



# *Barque Picton Castle*

**Voyage of the Atlantic 2012-2013**



## Atlantic Voyage 2012-2013

### Europe, Africa, the Caribbean and the Spanish Main

Learn the Way of a Ship

Sail Deep Sea in a Square-rigger

One Year, 15,000 miles, over 20 countries – the Voyage of a Lifetime

Join us for the entire voyage! Not possible? Join us for a leg or two.

#### To Europe – North Atlantic passage – The Western Ocean

Lunenburg, Nova Scotia transatlantic to Azores and Baltimore, Ireland - Milford Haven, Wales - Irish Sea – Liverpool, England – Scottish Isles – St. Malo & Brest, France – Cuxhaven & Kiel Canal, Germany – Aaland Islands, Finland – East Coast Sweden – Copenhagen, Denmark

#### Europe, Africa, Caribbean – Ports of the “Old World” and passage to the “New World”

Copenhagen – Svendborg/Danish ports – Bergen, Norway – Shetland Islands, UK – London, UK – East Coast UK – Vigo, Spain – Lisbon, Portugal – Cadiz, Spain – Madeira off Africa – Essaouira, Morocco – Dakar, Senegal, West Africa – transatlantic to Grenada, West Indies

#### Transatlantic trade wind passage – Exploring the “New World” and the Spanish Main

Grenada – Lesser Antilles of the Eastern Caribbean – Anguilla – Bonaire – Curacao – Santo Domingo, Dominican Republic – Cartagena, Colombia – San Blas Islands – Portobelo & Cristobal, Panama and The Canal Zone – Isla de Providencia – Isla de Roatan, Honduras – Cozumel, Mexico – Havana, Cuba – Nassau and the Bahamas – northeast to Lunenburg

# Index

---

1. Going to Sea in the *Picton Castle*
2. History of Our Ship
3. The *Picton Castle* today
4. Meet our Captain
5. Life Onboard
6. Notes on Safety
7. Voyage of the Atlantic Itinerary
8. Training Under Sail
9. Application Process and Voyage Costs



## 1. Going to sea in the *Picton Castle*

The Barque *Picton Castle* is a three-masted square-rigged sail training ship based in Lunenburg, Nova Scotia, Canada and best known for her sail training voyages around the world. Since 1997, the ship and her captain, Daniel Moreland, have introduced more than 1000 people to the challenges and rewards of traditional seafaring under square sail during five 30,000 nautical mile circumnavigations of the world, the most recent completed in June 2011. The ship has also engaged in many shorter voyages on the east coast of North America, to the Great Lakes and the Caribbean. In 2008-2009, we completed a year-long voyage around the Atlantic; this powerful seafaring experience is the inspiration for our next big adventure, the Atlantic Voyage 2012-13.



The *Picton Castle* is a true working tall ship. Trainee crew participate fully in the ship's operations. They stand watch, handle sails, take turns at helm, raise the anchor, clean the ship, haul on lines, scrub the decks, help out in the galley, work in daily ship's maintenance, go aloft to loose and furl sail (the one thing that is optional) and keep lookout. The Captain and Mates conduct regular workshops to complement the learning that is gained via daily life onboard. Subjects include seamanship, ship maintenance, sailmaking, rigging, wire and rope splicing, knot tying, celestial navigation, plotting and chart work, rules of the road, weather, small boat handling, basic engineering and much more.

After successfully completing a voyage with *Picton Castle*, many of our shipmates have gone on to sail further, some to work as professional mariners on a wide variety of vessels. Others integrate their experience into land-based pursuits. Regardless, your life will be forever enriched.

## 2. History of our ship

The Barque *Picton Castle* was built in 1928 as a Swansea fishing trawler, with a "medium clipper" sailing ship type hull. She spent many years in the northern latitudes, proving her seaworthiness, operating between Wales and Iceland. At the outbreak of the Second World War, she was conscripted into the Royal Navy where she served as a minesweeper. Miraculously the *HMS Picton Castle* survived the war undamaged, even after a mine blew her almost 600-ton hull clear out of the water. Following the war she spent years fishing, then hauling freight in the North and Baltic Seas and Atlantic Ocean. Her operational range was from icy Murmansk, Russia to balmy Portugal.



