



MS »Stubnitz« - a factory ship preserved as a floating cultural centre

by Dr. Ingo Heidbrink, Deutsches Schiffahrtsmuseum

In the beginning of the 1960s the state owned fishing industry of the GDR established the flotilla fishing. Up to six or eight specialized vessels operated together with one factory ship. The trawlers caught the fish and handed over the catch to the factory ship. On board the trawlers there were no processing facilities. In contrast to a traditional fresh-fish trawler which produced headed and gutted fish, the only product of a flotilla trawler was whole fish. All the processing equipment and the freezing facilities were concentrated on board the factory ship. Altogether there were five flotilla factory ships in the GDR. Three of them were

designed for fishing in the north Atlantic and two for flotilla fishing in the Baltic and the North Sea.

These two ships were named »Stubnitz« and »Granitz«, and they operated for the state owned fishing company in Saßnitz on the island Rügen. Built in 1965 at the VEB Volkswerft Stralsund as a modified version of the trawler type "TROIK" which was designed for export to the Soviet Union »Stubnitz« and »Granitz« were specialized for herring fishing and processing. Between 1965 and 1984 »Stubnitz« operated in the Baltic. After a restructuring of the GDR fishing industry in 1984 Rostock was the new home port of the ship and the

operational area expanded extensively. The George's Bank near the US east coast, the Greenland fishing grounds and many other waters which were especially interesting for deep sea trawling became the working areas of the MS »Stubnitz«. But her real

home waters were the fishing grounds of the Baltic Sea until her final decommission in 1992.

The time of flotilla fishing ended together with the political existence of the GDR. A system of operating fishing fleets had no
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The MS »Stubnitz«. Photo: Curt Mark S.



Paid to stay away

by Mr. John Robinson

Historic ships can sometimes earn fees for themselves significant fees from the makers of cinema and television films, and a few such vessels have become 'stars' in their own right, such as the steam launch commanded by Humphrey Bogart in the 1952 film "The African Queen". Such fees can be a useful contribution towards upkeep costs.

The latest James Bond film "The World is not Enough" produced a modest fee for



VIC 56

Henry Cleary, owner of the 1945 coal fired steamship »VIC 56« which hosted and accommodated members of EMH's safety Council when they met in London in September 1999. But if you
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The Wilhelmshaven Process

The European approach to safe operation of traditional ships

by Capt. Jan Fock, Chairman of the EMH Safety Council

In Europe as a whole it is estimated that today there are more than 5000 vessels of historic interest afloat, operated either privately or by more formal organisations. The demand for their presence at various races, festivals or other gatherings, has proved that these traditional craft hold the focus of a vast public interest, and that they are the source of great regional pride and cultural identity.

By definition these ships were not built with modern commercial safety regulations in mind, and there is no doubt that the implementation of the full force of the SOLAS and IMO regimes could not be achieved without totally destroying their very character. The problem is that they are commercial (albeit generally non-profit) in the sense that, in order to generate the income to keep them running, they charge people for sailing on board. Several European governments have recognised that if these vessels are to be brought within the regulatory fold, then it will be necessary to adapt such regulations which respect the special nature of the vessels. Such regulations have to cover everything from ship construction to operational procedures, and they are underpinned by the belief that competent organisation can be combined with relatively large crews and traditional seamanship to compensate

for those cases where it is neither reasonable nor practical to implement modern technological regulations. Diverging from modern safety standards does not imply accepting less safety, merely the achievement of the same safety level by other means. Thus the historic character of a vessel may be maintained by replacing technological systems with the human element, in the form of traditional manpower intensive safety measures.

What traditional ships lack in modern technology must be compensated for by operational measures that ensure their safe operation without destroying their historical character.

Obviously when traditional ships operate outside national waters they should be subject to port state control, and operate in conformity with the spirit of the Europe-wide campaign for quality shipping. To this end the European Maritime Heritage (EMH), as the European organisation representing traditional ships in operation, has developed the concept of expanding the many national initiatives for the safe operation of traditional ships in European waters into a common ship safety certification operational standard. This takes into consideration practical experience of various operating authorities / owners, na-

tional regulations, and the necessity for compliance with the provisions of ISM and STCW.

