

**EMH  
10 Year  
Anniversary**

**Anniversary  
Reception in  
Enkhuizen  
28 Sept. 2002**

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**Political  
Highlights  
1992-2001**

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## Twenty years of Lateen - Rig Regattas at Stintino

by Mr. Giovanni Panella

Sardinia has witnessed an important development in maritime heritage over the past few years, in its rediscovery of the lateen rig.

This distinctive triangular sail originated in the Indian Ocean, and spread to the Mediterranean from the beginning of the seventh century. Throughout thirteen centuries it remained the most widespread and the most typical rig for Mediterranean sailors, persisting until the very end of working sail.

Today, after decades of neglect, the lateen rig is returning to favour. The region of Italy where this is particularly evident is Sardinia, which has a busy programme of regattas each year and where sailing activity continues throughout the winter months.

The most important of

these events has emerged as the *Regata della Vela Latina*, held annually at Stintino, a fishing village at the North-West extremity of the island. It is now the most significant gathering of lateen rig in the whole Mediterranean. More than one hundred vessels register for this event each year, originating not only from the whole of the Sardinian coastline but also from Liguria and Campania,

from France and Spain and even from Tunisia. Participation is restricted to vessels with a minimum length of 4.5 m, constructed on traditional lines with hull and spars all of wood. The meeting always takes place over the last weekend in August (in 2002 on 24-25 August), and owes much of its appeal to the magnificent setting of the Sardinian landscape, and to

(continued...)



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the exquisite colours of the water in which it is sailed. The spectacle of more than one hundred lateen sails against a brilliant marine backdrop has been enough to inspire more than one spectator to seek out an old hull for restoration, and to add an authentic historic rig. Experience built up over the course of many regattas at Stintino has made it pos-

sible to draw up a set of Regatta Rules tailored to this type of event, which take account not only of competitive aspects but also of cultural considerations. Owners of lateen-rigged craft generally fall into either of two categories; those who sail only to win, and those who put to sea to take part in a huge maritime celebration. The Regatta Rules are intended to

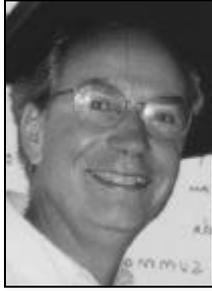
encompass both types of participant.

To the start line will come many different types of boat, ranging from 16 metre *leudi* to the smallest craft measuring no more than 4.5 metres. Four separate classes have been defined: *velieri*, *gozzi*, *guzzette*, and *lance*.

Each individual boat carries its own rating, from which is derived a "theoretical adjusted tonnage" based on a number of variables such as type of construction, sail area and age (for historic entrants). Every effort has been made to keep this rating procedure as simple as possible.

The Stintino rating system has achieved wide acceptance, such that - since 2001 - it has been applied to participants in lateen-rig events at Genoa, Ajaccio and Saint Tropez, as well as at Cagliari, Portorotondo, Bosa and Castelsardo. The idea of a *Circuito Internazionale della Vela Latina*, linking the most important sailing competitions in the Mediterranean, originated with the *Associazione Vela Latina Tradizionale*, founded by Piero Ajello.





## 10 Year Anniversary of the EMH

The EMH is honoured to invite you for the celebration of Ten Years EMH Saturday 28<sup>th</sup> of September in Enkhuizen.

In 1992 for the first time European traditional shipowners and maritime museums came together in the Scheepvaartmuseum in Amsterdam, the Netherlands. This first Common European Maritime Heritage Congress was an initiative from maritime museums. Three years later shipowners and their organisations decided, together with the advice of maritime museums to continue this European association for traditional ships in operation. Now ten years later the EMH is developed into a real European network. We like to celebrate this again in the Netherlands, in the pre-eminently traditional ship town Enkhuizen.

We hope to welcome you the coming Saturday 28<sup>th</sup> of September in Enkhuizen.

Sincerely,

*Anders Berg*

Anders Berg  
President of EMH

**R.S.V.P. EMH Office**

## 10 Year Anniversary Programme

**Saturday 28<sup>th</sup> of September 2002**

- 14:00      **Visit Dutch Nautical College ( Enkhuizer Zeevaartschool)**  
Demonstration "Kaatje" 216 years of nautical tradition.
- 15:30      **Guided tour through Enkhuizen**
- 16:30      **Reception in the Town Hall of Enkhuizen**  
Different speakers:  
Mr. Steven de Vreeze (Mayor of Enkhuizen)  
Mr. Denis-Michel Boell (member of EMH in the first phase; general inspector of  
the Direction des Musées de France)  
Mr. Anders Berg (President of EMH)

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The EMH 10 YEAR Celebration is sponsored by:

**The Town of Enkhuizen  
Spiegel der Zeilvaart  
Stichting Traditionele Chartervaart Nederland  
Enkhuizer Zeevaartschool**

# Highlights from the Political Work 1992-2001

## History of the EMH:

## From Network to a European Umbrella Organisation

The roots of EMH are in the 1st **Common European Maritime Heritage Congress** held at the Nederlands Scheepvaartmuseum, Amsterdam, in 1992 which was sponsored by EU-DG "Culture" from the Kaleidoscope Programme and also by the Dutch Ministry of Culture.

