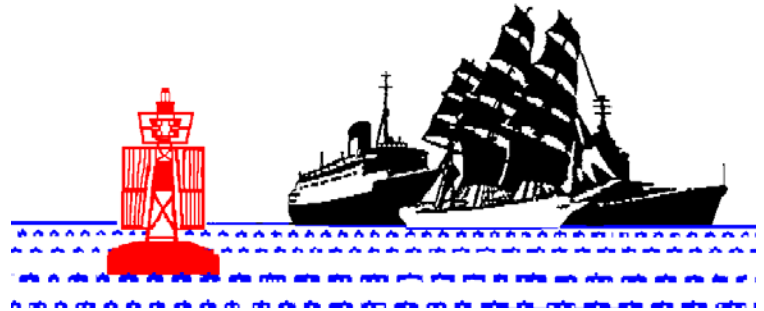


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

Price £1.00



Issue No: 146

Spring 2008



The **Balmoral** ex Norwegian Crown has just undergone a very extensive refit, including substantial lengthening and refurbishment work onboard which has been ongoing since the ship was delivered to Fred Olsen in November 2007 in New York. A number of technical issues have come to light and, consequently, further essential work had to be undertaken before the ship can commence her cruise programme. The second planned cruise, to the Caribbean, due to depart Dover on 13th February, remains on schedule. The ship docked on November 16, 2007 in dry dock ELBE 17 at Blohm+Voss Repair – a company of ThyssenKrupp Marine Systems - to have a 30.20 metre long midship section installed at the shipyard in Hamburg bringing the passenger capacity to 1,340.

Bill Lawes Photograph above

Black Jack - Spring 2008

Editor & Webmaster

Neil Richardson

109 Stubbington Lane
Fareham

PO14 2PB 01329 663450

n.richardson@breathe.com

Editorial Assistant

Michael Page

Black Jack is the quarterly newsletter for the Southampton Branch of the World Ship Society. Four editions available for £5 inclusive of postage.

Branch Meetings

Venue:

Main Lecture Theatre

Southampton Oceanography Centre

Waterfront Campus

European Way

Eastern Docks

Southampton

All meetings commence 19.15 and the meeting room is to be vacated by 21.30.

Honorary Branch Secretary

Michael Lindsay

7 Elland Road

Fair Oak

SO15 7JY 02380 654558

Chairman

John Lillywhite

1 Thornleigh Road

Woolston

SO19 9DH 02380 432181

Treasurer

Andrew Hogg

"Debanker"

Lyburn Road

Hampworth

Salisbury

SP5 2DP 01794 390502

Visits Organiser

Adrian Tennet

34 New Road

Fair Oak

SO50 8EN 02380 600197

Full details for all committee members can be found on the Southampton WSS website at www.sotonwss.org.uk

2008 Branch Meeting Programme

January 8th

The RNLI – A presentation by Stuart Thompson, Chairman of the Bassett Branch

February 12th

A Brief History of P&O Passenger Services – Bill Mayes

March 11th

A Cruise to the Baltic – David Hornsby

April 8th

Risdon Beazley – Marine Salvor

Lyle Craigie-Halkett & Roy Martin

May 13th

A History of the Oceanic – David Trevor Jones

June 10th T.B.A.

July Ten Member – Ten Minutes

June 14th Annual Branch Cruise

August 12th

Members Image Gallery – Our annual competition with slides and digital entries

September 9th T.B.A.

October 14th

The Life and Times of QE2 – Mick Lindsay

November 18th (third Tuesday)

A.G.M. with slides from the Roy Torode collection

December 9th

The Life and Times of a Marine Artist/Around the World in 80 Slides – Harley Crossley

All contributions to BJ either by post, email, floppy disk or CD are most welcome. Any article with a connection to the Solent area would be much appreciated. The BJ Editor can reproduce any magazine or newspaper article but preference is given to articles 'by the branch – for the branch'.

Any member who would prefer to receive the Branch Magazine Black Jack by email please contact the Editor. Colour printing costs are relatively high so all recent Black Jacks can be viewed all in full colour via the Branch website in pdf format.

www.sotonwss.org.uk

Subscriptions

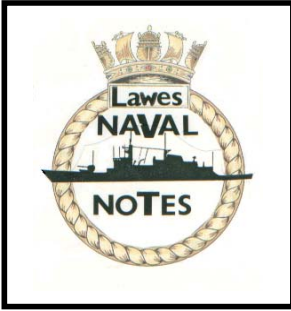
Please pay the local treasurer direct for both as the local branch receives a percentage for branch funds.

Ordinary Membership £36

Branch Membership £8

(A deduction of £2 is available for those participating in the branch cruise.)