Thanks to the initiative by the German Ministry of Transport, the governments of the European coastal states will be invited to join a process of European coordination entitled "The Wilhelmshaven Process". It is envisaged that this will be finalized by signing a common Memorandum of Understanding (MOU) on the conclusion of a major conference in Wilhelmshaven on 7-8 September 2000. The hope is that those shipping administrations which are represented will thereby agree to the mutual acceptance of national standards for ship construction and equipment for traditional ships. Furthermore this MOU adopts the umbrella common ship safety operational certification standard developed by EMH, and comprising of the following two main elements:

1. An accepted standard for minimum competence and manning of traditional ships, in line with the STCW 95, but catering for their special requirements.
 2. An accepted interpretation of ISM applied to traditional ships, including a skeleton recommended baseline ISM safety and operations manual, and the nor-
- (continued...)



Capt. Jan Fock (left) and Dr. Dietrich Steinicke discussing during the EMH Safety Council meeting in Bremerhaven, November 1999

(...continued)

mal document of compliance.

One important result of this common standard MOU is that all these vessels will then fall under the discipline of port state control. This eliminates many problems presently involved in visiting a port outside the wa-

Jan Fock is a seaman by conviction and by profession. From 1961 to 1974 he sailed the German Merchant Navy - from 1970 as a captain (Masters Licence, unrestricted).

Since 1975 he has skippered a variety of traditional sailing ships, mainly gaff rigged galeasses and schooners.

Jan Fock is the deputy chairman of the German umbrella GSHW, and since 1993 he has worked as surveyor and expert in traditional shipping, appointed and accredited by the Chamber of Commerce in Kiel.

Recognizing his large and valuable experience in safety matters of traditional ships he was in 1997 appointed chairman of the EMH Safety Council with the task ahead of him to develop a European safety management system for traditional ships.

ters of the flag state, whilst ensuring essential monitoring and control by the authorities. The combination of all these factors is expected to enhance the standard of operation for traditional ships in European waters.

Setting up an EMH meeting on 24 May 2000, to coincide with that of the IMO Marine Safety Council (MSC), will enable representatives of the national shipping administrations and of the European Commission's Directorate of Transport (DGVII) to discuss this European coordination process with members of the EMH, and prepare the ground for the Wilhelmshaven conference.

The Wilhelmshaven Process which follows will bring traditional ships within the European Quality Shipping Initiative, whilst respecting their importance to European history and culture as floating monuments.

This "Wilhelmshaven Process" was originally started in November 1997, when - in discussions between the German traditional ship association "Common Historic Ships Commission" and the Federal Ministry of Transport - first ideas had been considered and the EMH nominated the Safety Council and its chairman

during the Strasbourg meeting. The council's inaugural meeting took place in August 1998 in Helsingør by occasion of the 3rd EMH Congress and the first Council meeting was held in line with the International Sail Training Association (ISTA) Safety Forum in London November same year.

The council is very satisfied of the results achieved so far, and with the recognition which the work found within one year's time. From this recognition, and from the support which the EHM initiative receives from the European Commission's Directorate of Transport, it is obvious that a common European shipping safety problem demands a solution. The dimension of the problem was emphasised by the American Sail Training Association (ASTA), when they invited the EMG Safety Council chairman to give a report on the current European development at this year's November Safety Forum in Boston, envisaging the "Sail 2000" activities accompanied by similar discussions correlated to SOLAS and US Coast Guard regulations.

By no means this state could have been reached without the active assistance given by the German Ministry of Transport and the deep engagement of Dr. Dietrich Steinicke, responsible of "ship safety" within the ministry's shipping department. But the process just started. Most of the work is still ahead and the meeting in May will give evidence of possible support from other coastal nations in Europe, and thus show a trend for a possible success.

It is understood that a Memorandum of Understanding will not be restricted to the members of the European Union but invites all shipping nations to participate.

Maritime Heritage is not only a commitment to safety but first of all a cultural commitment.

Parallel to the progress in safe operation of Traditional Ships the European nations have to commit themselves to a common approach in preserving marine patrimony. A European Commission directive could offer the cultural framework needed for maritime heritage. But this will be the field of activities of the EMH Cultural Council under the chairmanship of Mr. Arne Gotved (Denmark).

The Boston audience reacted to the presentation of the "Wilhelmshaven Process" with the expectation, that the new development should lead to a "constitution for traditional shipping in the world". An encouraging challenge to the heritage afloat and ship safety.

