

KØBENHAVN NEWS STORIES IN AUSTRALIAN PAPERS

EAST ASIATIC CO.

Motor Ships' Work.

The report for 1914 of the East Asiatic Company. Ltd., of Copenhagen, which has recently become associated with the Australian trade, states that the company shows a better result for 1914 than for the previous year, mainly due to an all-round normal development of its many-sided interests. Altogether the company's shipping worked under normal conditions during the first seven months; for the period immediately following the commencement of the war the company kept matters pending, especially in respect of that part of its fleet which was then in European ports, and from then until towards the close of the year the ships were engaged upon voyages previously scheduled for the most part under freight conditions hitherto ruling. Only as the end of the year approached was the company able to begin to take ad vantage of the exceptionally good freight market, which will benefit it in 1915. On the whole, the result of the company's shipping in the past year has been satisfactory.

New Motor Ships.

During the year the company's fleet has been increased by three new motor ships having a total carrying capacity of about 27,000 tons, viz., Fiona, Malakka, and Tongking, delivered in March, September and October respectively; also three new steamers with a total carrying capacity of about 22,000 tons, viz.. Transvaal, Rhodesia and Natal, which were put into service in April, June

and July respectively. In addition the Bandon was put on the Bangkok line in November, after having Diesel motors substituted for steam engines. Towards the end of the year the company purchased a coast motor ship with a carrying capacity of about 600 tons and a combined sail and motor ship of about 500 tons, both for the West Indies coast service. A Stranding. The company much regrets that the above-mentioned motor ship Malakka, on her first voyage homeward from San Francisco to Copenhagen, stranded on Cerros Island, south of California, on December 18; she has since become a total wreck and been abandoned. The ship was fully insured. The average age of the ships now in service of 4.12 years, and the average price £8 8s. 9d. per ton d.w. The motor ships have fulfilled all expectations indicated in previous reports. Additions to the Fleet. In order to keep the development of the shipping and trading interests as far as possible on a level basis, and with a view principally to employing its own ships on the various routes, the company has contracted during the past year with Messrs. Burmeister and Wain Maskin and Skibsbyggeri for the building of four new motor ships of the Siam class each having a carrying capacity of about 10,000. The vessels will be named Panama, Australien, Columbia, and Chile, and are expected to be ready for delivery in March, July, September and December, 1915, respectively.

Building Delays.

With regard to some of the new ships under construction, referred to in the report for 1913, the company has been disappointed in respect to delivery. The two new motor ships Falstria and Lalandia have been delayed about 10 months, and are now only expected to be delivered in February and March, 1915, respectively. The motor ships Bandon, Pangan and Chumpon were delayed six months beyond the time mentioned in last report. The five-masted sailing ship mentioned in the report for



1913 will be named Kobenhavn, and is expected to be delivered in the summer of 1915.

The Panama Canal.

The first of the company's ships to pass through the Panama Canal was the steamship Transvaal, on August 30, en route from San Francisco to Europe. Since that date four more of the company's vessels have passed through the Canal either outwards or homewards. Chartered Tonnage. The company has utilised 24 chartered steamers on the various routes, having a total carrying capacity of about 170,000 tons. Apart from the influence of the war on the route service, previously mentioned, the war has occasioned a large amount of extra work, and it has frequently been necessary to divert the ships from one route to another.

The War.

It is with satisfaction that the company is able to state that the dislocation in financial conditions — resulting from the war — has not caused any check to the progress of the company. The expenses for the ships' daily up keep, repairs and classification have been provided out of revenue, as well as a depreciation of 6% per cent, of the original value, the basis being 15 years' amortisation. The Year's Earnings. The total receipts are as follows: — kroner.

Gross profit from shipping...3,153,942.24

Gross. profit from trade... 1,860,204.41

Gross profit from branches... 2,549,852.80

Dividends on investments in other companies... 1,088,548.33

Balance brought forward from last year... 444,696.77

Total.....9,097,244.56

Less:

Administration expenses at head office, London office, and branches... 1,931,139.88

Interest account... 116,965.17

Depreciation...2,001,685.44

Total 4,049,790.49

Leaving a balance of...5,047,454.07

Distribution.

It is proposed to apply this in accordance with the subjoined accounts, which provide for a dividend of 10 per cent, to the shareholders, an allocation of 1,250,000 kr. to the reserve fund, which now stands at. 10,000,000 kr., or 40 per cent of the share capital, a bonus of 535,511.44 kr. to the board, managing directors and employees, 265,000 kr. to the pension fund, leaving 496,902.63 kr. to be carried forward to next year.

29-6-1915 *Daily Commercial News and Shipping List*

NOTABLE VESSELS. .

More than the usual number of out standing vessels were launched during March. The Union Castle liner Windsor Castle at Clydebank was the largest, but she is only of 19,000 tons, and so cannot be called record-breaking in the matter of size, while she will not break any speed records. But she and her Belfast built sister ship Arundel Castle will be the largest and finest vessels on the South Africa service, and in this respect will mark a decided advance. After the Windsor Castle the largest vessel was the Royal Holland Lloyd steamer Zaanland, of 8520 tons, built by Messrs. Barclay, Curie & Co., Ltd., White inch; while there was also a Clan liner at Irvine, and at Old Kilpatrick another of the steamers which Messrs. Napier & Miller, Ltd., are building for Norweigan [sic] owners.

There were also two large twin screw ocean going motor ships — the Losado, 6750 tons, by Messrs. Harland and Wolff, Ltd., at their Govan yard, for the Pacific Steam Navigation Company; and the Malia, of 3600 tons, by Messrs. William Hamilton & Co., Ltd., Port Glasgow, for Messrs. T. and J. Brocklebank, Ltd. Liverpool. The former will, of course, have engines of the Burmeister and Wain type, constructed by Messrs. Harland and Wolff at their Diesel Engine Works in Glasgow, while the latter will have Cammellaird-Fullagar engines, manufactured at Birkenhead, but installed by Messrs. David Rowan and Co., Ltd., Glasgow, who are licensees for the type.

On the East Coast the most interesting vessel launched was the large auxiliary sailing ship Kobenhavn, of 3840 tons gross, which Messrs. Ramage & Ferguson, Ltd., have built for the East Asiatic Company, of Copenhagen. This vessel will retain all the advantages of the old-time sailer, by means, not only of a very large spread of canvas, but also by the most modern types of masts, yards, rigging and handling appliances, while she will also have a 600-h.p. motor with feathering propeller, so that she should be exceptionally economical on service.

3-6-1921 *Daily Commercial News and Shipping List*

MOTOR AUXILIARY FIVE-MASTER
KOBENHAVN.

COMMERCE AND SEA TRAINING.

The launch at Leith, about the end of March, of the steel five-masted sailing vessel Kobenhavn, for the East Asiatic Company, of Copenhagen, revives

interest in the subject of a possible future for the large sailing ship in combination with auxiliary motor power. Previous to the outbreak of the war, the builders, Messrs. Ram age and Ferguson, Ltd., contracted for a vessel on the lines of the Kobenhavn, but, when nearing completion on the stocks, she was requisitioned by the Admiralty and finished as an oil carrier. A repeat order was received from the East Asiatic Company, and notwithstanding other pressing work the Leith firm are now enabled to consign this notable vessel to the water. She is of 5000 tons deadweight capacity, and the largest sailing vessel yet constructed in the east of Scotland, or, indeed, anywhere in the United Kingdom or colonies. Although intended primarily as a training ship for officers of the other vessels — mostly full power motor ships — owned by the East Asiatic Company, it is hoped that she will prove a commercial success, and towards this end she is provided with large holds for the carriage of cargo, and motor winches, etc., for loading and discharging. The Kobenhavn is 300ft in length overall 49ft beam, and 28ft 7in moulded depth. She is square-rigged on four masts and fore-and-aft rigged on the mizzen mast, carrying in all a spread sail amounting to 56,000 square feet. From keel to truck her highest steel masts rise to about 190 feet, while her lower yards, also of steel, are 90 feet in length. She may be regarded as the ideal modern development of the great clipper ships of past days, but with up-to-date differences of vital importance. Her sails and spars will be handled mainly by machinery, and she will always have in reserve, for use in calms and in navigating narrow or difficult waters, a Burmeister and Wain motor of 600 horse-power driving a two-bladed feathering propeller, which can be 'housed' when not required, and will not, therefore, affect the navigation of the vessel under sail. With respect more particularly to its service as a commercial ship the arrangements of the Kobenhavn are well devised and efficient. Four cargo hatches are on the main deck to serve the holds, and at each is fitted a motor winch working in conjunction with a steel derrick. On the topgallant fore castle is a windlass driven through a gipsy chain from a motor winch. The old-time 'forecastle,' however, is abolished, and the crew of 45 are housed in accordance with modern sea-going arrangements in more comfortable quarters in a bridge house at mid ship. For handling the yards and sails every labour-saving device has

been fitted, such as brace and halyard winches, etc. Electric light is fitted throughout. For the purposes of the auxiliary propulsion by Diesel engine ample oil storage in tanks and in double bottom is fitted. In addition, deep water-ballast tanks, extending up to 'tween decks, are fitted amidships. These should ensure the ship shifting ports with safety in ballast trim. From the point of view of a training ship for cadets the Kobenhavn, by reason of its suitability for commerce alone, is an asset of immeasurable value, but special training arrangements and accommodation are also amply in evidence. Good accommodation for cadets or apprentices has been arranged in a separate house on deck. The poop is 112 feet long, and has a shelter for steersmen, also wire less house. The main saloon, captain's room, staterooms, officers' quarters, hospital and dispensary, are in the poop, the woodwork in the dining room being finished in polished hard wood, and otherwise very handsomely fitted. There is a large house amid ships giving further accommodation, and this is connected with the poop by a wooden gangway and on it is placed the chart house and hand steering gear, which is connected with gear aft by shafting. Accommodation for sailors, motormen, galley petty officers, sail room and lamp room is provided in a bridge house which extends the whole width of the ship. In the topgallant fore-castle, which is open, is the carpenter's shop, boat swain's locker, and all other usual and necessary fittings. Square-rigged, on four masts and fore-and-aft rigged on the mizzen mast the Kobenhavn, outwardly, has all the appearance of an old-time sailer, even to the figurehead finishing off the beautiful clipper bow and taking the form of a mail-clad Viking warrior with sword and shield, while the counter aft carries a rich ornamental scroll embodying the name of the vessel and recalling the fashion of the great sailing ship days. Her appearance, in fact, inspires the feeling that there is still a little romance of these days left in these prosaic times. Her career as a sailing ship with a mission beyond mere commercialism will be watched with interest by all who maintain that it is only in the sailing vessel that real training can be acquired. The hope may be expressed that as time passes she will raise up a fine generation of sailormen for the service of her owners. The Kobenhavn will, it is understood, be under the command on her first voyage at any rate, of Captain Baron Juel Brockdorff, of the Danish Royal Navy.

9-7-1921 Daily Commercial News and Shipping List

OIL AND SAILS.

KOBENHAVN'S SPARS AND RIGGING.

The new auxiliary motor training ship *Kobenhavn*, which was launched by Messrs. Ramage & Ferguson on March 24, and is now fitting out at Leith for the East Asiatic Company, has already been described in four columns, but the following notes on the vessel's spars and rigging, which recently appeared in the "Scotsman" will be read with interest by lovers of sailing vessels.

The big five-masted ship built by Messrs. Ramage & Ferguson at Leith, which at present is fitting out at Leith Docks, is approaching completion. The masts and spars are in position, and practically the whole of the gear and cordage has been fitted. Order and symmetry have arisen out of the chaos of material, which a few weeks ago littered the quay side. The *Kobenhavn* is now a singularly graceful vessel. It affords a number of curious effects in perspective. The spars, now that they are high aloft and in their proper position, and the tapering masts, look symmetrical and orderly. The ponderousness of the upper spars, when they were seen on the quay, was the chief effect imparted. That has now gone. They are beautiful, tapering models of gracefulness, lightly poised. Looked at, broadside on, from a distance, the masts stand out rakishly in their methodical order. Looked at, again, from close under the bows, or from the stern, what strikes the spectator, is not so much the tall spars and raking yard arms, as the welter of cordage which rises from the gunwale on either side, and leads the eye up high aloft to where it seems to disappear, like some Jack of the Beanstalk's ladder. A shipwright swung out on the mainyard or the jigger mast looks a normal full-sized individual. A colleague working up on the foremast head seems almost to have the proportions of a fly.

Very impressive, on port or star-board side, is the array of stays at each mast. There are five shrouds, and after these the back stays bring; up the total to fourteen. The long tapering bowsprit has standing gear in position for inner and outer jib, and two other staysails. At the other extremity, the eye is attracted by a new arrangement for the fore-and-aft sail with which the pusher mast is fitted. There are two gaffs, and the sail is in two portions. The portion between the upper and lower gaff can be taken in without disturbing the set of the lower portion of the sail. Both portions form the one sail, controlled by the duplicate sheet, which runs through blocks to star board or port alternatively, according to

the tack on which the vessel is sailing. These blocks are fitted with a rubber cushioning arrangement to take the jerk of the sail when it swings over.

The Brace Winches.

The winches for controlling the braces are of special interest. With the great strain of the spreading square sails of a full-rigged ship, one is naturally disposed to associate a line of sailors tailing on to the main brace when the sail has to be trimmed. The brace winches on the *Kobenhavn* are almost automatic. The brace from both ends of the yard are carried round the drums of the winch, and as the one brace winds off the other winds on, the tension of the one balancing the other. The mechanical effort is comparable to two tram cars, one going up the slope of a hill and the other down, and connected by a long cable. A single sea man at the turning handle of the winch can control the great spread of sail when the ship is changing tack. There are winches also for lowering and raising the upper topsail yards and the upper topgallant yards. A heavy winch, weighing several tons, driven by an oil engine, winds in the anchor chain, with its massive cross barred links. In the working of the ship, a gangway, which runs round the whole length of the vessel from forecastle to the quarter-deck will be found very useful. Two great twin wheels at the stern control the rudder. A similar alternative pair of wheels are placed amidships, protected by a deck-house, which is open overhead, so that the steersman, when steering by the wind, can keep his eye on the lofty royal sail.

The quarters for the crew are on the main deck, with portholes, light and airy and commodious, and contrasting with the dark and dingy forecastle quarters at the old-style sailing ship. There is a very attractively-fitted general room for the apprentices. Large reservoirs are fitted for oil and for water ballast, a considerable quantity of oil being carried in the double bottom.

1-8-1921 Daily Commercial News and Shipping List

The five-masted barque *Kobenhavn*, the largest British-built auxiliary training ship afloat, recently sailed from Europe for South America and Australia. She was built at Leith for the East Asiatic Company, Limited, Copenhagen. as a training school ship for officers. She is 3845 tons register, 390ft. long on deck, with 49ft. beam and 28ft. 7in. moulded depth. The accommodation for the captain and officers is on a lavish scale.

Electricity is used for lighting, heating, baths, and in the galley and pantry, and there is a powerful wireless installation. Much discussion has arisen as to how the masts should be named, but the owners' nautical experts decided on the following (fore to aft) : — Fore, main, mizzen, jigger, and pusher. The sail area amounts to over 56,000 square feet. Masts and yards are of steel, the height of the former being 197ft. from keel to truck. The lower yards are 90ft. long. A 650 h.p. Diesel engine supplies the auxiliary driving power. Baron Juel Brockdorff, of the Danish Navy, is in command of the Kobenhavn.

23-12-1921 *The Richmond River Herald and Northern Districts Advertiser*

FIGURE-HEAD OF THE FIVE-MASTED SAILING SHIP, KOBENHAVEN.

Recently a crowd of Scotsmen gathered at the Leith Docks, on the south shore of the Firth of Forth, not far from Edinburgh, to watch the launching of one of the greatest shipping vessels ever built. The Kobenhavn is a five masted ship, bearing on her prow a modern figurehead that has attracted wide attention for its beauty of carving and colour. Head high, the eyes of the figure look straight into the wind, and there is in every line of the militant bearing, promise of protection to the vessel that it guards. The close-set lips bring to mind Dunsany's tale of figureheads which at midnight in the moonlight, seek the goddess to whom they pray, when their ships are derelict. Should, however, a ship on which is a living mortal come near the temple, "their lips are closed with a snap." The crusader of the Kobenhavn looks as though he, too, would give up all the treasures of the Gulf sooner than let men hear his prayers, or guess his love for this goddess of figureheads, on her pedestal in the outer court of the Temple of the Sea.

14-1-1922 *The Telegraph (Brisbane)*

The Danish five-masted training ship Kobenhavn left Copenhagen (Denmark) on a three years' cruise to South American and Australian ports. With the exception of the barque France, the Kobenhavn is the largest full-rigged ship afloat. She has a carrying capacity of 6300 tons and has a length and breadth of 354 feet and 49 feet respectively, while four of her masts tower to a height of 186 feet.

29-1-1922 *Sunday Times (Perth WA)*

Kobenhavn, aux 5-m ship, 3845, _____ S. America to Aust

23-2-1922, 2-3-1922 *Daily Commercial News and Shipping List*

Kobenhavn, aux 5-m ship, 3965, _____, S Frisco to Aust

25-3-1922, 8-4-1922, 21-4-1922, 26 *Daily Commercial News and Shipping List*

DANISH SAILER FOR AUSTRALIA.

With the recent sale to an educational establishment, at Copenhagen, of the Danish steel barque Sterna, the Danish mercantile fleet has been increased by another training ship in addition to the five-masted Kobenhavn, owned by the East Asiatic Company, and the Viking, of the United Steamship Company. The Sterna is a vessel of 1412 tons gross register, built in 1890 at the Lubeck shipyard. She has been laid up for a considerable time at Hamburg, but after repairs and improvements she has taken the berth at Sundsvall to load for Australia.

1-12-1922 *The Sydney Morning Herald*

LATEST CHARTERS.

Kobenhavn, aux. 5-m sh, 3901 tons, Pacific Coast to Sydney — lumber.

22-8-1923 *Daily Commercial News and Shipping List*

KOBENHAVN FOR SYDNEY. FROM THE PACIFIC COAST.

The big auxiliary five-masted training ship Kobenhavn, which is owned by A/S Det Ostasiatiske Kompagni, of Copenhagen, has been chartered by Messrs. James Crockett & Co., Ltd., to load a cargo of lumber from the Pacific Coast to Sydney. According to the latest advices, the Kobenhavn passed Ushant on June 15, en route from Copenhagen to Honolulu.

15-8-1923 *Daily Commercial News and Shipping List*

BIGGEST SAILER

Coming to Australia

TRAINING SEAMEN SYDNEY, Today. What is probably the biggest sailing ship now afloat, the Danish training ship Kobenhavn, is to make a voyage to Sydney. The Kobenhavn has been chartered to load a cargo of lumber from the Pacific Coast of America for here. The vessel is

owned by Det Ostasiatiske Kompagni of Copenhagen, and is a five-masted auxiliary steel ship of 3,901 tons. The sailer France, which was wrecked near Noumea, was more than a thousand tons bigger. The Kobenhavn is classed 100 Al. at Lloyd's. She was built in 1921 and was launched from the yards of Ramage and Ferguson at Leith. Her crew consists mostly of young men training for the sea. The principal dimensions are - Length, 368 ft. 9 in.; breadth, 49 ft. 3 in.; and depth, 26 ft. 9 in. The Kobenhavn passed Ushant on June 15 en route from Copenhagen to Honolulu. She has been chartered to come to Sydney by Messrs. James Crockett and Co., Limited.

