



STATSRAD LEHMKUHL - for the second time

Actually, I only wanted to sail, to make up for the cancelled trip in April; but then it became more, much more!

The additional trip Bergen-Lerwick-Bergen at the end of the official sailing season was scheduled at short notice and somewhat reduced for those who had booked the Shanty Tour in April. So, we met again. First, I travelled to Bergen with an overnight stay and ate king crab at the permanent fish market in Bergen, which is frequented by tourists in summer. Not a whole crab but just a leg: 60 cm long, 300 gr. meat, 70 euros. Had to be done. The crabs come from the area north of the Lofoten Islands and are considered bioinvasive.

UN Ocean Decade 2021 - 2030

The next day we checked in at 12:00. The evening before - the Statsraad was still on an evening cruise for a company event - I had noticed a larger group of people in the bar at the pier who were having an intense discussion, moderated by a gentleman. As it turned out,

this was the "Blue Watch", an international scientific group of marine biologists and climate researchers, plus representatives of the UN and UNESCO.

At the invitation of Haakon S. Vathe, Managing Director of the *Stiftelsen Seilskipet Statsraad Lehmkuhl*, Peter Haugan, Scientific Director at the Institute of Marine Research in Bergen, had activated his network and was able to inspire colleagues from Norway, England, France, Switzerland, Costa Rica, Japan and the US to join a cruise on the STATSRAD LEHMKUHL. The aim of the enterprise was and is to connect the many marine scientists of different disciplines operating worldwide to form a network. Within the framework of the UN Ocean Decade (2021 to 2030), research into the oceans, their change due to climate change, but especially their contribution to the climate, is to be comprehensively advanced. The networking of the many research institutions is an essential part of the programme. And what can the Statsraad contribute to this? Let's remember: from August 2021 to April 2023, over 19 months, the barque had carried out a circumnavigation of the world on its "One Ocean Expedition", during the stages of which students and scientists had carried out analyses of the sea water on various parameters. These investigations are to be continued in 2025, with greater depth and breadth. For this purpose, laboratory equipment will be installed on board, and then from April 2025, the ship will set sail from Bergen with an international group of scientists. Via Tromsø, Reykjavik, Greenland and Cadiz, the first leg will end in Nice, where the UN Ocean Conference will take place in June 2025. The tour will then continue via



Workshop on deck ...

*... and on the foredeck*

the Azores, the Northwest passage via Beringsea, the West Coast of the USA and through the Panama Canal to Cartagena/CO, then further on with some yet unsettled ports on their way back again to Bergen in April 2026. The exact route has not yet been determined, but the ship will also be open to fellow sailors from the second leg onwards, according to the plan.

