. Sunny during our visit to Skua Glacier.

Wind: Morning W/N 2-5. Afternoon S 3. Evening SW 4

Sails: Under engine

Sea Temp: 5.7°C

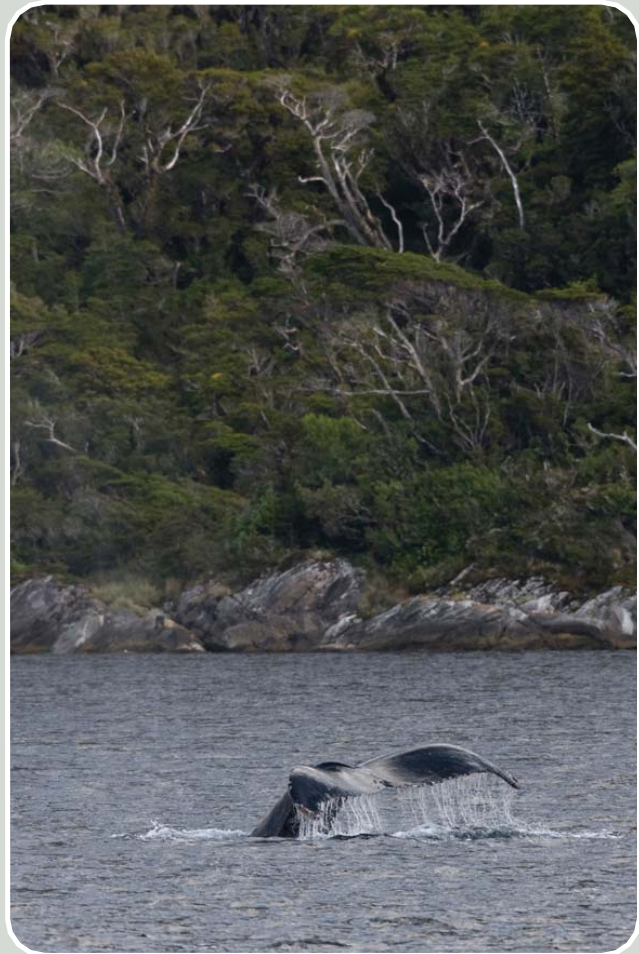
Air Temp: 6.3°C

During the night we sailed from the Paso Shoal to the North, through Summer Pass. The island with the same name and the Otter Islands group to the South, divide Smyth Channel in two arms.

We used the Eastern one, till a diversion called Victoria Pass to get to Collingwood Strait. This deep channel runs for 12.5 miles and its part of the approved commercial route, linking Sarmiento and Smyth Channels. The Southern part of this Strait gives access to Puerto Natales Region. It was named by FitzRoy in 1830 to commemorate the Royal Navy Admiral Lord Cuthbert Collingwood, one of Nelson's commanders during the epic battle of Trafalgar. Sarmiento Channel is narrow and long (about 70 miles) and the winds from the North often gust inside making the navigation towards the North difficult and slow. This channel was named after the Spanish navigator Captain don Pedro Sarmiento de Gamboa

Half way of this channel we took a turn to the East to sail into Estero Peel, as we wanted to visit an spectacular glacier located in a bay belonging to this fjord, so we did and our first surprise was to spot a young Humpback whale. We slowed down and tried to have a good look at it, but the

animal was not really interested on our ship and kept going in the opposite direction of our sailing. In fact Estero Peel is 45 miles long with four secondary arms that cuts deeply into the Campo de Hielo Sur, tumbling down to the sea in many large ice tongues, like the fjord or "Estero" that we visited, the Amalia. We were moving again in one of the wildest and less explored corners of Patagonia, in the boundary between Argentina and Chile, not really clear as both countries still have unsettled territorial claims. The beauty of the area really deserved the few miles detour for approach and having a look at it.



Humpback whales in Patagonia

There is a Humpback whale feeding area located in the Patagonian channels, mostly in the Marine Park "Francisco Coloane" in Carlos III Island in the Magellan Strait. These animals spend the breeding season (Austral winter) in waters from Panama, Costa Rica, Ecuador and Colombia, migrating to Southern Chile and Antarctic Peninsula during the feeding season (Austral summer).



Campo de hielo Sur and Skua Glacier

Nineteen thousand years ago all this region, from South of Chiloé to Cape Horn, was covered by ice. Nowadays, the principal vestiges are the Cordillera Darwin Icefield, Campo de Hielo Sur and Campo de Hielo Norte. The receding of the glaciers after the last ice age revealed the Patagonian topography with its excavated systems of valleys, fjords and channels, which identify the region, characterised by mountains covered with snow, ice and glaciers that often fall directly to the sea, like the Skua Glacier located in Estero Amalia, one of the arms of the Peel fjord system.

Even if we haven't got time enough for a long visit or even for landing, the shipcruise we did was definitely worthwhile. And while we were finishing lunch we could see in our portside how this magnificent glacier, named Skua, was appearing before us. As we approached the glacier front, Europa began to sail between ice floes that were getting more and more compact as we were shortening the distance to the head of the fjord and the front of the glacier. Because of this and also due to lack of proper charts and depths for the area, we slowed down the speed as we navigate, having an amazing view of the area in sunshine. Eventhough it was raining during all last night and morning, the sun showed up just the necessary time to enjoy Skua glacier sailing in the middle of the brushed and pancake ice. After a while Europa turned and we head back again, now using a different way, sailing through Pitt Channel, that joins Andres and the wider Concepción Channels to Peel fjord. Around this area we spotted very clearly the blow of a whale, our second Humpback whale, another young animal diving in the quiet waters of this channels, even showing its fluke a couple of times. When sailing in the Concepción Channel it was getting dark already. This channel is one of the largest, linking many smaller ones and several fjords to the Pacific Ocean. It was discovered by Ladrillero in 1557 and named after Francisco de Ulloa, but renamed afterwards in 1579, when Pedro Sarmiento de Gamboa sailed the area on the eve of the celebration of the Immaculate Conception. During the night we kept a good speed of slightly more than 8 knots, under engines, passing Wide and Icy Channels. The first one is 32 miles and represents the continuation to the North of the Canal Concepción, then we used the Icy and Grappler Channels to get to Paso del Indio, last bit of sailing before arriving to Puerto Eden, the last of the Kaweshkar Indians, living in the most isolated village in the region. While navigating these channels and fjords, ice floes and berg bits are likely to be met, flowing out of the large glaciers surrounding all the area. And indeed during the night we passed by a few of these ice floes, keeping the group on watch busy checking for them.

3rd April 2010. Puerto Eden. Sailing the Channels to Golfo de Penas

Noon Position:

49° 03.1' S; 074° 25.8' W

Weather: Cloudy all day.

Wind: Morning NE 2. Afternoon NW/N 1-2. Evening N 2

Sails: Under engine

Sea Temp: 7.9°C

Air Temp: 7.5°C

During the early morning we were sailing in Paso del Indio, a channel 17 miles long with orientation North-South and about 14 miles South of the Angostura Inglesa (narrow winding pass between mainland and Wellington Island). As we had breakfast Europa was getting close to our next place to visit, Puerto Eden.

As the speed was pretty steady and good during last night, about an hour and a half was available to land there. Anyway before landing, our pilots had to require permission to the Navy Officers settled here, they had no objections so approximately at 08:30 we started the zodiac operations in an astonishing scenery and mirror calm waters.

Once on land we realised that almost no local people were around...

Having a look at our watches we could start figuring out why, and a bit later on, talking with the local police and the just few people around our thoughts were

confirmed. One of the main reasons was that it's Easter holidays, so many of them travelled to mainland or to Chiloé to visit relatives. Also, there has been a problem during the last 5 or 6 years related with the toxic Red Tide, affecting the main fisheries on the area, the shellfish called "choros" and "cholgas", making it many times not possible for human consumption. As they survive mostly on fishing, that has been a huge problem for them and many just left the town to start new lives somewhere else.

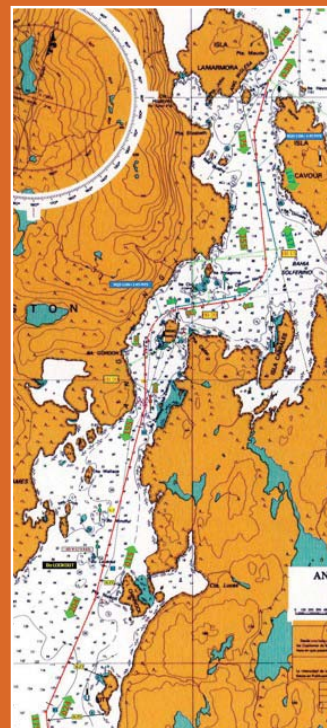
Anyway the Government, during the last year, is trying to attract more inhabitants to this town, also improving their quality of life. For example, now there is a new school for the kids with free internet connexion and since the year 2000 they also have an Hydroelectric power plant supplying Puerto Eden.

In the town there are also some small grocery stores offering basic provisions, refuelling facilities for the yachts, fist aid station (Posta), post office, and satellite phone lately installed.

The Navimag ferry "Puerto Eden" connecting Puerto Montt to Puerto Natales stops here for a little while twice a week, delivering fresh food and special orders from locals on request.

During the hour and a half we had on land before boarding the ship again, we could walk along the long boardwalk running along coast in the village passing in front of the houses and also leading to a couple of lookout points and a wooden church.

ANGOSTURA INGLESA AND COTOPAXI SHOAL.



Cotopaxi and Captain Leonidas shipwrecks

Cotopaxi grounded and sunk in 1889, later on, in 1968 Capt. Leonidas run aground on the same spot in the Canal Messier



Puerto Eden old fishermen boats



PUERTO EDEN

One of the most isolated towns in Chilean Patagonia and the last place for the Kaweshkar indians.

At the end of the 1930's the Chilean Air Force builded a base closeby to where nowadays Puerto Eden is located. It was used as a meteorological station and as a refuelling base for the Chilean Postal Service's hydroplanes. About at the same time the Army build the San Pedro lighthouse in the island with the same name, located bit far north just where the channels open to the waters from the Pacific Ocean in Golfo de Penas.

The activity of the bases attracted the remaining Indian population of the Alacaluf or Kaweskar ethnical group. But unfortunately their culture could not withstand the changes of a sedentary life and the dependence on the foreign people coming to the area.

