



**We have put a huge amount of effort into planning this trip. Our aim is to be as transparent and accountable as possible. The following FAQs in combination with the other documents available on the website (risk register, etc) aim to demonstrate this and answer any questions you may have.**

### **Do I need any sailing experience to take part in the voyage?**

No prior sailing experience is required to take part in any voyages, only a sense of adventure. At all times there will be a skipper, first mate, and two mates on board with a lot of experience. They will care for the safe running of the vessel. Crew members are very much encouraged to take part in the sailing, and the skipper and mates will be happy to show you the ropes and train you to sail over the course of the voyage.

### **What happens if I need to pull out?**

This depends on when you pull out. 25% payments are due on the confirmation of the place and before 01/07/2012, 01/12/2012 and 01/07/2013. Payments are not refundable after their due date. This is because the nearer to the trip the harder it will be to fill your place and increases the risk that Adventure2013 will lose money on your place. Refunds will only be given if Adventure2013 make a surplus at the end of the trip. We will of course try to achieve this. To avoid losing your money if you have to pull out for medical reasons we suggest that you take out good travel insurance early against cancellation on health grounds.

### **What happens if I don't pay by the deadline?**

We will contact you and take into account exceptional circumstances (please let us know as soon as possible). However, ultimately endemic late payments could put the existence of the trip and solvency at risk. For this reason we have included a clause in the crew contract that states that if payment is late it is at Adventure2013's discretion to declare the contract void (in writing) and resell your place. Refunds will not be made unless a surplus is made on the whole trip and at the discretion of Adventure2013.

### **What do the organisers (directors) get out of the trip?**

The directors of Adventure2013 Ltd get a 25% discount on all the legs to compensate for the work and risk they have taken on. As skipper James will not have to pay any fees as he would usually be paid for skippering such a trip and taking on the associated responsibility. Any surplus made on the trip will be used to refund the other directors for their expenses incurred while organising the trip. If there is any additional surplus this will be distributed at the discretion of Adventure2013 Ltd on causes considered reasonable and fair.

### **How much would a similar trip cost if I undertook it on a similar commercial voyage?**

On the basis of the research we have performed our trip costs roughly half of the cost of similar commercial voyages. And you're guaranteed fun, trustworthy and professional people to sail with.



Win win. We're able to run the trip at such a (relatively) low cost as we're not trying to make a profit and we're not paying ourselves.

### **Where does my money go?**

A breakdown of costs spent on the trip will be made available. Reasonable expenses incurred while organising the trip by the directors will be reimbursed. These will be detailed on the website to ensure transparency and accountability. The budget for the trip is also available on request. Adventure2013 Ltd is a not for profit company and therefore there will be no drawings from the company and the intention is to run the trip as as low a cost as feasible (prices also take demand for different legs into account). Directors do receive a subsidy on their trip to compensate for the work and risk they have taken on (see details above) but this is not a substantial cost.

### **What happens if the trip is cancelled?**

To reduce the risk of cancellation by us, Adventure2013 Ltd, we will not sign the contract for the boat until we have enough deposits to indicate that the trip is definitely financially viable. If the trip is cancelled by the company, the voyage fees will be returned minus any money that has reasonably been spent and cannot be recovered (this amount is expected to be a low percentage of the voyage fee, around 5% or less).

In the event that there is a breach of contract by the owners of the boat, we unfortunately cannot guarantee the return of all the fees paid, but will do our best to return as much as possible. See the risk register for details of the controls we've put in place to minimise the risk here.

### **Where do I get insurance from?**

We cannot give specific advice about which insurance company to go to however we can suggest companies to check out. Bishop Skinner, Insure and Go, and Bupa have all insured southern ocean trips in the past. We can also put you in touch with other crew members and you can compare notes on the best insurance.

### **What risks do I need to ensure are covered by my travel insurance?**

You should look into getting travel insurance to cover you from the date of booking, to cover against loss of voyage fees and flight fees if you should have to pull out of the voyage at a later date for personal reasons.

If your voyage involves an Atlantic crossing, visiting the Antarctic Peninsula or South Georgia then your travel insurance will need to include travelling to "non-territorial waters". Ask your insurance company whether you will need to get separate cover for this.

