



STAR CLIPPERS

STAR CLIPPERS PRESS INFORMATION 01/03/2023

## STAR CLIPPERS: PRESS KIT

### ABOUT STAR CLIPPERS

**Star Clippers** was founded in 1989 by Swedish entrepreneur and classic boat connoisseur, Mikael Krafft, initially operating two identical four masted barquentines, the 115.5 meter Star Flyer, which set sail in 1991 and her twin, Star Clipper, launched in 1992.

The vessels were the first sailing clippers to be built since 1910 and heralded a renaissance of a golden age of sail. In 2000, Krafft added a third vessel, Royal Clipper, a 134 meters long, 5 masted, full-rigged vessel with 42 sails, the largest sailing vessel of its kind in the world.

The three ships in the Star Clippers fleet are modern, high-tech, re-creations of the classic clipper sailing ships that dominated the oceans of the world in the 19th century. Today they offer passengers comfortable, crewed sailing on traditional clipper ships, built to uncompromising yacht safety, with the luxurious surroundings of a private yacht.

For the first time, passengers can enjoy the romance of sailing on board a true tall ship in a relaxed atmosphere with high standards of service and pampering provided by an attentive crew. All three ships have expansive teak decks, swimming pools, informal dining, a convivial Tropical Bar on deck and a comfortable piano bar and are large enough to offer first class accommodation and dining, but small enough to call into intimate ports, untouched by large cruise ships.

The two smaller ships, Star Flyer and Star Clipper, take 166 passengers each, with a crew of 74, while Royal Clipper carries 227 with a crew of 106.

### WHERE STAR CLIPPERS SAILS

Cruise itineraries of three to 14 nights include sailings through the east and west Mediterranean, Costa Rica and the Caribbean, Panama Canal transits, with Trans-Atlantic crossings at the start and end of each Summer season. Because the vessels are smaller than conventional cruise ships, they can call into ports untouched by larger craft.

Regular themed cruises are offered on all three ships, accompanied by guest expert speakers and covering topics such as yoga and meditation, architecture and gastronomy.



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## A BRIEF HISTORY OF CLIPPER SHIPS

Clipper ships, so named because they 'clipped' the waves, were small, light and fast vessels, some of the swiftest at sea. Their speed, up to 20 knots, greatly contributed to the profitability of their owners' trading companies during the prosperous trading years of the 19th century, the 'golden age of sail'.

Passengers were carried from London to the Far East and Australia via Cape Horn, usually on one-way tickets. The ships would then race home with cargoes of tea from India, or spices and silks from south east Asia, or Australian wool and grain. The most famous of the old clippers was the Cutty Sark, now berthed at Greenwich near London.

This great maritime age came to a gradual end with the introduction of steam, combined with the opening of the Suez Canal in 1869. Although clipper ships were faster than the earliest steamships, they depended on the wind, while steamships had a ready source of power. Suddenly, there was a more efficient way to reach Asia and beyond and the clipper ships became largely redundant.

Thanks to the passion and dedication of Star Clippers owner, Mikael Krafft, a self-confessed purist when it comes to sail, clipper ships have become commercially viable again, more than 100 years after their demise.



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### ABOUT THE SHIPS

#### SPV Star Flyer and SPV Star Clipper

**Star Flyer** and her identical sister ship, Star Clipper, were built in Ghent, Belgium in 1991 and 1992; modern, high-tech, re-creations of the classic clipper sailing ships that dominated the oceans of the world in the 19th century.

The two vessels were the first clipper sailing ships since 1911 to be granted the certificate of highest quality by Lloyd's Register of Shipping. Both are four-masted barquentines, 115,5 meters long, with 3.365 m<sup>2</sup> of sails and carrying up to 166 passengers and 74 crew.

Star Flyer and Star Clipper are the realisation of a lifetime's dream of Swedish yachtsman and businessman, Mikael Krafft, who has succeeded in making clipper sailing ships commercially viable again, 100 years after their original demise, recreating the 'golden age of sail'.