20-8-1923 News (Adelaide)

Kobenhavn, aux. 5-m sh, 3965 tons, Pacific Coast to Sydney. J. Crockett & Co. To sail.

23-8-1923 Daily Commercial News and Shipping List

From San Francisco.— Kobenhavn, for Australia.

13-9-1923 The Register

From Astoria

Oct. 11: Kobenhavn, Dan. 5-m aux. sch, for San Francisco

16-10-1923 Daily Commercial News and Shipping List

Kobenhavn, aux. 5-m sh, 3965 tons, Pacific Coast to Sydney. J. Crockett & Co. Left Astoria Oct. 11.

18-10-1923 Daily Commercial News and Shipping List

The Danish five-masted auxiliary ship Kobenhavn sailed from Portland (O.) on October 12, and is due at Sydney about the end of November or early in December.

27-10-1923 Daily Commercial News and Shipping List

Kobenhavn, aux. 5-m sh, 3965 tons, Pacific Coast to Sydney. Parbury, Henty & Co. Left Astoria Oct. 11

1-11-1923 Daily Commercial News and Shipping List

Kobenhavn, aux. 5-m sh, 3965 tons, Pacific Coast to Sydney. J. Crockett & Co. Left Astoria Oct. 11.

22-11-1923 Daily Commercial News and Shipping List

KOBENHAVN AT SYDNEY.

DANISH TRAINING VESSEL.

The East Asiatic Company's five masted full-rigged auxiliary training ship Kobenhavn (3091 tons register) arrived at Sydney early yesterday morning from Columbia River, after a splendid passage of forty-four days, and anchored off Pt. Piper. , The Kobenhavn is probably the smartest looking training vessel that has ever entered Sydney Harbour, and with her tall masts and big spars she at once attracts attention. Yesterday morning people stopped all along the foreshores and on the ferry steamers to admire this magnificent vessel, which is making her first visit to the Commonwealth. The Kobenhavn is laden with nearly 3,000,000 feet of lumber, and is to the agency of Messrs. Parbury, Henty and Company.

26-11-1923 Daily Commercial News and Shipping List

FAST TRANS-PACIFIC PASSAGE.

DANISH BARQUE KOBENHAVN.

After a voyage of only 45 days from Astoria, the Danish training ship Kobenhavn arrived in Sydney yesterday morning and anchored off Double Bay. The Kobenhavn, which is the training ship of the East Asiatic Company of Copenhagen, is one of the largest sailing vessels in the world. Of 3901 tons, she is a steel five-masted barque, 368 feet in length and is fitted with auxiliary oil engines. The vessel has a large cargo of lumber for Sydney and is to the agency of Parbury, Henty, and Co

26-11-1923 The Sydney Morning Herald

THE EAST ASIATIC CO, LTD.

S.V. KOBENHAVN,

FROM NORTH PACIFIC PORTS.

The above vessel commences discharge

TO-DAY OFF LONGNOSE POINT.

CONSIGNEES are requested to

PASS ENTRIES promptly.

The vessel WILL NOT be RESPON

SIBLE for any loss or damage to

cargo after same has been landed, and

any goods impeding discharge are

liable to be bonded.

BILLS OF LADING must be presented, duly

endorsed, and delivery

orders obtained at the office of the

undersigned.

GIBBS, BRIGHT & CO.,

Agents, 37 Pitt Street.

CAPTAIN MORTENSEN will NOT

be responsible for ANY DEBTS contracted by his crew without his written authority.

27-11-1923 Daily Commercial News and Shipping List

HARBOUR REMOVALS.

The five-masted auxiliary ship Kobenhavn will be removed this morning from Point Piper to Longnose Point.

27-11-1923 Daily Commercial News and Shipping List

"With the Prince Left Out."

Potts Point is desolate. The King's son was not aboard of the big wind-jammer Kobenhavn, which entered Port Jackson the other day. There are a number of flaxen haired aristocratic Vikings on the ship, but Hamlet failed to get up in time to catch the boat. According to an awe stricken cub reporter, there are electric lights in the captain's cabin, and carpets — heavy carpets — on the floor, and pictures on the walls. But what use is all that splendour on a lumber-freighter when there is no King's son to be asked to dinner, perhaps to fall a victim to Miss de Scheep? One of the Danish King's sons a year or two ago applied for leave to learn a trade, as he could not live on his allowance. More power to him.

6-12-1923 The Catholic Press

A WHEAT CHARTER. The auxiliary schooner Kobenhavn, now at Sydney, has been fixed to load wheat at an Australian port for the United Kingdom, with Bordeaux or Hamburg option.

8-12-1923 Chronicle SA

THE EAST ASIATIC CO, LTD. BARQUE KOBENHAVN.

ALL CLAIMS and ACCOUNTS against this vessel must be rendered by NOON on SATURDAY, the 18th INST., duly signed by the Master, otherwise same will not be recognised. GIBBS, BRIGHT & CO., Agents, 37 Pitt Street

14-12-1923 Daily Commercial News and Shipping List

KOBENHAVN TO LOAD WHEAT.

It is reported that the five-masted barque Kobenhavn, said to be the largest sailing ship in the world, will go to Port Germein to load 2,000 tons of wheat, and afterwards to Port Victoria to take in an additional 2,500 tons. Louis Dreyfus &

Co. are agents for the vessel, which should arrive at Port Germein from Sydney about December 27. The Kobenhavn flies the Danish flag, and is a finely-equipped vessel.

22-12-1923 The News (Adelaide)

GIANT WINDJAMMER LARGEST IN WORLD

Kobenhavn at Port Germein Flying the Danish flag, the giant five-master training ship, Kobenhavn, the largest sailing vessel in the world, arrived at Port Germein today to load wheat for Europe. Owned by the East Asiatic Company, she is 354 ft. long, 49 ft. in beam, with a 28 ft. 7 in. moulded depth, 5,000 tons deadweight capacity, and carrying in all a spread of sail amounting to 56,000 square ft. From keel to truck her highest steel masts rise to 185 ft., while her lower yards, also of steel, are 90 ft. in length. Intended primarily as a training ship for officers of the company's fleet of motor-driven vessels, the Kobenhavn is equipped with large holds for the carriage of cargo, and motor winches for the handling of freight. Her owners hope also to make her a commercial success. The Kobenhavn may be regarded as the ideal modern development of the great clipper ships of past days, but with up-to-date differences of vital importance. Her sails and spars are handled mainly by machinery, and she has in reserve for use in calms and in navigating narrow or difficult waters, a 600-horsepower motor, driving a two-bladed feathering propeller, which is housed when not required, and does not therefore affect the navigation of the vessel under sail. For comfort the Kobenhavn has equipment equal to that of a modern steamer. The old-time foc'sle has been abolished, and the crew of 45 are housed in accordance with modern seagoing arrangements in more comfortable quarters in a bridgehouse amidships. Electric light is fitted throughout. Square-rigged on four masts and fore-and-aft rigged on the mizzen-mast, the Kobenhavn, outwardly, has all the appearance of an old-time sailer, even to the figurehead finishing off the beautiful clipper bow, and taking the form of a mail-clad Viking warrior, with sword and shield, while the counter aft carries a rich ornamental scroll embodying the name of the vessel, and recalling the fashion of the great sailing ship days. In appearance the Kobenhavn inspires the feeling that there still exists a little of the romance of those days when sailing ships predominated. Her career as a sailing ship with a mission beyond mere commercialism will be

watched with interest by all who maintain that it is only in sailing ships that real training can be acquired. The Kobenhavn is in command of Capt. Baron Juel Brockdorff, of the Danish Royal Navy. After loading 2,000 tons of wheat at Port Germein, the vessel will go to Port Victoria to lift an additional 2,500 tons, on account of L. Dreyfus & Co.

28-12-1923 News

AT PORT GERMEIN. Kobenhavn, bq.. Sydney. (Loading wheat.).

29-12-1923 News

HUGE SAILING SHIP LARGEST IN THE WORLD. KOBENHAVEN AT ANCHORAGE

Lying near the ballast grounds in the vicinity of the Anchorage is the huge five-masted training ship, Kobenhavn, the largest sailing vessel in the world which will shortly visit Port Germein to load wheat for Europe.

The giant five-master is owned by the East Asiatic Company and is 354 feet long, 49 feet in beam with, a 28 feet 7 inch moulded depth, 5000 tons deadweight, and carrying in all a spread of sail amounting to 56,000 square feet. From keel to truck her highest steel masts rise to 185 feet while her lower yards, also of steel, are 90 feet in length. The Kobenhavn is intended mainly for a training ship for officers of the company's fleet of motor-driven vessels, and is equipped with large holds for the carriage of cargo and motor winches for the handling of freight. Her owners hope also to make her a commercial success.

The sailing-vessel's sails and spars are handled mainly by machinery and she has in reserve for use in calms and in navigating narrow or difficult waters, a 600 horse-power motor driving a two bladed feathering propeller which is housed when not required and does not therefore affect the navigation of the vessel under sail. The Kobenhavn may be regarded as the ideal modern development of the great clipper ships of past days but with up-to-date differences of much importance. The Kobenhavn is equipped for comfort equal to that of a modern steamer.

The old time foc'sle has been abolished and the crew of 45 are housed in accordance with modern sea-going arrangements. Electric light is fitted throughout the vessel. The Kobenhavn has all the appearances of an old time-sailer even to the

figure head finishing off the beautiful clipper bow and taking the form of a mail clad Viking warrior with sword and shield, while the counter aft carries a rich ornamental scroll embodying the name of the vessel and recalling the fashions of the great old days of sailing ships. .

The Kobenhavn is in command of Captain Baron Juel Brockdorff of the Danish Royal Navy. After loading 2,000 tons wheat at Port Germein she will sail for Port Victoria where an additional 2,300 tons will be taken in on account of Dreyfus and Co.

1-1-1924 Recorder

The Kobenhavn Sails

After loading a quantity of wheat at Port Germein, the big sailing- ship Kobenhavn sailed for Port Victoria yesterday. The Kobenhavn which is mainly for training purposes, occupied about two weeks at Port Germein.

16-1-1924 Recorder

Under the auspices of the Pirie Labor Party Amusement Committee, the tug Uraidla will make an excursion trip to Port Germein and Anchorage on Sunday, January 20th. It was the object of the acting-secretary (Mr. W. Robinette) to afford the passengers an opportunity of viewing the big sailing ship Kobenhavn which was berthed at Port Germein. But unfortunately the vessel sailed for Port Victoria on Tuesday.

17-1-1924 Recorder

MISSED HIS SHIP

Prince of Denmark

NO VISIT TO ADELAIDE

Although the motor ship on which he was an officer raced back to Denmark, it did not arrive in time for the King's son to be transferred to the auxiliary five-masted barque Kobenhavn, on which he was to proceed to Australia. Had he caught the boat he would probably have been visiting Adelaide at present. Of 3,901 tons gross, the Kobenhavn, which is now loading wheat at Port Germein, is the largest sailing ship afloat. The crew is made up of handsome young flaxen-haired blue-eyed boys, the flower of Denmark's aristocracy. The Kobenhavn is used as a training ship for future officers of the Danish mercantile marine. Carrying wireless and Diesel engines as auxiliary power, the Kobenhavn has most

elaborate accommodation, the officers' quarters being equal to those on the modern mail steamers. A superb suite is occupied by the captain, whose bedroom is fitted with telephone and electric lights, and the floor is heavily carpeted. His lounge room loses the atmosphere of a ship, its walls being covered with pictures and exquisite wood panelling. After loading 2,000 tons of wheat at Port Germein the Kobenhavn will go to Port Victoria to take in an additional 2,800 tons for Europe. L. Dreyfus & Co. is loading the vessel.

8-1-1924 News

Flying the Danish flag, the giant five-master training ship, Kobenhavn, the largest sailing vessel in the world, has been in South Australian waters loading wheat for Europe. Owned by the East Asiatic Company, she is 354 feet long, 49 feet in beam, with a 28ft. 7ins. moulded depth, 5,000 tons deadweight capacity, and carrying in all a spread of sail amounting to 56,000 square feet. From keel to truck her highest steel masts rise to 185 feet, while her lower yards, also of steel, are 90 feet in length. Intended primarily as a training ship for officers of the company's fleet of motor-driven vessels, the Kobenhavn is equipped with large holds for the carriage of cargo, and motor winches for the handling of freight. Her owners hope also to make her a commercial success. The Kobenhavn may be regarded as the ideal modern development of the great clipper ships of past days, but with up-to-date differences of vital importance. Her sails and spars are handled mainly by machinery, and she has in reserve for use in calms and in navigating narrow or difficult waters, a 600 horsepower motor, driving a two bladed feathering propeller, which is housed when not required, and does not therefore affect the navigation of the vessel under sail.

11-1-1924 Townsville Daily News

To continue wheat loading, the Danish auxiliary training ship Kobenhavn left Port Germein yesterday for Port Victoria. She sails from the latter port on January 30.

16-1-1924 Daily Commercial News and Shipping List

EXPORTS. Kobenhavn (from Port Germein), for U.K. 18, 837 bags (1,654 tons) wheat, shipped by L. Dreyfus & Co.

24-1-1924 News

AT PORT VICTORIA. Kobenhavn, bq., Sydney. (Loading wheat.).

25-1-1924 News - 11-2-1924

Kobenhavn, Dan. 5-m aux sh, 3901 (Mortensen), Port Germein Jan 15 to UK and Cont, at Pt Victoria 16

4-2-1924 Daily Commercial News and Shipping List

AT PORT VICTORIA.

Capt. Mortensen, of the five-masted Danish barque Kobenhavn, in port, entertained Mrs. C. S. Hincks, Miss Hincks, Miss Wiltshire, and Master Laurie Hincks, at lunch, on Monday. Capt. Mortensen invited Mr. and Mrs. R. C. Wiltshire, Mr. and Mrs. H. E. A. Edwardes, Messrs. L. C. Huppertz, and Murray McLean, to dinner on Sunday. On Wednesday the residents of Port Victoria and district gave a dance to the captain, officers, and cadets of the Kobenhavn. As the vessel was being loaded only half of the cadets and officers could come ashore. The hall was decorated with streamers of coloured paper, and artificial flowers, and in the front of the stage was hung the Union Jack, supported by the Danish and Australian flags. Mr. H. E. A. Edwardes, on behalf of the residents, said a few words of welcome. His remarks were endorsed by Mr. A. T. George, who expressed his appreciation of Capt. Mortensen's kindness in allowing the school children to visit the ship. Mr. L. P. McArthur also spoke, and paid tribute to Mr. Andersen (President of the East Asiatic Company), "who had conceived the idea, of having this beautiful boat built, and fitted out, as a training ship. It was proof that though the old windjammers were passing away, those who were in command still believed that the best training was obtainable on them." Capt. Mortensen expressed his appreciation of the manner in which he, his officers, and "boys" had been treated during their stay. He regretted that the weather had debarred more from visiting his ship. Mr. Jensen, chief engineer, also expressed his thanks. "For they are jolly good fellows" was sung, and three cheers given for the visitors. Songs were rendered by Miss Gwen Archibald and Messrs. R. C. Wiltshire and Spry, and Miss Hincks contributed a violin solo. Dancing filled the remainder of the programme. Supper was provided, and after supper, the good things over were packed up and sent to those who had had to stay aboard.

7-2-1924 The Register

KOBENHAVN, Aux. Sch. For United Kingdom. Sailed Port Victoria February 2, 1924. Louis Dreyfus & Co., agents.
13-2-1924 Daily Commercial News and Shipping List

Kobenhavn (from Port Victoria). for Falmouth-40,072 bags wheat (3,278 tons), shipped by L. Dreyfus & Co. (from Port Germein), 18,857 bags wheat (1,572 tons), shipped by L. Dreyfus & Co.
15-2-1924 News

THE SURPASSING BEAUTY OF THE SAILER—THE KOBENHAVN.

A fine picture, showing the masts, spars, and network of rigging of the ship. The Danish five masted steel barque the Kobenhavn, with auxiliary power and wireless equipment. She is the largest vessel afloat, and is 3,401 tons gross. She was built at Leith, Scotland, and launched in September, 1921. Under engagement for Louis Dreyfus and Co. she recently loaded nearly 180,000 bushels of wheat at Ports Germein and Victoria. The picture shows the magnificent spread of canvas of the vessel, and conjures up visions of the heyday of the sailer.

16-2-1924 Observer (2 pictures)

Kobenhavn, Dan. 5-m aux sch, 3901 (Mortensen), Port Germein Jan 15 to UK and Cont, v Pt Victoria Feb 4 pssd Cptown Mar 9
Daily Commercial News and Shipping List 3-5-1924

Kobenhavn, Dan. 5-m. aux. sh, 3901 (Mortensen), Fredrikshamn July 16, Natal, thence Sydney.
21-10-1924 Daily Commercial News and Shipping List

The romance of ship-models, so far as sailing vessels is concerned continues right up to the present time for though the days of clippers and frigates are long gone by, it is nevertheless a fact that the largest sailing ship ever built in the United Kingdom — though not the largest in the world, for the France, which was wrecked in the Pacific, held the record — was constructed as recently as 1921. This vessel, the Kobenhavn, was laid down at Leith in 1914 as a training-school ship for the officers of the fleet of steamers owned by a Copenhagen firm.

24-12-1924 The Telegraph (Brisbane)

From an article with headline "Viking Days and Now Wonderful Ship-Models "

WORLD'S LARGEST SAILING SHIP.

The Kobenhavn, the training ship of the Eastern Asiatic Co., Denmark, photographed in the Thames. Beyond the officers and petty officers she carries no regular crew, and her 48 cadets are drawn from the highest and lowest in the land. The Kobenhavn, which is the largest sailing ship in the world, took a cargo of maize from Africa to London. Central News Photo.

14-3-1925 The Brisbane Courier (1 picture)

HOW SHE LOOKS WHEN FULLY DRESSED.

This is how the Kobenhavn, the world's largest sailing ship, will look when she pulls out to sea from the Thames. One of the ship's five masts is 182 ft. high, and part of the crew's complement consists of 42 cadets, who are being trained for the Danish merchant service. The vessel has brought a cargo of thousands of tons of maize to London from South Africa. Cadets stowing down the jib on the massive bowsprit. Photos, Central News.

14-3-1925 Observer (Adelaide)

MASTS AND YARDS

Splendid Danish Ship.

In the last week's issue of The Observer was published a splendid illustration of the Danish ship Kobenhavn, recently in South Australian waters. Respecting the vessel, a master mariner wrote to Lloyds List on January 28:— Masts and yards! Are there any in the Thames to-day? There are! Some of the loftiest and squarest it has ever been my lot to look upon. It makes one dizzy to look up at those distant trucks from the deck. What the deck would look, like from the trucks I am never likely to know. Time was, perhaps — and even now I do not doubt my agility to get there, were one of my old mates behind me murmuring soft persuasions. But today the new escalator at the Bank Station suffices. The masts I have in mind (and there are five of them) are stepped in the great Danish five-masted barque Kobenhavn, of Kobenhavn, which, for the uninitiated, is another way of spelling Copenhagen. She is now discharging her cargo of mealies in the West India Dock, having recently arrived there from Beira. I was courteously received by Capt. Mortensen on

Friday morning, when I called on him, and he was kind enough to show me round his magnificent ship and to answer the many questions I was eager to ask. The captain, having superintended the rigging of her, knows all there is to be known. "I put the masts into her," he said, "and under each one I put a shilling for luck." This information should be of interest, to shipbreakers with an eye to the future.