Please contact the treasurer with any subscription enquiries



Serco Denholm Marine Services, a joint venture led by the Serco Group has signed a 15 year contract valued at approximately £1bn with the UK MOD to deliver a wide range of services to the Royal Navy. Serco Denholm will provide essential operational support, including the provision of vessels and crews to enable all Royal navy vessels to put to sea at Portsmouth, Devonport and on the Clyde. The company will manage and operate around 110 vessels used in port and deep sea operations.

A package of 30 new vessels is planned with the majority to be constructed by the Netherlands based Damen Group. These include tugs, pilot boats and other miscellaneous vessels over the course of the contract.

In addition about 240 staff and the services of the RMAS will transfer to Serco Denholm in April 2008 these include the provision and the maintenance of buoyage and moorings.

With the continuing cutbacks and over-employment of ships of the Royal Navy it is difficult to report local naval activities of interest.

The only movement of note during recent weeks was the arrival in Southampton during the first weekend of February of the Dutch frigate **Willem Van Der Zaan**. She is scheduled to be transferred shortly to the Belgium Navy and be renamed *Louise Marie*. This transfer most likely explains why, when she arrived she was carrying a Belgium pennant number F 931, but still flying the Netherlands ensign. **Willem Van Der Zaan** was completed in 1991 as one of the Karel Doorman class. These ships have a full-load displacement of 3320 tons; they are powered by diesel engines for cruising and gas turbines for faster speeds. Their armament includes Harpoon SSM, Sea Sparrow SAM, these latter are arranged, unusually, along the port side of the helicopter hanger, they also mount a 76-mm gun and a Goalkeeper close-in weapon system and carry a Lynx helicopter. The name ship of the class was also sold to the Belgium Navy. In March 2007 she was renamed *Leopold 1*.

On 18th February the LSL **Sir Bedivere** arrived at Marchwood for the last time. She is the last of her class to leave the Navy. She has completed just over 40 years of service having been completed by Hawthorn Leslie in 1967. Since that date she has covered all of the military actions around the world, including the Falklands and Iraq. In 1994 Babcock at Rosyth started a modernisation programme on **Sir Bedivere**. This process continued till 1998. It's over-run and cost meant that the modernisation was not extended to the other ships of the class. For this reason, following this re-build, **Sir Bedivere's** appearance was different from her previous sister ships. She left Marchwood on February 20th bound for Falmouth, so we will have to wait and see if she returns to our waters.

PORTSMOUTH will stage the biggest naval showcase since Trafalgar 200 celebrations three years ago as Navy Days are re-invented for the 21st Century.

Upwards of 50,000 visitors are expected to flock to the Solent between July 25 and 27 for 'Meet Your Navy', when up to 20 warships from different countries will be on show, together with flying and diving displays, field-gun runs and concerts by the Royal Marines Band.

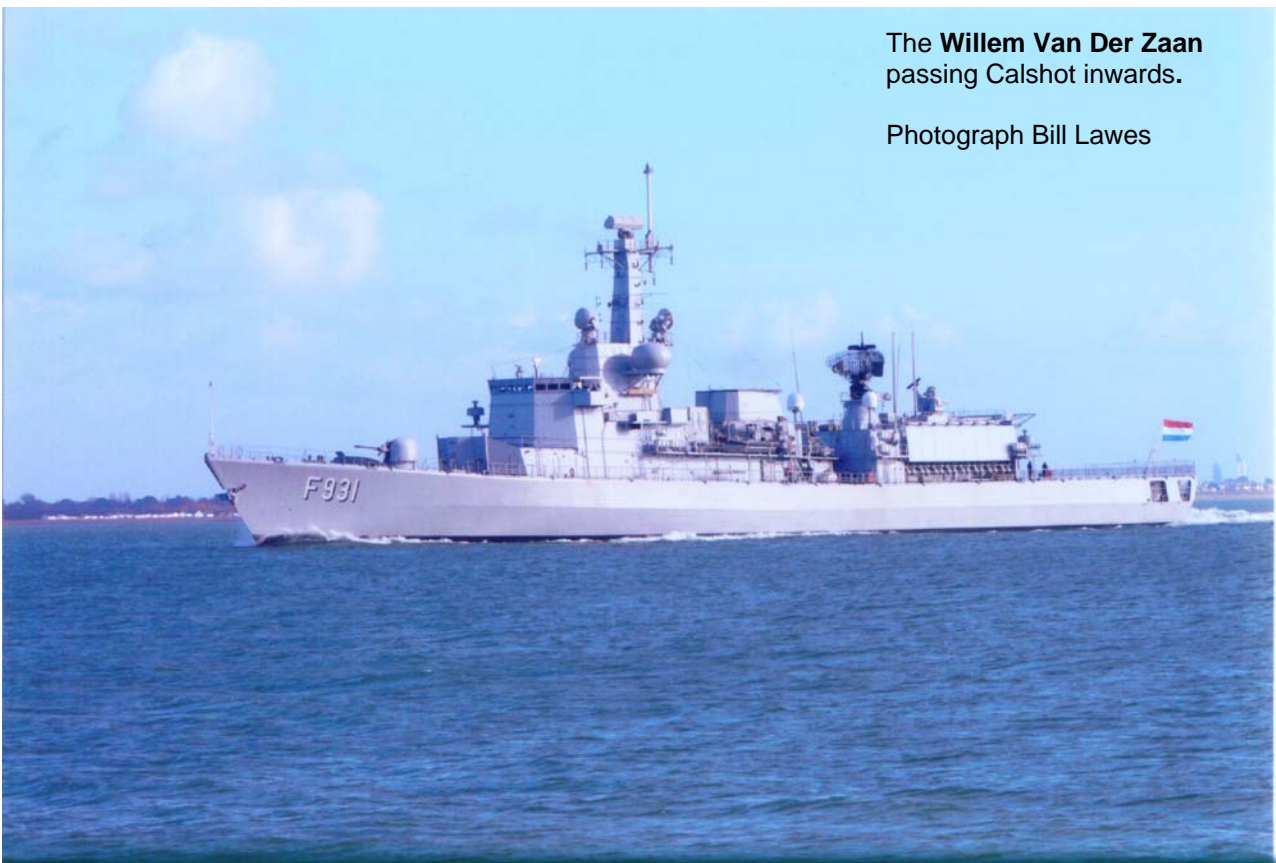
Meet Your Navy is closer in size and scope to the old Navy Days (last held in Portsmouth in 1996 and in Plymouth in 2006) than the International Festival of the Sea, which took over almost the whole of Portsmouth naval base in 1998, 2001 and 2005, but whose theme was maritime rather than naval. Organisers are keen to stress that Meet Your Navy is not Navy Days, not least because the emphasis during the three-day event will be less on military hardware than the men and women behind it, hence the event's new title.