In 1993, Captain Daniel Moreland was searching for a vessel that could be converted into a square-rigged sailing ship. He was looking for just such a ship when he discovered the *Picton Castle* in a fjord in Norway. She was perfect in hull form and condition and, he recalls, "She just felt like a happy ship." So with the help of a small crew he brought her across the Atlantic to New

York City and Lunenburg, where she began her multi-million-dollar refit.

Since becoming a fully established, certified and registered sail training ship, the Barque *Picton Castle* has sailed more than 250,000 nautical miles, serving as classroom and flagship; delivered medical and school supplies to remote islands; made friends in ports the world over; and given the hundreds of crew who have sailed her the priceless experience of deep-sea square rig seafaring.



To read a more detailed account of the *Picton Castle's* colourful and illustrious history please visit [www.picton-castle.com](http://www.picton-castle.com)

### 3. *Picton Castle* today



*Picton Castle* is a completely refitted barque, rigged following the rigorous standards of

Germanischer Lloyds for steel-hulled Cape Horners. She is owned and operated by Windward Isles Sailing Ship Company Ltd. of Lunenburg, Nova Scotia. She undergoes yearly surveys, has single compartment subdivision and meets the highest standards for sailing school ships.

At 179 feet overall, with a riveted steel hull, clear oiled-pine decks, steel masts and wooden and steel yards, she carries 12,450 square feet of canvas sail and over 205 manila lines in her running rigging: braces, buntlines, clewlines, sheets, halyards and downhauls. The ship also has a powerful 690 hp Burmeister & Wain alpha diesel engine for occasions when sailing is not feasible. The galley is on deck, and its 1893 cook stove is similar to those used on commercial sailing ships 100 years ago.

There are berths for 52 onboard: 40 sail trainees and 12 professional crew members. All hands are accommodated in upper and lower pilot bunks – just like the sailors of yore. There are three main sleeping compartments for trainees on the ship. The Main Salon contains 18 bunks; the 'Bat Cave' and the Forepeak hold eight each. Every bunk has a curtain for privacy, a reading light and storage for the exotic articles you may acquire during your travels.



Generally about half our trainees are women and half are men. Their ages range from 18 to 60-plus, with the majority under 35. We seek and attract an international crew complement; something that has only enhanced the quality of our shipboard experience.

## 4. Meet our Captain

Having learned his craft as a young man serving under esteemed masters on ships from the Age of Sail, Capt. Daniel Moreland is one of the most respected sailing ship masters at sea today. Master rigger and sailmaker, he is an internationally recognized authority on square-rig and traditional sailing ships and was named Sail Trainer of the Year by the American Sail Training Association, now Tall Ships America.



Capt. Moreland first sailed around the world as the mate of the Brigantine *Romance* in 1975, after getting his start in the West Indies as crew in windjammers, island schooners and brigantines. He went on to serve as bosun on the famous Danish full-rigged school ship *Danmark* for four years, training cadets for the Danish merchant marine.

This experience and his love of traditional sailing ships led to his involvement in many restoration projects including that of the Grand Banks fishing schooner *Ernestina* and the US Brig *Niagara*.

The refit of the *Picton Castle* into a world voyaging sail training ship was the culmination of years of experience and a compelling vision.



Moreland has been Captain aboard the *Picton Castle* as she circumnavigated the world five times, sailed the Atlantic Basin, the Caribbean, the coast of Newfoundland, the Great Lakes and the Eastern Seaboard. He is pleased to sail as Master during this next epic voyage to Europe, Africa, the Caribbean and Spanish Main.

## 5. Life aboard ship

The Barque *Picton Castle* is not a passenger ship, nor is this a luxury cruise. She is a pure and dedicated sail training ship and as such, all hands must stand watch at sea and in port, sail and work the ship. When trainee crew sign on to sail with the *Picton Castle* they do so with the knowledge that they will be participating fully in all aspects of shipboard life. They sign on because they yearn for challenge, adventure and to learn.