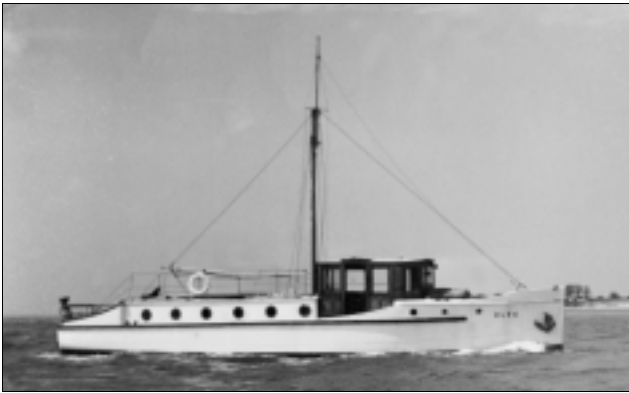
Notes

ICMM Interim Congress. Denmark is the site for the next ICMM congress, scheduled for September 4th, 2000 in Copenhagen. The meeting will be hosted by a consortium of Danish maritime museums, including the Danish National Maritime Museum and the National Museum of Denmark, Centre for Maritime Archeology. Contact: Mr. Flemming Rieck, Centre for Maritime Archeology, Tel: +45 46356430+308, e-mail: flemming.rieck@natmus.dk

But Honey... It followed me home!!

...adopting a stray boat - »Elve«, U.K. Reg. No. 166608

by Mr. John Reynolds



My first sight of »Elve« was of a forlorn vessel, part covered with a couple of ragged tarpaulins. She was lying not far into the Heybridge Canal in Essex and by all reports had not moved from her moorings for a number of years. It took only a short while to see that she was in need of a lot of attention. Apart from her engine, »Elve« was to original specification, complete and with almost all fixtures and fittings in place - including lead plumbing and fabric covered/lead sheathed wiring. I knew straight away that »Elve« was in need of a good home - would my wife agree??

»Elve« is a Dutch built motor cruiser. Her construction is of riveted steel plate over steel frames with steel fore and after decks. The wheelhouse and other external woodwork is teak, with the roofs to the wheelhouse and main saloon area being of canvas covered tongued and grooved wood planking. Power to her single screw is from a Perkins 6.354 diesel engine, the original Continental Van Blerck Type 252, 6 litre side valve petrol engine being replaced in the

early 1970's. »Elve« measures 14.3m x 3.3m x 1.2m.

I purchased »Elve« knowing she was in need of major repairs and drew comfort of a kind from a comment by a surveyor that "she's worth as much in scrap as you are paying for her". What I did not realize then was that I was about to start on the total strip down, repair / replace and rebuild of »Elve«.

The necessary structural repairs were going to require specialist skills and knowledge and for a while it proved difficult finding anyone who had the capacity and interest to handle large scale steel plate shaping and hot



Arrival in Stourbridge

riveting.

I was very fortunate to be directed towards Ian Kemp in Stourbridge, West Midlands. Ian's core work is the restoration of narrowboats but his knowledge of steelwork and steel boat construction is comprehensive



Replacing the plates

and of the highest order. Ian inspected »Elve« and agreed to undertake the structural repairs.

Repair work started in late 1996 with »Elve« being stripped of every last item to a bare steel hull. Corrosion had reduced plate thickness in a number of places to 1-2mm, the original plates being either 3, 4, or 5mm depending on position. In all, about 70% of the original plates were replaced as were both cabin sides. The main bulkhead, the wheelhouse floor its associated bulkhead and skirts were al-



so renewed as was the after deck. Most of the steel frames were in good order with only localised attention needed to a few of them. It goes without saying that a substantial number of rivets have been consumed - in excess of 9000 at the last and only count.

By Easter 1998 the structural repairs were complete.

»Elve« was grit blasted inside and out and primed prior to being moved to Reading by Interboat Transport. Her exterior is now comple-

te and the refitting of her interior is under way. With a little luck work will be finished by early summer 2000. Most of the interior is original and is currently being prepared for refitting. The galley and toilet fixtures were however in very poor condition and will be replaced with up to date items of appropriate appearance.

HISTORY

»Elve« was built by N Zuidam of Haarlem NL. and launched with the name she still bears on 15th May 1929. The yard along with two slipways was still to be found (in 1997) albeit that boats are no longer built there.