Each ship has sunbathing space on extensive teak decks, two plunge pools, an outdoor bar, a piano lounge, Thai massage, water sports equipment and an open seating dining room. Both ships have recently undergone refurbishment, replacing soft furnishings and refitting the interiors.

#### SPV Royal Clipper

Royal Clipper holds the Guinness World Record as being the biggest five-masted full-rigged ship in the world and is the 227-passenger flagship of the Star Clippers fleet. The vessel was inspired by 'Preussen', the pride and joy of Germany's famed Flying P Line in the early years of the 20th century.

The fully square-rigged Preussen was the biggest sailing ship ever built at that time and the flagship of the Flying P Line. Tragically, the mighty vessel met an ignominious end in the English Channel in 1910 in a collision with a steam-powered mail boat that drove her onto the rocks near Dover.

Royal Clipper is today the flagship of the Star Clippers fleet, having entered service 97 years after the demise of the original, carrying 227 passengers in style, maintaining many of the traditions of a century ago.



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Royal Clipper was built at the Merwede shipyard in Rotterdam, Netherlands and launched in 2000, the first full-rigged, five-masted sailing ship to be constructed since Preussen's launch in 1902.

Royal Clipper now carries the highest rating possible, with Den Norske Veritas, of 1A1 and is designed to the highest SOLAS (Safety of Life at Sea) convention requirements.

The steel-hulled vessel is 134 meters long, carrying 42 sails with a total area of 5,000 square metres. Her highest mast, at an extraordinary 54 metres, includes a six metre hinged top section that can be folded down for passing under bridges and power lines.

British designer Donald Starkey, who has created the décor for many of the world's most admired mega-yachts, is behind the ship's warm, Edwardian interiors, enhanced with traditional nautical features.

On board, there are 1760 square meters of open deck area and three swimming pools, one with a glass bottom through that filters light down through a three-level atrium to the Dining Room below. There is an indoor-outdoor Tropical Bar, an elegant Piano Lounge, a library with internet access, a watersports platform that can be lowered when the ship is at anchor and a spa, the Captain Nemo Underwater Spa and Lounge, massage and beauty treatments in rooms with underwater portholes.

Accommodation includes two luxurious Owner's Suites, 14 balcony suites, two deck cabins, 90 outside doubles and six inside cabins, all with private bathroom.



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### STAR CLIPPER & STAR FLYER - TECHNICAL INFORMATION

PLACE OF CONSTRUCTION:	Belgian Shipbuilders Corp Langerbrugge Yard Ghent, Belgium
REGISTRY:	Malta
DELIVERY DATES:	May 16, 1991 for Star Flyer April 4, 1992 for Star Clipper
CONSTRUCTION:	All-steel hull, specified and fabricated to yacht standards.
CLASS:	Star Flyer and Star Clipper were granted a certificate of highest quality "+ 100 A-I" by Lloyd's Register of Shipping, a rating not given to a sailing vessel since 1911. The ships now have the highest rating with DNV, "1A1".
TONNAGE:	2,298 gross tons
LENGTH OVERALL:	115,5m, including bowsprit.
BEAM:	15m
DRAFT:	5.8m
MAST HEIGHT:	63m on the tallest of the four steel masts, including antenna.
SAIL AREA:	3.365m <sup>2</sup>
CREW SIZE:	74
PASSENGERS:	166
STABILISERS:	Both ships are fully stabilised.
FACILITIES:	Each ship has two pools; massage and beauty treatments; water sports equipment; library; internet access; indoor/outdoor bar; and a Sloop Shop.
ACCOMMODATION:	Seven cabin grades from the luxurious Owner's Cabin with bathtub to inside cabins. 79 out of 83 cabins on each ship have a porthole or open onto the deck.



