



European Maritime Heritage Triennial Congress 2007

The City of Rotterdam and the Harbour Museum (Havenmuseum) will be the hosts of EMH's 6th triennial congress.



Havenmuseum in Rotterdam

By invitation of the City of Rotterdam and the Harbour Museum (*Havenmuseum*), EMH will hold its sixth Congress and General Assembly overlooking Europe's busiest harbour from 16-18 April 2007. This event is timed to coincide with the European Commission's year-long consultation process on its Green Paper entitled "*Towards a future Maritime Policy for the Union: A European vision for the oceans and seas*". This important initiative sets out to treat the oceans and seas around Europe in a holistic way, and to promote coordination between policies which will achieve a balance between the eco-

nomie, social and environmental dimensions, rather than legislating for specific narrow concerns, as has hitherto been the case.

The Commission is increasingly interested in activities taking place on the oceans, seas and coasts and the policies affecting all maritime sectors, including their impact on the heritage we all share. The "Green Paper", adopted in June 2006 and open for consultation, reflects some of EMH's concerns for the heritage.

We are fortunate that the Maritime Policy Task Force will be represented at our Congress, and its Head will

deliver a Keynote Speech on the first day.

Traditional ships in operation can contribute to an awareness of how much our living standards depend on maritime transport. They also demonstrate sustainable development in action. But some aspects of modern regulation must be rethought if such vessels are to continue in operation. We shall highlight these concerns in our debates, which will provide a significant contribution to the EC's consultation process.

As a conference venue, Rotterdam provides a vibrant combination of historic port and modern city planning, and demonstrates how the old and the new can support each other. Come to our Congress and have your say on how traditional ships add new cultural richness to the lives of today's Europeans. It may be the last opportunity for your voice to be heard before the Consultation closes in June 2007.

Rein Schuddeboom, Director of the Havenmuseum

Michael vom Baur, President of EMH



<http://ec.europa.eu/maritimeaffairs>

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EMH and its congresses

EMH is a European network for preserving and promoting traditional ships, for all those working with issues concerning the use and preservation of traditional ships and boats. National umbrella organisations can be National members of EMH. Maritime museums can be Advisory members. Private persons, boat and ship associations and other organisations can be Associate members. EMH was founded in 1992 in Amsterdam at a congress addressing the first European wide inven-

tory of the traditional fleet. A conference has been held every third year since then.

EMH objectives are to:

- increase cooperation between organisations throughout Europe who are involved in keeping maritime heritage alive,
- act as a medium for advice and support between these organisations,
- through holding a conference every third year, create an understanding of different maritime cultures and increase their public profile,

- identify and support historical sea links between European regions and express their importance as a cultural bridge connecting nations,
- identify and solve problems connected with the preservation and use of traditional ships and boats throughout Europe, and
- act as an European platform for national and international authorities to promote the interests of traditional ships and boats as bearers of living maritime culture

Het Havenmuseum

The Havenmuseum in Rotterdam is an Advisory member of European Maritime Heritage. The Havenmuseum manages a fleet of traditional ships to show the importance of the port for the social and economical development of the city of Rotterdam. The enduring combination of infrastructure and ships is a thrilling contribution to the modern city development of this former harbour area and the social welfare of the people.



As important as ever: Get your EMH Newsletter on-line

As probably all idealistic organisations the EMH frequently has to review its economy, and - wanting to keep up a high level of activities with limited means - cost reductions are always looked for.

One of the major costs on the EMH budget is the mailing costs of the EMH Newsletter. The newsletter is mailed to around 1.200 recipients with an average cost per recipient per issue of € 1,00. In an attempt to save money on mailing costs we are offering our readers the possibility of receiving the EMH Newsletter per e-mail. Information of which web adress the newsletter can be downloaded from will

be e-mailed to those who sign up for the electronic version each time a new issue is published. Reading the newsletter requires the software "Acrobat Reader". Acrobat Reader can be downloaded from the internet on:

www.adobe.com/products/acrobat/readstep2.html

Sign up for the electronical version of the EMH Newsletter by e-mailing your **name**, your present **postal address**, and your **e-mail address** to:

newsletter@sejlskib.dk



Message from the President

Maritime Heritage: Element of a future integrated Maritime Policy of the EU

by Mr Michael vom Baur, EMH President

In June 2006 the "Green Paper" of the EU Commission's Maritime Policy Task Force was published*), having a chapter dealing with maritime heritage. Since then the paper has been open for discussions which will finally lead to an integrated maritime policy of the EU.