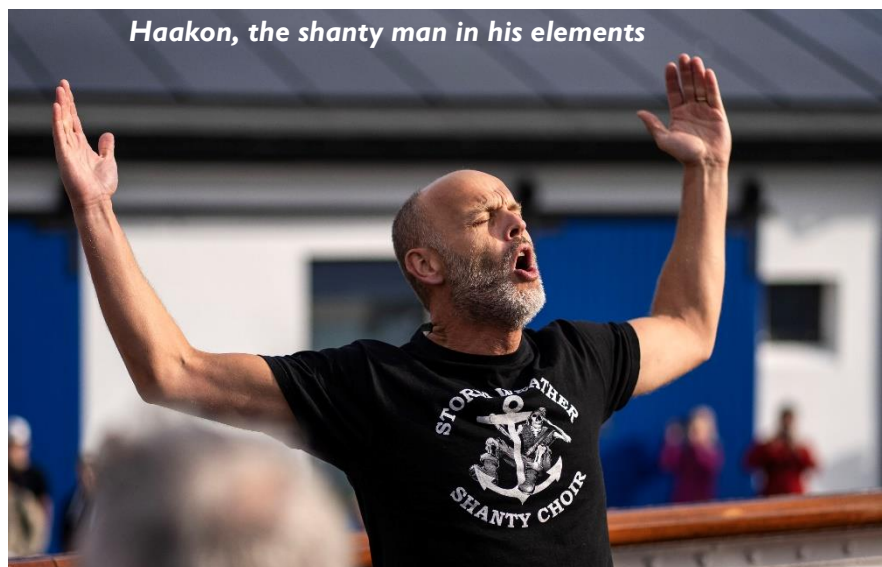
Heave away - Haul away

And then there was: singing shanties with shantyman Haakon Vatle. As he revealed to me, he had written his master's thesis on shanties and had received singing lessons. This was not to be ignored. There were shanties on deck with a choir of over 100 people - including women, of course - who did not miss the opportunity to greet the people on the pier with a snappy shanty when we arrived in Bergen. Several times they sang during sailing manoeuvres and even on top of the Royal, when packing the sails, the cheering singing of the sailor Ebbe Grevelund could be heard on deck. This kind of sailing on a windjammer, especially a very old and original one, gives you an idea of what it was like on the deep-water sailing ships back then, but only with a maximum of 30 men and not with 140 trainees. Haakon also took the opportunity to tell us about the origin and meaning of the shanties. There are the capstan-shanties, e.g. for hauling in the anchor, and the pull-shanties for setting the sails at the halyard. Both with different rhythms and intonations. And if the cook had once again cooked food for the pigs, the

crew could not easily complain to the captain, because that was forbidden by the hierarchy: 1st Captain - 2nd God - 3rd Crew! The complaint about the food was cleverly wrapped up in a shanty while they worked. Melody and rhythm are given, the lyrics can always vary freely, and be almost endless!

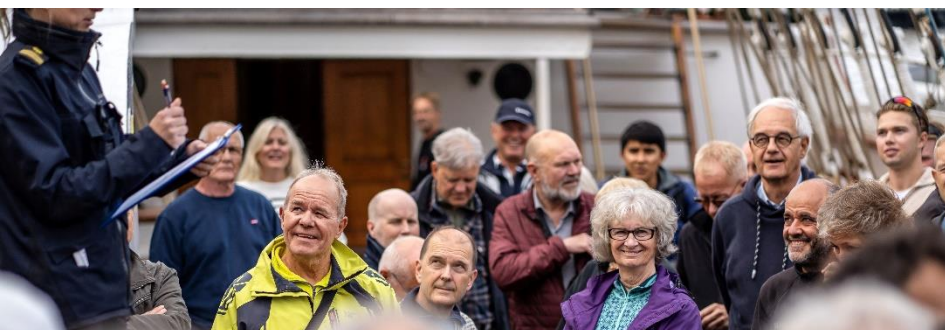
"Red Watch"

I must have checked in very early and was assigned number 73 by Anna, the quartermaster: Hammock and locker! The hammock was on the starboard wall above a bench, age-appropriate for boarding and in close proximity to my neighbour. And the watch: "Red" = 0:00 to 04:00 am and 12:00 to 16:00 pm. "Blue", the most pleasant watch - 8:00 - 12:00 am, was already occupied: Scientists among themselves, who needed enough time for their workshops besides the vigil and did so intensively, moderated by David, a BBC journalist. The lights in the accommodation turned red when we had to leave, 23:30! Into our clothes and on deck, the starting and leaving watch on time for the changing of the guard. Muster! Foreman there? Behind and next to you? The sailor announced what was going on in the watch! For the first hour, all numbers were called out,

*Haakon, the shanty man in his elements**And now: the capstan shanty*

going to lookout, helm, MOB [man-over-board] and fire watch. After that, changeover in independent direction. Finally, "Good watch! ... Good rest!" in Norwegian, of course.

By the way, I was the only non-Norwegian in this watch. In the "White Watch" that followed us was another trainee from Schleswig-Holstein. But we had only found each other after three days!



Mustering by Anna ... Focusing to keep the dedicated course



He regretted to me that he had not sailed with the Statsraad 25 years ago. I agreed! The communication went well. For one thing, most Norwegians speak fluent English and for me many things on board a windjammer like the Statsraad were not new. So, I left it at the Norwegian announcements with a short explanation afterwards in English, just for me. I noticed that quite a few words are similar to the German language, e.g. Geitau means the same in both languages. Once you recognise the commands and their meaning, it runs like clockwork. In internationally staffed watches, English is the only language spoken.