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### ROYAL CLIPPER – TECHNICAL INFORMATION

PLACE OF CONSTRUCTION:	Merwede shipyard, Rotterdam
REGISTRY:	Malta
DELIVERY DATE:	July 2000
CONSTRUCTION:	All-steel hull, specified and fabricated to yacht standards.
CLASS:	DNV, "1A1".
TONNAGE:	4,425 gross tons
LENGTH OVERALL:	134m
BEAM:	16m
DRAFT:	5.98m
MAST HEIGHT:	54 metres (tallest mast)
SAIL AREA:	5,000m <sup>2</sup>
CREW SIZE:	106 (20 of whom handle the sails)
PASSENGERS:	227
STABILISERS:	Fully stabilised
FACILITIES ON BOARD:	Three pools; massage and beauty treatments; water sports platform and equipment; library; internet access; indoor/outdoor bar; open seating dining room and a Sloop Shop.
ACCOMMODATION:	Eight cabin grades from the luxurious Owner's Suites with whirlpool bath to six inside cabins.



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### **BIOGRAPHY: MIKAEL KRAFFT, OWNER OF STAR CLIPPERS**

Mikael Krafft, the owner of Star Clippers, was born in Stockholm, Sweden, on January 13, 1946 and grew up in the port of Saltsjöbaden in the archipelago adjacent to Stockholm. His area was home to one of the finest yachtbuilders in the world, the Plyms Shipyard.

Mikael's first job was carrying varnish and mixing wood stain for the old-timers at the yard who would tell him tales of the great sailing ships that once dominated the high seas. "Most boys were into football, but I read books about clipper ships," he says. The stories he heard often included the records set for speed and beauty by Pommern, a four-masted steel barquentine, anchored as a national historical museum at the Swedish-Finnish Island of Åland, in the surrounding Baltic archipelago.

By the time Krafft was 10, his father had given him an 18-foot (5.5m) wooden sailboat and his lifelong fascination with sailing was underway. It was only a matter of time until he started sailing his boat across the open seas to Åland, without a compass. The island was 20 miles away, halfway to Finland. The towering masts of Pommern waited for him at crossing's end, guarded by museum watchmen, at Mariehamn.

The guards were not swift enough to stop a determined young sailor from climbing her rigging. He returned again and again, learning every foot of the great ship.

Krafft graduated from the University of Stockholm with a degree in Maritime law and studied further in France. He practiced law in both France and Sweden. In the late 1970s, he became the managing owner of a small Swedish shipping company, the L. Jeansson Company, founded in 1875. This company purchased the Ragne Shipping Company as well as the ship brokering company Scandocean.

In 1986, Mikael Krafft sold his interests in Sweden. He, his wife, Ann, and their two children, Eric and Marie, moved to Brussels. He founded the White Star Group of Belgium, which was mainly involved in major real estate developments within the Benelux countries.

As his business interests developed, Mikael continued to develop his passion for sailing and took the opportunity to become the owner of one beautiful sailing ship after another, each built by Swan of Finland and usually modified to his ideas.



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His 128-foot staysail schooner, Gloria, was delivered in 1986. While anchored one sunset off St Martin in the Caribbean in 1987, as Krafft recalls, "All the pieces came together," and he decided to form Star Clippers. He would build not one but two square riggers, and thus have a viable business proposition, a real cruise line. He knew in his heart passengers would rally to the concept of comfortable sailing on traditional clipper ships, built to uncompromising yacht safety and appearance standards.

Three years of intense research followed, some of it studying carefully preserved original plans for ships of the mid-19th century. There were mountains of design modifications to make because of the availability of materials not existent long ago, and scores of engineering innovations.

Construction started in 1990 at a fine Belgium shipyard, the Belgium Shipbuilders Corporation Yard at Ghent. The result was 360-feet (115.5m) Star Flyer, commissioned in May, 1991, followed a year later by her identical twin, Star Clipper. "Star Flyer and Star Clipper are actually much bigger than most clipper ships were," says Krafft. "Technically, they are rigged barquentines, with a full mast square rigged and the remaining masts rigged fore and aft.

"I wanted them to have the feel of a private yacht, which is why the cabins are like those on my own yacht."