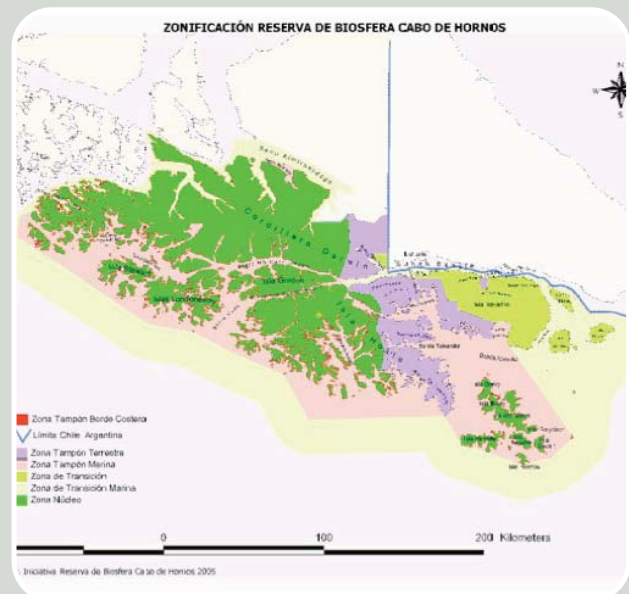
In 1940s Pedro Aguirre Cerda (president of Chile) passed an act to support them but most

of the actions just remained on paper. The structured civilisation, the alcohol and the over exploitation suffered during these years, mostly by the sealers was devastating for them. Nowadays just a very few Kaweshkar lives in Puerto Eden, receiving help from the government and other international institutions. The actual town was founded in 1969 in a frame of a government program to revive Austral settlements, and they gather there the remaining Indians, plus fishermen and seal hunters from Chiloé. The population is decreasing every year, and nowadays we are talking of about 150 people in total. They survive on governmental aid, fish and shellfish (most of it they dry it to be sold in Puerto Mont or other cities in Chiloé) and a bit on tourism

At 10:30 we went back on board, ready to start sailing again. The first narrow we met was the Angostura Inglesa, linking Paso del Indio with Canal Messier. It have to be navigated carefully and the tide and current tables must be consulted to plan a crossing, preferably in slack tide. Tidal streams up to 6 or 8 knots at springs, have been observed here. Our pilots were really aware of that and everything the last couple of days was planned to cross this narrow passage at 12:00 PM. While sailing the Angostura we pass a white statue of the Virgin (la Virgencita) erected in one of the small islands of the pass, Islote Clío. The locals worship her fervently.

The name of The English Narrows (Angostura Inglesa) comes from 1830, when FitzRoy's first mate on HMS Beagle was on board the schooner Adelaide during its search for a S-bound passage, and they found sailed this narrow channel. In about 30 to 45 minutes we were out of this Angostura and in the Canal Messier. Now we were sailing a wide and important channel until 15:30 h when we took a turn to portside and start sailing in Canal Adalberto, connecting with Canal Fallos, the one that is going to lead us to the open waters of the Pacific Ocean in Golfo de Penas. But before leaving Canal Messier we could see very close to Europa, another shipwreck. Located in Cotopaxi Shoal lays grounded M/V Capitán Leónidas. Build in Germany in 1937 and with Panama flag. She was heading from Punta Arenas to Valparaiso with a cargo of bagged sugar when she run aground on the 7th of April 1968, just right on the same spot where in 1889 the ship "Cotopaxi" sunk.

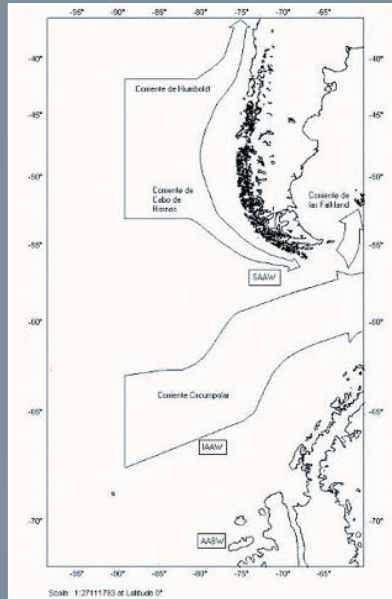
At 15:30 Jordi gave a lecture on the Cape Horn Biosphere Reserve. A long term project where he was involved, sailing, diving and studing the marine environment of the whole area. Approximately at 23:00 we were entering open sea waters in Golfo de Penas.



Cape Horn Biosphere Reserve

UNESCO denomination of Biosphere Reserve, since 2006. One of the most pristine areas in the world, representative of the Subantarctic Ecosystems. Beech forests, glaciers and high mountains, tundra, pit moss, fjords, kelp underwater forests, high biodiversity, are some of the features of the southernmost part of Southamerica.

OCEAN TRANSITION AREA



Current systems in Southern South America

The wide West wind drift current hits South America and divides in two current systems. To the South is called Cape Horn Current, affecting the area between Chiloé area to Cape Horn, also introducing some subantarctic surface water to the Antarctic system. To the North is called Humboldt Current, affecting from Chiloé and the whole Southamerican Pacific coast. This northernly coastal current produces upwelling phenomena along the coast, enriching the surface waters.

We are leaving the areas under the Cape Horn Current and starting to sail in waters affected by the Humboldt Current. Changes in currents and wind directions are expected.

4th April 2010. Golfo de Penas and offshore waters

Noon Position:
46° 05.6' S; 075° 31.0' W
Weather: Cloudy in the morning, improving during the day. Clear sky in the evening.
Wind: Morning and Afternoon N 2. Evening SSW 2
Sails: Under engine
Sea Temp: 13.1°C
Air Temp: 12.7°C

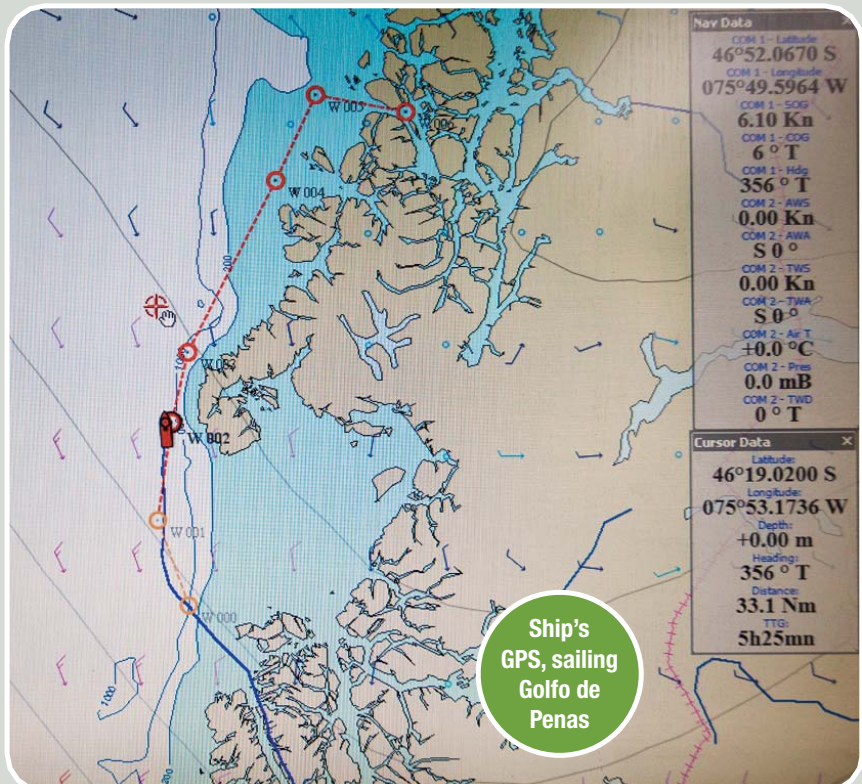
The mythical Golfo de Penas is 50 miles from North to South, around 60 miles wide and stretches between 46°S to 47°S. Bordered by the Patagonian mainland to the East, Golfo de Tres Montes and Peninsula de Taitao to the North, and Grupo Guayaneco and Ayautau to the South (located respectively to the West and East of the entrance to Canal Messier).

This stretch of water is been respected by sailors of all times, and has to be faced with care. The bad weather westerlies use to raise big seas, creating

a set towards the coast. The big swells from the SW tend to raise and lose regularity due to the shallower waters of the area, near to the coast, this plus a possible Northwest wind can create a confused sea, difficult to sail.

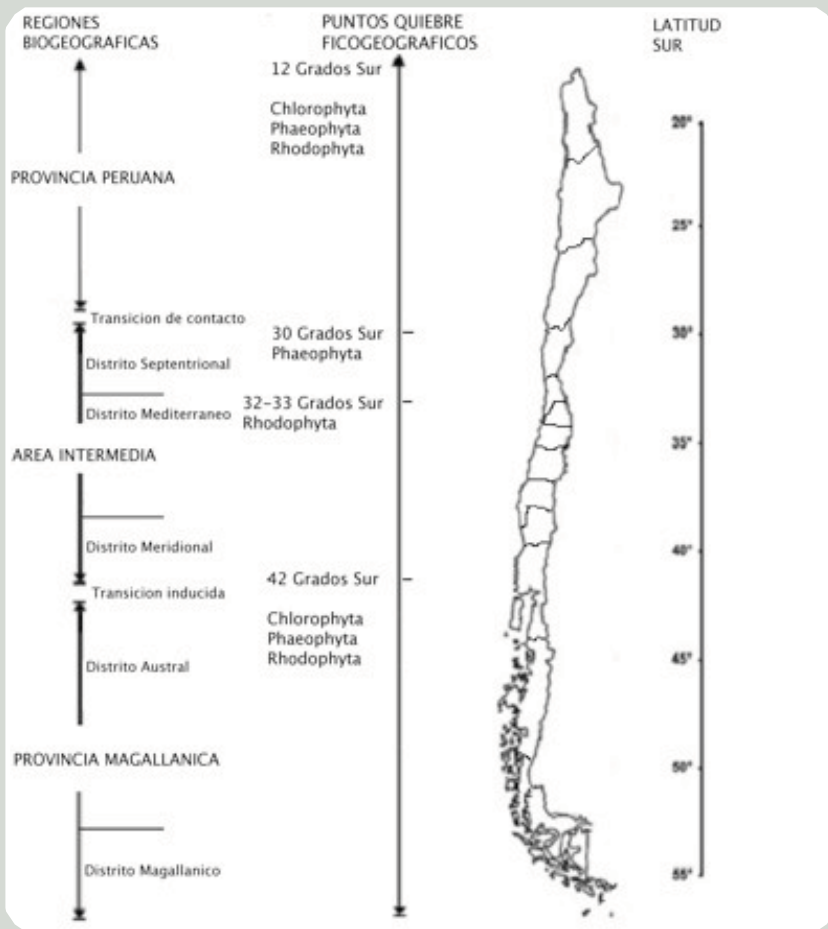
But fortunately we found really good weather and gentle swell during the crossing, just about to feel the long and slow movement of the ship in this waters. It was great to be in this open waters with light winds, warm weather and the sun shining during almost all day. The only problem is that the winds, even if they were quite light, they were just facing us, coming from the North... so we had to use the engine during all day, just we had some southerly component on the wind during the night, and we took advantage of it motorsailing during the night, ready to set all sails when possible... probably during early morning tomorrow. For that reason about 22:00 h we were preparing all the sails, untying the gaskets and getting them ready to be used as soon as the fair winds appear.