Lerwick ... here we come

The route to the Shetland Islands is part of the STATSRAAD LEHMKUHL's home route; Lerwick is the second home port, so to speak. The 215 nautical miles are easy to sail, because there is enough room to cross in different wind directions. The captain knows his territory: no disturbing sailing separation areas, no wind farms and only a few oil platforms in the Norwegian coastal area.

Our trip was relaxed from a sailing point of view: the wind was calm, allowing full sails to be burnt on square, and at times 5.8 knots above the ground allowed Statsraad to glide gently across the North Sea without

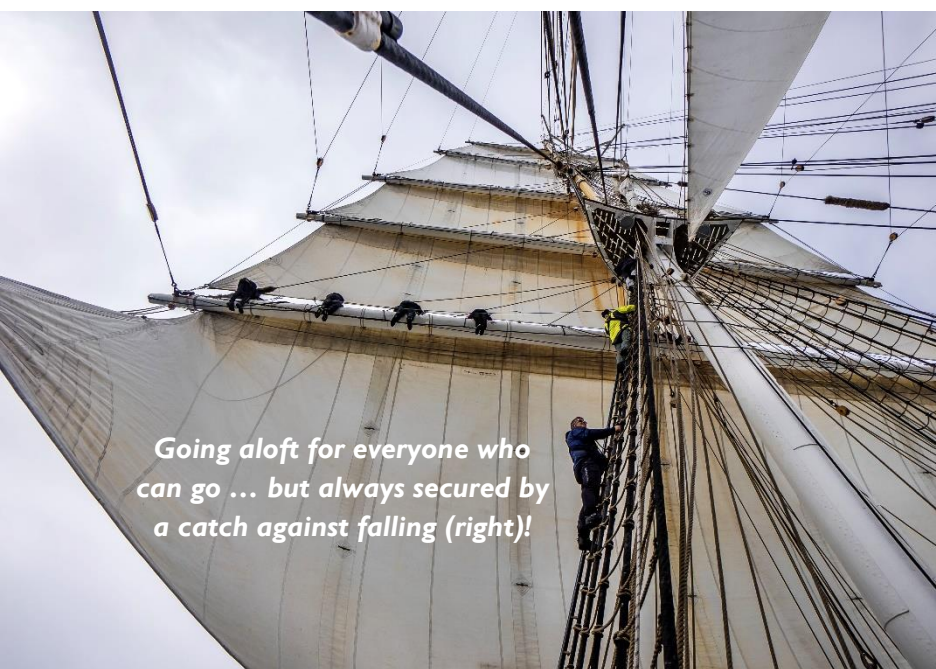
heeling. Boring, some might think, but just right for the many newcomers on board. Each watch had tasks to fulfil and sailing manoeuvres to perform. Care was taken that one watch didn't do everything and leave nothing for the others. In addition, there were daily lessons on deck: Occupation of the pin rails and fife rails, sails and their functions were explained, sailing manoeuvres and the commands. Everyone who was willing and able was instructed in the rigging. Staying only with safety harness and halyard claw, which had to be hooked to the side of a guide rope when climbing up and down. The transition to the yard was accompanied by a sailor, always secured to a designated rope by carabiner. And all the sails were unfurled and packed back in by crew and trainees. A perfect experience!

I was impressed by the appearance of Captain Jens J. Hiorth. Confident, relaxed and calm, with a good portion of humour, like an English one. Still in Bergen, he stood on a bench on deck and remained silent. The horde of trainees was engaged in audible conversation, chatter from all sides. Then, after about two minutes, silence. "Go on!" said Jens Hiorth, "You all see that I am the captain, so be quiet now without me having to say anything." You can't do better than that. Shortly before arriving in Lerwick on Saturday morning, he then announced that we could not moor at the outer pier, as is usually the case, because a ship was already moored there, but inside in the rather small harbour basin. He compared the process to a Unimog that has to park backwards in a VW garage. For us observers, the manoeuvre then turned out to be routine, sovereign and fully concentrated. At the engine control station in front of the main rudder, Chief Engineer Jonas received the instructions for the main engine and bow thruster. Liv, who came from the Georg Stage as a volunteer, at the double helm corrected the rudder position on instruction. It was a perfect teamwork!