Part of the project were two surveys on a European scale:

➤ The ICOMOS survey: Inventory on the existing laws and legislation for the upkeep of historical objects in the EU and Scandinavian countries.

➤ The AGB Intomart Qualitatief survey: Historical ships and boats in Europe and their owners and organisations.

(Both surveys were published in the proceedings of the 1st CEMHC).

At this Congress representatives of owners and operators of traditional ships decided to establish an informal network and to organise a second Congress three years later. A "Steering Committee" for the network was elected.

At the 2<sup>nd</sup> CEMHC, held 1995 in Rochefort, France, the decision was made to establish EMH as a full representative European Umbrella Organisation, the non-governmental organisation for private owners and operators of all traditional ships in operation, but also for European branch associations, e.g.

steam boats or sail training ships as well as for individual maritime museums and other interested bodies. The reason for this decision was the acknowledgement of ongoing "Europeanisation" and "Internationalisation" of policy which required an effective lobby on the European stage. Examples of this requirement could be collected during the networking years, especially on the field of ship safety. The Rules of EMH were drafted, membership fees were levied and the first Executive Committee was elected in Rochefort.

The 3<sup>rd</sup> Congress was held in Helsingør, Denmark, in 1998 under the patronage of his Royal Highness the Prince Consort of Denmark. This congress opened the dialogue and cooperation between EMH and the EU-Commission, DG "Transport" in the field of ship safety. A keynote paper given by an EU-representative turned out to conform with EMH's policy to protect the existing different national safety rules and to organize their mutual acceptance. The idea of a common European approach on this basis, to be drafted by the EMH for the EU, was born, and later resulted in a project, partly sponsored by EU-DG 7 and the governments of Germany and Denmark.

Finally the 4<sup>th</sup> CEMHC

took place in 2001 in our new Mediterranean Focus Point, the Museu Maritim Drassanes in Barcelona, in order to strengthen relations with this important Mediterranean area and to encourage South European owners and groups which are working in projects with focus on preserving and operating traditional ships.

EMH publishes an English-

language newsletter 3-5 times per year. It is available also for politicians, interested supporters and friends (contact the editor, Mr. Ole Vistrup, at: Danish Schooner Charter, Strandpromenaden 3, DK-3000 Helsingør, Fax: +45 49 26 07 41, e-mail: emh@sejlskib.dk).

It can also be downloaded from the EMH website: [www.european-maritime-heritage.org](http://www.european-maritime-heritage.org).

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## Safe Operation of Traditional Ships - A Common European Approach

Due to the increasing formalisation and strengthening of international ship safety regimes, mainly triggered by the changes in the United Nations Convention of the Sea, it was necessary to care for the "Traditional Ships Fleet" in times of European harmonisation tendencies of safety rules for shipping, and to take proper precautions against politics, which might have inappropriate results, e.g. the equalisation of sail training ships or museum steam boats with SOLAS vessels. The EMH Safety Council has energetically initiated and supported a political process, which safeguards the future operation of Traditional Ships in a time of modern international safety laws and Port State Control.

Together with 10 European maritime administrations and supported by EU-DG 7 a "Memorandum of Understanding (MoU)", and a common minimum standard were elaborated during 1999 and 2000 over several meetings and conferences.

The MoU was signed on September 8<sup>th</sup> 2000 in Wilhelmshaven, Germany, by 7 governments (Germany, Denmark, Sweden, Finland, U.K., The Netherlands and Spain). The document makes sure that these governments shall mutually accept their national certificates for traditional ships and their crews, e.g. during acts of Port State Control. France, Belgium and Poland, who also participated the preparatory conferences, did not sign the MoU in Wilhelmshaven. (continued...)

## Highlights from the Political Work 1992-2001

(...continued)

haven due to administrative / legislative procedures in their national legislation, but they are in principle interested. The MoU is an open process, other European countries are invited to join the agreement. A regular annual meeting of the signatory states, in which the EMH has an observing and advising status, collects the experiences and develops the agreement further. The first follow-up meeting was held

in February 2001 in Rotterdam, the second was held in August 2002 in Palma de Mallorca.