Star Clippers was so successful that in 2000, Krafft launched a third ship, Royal Clipper, modelled on the legendary five-masted tall ship, Preussen. Royal Clipper is acknowledged by Guinness World Records as the world's biggest 5 masted full-rigged square rigger. "I had always been fascinated by Preussen," says Krafft. "It was bigger and beamier than the clippers, and unique, a highly developed sailing machine. I had a model of it when I was younger. I thought, 'One day, I will build that'."

Star Clippers offers sailing voyages in the Caribbean, Costa Rica, Panama Canal, TransAtlantic crossings, the Mediterranean on board the 166-passenger Star Clipper and Star Flyer and the 227-passenger Royal Clipper. All three ships have expansive teak decks, swimming pools, informal dining, a convivial Tropical Bar on deck and a comfortable piano bar.





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## STAR CLIPPERS – FREQUENTLY ASKED QUESTIONS

### **Are the ships sail-powered all the time?**

All three ships will sail wherever possible, although they can use engine power if there is not enough wind, allowing them to keep to their sailing schedules.

### **Do the passengers help sail the ship?**

Passengers are welcome to help the crew raise the sails if they want to but there is no obligation to join in.

### **Are the sails raised by computer?**

There are no computerised sails on Star Clippers. The Captains and the crew are very experienced square-rigger sailors who are trained both on modern technology found on Star Clippers' ships and the old-fashioned, traditional methods proven over the generations. Some winches are electric-powered but muscle-powered winches are widely used as well.

### **Is seasickness a problem on board?**

There is no need to worry about seasickness on a Star Clippers vessel than there is on any other ship! All three ships are stabilised and the heeling of each ship while sailing is kept to a comfortable level.

### **How big are the cabins?**

There are several cabin grades on each ship, most with a comfortable 12 to 14 square metres. Even the smallest cabins have a double bed (or two singles), TV, plenty of storage space, bathroom with shower and hairdryer. The most luxurious on Royal Clipper have whirlpool baths, direct access onto the deck and complimentary mini-bars.

### **Do guests dress up in the evenings?**

Star Clippers maintains a smart casual dress code: Beach or resort-wear on deck during the day and casual during the evening. Deck shoes are the best footwear for daytimes. There is one gala night on each cruise where people dress up a little more, but there are no black tie events or dinners.

### **Will I be allocated a table and a sitting time at dinner?**

Life on a Star Clippers ship is completely casual and guests can dine when they like, with whom they like.



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### **What is there to do during the days at sea?**

Every morning, the Captain or Cruise Director will talk about sailing-related topics at an informal gathering on deck, including the wind, tall ships, navigation, the stars. The crew offer knot-tying lessons, a chance to raise the sails and, weather permitting, mast-climbing to the first crow's nest.

Each ship has a well-stocked library, beauty and massage treatments and plenty of deck space for sunbathing and watching the crew at work. Once on each cruise, weather permitting, there is a photo-tender. All the sails are raised and guests can photograph the ship in all its glory from the tender boats.

### **Is there any watersports equipment?**

Snorkel equipment is available to borrow and each ship has kayaks, sailing dinghies, water skiing and windsurfing equipment. Royal Clipper has its own water sports platform at the stern, which can be lowered when the ship is at anchor. All watersports are subject to weather conditions and local regulations.

### **What about nightlife?**

There are no nightclubs or Broadway shows on Star Clippers, but evenings include fun activities organised by the entertainment team, such as frog racing, scavenger hunts, talent night, fashion shows and dancing. The Tropical Bar stays open as late as guests want. On warm nights, guests can even sleep on deck, watching the stars overhead.

### **Can passengers visit the bridge?**

Each ship has an open bridge policy and guests are free to come and talk to the officers and Captain, except when a complex manoeuvre is taking place.

### **Is there a shop on board?**

Each ship has a Sloop Shop selling a wide range of Star Clippers' branded logo wear, as well as essentials.



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## **STAR CLIPPERS - CONTACTS**

**RESERVATIONS:**

**PRESS CONTACT:**