The aircraft carrier **HMS Illustrious** will be the event's flagship, joined by other RN ships (to be announced nearer the time) and naval vessels from Denmark, Holland, and possibly other countries including Russia and the USA. The festival is organised in partnership with Portsmouth Historic Dockyard, with the aim that visitors can link the historic ships with today's Royal Navy. The event will alternate between Devonport and Portsmouth.

For details of ticket prices – which will be discounted in advance of the event – call 0871 230 5582 or visit www.meetyournavy.co.uk

The **Willem Van Der Zaan**
passing Calshot inwards.

Photograph Bill Lawes



TUTT's RMA**S Bustler**
and **Adept** manoeuvring in
Portsmouth harbour.

Editors Collection



MONTYS NOTEBOOK

A round-up of new or infrequent recent callers to Southampton Docks. Details compiled and photographs supplied by Monty Beckett.

Berths 203/5: Rotterdam Express 54465/00, Chicago Express 93811/06, NYK Libra 75201/02, NYK Oceanus 98799/07, Ottawa Express 39174/98, Sea-Land New York 74661/00, Los Angeles Express 75590/03, Columbine Maersk 91921/02, Maersk Mytilini 52181/91, Maersk Seoul 94483/06, APL France 90000/07, Cape May 42145/86, Maersk Tamoro 69132/07, Maersk Altair 108393/07, Maersk Nairobi 26582/01, Maersk Sydney 94724/05, Alexandra Rickmers 26131/97, Nedlloyd Marita 26833/03, X-Press Fuji 98701/04, Amsteldijk 2978/05, Spirit of Foynes 3585/91, X-Press Mulhacan 7170/07, Jan-Fabian 9981/07, Aura 7519/03, Herm 7660/04.

RoRo Vessels: Galaxy Leader, Green Ridge 57449/98, Grande Sicilia 38651/06, Columbia Leader 38311/87, Danube Highway 23498/06, Hoegh Delhi 55775/07, Hoegh Dubai 59217/04, Caribbean Highway 42238/02, Morning Cornet 57542/07, Shanghai Highway 48927/05, Lapis Arrow 41000/06, Goliath Leader 57692/08, Grande Colonia 38700/07, Hoegh Manila 52000/07, Morning Conductor 57542/08

Berth 202: Happy River 10990/97, Forth Gaurdsman 654/83, Buse Stevns 1892/84, RMS Vindava 1307/89, Sava Ocean 2026/93.

Berths 107/9: Norheim 5658/00, Ben Varrey 997/86, Pride 2061/02, Benita 4927/95, Holland 1999/96, Tyumen-2 3086/89, Ivs Swift 21185/03, Birch 1552/90, Cap Formentor 3443/96, Sea Hawk 1989/89, Sea Hunter 2443/90, Arklow Fortune 2998/07, Wilson Gdynia 2506/04, Holstentor 2351/89, Arctic Star 6395/91, Yulia 2575/92, Antora 2446/98, Sheksna 2052/94, Clara K 3037/07, Aspen, Ness 3998/96, John Paul K 3037/02, Helia 2735/93, Ardent 700/83, Karl-Jacob K 3057/06

Berth 104: Season Trader 7627/99, Prince of Sounds 7534/93, Tasman Mermaid 9829/93

Berths 102/3: Lark 1972/76, Helen 1425/81, Curlew 794/86, Falcon 1382/91.