During all morning and afternoon we have been spotting several Fin whales. This huge whales (the second largest ones after the Blue whales) use to gather in areas like the one we were sailing today, just where there is a steep change on the depth as the Continental Shelf falls down to the deep ocean, in the slope areas.



We were sailing in the transition area between depths of approximately 200 mts to 1500 mts or even more, the favourite areas for this species of whale. This zones in the Southamerican coast at this latitudes are related with upwelling phenomena where rich, cold and deep waters from open ocean are pushed close to surface, fertilizing the coast and creating a rich biodiversity environment. This upwelling is also related with a change on the oceanographical currents as we are slowly entering the Humboldt Current, with Northerly direction, and leaving the Cape Horn Current which direction is towards the South. We are also entering a different Biogeographical Region, leaving the Magellanic Province and entering the Intermedium Area. The Biogeographical Regions are described in function of the changes in diversity of groups or families of animals and plants depending on the latitude. And the Phycogeographical in function of the different groups of species of algae in diffeent latitudes. We could also realise the ocean richness of the area just looking at the amount of birds flying around. Two species of albatross have been sighted today, Black browed and the largest ones, the Wandering. Also many Shearwaters, Giant, Diving and White chinned petrels.

At 10:30 Jordi gave a lecture on Humpback whales, explaining us how they are conducting the research on this species in Antarctica and Southern Patagonia. He is involved in a couple of Chilean projects on these whales, depending from the Chilean Antarctic Institute (INACH) and the Quaternary Research Center (CEQUA-Punta Arenas). With the INACH they work in Western Antarctica Peninsula, and with CEQUA in Magellan Strait. This group of Humpbacks breed in Colombia, Ecuador, Panama and Costa Rica, and they have their feeding areas in the high latitudes. His scientific research is based in photoidentification, as every single Humpback whale has an individual colour pattern and shape of the fluke, making possible the identification of individuals, or also called fingerprinting. He is also working in genetics, taking skin samples of the whales and trying to study the different subpopulations using mitochondrial DNA sequencing. After having dinner the winner of the Easter egg painting competition that started yesterday, was announced, Tom won a nice bottle of wine. Then a documentary was shown on the lounge, Planet Earth –From pole to pole-.



ALBATROSS AND PETRELS



Tubenoses

Both groups of birds are called tubenoses as they have their narines located in tubes on the beak. The Albatrosses one in each side and the Petrels joined together in a massive structure on top of the beak. Today we could see an increase on the number and diversity of both groups as we sailed offshore, warmer and richer waters. Several Black browed albatross were around all day, and also we spotted a couple of the huge Wandering albatross, along with several petrels, like the Giant and Diving.

Landing
at Locos
Island, in a Fur
seal colony



5th April 2010. Moraleda Channel. Islote Locos. Golfo de Corcovado

Noon Position:

44° 12.1'S; 073° 24.6 W

Weather: Cloudy in the morning, becoming clear sky at afternoon

Wind: Morning SSE 2, rolling to the W, being W 2+ in the afternoon, and NW 1 at evening

Sails: Until we landed on the Fur seal colony we used all the squares but the Courses, and all the Staysails, plus Outer and Inner jibs and Fore topmast staysail.

Sea Temp: 12.6°C

Air Temp: 13°C

At early morning we were sailing through a narrow and small channel named Ninualak to get again into the channels from the open seas of the Pacific. This small channel leads to the wide Moraleda Channel. This is one of the main Patagonian channels, beginning South of Golfo de Corcovado and running about 90 miles in a North-South direction, separating Islas Guaitecas and Archipelago de Chonos from mainland. The continental side of this channel is mountainous and steep, and we could see many volcanoes and high peaks over there in this really sunny and quiet day. Mountains are snow and glacier capped throughout the year and their heights are over 2000 mts, culminating in Monte Melimoyu (2400 mts) and Macá (2900 mts).

This important commercial sailing route was named after Don José de Moraleda y Montero, who sailed these waters extensively during 1787 to 1796. He did the first survey of the area through triangulation methods, collecting his observations in a manual, that was extremely useful for following expeditions. Previously just local Indians got the knowledge to sail this area. The famous Alessandro Malaspina used and improved the charts thanks to a theodolite.

Nevertheless Captain FitzRoy on board the Beagle sailed these waters between 1828 and 1834 using Moraleda's surveys. Canal Moraleda represents the most important route to Chiloé, so its used by many ships. The area is a major fishing ground and any kind of boats continuously sail its waters.

During whole morning until after lunch, we were sailing these waters with almost all our sails set, but both courses, in a warm and stunning sunny day with not even one cloud in the sky, not very often we have days like that over here!

So, as it was a great day to be on deck, some maintenance of the ship was done. Almost everybody was doing some task and many things were done.

At 10:30 our dear fellow traveller Morgan gave a great talk about the process of the early whaling. He used just a few pictures of a book, the model of the whaling boat that is kept in the Europa library and his memories, making his talk really interesting.

During lunch we were already getting out of the Canal Moraleda and getting into the Golfo de Corcovado.



Europa maintenance day on deck. Derusting, cleaning and painting the bottlescews, scraping blocks, baggie wrinkle chafe gear, varnishing the skysail gear and polishing ship's bell.



Morgan's talk about XIX th century whaling.

Morgan's grandfather was a whaler, and he grew up with all the whaling, sailing and storytelling of the XIX century whaling.

SOUTH AMERICAN FUR SEAL.



Curious and playful seals

South American Fur seal occurs on the coasts of the South American continent. Most of them breed offshore islands, being very rare the colonies in mainland. Northernmost colonies at the Atlantic side are located in southern Brazil and in Uruguay, where there is a major breeding colony. Smaller groups are in Staten Island and West coast of Tierra del Fuego. In Chile they are fairly common in Chonos Archipelago, close to Chiloé Island and Corcovado Gulf. At one time there were many more colonies but intensive sealing, which lasted till XXth Century, greatly depleted them. Anyway their abundance fluctuate in relation with El Niño events. This species feed mainly on fish, cephalopods and crustaceans. Usually they dive till 40 mts below surface for up to 3 minutes, but they can reach depths of about 170 mts remaining underwater for 7 min.

Just right in the middle of the mouth of the wide Canal Moraleda we passed by Islotes Locos, lying in the North end of the Moraleda. Our pilots realised a great amount of Fur seals on the rocks of the area, and checking the clock and talking with them Klaas and Jordi decided that this was a great opportunity to do a landing and have a close look to this Southamerican Fur seal colony. Quickly we took away all the sails and prepare Europa for anchoring. So quickly the three bells were ringed and about 14:00 h the zodiacs were ready and the people was getting ready. As Jordi never landed here before, a scouting boat with Spike and himself was sent, finding a great spot in a small island located just in front of the rocky beach that the seals were using, and separated from them by a narrow channel. They came back on board and approximately 15 min later and we started the landing operations. We all landed in that beautiful and unspoiled spot, realising that not many people has been here before, most probably just some fishermen with their very small wooden boats.

As we were approaching the landing area many curious Fur seals got interested on this 'rubber inflatable things filled up with humans and with an engine' getting close to their home and came very close to check what was going on. It was really great to see them approaching the zodiacs, swimming closeby, looking at us and jumping everywhere around.

Once on land we had approximately one hour or a bit more to enjoy the sun on the rocks, to walk a bit on this small island belonging to the Locos Islands group or to sit in front of the seals and take some

good pictures. After a while Spike came with a zodiac with crew members also enjoying the sunny day and the hundreds of seals around, bringing Jordi his diving gear. So for half an hour our guide was enjoying the company of the seals swimming with this playful and curious animals.

The place looked like a breeding area, but now, in April, the season was already over. Regarding their breeding biology, the males use to reach the breeding areas in November, bit afterwards the females arrive and the bulls keep small harems of 2 to 4 females. Most pups are born in November-December, and the mating takes place around one week after. The females take care of their pups for approximately 4 months, and even later they travel and swim together for a couple of months more.

Approximately at 15:45 we were back on board, realising that most probably that has been our last landing till the end of the Tall Ship race in Valparaiso. Was a nice experience to be in this sunny and warm day in this small island, home of the Fur seals.

As soon as we picked up the anchor, we started motoring North in Golfo de Corcovado and afterwards between Chiloé Island and Mainland.

This Gulf extends North of Moraleda Channel and its around 50 miles wide and 25 miles long. The access to the ocean has been named Boca del Guafo and the whole sheltered area is crowded by numerous islands and coves.

After dinner Jordi repeated his talk about Working with Humpback whales.



CHILOE AND PACIFIC OCEAN ALONG THE CHILEAN COAST

SAILING OUT OF THE CHILEAN CHANNELS TO THE PACIFIC OCEAN

We reached the point where there is a steep change in the coastal morphology along Chile. After being fourteen days sailing inshore waters we entered the Pacific Ocean North of Chiloé Island. Sailing northwards, that latitude represents the end of the Chilean channels and fjords and the beginning of a straight coastline.



Blue whales in Golfo Coronados

6th April 2010. Golfo de Ancud. Canal Chacao. Golfo Coronados. Pacific Ocean

Noon Position:

41° 44.0' S; 073° 54.2' W

Weather: Sunny and clear sky in the morning, low clouds but good visibility in the afternoon. Clear sky during night.