Most trainees have had no previous sailing experience when they sign aboard the *Picton Castle*. Naturally we do not expect you to be a sailor when you first join the ship. But we are looking for a level of curiosity and ambition when you apply. Our professional crew are there to guide and supervise you along the way. There will be extensive safety training and regular drills; instruction in basic sail theory, line handling, steering and navigation – and that is just to start.



All of our trainees stand watch alongside the professional crew. There are three watches at sea around the clock: 4-8, 8-12 and 12-4. For four hours you and your fellow crew spend your time cleaning and participating in daily ship's maintenance, as well as steering, handling sail, rigging, sailmaking and keeping lookout as needed. Every watch has chores that are specific to that watch and so crew will be rotated through the watches during their time on board.



In addition to standing watches, one crew member from each watch is assigned to galley duty every day. Galley duty consists of supporting the cook as he prepares three meals a day for the crew's complement.



During longer trade wind passages several crew may be broken off a watch to become daymen. They will become sailmaker, rigger, bosun's mate or engineer's apprentice. This is an ideal opportunity for trainees to specialize and grow as seamen.



Unless "all hands" is called, the eight hours between watches is your own. Some people delve into personal projects. They work on their canvas ditty bags, chip away at carpentry projects, read a book (borrowed from our ever-growing library), play guitar, write letters home or watch the sun set over the Atlantic Ocean.



Others use the opportunity to learn more about the ship. They learn to use a sextant, chart a course, volunteer with the riggers or sailmakers, practice wire splicing or help caulk a small boat. There are also regular workshops to enhance and expand upon the knowledge you are gaining through everyday participation. The opportunities to learn are endless; what you get out of your experience on board is directly related to what you put in.



## Time in Port

Shoreside exploration is an important part of the *Picton Castle's* voyages. It is one thing to fly to another country to visit and quite another to sail into a harbour as crew working on a square-rigged sailing ship. Our crew are encouraged to meet the locals, take part in their traditions, see the sights and generally take advantage of the plethora of opportunities land offers.



The ship provides for a watch system that allows an ample amount of time off in port. But port is also an ideal time to hammer out projects that are impossible to do while sailing. While on duty you may paint topsides, lay out and cut a new sail, plank a small boat or send down sail in order to overhaul the yards. We also tend to do a lot of small boat handling while in port. You will get an opportunity to operate the skiff or sail our small boats on expeditions when conditions are appropriate.



For more details about life onboard please visit [www.picton-castle.com](http://www.picton-castle.com)

## 6. Notes on Safety

A minimum of 12 professionally trained crew members oversee the safe operation of the ship. These crew members are carefully selected from a large pool of applicants and have substantial sail training experience and formal Basic Safety Training. The ship also sails with a qualified medical officer on board.



Our safety equipment includes four Viking Ocean SOLAS-approved 25-person life rafts; two Viking Ocean SOLAS-approved six-person life rafts; 100 lifejackets; 53 Mustang Ocean Commander immersion suits; a ready-to-launch skiff equipped with an outboard motor, SART, PLB and a GMDSS survival craft VHF radio; 10 lifebuoys on deck all kitted out with strobe light and whistles; five personal locator beacons with GPS; a full suit of signal flags; signalling mirrors; three handheld VHF radios; five ACR 16/6 survival craft radios; one Kannad EPIRB with hydrostatic release; one Kannad Manual + EPIRB with GPS; Inmarsat-C distress signal; SSB radio distress signal; DSC VHF distress signal; three SARTs; voice and data service via Iridium; flares; searchlights; 26 portable fire extinguishers; fixed fire suppression foam system in the galley; fixed fire suppression carbon dioxide system in the engine room and paint locker; four sets of firefighting turnout gear; three fire axes; two scuba diving sets with six air tanks; primary and secondary fire pumps in the engine room; two fire main hose stations on deck; and a full medical kit.



Our crew is regularly trained in emergency drills so that they are familiar and comfortable with the correct procedures and equipment. Trainees are also given instruction on the proper usage of harnesses and Safety Aloft procedures when they first join the *Picton Castle*.