In a parallel EU-Project “*Quality Shipping and Operation of Traditional Ships in European Waters - Development of a Common European Approach and Code of Best Practice*” which was partly sponsored by EU-DG 7 and the governments of Germany and Denmark, the EMH Safety Council has developed guidelines which can also

be used in countries with no special legislation for traditional ships in operation. Large parts of the project results have been incorporated into the “Wilhelmshaven MoU”.

All efforts undertaken by EMH have followed these prime objectives:

- to protect traditional ships in operation from threats due to inappropriate application of modern ship safety rules,
- to influence and control any European harmoni-

sation process on the field of ship safety, and

- to enable transnational traffic of traditional ships under the regime of Port State Control without the necessity to convert these ships into modern SOLAS ships.

The EMH proudly states, after nearly four years of hard work in the Safety Council, that these objectives are largely attained.

## Preservation and Operation of Traditional Ships as a Public Objective - Cooperation with the Parliamentary Assembly of the Council of Europe

One important objective of EMH is to work for political conditions which support the presentation of a living maritime heritage and to identify legal and political obstacles on a European scale. This is a cultural objective. In matters of culture the EU principle of subsidiarity leaves the policies and decisions with the national governments of the member states. The national parliaments of the EU member states (and of some more!) are united in “the Parliamentary Assembly of the Council of Europe”.

The EMH provide official organisations of the EU and the Council of Europe with a representative and consultative service in all aspects of preserving and

operating traditional ships. That this advice is sought, is proven since we were requested to present the EMH and the variety of operating traditional ships in Europe in front of a large Maritime Heritage symposium in Lisbon in 1998. Many parliamentarians received for the first time a comprehensive briefing (between the usual papers of underwater archaeologists and scientists) about a phenomenon, which nearly every of them knew from a local festival, but which none of them imagined to be so widespread and lively in Europe. Later EMH was invited to contribute to the *Recommendation No. 1486 (2000) “Maritime and Fluvial Heritage” of the Par-*

*liamentary Assembly of the Council of Europe.*

This paper which was worked out in consultation with the EMH recommends all European Governments, among other objectives, to:

- 15.support and encourage public and private bodies and voluntary associations which preserve historic vessels, or life size or large scale replicas, in working order;
- 16.encourage the display and use of these vessels for the education and enjoyment of the general public,
- 17.encourage further development of a system of mutual acceptability by the maritime authorities of nation states of

standards for the safe operation of traditional vessels in European waters.

This document, which was launched by the representatives of the national parliaments of the member states of the Council of Europe (larger than EU), demonstrates for the first time, that operating traditional ships is not only a private passion of some crazy owners. The massive and official public interest for our topic is confirmed by this document. It is an important proof, in all kinds of negotiations with any government body anywhere in Europe, that the public interest in traditional ships in operation may require certain care and flexibility.



Books:

# Schooner *Sunset*: the Last British Sailing Coasters

by Mr. John Robinson

One hundred years ago, European coastal shipping was in the midst of a radical transformation. The advent of the compact triple-expansion steam engine late in the 19<sup>th</sup> century had already enabled steamships to compete economically with sailing vessels on many coastal routes. The decline in wind-powered transport was further encouraged when the first motor coasters appeared in Danish and adjacent waters early in the 20<sup>th</sup> century. Some sailing-ship owners responded by fitting auxiliary oil engines so as to maintain a regular schedule and reduce dependence on wind and tide. But when the First World War ended in 1919, many of these vulnerable vessels had been sunk by enemy action, and there were thousands of military motor lorries cheaply available, with plenty of unemployed ex-soldiers who had learned to drive