Wind: Morning WSW 2. Afternoon NNE 2. Evening SW 1-2

Sails: After leaving the pilots in Ancud: Stay sails set

In the afternoon: Everything set but the Main Course.

Evening-Night: Rigging Wisker Booms on both Fore and Main Courses. Running at full canvas at 6.5 to 8 knots.

Sea Temp: 13°C

Air Temp: 12.7°C

Another gorgeous sunny and calm morning. It's worthwhile to mention the surprisingly good weather and warm temperatures we are having in this area, as the Chiloé Island surroundings are considered to be one of the rainiest and wettest zones in Chile, raining every other day in Castro latitudes (located in the middle of the Eastern coast of Chiloé), and three out of every five days in Ancud area, which is in Chiloé North coast.

We woke up pretty close to the northernmost area of Chiloé Island, close to the city of Ancud, where some of the other Tall ships are at anchor, preparing themselves to start sailing North towards the Regata starting point, in front of Talcahuano city.

This morning, around 11:00 h, a navy boat came alongside to collect the two Chilean pilots that have been with us since the beginning of the trip in Ushuaia, Jose and Alvaro, specialists in sailing through the Chilean channels. Chilean Pilots are compulsory by Chilean law, aboard yachts and ships over 300-ton TRG sailing inshore waters along the Chilean Channels.

So the organization of the Tall Ship events and Regata provide us with them, but today they got out of Europa as now we starting to sail offshore waters in the Pacific along the Chilean coast.



Just after they have been picked up in front of Ancud, Europa started sailing eastwards through Canal Chacao heading out of Golfo de Ancud. This gulf wedges itself between the mainland and the northern part of Chiloé Island. It is 50 miles long and 35 miles wide.

Ancud was founded in 1767 to protect the Spanish colonies against foreign invasions, representing one of the main strongholds in the South Pacific. This place also was where the final battle that put an end to the Spanish dominion of South America was fought. Another interesting historical fact related to this town is that Ancud was the departure port for the expedition that was to claim Magellan Strait for Chile. Captain John Williams on board the schooner Ancud left this town on May 1843 and tried to locate a good place for a settlement in Magellan Strait, founding Fuerte Bulnes, with not much luck, having to move the people 30 miles northwards where nowadays is Punta Arenas.

Canal Chacao separates the North side of Isla de Chiloé from mainland. Tidal streams could run pretty fast here, up to 4-9 knots, but there was no problem at all getting out the channels through it as the wind was very light, the sea surface flat and we were almost at slack tide. Again we were really lucky with the sunny and calm weather as the whole area at the entrance of Canal Chacao is very often subject to a thick fog.

From now on we started to sail without pilots, again on our own. Just planning our speed and route to be on the starting point of the Tall Ship Race on time, the 8th at noon approximately, and about 300 miles to cover in a couple of days.

Taking advantage of the perfect weather condition to work on deck, the professional crew started to set up the skymasts and sails. At one point around 12:00 we got three huge visitors very close to the ship... suddenly three Blue whales were spotted at some distance and they surfaced again just next to the Europa! what an amazing animals, and what an amazing view Spike and Erica had from up the very top of the rigging! also the people on deck could enjoy this whales being at a very short distance of

the group, even smelling the spout and taking close-up pictures of one of them flucking. We just saw the largest animal ever to inhabit the earth, measuring up to 35 mts on length and weighting around 100 tons.

Klaas stopped Europa waiting for them to surface again but when they did, they were already far away, so we kept our way in Golfo Coronados, getting gradually to the open waters of the Pacific Ocean.

Many species of birds were flying all over the place, and we could see our firts Pelicans, along with Magellanic penguins, White chinned petrels, Sooty shearwaters, Black browed albatross, Kelp gulls, Brown hooded gulls and Southamerican terns. We are really in a very rich area, in the southernmost edge of the Humboldt Current, that produces upwelling of deep and rich waters as it starts flowing towards the North. and then more blows were spotted, one, two, three, no, four, no, more....! we were in a Blue whale gathering area for feeding! at least eight of them could be seen at the time, at port and starboard side of the ship. That doesn't happen very often with this species of whale, neither Captain klaas nor Jordi have been ever in such a lucky situation with the Blue whales. So we stopped Europa again and enjoyed for a while the "Blue show". Afterwards this situation kept going for a while, with a total of 15 Blue whales sighted in a couple of hours

At 16:00 Jordi gave a lecture about the underwater kelp forests of the Subantarctic world, talking on deck about the features of the plant with a whole Giant kelp that he brought on board yesterday, and afterwards in the lounge about the history of the species, habits, dispersion and colonization methods of new temperates areas around the subantarctic world.

During the afternoon we set some sails as the wind started to blow from the SW and we could take some advantage of it and stop motoring so much.

After dinner Adam did another talk about the Shipwreck of the "Maria Asumpta" in 1995, from a personal point of view. He explained how it was, and several possible reasons for that, as he was on board when she wrecked.

BLUE WHALE FESTIVAL.



Blue whales in Golfo Coronados

Sailing out of the Chilean channels, leaving Chiloé Island behind through Canal Chacao and getting into Golfo Coronados, we found a gathering area of Blue whales, spotting 15 of them in less than two hours



Blue whales inhabit parts of all of the world's oceans, though humans generally encounter them only in their spring and summer feeding areas. One of the most important of these areas is located in the fjords of Southern Chile, where they aggregate in relatively large numbers.

The total population number estimation in the Southern Ocean nowadays is about 2,000, all that is left of a population that once numbered about 240,000.

The re-discovery of the feeding ground we were sailing yesterday and today (it had formerly been known to whalers) was announced with some fanfare in 2003.

Blue whale research is conducted almost entirely in summer because there is the nagging problem that no one is sure where the animals go in the fall and winter. No blue whale breeding ground has been found anywhere in the world's oceans. It seems that there are no specific areas where large numbers of Blue whales gather to give birth and mate. Instead, they seem to disperse at the end of the feeding season, using a number of different areas to mate and calve, most of them hundreds of miles from shore.

Anyway, through genetic research lately some researchers gave an idea of the global population structure, identifying at least four breeding stocks, located roughly on the different ocean basins: the north-east and eastern tropical Pacific, the Southern Indian Ocean, the Western North Atlantic and the Southern Ocean.

Scientists doing research in the area between Golfo de Corcovado, south of Chiloé, and Golfo Coronados, north of the island, found up to 153 animals during the feeding months, including at least 11 cow-calf pairs, and many of these whales feed within half a mile or a mile from land, a situation that

occurs in only a few places on earth. All these leads them to announce that these areas were "the most important Blue whale feeding and nursing ground discovered to date in the Southern Hemisphere". Working on photoidentification, they also realised that the same individuals were returning to this rich feeding area in Chile year after year, moving between several sites, including the offshore area in Northern Chiloé, and the Golfo de Corcovado in the South.

Nowadays it is widely accepted that there are three subspecies of Blue whales, one in the northern hemisphere and two in the southern, the last ones called Antarctic blue and pygmy blue whales. The segregation between these subspecies is done by the morphological features such as average body length and also by studying their vocalizations

The current scientific consensus is that every Blue whale South of the equator is either an Antarctic Blue or a Pygmy. But the Chilean whales do not fit with the description of either subspecies. They are almost certainly not Antarctic blues (they are acoustically different) and there is no evidence that they get much further South of 45°S. Blue whales in the Chilean channels are usually observed from December to May, when the Antarctic blues are much further South. On the other side they are considerably bigger than the Pygmy blues.

So if the Chilean whales are larger than pygmies, but they are not Antarctic blues, where do they fit in? The latest research results show that the Blue whales off Chile make a strong case for being a separate subspecies. Not only they are geographically isolated, genetically distinct and acoustically unique, but they are morphologically different from the Pygmy blues of the Indian Ocean. Their maximum length appears to be midway between Antarctic and Pygmy blues.

7 th April 2010. Sailing North along the Chilean coast to the Tall Ship Regata Bicentenario “Velas Suramerica” starting line

Noon Position:

39° 27.3' S; 074° 15.2' W

Weather: Stable weather in the morning but cloudy in the afternoon and evening.

Wind: Morning SSE 4. Evening NNW2

Sails: Early morning: Everything set.

Afternoon: All Squares coming down after coffee time.

Sea Temp: 14.9°C

Air Temp: 15.7°C

In the early hours, from approximately 04:00 to 08:00 we were still rocketing along at 7 knots. A close attention was needed at the helm to keep her on course... lots of fun.

Once the sun was shining in the morning, the wind started decreasing and we had

to start one of our engines again. During breakfast we already realised that the day was going to be warm and sunny. The work up in the rigging started, setting everything for the starting of the Tall Ship race, and also finishing the setting of the skysail.

At 10:30 Our fellow traveler Morgan repeated his talk about XIXth Century whaling, and soon afterwards we prepared the lunch buffet on deck, as the weather was so good, and the swell was long and gentle. At that point we were sailing just about off sight of the Chilean coast.

After lunch again many hands were involved in carrying on with the rigging of the Skysails, as its heavy work and all the equipment has to be pulled to the very top of the masts, further the royal yard, and placed on the very top of the mast. Now we have 6 sails in the Fore and Mainmasts. In the afternoon the wind was dying off, backing to the North. So we had to start the two engines to maintain 7 knots speed, to try to arrive tomorrow to the starting point of the regatta, located in front of Talcahuano.

After having dinner Adam repeated also his talk about the loss of the Maria Asumta.

BUSY ON THE RIGGING



Busy day setting Europa's rigging preparing her for the race and the rest of the season.

Rigging of Fore Skysail yard and Main Skysail mast, Siezing on the last of our Studding Sail blocks, so we can spread as much canvas as possible by 15:00 h tomorrow for the start of the race “Regata Bicentenario Velas Suramerica”. The Studding sails are extensions from the yards, used in light weather, down wind sailing, increasing the canvas area.



Setting the Skysail mast and yard on the Main mast

TALL SHIPS ON THE REGATA BICENTENARIO VELAS SURAMERICA



All the Tall Ships participating in the Regata gathered together in the departure area this morning, waiting for the start signal for the race, but unfortunately the wind conditions were not good enough and the race was postponed till tomorrow.

8th April 2010. Meeting point for the Tall Ships in the starting line for the race, in front of Talcahuano.