In numerous regional and thematic workshops and conferences held until May 2007, European stakeholders are debating this future policy. We have decided that our 2007 European Maritime Heritage Congress shall be such a forum, contributing to this policy discussion. That is why we will organize the Congress in April.

We will invite several

speakers, delegates, commission service staff, parliamentarians and politicians who are involved in maritime heritage issues or in areas which benefit from the preservation of the European maritime heritage.

We intend to discuss three main aspects: the contribution of maritime heritage to regional development and tourism, the role of living maritime heritage for regional identity, human values and education, and, last but not least, the difficulties of keeping maritime heritage alive in the environment of modern government and regulations. EMH has already issued a policy paper covering these impor-

tant issues **). The Congress should conclude on recommendations for the future integrated maritime policy of the EU.

Of course we would also like to stimulate this discussion among our members and friends. This is why I would like to encourage you to send us your ideas and contributions in the coming weeks.

We know, and this has been confirmed by many discussions with several persons of the public life we had during the past months, that EMH and it's members are adding, with a lot of voluntary unpaid work, a colorful tone to the European picture. Some said that maritime heritage is probably

one of the strongest drivers for a common European identity. One goal of the coming European Maritime Heritage Congress is to make the European public aware of the valuable contribution from tens of thousands of volunteers to this European picture, and to help raising understanding, care and also funds to better support for this work in the future.

I am sincerely hoping to receive many comments and ideas from our distinguished readers, and also hoping to meet many of them at our Congress in April.

*) http://ec.europa.eu/maritimeaffairs/pdf/greenpaper_brochure_en.pdf

**) http://www.european-maritime-heritage.org/EMHsite/Emh/NewEurMaritPolicy_EMH.pdf

Wim Bloemberg 1941 - 2006

Just retired but nevertheless fully occupied with his chairmanship of the Dutch traditional ship's register and active in the Dutch umbrella organisation FONV Wim Bloemberg has passed away.

The originator of the EMH, Wim Bloemberg, died on the September 5th, 2006 in a car accident on his way to a meeting of the National Register of Sailing Monuments (NRVM) of the FONV.

Initiating the first Common European Maritime Heritage Congress in

Amsterdam, Wim was the originator of EMH. As interim-director of the Zuiderzeemuseum in 1987, and later as a civil servant in the field of culture, he instigated two symposia in Holland about sailing monuments. His third conference was based on the results of a questionnaire in Europe which became the basis for the first EMH Congress.

Wim Bloemberg, born on a Dutch barge, was very interested in culture and maritime heritage. He was a very kind man, a real mediator and



bridge builder between the government and the heritage organisations. Since some years he was the chairman of the heritage harbour in the Hague and just this summer he published a book about the maritime history of this city.

A friendly, dedicated and capable man has left us.

Theodo Fruithof

The history of SS *Schaarhörn*

by Mr Ulrich Grobe

The myths about the steamship *Schaarhörn* tells us she was built as Hamburg's state yacht, for hosting the German Emperor Wilhelm II. But the facts are that in 1908 the Hamburg Port Authority built a seagoing sounding vessel with two propellers. In those days the Hamburg Port Authority was responsible for the dredging of the river Elbe which links Hamburg to the North Sea over a distance of about 100 km. *Schaarhörn* was to continuously measure the depth of the Elbe, particularly in its estuary. This was the official reason for building the ship given to the Hamburg parliament which had to grant the needed 220.000 Goldmarks. But the beautiful vessel which was built at a Hamburg shipyard obviously served for more purposes than just surveying.