The Sails and Rigging.

The fore, main, middle, and mizzen masts, all of the same height, are 160 ft. high from the main deck, and to the casual eye each mast appears to be one long steel tube complete, but there are three pieces in each mast. She crosses double top-gallant yards and royals. In all she can set 44 sails with a total area of close on 50,000 square feet. Her standing rigging and running gear, if laid end on end, would reach for 23 miles, and there are 1,200 blocks aloft. She bends cotton canvas, and the vastness of her spread, almost made one's finger nails splinter again at the imagined picture of her undersail. All the braces of the heavy yards are worked on patent winches. In length, Kobenhavn, from boom-end to boom-end, is 432 ft., and on the water line 354 ft., while her beam is 49 ft. She steers from amidships, where, just forward of a spacious charthouse, the two double wheels are shipped. "Two to the wheel in fine weather," said the captain, "and four in bad; for hand gear in such a big ship she steers very well." The sailing qualities of the ship have really never been tested, for she has never yet been down among the 'brave west winds.' True, she has been to Australia, but she got there from 'Frisco, and she came back to Europe via the South-east Trades. She has not yet run the easting down or made the homeward passage by the Horn, the two great routes that proved the greyhounds. Nevertheless, the captain told me he got 14 knots out of her when running in before a westerly from the Western Islands. A Tribute to the builders.

No sail-trained British sailor could stand on the deck of this ship, the biggest wind jammer afloat since the loss of France, and look at the flag at her gaff, with out a feeling of deep regret that the Red Ensign cannot now fly free and clean from smoke and funnel smuts. And yet we built this great ship, and built her stanch and strong, the captain said. She is a creation of Ramage and Ferguson, of Leith, and was built in 1921. The ship has auxiliary power to help her through the doldrums. Her internal combustion [sic] engine, is of 640 h.p., and was made by Burmeister & Wain. In smooth

water it can drive her at 7 knots. The ship is lighted with electricity fore and aft, a remarkable feature (to me at any rate) being the two fixed masthead lamps on fore and main. At each hatch there is an oil winch and a derrick, and her great windlass is driven by oil power on a messenger. She cost £180,000 to build when ships were dear, and her owners, the East Asiatic Company, have not yet made dividends out of her. With out any Government subsidy, they are endeavouring to train up young Denmark to the old ways of the sea. There are 42 cadets on board, who, besides doing all the work of the ship and standing watch and watch, are under the tuition of two schoolmasters who sail in the ship. The perfect cleanliness and order which were noticeable everywhere on board form a fine tribute to the discipline maintained and the high efficiency aimed at by Captain Mortensen and his officers. The captain's own quarters might well pass for a sea man's dream of Paradise. Captain Mortensen is a young, man of 39. Nearly all his life has been passed in square rig, and he has had great experience in the training of boys for the sea career.

The Figurehead.

No description of Kobenhavn would be complete without a few words on the gallant figure which, with shield and battleaxe, takes the first brunt of the sea under the curve of her prow. It is that of Absaloan, [sic] the first Christian Bishop of Denmark, and the founder of Copenhagen. Having said good-bye to courteous Captain Mortensen, I stopped on the quayside and had a thought talk with the Bishop for a moment or two. He looked so splendid with his red cross, shield. The ship is for China next voyage, and I wished her historic figurehead a quick passage and safe guidance. I had to go, but turned to look back from half a ship's length, There could be no doubt about it. There were masts and yards in the Thames again; but all so new, so tragically new. Come to think of it, there was no aroma of tar on board. What with her wireless, and all her patents and gadgets, she was but a steamer under sail. But it is the sail that counts, a sail that was everything in our history until a short half-century ago. And as for being so tragically new, what is that on the end of her gaunt spike boom? Just an old custom, just the tail of a shark.

J. A. 6-3-1925 The Register

GIANT DANISH SAILING SHIP IN THE THAMES.



The Kobenhavn, the world's largest sailing ship, recently lying in the Thames, is used for training Danish cadets. Forty-eight boys, most of whom are 6ft. high, comprise her crew other than officers. They learn every branch of seamanship. The photograph shows the figurehead of an old Danish Viking who was also a bishop. ("Daily Mirror" photo.)

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1-8-1925 *The Australasian*

Kobenhavn, aux 5-m. ship, 3901 tons, Baltic ports to Australia; to sail.

9-10-1925 *Daily Commercial News and Shipping List*

DANISH TRAINING SHIP.

KOBENHAVN RETURNING TO AUSTRALIA.

After one year's trade on the high seas, the East Asiatic Company's big training vessel, the five-masted Kobenhavn, has returned to Copenhagen. This trip has proved very successful, and has provided the Danish youths on board with much valuable experience. The East Asiatic Co., Ltd., must be congratulated on the fact that, in spite of the very bad times for vessels of this type, they are

not laying up the vessel but are continuing to keep her trading. After a week's stay at Copenhagen, she proceeded to the Baltic to take in cargo for Australia. In these days, when only very little opportunity is given the younger sea men to get sufficient training, the action of the East Asiatic Co., Ltd., cannot be appreciated too highly. Some little time ago the United Steamship Co., Ltd., had to take home their large training ship Viking and lay her up, on account of the impossibility of keeping her in trade without heavy losses, and further, a considerable portion of the Danish sailing ship fleet has already been laid up for some time.

10-10-1925 *Daily Commercial News and Shipping List*

SHIP ON FIRE AT SEA

Kobenhavn Puts Into Plymouth (REUTER) LONDON, October 28. The Danish training ship Kobenhavn, the largest sailing vessel in the world, while bound from Danzig to Melbourne, put into Plymouth today after having been on fire in the English Channel. The fire was not extinguished until almost all the cabins had been destroyed. Dense volumes of smoke drove the crew from below. The Kobenhavn is well known in Australian waters, having made several visits to Victoria and South Australia. Last year she loaded a cargo of wheat at a South Australian outport. She is a five-masted barque of 3,901 tons, and is fitted with auxiliary power. She carries a large number of Danish apprentices, who are studying for service in the Danish mercantile marine. The barque was built in 1921.

29-10-1925 *News (Adelaide)*

TRAINING SHIP FIRE

CABINS NEARLY ALL DESTROYED.

(Reuter.)

LONDON, October 28.

The Danish training ship, Kobenhavn, 3,901 tons, aux. 5m. bq., the largest sailing ship in the world, bound from Danzig to Melbourne, put in to Plymouth to-day after being on fire in the English Channel. The fire was not extinguished until almost all the cabins had been destroyed. The smoke drove the crew from below.

The Kobenhavn was carrying a cargo of timber. The fire occurred as the result of the kerosene for her auxiliary engine getting ablaze. During the fire a gale was raging in the North Sea. The cargo was undamaged.

3-10-1925 *The Mercury (Hobart)*

**KOBENHAVN AT PLYMOUTH.
WOODWORK FITTINGS DAMAGED.**

A cable received by the Sydney Marine Underwriters & Salvage Association states that the auxiliary five masted ship Kobenhavn has arrived at Plymouth. A previous message had stated that there was a fire aboard the vessel and it is now learned that the extent of the damage is confined to the woodwork fittings.

31-10-1925 Daily Commercial News and Shipping List

**MARINE CASUALTIES.
FIRE ON KOBENHAVN.**

Whilst en route from Baltic ports to Australia, with a full cargo of timber, the Danish five-masted auxiliary ship Kobenhavn caught fire. The vessel, according to the Marine Underwriters and Salvage Association, is endeavouring to make an English port. The extent of the damage, or if the vessel is still afire, or the fire has been extinguished, was not known locally. The Kobenhavn is a training vessel, and has been in Australian ports on a number of occasions.

30-10-1925 Daily Commercial News and Shipping List

WORLD'S LARGEST SAILING SHIP.

A cable message in 'The Advertiser' yesterday, stated that the Koebenhavn, the largest sailing .ship in the world, bound for Melbourne, from Danzig, was at Plymouth for survey and repairs, after having been on fire daring a raging gale in the North Sea. This is a splendid photograph of this fine ship, which loaded barley at Port Victoria in January, 1924. The vessel, which has five masts, is 432 ft. long, 49 ft wide, and the bowsprit runs out 40 ft. from the hull. When fully loaded she draws 24 ft. 6 in, and carries 5,200 tons dead weight. She has a crew of 63 men, mostly Danish cadets training for the mercantile marine. Her auxiliary engines of 640 h.p. are capable of propelling her at seven knots an hour, in case the wind fails. Four of the masts are 160 ft high. The longest cross yard is 91 ft. and the shortest 59 ft. There are 23 miles of rope in the rigging.

31-10-1925 The Advertiser

Kobenhavn. aux 5-m sh, 3901 , Danzig Oct — to Melb; fire on board Oct 27, arr Plymouth 28, woodwork fittings damaged

14-11-1925 Daily Commercial News and Shipping List

FIRE-DAMAGED SHIP RESUMES VOYAGE.

The Kobenhavn, the largest sailing ship in the world, which put in to Plymouth on 28th October for survey and repairs, after having been on fire in the North Sea, continued the voyage to Melbourne to-day.

16-12-1925 The Age (Melbourne)

BARQUE KOBENHAVN REPAIRED.

LONDON, Dec. 14.

Repairs have been completed at Plymouth to the Danish 5 masted training ship Kobenhavn, which was damaged by fire in the English Channel in October last year. The vessel has sailed for Australia.

16-12-1925 The Sydney Morning Herald

Kobenhavn, aux 5-m sh, 3901 (?), Danzig Oct 11 to Melb; fire on board Oct 27, arr Plymouth 28, woodwork fittings damaged, resumed voyage Dec 14

6-1-1926 Daily Commercial News and Shipping List

Departures: From Table bay: København

11-2-1926 The West Australian

After a smart passage of 79 days from Plymouth, the five-masted barque Kobenhavn, which is now the largest sailing ship afloat, arrived at Melbourne.

6-3-1926 The Argus (Melbourne)

LARGEST SAILING SHIP.

KOBENHAVN AT MELBOURNE.

79 Days From Plymouth.

After a smart passage of 79 days from Plymouth the Danish five-masted barque Kobenhavn passed through the Heads early yesterday morning and anchored in the bay. The Kobenhavn, which has a cargo of 5,000 tons of timber from Baltic ports, is the largest sailing-ship afloat, and is on her first visit to Melbourne.

Her voyage from Danzig has not been uneventful. When only nine days out of port a fire broke out in the cabins aft and destroyed most of the officers' accommodation. Caused by an explosion of paraffin in one of the cabins, the outbreak was under control within an hour after the flames were seen, but, as the part affected was built of old timber it was found necessary to put into port to repair the damage. The master (Captain H. K. Chistensen) chose to make for Plymouth. With the work of reconstruction completed the ship sailed for Melbourne on December 14. South-east and then south-west gales were encountered, and for several days after the gales had moderated slow progress was made. The Kobenhavn ran into the westerly trade winds about 1500 miles west of the Cape of Good Hope, and from that point made an excellent run almost to the Australian coast. With the exception of about three day of calm, the wind remained behind her, blowing at times almost with the force of a gale. Before reaching Australian waters the vessel was again becalmed for four days, but succeeded in completing the passage of 13,700 miles in 79 day from pilot to pilot, making the run from the Cape of Good Hope in 27 days. The Kobenhavn is equipped with auxiliary diesel engines of the Burmeister Wain type, but these were used only for about five days to assist the vessel in times of calm, and the main part of the trip was made under sail. On one day 301 miles were run, and for a period of six days the average daily progress was 259 miles.

The Kobenhavn is a training ship for future officers of the East Asiatic Steam-ship Company, a Danish company, which compels all intending officers to serve before the mast in sail. She was



The Kobenhavn berthed at Port Adelaide.

built in 1922, and has a gross tonnage of 3901 tons, a length of 432 ft. from jibboom to spanker boom, while her masts are 185 ft. high. She has 26 miles of running lines, and her canvas when set covers 50,000 square feet. Sixty-five men make up her crew, 48 of whom are cadets, while a special instructor is carried to teach the cadets the English language.

A strong south wind was blowing yesterday, and the Kobenhavn was unable to come up to a river berth to begin discharge. Two attempts were made to tow her from the bay anchorage. The first attempt about noon was abandoned because the wind was blowing almost a gale, and when later in the afternoon another attempt was made the tow line to the tug parted, and it was decided to leave the vessel in the bay till the wind moderated. She will probably be brought to a berth this morning.

6-3-1926 *The Argus*

TRAINING OF SAILORS. The arrival in Australian waters of a Danish five-masted barque, which is said to be the largest sailing vessel afloat, has received attention which is the more marked in consequence of the rarity of such visits. The steam or electric propelled vessel is displacing the sailing vessel, and the fine old sailers of the past are rapidly disappearing. But a few years ago the graceful lines of the old "wind jammers," as they were termed, were very familiar in Port Hunter. To day it is a comparative rarity to see a sailing vessel in harbour. While the change is due to the inexorable result of improvements in machinery and methods of propulsion, it is in some respects regrettable. This view is not merely dictated by aesthetic considerations. Beautiful as is the sight

the duty of a seaman would be the better for a training in sail.

9-3-1926 Newcastle Morning Herald

THE KOBENHAVN.

AN EXCITING TRIP. World's Largest Ship.

The Danish five-masted barque *Kobenhavn*, the largest sailing-vessel in the world, arrived in Melbourne last week. It will be remembered that this vessel was at Port Germein jetty last year and was visited by hundreds of Pirie people. The vessel is the training ship of the East-Asiatic Steamship Company.

She came from Plymouth in 79 days, real clipper ship time, and her passage across the "roaring forties," between Cape Town and Australia with a westerly trader hard upon the stern, was a feat rarely attempted by the twentieth century windjammer.

GALES AND FIRES.

Gales, monsoons, fires, and calms were among the experiences of the crew after she left Danzig on October 11 last.

Soon after she cleared the Baltic, the vessel struck a terrific storm in the North Sea. For days green seas swept her decks and kept her hove to. On the ninth day, with the storm at its height, a fire occurred in the after quarters. Furiously the men fought the flames, and kept them from spreading. The officers'

quarters were demolished.

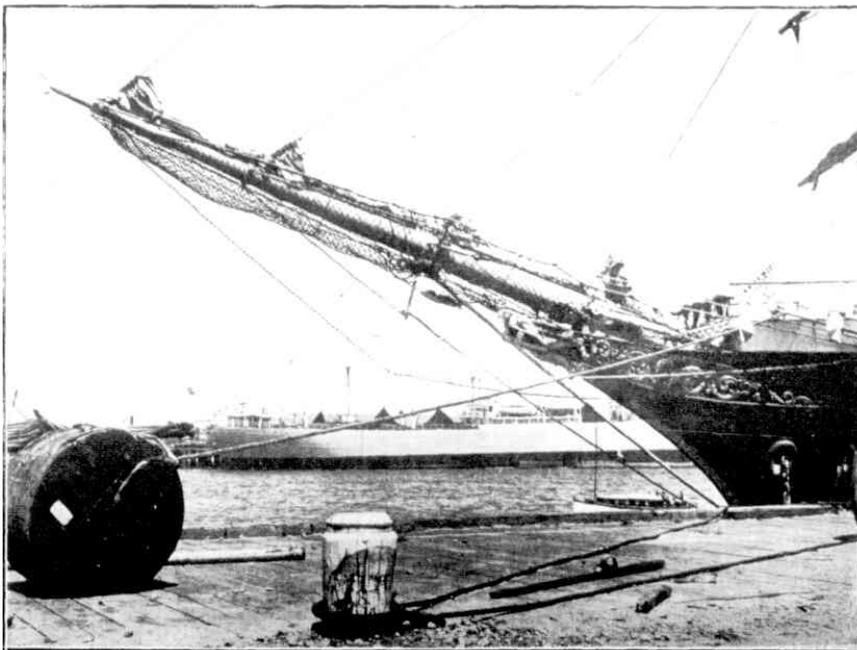
At Plymouth the ship was in the hands of the shipbuilders until December 14. In the North Atlantic heavy gales stopped her for a week. Then in a lull she drifted.

With the aid of her auxiliary Diesel engine she made the north-east and south-east trade winds, which carried her into the main trade currents, 1500 miles west of the Cape of Good Hope.

300 MILES A DAY.

Rounding the Cape the *Kobenhavn* followed the trade wind down to the lower forties. With every inch of sail and rigging spread, she sped at 300 miles a day. For weeks the westerly winds blew hard upon her stern.

When about within sight of Port Phillip Heads she was becalmed for five days. On the fifth day the captain resolved to make the Heads under her own power,



The splendid jib-boom of the *Kobenhavn*, showing the shark's tail at the tip, figure-head, and yacht-like bow.

of a full rigged ship sailing in the wind, there are economic factors which have to be borne in mind. But the fact remains that the dying out of the sailing vessel is bringing about to some extent the loss of the thoroughly trained seamen. Some effort is being made to remedy this, and notably by Danish ship owners. The five masted *Kobenhavn*, referred to above, derives additional importance from the fact that it is a training ship for officers. It belongs to the East Asiatic Steamship Company, a Danish organisation, which, it is stated, compels all intending officers to serve before the mast in sail. It carries a crew of 65 men, of whom 48 are cadets. The seaman who qualifies in sail is the best officer for a steamer. It is regrettable that so far as the Australian mercantile marine is concerned little effort is made in this direction of instruction. Not only officers, but every man who carries out

FAMOUS FIGUREHEAD.

The figurehead of the ship is the most valuable ever made. It is a figure of the 12th century Bishop of Absolon, who founded Kobenhaven. It is a life size work by the greatest modern Danish sculptor, Mr. A. Bundgaard, and is carved from one piece of Siam teakwood (sic).

On the Kobenhavn, which is only 4 ½ years old, there are no A.B's. and no bo'sun. The work of these is done by apprentices, who man the ship.

The East Asiatic -Company was the first to float a motor-ship, and will probably be the last to build a sailing-ship.

11-3-1926 The Recorder (Pt Pirie)

LARGEST AUXILIARY SHIP.

KOBENHAVN AT MELBOURNE.

After a smart passage of 79 days from Plymouth, the Danish five-masted ship Kobenhavn passed through Port Phillip Heads early on Friday morning March 5, and anchored in the bay. The Kobenhavn, which has a cargo of 5000 tons of timber from Baltic ports, is the largest auxiliary sailing ship afloat, and is on her first visit to Melbourne. The vessel, on her previous voyage to Australia called at Sydney. Her voyage from Danzig has not been uneventful. When only nine days out of port a fire broke out in the cabins aft and destroyed most of the officers' accommodation. Caused by an explosion of paraffin in one of the cabins, the outbreak was under control within an hour after the flames were seen, but, as the part affected was built of old timber it was found necessary to put into port to repair the damage. The master (Captain H. K. Christensen) chose to make for Plymouth. With the work of reconstruction completed the ship sailed for Melbourne on December 14. South-east and then south west gales were encountered, and for several days after the gales had moderated slow progress was made. The Kobenhavn ran into the westerly trade winds about 1500 miles west of the Cape of Good Hope, and from that point made an excellent run almost to the Australian coast. With the exception of about three days of calm, the wind remained behind her, blowing at times almost with the force of a gale. Before reaching Australian waters the vessel was again becalmed for four days, but succeeded in completing the passage of 13,700 miles in 79 days from pilot to pilot, making the run from the Cape of Good Hope in 27 days. The Kobenhavn is equipped with auxiliary Diesel engines of the Burmeister & Wain

type, but these were only used for about five days to assist the vessel in times of calm, and the main part of the trip was made under sail. On one day 301 miles were run, and for a period of six days the average daily progress was 259 miles. The Kobenhavn is a training ship for future officers of the East Asiatic Steamship Company, a Danish company, which compels all intending officers to serve before the mast in sail. She was built in 1922, and has a gross tonnage of 3901 tons, a length of 432 feet from jibboom to spanker boom, while her masts are 185 feet high. She has 26 miles of running lines, and her canvas, when set, covers 50,000 square feet. Sixty-five men make up her crew, 48 of whom are cadets, while a special instructor is carried to teach the cadets the English language.