Noon Position:

36° 47.1' S; 073° 24.8 W

Weather: Calm and high clouds

Wind: Light winds all day, reason for postponing the race. In the morning E 2, during the afternoon and evening W 1-2

Sails: Staysails and Mizzen

Sea Temp: 14.9°C

Air Temp: 15.7°C

As it was arranged, this morning we arrived to the starting area for the Tall Ship race around 10:00 h, where we were waiting for the starting of the competition that was announced to begin at 15:00 h. We spend all morning doing the last arrangements on the rigging, finishing the set up of the skymasts and studding sails. But shortly after 13:00 we had a radio communication from the Organising Committee delaying the departure in half an hour, and telling us to be in standby at the radio in channel 68 (the one we will be using for the official communications of the regatta). 30 min later it was another radio call for all ships delaying the starting time again for half an hour more,... and believe it or not, this went on and on until 17:00 h when the Committee decided to postpone the departure time until tomorrow, with a radio communication at 08:00 AM to inform everybody about the final decision for the starting. The reason for all the delays: lack of wind!, even if it was from the South, Force around 3 it looked that it was not good enough for the fleet. As we were drifting in the low wind and flat sea conditions many birds were around, big groups of Shearwaters, Giant petrels and Pelicans.



After the race being postponed, the Captain from the Chilean Ship "Esmeralda", decided to invite all the other Captains on board and have a cocktail/meeting and discuss the situation at 18:30. Captain went with Cristina to the meeting, while we were also having our dinner. After that Mike gave a talk about the loss of the sailing yacht "Ouzo" in the English Channel, three years ago. He talked about the possible reasons for that unresolved mystery until the date, and how he got involved in the investigation and in the Court case.

When he finished this very interesting lecture, the Captain and Cristina were already back on board.

Jordi went to the bridge to check what was going on and came back with fresh news: the decision made was to sail overnight to a point located 60 miles North, and be there at 08:00 in the morning, in standby for radio communication and probably for starting the race at 09:00. So tonight all the ships will be moving together to the new latitude where the starting line has been setted. That means a bit more use of the engines tonight. A pity, as we were all expecting to start sailing for a few days.

We went to bed o carried on with the watches with the hope in mind to start the sailing in the morning.

Some rules of the "Regata Bicentenario-Velas Suramerica"

Tall Ships grouped in the following classes:

- Class A1: Juan Sebastián de Elcano, Esmeralda, Libertad.
- Class A2: Cuauhtémoc, Simón Bolívar, Gloria, Guayas, Sagres.
- Class A3: Cisne Branco, Capitán Miranda, Europa.

Route, Day and Time of departure

Talcahuano-Valparaiso. Thursday 8th April 2010, 15:00

Automatic Pilot forbidden

Starting line: Extreme A: 36°36.9'S 73°16.2W
Extreme B: 36°36.9'S 73°10.0W

Beginning of the competition

- a. A ship is starting when any part of the hull or her equipment has gone beyond the line
- b. At the start the ships will have 20 minutes from the departure signal to initiate the competition.
- c. The departure time will be taken individually.

Ships ahead departure

If any ship is departing within 10 minutes ahead, it will be penalized with 3 hours, added to the final time. If its more than 10 minutes ahead, the penalty will be 3 hours plus the time ahead multiplied per 5. The ships departing ahead time, should not head back to the starting line in any case.

If they come back they will be disqualified.

Ships must inform their position during the regatta, for the Armada de Chile escort boat and also for the media and general public. Position at 08:00 and 18:00 h transmitted daily, to the escort boat.

Arrival at Valparaiso: Parallel 33° 01,4'S. Finish line will be took out with the last arriving ship or on the 13th April at 04:00 at the latest. Later ships will be considered as Not Arrived.



Captains Meeting on "Esmeralda"

Just after the announcement that the race had been postponed, the Chileans invited all captains on board their ship. "Libertad" provided a boat to pick up the captains from the ships around and drive them to "Esmeralda"

9th April 2010. Second meeting point and regatta postponed again

Noon Position:

35° 34.0' S; 072° 59.5 W

Weather: Calm and high clouds in the morning. Gorgeous sunny in the afternoon

Wind: Light winds all day, reason for postponing again the race. In the morning SW 1, during the afternoon and evening SSW 1

Sails: In the afternoon all sails set but Monkey and Main Courses.

Sea Temp: 13.8°C

Air Temp: 13.3°C

At the set time to be on our new starting area for the race, 08:00 AM, all the Tall Ships were around. The Regata Committee (CR) radio contacted all ships with the news all of us feared... not enough wind again, just like yesterday. The agreement was to be in radio contact every hour to set a departure time or to inform us about any other decision. Just like yesterday the starting time was delayed hour after hour, while Europa drifted all morning around the departure area, ready to go.

A change on the weather was noticed as the high clouds vanished leaving blue and sunny skies, at that point we were all expecting also some wind to come and



therefore be able to start the sailing on the competition.

But this didn't happen as the wind remained very light.

In the meantime Marteyn did a theoretical safety on board drill for all of us as a reminder of the one we had on our first day on board, this time putting special attention on the Man Over Board (MOB) procedures.

At 16:00 the Committee decided to cancel the departure for today and move to a new starting line, 65 miles further North, closer to Valparaiso, located in the between the coordinates:

34° 30.0' S - 072° 48.0' W/072° 41.0' W
The idea is to be there tomorrow morning at 08:00 AM, when is going to be a radio contact with all the ships, and if everything is going well and the wind is there, starting the race at 09:00. Anyway we will be all waiting for this radio contact in the morning.

With these news, Klaas and Marteyn decided to set sails after coffee time and try to sail a bit on our way to the new point.

So around 16:00 all the trainees were setting sails almost on their own, just with the supervision of the crew members.

Once they were all set Val did a practical lecture about knots on deck, with a lot of us attending and trying not to tangle ourselves with all this ropes and "impossible" knots.

We had a gorgeous sunset, and afterwards a nice dinner, Sheaperd pie" tonight. And at 20:30 Bastian did a lecture about his circumnavigation in solitary of the Baltic Sea in a 9 mts sailing yacht.

Very light breeze, not enough to start the regatta.

After waiting all day having delay after delay on the starting time for the race, the CR decided to postpone again the departure till tomorrow morning, setting a new starting line 65 miles away from our position today. At that point we decided to set all our sails and try take a bit of advantage of the light wind, as at that point we still have enough time to make our way at slow speed, and then use the engines during the night if the wind is not increasing.

All sails were set but the Courses and Desmond, by the trainees, supervised by the crew.

MAINTENANCE AND KNOTS WORKSHOP ON DECK



Jan and Morgan scraping blocks, Valerie teaching knots on that sunny afternoon

10 April 2010

REGATA BICENTENARIO VELAS SURAMERICA



REGATA BICENTENARIO VELAS SURAMERICA STARTS

After many delays, in fact up to two days later, at last the

Regata Bicentenario Velas Suramerica (renamed as Regata de la Solidaridad, due to the earthquake and tsunami that affected the Central part of Chile one month ago)

began. Sunny weather and good winds mostly from the S, SW but force changing during all day, were sailing Europa the 100 miles of the race to Valparaiso.

Regata
Bicentenario
start



THE DAY OF THE RACE

After being delayed two days, and the starting line moved twice towards the North, closer to Valparaiso, the regatta begins in a sunny morning with favourable winds for the eleven participant Tall Ships.

10th April 2010. Meeting point and starting of the race

Noon Position:

35° 20.1' S; 072° 37.2 W

Weather: Sunny

Wind: Good winds from the S, SW.
Morning S 3. Afternoon SSW 2.

Evening S by W 5+

Sails: All sails set. For a while during the regatta even Flying jib and Studding sails were set, but the lower Studding on portside.

Sea Temp: 16.9°C

Air Temp: 15.2°C

The day started full of expectations, as all the ships were gathered together in this sunny morning, around the starting line

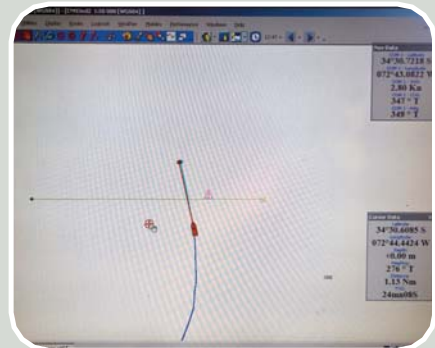
set for the Tall Ship race. After being delayed and shortened twice, there are just 100 miles ahead us, finishing in front of Valparaiso.

Around 07:00 in the morning the Regatta Committee (CR) started the radio communications informing all of us that today was going to be the day! The winds changed a bit and gain force, so we were going to be able to begin the race with the other ten ships.

At 08:00 was the limit time to be in the square area close to the starting line, and all the ships were there getting ready.

And then the countdown started 10 minutes before departure, by visual signals (flags) from the CR ship "Comandante Toro" and also giving the countdown by the radio.

And then at 09:00 all started. All the ships taking their positions and doing their manoeuvres to catch the best positions and the good winds... even some odd manoeuvres like the Spanish ship "cruising" in front of the rest 5 minutes from departure..