On its quarter-deck *Schaarhörn* had a spacious saloon with polished tables, leather chairs and sofas. Ten large windows in brass frames opened the view to river and sea. Walls and ceilings were made of pale oak. Through a big stained glass skylight the light shone on Art Nouveau furniture of quality and distinction.

The technical equipment was up to the highest standards for a ship of that size. Two 412 HP triple-expansion steam engines allowed a cruising speed of 12.5 knots. The elegant white vessel had a permanent crew of eight.

It has been impossible to determine the extent to



which *Schaarhörn* was used as yacht by the Hamburg Senate, the government of the Free and Hanseatic City of Hamburg. Surely the German Emperor Wilhelm II never was on board, although *Schaarhörn* was on stand-by at the occasion of the imperial visit to Hamburg. Definitely, *Schaarhörn* was used as a surveying vessel part of the year and idle during the rest. *Schaarhörn* had never been a state yacht in the strict sense, although among Hamburg's ships she was the one best suited for representative purposes.

During World War I *Schaarhörn* was under the command of the German Navy as guide vessel of a mine-sweeper sub-division stationed in the port of Cuxhaven. After the war, *Schaarhörn* was in the hands of the revolutionary council of workers and soldiers for a short while, and then decommissioned. In the hard years after the war

there was no need for a representation vessel.

Not until 1925, when shipping and port activities had recovered, *Schaarhörn* took up service again as a surveying vessel. And she was modernized: The gold-framed emblem of Hamburg at the stem was removed, the old-fashioned way of spelling her name *Schaarhörn* was changed to *Scharhörn*. New staircases were put in, and steel masts replaced the old wooden ones; the narrow bridge was doubled in length. In 1933, the first echo-sounder was installed. Until then the depth had been fathomed by hand.

In the beginning World War II did not do much to change the monotonous life on board. Only at the end of the war, *Schaarhörn* was used to carry refugees from the Baltic ports of Stolpmünde and Gdansk.

A few years later, *Schaar-*

hörn returned to her former job in the Elbe estuary. The first radio was installed in 1955, radar in 1959, and even a highly sophisticated position finder in 1969, but downstairs coal was still shovelled under the boiler by hand, as in the old days.

Countless times the beautiful white ship had steamed up and down the Elbe, her funnel and masts elegantly tilting backwards, a familiar sight on the river. She bore her title „Swan of the Elbe“ with pride.

In 1972 *Schaarhörn* was decommissioned. The price of coal had increased sharply, and so had the stokers' wages. Diesel fuel, on the other hand, was cheap and plentiful. Citizens of Cuxhaven then undertook to maintain the ship. But when the initial enthusiasm had subsided, rust began to eat away the hull and superstructure. The first souvenir hunters started to pick bits.

At that time a Scottish millionaire bought the old steamer, and patched her up for her most adventurous voyage ever. Going to England, *Schaarhörn* got into bad weather. Waves were five meters high, sea water flooded the engine-room, coal ran low. After 75 hours, the English coast was finally reached. In two more turns, *Schaarhörn* was hauled to the small Scottish port of Buckie where the voyage ended. Well-kept at the beginning *Schaarhörn* then gradually rotted away in a remote corner of the port. Vandals destroyed the furniture. Thieves took away everything they could carry. In 1979 *Schaarhörn*,



SS Scharhörn docked in 2006

although in a pitiful state, was purchased by two steamer freaks, who repaired her hull so she could be taken to the Scottish west coast. There she was laid up again for some years. Her owners hoped to open a steamship-museum. But there was not enough money, neither for a thorough restoration nor for opening the museum, but at least the further decay had been stopped for some time.

In 1989 the owners went bankrupt. At the same time, *Schaarhörn* came to the attention of „Jugend in Arbeit Hamburg e.V.“ (Work for Youths Association). The association, under the

auspices of the Hamburg Chamber of Commerce, is engaged in the professional training of young people and its projects also include ships. With funds from the “Commerz-Collegium zu Altona“, a traditional association of Hamburg business people, *Schaarhörn* was returned to Hamburg on board a dock-vessel. The hull would not have stood another voyage.