RLC Marchwood: HMS Illustrious, Palawan 5752/97, Lyme Bay, Beluga Foundation 9611/06

Berth 36: Rig 2351/89, Ingrid 1960/90, Pur Navolok 2446/97, Elm 1939/82, Arklow Rock 2999/04, Arklow Spray 2300/96, Alikber 1484/94, Arklow Rainbow 2999/06, Jomi 2827/91, Arklow Faith 2998/06, Arklow Rose 2999/02, Lauren-C 2999/07, Nicole-C 2999/08, Arklow Flame 2998/06, Onego 1574/91, Velox 2033/92

Berths 24/5: BBC Elbe 12936/06, Federal Pioneer 12993/99

Berths 32/3: Normed Bremen 8407/06

Berths 46/7: Scan Oceanic 5752/97, Socol 1 6030/91, Slotergracht 16641/00, Atlasgracht 7950/91.

Passenger Vsl: Queen Victoria 90049/07, Boudicca 28372/73, Balmoral 34242/88

Dibles Wharf: Hertfordshire 1864/95, Britannica Hav 1521/21, Fairdeal 2292/90

Princes Wharf: Muhlenau 2461/04, Eider 2451/03, Ostenau 2461/05, Ohlau 2452/07, Steinau 2461/06, Rodau 2461/04, Kossau 2452/07

Tugs: Forth Constructor 265/67, Svitzer Bevios 250/85.



Ohlau 2452/07 passing Ocean Village
BBC Ems 12936/06 at 24/5 berth

Happy River 10990/97
sailing from 202 berth



Tasman Mermaid 9829/93
turning off 104 berth



ITEMS OF INTEREST.....

LAURITZEN BREAKS FROM 102 YEARS OF TRADITION

Historic Copenhagen shipping company J.Lauritzen made a break with the past last summer, ending 102 years of activity in the refrigerated shipping trades with the sale of its 50% share in NYKLauritzenCool. The Danish shipping group's president and chief executive, Torben Janholt, has steered the move away from long established links with the reefer sector as the group looks to develop in other shipping sectors amid strong markets.

It is felt by Mr Janholt, who has had a career of over 40 years in the shipping business-and others- that with the steady march of containerization and the cost of building reefer shipping, that the sell-by-date on traditional reefer transport for fruit and perishables has been set.

Lauritzen hooked up with NYK Reefers of Japan in 2005 to establish a refrigerated cargo fleet that is only surpassed in size by Seatrade. While the 50:50 joint venture NYKLauritzenCool offered a pool of 60 ships of between 378,000 cu ft to 760,000 cu ft, the Danish group continued to offload direct control of its reefer fleet.

Steel cutting had commenced in January on the first of three 300ft offshore patrol boats being manufactured by VT for Trinidad and Tobago Defence Force. The High Commissioner of Trinidad and Tobago pushed the start button for the process for the £150m order. They will be used to help protect Trinidad and Tobago's oil and gas resources besides taking on duties for environmental protection, fishery protection and anti drugs operations. The current TTDF fleet has grown considerably over the years and is now a significant outfit, including two Swedish patrol boats and four coastal patrol craft. The country also bought the Island-class offshore patrol vessel HMS Orkney, now TTS Nelson, from the Royal Navy in December 2000 The design speed of the new ships will be in excess of 25 kts and can accommodate a complement of up to 70. The first ship will handed over in May 2009.