The *Picton Castle's* navigational and communications equipment includes two Furuno radar units; Class A Furuno AIS; digital stabilized compass; magnetic compass; electronic MaxSea chart plotter; GPS; Navtex unit; depth sounder; two fixed DSC VHF ship to shore radios; single side-band radio; Iridium satellite phone and data service; Inmarsat-C satellite service; Alden fax mate II weather fax receiver; and Lo-Kata Navtex II weather report and warning receiver. We also carry a full set of required charts and publications and three high quality sextants, as well as training sextants.

## 7. The Voyage 2012-2013

### Leg 1 – Lunenburg to Copenhagen April 9, 2012

*\*Though it is our desire to keep to this itinerary, the very nature of any voyage necessitates some flexibility. As such ports and dates are subject to change.*

#### Lunenburg, Nova Scotia, Canada



*Picton Castle's Atlantic Voyage begins at historic Lunenburg, Nova Scotia, Canada. A UNESCO World Heritage site, this small seaport town boasts outstanding wooden architecture and an equally colourful past shaped by generations of seafaring, wooden shipbuilding, Banks fishing and even rum running. But the town's heart is its working waterfront, wooden wharves and warehouses populated by boat builders, fishermen and mariners, including crew of the Schooner *Bluenose II* and between voyages, our own *Picton Castle*.*

Trainees are expected to arrive in Lunenburg before April 9, 2012. During their first few weeks in port they will partake in a rigorous, hands-on orientation. Staff crew will help familiarize them with the ship as they assist with final voyage preparations and ready the *Picton Castle* for sea. We have found that the first few weeks are also an important bonding time for the trainees as they adjust to the routines of life onboard and to one another as shipmates.



On or about May 1, 2012 the *Picton Castle* will sail out of Lunenburg Harbour and into the North Atlantic Ocean. This initial passage will allow trainees plenty of time to adjust to life at sea.

#### Azores, Portugal



A full 1600 nautical miles from Lunenburg, the *Picton Castle* will arrive at the Azores, off Portugal. An archipelago comprised of nine stunningly beautiful and culturally diverse volcanic islands, it will be a welcome sight after two weeks or so at sea and your first opportunity for shoreside exploration between watches.

### Baltimore, Ireland

After another passage of blue water sailing in the North Atlantic, the *Picton Castle* will put in to Baltimore, Ireland. Located on the southwest coast – that you'll see is as green as you've always heard – Baltimore remains a quintessential Irish village with only 250 people but a rich seafaring history, including assistance to the M/V *Picton Castle* by the community's motor life boat during a 1954 gale and recorded on a stone cairn there.



### Milford Haven, Wales

A short sail away, Milford Haven is a snug natural harbour as well as the closest port to the actual Welsh castle for which our ship is named. Clearly visits to this ancestral seat of the Phillips family for tours of the castle and picnics in the surrounding gardens are in order! Milford Haven was also the ship's original homeport when she was fishing.

### Irish Sea/Scottish Isles

After Milford Haven, the ship will sail for about a month, exploring the Irish Sea and the Scottish Isles. Planned stops include Liverpool, a place well known as the birthplace of The Beatles but also a port city of such significance that a number of its docks and places of commerce, known collectively as the Liverpool Maritime Merchantile City, were declared a UNESCO World Heritage site; the Hebrides, a land of rugged landscape, standing stones and Gaelic culture; and the Isle of Man, where you can look for luck on the Fairy Bridge.

### St. Malo, France



A walled port city in Brittany, with a history of pirates, privateers and explorers including Jacques Cartier, St. Malo is the first host port in the 2012 Sail Training International Tall Ships Races. An exciting event, the Tall Ships Races offer sail training ships and crews the world over a chance to meet, mingle, race and sail in company. One tall ship in a harbour is an event unto itself – dozens of tall ships is a spectacle; thousands of people will line the docks to watch us all sail in and will then queue up for tours.