Captain Hiroth / left ... Chief Jonas and Liv





understand. That's how it is when science meets pragmatism.

What remains?

Lerwick itself is a picturesque Scottish town with a few shops, good for buying wool products and whisky, a bar and a still active British telephone box. As I walk around the town, I inevitably meet fellow sailors. One spontaneously asked if I knew where the next bar was? I did, because it was already open. It was 2 pm. In the afternoon, the bar became more crowded. We talked and drank, one of the Norwegians sat down at the piano. Some thought it was time for dinner on the Statsraad. At first, I wanted to join them, but decided to stay. Three pints and a handful of peanuts will do. The mood was rising. Haakon showed up and after some pleading he picked up his guitar. Shanties were sung, with even the locals present singing along.

The return trip the other morning was like the outward journey: going on watch, setting sails, recovering sails, the occasional brasses, more lessons, pure ship of course, and standing at the helm, not only. The time change was cleverly arranged: the "blue watch" ahead of us half an hour less and we, the "red watch", half an hour more. During a discussion between the captain and two scientists, the topic turned to the question of how he, the captain, calculates the right course, taking into account the winds, ocean currents and drifts, so to speak, what digital tools he has at his disposal, from a purely scientific point of view. His answer: "I use WINDY, an APP that is accessible to everyone and that transfers all the metrological data of the planet onto one platform. Easy to use and

If I rank this trip among the trips on windjammers I have been on so far, it was one of the most impressive trips I have experienced. Five days with the whole range of Sail Training and a community, as it should be. In addition, a sailing vessel that appears in its authenticity as it did almost 110 years ago when the STATSRAAD LEHMKUHL was put into service under the name GROSSHERZOG FRIEDRICH AUGUST for the German Training Ship Association. The special thing about the barque is that you can't readily see the technical equipment on board, which is necessary due to safety and environmental regulations. Chief engineer Jonas took me on a two-hour tour of the ship, right into the farthest corners, to explain to me what technology is hidden on board. This includes not only the



The bright decks-crew



engine room, where a propshaft-generator has recently been installed, connected to a 360KWh battery, a pilot project by the Kongsberg company. There will be a detailed report on this in one of the next issues of TSnews.

The crew is absolutely professional and highly motivated, the core crew employed, plus a few volunteers who are almost on fire to serve on this ship as budding sailors. Always focusing on safety and the mean trainee who is supposed to leave the ship with a positive impression at the end of the voyage. Well, the hammock is not everyone's cup of tea. One slightly older lady told me that she had pain in her back. But as soon as she lies in the hammock, the discomfort is gone! True. As a precaution, I had taken two beechwood slats with me, 50 cm long and half-rounded at the ends. With them I could spread the outer ropes of the mat so that the feet and head could move more freely. It worked.

What takes some getting used to is the waking rhythm, which takes some time to establish, so it's easy to fall asleep when you're sufficiently tired. Then it's just a matter of blocking out the sound of the snorers with earplugs.

It's a pity that Statsraad Lehmkuhl won't be offering any cruises for us for the next year and a half: This autumn 3 weeks training tour with the Dutch Navy, in spring 2024 the same with the Norwegian Navy, then from April until September in the shipyard - we will report on it. In 2025, the second circumnavigation, whereby the barque will only be free for fellow sailors from June. But we always keep in touch and as soon as there are more trips that can be booked for us at short notice, we will inform you immediately.

STATSRAAD LEHMKUHL, the *WHITE LADY* of Bergen!

Text: Volker Borkewitz – Photos: [Malin Kvamme](#)

Above: Lessons on deck for all trainees; whiteboard and mini yard with all ropes! - Below: Heave away – Haul away ... setting sails
Happy trainees on the bowsprit

Next page: International trainees / scientist on board STATSRAAD LEHMKUHL from Norway, Mexico, Italy, England (2x) US, Norway, Japan (clockwise) ... in the center Officer Anna Nilsson, mustering!