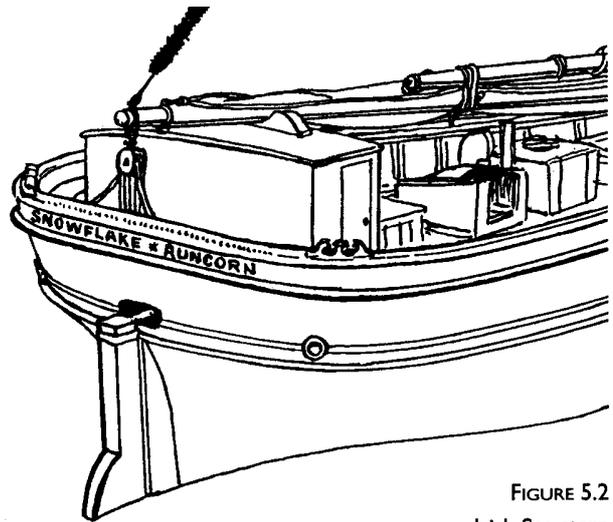
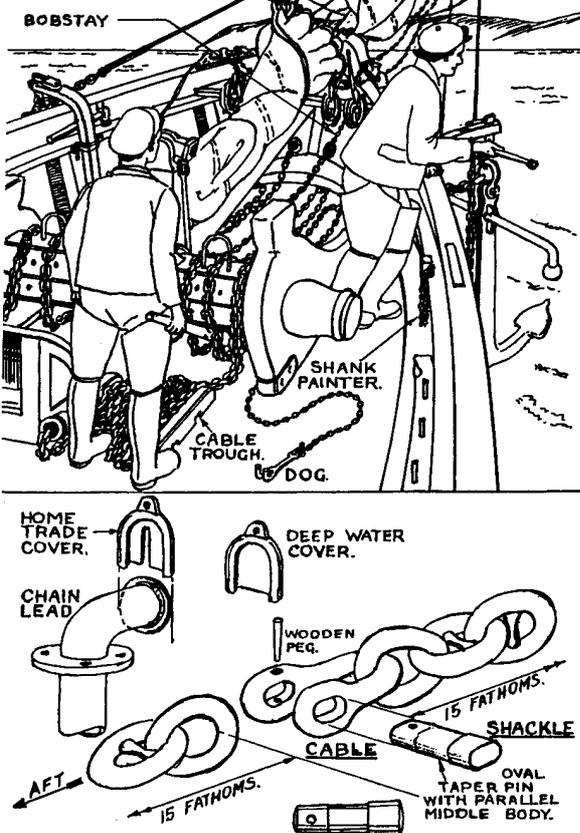


FIGURE 5.2  
Irish Sea stern

FIGURE 6-7  
Anchoring



during their military service.

Despite the competition represented by these three developments (coastal steamers, then motor ships and finally motor lorries), some ships continued to trade around Europe, and across the Atlantic, under sail.

Many adopted the schooner rig because it could be handled comparatively safely by a small crew without going aloft. In the difficult employment conditions of the 1930s, many young men, and a few women, sought crewing jobs on the dwindling fleet of sailing ships. The more perceptive realised that the opportunity to earn a living under sail would soon be gone. Eric Newby of London and Alan Villiers of Sydney exemplify those who were attracted by the glamour of deep-sea sail, and turned their experien-

ces in the 'grain races', and the wool run from Australia, into books. Both took cameras with them, but it was not always convenient to use them as they worked the square-riggers half-way around the world in wild weather.

Those who chose to work in *coastal* sail arguably had a more eventful life, without the monotony of long passages across the oceans. Some of them wrote down their experiences, usually dwelling more on their personal impressions of their shipmates and of the ports they visited, than on the techniques of seamanship. The author of this book, Douglas Bennet, was blessed with a draughtsman's eye for accurate recording, and evidently memorised every detail of rig and sail hand-