16-3-1926 Daily Commercial News and Shipping List

A BIG WINDJAMMER.

LAST OF HER KIND.

Vessel That Cost Over £250,000.

Do you want the thrill in "running before-the wind," with nearly all the comforts of shore life and with the perils of the sea reduced to their absolute minimum? If so, take a trip on board the Danish training ship Kobenhavn.

This huge vessel, whose five tall masts may now be seen from Prince's Bridge (Melbourne), is not only the largest windjammer afloat. She is probably the most wonderful sailing ship ever built--certainly the most costly. She is, in fact, something quite unique in the history of ship building.

The millionaire East-Asiatic Steamship Company, to which the ship belongs, does not publish abroad the price paid for her to the Scottish ship-building firm which completed her four years ago, but the sum is well known to have been more than a quarter of a million sterling. A walk round the vessel, however, will soon convince you that she is worth per haps even more than the fabulous price paid for her.

When, after scaling the ship's gangway, a neatly-dressed apprentice conducted me into a saloon which would not have been out of place on one of our great mail liners, I was, to say the least of it, astonished. Carpets, curtains, and the rich upholstery of chairs and sofas were all in harmonising colors and showed the hand of an artist, while cabinets and tables of beautifully polished wood lined the walls. On either side of a large open fireplace were an open piano of the best

German make, and an American cabinet gramophone. Not exactly what one is accustomed to find on board a windjammer! And, to complete the picture of modernity run wild, Captain Christensen was dictating a letter to the instructor who was seated at a table before a typewriter.

The Kobenhavn is not merely a replica of the old windjammer: she is a super-windjammer, with innumerable devices unknown in the old sailing ship days. In the first place she has the highest ship's wireless antennae in the world, her mast being taller than those of the largest liner. For this reason she can receive the world's news at great distances: All the way to Australia, although going very far south, the news bulletin broadcast from Nauen, Germany was received every day and posted up for the apprentices to read. Radio messages can be broadcast from the vessel as far as 1600 miles.

Then the Kobenhavn has an auxiliary engine of the very latest type. It is a Danish-made Diesel engine of 600 horse-power similar to those installed in the great modern motor liners. Kept spotlessly clean, with the engine room walls painted pure white it contrasts strangely with the dirt and dilapidated engine, of the ordinary auxiliary sailer. When the ship is becalmed, or is entering port, the engines are set going, and the apprentices have the opportunity of studying the most modern methods in marine engineering. In her tanks the ship carries 200 tons of oil-sufficient for a voyage of 100 days. The engine is very seldom needed, however, only 50 tons of oil being used on the voyage to Australia.

A small oil engine provides electric light for the whole ship. At night time, when at sea, she presents a magnificent sight, with her long line of lighted portholes, reminiscent of the sailing ship liners of old.

The Kobenhavn is the only large steel windjammer built in recent years, and shows what a wonderful thing the sailing ship might be under modern conditions. When at sea with snow-white decks, newly painted sides and trim sails, she is indeed a "thing of beauty and a joy for ever." Her owners are so proud of her that they will not allow her to carry any cargo, such as coal, which might disfigure her.

16-3-1926 Recorder

WONDERFUL WINDJAMMER.

The Danish training ship Kobenhavn, the largest windjammer afloat, and said to be the most

wonderful sailing ship ever built-certainly the most costly-is described in an article in the Melbourne 'Herald.' The huge, five-masted, steel vessel arrived in Melbourne a few days ago. The ship was bought for more than a quarter of a million sterling by the East-Asiatic Steamship Co., from a Scottish shipbuilding firm, four years ago. The Kobenhavn is a super-wind-jammer, with innumerable devices unknown in the old sailing ship days. She has the highest ship's wireless antennae in the world, her mast being taller than those of the largest liner. Radio messages, can be broadcast from the vessel for 1600 miles. She has an auxiliary engine of the very latest type-a 600 horse power engine similar to those installed in the great modern motor liners. In her tanks the ship carries 200 tons of oil-sufficient for a voyage of 100 days. A small oil engine provides electric light for the whole ship. At night, when at sea, she presents a magnificent sight, with her long line of lighted portholes, reminiscent of the sailing ship liners of old. She shows what a wonderful thing the sailing ship might be under modern conditions. Her owners are so proud of her that they will not allow her to carry any cargo, such as coal, which might disfigure her.

18-3-1926 The Brisbane Courier

WORLD'S LARGEST BARQUE.

To Leave Melbourne To-day.

The Kobenhavn, the largest sailing ship afloat, which has been at Melbourne for almost a month discharging Baltic timber, will sail this afternoon for Sourabaya, where she will load a cargo for Europe. The vessel is at present loading ballast as no cargo could be obtained in Melbourne for Sourabaya. Owing to her great stretch of canvas the Kobenhavn, which has capacity for about 5 000 tons of cargo, must carry 2,000 tons of ballast, of which, however, a great part is water, carried in the tanks.

This vessel, which has attracted much attention during her stay at Melbourne, is a training ship for the East Asiatic Steamship Company.

She is a five masted barque and is probably the newest sailing vessel in commission, as she was built in 1922, specially for the purpose of a training ship. She is manned by cadets, 48 out of her crew of 65 officers and men, being trainees, serving their necessary period in sail before they can become officers in the Danish Mercantile marine. They have reached a high standard of efficiency. Many old seafaring men found it hard

to believe that she had completed the passage from Plymouth to Melbourne in only 79 days, manned by cadets, but after seeing the cadets themselves they were satisfied as to their worth. When the boys have completed four years in sail they must attend a navigation school for about 18 months, and are then allowed to sit for their certificate as fourth officer, generally being placed on one of the ships of the American service. Mr. H.N. Andersen, the founder of the line, is a firm believer in the efficacy of training in sail.

3-4-1926 *The Argus (Melbourne)*

WIRELESS NOTICE

The following vessels should be within range of the undermentioned wireless stations today:-

Perth:Kobenhavn

13-4-1926 *The Daily News*

Kobenhavn, aux 5-m sh, 3901 (Christensen), Melb Apr. 2 to Sourabaya.

2-6-1926 *Daily Commercial News and Shipping List*

Kobenhavn, aux. 5-m sh, 3901 (Christensen), Melb Apr 2 to Sourabaya and Europe, pssd Cptown June 27

6-7-1926 *Daily Commercial News and Shipping List*

Kobenhavn, Dan. aux. 5-m sh, 3901 (Christensen), Melb Apr 2 to Sourabaya and Europe, v Banjoewangi May 19, pssd Cptown June 27, St. Helena July 1, arr Copenhagen Aug 13

28-9-1926 *Daily Commercial News and Shipping List*

Kobenhavn, Dan. aux 5-m bq, 3901 (Christensen), arr Copenhagen Aug 13, thence South Aust. to UK/Cont.

9-10-1926 *Daily Commercial News and Shipping List*

Passed Cape of Good Hope.-Kobenhavn

18-11-1926 *The Register*

The Danish five-masted auxiliary sailing ship Kobenhavn, from Copenhagen, which had remained at the Semaphore anchorage since Monday, when she put in for water, berthed at Birkenhead Wharf, Port Adelaide, on Thursday morning. At Semaphore anchorage her auxiliary engine was set running, but the loss of the propeller is stated to have jammed against the

rudder post. Repairs will be effected before the vessel sails for Thevenard to load wheat for Europe. The vessel, which was built in 1921, contains magnificent appointments, and the quarters of the officers and crew leave nothing to be desired.

10-12-1926 *The Register (Adelaide), Shipping News*

KOBENHAVN, s.v., from Copenhagen. Birkenhead Wharf.

10-12-1926 *The Register*

WORLD'S LARGEST BARQUE

Kobenhavn Off Semaphore

SMART SAILING FEAT Much interest was aroused in shipping circles at Port Adelaide by the arrival off Semaphore of the world's largest square rigged sailing ship, the Danish five-masted barque Kobenhavn (sic). She showed up unexpectedly, having been bound for Thevenard on the West Coast to lift wheat for Europe, but put into Semaphore for water. Although the vessel has previously visited Spencer's Gulf this is her first call Semaphore. Built in Scotland in 1921 for the Danish East-Asiatic Company, the Kobenhavn is a fine craft with hull of steel and masts that rise to a height of 190 ft. from her keel. They would top the Adelaide General Post Office tower, with 30 ft. to spare. The barque came from Copenhagen. and running before the gales of the "roaring forties" she raced from off Capetown to Semaphore-a distance of more than 5,500 miles-in 21 days, a remarkably fast passage for a sailing vessel.

Race With Steamer

The German steamer Dessau passed the Cape of Good Hope also on November 14, the same day as the Kobenhavn (sic), and reached Port Adelaide only a half a day ahead of her. The large windjammer has auxiliary motor engines of the Burmeister and Wain type for propulsion when there is insufficient wind, also to enable her to negotiate narrow waters and navigate harbours. She is designed as a training ship and in addition can carry 5,000 tons deadweight of cargo. Her hull is 368 ft. long and she can spread 56,000 square feet of canvas on her tall spars. Her engines turn a two-bladed "feathering" propeller which may be housed when required in order not to interfere with her sailing qualities. The large barque may be regarded as the ideal modern development of the old clip per ships. Machinery is used to facilitate the handling of sails and spars. Electric light is

fitted throughout. The Kobenhavn is equipped with wireless telegraphy and fine accommodation is provided for her officers and crew. Viking as Figurehead Her beautiful clipper bow is graced with a noble figurehead depicting a mail-clad Viking warrior with sword and shield, while on her counter a rich ornamental scroll bears her name in similar manner to that of old-time clipper days. Four spacious holds are provided equipped with motor winches to facilitate the handling of cargo. In similar manner to steamers she is provided with water ballast tanks extending up to the 'tween decks, and by the use of sea water as ballast which may be dumped overboard when not required the bugbear of ordinary sailing ships is overcome. Other windjammers have to use sand or similar material as ballast which must be laboriously loaded and unloaded.

8-12-1926 News (Adelaide)

Note spelling of ship name-both ways within one article

Kobenhavn, bq., Copenhagen. Birkenhead Wharf. (For repairs.)

9-12-1926 News

Barque's Fast Voyage.

Not three months out from the Baltic, the Danish five-masted barque Kobenhavn arrived at Adelaide this week to load wheat for Europe. The Kobenhavn crossed the Indian Ocean from the Cape of Good Hope in 21 days, which is considerably faster than the time many steamers have been known to occupy. Built in Scotland since the war, the Kobenhavn is the largest sailing ship, and the most sumptuously fitted, afloat. She is used as a training ship by a combination of Danish companies. In explanation of her remarkable performance in covering 5,000 miles in three weeks it might be added that the barque is equipped with powerful oil engines, which can drive her at 11 knots an hour, in addition to her huge spread of canvas.

11-12-1926 *The Mercury* (Hobart)

and the Danish auxiliary five-masted barque Kobenhavn, which has a 600 horsepower Burmeister & Wain oil engine is lying along side No. 1 Quay undergoing repairs.

23-12-1926 News

Soccer Football Match A football (soccer) match played between the Missions to Seamen Athletic Club, Port Adelaide, and cadets of the Danish training ship Kobenhavn, resulted in a win for the latter by three goals to one.

23-12-1926 News

Kobenhavn, bq., Copenhagen. 'No. 1 Quay. (For repairs.)

6-1-1927 News

THE KOBENHAVN'S PROPELLER.

It is expected that the repairs to the propeller of the barque Kobenhavn will be completed by next Wednesday. The work has been intricate, as the propeller differs from the ordinary steamer's screw, which can be reversed for going astern. It is driven by a Diesel oil engine and can only move one way. The blades, however, can be mechanically turned to such a position that, although moving in the same direction, they take the ship astern, and when not in use are left straight and in towards the shaft. This movement of the blades is mechanically operated from the engine-room, the propeller being attached to a shaft which is inside another shaft in the form of a casing. The trouble which arose was not actually with the propeller blades or shaft, but the big boss near the blades, half of which, weighing 12 cwt. had been carried away. A new half for this boss had to be made of special gunmetal. This is now ready for fixing.

8-1-1927 *The Advertiser*

SHIP REPAIRED

Kobenhavn for Thevenard

DIFFICULT OUTPORT Repairs to the propeller of the Danish auxiliary barque Kobenhavn have been completed at Port Adelaide by Messrs. Simes & Martin. Local workmen have accomplished a complicated job creditably. The vessel was tipped for the purpose of raising the screw out of water, and her ballast will now be shifted to put her on an even keel again. It is expected that she will sail for Thevenard on Wednesday to load wheat for Europe. It is understood that although the charter of the Kobenhavn was signed for loading at Thevenard, Capt. H. K. Christensen and the owners of the barque had objections to the vessel going there when full particulars of the West Coast port were ascertained on the arrival of the ship at Port Adelaide. An endeavour was made to

have the barque loaded at another outport, but Messrs. L. Dreyfus & Co. (charterers) were unwilling to forego the call at Thevenard owing to the fact that they had purchased wheat for shipment there. It is claimed by some nautical men that Thevenard is a hazardous port for large sailing vessels, and it is significant that it is excluded from the list of South Australian ports available for sailing ship charters. Only one windjammer, the German barque Lisbeth, has called there since the jetty was completed. She went aground when leaving the port in 1925, and since then Thevenard appears to have been avoided by sailing ships. The Kobenhavn is equipped with oil engines of 600-horsepower for navigation in narrow waters, but the fact that no steamtug is available at Thevenard makes the negotiation of the entrance difficult. The jetty there, which is of concrete, runs into the sea from Cape Thevenard, on the eastern end of Murat Bay, and is sheltered from the southerly swell by St. Peter's Island. To approach the jetty vessels must pass from the open sea up a natural channel, and then turn suddenly at right angles to negotiate a dredged cut 270 ft. wide. The sharp turn is difficult to make with a large ship. Even high-powered steamers find this turn hard to negotiate unaided at times. When the Lisbeth visited the port she was towed out by the small coastal steamer Wookata, which is not specially fitted for towing, and cannot exert her power so conveniently as a tug pulling from amidships. The Kobenhavn is 368 ft. long, and with her five tall masts and many spars to catch the wind may find it difficult to enter the outport without assistance.

10-1-1927 News

Kobenhavn, ba., Thevenard (Wednesday)

11-1-1927 News

KOBENHAVN SAILED After having been in port since December 6 the Danish auxiliary five-masted ship Kobenhavn departed this morning for Thevenard. Repairs to her feathering propeller were completed at Port Adelaide; and the large vessel made a fine sight sailing down the gulf in the bright sunlight. She will load wheat at the West Coast port for Europe.

11-1-1927 News

The repairs to her propeller having been completed the ship Kobenhavn left Port Adelaide for Thevenard on Tuesday morning.

12-1-1927 The Advertiser

At Thevenard Kobenhavn, bq., Port Adelaide. (Loading wheat.)

18-1-1927 News

RUN ON A BANK VARDULIA AND KOBENHAVN PORT TREVENARD INCIDENT

Pilots and shipmasters will endorse Bobbie Burns' line, 'The best laid plans o' mice and men gang aft agley.' In their lives wind or tide (sometimes both) frequently intervenes to upset the nicest calculations of distance and speed with awkward consequences. Such an instance occurred when the Cunard freighter Vardulia was entering Port Trevenard [sic], a rising shipping centre amongst the Gulf port of South Australia. The Vardulia, a vessel of 5,691 tons gross, was 'flying light,' drawing about 9ft. for'ard and 14ft. aft, and made Port Trevenard in a strong south-east gale. At Port Trevenard a concrete jetty, about 1,000ft. long, runs out from the shore, the fairway being a dredged channel, which widens to make berthing on each side of the jetty. With her sides towering out of the water, the Vardulia was almost to the jetty when the wind got her and carried her on to the northern bank of the channel, where she remained fast for nearly eight hours. The bottom was soft and the ship did not bump. Diver Examines. After loading a full cargo of wheat the Vardulia came on to Fremantle for bunker supplies. To-day a diver made an examination of the hull below the water line, and, it is understood, reported that no damage had been done. A similar experience befell the Danish auxiliary 5-masted barque Kobenhavn, of 4,000 tons, said to be the largest sailing ship afloat. The Kobenhavn arrived at Port Trevenard whilst the Vardulia was loading, and she, too, drifted on to the bank on a falling tide during mooring operations. A line was run from the Vardulia, and on the next tide the Kobenhavn was hauled off by the winches on the Vardulia. The Kobenhavn is manned by about 80 Danish naval trainees.

28-1-1927 The Daily News (Perth)

That's Thevenard, by the way.

SAILERS COMING Five sailing ships are due at Port Adelaide this month. The first that should put in an appearance is the Danish barque Kobenhavn, which has been loading wheat at Thevenard for the Continent. She will top up here with about 1,000 tons of grain.

15-2-1927 News

SAILER TO LOAD WHEAT To load 1,000 tons of wheat for United Kingdom or Continent, the large Danish five-masted barque Kobenhavn from Thevenard should arrive at Semaphore anchorage this evening. She was originally due on Tuesday, but stormy weather delayed her departure from the outport.

18-2-1927 News

ARRIVED AT SEMAPHORE ANCHORAGE— February 18. **KOBENHAVN**, s.v., Capt. Christensen, from Port Thevenard, Louis Dreyfus & Co., agents.

19-2-1927 The Register

Kobenhavn, bq., Thevenard. Ocean Steamers Wharf. (loading wheat.)

25-2-1927 News

From Port Adelaide Kobenhavn, 5-m. bq., Falmouth (for orders).