Start line

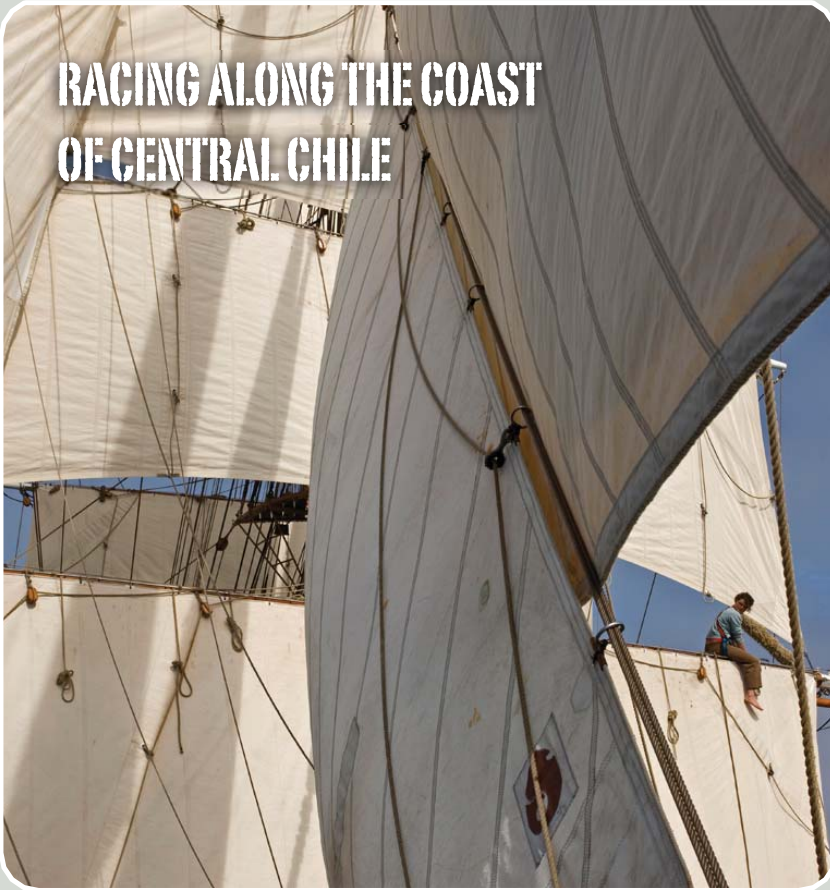
Crossing the new start line of the race at 09.00 AM, located at:

34°30.0'S

072°48.0'W; 072°41.0'W

on the 10th April 2010, for a short race, of about 100 miles to Valparaiso, where there is a lot of expectation from the general public and institutions to receive the ships and also some events are scheduled

RACING ALONG THE COAST OF CENTRAL CHILE



At the starting line for the race and working up the rigging during the regatta

The Tall Ship race by Adam Purser

“The final part of a fantastic voyage from Ushuaia to Valparaiso was to take part in a Tall Ships Race from Talcahuano to Valparaiso. However due to the recent earth quake in Chile on February it was not possible to go into the port itself as it had been severely damaged by the quake. To overcome this the Race was due to start at sea on Tuesday 8th of April at 3pm. Europa was spot on and arrived at 1-45pm as requested by the Race Committee. All eleven tall ships were present and all hands fully organised to set full sail and start the Race; the only thing missing was the wind. Firstly the Race was delayed for 1 hour, then another hour, another hour and by 6pm all the Captains were called aboard Libertad for a conference to decide what to do. Klass and Christina, as translator, were picked up by a high speed rib and whisked off to the Captains Conference and speculation filled the scuttlebut with ideas of what decision should be made. By 8pm we got the answer that the Race was postponed until 9am the following morning but the start line had been moved 60 miles further north towards Valparaiso.

Overnight we slowly motored the 60 miles north and were ready for the 9am start. Guess what? No wind. So we waited and the start time got put back, to 10, 11, 12, 1pm 2pm 3pm 4pm and then what. We then got a new decision the Race was

postponed until 9am the following morning but the start line had been moved 50 miles further north towards Valparaiso. Some wag amongst the crew suggested we rename the race the “Armada Mañana Race”

Overnight we started to slowly motor north but by 5am there was sufficient wind to sail the last miles to the 9am start line in position 34 degrees 30 minutes South of the Equator and thirty three nautical miles due west of the coast of Chile. It was a beautiful morning with the sun coming up in the east below the trailing edge of the weather system that had killed the wind for the last 2 days. The Tall ships were setting sails and manouvering for the start line. As we were so far from the shore there were no sightseer boats getting in the way or spoiling the view. Europa Crossed the line at 0905hrs in the middle of the fleet. We had all our square sails set on the fore and main mast, from the top down, skysails, royals, topgallants, upper topsails, lower topsails and course. All four head sails were set, flying jib, inner and outer jibs plus the staysail. All the between mast staysails except the mizzen staysail which was replaced by the “Desmond”. The mizzen gaff and gaff topsail were also set. To starboard on the foremast we had stunsails set aloft and alow, namely the lower stunsail, the upper stunsail and the topgallant stunsail though it is hung from the royal yard.

The wind was from the SSE force 2, still light but enough to sail with a long swell coming from the SW and about ten seconds between peaks raising to a height of 4 meters on a big swell. The light airs at the start of the Race helped Europa stay in contact with the fleet all of which were larger vessels with longer waterline length that makes for faster ships. But as the wind picked up we saw the fastest vessels drawing well ahead of us until the Cisne Branco was hull down over the horizon. As the wind picked up it also veered from the SE to the South and to maintain the same starboard tack we gradually came onto a course of about 050 that headed us towards the land. The wind rose to a steady Force 5 with gusts to F7 and at one point the Upper Stunsail boom shot inboard as it's outhaul had worked loose. Luckily no damage occurred at it was quickly reset. The Capitan Miranda had suffered steering problems after only 15 minutes of the Race start and had to use her engines briefly until the fault was quickly put right. How that has affected her race results we are none to clear at the moment.

By nightfall we at the back of the fleet but still in touch with two or three of the other ships. Getting the stunsails down in the dark on a rising wind was quite an adventure and just in time for us to wear ship (gybe) as we approached the shore line off San Antonio. At 2200hrs we set the new course to 350 degrees with the wind now from SSW Force 6. By 0100hrs on

the 10th we were far enough off shore to wear ship again and set a new course of 050 degrees heading for the finish line. As the race was such a short period I had stayed up all day from the previous 4am so it was considerable tiredness but great excitement that we crossed the finish line in the dark at 0306, at total of 16 hours and 1 minute. The Race support vessel, a Chilean frigate, lit the finish line with a strong search light and Klass set of Europa's loud and deep sounding horn, that got the some of the crew up fast. It took us just 40 minutes with one watch and a few volunteers to put all the square sails in there gear, ie hauled up to the yards by the clues and buntlines but not tired up with sail gaskets. The head sails were handed, brought down and tied securely to the bowsprit. The tween sails and mizzen gaff and gaff topsail were also put away and secured.

Whilst we were stowing the sails we had started the engine and were heading into Bahia Laguna Verde where we dropped anchor in relatively calm waters at 0350hrs. A short but exhilarating race in excellent weather and the worst we can do is come third as there were only three ships in our class. But we all won a wonderful sail to end a great voyage."

Adam Purser



Sebastian del Cano at sunset anchored in Laguna Verde



END OF THE RACE IN FRONT OF VALPARAISO

After all day sailing we arrived during the night at the finish line and then we sailed back to Laguna Verde to stay at anchor until the 13th, when we are supposed to arrive to Valparaiso.

11th April 2010. Finishing the race and at anchor in Laguna Verde

Noon Position:

33°05.66'S; 071°40.43'W

At anchor in Bahía Laguna Verde, South of Valparaiso

Weather: Sunny

Sea Temp: 17.2°C

Air Temp: 17.6°C

We crossed the finish line of the Regata Velas Suramerica at 33°01.37'S 071°43.30'W, very early in the morning, at 02:06 h and 13 sec.

Afterwards we turned South to anchor in a bay with a nice beach and small town, called Bahía Laguna Verde. This place was assigned for our anchor point by the organization of the race.

We dropped anchor in our place at 03:40 in the morning, at 33°05.66'S 071°40.43'. So we woke up to have our breakfast in that spot in a gorgeous sunny and warm day, very different from our Patagonian experiences just a few days ago.

The day passed by relaxing in the ship, as we were not allowed to go to land until the ship had been cleared by customs, SAG (the agricultural service from Chile) and all the official paperwork done.

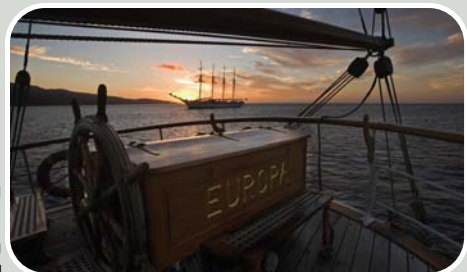
Christina gave an interesting lecture about Patagonia and the "Carretera Austral". We have seen all the Chilean

Patagonia from the sea, but its also a stunning place inland. Christina had an adventurous trip along Central and North Chilean and a bit of Argentinean Patagonia following the Austral Highway o "Carretera Austral", and she talked about the places, interesting features of the area and personal experiences during her voyage.

Later on G.P. played a documentary that he produced himself about a trip in Europa from Cape Horn to Cape Town, visiting Antarctic Peninsula, South Georgia, Tristan da Cunha and Cape Town.

Afterwards we could enjoy a great and colourful sunset, with the sun setting down behind the Spanish navy Tall Ship "Juan Sebastian del Cano"

During all day the crew was busy working on the maintenance of Europa, on deck and also up the rigging. But about 17.00h they started to prepare something special on deck... something special was going to happen... A bit later we could see that a barbecue was being prepared on deck. Around 19:30 dinner was ready and we started eating the big amount of delicious meat and salads prepared. As the hours were passing by, the beer and wine consumption was growing and the music was getting louder and louder, until all ended in a pretty big and interesting dancing party.



Barbecue on deck

We had a great ending of the sailing though Chile. From Cape Horn, though the unbelievable Patagonian fjords, Central Patagonia, up to Central Chile and participating in the race. At the end we spend a relaxing day at anchor and having a barbecue in a great sunset, and night dancing on deck of Europa just South of Valparaiso, in our waiting point before going to the city in a couple of days.

VALPARAISO



The second most important city of Chile

Valparaiso itself represents one of the most important touristic attractions in the country. The city is spread all over 42 hills as a mosaic of houses in vivid colours. Also its one of the most visited places for beach lovers in Chile, surfing, swimming or just relaxing under the sun. Its located in Central Chile, in the 5th Region of the 12 that the country is divided. Half of the population of the country lives in that region, that also includes the capital, Santiago, located just 120 kilometres from Valparaiso.

The city is considered as the cultural capital of Chile and also one of the most important ports. Historically this city has been always related to the ocean, starting as a fishing place for the natives and becoming after the arrival of the Spanish, a basic stop for the their ships on their way to Spain. Later on it become as an essential commercial center for the whole Pacific coast, as an important port for the cargo ships rounding the Horn from Europe.

12th April 2010. At anchor in Laguna Verde

We spend the whole sunny day at anchor in that bay.

Around 11:30h the officers from customs and the agricultural service (SAG) came on board for the clearance of the ship, and after lunch we were allowed and ready to go ashore.

One zodiac was prepared (blackie) and quite a lot of us went to the beach in front of the ship and spend a couple of hours there, returning to the Europa before dusk.