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FIGURE 9-5 Spars

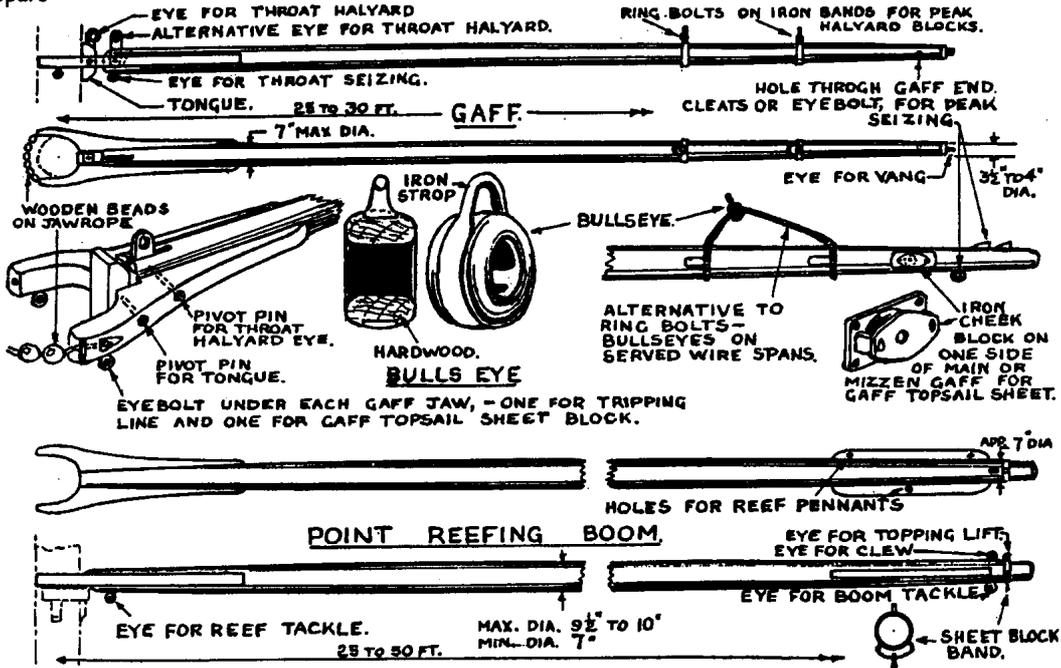
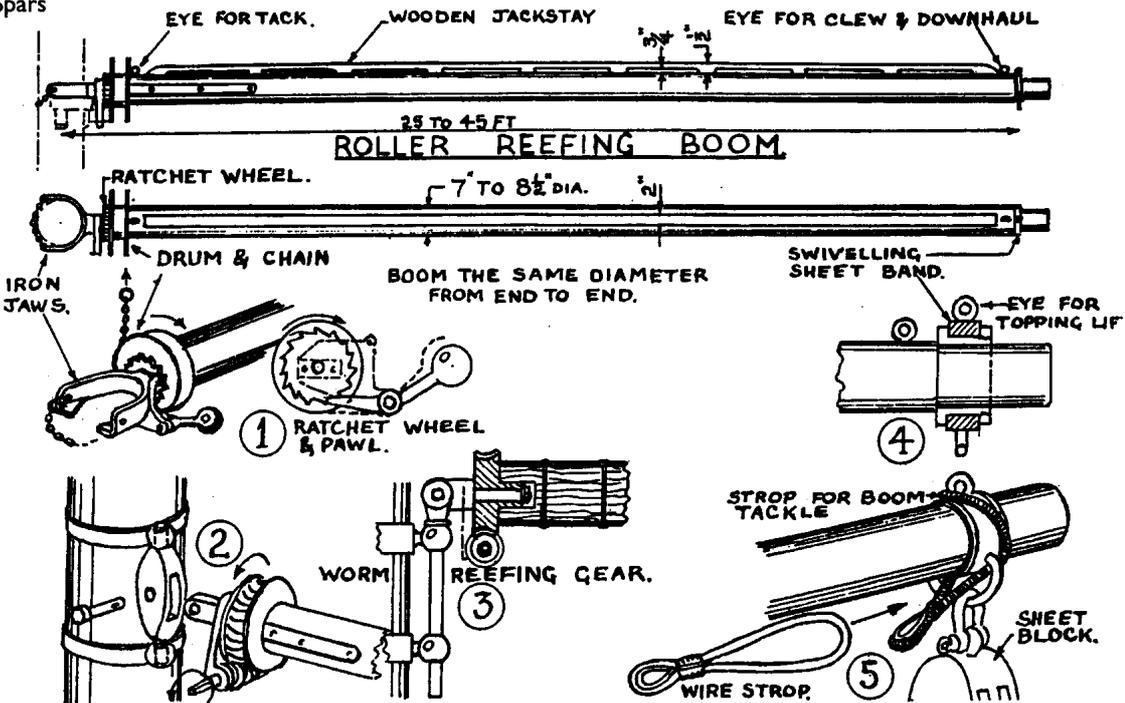


FIGURE 9-6 Spars



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ling which he saw while working in British coasting schooners. In 1934, aged 18, he joined the Runcorn schooner *ALERT* as cook, and shipped again in 1939 in the Irish schooner *BROOKLANDS*. Throughout the rest of his career as an engineer and draughtsman, Douglas retained a close interest in trading schooners, and made

hundreds of meticulous drawings of their rig and fittings. But the book which he put together towards the end of his life found no favour with publishers, and he generously deposited the manuscript and drawings at the Maritime Museum in Liverpool before he died. Happily, Chatham Publishing had the courage to pro-

ceed with publishing the text and drawings last year. David Clement, a Council member of the Society for Nautical Research, carefully edited the text of his late friend and contributed many photographs of working schooners from his own extensive collection, together with an alphabetical directory of some 320 British and Irish sailing

coasters, principally but not exclusively schooner-rigged, with dimensions, official number and signal letters. The result is a feast which satisfies all sorts of appetites. Riggers and shiprestorers will relish the details in the meticulous line drawings, as will model-makers. Those fortunate enough to sail in

(continued...)