1-3-1927 News

KOBENHAVN PUTS TO SEA

First Wheat Cargo by Sailer

WORLD'S LARGEST BARQUE Yesterday the five-masted Danish barque Kobenhavn, the largest square-rigged vessel in the world, broke her anchor free from the sand near Wonga Shoal, off Semaphore, unfurled her snowy canvas, and made away to the south, bound for the English Channel. She is carrying the first cargo of wheat to leave Port Adelaide by a sailer this season. With nearly 60,000 bags of grain stowed in her holds, hatches battened down, and bare-footed seamen working on her decks casting off the mooring lines, the Kobenhavn when leaving Port Adelaide made a picture that was familiar in days when wind-propelled vessels virtually ruled the seas. On her five tall masts were the furled sails ready to be shaken free to speed

her before the breeze through the chill grey seas, past Cape Horn to Falmouth. where she will call for orders concerning her destination. Some day in June. resplendent in her white canvas, she will probably show up over the horizon off the coast of Cornwall, and flag signals will reveal her identity. The watchers on Lloyd's Signal Station ashore will hoist other code flags naming her port of discharge, and squaring up her yards the Kobenhavn will bowl away up Channel. As she pulled clear from Ocean Steamers wharf at Port Adelaide crews of steamers nearby cast admiring eyes on the beautiful lines of the barque. From the shark-tail nailed to her bowsprit to the Danish ensign lying astern she presented a magnificent spectacle as a southerly breeze hummed in her rigging. In the words of John Masefield she showed: - "That splendor of fine bows which yet could stand The shock of tollers never checked by land. That art of masts, sail-crowded fit to break. Yet stayed to strength, and backstayed into rake. The life demanded by that art, the keen Eye-puckered, hard-case seamen, silent, lean. They are grander things than all the art of towns. Their tests are tempests and the sea that drowns." "Let go, forward!" shouted the pilot, and the order was repeated in Danish. Two tugs belching forth volumes of smoke strained on the tow lines. Gradually the largest square-rigged sailing ship afloat swung out into midstream ere she made for the open sea. On the wharf were some girls who had become acquainted with the officers and apprentices while the barque was in port. They shouted farewells across the ever-widening intervening strip of water. Then handkerchiefs waved until the Kobenhavn was well down the river. The departure of a square-rigged sailer from Port Adelaide is a rare event these days. The Kobenhavn, which was built at Leith (Scotland), will be followed by the British four-masted barque Garthpool (formerly Juteopolis), which will occupy the berth vacated by the great Dane. Her cargo will also be wheat for Europe. In spite of the keen competition of steamers and motor ships no less than 20 sailing ships will help to lift this season's harvest from Australia. Of the score 11 are Finns, three Germans, two each British and Swedish, and one each Danish and American. The last mentioned is the six-masted barquentine F. R. Sterling, now berthed in the Port Adelaide Dock. Others are the four-masted barques Olivebank, Hougomont, Archibald Russell, Ponape, Lawhill. Herzogin Cecilie, Beatrice, C. B. Pedersen, Lisbeth, and

Gustav; full-rigged ships Grace Harwar, William Mitchell, and Greif; three-masted barques Favell, Killoran, and Winterhude; and the four-masted barquentine Mozart. Several of these are already at sea laden down to their Plimsoll marks with golden grain. Perhaps it is the last Australia may see of some of these. They will go to ship-breakers or be piled up on some rock-bound coast. The wheat trade is one of the few that nowadays can offer cargoes to "windjammers." Occasionally one secures a load of timber from the Baltic, and it was with such a cargo that the Skaregrom was bound for Port Adelaide when dismasted in a hurricane in the Atlantic, as described in a cable to "The News" a few days ago. Under jury rig her Norwegian skipper sailed to the Azores, scoring a proffered tow from a steamer. With rust-streaked hulls, billowing sails, and straining rigging the tall ships will bear Australian grain across the seven seas, last links with the far-off days when prehistoric man, tired of paddling his rude canoe by hand, spread an animal skin or rush mat to the breeze.

2-3-1927 *News*

Passed Cape Horn.-April 19: Kobenhavn, aux. 5-m bq, to English Channel (f.o.)

22-4-1927 *Daily Commercial News and Shipping List*

LONDON, June 17. At Falmouth, -Kobenhavn.

20-6-1927 *Brisbane Courier*

At Liverpool: Kobenhavn, 5 mstd bq, from Adelaide (left Adelaide March 1).

5-7-1927 *The Sydney Morning Herald*

A Modern Clipper

Lizard Point to Adelaide

It caused much interest in shipping circles at Port Adelaide when the largest sailing vessel in the world, the Danish five-masted barque Kobenhavn, appeared off Semaphore.

The barque, which had been urged forward by the "roaring forties," had flown from off Capetown to Semaphore, a distance of more than 5,500 miles, in 21 days. The German steamer Dessau passed Capetown the same day as Kobenhavn, and reached Port Adelaide only half a day before the barque. The shipping journal "Blue Peter" quotes the above from an Australian newspaper of

December, 1926, and adds that if it had not been for the name of the vessel and its nationality one might be tempted to believe that the newspaper had dug out a 60 years old piece of news. It is, alas! not the record of a British vessel, comments the "Blue Peter," but though it is owned and manned by Danes, we can take some of the honour, as Kobenhavn was built at Leith by Messrs. Ramage and Ferguson in 1921, and the barque is a proof that the art of building hand some sailing vessels is not extinct. It can still be exercised when need be. Though this vessel is not to fly the British flag, to whom should it then belong with more right than to the Danes, who have always been among the leading seafaring nations, and now apparently are the last nations which keep to the traditional education of their future seamen in sailing vessels.

A FAST PASSAGE. On this voyage the Kobenhavn arrived at Port Adelaide on December 6, 1926, after an excellent passage from Lizard Point in 67 days, and from Copenhagen in 74 days. This performance is worthy of mention collaterally with the records which were made by the fastest clippers in the old days. In a letter to the author of this article the master states:—"! have a surprise for you this time. The longest distance we covered any day on the passage was 305 miles, 300 miles according to the patent log." It was decidedly a surprise, as before the departure I had jocularly reminded the captain of Bully Forbes's well known bravado: "To hell or Melbourne in 60 days." The first time I saw this splendid vessel was when on its previous voyage to Australia it called at Plymouth after having had a serious fire under the poop. As I am of the kind that yearns to go aloft in sailing vessels when opportunity offers, it did not take long before I had made the acquaintance of Captain Christiansen and the chief mate, Anderson. All the officers speak English, so that a signal, as the vessel passes up or down the Channel, is awaited with almost the same expectancy as a possibility of a fresh visit on board, if a more fortunate circumstance than the last one should force it again to put in to Plymouth. The Kobenhavn was built for the East Asiatic Company, Copenhagen, and is of steel. The gross tonnage of the vessel is 3,901, and its main dimensions are 368 feet 9 inches by 49 feet 3 inches by 26 feet 9 inches. It is used as a training ship, and contributes to wards its upkeep through its quality as a merchantman.

A MOTOR FOR EMERGENCIES.

The vessel is equipped with an auxiliary Diesel motor of Messrs. Brumeister [sic] and Wain's four-cycle, single-acting, four-cylindere type which is only used in entering or leaving port, or in a dead calm when there is no swell. The engine is not strong enough to propel the vessel forward when there is a head wind of any consequence. It is not known to what extent the motor has been used on this voyage, but it is probably very little, if it has been used at all. It can be regarded as certain that the motor has not been in use on the voyage from Cape Town to Semaphore, Port Adelaide, on which distance its speed was a trifle below 11 knots 21 days on end. The crew consists of the master, three mates, one lieutenant of the navy as instructor, one sail maker, about 60 boys, two engineers, and the usual number of cooks, &c. It is characteristic that there are no boatswain or able-bodied seamen on board. All the work is carried out by the boys, who have excellent berths amidships; the comfortable cabins of the officers are aft. The Kobenhavn is well built and equipped, and maintained in a way which is worthy of the best traditions of the old Blackwall Frigates. A gorgeous figure-head decorates the bow of the vessel, and the company's crest is painted on the lower fore-topsail. To all those whose emotions are moved at the sight of a proud sailing vessel, and who have had the good fortune to come across such a vessel, I will say, "Go on board should you have the opportunity. There can be no doubt that everyone, who is really fond of ships, will receive a hearty welcome."

8-8-1927 *The Telegraph (Brisbane)*

WHEAT CHARTERING.

BIG AUXILIARY VESSEL FIXED.

Further vessels were reported fixed yesterday to load wheat at Australian, ports for the United Kingdom or Continent, with options of other ports. Amongst the vessels mentioned is the big Danish five-masted auxiliary ship Kobenhavn, which has been fixed to load 4500 tons at South Australia or Victoria for the United Kingdom or Continent at 42/6 per ton, January February loading.

16-11-1928 *Daily Commercial News and Shipping List*

LATEST CHARTERS. Kobenhavn, aux. 5-m ship, 3901 tons, South Australia or Victoria to U.K. or Continent — wheat; January /February loading.
16-11-1928 *Daily Commercial News and Shipping List*

EXPECTED S. AUST

Vessel: Kobenhavn Ax ship From: Buenos Ayres For: UK or Cont

3-12-1928 *Daily Commercial News and Shipping List*

Another Ocean Race

There is to be another race of deep sea sailing ships from Australia to England early next year, which promises to be more interesting than ever.....

The Danish five-masted barque Kobenhavn will also race.

14-12-1928 *The Mercury (Hobart)*

EXPECTED S. AUST. Vessel: Kobenhavn Ax ship From: Buenos Ayres Agent: Bunge & Co For: UK or Cont

19-12-1928, 12-2-1928 *Daily Commercial News and Shipping List*

KOBENHAVN MAY LOAD It is not known whether the Danish steel five-masted auxiliary barque Kobenhavn will load wheat at a Victorian or South Australian port. The vessel sailed from Buenos Ayres on December 14, and should be in Australia's waters shortly. The barque is no stranger to Port Adelaide, having been delayed at this port at the end of 1926 and early in 1927 for repairs. Bunge & Co. will load the vessel.

20-2-1929 *News (Adelaide)*

OVERDUE SAILER.

ANXIETY IN DENMARK.

WHERE IS THE KOBENHAVN?

COPENHAGEN, March 13.

There is intense anxiety here regarding the fate of the Kobenhavn, the wood's largest sailing ship, which, with seventy cadets aboard, left Buenos Aires on December 21 for Australia. The ship has not been heard of since. Some of the most prominent families in Denmark are affected.

15-3-1929 *The Advertiser*



FEARS FOR DANISH TRAINING SHIP

Largest Sailing Vessel in the World

MELBOURNE, Thursday.— Grave fears are held for the crack Danish sailing ship Koebenhavn, partly a naval sailing and partly mercantile cadet training ship, belonging to the East Asiatic company, of Copenhagen. Capt. Marander, master of the Finnish sailing vessel Panape, said yesterday it was almost certain that the Koebenhavn was lost, as she was so long overdue. He thought she had probably struck an ice berg, and foundered with all hands, south of the Cape of Good Hope. He said the Koebenhavn had so far been 91 days on the trip, whereas his vessel, the Panape had taken 58 days for the voyage. The Panape had encountered blinding fog and nothing but ice for five days south of the Cape of Good Hope. He feared that the Koebenhavn [sic] had struck an iceberg in foggy weather. The Danish Consul (Mr. Holdonson) will communicate with his Consul-General in Sydney to find whether he has received any news. He said there were 60 naval and mercantile marine cadets on board. They represented the pick of the Danish youth. Motor Ship Blown on Rocks SYDNEY, Thursday.— Six tugs were used to-day to refloat the Norwegian motor ship Tricolor, which was aground for five hours at Woolwich Point a few minutes after having been hauled from Woolwich Dock. While the Tricolor was going up the harbour, the line of the towing tug was carried away as a southerly struck the ship broadside on, blowing her rapidly on the rocks.

15-3-1929 *The Register News Pictorial (Adelaide)*
(mistakes Koebenhavn, Panape etc)

FEARS FOR SAFETY

Danish Training Ship SYDNEY, Friday.

Fears are entertained for the safety of the Danish training ship Koebenhavn, of 3091 tons, the world's largest sailing vessel, which left Buenos Ayres on December 14 for Australia with 70 cadets aboard. It is understood that some of the most prominent families in Denmark are affected.

The Koebenhavn is used as a training ship for cadets entering the mercantile marine. The Consul-General for Denmark said to-day that the only news he had since the ship left for Australia was when he read a cable in the news papers. He had letters for individual members of the crew at his office. Nothing has been heard of her since December 14. 'It looks serious to me,' he said.

15-3-1929 *The Newcastle Sun (NSW)*

SHIP MISSING.

FEARS FOR SAFETY.

LONDON, March, 13.

The correspondent of the British United Press at Copenhagen, says that intense anxiety exists about the fate of the Koebenhavn, 3901 tons, the world's largest sailing ship

With 70 cadets aboard she left Buenos Aires on December 14, for Australia, and has not been heard of since. Some of the most prominent families in Denmark are affected.

The Koebenhavn had been fixed to load wheat for the United Kingdom at a Victorian or South Australian port.

Built of steel at the yards of Ramage and Ferguson, Leith, in 1921, the ship was fitted with a Burmeister and Wain Diesel engine, of 640 horse-power. In November, 1923, the ship arrived at

Sydney with a cargo of lumber after a smart passage of 45 days from Astoria. Under favourable conditions the Kobenhavn registered 15 1/2 knots. She is owned by the East Asiatic Steamship Company, of Copenhagen, and is used as a training ship for cadets entering the mercantile marine. According to Lloyd's Register the ship is fitted with wireless.

15-3-1929 The Sydney Morning Herald

MONTH OVERDUE.

Sailing Ship Kobenhavn.

BOUND FOR MELBOURNE.

MELBOURNE, Thursday.

The Danish sailing vessel Kobenhavn left Buenos Ayres on December 14 for Melbourne, where she was to load wheat. Fears are being expressed for her safety, and she is a month overdue and no vessel has spoken her.

The Kobenhavn is the largest sailing vessel in commission, and carries in her crew 70 cadets, who are being trained to become officers and masters.

15-3-1929 Recorder

BARQUE KOBENHAVN. Probably Using Canvas Mr. J. H. Gosse (Danish Consul. in Adelaide) today said that he did not think it probable that the commander of the Danish auxiliary training ship Kobenhavn (reported to be overdue) was hastening the voyage of the vessel by using her oil engines. The vessel was not due to load at a South Australian port until April, and by making the voyage under canvas better training would be given to the cadets on board. The Kobenhavn is coming from Buenos Aires, in ballast. Of 3,901 tons, she is the largest sailing ship afloat, being a steel five-masted barque built at Leith (Scotland) in 1921.

18-3-1929 News

OVERDUE.

Danish Sailing Ship.

The Consul-General for Denmark (Mr. O. Lunn) said last night that he entertained the gravest fears for the safety of the Danish training ship, Kobenhavn, the largest sailing ship in the world, which is long overdue on a voyage from Buenos Aires to a Victorian or South Australian port.

Although equipped with wireless and an auxiliary Diesel engine, nothing has been heard or seen of

the Kobenhavn since she left Buenos Aires 95 days ago. The master of another sailing ship, which cleared the same port several days after the Kobenhavn, and made a passage of 58 days to Australia, reported having encountered heavy fogs and icebergs off Cape Horn.

Some of the most prominent families in Denmark are represented among the 70 cadets on board.

LONDON, March 19.

The reinsurance rate of the Kobenhavn at Lloyd's has risen to 60 guineas per cent.

20-3-1929 The Sydney Morning Herald

MISSING IN ICE STREWN SEA

No News From Danish Cadet Ship

ANXIETY GROWING

LONDON, Tuesday.— Anxiety for the Danish cadet ship Kobenhavn, which was last reported between South America and Australia, is growing. The presence of floating ice in the Southern Ocean is reported, and the reinsurance rate for the vessel at Lloyd's has risen to 60 guineas per cent. With 70 Danish cadets on board, the ship left Buenos Aires for Australia on December 21. It is the largest sailing vessel afloat. The boys on board are members of some of the most prominent families in Denmark, and news of her is eagerly awaited in that country. The Kobenhavn (3,901 tons) was built in 1921 at Leith, and is owned by the Ostasiatiske Company, Copenhagen. A steel, five-masted barque, she is fitted with an auxiliary engine. She is equipped with wireless.

21-3-1929 The Register News Pictorial (Adelaide)

World's Largest Sailing Ship Missing

GRAVE FEARS FOR SAFETY

Forty-five Danish Cadets Aboard

FROM OUR SPECIAL REPRESENTATIVE.

MELBOURNE, Today Grave fears were expressed today by Mr. P. J. Holdenson, the Danish Consul, for the safety of the Danish sailing ship Kobenhavn, the largest sailing vessel in the world, which is many weeks overdue in reaching Melbourne. One hundred and thirteen days ago she sailed from the mouth of the Plate River, South America, and since then she has neither been sighted nor has any news been heard from her. She is due to load cargo and wheat here, but that charter has long since been cancelled. According to the Admiralty tables, the distance from the Plate River by way of the Cape of Good Hope is 9,707 miles. The Kobenhavn carries a

crew of 65, of whom 45 are young cadets belonging to leading Danish families.

6-4-1929 The Mail (Adelaide)

It is interesting that Melbourne is claiming that the ship was bound for Melbourne. There is nothing to say this is true from previous stories-certainly not the shipping bulletins

KOBENHAVN OVERDUE

116 Days Out Today

The Danish five-masted barque Kobenhavn is 116 days out from the River Plate on a trip to Melbourne. Fears are entertained for the safety of the vessel, which is known at Port Adelaide, having last visited the seaport early in 1927. No word has been heard of the vessel since its departure from South America, and as wireless is carried it is feared that it must have met with disaster. On board is a crew of 65, including 45 cadets representative of many of the leading families of Denmark. The Kobenhavn is owned by the East Asiatic Company, which also has a number of steamers and motor ships. Specially built at Leith (Scotland) by Ramage & Ferguson, Limited, as a training ship, the Kobenhavn is constructed of steel and equipped with auxiliary oil engines for use when adverse winds are encountered. Mr. J. H. Gosse (Danish Consul) today said that he had no tidings of the vessel, which was proceeding to Melbourne to load wheat. Of 3,901 tons gross and 368 ft. long the Kobenhavn is the largest sailing ship afloat. Her appointments are handsome, and she is equipped with a thoroughness that makes her probably the best example of a clipper ship.

9-4-1929 News (SA)

THE MISSING KOBENHAVN. RESCUE SHIP TO GO OUT.

CAPE TOWN, April 9.

The Admiralty is dispatching a rescue ship tonight to search in the Antarctic for the Danish training ship, Kobenhavn, which left Monte Video on December 14 for Australia, and has not been heard of since. There are 50 cadets aboard.

10-4-1929 The Advertiser

KOBENHAVN OVERDUE

Search Organised

SHIP LEAVES CAPE TOWN (Special to "The News") CAPE TOWN, April 9 The Blue Funnel liner Deucalion (6,793 tons) will leave Cape Town this morning to search the southern waters for the Danish training ship Kobenhavn. With a number of apprentices aboard, the Kobenhavn sailed from

Montevideo on December 14 for Sydney. No word of the vessel has since been received, and it is now posted at Lloyds as missing. The Deucalion was outward bound for Fremantle with a full cargo, and was to have called at Durban for bunkers, but it was diverted by wireless into Table Bay on Monday evening. During Monday it loaded 1,300 tons of coal into its bunkers, while naval ratings from Simonstown hastily, fitted it with powerful, long-range wireless equipment to enable it, it is hoped, to pick up the Kobenhavn as well as to keep in touch with Cape Town. The Kobenhavn is a five-masted barque of 3,000 tons, and is owned by the East Asiatic Company. It has an auxiliary Diesel engine of 650 horsepower. On the voyage to Fremantle the Deucalion will steer a course to the southward with a view to picking up the missing vessel by wireless.

10-4-1929 News

MISSING SHIP

Contrary Winds and Icebergs

LIMITED RADIO RANGE

(Published in the 'Times')

COPENHAGEN, April 11.

Newspapers are giving attention to a speech by Mr. H. N. Anderson at the annual meeting of the East Asiatic Company regarding the Danish training ship Kobenhavn. He sympathised with the natural anxiety of the parents of the cadets.

Mr. Anderson pointed out that the Kobenhavn had to cover 10,000 miles, and if her auxiliary motor was out of action, transforming her into a sailing ship, the voyage would be unalarmingly long in view of the contrary winds reported to have been experienced. The Kobenhavn's radio was not of great capacity, therefore there was little chance of her being reported, as the ocean she was now traversing contained little traffic. The captain was an experienced and cautious sailing master, thoroughly acquainted with the Southern Ocean. It was also possible that icebergs, which were officially reported on the Kobenhavn's route were holding her up as they did even powerful whalers.