It was swelly and windy in the beach, making our last "landing" a bit wet and bumpy, testing the ability of the drivers (Spike from Europa to shore, and afterwards Martain for the pick up back to the ship).

Even Jordi, Erica and Spike were wearing their diving suits to help positioning and holding the zodiacs on the beach to allow us to have a drier and easy landing in that Valparaiso's beach.

Once everybody was back on board we were gifted with a nice sunset and a great dinner, and after it Christina gave some explanations about Valparaiso and surroundings, talking about what to see and what to do in the area, as we are going to be in the area for a few days, until most of us catch our flights back home.

13th April 2010. Arrival to Valparaiso. Regatta Prizes Ceremony

At 05:00h we were picking up the anchor, ready to leave Laguna Verde bay and go to Valparaiso. Before that we met all the other Tall Ships in a meeting point located North of the city, at 32°55'12"S; 071°34'30"W, and from there start a formation in line for a sail parade, at 07:40h, led by the Chilean ship "Esmeralda", and then "Capitan Miranda", "Europa", "Libertad", "Cisne Branco", "Cuauthemoc", "Gloria", "Simon Bolivar", "Sagres" and "Guayas" in that order and with a separation of 500 yards between them, navigating at approximately 6 knots and passing in front of Viña del Mar, finishing in Valparaiso port.

At that point we started setting up sails, and everything but the Courses was put up.

As we were getting close to the city many small boats of any kind and sailing yachts were welcoming the fleet of Tall Ships, passing close and between all of us, greeting and taking pictures. And when we were just about to enter the pier, a Chilean Port Pilot was brought aboard, as a mandatory rule from Chile.

Esmeralda arriving to Valparaiso port



Formation in
line of the Tall
Ships in front of
Valparaiso



VALPARAISO, END OF THE RACE AND THE VOYAGE

After more than three weeks we arrived to our last stop, the city of Valparaiso.

Ushuaia, Cape Horn, Beagle Channel, Magellan Strait, Patagonian fjords and channels, Chiloe waters, Central Chile and a Tall Ship race with the Sout American ships, were all part of our great trip.

For the mooring, two tug boats were available, but we were not using them, and also Europa was the only ship coming to the port with the sails set, and even mooring with all of them out... as there was almost no wind, and she looks pretty with the sails up! At 10:30h we were already moored and waiting for a gangway to be able to step out of the ship, as the Port of Valparaiso got the compromise to borrow us.

Everybody was on board for lunch and afterwards we were out downtown, walking the streets of this picturesque city Valparaiso.

Many activities were planned for the Captains and crew from all the ships. Klaas went with Christina and our assigned liaison officer to a welcome reception for the captains and commanders, to a meeting with the referees and Regata Committee (CR) and to a Press Conference. Meanwhile the ship was open to visits from 16:00 to 20:00, but many of us were out exploring this amazing city, Valparaiso. After all these activities they came back for a while and at seven they were invited again, now to the Regata Prize ceremony. In fact there was not an official clasification, or winner as

the CR decided to consider the race as friendly sailing and a fraternal activity.

By that time some of us were back to have dinner on board while the rest preferred to spend some more time walking around the city and trying the local dishes.

That put an end to a great trip that involved many different aspects, like participating in several Tall Ship and sail parades in the frame of the "Regata Bicentenario Velas Suramerica Chile-Argentina"; sailing around Cape Horn Island; visiting and exploring almost pristine fjords and glaciers in the Beagle Channel, Magellan Strait and Chilean channels; landing in Elephant and Fur seal colonies; visiting the only known breeding area of Black browed albatross inside the channels; sailing in non officially chartered fjords; stopping for a while in a remote lighthouse where a family is living for one year controlling the traffic of ships; spending some time Blue whale watching near Chiloe Island and finishing with our participation in the Tall Ship Race, with the finish line in Valparaiso.



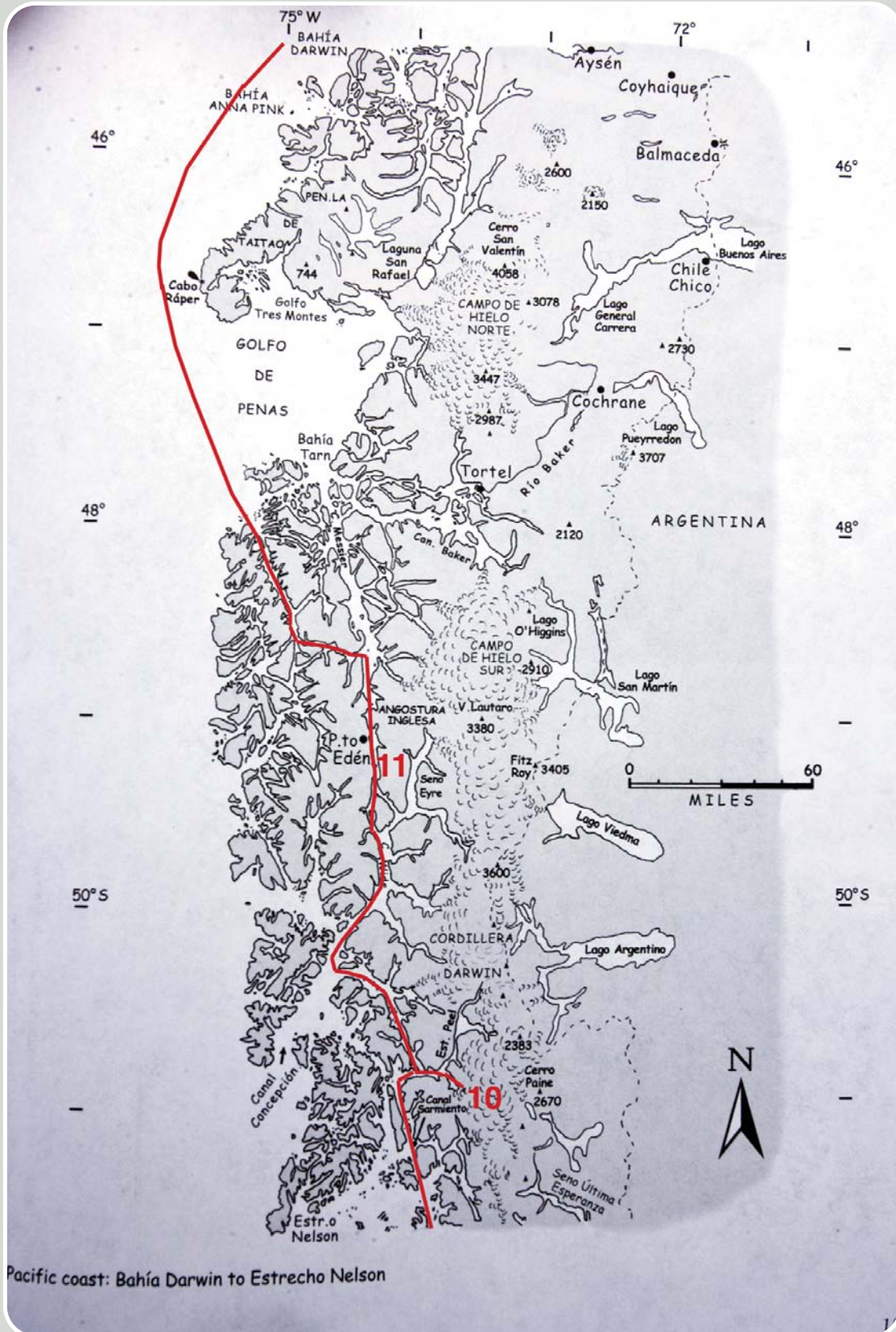
VOYAGE MAPS

General map of the navigation in Chile



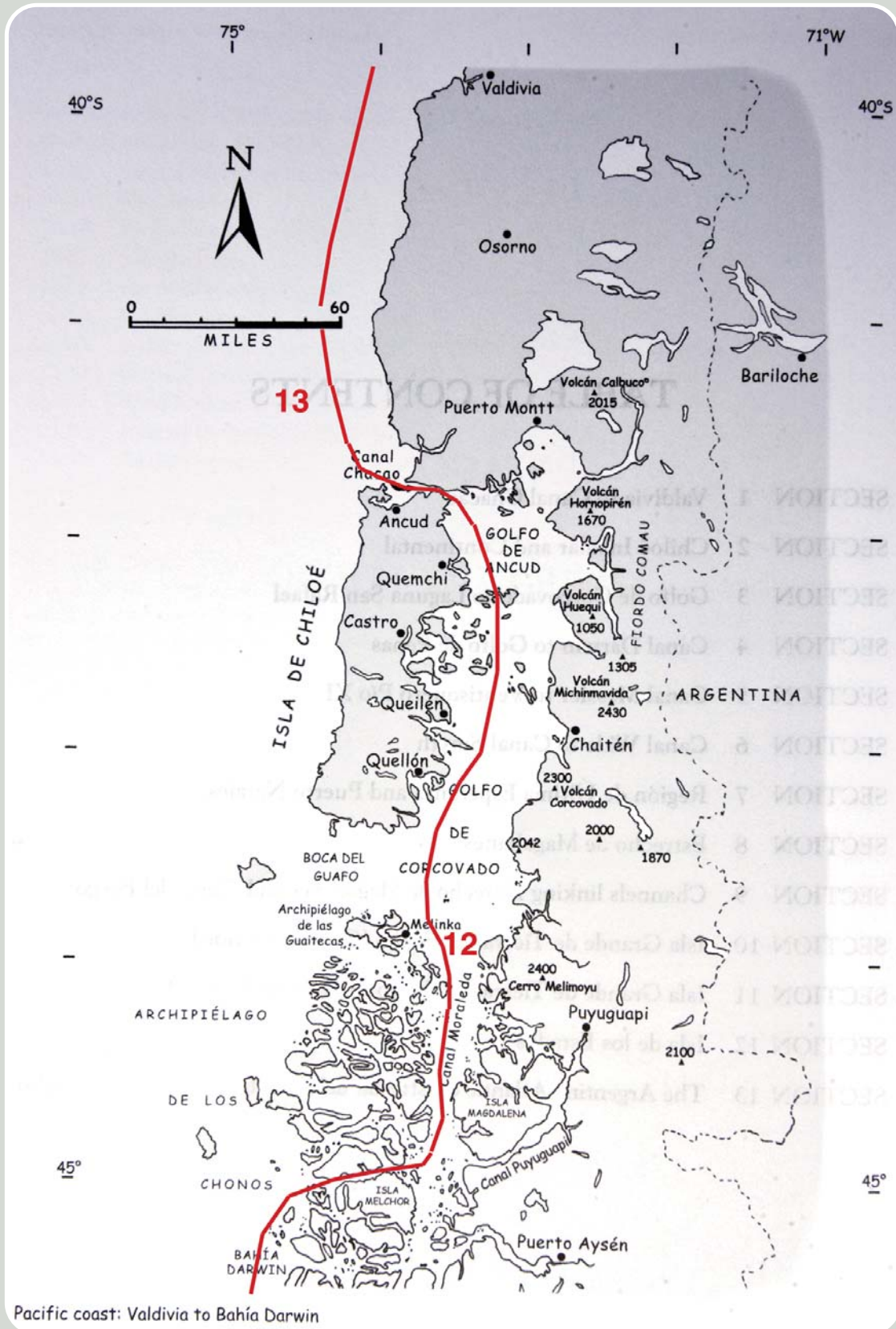
VOYAGE MAPS

Map of the navigation in the Patagonian Channels of Chile



VOYAGE MAPS

Map of the navigation in the Northern Patagonian Channels and off the coast of Central Chile