### Brest, France



Every four years for the past 20, this port town has hosted a prestigious maritime festival known as "Les Tonnerres de Brest". Not limited to tall ships, this festival includes working vessels – from naval vessels to fishing trawlers, barges, gaff-rigged sloops and yachts – and their crews who share their knowledge and stories with an appreciative and inquisitive crowd as we sail the waters of this coastline together.

### Cuxhaven and the Kiel Canal, Germany

A run up the famous English Channel and into the North Sea, we will arrive at Cuxhaven, gateway to the Kiel Canal. At 98 km in length, the canal, linking the North and Baltic Seas, is the busiest artificial seaway in the world. Similar to the Panama Canal, the Kiel is operated using a series of locks which displace the water, allowing ships to pass. Very different from ocean sailing, the canal offers new seafaring challenges for our developing mariners, as well as some idyllic scenery along the way.



### Kiel, Germany

On the southwestern shore of the Baltic Sea lies the city of Kiel. First settled by the Vikings, Kiel remains one of the major maritime hubs of Germany. It is a ship building centre, traditional home port of the German Navy's Baltic fleet, a centre of transportation and host city for many international sailing events, including Kiel Week, the biggest sailing event in the world.

### Aaland Islands, Finland

Between Finland and Sweden lies an archipelago of over 300 habitable islands, and thousands more that aren't, with an almost legendary status in the world of square-rigged ships. Even as late as the 1920s and 30s, when steam ships had begun to replace vessels under sail, the one route where square riggers remained competitive was the grain race from Europe to Australia, via the Cape of Good Hope, and returning via Cape Horn. Capt. Gustaf Erikson and his fleet of Aaland Island ships dominated this trade and the competition it

inspired. His ship *Pommern* can be visited at Aaland – a true square rig pilgrimage!

### East Coast Sweden and Bornholm, Denmark



After a few days of sailing along and exploring the stark beauty that is the east coast of Sweden, the ship will sail to the Danish island of Bornholm. Explore the island's rocky terrain – so different from mainland Denmark! – as well as pottery and glassware studios and the island's five round churches.

### Copenhagen, Denmark

Sailing past the Little Mermaid, we will arrive in the Danish capital of Copenhagen, a bustling cultural and economic hub that has also become the model for sustainable cities worldwide. Visit some of the world's top art museums, the Royal Castle Amalienborg, the Carlsberg Brewery and Tivoli, a charming amusement park in the middle of the city.

Here Leg 1 comes to a close. While most trainees sign on for the whole voyage, some will disembark here and others will join us as we continue our exploration of the Western Ocean.

## Leg 2 – Copenhagen to Grenada via West Africa August 28<sup>th</sup>, 2012

### Copenhagen, Denmark

As fresh trainees arrive for Leg 2, those who joined at Lunenburg will now take a role in helping them adjust to life onboard, learning their lines and becoming comfortable in their new environment. To know how to set a sail is one thing, to be able to explain it is something else indeed; this provides a thoughtful challenge and a natural next step in the training process.



### Svendborg and Danish Ports

Departing Copenhagen, *Picton Castle* will sail to Svendborg, on the island of Fyn in south central Denmark. An ancient seafaring town once fortified with walls and moats, it is now a center for traditional ship repair and great music in the many charming pubs.



From Svendborg the ship will sail around the Jutland Peninsula and through the Skagerrak Strait bound for Norway.

### Bergen, Norway



In addition to participating in the 2008 Tall Ships Races at Bergen, the ship and city share a historical connection. During the Second World War the *HMS Picton Castle* experienced some engine trouble and was directed to Bergen. Her arrival marked the first Allied ship in the port since the country's Nazi occupation and so she was deemed the "Liberator of Norway" – a happy coincidence but a connection that will always bind us to this vibrant city.

### Shetland Islands, United Kingdom

*Picton Castle* shipmates Buddy and Nicki Leask lobbied hard to get Shetland added to the voyage itinerary. Located roughly halfway between Norway and Scotland, these islands are indeed a world apart. But the tales of their windswept beauty and rich music and storytelling culture (all independently verified by fellow shipmates lucky enough to have visited!), proved too much to pass up.