11-4-1929 The Daily News (Perth)

Danish Training Ship

British Search for Kobenhavn

Australian Press Association.

LONDON, April 10.

At the Admiralty's request the Lamport Holt Line has instructed the Deucalion, at present at

Capetown, en route to Fremantle, to call at Prince Edward, Crozet, and Kerguelen Islands, where the crew and cadets of the Danish training ship Kobenhavn may be stranded. The Admiralty has lent the Deucalion an additional navigating officer and has installed a powerful wireless set. Two operators have also been lent.

DEPARTURE FROM CAPETOWN

CAPETOWN, April 10. The Blue Funnel liner Deucalion left at 9 o'clock this morning to search for the Kobenhavn. Among the Islands to be touched at are Crozet, Amsterdam, St. Paul's, and Kerguelen.

11-4-1929 The Telegraph, Brisbane

Ship, Searching For Kobenhavn, Due Here Soon

THE Blue Funnel steamer Deucalion, which was instructed to search for the missing Danish training ship Kobenhavn after reaching Capetown, is expected to arrive in South Australia on April 29. En route to Fremantle, the steamer will call at Prince Edward, Crozet, and Kerguelen Islands, where the training ship may be stranded. The Admiralty has lent the Deucalion an additional navigating officer, and has installed a powerful wireless, with two operators. The Kobenhavn, which is carrying 50 cadets, left Montevideo on December 14, and has not been heard of since.

23-4-1929 The Register News Pictorial (Adelaide)

Missing Kobenhavn

Did It Strike Iceberg?

Search Vessel Returns

FREMANTLE, May- 9.

Fears that the missing Danish training ship Kobenhavn may have struck an iceberg, and foundered in the Southern Indian Ocean, were strengthened when the Blue Funnel freighter Deucalion, which searched for the ship, reached Fremantle with no tidings of the vessel. At the British Admiralty's request the Deucalion which called at Capetown on the voyage from England to Fremantle, was diverted from her usual course to call at Prince Edward, Crozet, and the Kerguelen Islands, where it was thought the missing training ship might have been stranded. The Admiralty installed on the Deucalion a high-powered wireless set to keep the authorities in England in touch with developments, and Lieu tenant F. B. Floyd and two telegraphists were taken on board the freighter. Off the beaten track of vessels engaged in the Australian trade the

Deucalion on her run to the southern islands passed numerous icebergs. An immense iceberg, estimated to be 1,000 feet across and with its mass towering 450 feet above the water, was sighted, and the watch was strengthened while the freighter cautiously navigated the ice-strewn sea. No trace of the Kobenhavn was found at any of the groups of islands, and at Port Couvreaux, in the Kerguelen Island, the captain of the Deucalion was informed that the sealers had not reported a strange vessel during their cruises round the islands. The Kobenhavn has not been heard of since she left Monte Video, River Plate, on December, 14 last year for Australia to load grain for Europe. In addition to her officers and crew the ship had about 70 cadets on board. Her course should have taken her across the South Atlantic and through the "Roaring Forties" to Australia. The Kobenhavn is a five-masted barque with an auxiliary engine of 650 h.p. Her engines were only required to drive her in and out of port and through calm seas at a maximum speed of six knots. In the event of the ship's having been dismasted in stormy weather her engines would not have been of much assistance. Ships. have been sent from Capetown to search for missing vessels in the Antarctic on several occasions. The worst disaster was the loss of the Waratah.

Three years ago the crew of the lost oil tanker Erivan was taken into Capetown from Kerguelen, and about a year ago the crew of the lost sealing factory ship Lozer sheltered at Kerguelen until rescued by a searching vessel.

9-5-1929 The Telegraph (Brisbane)

DANISH SHIP MISSING.

FREMANTLE, Thursday

No trace of the Danish training ship Kobenhavn was found by the steamer Deucalion, which arrived to-day. It is feared the vessel may have struck an iceberg and foundered with all hands.

9-5-1929 North West Champion (Moree, NSW)

MISSING TRAINING SHIP

Beltana To Look For Kobenhavn

The P. & O. branch service steamer Beltana, which left Port Adelaide, last week for London, will circle Amsterdam and St. Paul Islands on her way to Capetown, in the hope of finding the missing Danish training ship Kobenhavn.

The Blue Funnel steamer Deucalion, which is expected here this month, has already made an unsuccessful search for the lost ship.

The Kobenhavn, with 50 cadets on board, left South America last December and intended to visit Australia.

11-5-1929 *Observer (Adelaide)*

MISSING KOBENHAVN

An Organised Search

MOTOR SHIP EXPEDITION

(Published in the "Times")

COPENHAGEN, May 21

After a number of fruitless attempts to find the training ship Kobenhavn by vessels visiting the area where she was last heard of, the East Asiatic Company has decided to send out a special search expedition. The motorship Mexico will leave Rio de Janeiro early in June, carrying fuel for 100 days, medicines, food and clothes to afford immediate assistance. It is pointed out that the Kobenhavn carried food for six months, therefore at present, there is no fear of starvation. The leader of the expedition will be Captain Christensen, formerly captain of the Kobenhavn, with which he twice navigated the route where the vessel is now lost.

It is also possible Frank Wild (who was second in command of the Quest in 1921), the greatest living authority on that area will join the party. The Mexico will begin the search at the point from where the last radio was received from the Kobenhavn, and thence eastwards along the ice margin on the wide zigzag lines, travelling only in the daytime. (The five masted barque Kobenhavn, the world's largest sailing ship is over due on a trip from Buenos Aires to Australia. She left Buenos Aires on December 14 and has not been spoken since. She has on board 70 cadets.)

22-5-1929 *The Daily News (Perth)*

SIGNIFICANT SILENCE

MISSING-TRAINING SHIP

FREMANTLE: May 23..

No tidings of the missing Danish training ship Kobenhavn were received during the passage from Cape town of the freighter Gallic, which reached Fremantle yesterday. Captain C. Rowlinson said that in the hope that the Kobenhavn was afloat, and was sending out wireless messages, additional watches were maintained by the wireless officers, but the silence strengthened the

belief that the Kobenhavn had met with disaster in the Southern Ocean.

23-5-1929 *The Telegraph (Brisbane)*

SECOND EDITION

SEARCH FOR KOBENHAVN

Australian Press Association.

COPENHAGEN, May 23.

The "Politiken" says that the Mexico, which is to search the South Atlantic for the missing training ship Kobenhavn, is an oil tanker and probably will carry two seaplanes, provided by either the Argentinian or the Brazilian Government in the hope of locating the vessel.

24-5-1929 *The Telegraph (Brisbane)*

THE LOST KOBENHAVN.

Seaplanes on Search Ship.

COPENHAGEN, May, 23. - The "Politiken" says that the Danish motorship Mexico, which will leave Rio de Janeiro early in June to search the South Atlantic for the missing sailing ship Kobenhavn, is an oil tanker and will probably carry two seaplanes, provided either by the Argentine Government or the Brazilian Government. Although hope has not been abandoned no news has been received this year from the Kobenhavn, which left Buenos Aires on December 14 for Adelaide. She was manned by Danish cadets. She was in wireless touch with the Danish steamer Arizona on December 17 and with the Norwegian steamer William Plumer on December 21. but no later reports have been received. It is requested that any wireless station which may have caught signals from the Kobenhavn will send full details to the Aktieselskabet Det Ostasiatske Compagni. The Kobenhavn's call sign until January 1 was OIBA and after that it was to be OYTC.

25-5-1929 *The West Australian*

THE KOBENHAVN

FIRST LIGHT ON DISAPPEARANCE

Australian Press Association.

LONDON, May 27.

The South American Steam Navigation Company has received news that the steamer Halesius picked up a report from Tristan d'Acunha on January 21 stating that a four or five masted vessel was sighted in evident distress west of the island. Only a small jib was set and it was feared that she

would strike a reef. As no wreckage was found it was believed that the vessel had cleared the island. Owing to the rough seas the islanders were unable to launch a boat to identify the vessel. It is suggested that this may be the first light on the disappearance of the Danish training ship Kobenhavn.

29-5-1929 *The Telegraph (Brisbane)*

Kobenhavn Gone, Says Steamer Captain
SYDNEY, Friday. — Crossing the southern Indian Ocean, a strict look out for the missing barque Kobenhavn was maintained by the steamer Katselholm, which arrived at Sydney today. Her master (Capt. Nylund) said he had abandoned all hope of the sailing ship being found.

8-6-1929 *The Register News Pictorial (Adelaide)*

MISSING KOBENHAVN STEAMER JUNEE TO SEARCH MELBOURNE, Wednesday.

The steamer Junee, belonging to the Adelaide Steamship Co., has been chartered by another company. It is understood that the Junee will search for the Danish sailing vessel, Kobenhavn, which disappeared about six months ago after leaving South America for Australia. The Kobenhavn was a training ship, and had many cadets on board.

20-6-1929 *Daily Advertiser (Wagga Wagga)*

DATE OF PROJECTED DEPARTURE. MELBOURNE, June 20.

After unloading a cargo of coal from Port Kembla, the Junee (2251 tons) left to-day for Sydney in ballast. Should the necessary arrangements be completed, and it is expected in shipping circles that there will be no hitch, the Junee will leave Sydney next week to search the Southern Ocean. It is probable that visits will be made to Prince Edward, Crozet, and Kerguelen Islands. Earlier in the year the Blue Funnel line steamer Deucalion, equipped with high powered wireless apparatus, searched the Southern Indian Ocean for the Kobenhavn, but found no trace of the missing vessel.

21-6-1929 *The Brisbane Courier*

MISSING KOBENHAVN Southern Ocean to be Searched.

SYDNEY, Friday. An effort to clear up the mystery of the missing Danish training ship Kobenhavn is to be made by the despatch from Newcastle, probably at the end of next week, of the Adelaide Steam ship Company's vessel Junee to search the Southern Ocean.

Captain F. D. Fletcher will command the expedition, which will determine whether any of the crew of the Kobenhavn are ashore on one or other of the lonely islands in the Southern Ocean, or whether the ship is icebound. The charter has been arranged by Gibbs, Bright, and Co. Ltd., agents in Australia for the East Asiatic Company, owners of the Kobenhavn.

Undelivered Letters

For many weeks a pile containing many hundreds of letters and papers addressed to members and crew of the Danish training-ship Kobenhavn has been lying in the offices of the agents for the vessel in Melbourne (Gibbs, Bright, and Co) awaiting the arrival of the vessel which was expected to have reached Melbourne several months ago. Following the receipt of a message from the owners, East Asiatic Co. Ltd., of Copenhagen, asking that the letters be sent to Denmark, they were sorted yesterday and packed into bundles. The number of letters being returned is 580, and there are also about 300 newspapers.

The Kobenhavn is a five-masted barque, and left Buenos Aires, South America, on December 12 for Melbourne, but has not been heard of since. On board the Kobenhavn are 70 cadets, many from leading families in Denmark.

22-6-1929 *The Argus (Melbourne)*

JUNEE'S SEARCH.

For Missing Kobenhavn.

CRUISE IN ANTARCTICA.

An effort to clear up the mystery of the missing Danish training ship Kobenhavn is to be made by the despatch from Newcastle, probably at the end of next week, of the Adelaide S.S. Company's steamer Junee to search a big section of the Southern Ocean. The Junee is due in Sydney tomorrow from Melbourne, and will leave for Newcastle on Tuesday.

Captain F. D. Fletcher, of the Adelaide S.S. Company, will command the expedition, which will determine if any of the crew of the Kobenhavn are ashore on one or another of the lonely islands in the Southern Ocean, or if the ship herself is icebound. "All that I know just now," said Captain Fletcher last night, "is that we will fill

up with coal, shove off southward and prowl about. Before sailing I will get secret orders from the charterers."

It was learned in Sydney yesterday that the Junee would probably first go to Heard Island, a few miles outside the northern limit of pack ice, and then skirt the ice westward for several thousand miles. Several deviations may be made to visit other islands rarely seen by man, and in the course of the voyage Cape Horn may be sighted.

The charter has been arranged by Gibbs, Bright, and Company, agents in Australia for the East Asiatic Company, owners of the Kobenhavn, and the third largest fleet of motor ships in the world. There were 50 cadets in training for officers, as well as the crew, on the Kobenhavn.

On December 14 the Kobenhavn left Buenos Ayres for Melbourne in ballast and nothing has been heard of her since December 22, when she was in communication by wireless with the Norwegian steamer William Blumer. A search has been made by steamers of several nationalities, notably by the Blue Tunnel liner Deucalion and the P and O branch liner Beltana, and Norwegian whalers, but without result. The steamer Helesius touched at the lonely Tristan da Cunha, where the inhabitants stated that early in the year a sailing ship was apparently in distress off the island.

22-6-1929 The Sydney Morning Herald

Missing Vessel

Search for Kobenhavn

Australian Press Association.

COPENHAGEN, June 24,

The captain of the steamer Mexico, which has been searching for the missing Danish vessel Kobenhavn, has sent a wireless message that he has found traces of a camp on Gough's Island, but there was no trace of the Kobenhavn. The captain of the steamer Helesius denies that he saw wreckage at Tristan da Cunha. Another searcher, the motor ship Lars Riisdahl, will leave Capetown to day. Gough's Island is in the South Atlantic Ocean near Tristan da Cunha.

25-6-1929 The Telegraph, Brisbane

THE JUNEE.

PROVISIONED FOR 120 DAYS.

SEARCH FOR KOBENHAVN.

Although nothing definite is known concerning the route to be taken by the Junee on her cruise to Antarctica in search of the missing Danish ship

Kobenhavn, it was announced yesterday that the steamer will sail from Newcastle on Saturday morning with sufficient stores and bunkers to last 120 days.

The Junee left Sydney last night for New castle where 3000 tons of coal will be taken on board. As this quantity exceeds by far the bunker capacity most of the coal will be stored in the holds. The thirty-two members of the crew were signed on yesterday. Captain F. D. Fletcher, who will command the expedition, visited the Antarctic previously as chief officer of the Aurora.

The East Asiatic Company, owners of the Kobenhavn, will cable final instructions from Denmark to their Australian agents, Gibbs, Bright, and Co. before the Junee leaves Newcastle.

26-6-1929 Sydney Morning Herald

GOUGH ISLAND SEARCH

No Traces Discovered

(Published in the 'Times'.)

COPENHAGEN, June 25.

The captain of the motor ship Mexico has cabled the East Asiatic Co. that he has circumnavigated Gough Island and conducted a daylight search for the Kobenhavn, but he found no wreckage. Later on shore he ascertained that the Kobenhavn's crew had not landed. He found the depot untouched.

26-6-1929 The Daily News (Perth)

CLUE TO LOST SAILER

LAST SEEN ON JAN 21

DAMAGE INDICATED

COPENHAGEN, June 26.

The captain of the motorship Mexico has cabled-reporting that it is now established that the Kobenhavn, the missing Danish training vessel, passed Tristan da Cunha on January 21 last. She was presumably damaged, one mast being broken and only a few sails set. The ship was low in the water. She proceeded southward and disappeared in the fog. The inhabitants searched, but did not find any wreckage. The Mexico is continuing the search. (Tristan da Cunha is a small island in the South Atlantic, midway between South America and the Cape of Good Hope. The Kobenhavn has been missing since December, 1928, when she was last spoken to on her voyage from South America to Australia. A message from London yesterday stated:— The East Asiatic Company has chartered the Norwegian motorship Lars Risdael to J co-

operate with the motor vessel Mexico for a further search for the Kobenhavn, the missing Danish training ship. The vessel was due to leave Capetown on June 25. The Mexico is in the vicinity of Tristan da Cunha.)

27-6-1929 *The Daily News (Perth)*

small islands in Antarctica, where the approach by a large steamer is dangerous.

Having taken the motor launch on board, the Junee will sail immediately for the Southern Ocean.

NEWCASTLE, Friday

Echoes of the war were revived when it was found

at the Newcastle Customs-house this afternoon that the Junee had cleared for Guam. Guam, a little Pacific island near the equator, was the port to which most of the troopships were cleared. As the island has no Customs, a vessel clearing for it is actually nominating no definite destination.

29-6-1929 *The Sydney Morning Herald*

THE JUNEE.

PROVISIONED FOR 120 DAYS. SEARCH FOR KOBENHAVN.

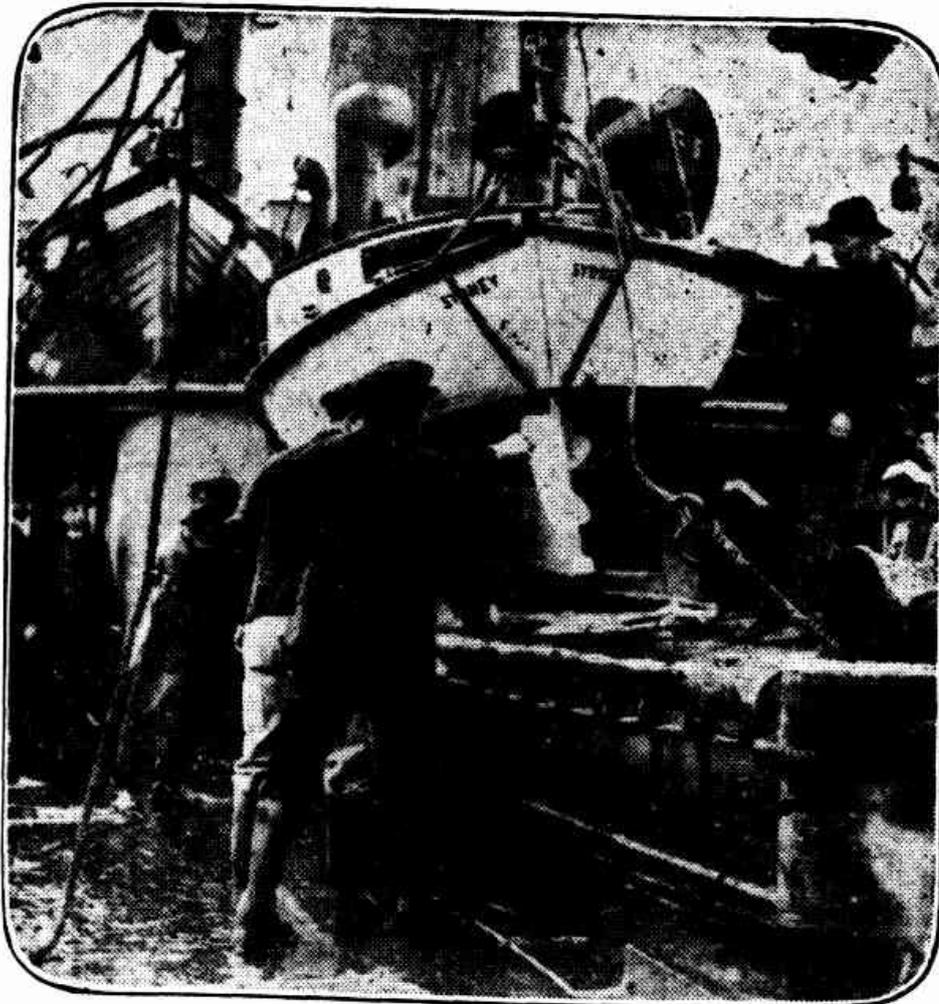
Although nothing definite is known concerning the route to be taken by the Junee on her cruise to Antarctica in search of the missing Danish ship Kobenhavn, it was announced yesterday that the steamer will sail from Newcastle on Saturday morning with sufficient stores and bunkers to last 120 days.