NUMBER ON THE MAP	NAME OF THE PLACE AND ACTIVITY
1	Cape Horn Tall Ship Parade
2	Landing and walk in Caleta Olla
3	Ship Cruise and landing in a cave in Seno Garibaldi
4	At anchor in Seno Sucio
5	Landing in Ainsworth Bay (Elephant seal colony)
6	Ship Cruise in Parry Bay
7	Landing in a Black browed albatross colony
8	Punta Arenas. A day in the city and Sail Parade leaving the city, sailing Magellan Strait
9	Landing at Fairway Lighthouse
10	Ship Cruise in Skua Glacier
11	Landing in Puerto Eden
12	Landing in Islotes Loco. South american fur seal colony
13	Blue whale watching in Golfo de Coronados

Total distance sailed: 2415 Nautical Miles

LIST OF LECTURES GIVEN ON BOARD DURING THE TRIP BY: TODD, MORGAN, ADAM, MIKE, G.P, VALERIE, MICHAEL, SILKE, BASTIAN, CRISTINA AND JORDI

- TALL SHIPS PARTICIPATING IN THE REGATA BICENTENARIO CHILE-ARGENTINA
- DARWIN'S ROUTE IN CHILE
- CAPE HORN
- SEABIRDS OF PATAGONIA AND ANTARCTICA
- WORKING WITH ELEPHANT SEALS
- WORKING WITH BLACK BROWED ALBATROSSES
- TODD FILMING ABOUT CAPE HORN
- SAILS HANDLING AND THEORETICAL SAILING
- HERNANDO DE MAGALLANES
- CAPE HORN BIOSPHERE RESERVE
- WORKING WITH HUMPBACK WHALES
- PROCESS OF THE XIXth CENTURY WHALING
- SHIPWRECK OF THE MARIA ASUMPTA. A SURVIVOR'S TALE
- UNDERWATER KELP FORESTS OF THE SUBANTARCTIC WORLD
- THE LOSS OF THE YACHT "OUZO" IN THE ENGLISH CHANNEL
- CIRCUMNAVIGATION OF THE BALTIC SEA
- KNOTS WORKSHOP
- PATAGONIA – CARRETERA AUSTRAL
- DVD FROM CAPE TO CAPE

SPECIES LIST - MARCH 22ND TO APRIL 16TH, USHUAIA - VALPARAISO

BIRDS

ENGLISH NAME	SPANISH NAME
Southern Lapwing	Queltehue
House Sparrow	Gorrion
Dolphine Gull	Gaviota Austral
Chimango Cara Cara	Tiuque
Crested Duck	Pato Juarjua
Kelppoose	Caranca
Southern Giant Petrel	Petrel Gigante antartico
Black Browed Albatros	Albatros de ceja negra
Imperial Cormoraut	Cormoran Imperial
Flightless Steamer duck	Dueira no volador
Southern Fulmar	Petrel Plateado
Megallanic Penguin	Pinguins de Magallanes
Kelp Gull	Gamota Dominicana
Neotropic Cormorant	Yeco
Blackish Oystercatcher	Pilpeden Negro
Darc Bellied Cinclodes	Churrete
Bar Winged Cicloides	Churrete acanelado
Thom Tailed Rayadito	Rayadito
Patagonian Sierra Finch	Cometocino Patagonico
White throated treerunner	Comesebo Grande
Turkey Vulture	Jote de cabeza colorada
Chillean Skua	Salteador chileno
Megellanic Oyster cathcher	Pilpilen austral
Southern House wren	Chercan
Andean condor	Condor
Cape peterel	Petrel moteado
Dark faced Ground Tyrant	Dormilona tontita
Grey Hooded Sierra Finch	Cometocino de gay
South American Tern	Gaviotin sudamericano
Green Backed Fine crown	Picaflor Chico
Austral Thrush	Zorzal
BlackishCinclodes	Churrete Austral
Austral Blackbird	Tordo
Wandering albatross	Albatros errante
Royal albatross	Albatros real
White Chinni Petrel	Fardela negra grande
Brown headed gull	Gavista cahuil
Red legged Cormorant	Lile
Peruvian Pelican	Pelicano
Wilson's Petrel	Golondrina de mar
Common Diving Petrel	Yunco de los canales
Grey petrel	Fardela gris
Scale throated Earth Creeper	Bandurria
Pink footed shearwater	Fardela Blanca
Salvins Albatros	Albatros de frente Blanca
Tufted tit tyrant	Cachudito (torito)
Peruvian Bobby	Piquero
Black vulture	Jote de cabegra negra

MARINE MAMMALS

South American Fur Seal	Lobo de dos pelos
Sea Lion	Leon Marino
Southern Elephant seal	Elefante Marino
Humpback whale	Ballena jorobada
Blue whale	Ballena azul
Peale's dolphin	Delfin austral

USHUAIA-VALPARAISO 2010. BARK EUROPA CREW



BLUE WATCH. BARK EUROPA SAILING IN CHILE



RED WATCH. BARK EUROPA SAILING IN CHILE



WHITE WATCH. BARK EUROPA SAILING IN CHILE



Meet the Voyage Crew



Adam Purser

skippers@classic-sailing.co.uk



Andy-rubberduck-Camp

andrewiancamp@hotmail.com



At Smit Duyzentkunst

a_smit_duyzentkunst@hotmail.com



Christiana Venmans

chrisol.venduc@orange.fr



Colin Hunt

crh1@live.com.au



Erhard Kranz

ErhKranz@aol.com



G.P. Niessen

gert-peter.niessen@t-online.de



Gary Robbins

garyrobb@twcny.rr.com



Gemma van der Kroef

gemma.vanderkroef@xs4all.nl



George Ording

info@ording-blokken.nl



Gerrit Verhelst

gerritverhelst@hotmail.com



Hanno Fink

hanno.fink@t-online.de



Hendrik Roelofsen

hgroelofsen@gmail.com



Herman van der Vaart

herman@hvandervaart.nl



Howard Jones

howjones@gmail.com



Jan van der Staay

j_vdstaay@live.nl



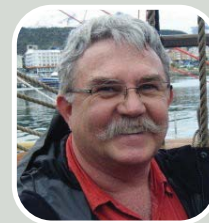
Jane Shelton

koasmom@gmail.com



Jean Pierre Gilles

jean-pierre.gilles9@wanadoo.fr



Joe Shelton

jms250@cox.net



Johan Francke

wannesbontekoe@hotmail.com



John Griffin

john.griffin@nhs.net



Jon Reuschel

reuschel@worldnet.com



Karel Nieuwint

karelnieuwint@hotmail.com



Karl Walter



Larry Fogg

llfogg@aol.com

Meet the Voyage Crew



Lesley Williams

leswil2010@hotmail.co.uk



Liesbeth Bijmoer

Lbijmoer@hotmail.com



Lisa Goodwin

goodwinstudios@me.com



Maurits Dolmans

dolmans@gmail.com



Michelle Steger

beaupre@voila.fr



Mike Waddleton

waddletons@aol.com



Morgan Levine

annkaye@verizon.net



Nicolette van Welzen

njwel@yahoo.com



Olivier Duchemin

chrisol.vendue@orange.fr



Paul Hicks

mphicks@hotmail.co.uk



Peter Bischoff

peter.bischoff@ezv.admin.ch



Ray Claes

claesraymond@hotmail.com



Rob Bastings

rob.bastings@gmail.com



Robbert Luteijn

robbert.luteijn@lexecon.nl



Rod Zatyko

rodzat@sympatico.ca



Sarah Dowse

sarahdowse@gmail.com



Tim Driskel



Tom FitzGibbon

thomas.fitzgibbon@gmail.com



Ute Kastens

ute.kastens@gmx.de



Vi Ha

haha.vi@gmail.com

Meet the Permanent Crew



Annalies Liemburg

repelsteeltje06@hotmail.com



Bastiaan Hauck

mail@tadorna.de



Berber Kapitein

b.kapitein@umcutrecht.nl



Christina Ender

christina_ender@hotmail.com



Erica Roadknight

eroa2@student.monash.edu.au



Jordi Plana Morales

antarcticajpm@yahoo.es



Klaas Gaastra

klaasgaastra@hotmail.com



Marianne van der Staay

sambal98@xs4all.nl



Marius le Roux

lermar.za@gmail.com



Marteyn Blok

tinusdelaatste@hotmail.com



Michael Fiorentino

mjfiorentino@gmail.com



Ruud Blokzijl

ruedewiel@gmail.com



Silke de Klerk

silke_de_klerk@hotmail.com



Spike Greenwood

spikegreenwood2@yahoo.com.au



Val Salis-Samaden

valeriesalis@yahoo.com



Willemijn van Haften

ruedewiel@gmail.com



Woody van Grondelle

ewix72@zonnet.nl



BARK EUROPA

**Rederij Bark Europa
Postbus 23183
3001 KD Rotterdam
The Netherlands**

**visitor's address
a/b 'Salvator'
Leuvehaven t/o 75
3011 EA Rotterdam
The Netherlands**

**telephone +31 10 281 0990
fax + 31 10 281 0991
www www.barkeuropa.com
e-mail info@barkeuropa.com**