



A Flying Dutchman sails into the 21st Century

by Capt. Henk Wever



With her impressive rigging the Kaatje has become a new addition to the Enkhuizen "skyline".

In January 2001 the *Kaatje*, a land based sailing vessel formerly used at the Nautical School in Amsterdam, de Kweekschool voor de Zeevaart, was due to be demolished. The City of Amsterdam had given already permission to dismantle a highly valuable historical site, built in 1785 as a direct result of the American War for independence and the ensuing the Battle off the Dogger Bank. The Nautical School in Amsterdam was founded in 1785. At that time all nautical

schools of any importance in Europe added land based sailing vessels to their theoretical education programs in order to teach rigging, knotting and splicing, sail handling and manoeuvring. So also in Amsterdam an instruction vessel with wooden hull was constructed as a three masted full rigged ship, (right from the beginning in 1785 named *Kaatje*), replaced by again a wooden hull in 1831 with the existing rig transferred to the new hull. Finally after more than a century the existing

wooden hull was replaced by a schoonertype construction in 1935, while the new twin-masted barquentine rigging was again assembled from her original spars! This vessel, *Kaatje III*, served as an instruction vessel well into the 1950s. Afterwards, she was abandoned and barely survived into the 21st century: the last survivor of all land based training vessels in Europe!

She was salvaged by a spectacular rescue operation initiated by the Enkhuizen Nautical College in Enkhuizen (Enkhuizer Zeevaarschool). Transportation of the

70 tons *Kaatje* by Mammoet took place in April 2001 and restoration was completed in April 2002 thanks to generous contributions from more than 750 contributors from all over the world. Some of the contributors started their seafaring career on board *Kaatje* as long ago as before WWII!

The Enkhuizen Nautical College is the only nautical school in Holland offering courses especially for masters and mates in commercial sailing vessels. The first year is focussed on fore and aft rigged vessels, and students
(continued...)



28 April 2001: Kaatje is lifted from her original berthing in the yard of the Nautical School in Amsterdam

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passing the final exams are awarded with a masters certificate for sailing vessels up to 500 GT in near coastal voyages. The second year courses emphasize on square rigged vessels with an ocean going masters certificate for commercial sailing vessels up to 3.000 GT worldwide. It is here that *Kaatje* will be extensively used in the educational process. Never ever was simulation better used in practical seamanship than on the yards of *Kaatje* with her 215 year's tradition of preparing seamen for duty on board sailing vessels at sea!

In all respects *Kaatje* is a spectacular phenomenon. She even survived the diesel period and in this new era of large sailing vessels and tall ships she prospers again as sail training simulation model. As a waterline model she cuts an excellent figure - the only existing example in Europe! Due to the good maintenance of her past masters, and last years carefull restoration, a large quantity of the authentic yards, rigging and metalwork remained intact. Now *Kaatje* is shipshape for a new educational life in the new millenium.



For more information on *Kaatje* please contact director Henk Wever of the Enkhuizen Nautical College at: office@ezs.nl

Kaatje memorial book:
ISBN 90-807001-1-8



Top and above: 29 April 2001 - Kaatje arrives in Enkhuizen and is placed in front of the Nautical College.



7 January 2002: The masts are back.



7 April 2002: The reinauguration of Kaatje



World Ship Trust Awards

by Mr. Paul Ridgway, World Ship Review

At a meeting in London on 14 October 2002 the Trustees of the World Ship Trust approved recommendations for the following World Ship Trust Awards:

Special Award

- *HQS Wellington*, Headquarters Ship of the Honourable Company of Master Mariners, built in Devonport in 1934 as a Grimsby Class sloop for the Royal Navy and now at Temple Stairs, Victoria Embankment, London.



The HQS Wellington - receiver of the WST Special Award.