### London, United Kingdom

From the rolling hills of the Shetlands to the hustle and bustle of big city London! Here off-watch days will be filled with so very much to do – visits to the Tower of London, Kew Gardens, Big Ben, Westminster Abbey, Trafalgar Square, the Tower Bridge and Buckingham Palace. You can shop in busy, downtown Piccadilly Circus or peruse the stalls of Portobello Road. You can go to the Old Vic theatre to catch a play or ogle the

incredible collection of contemporary art at the Tate Modern. What would you see?

### East Coast UK

After spending some time on the East Coast of England, sailing past the White Cliffs of Dover and through the English Channel, the ship will sail for Vigo, Spain. This longer passage crossing the Bay of Biscay will allow the crew to fall into a regular rhythm at sea, something most crew come to not only appreciate, but crave.



### Vigo, Spain

A port city to its core, Vigo has fended off attacks from Vikings, Turkish fleets and Napoleonic forces – even the impressive Collegiate Church of Santa María, Pro-cathedral of Vigo-Tui, is constructed on the remains of a Gothic church burned down by the pirate Francis Drake. Meanwhile, just steps from the docks, is the historic quarter, Cidade Vella, with its curbside cafes, arcades and lively street entertainment.

### Lisbon, Portugal

One of the oldest cities in the world – older than London or even Rome – Lisbon is a fascinating city to explore. Must-see sights include the Monastério dos Jerónimos, the Castelo de São Jorge, and the Torre de Belém. But much enjoyment can be found just wandering its streets, sampling the mix of Portuguese, Brazilian and African food, music and culture found here or enjoying a soul-wrenching performance of fado singing.

### Cadiz, Spain

An ancient city, Cadiz boasts a spectacular combination of ancient and modern architecture. Our crew can view great

domed cathedrals and wander through cobblestone streets past the old city walls, or sit and picnic under a giant tree supposedly brought from the New World by Columbus.

### Madeira, Portugal



Best known for the fortified Portuguese wine that bears its name, Madeira was an historic port of call for ships bound for either the New World or East Indies. In fact, the islands' unique process for making wine – involving heat and some degree of oxidization – was developed after the discovery that unsold wine, carried in the holds of sailing ships, developed a distinct and desirable flavour. Only right to try some while you're here!

### Essaouira, Morocco, Africa



Once the vacation spot of Jimi Hendrix, we'll be making a return visit to this fascinating port filled with stone buildings, bustling marketplaces, donkey carts, hooded robes made of camel wool, the intoxicating aroma of spices and freshly brewed mint tea (always hospitably offered). Anyone for a camel ride in the desert?

### Dakar, Senegal, Africa



A vibrant city, no where does the voyage theme of following the path from the Old World to the New World become more powerful than at the nearby island of Goree. Now a lively community of artisans and shopkeepers housing accommodations and cafes, the basements of these same buildings once held captured slaves who were processed and confined before going through the "Door of No Return" and on, via waiting ships, to Brazil, the West Indies or North America.

### Ocean trade wind crossing to Grenada

The longest passage of the voyage lies between Senegal and Grenada. At 2300 nautical miles, we will sail across the Atlantic Ocean to the Caribbean Sea, from the Old World to the New World, following a route once traced by explorers, settlers and slaves. All sails will be set, even stuns'ls!



### Leg 3- Grenada to Lunenburg via Spanish Main January 4, 2012



### Grenada, West Indies

Grenada could be considered the *Picton Castle's* home port in the Caribbean. Captain Moreland first sailed to Grenada years ago and counts many of the local shipwrights as close and personal friends. Mainland Grenada, known as the Isle of Spice, is stunningly beautiful, with jungles, waterfalls and hot springs in its lush interior. Nearby Carriacou, home of the Carriacou Sloop, still boasts a community of traditional boatbuilders and is a short ferry ride away.

Arrival at Grenada marks another leg change, so there will be crew leaving and others joining here.