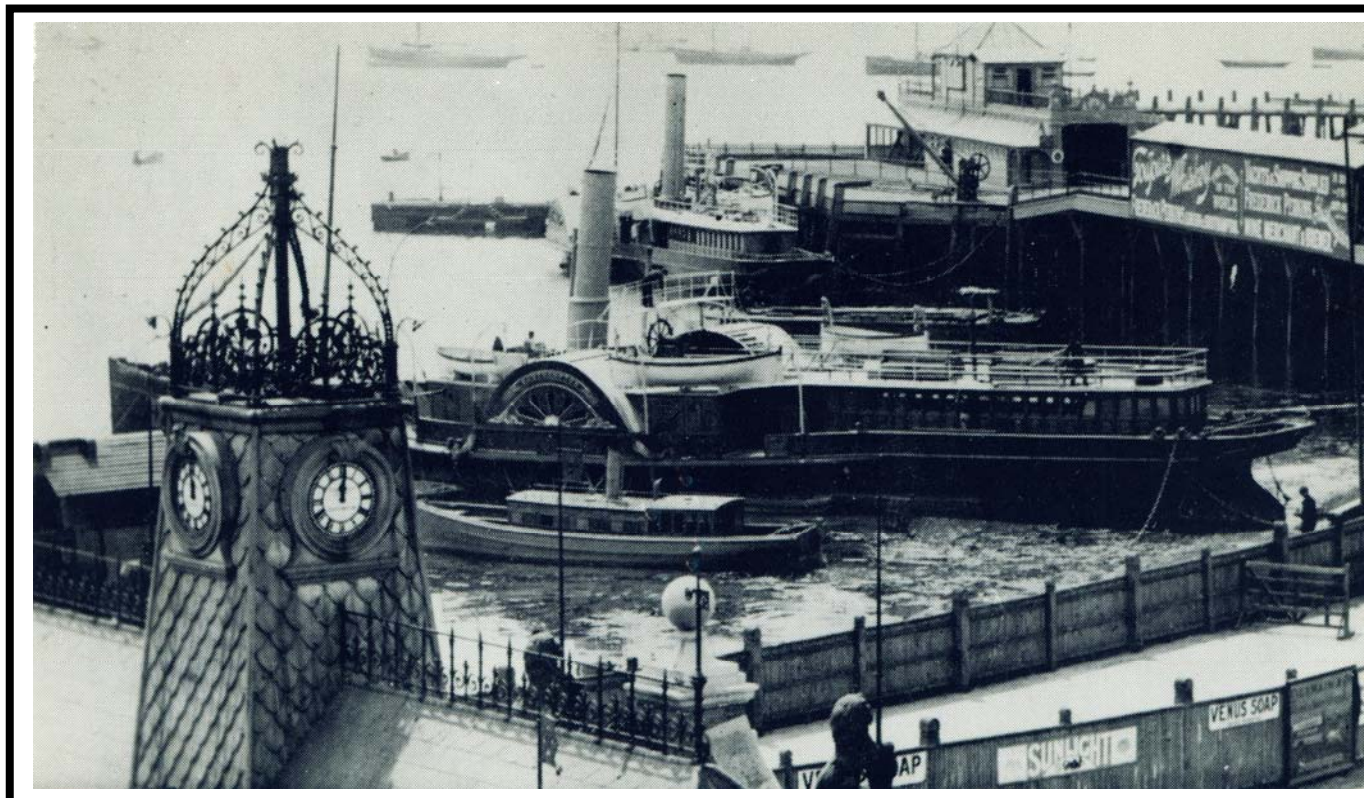
The three Croatian built replacements for the 34 year old 'C' class ferries on Wightlink's Lymington-Yarmouth service two are due into service this year with the third early 2009.. The new 'R' class ferries to be named **Wight Light**, **Wight Sky** and **Wight Sun** are only marginally larger than the 'C' class vessel they replace, **Caedmon**, **Cenred** and **Cenwulf** all built in 1973. The 'R' class will carry only 15 more cars than the 'C' class with a smaller passenger capacity at 360 compared with the vessels they replace which can carry 500 passengers. Before entering service it is expected that extensive trials will take place in Lymington to establish operating speeds in the harbour against the vessels wave profile. The vessels will have a service speed of 11.5kts and will be 4m longer and 0.8m wider than the older vessels.

The HD Ferries **HD1** is due to leave Portsmouth in March following major repairs to its KaMeWa propulsion machinery. The vessel had commenced service St Malo-Channel Islands service but the service had to be suspended last November due to mounting technical and operational problems. **HD1** is 1998-built InCat 80m K50 design. The **HD1** previously operated as **K3** for Spain's Acciona Trasmediterranea between Alicante and Ibiza/Majorca. The vessel has a service speed of 47kts and can carry 400 passengers and 100 cars.

SHIPS OF ALL TYPES INCREASING IN SIZE.....

Two 78,000 dwt dredgers being built by Spanish shipbuilder Construciones Navales del Norte for Jan Nul Group, "**Cristobal Colon**" and "**Leif Eriksson**", will have an overall length of 223m, a beam of 41 m and a hopper capacity of 46,000 cu m, and will be the largest vessels of their type in the world. They are capable of dredging down to 155 m, using a 1,300 mm suction pipe, and are scheduled for delivery in 2008 and 2009 respectively, from the shipbuilder's La Naval yard in Sestao.

Luxemburg-based Jan de Nul Group is in a phase of fleet renewal and expansion, and in the past 18 months has ordered various types of dredgers and associated vessels from shipyards in both Europe and the Far East.



SHIPS NAMED SOUTHAMPTON CONTINUED.....

PADDLE STEAMER 'Southampton'

Built 1872 by Barclay Curle, Ltd Glasgow for the Southampton, IOW and South of England Royal Mail Steam Packet Company at 203 gross tons with compound diagonal engines. In 1897 she was fitted with a new boiler by Fay & Company at Northam. In 1902 sold to G.Power & Sons and in 1903 re-sold to R.R. Collard and registered at Newhaven for service on the Sussex coast.