Maritime Heritage Awards

- *Pommern*, built in Glasgow in 1903 as the *Mneme* and now displayed at Mariehamn in the Åland Islands, Finland.
- *Marité*, the last French Grand Banks fishing schooner extant, built Fécamp in 1923, and currently based at Stockholm.
- *HMS Victory*, built 1765 at Chatham, the oldest warship in the world in continuous commission, the flagship of Admiral Sir John Jervis at St Vincent in 1797 and of Admiral Viscount Nelson at Trafalgar in 1805. Presently preserved in No. 2 Dock Portsmouth and flagship of Vice Admiral Sir Peter Spencer KCB ADC, Second Sea Lord and Commander-in-Chief Naval Home Command.

ion and preservation in her original state of *Pommern* (see above).

- Robert Albert, AO RFD RD, for his significant and exemplary rôle in providing significant support to the *James Craig* restoration and operation project as well as to numerous other maritime heritage causes.



The Pommern - receiver of the WST Maritime Heritage Award.

Mr Albert has also been appointed as a Vice-President of the World Ship Trust.

- Gordon Lawrence, Shipwright by training and involved in the preservation and restoration of *HMS Victory* since 1970. Currently Project Manager responsible for all restoration and maintenance work on board.

nance work on board.

- Jacques Chauveau, OBE, Chairman of the World Ship Trust, for his unstinting efforts over many years in the cause of world-wide maritime preservation and for overseeing the current partnership between the World Ship Trust and the UNESCO programme, *La Navigation du Savoie*, a project to research and increase knowledge of the historic dockyards of the Mediterranean.



The HMS Victory - receiver of the WST Maritime Heritage Award.



Mr. Jacques Chauveau, OBE, Chairman of the World Ship Trust and Hon. President of the European Maritime Heritage (EMH) - receiver of the WST Individual Award.



The Marité - receiver of the WST Maritime Heritage Award.

outstanding reference work containing details of around 2,000 historic ships in 72 countries. Details of the Register, the Trust's journal *World Ship Review* and membership can be obtained from:

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The World Ship Trust works to advance the preservation and display of historic ships around the world and over more than 20 years has made in the region of 50 Maritime Heritage Awards, Awards for Individual Achievement and Special Awards to vessels and individuals in the field of ship preservation and the display of maritime artefacts.

The World Ship Trust publishes *The International Register of Historic Ships*, an

Web site:
www.worldshiptrust.org

Individual Awards

- Göte Sundberg, largely responsible for the retent-

European Logger Project

Article from "Fishing Boats", issue No. 23 - the newsletter of the 40+ Fishing Boat Association

The owners of the oldest existing herring drifter, the 1895 built *Ve gesack, BV2*, are keeping track on the fate of her sister vessels in a register under the name European Logger Project. 'Logger' is the Dutch word for those fishing vessels and has been adopted in Germany and later also in Scandinavia, where these ships were widely used as small cargo ships. The main focus is on existing former herring drifters, which have been reconverted to sailing vessels. More than 30 loggers back under sails, spread all over the world including the Pacific Ocean, are listed in the register, and another 20 former herring drifters are under reconversion or potential candidates for it. Some of them have been sold to the United Kingdom or are built there. It is planned to post the registry on the internet.

From the registry:

Rambler Rose

In the harbour of Hamburg-Harburg a former steam trawler from North Shields is under conversion to a sailing vessel. As funds are rare and the owners work mostly on their own, the progress is slow. Built 1910 by Smith's Dock Co Ltd., Middlesborough as *Chris, SN 118*, for Richard Irvin & Son of North Shields, she was sold 1932 to Scotland and re-named *Rambler Rose*. In 1947 sold to Norway, she was converted to a motor cargo vessel and renamed *Greta-Ann*. Her

Norwegian time is well documented. In the summer of 1993 she was sold to Germany and renamed *Rambler Rose*.

Sirius

In 1905 the yard of J. Figeer in Vlaardingen, Netherlands, built the sailing herring drifter *Sirius, AE 60*, for the Heringsfischerei Dollert in Emden, Germany. She was sold to Sweden in 1939, where she was converted to a cargo vessel and renamed *Hannfjord*. Her Swedish fate is quite well documented and she kept her name until 1999, when she was sold to D. Nurse, Uxbridge, England. In 2001 she was said to be laid up in Southampton, but this information is unconfirmed.