The Junee left Sydney last night for New castle where 3000 tons of coal will be taken

on board. As this quantity exceeds by far the bunker capacity most of the coal will be stored in the holds. The thirty-two members of the crew were signed on yesterday. Captain F. D. Fletcher, who will command the expedition, visited the Antarctic previously as chief officer of the Aurora. The East Asiatic Company, owners of the Kobenhavn, will cable final instructions from Denmark to their Australian agents, Gibbs, Bright, and Co. before the Junee leaves Newcastle.

26-6-1929 *The Sydney Morning Herald*

"SEALED ORDERS" MISSING KOBENHAVN
S.S. JUNEE'S MISSION Preparatory to



HOISTING A MOTOR LAUNCH A BOARD THE STEAMER JUNEE, which has just left Sydney for the Southern Seas in search of the missing Danish sailing ship Kobenhavn.

THE JUNEE.

EQUIPPED WITH MOTOR LAUNCH.

Instructions received in Sydney yesterday by Gibbs, Bright, and Co., Australian agents for the Danish shipping firm, the East Asiatic Company, are that the steamer Junee, when searching for the missing ship Kobenhavn, in southern waters, is to keep south of latitude 42 degrees and maintain a westerly course.

Having loaded 3000 tons of coal, which is sufficient to last for a cruise of 120 days, the Junee should leave Newcastle early this morning, and is due in Sydney at 9 a.m. to take on board a motor launch, which is to be used in searching many

commencing a long search for the missing Danish barque Kobenhavn, the chartered steamer Junee, of the Adelaide Company's fleet, reached Newcastle yesterday to load bunkers. Although the course to be followed has not been revealed, charts on board will enable the master, Captain F. D. Fletcher, to navigate the Junee "anywhere south of the Line." Captain Fletcher may not receive definite instructions until after the Junee has cleared Nobbys on Saturday. Inter viewed yesterday, he said that he did even know the starting point of the search. Probabilities are that the Junee will be headed south, and then for South Africa. This theory is strengthened by the fact that the steamer Mexico and the motor ship Lars Riisdahl are searching for the missing training ship from the South African coast. Possibly the two vessels will work towards Australia until communication is established with the Junee. SPECIAL EQUIPMENT. Thirty-four men, including an extra carpenter and cook, have signed on for a six months' voyage on the Junee. Stores and bunkers sufficient for a cruise of 120 days are to be loaded. The special equipment includes a wireless set which, Captain Fletcher said yesterday, would enable the Junee to receive orders from Denmark if necessary. As the Junee, during the voyage, may venture into little known waters and touch at islands far removed from the ordinary sea routes a motor launch is to be taken to enable searches to be made of bays and rivers. Although the Junee may even go as far as 'the edge of the ice,' it is not anticipated that searches will be made far inland, and as a result sledges and similar equipment will not be carried. An abundance of warm clothing in anticipation of a cold passage is being taken, and the quarters of the crew will be adequately heated. As the Junee is under sealed orders, Captain Fletcher, determined not to be caught unawares, has secured charts which, to quote his own words, will enable him to take the Junee "anywhere south of the line."

THE LOST SHIP.

Names of the people who have chartered the Junee have not been divulged, although it has been reported that the owners of the Kobenhavn, the East Atlantic Company, and the relatives of cadets on board the lost ship were financing the searchers. The last known port of the Kobenhavn was the River Plate. It was rumoured that a vessel of a similar rig was sighted three or four days later beating around Tristan da Cunha, but further news has not been received. The Blue Funnel steamer Deucalion searched the region around Marion

Island, the Crozets, Kerguelen, and Amsterdam Islands without result. It is considered unlikely that the Kobenhavn is still afloat, but in that event, basing his estimate on the prevailing winds, Captain Fletcher thinks that she would drift east and north, in the direction of either the Australian or the New Zealand coast. Hopes of the searchers are based chiefly on the possibility that the men who manned the auxiliary barque have struggled ashore on an island far from the regular sea routes. EXPERIENCED CAPTAIN. His experience of similar searches should stand the skipper on the Junee in good stead. Captain Fletcher was chief officer of the auxiliary barquentine Aurora on which Sir Douglas Mawson was taken to the Antarctic in 1912. The famous explorer and his party were landed at Commonwealth Bay. Returning the following year, the Aurora picked up some members of the party, although at that time the leader of the expedition had not returned to the base. The Aurora revisited Commonwealth Bay in 1914, where Sir Douglas Mawson boarded her for the voyage home. Captain Fletcher said that the voyages were comparatively uneventful, although the piercing cold bothered the crew of the Aurora. Difficulty was experienced in working the ship at times by the spray, which froze on the pulley blocks, preventing the yards from being hauled around. This was overcome eventually by altering the leads of the braces, which were taken up aloft.

ILL -FATED ENDEAVOUR. The master of the Aurora, Captain John King Davis, is to accompany Sir Douglas Mawson on his next expedition in the Discovery. Captain Fletcher participated in the unsuccessful search made by the steamer Grantala for the ill-fated Federal experimental trawler Endeavour, which was lost between Hobart and Macquarie Islands.

27-6-1929 Newcastle Morning Herald and Miners' Advocate

No trace Of Kobenhavn

REGISTER WORLD CABLES.

COPENHAGEN, Wednesday. — The captain of the motor ship Mexico, which is searching near Tristan Da Cunha for the missing training ship Kobenhavn, has cabled the East Asiatic Company, the owners, that he has circumnavigated Gough Island in daylight, but found no trace of wreckage. Another seaman had stated that he has seen wreckage near the island. The master of the Mexico went ashore, and ascertained that the crew of the training ship had not landed there. The food

supplies left there on an earlier visit had not been touched.

27-6-1929 The Register News-Pictorial (Adelaide)

MISSING KOBENHAVN.

LAST SEEN IN JANUARY.

News From Tristan da Cunha.

COPENHAGEN, June 27— Captain Christensen, the captain of the motor ship Mexico, which is searching for the missing Danish training ship Kobenhavn, has cabled a report that it is now established that the Kobenhavn passed the island of Tristan da Cunha on January 21 last. One mast was broken and only a few sails were set. The ship was low in the water. She proceeded southward and disappeared in the fog. Those inhabitants of the island searched but could not find any wreckage. The Mexico is continuing the search.

28-6-1929 The West Australian

THE JUNEE'S SEARCH

LATEST WIRELESS INSTALLATION

Sydney, June 27.

Even if the search by the steamer Junee for the missing Danish ship Kobenhavn takes the vessel to the other side of the world, she will be in touch by wireless with Sydney. The Junee has been fitted by Amalgamated Wireless with a short-wave wireless transmitter, made in Australia, of the same type used by the Jervis Bay when the two-way communication between the liner, lying at London, and Sydney radio, was maintained. An operator with a special knowledge of short-wave wireless telegraphy has been appointed for the cruise.

28-6-1929 The Advertiser

MISSING TRAINING SHIP

CLUE TO KOBENHAVN'S FATE

Copenhagen, June 26.

The captain of the motorship Mexico has cabled reporting that it is now established that the Kobenhavn, the missing Danish training vessel, passed Tristan da Cunha on January 21 last. She was presumably damaged one mast being broken and only a few sails set. The ship was low in the water. She proceeded southward and disappeared in the fog.

The inhabitants searched, but did not find any wreckage.

The Mexico is continuing the search. (Tristan da Cunha is a small island in the south Atlantic, midway between South America and the Cape of Good Hope. The Kobenhavn has been missed since December, 1928, when she was last spoken to on her voyage from South America to Australia. A message from London recently stated: — The East Asiatic Company has chartered the Norwegian motorship Lars Risdael to co-operate with the motor vessel Mexico for a further search for the Kobenhavn, the missing Danish training ship. The vessel was due to leave Capetown on June 25. The Mexico is in the vicinity of Tristan da Cunha.)

29-6-1929 Geraldton Guardian and Express (WA)

THE JUNEE.

EQUIPPED WITH MOTOR LAUNCH.

Instructions received in Sydney yesterday by Gibbs, Bright, and Co., Australian agents for the Danish shipping firm, the East Asiatic Company, are that the steamer Junee, when searching for the missing ship Kobenhavn, in southern waters, is to keep south of latitude 42 degrees and maintain a westerly course.

Having loaded 3000 tons of coal, which is sufficient to last for a cruise of 120 days, the Junee should leave Newcastle early this morning, and is due in Sydney at 9 a.m. to take on board a motor launch, which is to be used in searching many small islands in Antarctica, where the approach by a large steamer is dangerous.

Having taken the motor launch on board, the Junee will sail immediately for the Southern Ocean.

NEWCASTLE, Friday

Echoes of the war were revived when it was found at the Newcastle Customs-house this afternoon that the Junee had cleared for Guam. Guam, a little Pacific island near the equator, was the port to which most of the troopships were cleared. As the island has no Customs, a vessel clearing for it is actually nominating no definite destination.

29-6-1929 The Sydney Morning Herald

MISSING KOBENHAVN.

Junee Joins Search.

S.S. JUNEE (by radio), July, 6.— The Junee passed Cape Otway (Victoria) at noon to-day and is proceeding south-west to a position 42deg. south, 142deg. east.

thence west to meet the Mexico in the search for the missing. Danish training ship Kobenbavn. A

lookout is being kept at the masthead all day. The weather is favourable for the search.

8-7-1929 *The West Australian*

TERRIFIC SEAS

Search Ship's Stormy Time

"ALL RUM LOST"

SYDNEY, Monday.

"We have experienced a westerly gale with terrific seas, which have reduced our speed to three knots," said the radio message from the "Sun" special representative on board the Junee, which is searching for the missing Danish training ship, Kobenhavn.

The only damage was that we lost all of our rum, and everybody is moaning. Our position now is latitude 42 south, longitude 122 east (about mid way between New Zealand and Southern China).

"A mast-head look-out has been maintained, but nothing has been seen. The weather now has moderated. An organised search to westward will probably commence on Tuesday. All well." The Junee left Sydney recently to search the South Atlantic for the Danish training ship Kobenhavn, which has been missing for seven months. With a large number of cadets of some of the leading families in Denmark aboard, the Kobenhavn left South America for Melbourne in December, and was last seen off the Island of Tristan, La Cunha. Since then her fate has been enshrouded in mystery.

15-7-1929 *The Newcastle Sun*

Mystery Ship

Fate of the Kobenhavn

Australian Press Association.

CAPETOWN, July 17.

The steamer Mexico arrived here to day without definite news of the missing sailing ship, Kobenhavn. The captain confirms the story from the Halesius that the Kobenhavn passed Tristan d'Acunha on January 21. The vessel was identified by the islanders' statement that there was a broad white band on the stern. The islanders' story is reminiscent of that told about the Marie Celeste. One topsail and one jib were set as the ship passed a quarter of a mile distant. The other sails were furled and there was no sign of life aboard. The vessel appeared to be drifting on to the rocks, but the current swung her around. The islanders went to the top of a hill, but the mists prevented them from noting the further

course of the Kobenhavn, which appeared to be in good condition. The Mexico 16 days ago called at Capetown and obtained charts of the west coast of Africa. The steamer searched as far as Angola, but failed to find any wreckage that might have been brought by the currents. Probably the Mexico will await the arrival of the Junee from Australia. Both ships will then search in the Antarctic seas.

18-7-1929 *The Telegraph (Brisbane)*

OCEAN MYSTERY DEEPENS.

Kobenhavn Sighted Drifting.

NO SIGN OF LIFE.

Capetown, Thursday.

The motorship Mexico arrived to-day without definite news of the missing sailing ship Kobenhavn. The captain of the Mexico confirms the story from Halesius that the Kobenhavn passed Tristan da Cunha on January 21, and was identified by the islanders from the broad, white band on the stern.

The islanders give a story reminiscent of the Marie Celeste, which was found years ago without her crew. One topsail and one jib were set as the Kobenhavn passed a quarter of a mile distant. The other sails were furled, and there was no sign of life aboard. The ship appeared to be drifting on the rocks, but the current swung her around. The islanders went to the top of a hill, but it was misty, and they did not go to the other side of the island. The Kobenhavn appeared to be in good condition. Sixteen days ago the Mexico called at Capetown and obtained charts of the West Coast of Africa. The ship searched as far as Angola, but failed to find any wreckage, which would be brought there by the currents probably. The Mexico will await the Junee from Australia, and both will search the Antarctic.

Chief Officer Christensen, of the Mexico, who was previously skipper of the Kobenhavn, considers that when the Kobenhavn drifted past Tristan da Cunha an explosion had occurred in the engine-room, which is situated aft, blowing out the stem post.

The islanders watched the ship drifting for three hours. It is inexplicable why they failed to put out. It is presumed that it was the first time they had seen a sailer. Christensen accepts the theory that the ship sank near Tristan, where the sea is very deep. He believes that the cadets were taken off, and is convinced that the captain, who was previously his mate, stuck to the last.

19-7-1929 *Daily Standard (Brisbane)*

JUNEE SEEKS VAINLY FOR KOBENHAVN
Rough Weather Forces Ship To Heave-To
SYDNEY, Sunday.— A wireless message from the Adelaide Steamship Co.'s Junee, which is searching for the Danish training ship Kobenhavn, says she searched the area between about 420 to 560 miles south, and 460 to 770 miles west, of Albany (W.A.), without success. She had very bad weather all the week. A violent gale on Thursday and Friday compelled the ship to heave-to. The search is now being continued westward. The ship's aerial, was carried away on Thursday, but has now been repaired.

27-7-1929 *The Register News-Pictorial (Adelaide)*

SEA MYSTERY

Search for Kobenhavn

Confirmation of the story from the British steamer Halesius that the missing Danish training ship Kobenhavn passed the island of Tristan da Cunha in a disabled condition strengthens the belief, expressed by several masters of vessels which have called at Fremantle during recent weeks, that the Kobenhavn struck an iceberg. The latest cable message from Cape Town stated that the searching vessel Mexico would probably await the arrival at Cape Town of the Australian searching steamer, Junee. The Danish ship is hopelessly overdue at Melbourne on a voyage from a South American port, but the search is being continued in the hope that she may still be afloat. If she is, the silence of her wireless can be accounted for by the surmise that a violent collision with an iceberg would send her masts crashing over-board. After having been fitted out for a long tramp by the Adelaide Steamship Company, the small steamer Junee (1,263 tons) left Sydney early in July to join in the search for the Kobenhavn. The Junee is commanded by Captain C. E. Fletcher, a mariner of considerable Antarctic experience, and he said before leaving Australia that exploration in the southern waters at this time of the year was exceedingly dangerous as the gales and heavy seas were at their worst. It would take skill and patience to carry out the voyage successfully, and the Junee would at least be carried in the Roaring Forties, which were notorious for high winds and mountainous seas. The Junee was fitted with a short-wave transmitting radio set, and it was understood that she would keep in constant touch with the Sydney headquarters, of the Adelaide Steamship Company.

Writing in a London newspaper, Commander F. G. Cooper, R.N.R., said that assuming the Kobenhavn was lost, the field of speculation might be confined to two causes - collision with an iceberg or foundering through broaching-to. The usual track of sailing ships, bound from South America to Australia, would take the Kobenhavn to about latitude 45deg. south and the possibility of collision with ice during the long hours of the antipodean night, or during fog, could not be dismissed. The more probable cause, however, was that the ship foundered through broaching-to while running before a heavy sea. In the Southern Ocean the great west wind prevailed throughout the year, and in its periods of fury the seas which accompanied it were enormous - long green mountains of water for ever rolling majestically onward, with no land to impede their progress. It was conceivable that the Kobenhavn, a long, heavily rigged ship in ballast, was difficult to steer. It was possible that she became unmanageable in a squall or sudden shift of wind, broached-to, went over on her beam-ends, and foundered, thus taking her departure for the Port of Missing Ships.

27-7-1929 *The West Australian*

THE KOBENHAVN

Search by Junee and Mexico

Weather More Furious

SYDNEY, August 5.

The s.s. Junee, engaged in a search for the missing Danish ship Kobenhavn, reports from sea as follows:

Have covered the area 41 to 43 degrees south and 100 to 92 degrees east. The weather has been still more furious. Hove-to on Wednesday, and had an anxious time. It was sometimes difficult to control the ship against the mountainous seas. Almost a hurricane blew. The s.s. Mexico searched Crozet Islands without success, and we are now zig-zagging eastwards in our latitudes. All well.
(Signed)

EDWARDS.

6-8-1929 *The Mercury (Hobart)*

MISSING KOBENHAVN

What Has Happened ?

The Dangerous Field Ice

Mr. C. C. Johnstone, Cygnet, writes:- I have followed with great interest the articles appearing in the press from time to time re the long overdue Danish training ship Kobenhavn. Each writer who

has advanced theories as to the probable cause of her disappearance has had much the same ideas, either that she capsized, collided with an ice-berg, or caught fire. Either of these things might have happened to the vessel, though in my opinion it is very improbable that she capsized or got burnt out, or, as one writer suggested, that she ran too long, broached to, and swamped. My disbelief in either of those accidents being the cause of her probable loss is based on the following arguments:-
Capsizing: She is reported as passing Tristan du Cunha in a dismasted condition. If she was stiff enough to stand up while her masts were blown out she certainly would not capsize without the masts. Fire: This is a very unlikely thing to happen on a ship in ballast, and even if she did catch fire, in a well found and well manned ship with the fire easily get-at-able it would soon be overcome. Broaching too: I think it very unlikely the captain of the Kobenhavn would attempt to run when disabled; it would be more seamanlike with his ship in such a condition to heave to, and if the vessel would not lay to the wind, to rig and ride to a sea anchor.

I believe if the ship is really lost, that ice has been the cause, but I prefer the idea that she met her end in "field" or "pack" ice rather than by collision with a berg. I base this idea on years of practical experience in sailing ships in high latitudes, and although bergs would be likely to be found well north at the time the Kobenhavn went missing and the field ice would be well south, yet owing to the long hours of daylight experienced in high latitudes in the summer, and scarcity of fog and snowstorms, experienced seamen, such as had charge of the Kobenhavn, would be able to smell and see a berg in time to keep clear of it.

With "field" ice and a disabled ship the tale is different. I think it quite probable that the Kobenhavn continued, disabled as she was, to travel east before the westerly winds until after passing the Cape of Good Hope, when she would be caught by the Agulhas current which sets strongly to the south-east, and if this happened she would set down into the ice and be crushed. Anyone who has had experience in "field" ice in southern latitudes in an ordinarily constructed iron or steel sailing vessel will know how little hope there would be, once amongst it, for a disabled ship. In November, 1904, while second mate of the Liverpool full-rigged ship Scottish Minstrel, I experienced a week among "field" ice on the run between Sydney and Cape Horn. We, fortunately, had not lost our masts, yet owing to the amount of

ice that formed on our masts, yards and standing and running rigging, we could do nothing to help our ship other than by keeping the ice from freezing to the ships sides. Fortunately, we were not far in, and a northerly gale with the resultant sea smashed the ice, and before it could set again a change of wind to the south-west blew us sufficiently far north to take us clear of the danger. Had our luck not been good in the wind coming as it did, without a doubt the Scottish Minstrel would have also joined the long list of missing ships.

The ice limit in the South Atlantic is in about latitude 37 deg., and it reaches its farthest north at midsummer. Ice, I feel confident, is what is answerable for the anxiety over the Kobenhavn, either berg or field ice, and I incline to believe it is the latter.

6-8-1929 The Mercury (Hobart)

KOBENHAVN SEARCH

SYDNEY, Sunday.