1907 acquired by Liverpool & North Wales S.S. Company and renamed **St Elian** remained in service until the end of 1914 season and was broken up by T.W. Ward Ltd at Briton Ferry in 1915.

Picture and details by Bert Moody

ARE THERE ANY MORE?

The cross harbour ferry service which links Gosport and Portsmouth is to get a new terminal. The new facility is to be built at Gosport by 2009 to replace the current dilapidated pontoon and linkspan. The service had been threatened with closure without the new facility which has been a subject of local debate as to how the new facility would be financed. The new terminal design has been developed by Esher based consulting engineers' Atkins. It will include a new ticket office and tourist information office together with the new 53m covered walkway and a 70m x 12m pontoon.

The ferry service has been running between Gosport and Portsmouth for over 125 years 364 days a year. Three vessels maintain the service Portsmouth Queen 66/ 250 passengers and Sprit of Gosport 01/ 247 passenger and Sprit of Portsmouth 05 300 passengers.

Hull based Whitaker's tankers operate a fleet of 19 vessels around the country with newbuildings in the pipeline. Locally the **Whitonia** at 6,200 dwt the largest bunkering tanker in British waters when she was delivered last year.

New Marpol regulations for tankers carrying heavy fuel have led Whitakers to convert its 1996 built 2,700 dwt **Jaynee W** which is on charter to ExxonMobil into a full double hull vessel.

This work on the vessel which already had double sides included two longitudinal bulkheads fitted on the port and starboard side's for the whole cargo section using approximately 60 tonnes of steel. The new wing tanks were opened up to form a double hull with the existing double bottoms.

This has significantly reduced the vessels cargo capacity by 513 cm from 2,930 to 2,417 cm.

NYK JOINS RUSH TO REDUCE SHIP SPEEDS.

Japanese giant to reduce speeds by 10% on its entire fleet to save money and the environment.

Japanese shipping giant Nippon Yusen Kaisha is to cut vessel speeds by 10% in a bid to save fuel and reduce air emissions. The NYK president Koji Miyahara revealed in a new year message that the initiative is expected to be adopted across the company's entire fleet of more than 740 containerships, bulkers, car carriers, tankers, liquefied natural gas carriers and cruise ships. They said that the slowdown would produce a saving of more than 25% in fuel oil consumption and reduce CO2 emissions.

Container lines have been leading the way in braking ships on the long haul Asia-Europe route, where the weekly schedules can still be maintained by deploying an additional vessel. NYK is a member of the Grand Alliance, which was one of the first to take action when it bought a ninth ship into one of its Asia-Europe services last October.

Germanischer Lloyd said recently that fuel now accounts for 63% of an 8,000 teu ship's operating costs, compared with about a third three years ago. As part of moves to cut pollution and fuel consumption they are hoping to have an overhaul of business patterns and a review of freight rates.

Pointing to the impact of increased bunker costs on boxship operations, which have risen from US\$ 164 per tonne five years ago to about US\$ 500 per tonne now. So if a single containership daily consumes 200 tonnes of fuel costing US\$: 500 per tonne, its fuel cost will reach as high as US\$: 100,000 in just a day. For a super post-panamax, the daily fuel bill has soared to more than US\$: 120,000 per day.

NYK state that current systems no longer enable containerships that consume massive quantities of fuel to continue operating at a profit, resulting in a drastic change in the traditional business model of maritime transport. These comments are echoed by Akimitsu Ashida, president of Japan's second largest shipping company Mitsui OSK Lines, who has urged staff in a similar new year message to be mindful of rising overheads.

NYK have reminded staff that many of the costs such as repair, labour and lubricants as well as skyrocketing bunker prices are rising sharply, and so try to not accept higher costs and if possible reduce costs where ever possible Apparently NYK's fuel oil expenses have risen by about YEN 230 bn(US\$:2.1 bn) in five years.

These are tentative estimates that do not take into account the increase in purchase volumes, which are set to top about 6m tonnes during the current financial year, which ends in March. The company has already launched a 'save bunker plus' campaign to lower fuel costs. This was stepped up last year to include a review of sailing schedules and ship operating expenses to reduce operating costs. The Group members have even been asked to wring cloths dry in a bid to recover fuel oil.

The staffs have also been told to make every effort for bold technological innovations such as the development of the new types of engines and ships. NYK need to square face up to the environmental problem without lagging behind, and the group had to guarantee the safety of its operations, which is a perpetual top-priority task.



NYK Argus 04/75484
alongside at SCT
Southampton

Editors Collection.

HURST CASTLE

In June 2006 a museum of Trinity House artefacts applicable to the Solent area was opened in Hurst Castle by the Trinity House Deputy Master. Following its success decisions were made to expand the facility to cover the social history of Lighthouse keepers known as Phase 2.