Alvei

The topsail schooner *Alvei*, registered in Port Vila, Vanuatu, cruises at present on the South Pacific. She was built 1920 as a steam herring drifter in Montrose, but name and owners are unknown. Around 1940 she is said to be sold to Denmark where she was named *Alvej*. Sold to Norway in 1954, she was converted to a motor cargo vessel, renamed *Brit-Marit* and later *Mostring*. Her Norwegian name is also well documented. A US citizen bought her in 1986 and moved her to Portugal, where she was converted to a sailing vessel. But it took until 1995 before she sailed out for her maiden voyage as a 3-masted topsail schooner.



The Rambler Rose, (photo: Tham Körner)

Rambler Rose, Hamburg, ex Chris, SN 118, North Shields, England

1910	Built as steam trawler by Smith's Dock Co. Ltd. Middlesborough, steam engine also built by Smith's, 80.0 x 18.2 x 8,7 feet, as <i>Chris, SN 118</i> , for Richard Irvin & son, north Shields, England.
1932	Sold to Scotland, renamed <i>Rambler Rose</i> .
1947	Purchased for £ 275 by Jens Andersen, Partrederi, Kragerøy, Norway, with same name, call sign LNNH, tonnage 81 GRT.
1949	Renamed <i>Greta-Ann</i> .
1951	Converted from steam trawler to general cargo motorship, new engine installed: A/S Vølund, Copenhagen (made 1933) 2s2c. 110 hp, 7 kn.
1961	New engine installed: Wichmann Motorfabrikk A/S, Rubbestadneset, 2s1c, 75 hp, 8 kn.
1962	Sold to Nils Hummelsund, Klokkarvik, renamed <i>Vestravåg</i> , home port Kragerøy.
1964	Sold to Martin Stabben, Kristiansund, Norway.
1966	Renamed <i>Sagholm</i> .
1967	Sold to Kristoffer Kristensen, Buøy, renamed <i>Engøybuen</i> , home port moved to Stavanger.
1968	Tonnage 104 GRT, 44 NRT, 130 TDW.
1982	Tonnage 98 GT, 47 NT, 130 TDW.
1993	Sold to Marina and Lothar Primas, Buchholz, Germany, home port moved to Hamburg, Germany.
2002	In Hamburg-Harburg under reconstruction to sailing vessel.

Additional information or even photographs about those former fishing vessels would be most welcome, please contact:
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The Sirius AE 30, Emden, Germany (Photo Krister Bang)



The Alvei, Port Vila, Vanuatu

Sirius, AE 60, Emden, Germany

- 1905 Built by J. Figeo, Vlaardingen, Netherlands, as sailing logger (herring drifter) 94.67 GRT, 75.19 NRT, dimensions 24.13 x 6.51 x 2.88 m, *Sirius AE 60*, for Heringfischerei Dollart, emden, Germany.
- 1914 Seized by HMS *Birmingham*, sent to Norway for detention.
- 1928 Engine installed HMG, 102 GRT, 51 NRT, dimensions 24.04 x 6.50 x 2.82 m.
- 1934 Lengthened 115 GRT, 60 NRT, 26.64 x 6.49 x 2.81 m.
- 1939 *Sirius*, N & J Nilsson, Edshultshall, Sweden.
- 1945 Converted to cargo vessel, *Hannfjord*, E. Olausson, Skärhamn.
- 1946 PR M, Bergström, Göteborg, new tonnage: 126 GRT, 88 NRT
- 1953 M. & W. Blomquist, Hovenäset
- 1961 A. & K. Janssen, Fotö
- 1962 W. Sahlning, Kömannsbro
- 1964 B. Norrback, Sidby, Finland
- 1965 C. Christensen, Örnskjöldsvik, Sweden, converted to a salvage vessel, 122 GRT, 68 NRT.
- 1981 C. Christensen & Co. Örnskjöldsvik.
- 1987 C. Hansson, Fårösund, home port Stockholm.
- 1999 D. Nurse, Uxbridge, England
- 2002 Said to be laid up in Southampton, England

Alvei, Port Vila, Vanuatu, ex ???