I understand »Elve« had either one or two owners before coming to England. The man who sold her in 1938 was Mr J Van Walbeek and it is his name and monogrammed initials that appear on the bed linen that has survived all these years!!! It may be that Mr Van Walbeek was the only owner prior to 1938, however the name M. L. Veldhuzen of Heemstede is printed on the plans. It's possible that he commissioned the building of »Elve« or on the other hand he may have been the architect?? Are there any Dutch records of boat ownership that could help clarify this matter?

Mr J Van Walbeek sold Elve in 1938 through an advert in an English boating magazine. The purchaser was Dr. M.R. Ernst of Gidea Park, Essex. and he
(continued...)



Renewal of the wheelhouse

(...continued)

along with his wife brought her to England via Dunkirk and Dover and was to own her for the following 57 years. At the outbreak of WW2 »Elve« was made un-

serviceable and unattractive to any invading forces. She was earmarked for scrapping for the war effort but somehow avoided such a undignified fate. She was not at Dunkirk in spite of her being

made ready by Dr Ernst following the call for "Little Ships" Apparently the authorities did not share Dr. Ernsts enthusiasm and were not prepared to allow her safe passage past defensive minefields around the Blackwater Estuary. I purchased »Elve« from Dr. Ernst in 1995.

The history of »Elve« is straightforward and mostly complete with nearly all de-

tail being passed to me by Dr. Ernst who continues to take as keen an interest in her wellbeing as his 95+ years will allow him.

I have been heartened and amazed at the interest in »Elve« by so many people from boat enthusiasts to mere passers-by and look forward to the day soon when »Elve« is back where she should be - afloat.

Notes

RENDOC conference. The Swedish National Naval Museum will be hosting the next (second) Rendoc Conference to be held in Karlskrona 4-7 June 2000. Rendoc (*Redevelopment and Regeneration of Former Naval Dockyards*) is an initiative sponsored by

towns with naval dockyards and fortifications which have faced disruption following the reduction of defense budgets in Europe. The aim of Rendoc is to cultivate and strengthen contacts between these historic naval resources, promoting research, and the

spread of knowledge through conferences and seminars.

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Books: Les Bateaux Traditionnels du Monde Entier

by Mr. John Robinson

It would be difficult to find anywhere in France further from the sea than Bourgoin-Jallieu, the town east of Lyons where the remarkable creator of this book was born. Louis George-Batier enrolled at a Lyons art school at the age of 15, and saw the sea for the first time 5 years later. In early manhood he put his palettes and paintbrushes aside to embark on a business career, selling his business at the age of 42 when the call of a more adventurous life proved too strong.

An admirer and friend of the eminent solo yachtsman Bernard Moitessier, George-Batier commissioned a steel ketch extensively modelled on Motessier's »Joshua« (preserved today at La Rochelle). In 1973-74 he

joined an Italian crew undertaking the first Whitbread circumnavigation aboard »Tauranga«, an experience which confirmed his passion for ocean cruising. With his wife Carmen and growing family he wandered the world's oceans for 20 years aboard his own ketch »Pierre Louis«, before selling her to a South African family in 1993 and settling ashore.

Throughout his travels, this accomplished navigator recorded in lively and evocative water-colour paintings the traditional boats he encountered, noting particularly the details of their rig, style of decoration and how they were handled. Encouraged by the Director of the Musée de la Marine in Paris, George-Batier

select-ed 210 vessels from all over the world which, with extended captions, he illustrates in glowing colours in this book. His paintings are distinguished by a keen sense of atmosphere, and by his respect and admiration, as a seafarer, for the skills of sailors confronting adverse and hazardous situations with boats which are primitive by European standards. His zeal for recording these vessels was reinforced by the notion that many would shortly disappear for ever, displaced by modern mass-produced workboats financed by international banks and aid-agencies.

Some of the more memorable episodes of his 20 years wandering in »Pierre

Louis« occupy the last 45 pages of this entrancing book. My copy was purchased at the Brest Maritime Festival in 1996, where the author exhibited many of his exquisite paintings. Buy the book if you can, and look out for 'Loulou' and his paintings at Brest in July 2000. They are the only record, sadly, of hundreds of traditional boats whose recent disappearance has impoverished the world's shared heritage.

Les Bateaux Traditionnels du Monde Entier. By Louis George-Batier.