A design for a vaulted room adjacent to the existing museum was created for the additional items in the west wing of the castle. A number of artefacts from the closed museum in Penzance were chosen together with a redundant optic from the redundant Egypt Point light from between Cowes and Gurnard. By April 2007 display boards and electronic displays were completed. To mark the occasion a local media event was held on 30th April 2007 with the family of the late Peter Hobby, the last full time keeper at Hurst Castle.

The Hurst Point Lighthouse itself had a major modernisation which was completed in July 1997 and prompted by the growth in volume and diversity of traffic using the Needles Channel high intensity projectors were installed on Hurst High Lighthouse. These are exhibited day and night to mark the channel between the Needles and the Shingles Bank. The projectors, sited in the service room below the lantern of the High Lighthouse, provide an accurate system of red, green and white directional lights giving precise cut offs over narrow arcs of visibility which can be realigned in the event of movement of the Shingles Bank.

The main light at Hurst High still uses the unusual first order lens which is separated into sectors of different focal lengths with a red sector provided by shades inside the lantern. The acetylene light source has been replaced by standard Trinity House electrically powered equipment.

Hurst Castle opening times (2007):

Daily from April – September, 10.30am to 5.30 pm.

October: Daily – 10.30 am to 4.00 pm.

Entry - Adult £3.20: Child £1.80: Senior £2.80 (season tickets available)

Further details can be found on the website : <http://www.hurst-castle.co.uk>

Any member who has 'Passenger Liners in Colour' in their collection will be familiar with the format of a new publication from the same local authors. Colour pictures including many from the collection of local Mick Lindsay and the late Kenneth Whiteman, together with vessel particulars and brief vessel history. Photographs included have been taken around the country but include some pictures taken in Cowes and Southampton of ships built in the 60's and 70's. A representative snapshot of all types coastal vessels from the principal operators of the day. Anyone wanting to forget the straight lines of most modern day container feeder vessels and remember the traditional British coaster will find pure nostalgia in this publication. **Any member who visits the Warsash Nautical Bookshop should remember to take their membership card for a potential 10% discount**

Coastal Vessels -

A Colour Portfolio David L. Williams and Richard De Kerbrech

ISBN

978 0 7110 3205 7

SOUTHAMPTON BRANCH CRUISE 2008

This cruise has again been booked on the '**Ashleigh R**' for Sat 14th June 2007 departing Ocean Village Southampton at 11.00 returning 18.00. This date should coincide with the three cruise vessels being in port. As this is a branch event local members are encouraged to book their place with the Hon Treasurer by paying £15 prior to the 1st April.

After this date places will be made available to other WSS members and their guests and the cruise advertised outside the branch. The numbers on this trip are limited so to guarantee your place please book as soon as possible to avoid disappointment.

THE A - Z OF SAIL by Michael Page

For the letter A I have chosen the "**Alexander Von Humboldt**". What a grand sounding name for a ship with such a history.

She was built in 1906 at the German shipyard of Werft Ag Weser yard number 155 as a reserve lightship to replace other lightships being maintained. She was the first in a class of sisters with the hull based on a sailing ship, as was common in this class of ship.

It is not clear if her name was "**Reserve Fehmarnbelt**" or "**Sonderburg**" and it is most likely that her homeport was Sonderburg (today it is Danish Sonderborg).

From 1920 to 1945 her homeport was Keil-Holtenau and she also served in many positions especially in the Baltic. In 1945 she was installed as a permanent replacement of the Lightship "**Keil**" which had been damaged by British planes.

In the spring of 1957 she was rammed by a Swedish freight ship and sank, but was retrieved and had a 2½ year overhaul and modernisation before being put back into service in 1959.

In the middle of 1967 her location was replaced by a Lighthouse, so she returned to serving as a reserve light vessel mainly in the North Sea under the name of "**Keil**", and then afterwards as a permanent replacement for the retired "**Armumbank**". However she was then replaced there by a fully automated light vessel, and following another collision and another overhaul in Wilhelmshaven, she was sailed to Bremerhaven and renamed "**Confidentia**".

There a newly founded foundation "Deutsche Stiftung Sail Training"(DSST) bought the vessel to transform her into a tall ship based on her sailing ship hull.