### **What medical requirements are there for the voyage?**

Sailing requires a reasonably fitness level in order to be safe at sea. For this reason, we ask that you inform us of any existing medical conditions upon booking so that we can judge whether participation is safe, and discuss with you any extra caution that might be necessary. Also if there were medical difficulties while in a remote area this could cause significant disruption to the trip as well as yourself! We will require a GP's medical note for all participants one month before the start



of the trip. If you are over 65, we will require that you provide us with an ENG1 one month before your departure date. If there is a change in your health condition following booking at any point leading up to the start of the voyage, please make sure you inform us of these changes. These conditions are for your own safety. If you fail to inform us of a medical condition that may affect your ability to take part in the voyage, your berth on the voyage may be forfeited, even at short notice.

### **What specialist gear do I need to bring?**

There is a provisional equipment list posted on the website. A trip specific personal equipment list will be forwarded to each crew member nearer the time. You will need to provide your own wet weather gear (bought, borrowed or begged) and your own waterproof boots. These can be expensive so we suggest you keep an eye out for offers. If you need advice, then please get in touch and we will do our best to help

### **When should I plan to arrive at the boat/depart from the boat?**

Crew should aim to arrive at the boat at 2pm local time on the date that their voyage commences, and leave at 10am local time on the departure date. However, it is recommended that flights allow some flexibility. We recommend that flights to the point of voyage departure should arrive day before you are due to join the boat, to reduce the risk of problems caused by delay by the airlines. Very importantly, we also recommend that you're return flight departure date is at least 2 days after the due date of departure from the boat. There is always a risk of delay due to unforeseen problems such as adverse weather conditions. While we will aim to allow some flexibility for delay in our voyage plan, there always remains a risk of delay. It is recommended that you check that your insurance would cover you in this circumstance. You will be expected to find and fund your own accommodation for nights spent off the boat between your flight arrival/departure and the dates that you are accommodated on the boat (voyage start/finish dates).

### **What happens if I'm sea sick?**

This is a common worry and the short answer is we don't know. Usually you will get over it within 2 days and the crew will help you in any way they can (holding your hair, bucket, laughing at you). We have a wide range of drugs, advice and personal experience onboard to help out. Please be aware that if you are taking any medication, seasickness or seasickness drugs may affect your medication. Please contact Cliggy or Clare (the experts) if you are particularly worried about seasickness.

### **What if my cabin mate snores?**

Bring earplugs, they are fantastic!! BUT please tell the skipper and mate that you will be wearing them so they know to wake you up in an emergency.

### **How much experience have the crew got?**

Information is available on the website for sailing experience for Clare, James, Jon and Cliggy. In addition to his paper qualifications James has been the staff skipper of the 72ft Ketch 'John Laing' since 2008 and was staff skipper aboard the 72ft Gaff Ketch Greater Manchester Challenge before



that.

### **Have you been to these areas before?**

Clare, Cliggy and Jon have all sailed in Antarctic waters before. Clare was 1st Mate in 2009 aboard the Anne-Margaretha (72ft steel ketch) and Cliggy was crew on the same trip and later worked as nature guide for 3 weeks in the Arctic. Jon has worked as an engineer on an Antarctic land base for two seasons and is currently a technician aboard Natural Environment Research Council vessels.

### **How dangerous is the trip?**

There are some inherent dangers in a trip of this sort given how far from help we can be and the nature of sailing. However, we strive to reduce the risk as far as possible and have considered and documented in detail how we will reduce risk- see the risk register online. An effort will be made to maintain contact with available coast guard bodies and with other ships whilst sailing in the most remote areas. In this age of satellite communication we are unlikely to be out of contact. There are also a surprising number of cruise ships that may be able to offer assistance in an emergency. All crew members are first aid trained.

### **What if James and Clare split up before the trip?**

We have lined up replacements for Clare and James if either of them did not come on the trip or either was incapacitated. See details in the risk register. No one else is crazy enough to go out with them so they're probably stuck with each other anyway ;-)

### **How bad will the weather be?**

You would only have to watch the synoptic charts for a week to see that the weather can be anything from flat calm to raging storms in almost any area of our trip. Our boat is designed to sail around the world and is strong enough to take this weather. We will not take the boat out into a storm however especially on the Atlantic we may have no choice but to sail through some bad weather. In this eventuality you will receive clear instructions from the voyage crew whose main priority will be to keep the boat safe and everyone warm, fed and happy until the bad weather passes.

### **I have another concern that isn't mentioned here...**

Please review the risk register to see if your concern is covered there and failing that please contact us at [adventure2013datacollection@gmail.com](mailto:adventure2013datacollection@gmail.com).

Please note that the above details are not legally binding and should not replace a detailed review of the contract before you sign this.

It'll all be amazing! (at the very least when you look back at it ;-)