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President's Column

by Mr. Anders Berg, President of the EMH

In Newsletter no. 1/99 I described the EMH as an organisation standing on two legs, a strong one and, unfortunately, a weak one. The EMH Safety Council, the strong leg, has been fully presented in the latest two editions of this publication. The actual status and the plans for the decisive year 2000 are clearly apparent in a special article in this edition written by the Safety Council chairman, Cpt. Jan Fock, Hamburg. Thanks to his broad professional capacity, hard work and deep personal interest Jan Fock has succeeded to elaborate a formula for mutual acceptance of certain minimum standards for traditional ships in operation.

How to express our cultural and historical identity, our weak leg, was highly ranked on the agenda of the Working Group meeting last No-

vember, very nice and well hosted by the German Maritime Museum in Bremerhaven. Based on an idea first mentioned by Mr. Daniel Charles, France, and later proposed by other members, the Working Group decided to set up another EMH Subcommittee focusing on the cultural aspects of our work, our ships and events - the EMH Cultural Council.

The former president of the Danish Wooden Ships' Association and EMH national representative of Denmark, Mr. Arne Gotved, who has been successful in placing the situation of the Danish traditional ships onto the governmental desk and giving them a special "line" in the national budget, has kindly accepted to chair this council. Mr. Ingo Heidbrink, Germany, and Mr. John Robinson, United

Kingdom, volunteered to serve for the purpose of getting a quick start. Additional members are under consideration.

Four subjects, which the council of course is free to modify and complete, were recommended by the Executive Committee for initial consideration:

1. Co-ordinating lists of traditional ships already existing in member countries and encouraging their creation where none exists. NB: That doesn't mean that the council is tasked to create a "super register" of historical vessels for which the EMH has no resources.
2. Documenting the role of historic ships in promoting cultural events, and publicizing "good practice" in this area.
3. Comparing and contrast-

ing government support for the upkeep of traditional ships.

4. Collecting information on where traditional ships are still trading, on museum ports and on events for traditional ships.

All this would be extremely helpful to provide an overview of Europe's traditional fleet, important when lobbying for more favourable treatment from national administrations and for recognition by EU authorities. These ideas, which will be put in concrete form by the new committee, soon getting stronger by additional members, will certainly give EMH the two strong legs we all need to stand safe in our fight for getting full recognition of the cultural value of the traditional ships and adequate means for their restoration and operation.

Paid to stay away...

(continued from page 1)

go to the cinema hoping to see »VIC 56« in this film, you will be disappointed; the fee was a reward for *not* being in the film, which includes a chase on the River Thames close to the new Millennium Dome at Greenwich. Henry's steamship is usually berthed there, but the film-makers thought that her solidly-traditional profile would not sit easily with the racy high-technology atmosphere they sought to create by using the futuristic

Dome as a backdrop.

The owner was politely asked to move »VIC 56« out of the area where filming was due to take place. Equally politely, Henry reminded them that all the costs of operating this 27 metre steam coaster of 146 GRT come from his own pocket. Raising steam takes up to 12 hours and a lot of coal and effort; understandably it is limited to a few occasions each year. The matter was settled when the film-makers agreed to

make a contribution towards coal costs, and VIC 56 politely absented herself for the duration of the filming.

Might this represent a possible new source of income for owners of traditional boats, who can contrive to position them where they would conflict with the period atmosphere sought by film- and video-makers? Zeffirelli's cinematic interpretation of Mozart's "Don Giovanni", for instance, would certainly have had a different impact if a smart Riva sportsboat had appeared in one of the Vene-

tian locations used for the filming.

This principle of non-appearance fees might be extended to all sorts of other activities. Out-of-tune singers might be rewarded for not attending the annual musical festivals at Paimpol and elsewhere.

How much might any of us be willing to pay to the owners of the little plastic boats that inevitably intrude just as we prepare to take the definitive photograph of a fleet of Tall Ships as they make sail?

»Stubnitz«...

(continued from page 1)

chance in the economical structure of the Federal Republic of Germany.

Flotilla fishing needed a strictly organised overall planning for a whole fishing fleet. Otherwise it was not possible to use to capacity of the flotilla factory trawlers. 1989 was the year when the GDR ceased to exist, and the same year the state owned fishing industry collapsed. But scrapping the fleet or a sell-out of the ships rested until the beginning of the 1990s.

