

SAILING ON BOARD 'MORGENSTER'

THE SHIP

The clipper-brig 'Morgenster' was built in 1919 as a sailing herring lugger called SCH200 'Vrouwe Maria' and later SCH324 'Morgenster'. She sailed mainly on the North Sea, in the spring from Lerwick, following the herring schools slowly south to the English Channel in the fall. In 1927 she was lengthened by 6.5 meters and motorized. From 1970, she was used for sport fishing. By 1980 she was briefly tried as an ether pirate, but from 1983 in the hands of the present owner who thoroughly stripped the ship and rebuilt it as new.

Because of this conversion, the 'Morgenster' meets the new-build requirements for passenger ships that have applied since 2004, such as having a double bottom, an emergency generator outside the engine room and a sprinkler system. In contrast to all this modern safety technology, the ship has an appearance as if she sailed straight from 1840. Since 2008 she has been participating in many Tall Ship Races, visiting events and harbour celebrations, providing sea training for various nautical schools and the Royal Navy. In the remaining time she organizes active sailing holidays. The square rig not only makes her very desirable at events, but it is also a joy to sail at sea and anything but outdated. Close-hauled she can beat many ships and on a broad reach...well, that is what she is made for.



LIFE ON BOARD

A sailing trip cannot be compared to a cruise on a motor ship. Active participation in sailing, direct acquaintance with the sea and the sailing area are always at the forefront. The ship is equipped with the necessary comforts and where possible comfortably furnished. All cabins are equipped with a sink with hot and cold running water, European sockets, heating and even more important, given the sailing area, forced ventilation. The toilets and showers are communal, separated in the usual way for ladies and gentlemen.

The living area is spacious with large tables and good seating. Pirate chests full of games, musical instruments among which a piano, a library, a projector, and a roll-up screen. A smaller group can also sit down in the large deckhouse, which has a view to outside. A bar and restrooms are in the small deckhouse near the foremast. During the voyage, the captain or Chief Officer will always keep you informed about the progress of the voyage, the weather, and plans for the coming day. The library has a rather maritime focus, but also offers books about the sailing area and marine life. The most important person for a successful vacation is our professional cook who makes our lives more pleasant with excellent meals.



THE CREW

The crew consists of 10 people and has all the required qualifications and certifications. The atmosphere on board is informal. Because we often have international crew and guests on board, we use English as our working language.

EQUIPMENT AND SAFETY

The 'Morgenster' is fully certified and equipped to sail worldwide. The crew guarantees safe sailing. We can make drinking water from sea water by means of a water maker. Just before the departure of each trip, supplies are replenished. On board are two dinghies with outboards for transportation to shore and snorkelling.

WHAT TO BRING

Each bunk comes with a comforter and sheets. Therefore, sleeping bags do not need to be taken. A towel is provided for each guest, but we recommend that you bring your own extra towel. A small backpack or handbag is convenient during hikes. It is best to carry your luggage in bags; suitcases take up a lot of space in the cabin. For on deck, shoes with somewhat non-slip soles are recommended; soft soles are best. On land, sturdy, preferably waterproof walking shoes. Other practical items are your proof of insurance and, of course, a valid passport. Also think about personal items such as medication, lens solution, spare glasses, etc.

Other items to consider;

- Binoculars, not only for watching birds, dolphins, and whales, but also looking at the coast.
- Sunglasses and sunscreen.
- Warm and water- and windproof clothing and gloves. Several thin layers of clothing give better protection from the cold than one thick layer.
- Boots. Simpel gum boots will do.
- Photo equipment or video camera.

SEA SICKNESS

The wind pressure in the sails results in a sailing ship lying much steadier in the water than a motor ship. Almost everybody becomes used to the movement of the ship within one day. Should you however be apprehensive of difficulties during the crossings you can stick special plasters behind your ears or take seasickness pills.

The shipping company provides optimal safety for all guests, but that does not relieve you of your own responsibilities. On a moving ship, accidents can happen easily and when you are dependent on medicines, it can have serious effects when you are seasick. Furthermore, medical care is not directly available out at sea, so if your mental or physical health is not optimal you will be at extra risk during a sea voyage. For instance (but not limited to), if you are a bad walker, have diabetes, a heart- or vascular disease or epilepsy, if you use blood thinners or medicines that make you less alert. In any doubt, we urgently ask you to gather information from your doctor. On the booking form you must fill in any medical information that might be of importance onboard.

INSURANCES

The vessel is insured for legal liabilities. However, this insurance does not cover any damage sustained on your transfer to and from the ship or during trips ashore. Of course you have health insurance. Most of the time your insurance will not cover the costs to repatriate you in case of illness or accidents abroad. For both reasons you at least need a travel insurance, possibly in combination with a cancellation insurance.



MONEY DURING A VOYAGE

Before your departure the shipping company will send you an invoice for your stay onboard. The bar drinks will have to be paid onboard in cash at the end of the voyage.

MEALS ON BOARD

Our experienced cook will prepare three well-balanced meals a day. In between meals snacks will be served. Coffee, tea, and milk are included in the price. Other drinks will be charged at normal bar prices at the end of the journey.

TRANSFER

You have to arrange your own transfer to or from the ship. The shipping company may be able to advise you. Please ensure that you are onboard at the agreed time.

HOW TO MAKE A RESERVATION

You can make a reservation by completing and returning the booking request form. Required on this form are your passport details, date of birth etc. We need these details to prepare the mandatory passenger list for customs and immigration. For this reason, we ask you to complete the form in full. Of course, this information will be treated with care. After receiving the form, we shall send a confirmation and invoice with the terms of payment. 14 to 7 days prior to departure you will receive the final information.