The restoration of *Schaarhörn* took about 5 years. After the removal of all installations, the hull, the decks and superstructure were thoroughly repaired. Parts of the hull, particularly around the bunkers

and under the boiler had to be completely replaced. Both engines were taken out, repaired and carefully put in again, as was all other technical equipment. The fragments left of the old furniture were supplemented by replicas.

The aim was to restore *Schaarhörn* to her original state. Today, the complete propulsion unit, from coal-heated boiler to the shafts, is as it was in 1908, except for the steam generator (in 1927/28 the original was replaced) and the steam power steering (installed in 1927/28). The upper saloon almost looks like in 1908. *Schaarhörn* now looks again as she did in the old days, but sophisticated new safety features have been added.

On May 25th, 1995, *Schaarhörn* was officially turned over to her new owners. From then on *Schaarhörn* had to earn her living from chartering and occasional tours for the public. So far this concept has worked. Operated by volunteers without pay, but on a high level of nautical and engineering professionalism *Schaarhörn* found her market in Hamburg. Look-

ing back the reason for this success may have been the decision to place this unique ship consequently in the upper segment of the market thus avoiding any competition. On the other hand this implicates a very high standard of service for the passengers, carried out by volunteers too.

In 2006 parts of the hull, which had not been restored in 1990, had to be replaced. Instead of earning her living at the "Kieler Woche" and a planned trip to Vejle in Danmark *Schaarhörn* spent a fortnight and a fortune at a Hamburg shipyard. Fortunately the cost was covered by the income in former years. Since mid July 2006 *Schaarhörn* is again going strong waiting for more charters and "paying guests".

More info on:

www.schaarhoern.de

schaarhoern@t-online.de

What to do in Rotterdam
in the weekend 14-15 April 2007

Race of the Classics
www.hrotc.nl

Museum weekend all over the Netherlands
www.museumweekend.nl

The Rotterdam Marathon
www.fortismarathonrotterdam.nl

The Rotterdam Tourist Information
www.vvv.rotterdam.nl/uk

Where to stay in Rotterdam

After having registered for the EMH Congress you will receive information about accommodation, but you can also take a look at

Zeemanshuis, www.zeemanshuis.nl
(holding a seamansbook gives discounted prices)

Hotel New York, www.hotelnewyork.nl

Hotel Golden Tulip Rotterdam Centre,
www.hotelintel.com

Programme 6th EMH Congress 2007

Rotterdam, 16-18 April 2007

MONDAY 16 APRIL

- 09:00-11:00 Registration Verolme Pavilion and guided tours of Havenmuseum.
- 11:00-15:00 Harbour Tours & start of "Race of the Classics".
- 19:00-21:00 Reception.

TUESDAY 17 APRIL

08:00-09:00 Registration Congress hall

Session 1

Opening speeches

- 09:00-09:10 Opening Mr Michael vom Baur, Germany, President EMH.
EMH after 15 years, response to EU Green Book.
- 09:10-09:20 Welcome Mr Ivo van Opstelten, Lord Mayor of Rotterdam
Invitation and welcome; Rotterdam's regard for maritime heritage.
- 09:20-09:35 Host Mr Rein Schuddeboom, Netherlands, Director Havenmuseum
Welcome as host; history of harbour museum, expectation of EMH and EU; why does Rotterdam support museum harbours; the role of volunteers.
- 09:35-09:50 Mr Frits Loomeijer, Netherlands, Director Maritiem Museum Rotterdam
Museum's role in Rotterdam, expectation of EMH and EU as advisory member of EMH. Museum's attitude to maritime heritage in operation.
- 09:50-10:10 Mr Henk Dessens, Nederlands Scheepvaart Museum, Amsterdam
Barcelona Charter; its practical use for conservation. What should EMH and/or EU do with it?
- 10:10-10:45 **Mr John Richardson, European Maritime Policy, Keynote speaker**
Green Book process as catalyst for EU maritime policy. Role of EMH.
- 10:45-11:20 Coffee Break

Session 2

Regional Identity

- 11:20-11:40 Mr Bernhard Cadoret, France, Regional identity
The cultural significance of regional identities in a centralising Europe (philosophical overview).
- 11:40-12:00 Mr Xabier Agote, Spain, "La Memoire de l'Atlantique"
How maritime heritage can strengthen the Basque identity in a country divided by an artificial border.
- 12:00-12:20 Mr Josco Bosanic, Croatia, Mediterranean Maritime Heritage
The Mediterranean fishing community as a cultural region.