»Stubnitz« was sold in 1992. While most of the trawlers were scrapped very quickly »Stubnitz« was sold to an initiative in Rostock which had an unusual idea. The future of the ship were neither to be a fishing vessel nor a museum ship.

»Stubnitz« were to be transformed into a cultural centre which operates along the whole coast of the Baltic Sea and the North Sea. It were to be a centre for experimental art and music. Main initiator was Urs Blaser, a Swiss national. Although the beginning consisted of some very tough years for Urs Blaser and his crew, »Stubnitz« is today a well accepted centre of cultural life in Rostock. In difference to a traditional museum ship some alterations must be accepted. For example the main trawlwinch must be dismantled, and the processing equip-



Capt. Franz Wegener and Capt. Heinz Adle on the bridge of the MS »Stubnitz«. Photo: I. Heidbrink.

ment respectively the freezing plant were scrapped. But the main structure of the ship as a flotilla factory ship survived. The complete main engines, the nautical equipment of the bridge, the radio station, the deck equipment, the galley, the hospital, the messes and the accommodation facilities for the crew remained in a state of which is worth to say that it is like being on board a museum ship.

In the same time »Stubnitz« remained as a ship which may be used for operating in the Baltic Sea and the North Sea.

For a long time it was not possible to carry out the idea of a cultural centre on board an operating ship of nearly 70 metres of length. One single voyage shortly after having bought the ship seemed to be the last voyage for a long time. The organisers concentrated on activities at the home port Rostock. But in 1997 the organisation committee for the Cultural Capital of Europe 1998 in Stockholm invited »Stubnitz« to become a German contribution for the summer events in Stockholm. Something like a primer detonation happened. The whole crew wanted to go for Stockholm and started working.

Nevertheless one great problem remained. There were no valid papers for the ship and it could not sail under the German regulations for traditional crafts because of its length over all. So an imaginative solution was needed.

At last there was a solution which was developed through positive cooperation between the people of »Stubnitz« themselves, the Seeberufsgenossenschaft (the German Shipping In-

spection), the Germanischer Lloyd and many other authorities with the support of the GSHW (the German umbrella organisation for traditional ships in operation), and the ship was allowed to go to Stockholm. The next difficulty for the ship was the crew. Although there were many high qualified "crewmembers" on board, they were only qualified in cultural affairs but not in operating such a vessel. The solution for this problem was found at the German Maritime Museum. Many former crew members of deep-sea trawling vessels had been organised at the museum as a working group for the fisheries history. When they were asked if they would help a former flotilla factory trawler to go to Stockholm most of them answered YES very spontaneously. So there was the ship, the papers for the ship, the crew, the destination, and the idea. »Stubnitz« left Rostock bound for Stockholm, and a great success of cultural work in Stockholm was the final result.

»Stubnitz« shows clearly that there are possibilities for operating large traditional crafts aside from the traditional idea of a museum ship. Although such a ship in some aspects may be of less historic value, due to some main parts of the equipment being scrapped, it is a part of our Common European Maritime Heritage. Unless using such ships for purposes like f.ex. cultural centres, it is not possible to preserve them, and it will be much better to preserve such a ship with some concessions to historic value, rather than to scrap her.

Furthermore such ships might be a chance for preserving and promoting

traditional craft which is not obvious. Many visitors to a cultural centre like »Stubnitz« would never consider visiting a traditional museum ship. But if they are on board such a vessel, they might become interested in the ship as well in the cultural event, and maybe that will later lead them to visit other museum ships.

If it is possible to earn money and get grants for some required repairs in a dockyard »Stubnitz« will make voyages again in 2000 and 2001. Hamburg and Rotterdam will be the next destination ports and maybe there is a chance for a permanent realization of the idea of a floating cultural centre on board a traditional deep-sea trawling vessel in operation as a part of our European maritime heritage. The permanently moored museum ship, or the active sailing vessel in the traditional way with passengers interested in maritime history, are not the only ways to keep a traditional ship alive, and the EMH should try to support ships like »Stubnitz« as well as real museum ships. They also have a historic value, and they help spreading the idea of preserving traditional craft over the whole of Europe.



Sculptural art in front of the former trawl bridge on board MS »Stubnitz«. Photo: I. Heidbrink.