### Lesser Antilles of the Caribbean

The ship will spend about three weeks exploring the Lesser Antilles. Visit the Old Hegg Turtle Sanctuary in Bequia where hawksbill turtles are raised from eggs until the age of three before being released back into the wild, then dance the night away to the sound of steel drums on the beach at the Frangipani Hotel. Return to the island of Dominica, where *Picton Castle* filmed the TV series "Pirate Master," to soak in natural hot springs, hike to the Boiling Lake and meet up with friends at our most favourite rum shop in all of the Caribbean.

In Anguilla, check out the fleet of local sailing boats, owned, maintained and sailed by different communities around the island in heated competition. Discover the French Caribbean in Martinique or Guadeloupe with croissants and coffee as good as in France, brightly coloured plaid fabrics and an air of sophistication. Haul up the anchor under sail from one island, glide across the turquoise water on the sweet Caribbean trade winds to the next island and drop the anchor under sail still. Short hops from island to island will give you practice in snappy sail handling and maybe even the chance to tack a square-rigger.

### Bonaire, Netherlands, Dutch Antilles

Quiet and friendly, Bonaire offers some of the best diving in the world. Crew can scuba dive or snorkel in the preserved coral reefs; kite-board or windsurf; sail a small boat; or generally kick back on its pristine beaches.



### Curacao, Netherlands, Dutch Antilles

Economic heart of the ABC islands, the capital city of Willemstad is bustling with industry and business. That doesn't prevent the walled city at the core from being charming, with architecture dating back to the 16th century, markets, museums and cafes. Outside the city are remnants of plantations and little beaches on the west coast.

### Santo Domingo, Dominican Republic



Founded by Columbus in 1496, Santo Domingo is the oldest European settlement in the Americas. Walk down the New World's first street, Calle Las Damas, visit its first fortress, sundial and cathedral, the Amber Museum and the Columbus family mansion (built by Christopher's son Diego in 1515), all in the Zona Colonial (Old Town).

### Cartagena, Colombia

Sacked by Sir Francis Drake 400 years ago (something they're apparently still angry about), this UNESCO World Heritage Site offers so much to see and explore, including

fortresses and cathedrals, the Palacio de Inquisition and the Gold Museum. You can take in the performances at the Plaza Bolivar, bathe in the Volcán de Totumo, the tallest mud volcano in the world, or take in a corralejas (bull fight).

### San Blas Islands

The *Picton Castle* has visited the San Blas Islands twice – once during her inaugural World Voyage and again during World Voyage 2. Situated on the Caribbean coast of Panama, the San Blas are home to the Kuna Indians, who settled here after they were forced to flee the mainland during the Spanish invasion. Here on the islands they live a relatively autonomous, traditional and peaceful existence. Prepare to be surrounded by dugout canoes!

### Portobelo, Panama

A key player in the fight for control of the Spanish Main, the city offers three forts for exploration – Fuerte San Jeronimo, Fuerte San Fernando and Bateria Santiago – as well as the nearby Parque Nacional Portobelo, a vast marine and rain forest reserve.



### Cristobal, Panama

Cristobal is a port town on the Atlantic side of the Panama Canal. While the ship will not transit the canal on this voyage, proximity to the canal will make it a must-see! Crew members may even wish to make the trip overland to Panama City on the Pacific side.

### Isla de Providencia, Colombia



Lying midway between Costa Rica and Jamaica, this island has a history of harboring the famous pirate Henry Morgan. So keep an eye out for hidden treasure as you explore protected coral reefs, mangroves and tiny coral islands on its north side nature preserve, another UNESCO site.

### Isla de Roatan, Honduras

Home to the second largest barrier reef in the world – second only to Australia's Great Barrier Reef – and some ship wrecks too, Isla de Roatan is an absolute must for scuba diving enthusiasts. Meanwhile, keen anglers can try fly fishing on the flats and mangroves.

### Cozumel, Mexico

Gateway to the Yucatan, the island of Cozumel is the perfect port from which to launch an exploration of Mayan culture and ruins like Chichen Itza, one of the seven wonders of the world. Explore lost cities dating back 2000 years and ponder the unsolved mystery of what happened to this highly advanced society.