12:20-12:40 Mr Hannu Matikka, Finland, Baltic Coastal Culture & Maritime Heritage Project
The importance of regional identity for developing the Baltic area in an enlarging Europe.

12:40-14:00 Lunch Break

Session 3

The social benefits of maritime heritage

- 14:00-14:20 Mr. Folke Patriksson, Sweden, Recruitment for shipping
The recruitment value of traditional shipping.
- 14:20-14:40 Mr Pete Allison, University of Edinburgh
International study of sail training experiences.
- 14:40-14:55 Mrs Monique Touw, Netherlands, Trainees European project recruiting young people on training vessels.
- 14:55-15:05 Mr Pelle Slighting, Race of the Classics
The value for students of a race for traditional ships.
- 15:05-15:20 Mr David Morgan, United Kingdom, Chairman of Heritage Afloat
The joys of volunteering.
- 15:20-15:45 Coffee Break

Session 4

Maritime heritage for the wellbeing

- 15:45-16:00 Mr Holger Bellgardt, Germany, Maritour
Traditional shipping as a motivator for tourism.
- 16:00-16:30 Mr Thedo Fruithof, Netherlands, Events
The contribution of maritime events to our wellbeing.
- 16:30-17:00 Mr François Casalis, France, Emotions
There is more to it than old ships.
- 20:00-23:00 Dinner

WEDNESDAY 18 APRIL

Session 5

Interdependence of ships and harbours

- 09:00-09:25 Mr Emiel van Brederode, Netherlands, Europa Nostra
Europa Nostra welcomes "seaborne" monuments.
- 09:25-09:40 Mr Patrick Verhoeven, Belgium, European Sea Ports Association
Function of maritime heritage as link between modern shipping and the community.
- 09:40-10:00 Voies Navigables de France / Inland Waterways Association
Developing canals and harbours for inland traffic.
- 10:00-10:20 Mr Thedo Fruithof, Heritage Harbours
Appearance of different museum harbours.
- 10:20-11:00 Coffee Break

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**Session 6
Challenges to European policy**

- 11:00-11:20 Mrs Marlies Tuinman, Netherlands, ICN report
Inventory of conflicting regulations for maritime heritage.
- 11:20-11:40 Mr Wim Zondag, Netherlands, EU and national rules
EU guideline on inland waterways and the empty chapter on historic vessels.
- 11:40-12:00 Mr Harald Hamre, Norway, EU and national rules
Problem of conflicting regulations: EU responses to the needs of heritage. Pine tar.
- 12:00-12:30 Mr David Ralph, United Kingdom, Certification of seagoing ships
Safety regulations versus cultural heritage. We have now the Memorandum of Understanding, but what do we need in future to ensure operation and income for all kinds of traditional ships?
- 12:30-14:00 Lunch Break

**Session 7
Cultural choices to be made**

- 14:00-14:20 Mr John Robinson, United Kingdom, Ships in operation
Museums as a threat for ships in operation, or ships as a threat for museums?
- 14:20-14:40 ICOMOS, New functions for monuments
- 14:40-15:30 Final conclusions + resolution
- 15:30-16:00 Coffee Break
- 16:00-17:30 EMH General Assembly / Working Group meeting**

Changes to the programme may occur.

Registration form

The 6th European Maritime Heritage Congress
Rotterdam, the Netherlands 16-18 April 2007

I will attend the 6th European Maritime Heritage Congress in Rotterdam - **registration fee € 150.**

- Yes, I will attend the start of the Race of the Classics on Monday 16 April at 11:00.
 No, I arrive later, so I will not attend the start of the Race of the Classics.