In the belly of a gentle whale

by Mr. John Robinson

Historical ships can learn their keep, not only by carrying passengers and paying crew-members, but also by providing sleeping and meeting accommodation in a static mode. At its various meetings in Belgium, Denmark, England, France and Germany, the Working Group that sustains the work of EMH between its triennial Congresses has enjoyed the hospitality of a variety of historic commercial and private vessels, ranging in size from a large River Rhine motorvessel now preserved as a floating museum in Strasbourg to Arne Gotved's 13 metre sailing vessel »Gasen«, built at Lynæs 30 years ago, in whose snug cabin the Working Group conferred at Dragør in 1996.

When members of the Working Group and the Safety Council convened in Bremerhaven on 12 November, a cold northerly wind was blowing across the quay

occupied by the German Maritime Museum, host for the combined WG and SC meeting. But an immediate and warm welcome greeted participants as they boarded the beautifully-furnished icebreaker »Wal«, their temporary home for the weekend. Completed at Stettin in 1938, this magnificent 50 metre coal-fired steamship was initially based in Rendsburg, near the midpoint of the Kiel Canal which it kept free of ice. At the end of World War II, »Wal« rescued hundreds of refugees from the port of Gdansk, and later delivered vital supplies of drinking water to the island of Helgoland.

In the 1960's »Wal«'s boilers were converted to oil-firing, but climatic changes reduced the incidence of ice on the Canal during the winter, and the cost of keeping the boilers regularly steamed became prohibitive. When the Federal Ministry of



Steam icebreaker »Wal«. Photo: Klaus-Peter Kiedel

Transport offered »Wal« for sale, the municipality of Bremerhaven assisted the Schiffergilde Bremerhaven to buy her. In June 1990 »Wal« was moved from Rendsburg to Bremerhaven, where volunteers devoted thousands of hours to scraping and painting the hull, overhauling the triple-expansion steam engine, replacing missing items of equipment and equipping her as an accommodation- and excursion-ship.

Today »Wal« is normally moored near the Maritime

Museum and regularly opened to visitors as a static exhibit; in the summer months she occasionally goes to sea with a volunteer crew.

Like the Biblical figure Jonah, we who attended the Bremerhaven meeting were happy to be swallowed into the belly of this warm-blooded and gentle whale, and glad that our modest accommodation fees will help to keep the »Wal« spouting steam and warm hospitality for many years to come.

Safety regulations for inland vessels

by Mr. Thedo Fruithof

Although many ship-owners live in countries without much inland waters, especially the owners in the countries bordering the river Rhine are confronted with inland water regulations. The Dutch umbrella organisation invites them to discuss these problems some time in February.

In the Netherlands thousands of traditional ships are sailing the inland waters. In Germany a few hundred

such ships are present. From other countries, f.ex from Belgium and France, there are no figures yet. Every national administration is still allowed to make their own rules within certain limits. Therefore the regulations are very different and so are the problems which ship-owners encounter. Furthermore the EU will influence the national rules, especially when the Rhine regulations will be copied and used as the European regulations

which have to be followed by all countries.

To which extent are our ships bothered with safety rules for yachts or for passenger vessels, which demands are set to captains and crews, and are all such rules reasonable and usable for inland vessels?

Within EMH there is a Safety Council, but it is agreed that only the problems of seagoing vessels is discussed there. Some interested people from Germany and

Holland want to discuss the jungle of regulations in different countries with other EMH members. If you are interested, please give a message by fax or e-mail, and we will invite you for a meeting next February or March.

Please contact:

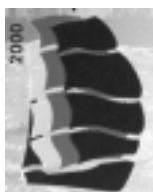
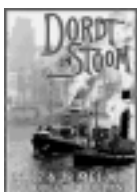
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EVENTS 2000