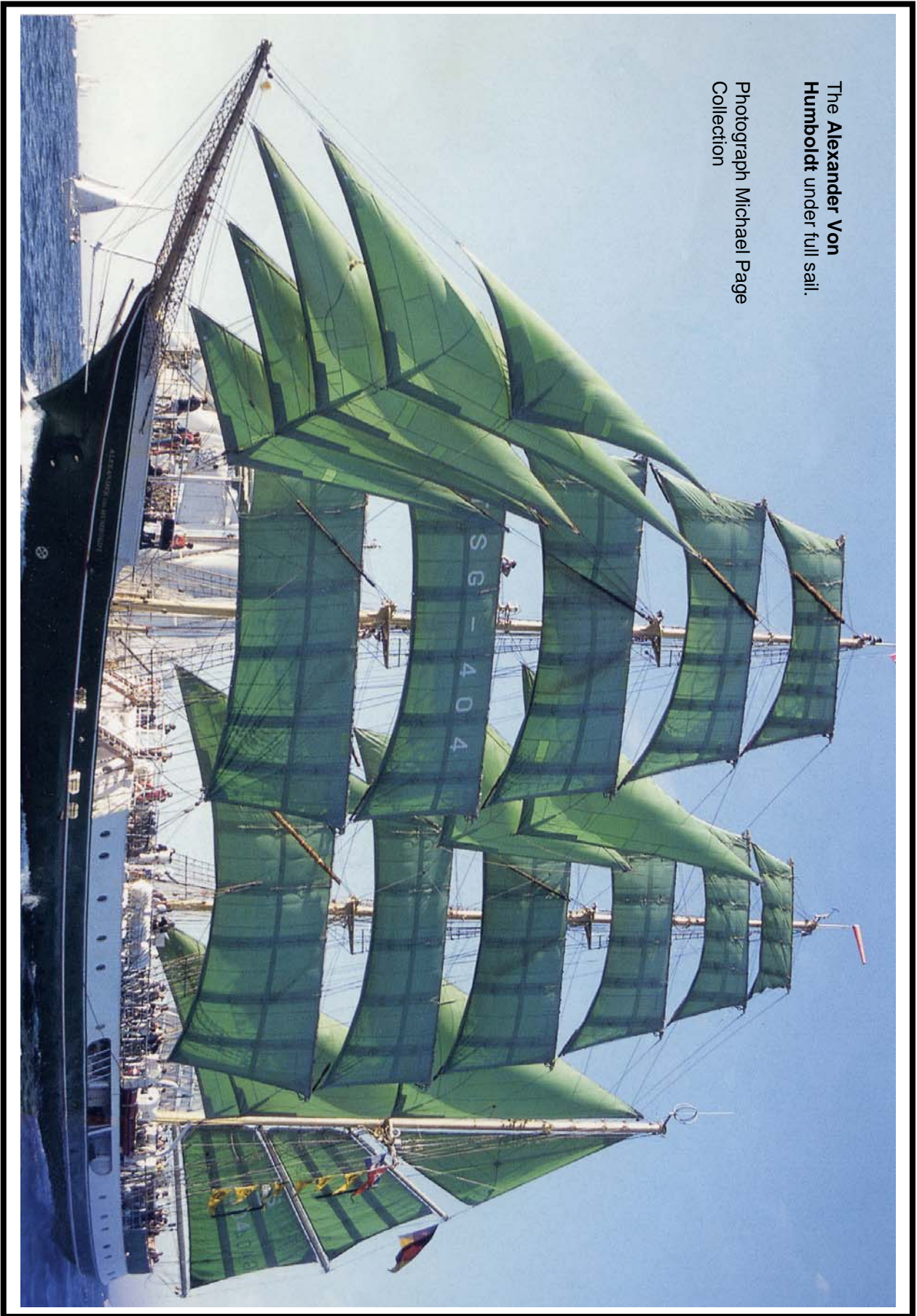
As a reference to the sailing ships of Bremen Shipping Company, Rickmers her hull was painted green, and the green sails were used as a marketing tool by the ships sponsor the German Brewer Becks.

On the 30th May 1988 she was christened the "**Alexander Von Humboldt**" after the legendary German Explorer, and serves as a sail trainer and is the flagship of the DSST foundation. There are plans now to replace her if sufficient funds can be found.

Alexander Von Humboldt (1769-1859) explored much of Central and South America, collecting plant, animal and mineral specimens, studied electricity and did extensive mapping of Northern South America. He discovered what is now called the Humboldt Current off the west coast of South America, while he was investigating why the interior of Peru was so dry. He was the first European to witness South Americans preparing curare arrow poison from a vine. At the age of 60 he traveled to the Ural mountains in Siberia and to Central Asia to study the weather. His last work was his multi volume book "Kosmos!" which tried to unify all of science.

He died at the age of 90 after a long and interesting life

- **Name, TS-Nr., Int. Callsign:** Alexander von Humboldt, TS-G 404, DFAW
- **Type:** Barque
- **Nation:** Germany
- **Owner:** *Deutsche Stiftung Sail Training, Bremerhaven* (German Sail Training Foundation, Bremerhaven)
- **Homeport:** Bremerhaven
- **Length:** 62.55 m
- **Width:** 8.02 m
- **Sail area:** 1035,6 m²
- **Displacement (BRZ):** 396
- **Crew:** 60 (25 + 35 Trainees)



The Alexander Von
Humboldt under full sail.

Photograph Michael Page
Collection

Acknowledgements – ABP, Lloyds Fairplay, Daily Echo, Tradewinds, Navy News, SCT, Wikipedia