### Havana, Cuba

A beguiling city full of music and dance – and those great cigars – Havana boasts a dizzying number of fortresses and walls built to protect this Spanish city from attacks by

English, French and Dutch forces, pirates, buccaneers and corsairs. A fascinating history of occupation, independence and revolution, Cuba is just now slowly re-entering relations with the United States, giving it an almost forbidden charm for many of our crew members.

### Nassau, Bahamas



In the 1700s, these islands were a sanctuary for pirates, including Thomas Barrow, Blackbeard, Anne Bonny and Mary Read – who made Nassau a Pirate Republic. Today, they're a sailors' paradise. Enjoy the sun, surf and sand during these last days ashore in the tropics. In the evening, catch a rake and scrape band, or dance to calypso.

### Lunenburg, Nova Scotia, Canada

Departing the Bahamas, the *Picton Castle* will sail northeast on a 1300 nautical mile final passage back home to Lunenburg. It is a time to call upon all your newly-honed skills and begin to contemplate all this experience has meant for you. While it may be years until you can fully realize or explain it, we can tell you that the act of sailing into Lunenburg Harbour after a year-long voyage, as crew on a working tall ship, to hear the roar of the crowd welcoming you

home, is a rare and deeply touching moment.



## 8. Training under Sail

The very act of embarking on a voyage on a square-rigged sailing ship is powerfully educational and life-changing. One quickly learns the necessity of teamwork, hard work, situational awareness and thoughtfulness. In such an intense environment one must learn to 'put the ship first' – and in so doing the ship will take care of you.



Shortly after you embark you will be expected to identify all the running rigging, the pin on which each line is belayed, how it functions and to handle each line accordingly; know basic knots; know the commands and rules as per the standing orders; be able to identify basic parts of the ship; know basic ship cleaning; be useful on deck; and demonstrate a good attitude toward your fellow crew and senior officers.



In the course of a voyage aboard the *Picton Castle*, all crew are expected to attain a minimum level of competence and usefulness to their ship and fellow crewmates. You should quickly move in rank from Apprentice Deckhand to Ordinary Seaman – demonstrating the ability to ‘hand, reef and steer’. In addition to these skills, you need to learn to steer competently; understand the duties of lookout, anchor watch and gangway watch; understand the relative point system and distance estimating; know more advanced knots; be useful at line and hawser handling; be able to help on the anchor windlass and capstan; be able to set and take in sail; feel competent with the emergency drills; be knowledgeable about daily ship’s maintenance and domestics; demonstrate proficiency in small boat handling; and be confident furling and unfurling sail while aloft (though being aloft itself is not mandatory).

Experience has shown us that most crew are hungry to learn more than just the minimum requirement and there is ample opportunity for practice and subsequent growth. A ship is a constantly evolving classroom. No matter what your skill level, there is always something she can teach you or skills you can improve upon. By exhibiting proficiency in the abovementioned skills, leadership, positive attitude and desire, one can easily develop the skills of an Ordinary Seaman Advanced during a voyage.



## 9. Application process and voyage costs

If you are interested in learning how to sail as crew on a square rigger and all of the adventures this offers, please visit our website at [www.picton-castle.com](http://www.picton-castle.com). Click on the section entitled Atlantic Voyage. A link to the online application can be found at the bottom of that page. Once submitted, our Voyage Coordinator will be in touch about the next steps in the process.



## Interview Process

We do realize these voyages are not for everyone. Consequently when you apply to the *Picton Castle* you will undergo an extensive interview process. Ideally you will visit Lunenburg for a couple of days to meet with the Captain and current crew, live on the ship and participate in daily work. The hope is that this process will help you discover whether this experience is right for you and help us determine whether you are right for the ship.



## Voyage costs

Full voyage of 12 months and 15,000 nautical miles: **\$43,850 CAD**

Individual voyage legs: **\$18,000 CAD**





## Contact Information

Barque *Picton Castle*  
P.O. Box 1076  
135 Bluenose Drive  
Lunenburg, Nova Scotia  
B0J 2C0  
Canada

Phone: +1 902 634 9984

Email: [info@picton-castle.com](mailto:info@picton-castle.com)

Website: [www.picton-castle.com](http://www.picton-castle.com)