12-16 April	GB	Tall Ships 2000	Southampton
20-23 April	I	Tall Ships 2000	Genoa
4-7 May	E	Tall Ships 2000	Cadiz
26-28 May	NL	Dordt In Stoom	Dordrecht
2-4 June	D	Rhum Regatta	Flensburg
9-11 June	DK	TS Pinsetræf	Vejle
23-25 June	GB	Maritime Ipswich	Ipswich
5-7 July	PL	Tall Ships 2000 Baltic	Gdansk
7-11 July	GB	Celtic Voyage	Penzance
9-11 July	F	Abers 2000	L'Aber-Wrac'h
13-17 July	F	Brest 2000	Brest
14-17 July	FIN	Tall Ships 2000 Baltic	Helsinki
17-21 July	F	Douarnenez 2000	Douarnenez
18-31 July	N	Europe Week 2000	Norway, several towns
21-24 July	FIN	Tall Ships 2000 Baltic	Mariehamn
23 July	DK	Round Funen	Svendborg
25 July	DK	Round Funen	Middelfart
26 July	DK	Round Funen	Assens
26-29 July	S	Tall Ships 2000 Baltic	Stockholm
27 July	DK	Round Funen	Faaborg
28 July	DK	Round Funen	Svendborg
3-6 August	N	Nordsteam 2000	Bergen
3-6 August	S	Baltic Sail 2000	Karlskrona
4-9 August	D	Tall Ships 2000 Baltic	Flensburg
10-13 August	D	Hanse Sail 2000	Rostock
17-20 August	PL	Baltic Sail 2000	Gdansk
24-28 August	NL	Sail 2000	Amsterdam
25-27 August	DK	Baltic Sail 2000	Helsingør
31 Aug - 3 Sept	D	Sail 2000	Bremerhaven
6-10 September	D	Sail & Steam 2000	Wilhelmshaven



The National Register of Sailing Monuments, NL

by Mr. Peter Jansen

In the Netherlands many owners of historic vessels spend a lot of time and money on restoring their ship. Not because they are obliged to do this, but only because they are enthusiastic about their ship being a part of the maritime heritage.

But when they expected support from the government, such as facilities like moorings in historic environments, or taxreduction, not even debate was possible. The main problem was the lack of clarity about the question: "what is a historic vessel?"

In 1989 owners of historic

vessels started themselves to debate and answer that question, rather than to wait for the governments answer. They founded the "Section Sailing Monuments" as an independent part of the Federatie van Oud-Nederlandse Vaartuigen FONV (Federation of Old Dutch Vessels, the Dutch national umbrella organisation). In 1995 the "National Register of Sailing Monuments" was started with subsidy of the Ministry of Culture, and the registration of historic vessels were to be free of charge.

The main criteria are:

- The ship must be older

than 50 years

- The ship must be in a state which represents the image from more than 50 years ago (This is important: it is not necessary to restore a ship to the original (first) state. As long as all the changes during the life of the ship have a historical value).

- The owner must be Dutch, or the ship must have its mooring in the Netherlands.

Nowadays more than 1.700 historic vessels has been entered for registration. All the information about these ships must be judged. This is done by volunteers, ex-

pert members of ship-preservation organisations.

Half of the work is done. The result of the judgement is that more than 600 ships have already reached the status "Sailing Monument". We expect to register about 1.500 Sailing Monuments in total. With this result the FONV will be able to start new discussions with the government in order to achieve better conditions in the 21th century for the preservation of our maritime heritage.

More information: Henk Brunt, Secretary, de Sint Pieter 65, 1509 ZJ Zaan-dam, The Netherlands.

The festival of boats and crews

(2000 traditional boats expected)

All the traditional sailing boats built of wood, but also sailing ships inspired by classic forms built singly or in small series are invited :

- International Tall Ships
- Maritime Heritage boats from the world over
- Traditional Sailing boats from European Coasts
- Classic Pleasure Yachts and Sailboats dating before the 60's
- Sailboats for pleasure or cruise races from the 60's
- Sail/oar craft
- Sculling skiffs, Kayaks and Canoes
- Classic launches and Runabouts

The cultural festival of maritime traditions

The events and exhibits on the quays reflect the diversity of international fleets and the specificity of each maritime region through all sorts of crafts, products and artistic expression : wooden shipyards, model builders, sail and "objets de marine" makers, arts and craftsmen, "marine" painters and photographers, music and shanties, etc.

In 2000, the festival site on the quays will be divided into several spaces, with as many well identified "villages". Each Village will be devoted to a major theme, grouping the stands and selected exhibitors : The British Isles Village, Northern Europe Village, Southern Europe Village, French Coasts' Heritage Village, Professional seafarers Village, etc.



Traditional Boat Owners, Exhibitors or Musicians,

Join us!

Owner of a traditional boat

Name of the Boat :

Type of the Boat : LOA :

Exhibitor (maritime field)

Musician

Journalist

Name

Address

Post Code Town

Tel Fax