Please fill in block letters:

Organisation: _____
Name: _____
Address: _____
City & Postal code: _____
Country: _____
Phone: _____
Fax: _____
Mobile: _____
E-mail: _____

Please send (or fax) this form to:

Het Havenmuseum
Attn: Monica Lundström
Postbus 21191
3001 AD Rotterdam

Phone 0031 (0)10 404 8072
Fax 0031 (0)10 404 9508
E-mail monica@havenmuseum.nl

When your registration is received we will send you a confirmation and information of how to pay the registration fee.

Furthermore we will send you information of possibilities for accommodation in Rotterdam.

Welcome to Rotterdam!
EMH & Het Havenmuseum



The restauration of the *Machiavelli*, a “Carloforte battello” from 1869

by Mr Giovanni Panella

The history of the *Machiavelli* has a happy ending: it is not often that an old hull in very bad conditions and ungraceful form is then revealed to be a sailing vessel of notable historical value. And yet up until two years ago the condition of the *Machiavelli* would not lead one to suspect its origins: the hull was overcome by an enormous deckhouse and its lateen sail had been substituted. A great amount of research has revealed that it is actually a kind of boat called “battello”... typical of the city of Carloforte ... that was launched in 1869 by the shipwright Giuseppe Biggio. She is a type of lateen rigged vessel that is very similar to the Ligurian leudo (lateen sail rigged coastal trader), however only 10-12 metres in length.

The origin of this type of sailing vessel is tied to the development of the Sulcis mines (in the southwest region of Sardinia) in the second half of the 1800s. It is a mountain area which in those times had very few roads and completely lacked ports. However, the major part of the mines were found near the sea. So the only way of transporting the lead sulphide and zinc sulphide extracted from the mines was taking it to the beaches and then manually load the extracts onto the boats.

These boats would then transport the material to Carloforte which had a port that could host large ships. The boats completed these trips, of which the distance varied from 10 to 30 miles, throughout the year and un-



The Machiavelli before restoration...



...and after.

der all weather conditions, facing significant dangers. This activity survived up until the Second World War.

During her long career the *Machiavelli* was also used as a coastal trader; despite her minimal dimensions she reached Malta and North African ports. Like other small vessels of this area, she was also involved in smuggling coffee and tobacco.

It is necessary to add that Carloforte, the main centre of San Pietro’s island, is not an ordinary place. From an ethnographic point of view

it is one of the most interesting locations in the Mediterranean. All you need to do is disembark at its port and be hit by the fact that its inhabitants still speak an antique version of the Genoese dialect. In fact they are the descendants of the Genoese colony Tabarka, a small island (that today has become a peninsula) situated a few hundred metres from the Tunisian coast and a short distance from the Algerian border.

From 1544 Tabarka belonged to the Genoese family Lomellini and it had an important role in the history of

the Mediterranean. Both as a coral fishing centre and emporium. However, in 1741 its inhabitants were made slaves by the Tunisian Bey who took command of Tabarka by a coup de main. They were only freed between 1750 and 1755 thanks to the intervention of the Sardinian King, Emanuel III, who gave them the uninhabited island of San Pietro. In honour of the King’s nickname «Carlo il Forte» (Charles the strong), the village that was founded here was named Carloforte. Since then its inhabitants maintained strong relations with Genoa; so much so that when walking through its streets you have the impression of being in Liguria.

The restoration of the *Machiavelli* was performed by the shipyard “Motomar Sarda” that belongs to the Di Meglio brothers of Porto Torres (a city on the northern coast of Sardinia). It took 18 months and required the re-facing of almost 60% of the vessel. In order to maintain the lines of the boat a roof top was not installed, limiting its accommodation below deck.

The launch which was traditionally performed took place on June 18th with in the presence of thousands of spectators.

It is not a coincidence that the restoration occurred in Porto Torres, because it is one of the Sardinia’s main centres of re-discovering the lateen sail: today the local lateen sail association, “Asso.Ve.La.” is very active and has gathered more than thirty sailing boats.