- 1920 Built in Montrose, as a steam herring drifter, unknown name and owners, dimensions 92.3 x 18.6 x 7.5 feet.
- 194? Purchased by M. Petersen, Ærøsum, Denmark, renamed *Alvei*.
- 1954 Sold to Aksel and Olav Johannessen, Mosterhamn, Norway, renamed *Brit-Marit*. home port moved to Haugesund, Norway, tonnage 99 GRT, 48 NRT, 150 TDW.
- 1958 New engine installed, Wichmann Diesel 2s2c, 160 hp, 8 kn.
- 1963 Sold to Olav Johannessen Partrederi Mosterhamn, Norway, renamed *Mostring*, home port Haugesund, Norway, new tonnage 103 GRT, 52 NRT, 150 TDW.
- 1964 Birger M. Torkelsen, Mosterhamn, Norway.
- 1966 Jacob Steinsland, Mosterhamn, Norway.
- 1970 Ove Steinsland Partrederi, Mosterhamn, Norway.
- 1977 Partrederiet Mostring (Ingmar Eikeland), Mosterhamn, Norway.
- 1977 Sverre Vindesness, Holmedal, Norway, renamed *Vaarvind*, home port moved to Florø, Norway.
- 1984 Odd Magne Stabben, Tømmervåg, Norway.
- 1984 Jon Rovde, Rovde, Norway, renamed *Rovdeffjord*.
- 1986 Sold to Evan Logan and partner Bart Willems, sailed to Gaia, Portugal for conversion to sailing vessel.
- 1995 Maiden voyage as 3-masted topsail schooner *Alvei* to Vigo, Spain. Later she started a seven year circumnavigation, sailing via Canary Islands and the Caribbean into the South Pacific.
- 2002 *Alvei*, home port Fort Vila, Vanuatu.

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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

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Classic Week 2003 in Svendborg, Denmark

Celebrating 750 years of maritime history in Svendborg



The Danish town of Svendborg, situated on the banks of the Svendborg Sound.

The seafaring town of Svendborg in Denmark will host the grand maritime event Classic Week 2003, to be held from 11 to 19 July 2003.

The ten day regatta will feature beautiful classic yachts, old schooners, steamboats, and motor vessels. Among the anniversaries to be celebrated are the 25th anniversary of the Danish Classic Yacht Club (Dansk Forening for Ældre Lystfartøjer), with more than 300 member vessels! The Danish club will offer a fitting welcome to the EURO WEEK, grand regatta of the European Classic Yachts Union.

Background for the entire event is the 750th anniversary of Svendborg, home of the famous shipyards of J. Ring Andersen and A. Walsted. As one of Denmark's largest seaports and

central port for the South Funen sailing waters, Svendborg's beautiful old town is surrounded by rolling green hills and the beautiful islands of the Funen Archipelago. Navigators for the Danish merchant marine are still educated here.

In the 1890s, more than half the substantial Danish sailing fleet originated in South Funen, where there were 29 shipyards building large vessels within a few kilometres area! Very many of these ships still exist, and the organisers invite all vessels built in the region to sail home to Svendborg and join in the regatta.

There will be competitive races, organised by Classic Yacht Regatta Denmark. There will also be a Regatta Tour, a more leisurely exploration of the interesting waters and islands of South

Funen. All of the sailing will be coordinated by Denmark's oldest yachting club, Svendborg Sunds Sejlklub, which dates back to 1866. It is expected that there will be several hundred large and small vessels plying the waves around Funen ... a wonderful sight not seen in a long time.

On land, there will be plenty to see and do, from chandlers' markets to race results. Svendborg itself is a lovely place to wander, shop and dine. The Danish Yachting Museum (Danmarks Museum for Lystsejlad) is nearby at the estate of Valdemarslot, overlooking the bay of Lunkebugten. Those with a

little extra time can head off to Odense, home of Hans Christian Andersen. There are ferries to many of the islands, which also have interesting things to see and do, both maritime and fine arts. The regatta has been planned so that participants can have time to enjoy competitive and noncompetitive yachting opportunities as they wish.

Svendborg Classic Week 2003 welcomes you to Svendborg's crowning maritime event of its 750 year history.

For programme registration and further information: www.classicweek.dk



The Traditional Ships' Pier in Svendborg