A radio message from the steamer Junee, which is searching for the missing Danish training ship Kobenhavn, states that during last week the vessel searched the area between latitudes 41.30 and 42.30 south and longitudes 87 and 83 east, and found nothing. The vessel met with very severe S.W. and N.W. gales all the week, rendering an organised search impossible and limiting the area. Half a gale blew on Monday, later attaining the force of a hurricane. The Junee was compelled to heave to under reefed storm trysail and put out oil bags on the weather bow. The master expects to meet the other search vessel, Mexico, on Saturday next.

19-8-1929 The Canberra Times

JUNEE MEETS MEXICO.

No Sign of Kobenhavn.

RETURNING TO AUSTRALIA.

(By radio from Captain F. D Fletcher, master of the Junee, which is searching the Southern Ocean for the missing training ship Kobenhavn)

We have searched the area enclosed by 41 and 43 degrees south latitude and 83 and 76 east longitude, and have found nothing. We met the Danish motor-ship Mexico 42 degrees south and 76 east at 4 a m on Saturday. We are now proceeding to search St. Paul and Amsterdam Islands and thence will change east-north-east towards the Australian coast. The Mexico is searching east towards the Australian coast.

We are all glad the zig-zag search west is over. Running the easting down is bad enough, but zig-zagging the easting up is no joke in July and August. The Junee has behaved wonderfully, but has some scars to show. All are well

[The two ships apparently met about 1600 miles west-south-west of Cape Leeuwin. The southern border of the locality in which the Junee's search was conducted last week was 200 miles outside the southern limit of drift ice.]

26-8-1929 *The Sydney Morning Herald*

WHERE IS THE BARQUE "KOBENHAVN"?

Are Bones Resting on W.A. Coast?

AERIAL SEARCH TO BE MADE

Are the remains of the missing sailing vessel Kobenhavn to be found on our North-West Coast? Danish navigators, after consultation with those who have been conducting a tireless search for the past five or six months, evidently have an idea that she may be, for a search of the West Australian coastline will commence on Sunday next.

The Kobenhavn, a Danish five-masted barque of 3901 tons, is known on the Australian waterfront, for it was towards the end of 1926 that the vessel and her complement of cadets visited Adelaide and Melbourne in the course of a training cruise to Australia. Her run from Capetown to Adelaide on that occasion occupied but 21 days, which is almost equal to steamboat time. The vessel was not in the public eye until March of this year, when intense anxiety was felt in Copenhagen for the fate of the barque. She had left Buenos Aires on December 14, 1928, for Australia, and has not been heard of since.

THREE MONTHS OVERDUE There were 70 cadets on board, many of whom come from prominent Danish families. The Kobenhavn was the largest sailing ship in the world, and was equipped with wireless and an auxiliary Diesel engine. The vessel was of steel and was built by Messrs. Ramage and Ferguson, of Leith, Scotland, in 1921, and is therefore comparatively new. The auxiliary machinery was all placed aft in the ship. The efforts to trace the vessel since March last year are now a matter of maritime history. The master of another sailing ship which

cleared Buenos Aires several days after the Kobenhavn and made a passage of 58 days to Australia reported having encountered heavy fogs and icebergs off Cape Horn. Some four weeks later at the request of the Admiralty, the Lamport and Holt Line instructed the steamer Deucalion, then at Cape Town en route to Fremantle to call at Prince Edward Island, Crozet Island and the Kerguelen Islands because it was thought the vessel may have stranded in that locality. Further more, the Admiralty lent the Deucalion an additional navigating officer and installed a powerful wireless plant, together with two operators. Upon the return of this vessel, the mystery was still unsolved and the master of the Deucalion reported that it may have struck an iceberg and foundered. The only knowledge of the training ship then was that it was last spoken on December 20 at 33.5 degrees south, 34 degrees west.

FRUITLESS SEARCHES Since then, the search for the vessel has been intensified, although it is realised that there is little chance of finding any survivors. The Beltana made a vain search at Amsterdam Island. A wisp of hope was the news

that the South American Steam Navigation Company's steamer Helesius had picked up a report from Tristan da Cunha, an island in the South Atlantic stating that a four or five-masted vessel was sighted, in evident distress, west of the island. Only a small jib was set, it was said, and it was feared that the vessel would strike a reef. But as no wreckage has since been found, it was believed that she cleared the island. Owing to rough seas, the islanders were unable to launch a boat or identify the vessel. It was then suggested that this may be the missing ship. The captain of the Helesius denied having sighted any wreckage. Then it was decided to

conduct a further search of the Southern Ocean starting from Australia. For this purpose the



PILOT J. WOODS

He will pilot the searching 'plane which will set out on Sunday to scour the coast from Onslow to Fremantle in search of traces of the missing Kobenhavn.

steamer Junee, of 2251 tons, owned by the Adelaide Steamship Company, was chartered by Messrs. Gibbs, Bright and Co. asked for another party. After unloading a cargo of coal for Port Kembla, the Junee proceeded from Melbourne to Sydney in ballast, and left the latter port early in July. Prior to her departure it was decided the Junee should make search of the southern islands right along the edge of Australia. She was provisioned for 120 days' trip and was equipped with a motor launch, with which to visit the various bays and in-lets of the islands touched at.

SIGHTED AT TRISTAN DA CUNHA The Danish motor ship Mexico was also searching at this time, but the only news it brought back was that traces of a camp were found on Gough's Island in the South Atlantic on June 23, but the ship had not been sighted. The most interesting part of Captain Christensen's report, however, was that the Mexico ascertained definitely that the Kobenhavn passed the island Tristan da Cunha on January 21 of this year. One mast was broken and only a few sails were set. The ship was low in the water and proceeded southwards, disappearing in the fog. There at present the mystery remains, like so many of our unsolved riddles of the sea. The Junee is still at sea, but is due at Albany on Saturday week to re-fuel and to refill the ship's larder. Will she have any news? As she is equipped with wireless and doubtless has been in touch with shore stations, and in view of the latest decision to search the North-West coast, it would appear that the search of the Junee has been without success. The ocean currents are fairly well known to navigators and doubtless working on the knowledge of the last known position of the Kobenhavn and the direction of ocean currents, it has been thought that possibly the vessel may have drifted on to our coast.

AEROPLANE SEARCH ORDERED Under instructions from Messrs. Gibbs, Bright and Co., who are the Australian agents for the East Asiatic Company, a special searching aeroplane has been chartered by them from West Australian Airways Ltd, to search the north west coast of this State. This will be done on Sunday and Monday next, and the pilot of the machine will be Mr. J. Woods, who performed such splendid work in the search for the missing Southern Cross aeroplane some months ago in the uninhabited Kimberleys. The search in this case will be from Fremantle to North-West Cape, near Onslow. The machine, a D.H. '50' will set out from Port Hedland on Sunday and fly to Onslow, where it will re-fuel.

From Onslow it will proceed across to North-West Cape and follow down the coastline as far as Carnarvon, where a halt will be made on Sunday evening. During this flight Shark Bay and Dirk Hartog Island will be visited. After re fuelling, on Monday the machine will continue as far as Geraldton, refuelling and then continuing down the coast to Fremantle, and reaching Maylands, it is expected, early on Monday after noon. Should this search prove fruitless, little will then remain to do. The ocean has been crossed and crossed again by searching ships, wireless messages have been sent out times without number in the hope of their being picked up and in deed after this lapse of over eight months it can hardly be hoped that any members of the ship's complement could be still alive. It would be a relief, how ever, to the anxious parents, who may still be hoping against hope, to find some remains of the vessel. Should the search on Sunday and Monday prove fruitless, the disappearance of the Kobenhavn will remain one of the un solved mysteries of the sea.

4-9-1929 The Daily News (Perth)

**Missing Kobenhavn
Report Found Incorrect**
Australian Press Association.
COPENHAGEN, September 5.

It has now been learned that the re port that the missing training ship Kobenhavn was sighted off Tristan d'Acunha on January 21 was not correct. The islander sighted a Swedish barque.

6-9-1929 The Telegraph (Brisbane)

MISSING KOBENHAVN.

Junee's Search Over.
SYDNEY, Sept. 30. — The Adelaide S.S. Company, owners of the Junee, announced to-day that; the steamer's search for the missing ship Kobenhavn had been abandoned. The Junee is returning to Sydney.

11-9-1929 The West Australian

BARQUE KILLORAN VANISHES
Heavily Laden, Was On Voyage To America
MANNED BY 20 YOUTHS

LONDON, Wednesday.— The gravest anxiety is felt for the Finnish barque Killoran, well known in this Australian trade, which left Newport, Monmouthshire, on January 12 for Venezuela, heavily laden with coal. A waterlogged boat,

marked Killoran, Mariehamn, was sighted on February 13 at longitude 9.44 west, latitude 39.33 north, after an heavy gale. The Killoran, one of the Gustav Erikson school-ships, was manned by 20 youthful' Finnish apprentices. It frequently loaded wheat at Australian ports. Of recent years it has been quoted in the reinsurance market at 40 p.c. It was built in 1900, and is of 1,817 tons. It is feared that the Killoran may have met the same fate as the Danish training ship Kobenhavn, which left Montevideo early last year for Australia, and was never seen or heard of again.

20-2-1930 The Register News Pictorial (Adelaide)

KOBENHAVN MYSTERY TRISTAN DA CUNHA STORY DID SHE SINK THERE?

(Special to "The Daily News")

LONDON, March 31.

"I am confident it was the Kobenhavn," said Philip Lindsay, a lay preacher, when interviewed by the "Sun-Herald" representative after his return from Tristan da Cunha, referring to the mystery ship sighted on January 21, 1929.

"She was five-masted, with the fore or mainmast broken, and she had a broad white band around the hull. She was heading directly for the beach on which we were watching, but when seven and a half miles away she seemed to drift further eastwards. "The sea was too rough to use the island's canvas boats, therefore, we could only watch the ship crawl past and run inside the reefs on the Island's western side.

"We saw no sign of life on the ship which was carrying only one jib set from the bow to the broken mast. The stern was very low in the water, immersed to the white band. The charts of Tristan da Cunha show no reefs but the island is pretty well reef-bound. We last saw the Kobenhavn within a quarter of a mile of the shore. "Several things afterwards washed up, including a 30ft. flat-bottomed boat. It was impossible for the islanders to get out to the inaccessible reefs to see whether she was wrecked. Nobody came ashore. They must have all been dead before the ship approached Tristan da Cunha." The Kobenhavn was the only five masted barque in the world.

1-4-1930 The Daily News (Perth)

AN OCEAN MYSTERY.

Loss of the Kobenhavn.

LONDON, April 19.

A young Australian journalist (Mr. A. J. Villiers), who has been round the world in sailing vessels, has advanced a new theory regarding the disappearance of the Danish training ship Kobenhavn.

Mr. Villiers, who has been corresponding with Mr. Lindsay, the missionary at Tristan da Cunha, gives full credence to Mr. Lindsay's story of having seen a ship heading for the rocks at the island. He adds that in his opinion the Kobenhavn struck ice in the South Atlantic, and shipped water in such alarming volume that the cadet crew put off in boats, and attempted to keep close to the Kobenhavn, but were separated from her and lost, while currents swept the ship across the South Atlantic to the reefs off Tristan da Cunha, where she was smashed to pieces.

"Anyone who knows these parts as I do," says Mr. Villiers, "will readily understand that the cliffs of Tristan da Cunha might grind 100 ships and leave of them nothing but a splinter or two of matchwood."

21-4-1930 The Sydney Morning Herald

KOBENHAVN MYSTERY.

A CREWLESS BARQUE.

The Danish training-ship Kobenhavn sailed from Buenos Aires on December 14, 1928, for Australia. She was spoken by a Norwegian steamer eight days later, when she was 900 miles west of Tristan da Cunha and making good headway. After that she was never definitely

heard of, and on September 8th, was declared lost, an active search over several months, in which the British Admiralty lent assistance, having proved fruitless. There was a complement of 60, of whom 45 were Danish cadets.

On first reading the reports, from Buenos Aires and later from New York, that a Mr. Philip Lindsay, from Tristan da Cunha, had seen the end of the missing Danish five-masted barque Kobenhavn, one was inclined a little towards scepticism. Mr. Lindsay was lay preacher at Tristan da Cunha, relieved after three years. The reports, headed "Phantom Barque," and so on, referred vaguely to the apparition of a large sailing vessel which had been seen sailing towards Tristan from nowhere, and then had suddenly changed her course, when quite close to the beach, towards nowhere again. It was not what Mr. Lindsay had said that aroused scepticism, but the manner of its presentation in the newspapers.

Then Mr. Lindsay returned to Liverpool. I wrote to him, anxious to hear something further on his story. The date he mentioned: — January 21, 1929 — fitted in approximately with the known movements of the Kobenhavn. Her story, in brief, is that, distinguished as the largest and best of the sailing ships still in commission, she sailed from Buenos Aires in mid-December of 1928 bound to Australia to load wheat for the Continent, and never arrived. Steamers searched for her, sweeping large sections of the Roaring Forties and visiting St. Paul, New Amsterdam, and the Kerguelens. They found nothing. Other sailing ships, making the passage of the Roaring Forties about the time the Kobenhavn should have been there, reported a heavy ice season. It was generally concluded, as the months passed and nothing of the Kobenhavn was found, that she had somehow been lost in collision with the ice. That would have been easy enough.

That I actually saw the end of the Kobenhavn (Mr. Lindsay writes in answer to my request for information) is absolutely rot; but there is not much doubt about the ship we saw. Long before I knew was missing I could describe her fairly accurately. She was five-masted, but her fore or main mast was broken. A huge white band round her hull was the most prominent mark. It was on January 21 last year that she passed. The course she was taking was due north, and as she was roughly in the middle of the island she would in the ordinary course of events have struck our beach where the settlement was. However, when still a long way off (possibly 7½ miles) she seemed to be drifting to the eastward, and it was at this time that we watched her most. The sea was rough for our boats, which are made only of canvas, and so we could do nothing but watch her gradually crawl past and run inside the reefs to the west side of the island.

A DRIFTING DERELICT.

She was certainly in distress. She was using only one small jib, which appeared to be set from the bow to the broken mast, and stern was very low in the water. It was almost down to the white band round her hull. This was all seen through glasses from a distance of about three and a half miles, so that we could hardly be mistaken. The usual charts of Tristan have no reefs marked on them, and this is very dangerous as the island is pretty well reef-bound especially so where the Kobenhavn went in. I estimated that she was within a quarter of a mile of the shore when we last saw her, and the reefs stand out about a mile and a-quarter, so she must

have been well inside. We saw her no more after that and the place where she went in was quite inaccessible.

Several things were afterwards washed up, but I cannot say that they were from the Kobenhavn — dovetailed boards with buff paint on them, boxes about 3 feet long by 8 inches broad by 8 inches deep, and then a 30-foot flat bottomed boat last September. To me it is a complete mystery. It would have been impossible for the ship, to drift free of the reefs again, once being bound by them. Many questions remain, to be answered. Why didn't she drop a life boat? Were they all dead? Had she been abandoned before reaching us? To such questions as these I can only answer that I do not know, but I am convinced that the ship which, approached the Tristan beach was the missing Kobenhavn.

It sounds convincing. It is convincing. If the Tristan islanders saw a five-masted barque they saw the Kobenhavn. There was no other five-masted barque then in commission, and has been none for years. There never were many — perhaps six all told — in the whole story of sail. No other big sailing ship was on the missing list at the time Mr. Lindsay saw this ship. The colour Mr. Lindsay describes fits the Kobenhavn. She was painted black, with a broad white band. She was altogether an unmistakable ship. The only thing left to [rest is unreadable]

came to be there, drifting towards the Tristan beach, unmanned and derelict. She must have been crewless or her people would have taken to her boats. Here must lie a very great sea mystery — perhaps the greatest since the Marie Celeste. Granted that this ship was the Kobenhavn, what had happened? The obvious explanation seems to be that something caused her hasty abandonment before there was time to send a distress signal out by the use of the wireless; the abandonment was premature, the crew lost, and the ship remained afloat and so came, borne by the currents, almost to the very beach of the Tristan settlement.

"The Times, London, April 24, 1930). "Junius" supplies the following additional particulars: The Kobenhavn was built soon after the war by Ramage and Ferguson, Leith, and was the largest sailing ship ever built in the British Isles. She was a 3965-ton 5-mast, built under Lloyds' special survey to meet the requirements of both the British and Danish Boards of Trade. Her sail area was 56,000 square feet of canvas, while her standing and running rigging, if stretched out, would

measure 27½ miles and weigh 50 tons. Her figurehead, carved in teak at Copenhagen, represented Absalom, the warrior-priest, the founder of the city of Copenhagen. She carried a 4-cylinder Diesel engine, and was capable of propelling her at 6 knots in calm weather. She was very well fitted, and was electrically heated throughout. Her first arrival at Copenhagen caused much comment, the King and Queen of Denmark visiting her. Her visits to Australia were: — Danzig to Melbourne, arriving early in 1926; Copenhagen to Adelaide, arriving on December 6th, 1926, doing the passage in 78 days. From Adelaide she went to Liverpool, taking 109 days over the run.

12-6-1930 The Central Queensland Herald (Rockhampton)
(We know that the Kobenhavn made an earlier visit and arrived at Port Germein on New Year's Day, 1924. This event seems to have had little publicity, partly because the closest newspaper, The Recorder, of Port Pirie, was incredibly parochial and gave the visit almost no publicity despite the fact that it was such a huge ship, probably because it wasn't at Port Pirie but at the rival Port Germein)

DECLINE OF SAIL

DENMARK SELLS HER "WINDJAMMERS"

The announcement that Denmark's last three large sailing-ships are to be broken up ends an ancient tradition. In these days of modernised sea travel it has been left almost entirely to the Baltic nations to maintain the few remaining "windjammers." The reason for this was not wholly sentiment. Until recently it was necessary for all officers of the Danish mercantile marine to serve for a stated period in seagoing sailing-ships. For this reason the four-masted barque Viking (now bound to South Australia), and later the ill-fated Kobenhavn, were launched.

One of the unsolved mysteries of the sea, the tragic loss of the Kobenhavn, was a mortal blow to Danish sail-training, and shortly afterward, the Viking was sold to Finland. The largest sailing-ship in the world, the Kobenhavn, left Buenos Aires in December, 1928, for Melbourne with a large crew, including about 50 cadets from leading Danish families. She never reached port. Residents of Tristan d'Acunha reported that the vessel passed that lonely outpost in distress on January 21, 1929, but nothing has been heard of her since.

It was left for one man in Denmark, Mr. R. K. Bager, of Marstal, to cling to sail, and for a few years his little fleet of former clippers brought West Indies logwood to the ports of Europe. The North Atlantic is a severe tyrant in winter,

however, and each year the toll of ship-wreck, or the breakers yard, reduced the fleet until only three vessels were left. For a year or two these barques, the Germaine, Suzanne, and Claudia, have carried on the trade, but now they have been sold for "scrap."

All were noted ships in the early days, particularly the Suzanne, which traded as the Kylemore. On one occasion she left New Zealand in company with the wool clippers Auckland, Dunedin, and Marlborough. Each captain wagered £50 on his ship. There were many icebergs south of the Horn that year, and the Marlborough and Dunedin were posted as missing with all hands. After speaking each other nine times, Kylemore and Auckland raced up-Channel together under full sail. The Kylemore eventually reached London docks a tide ahead of her rival.

1-1-1934 The Argus (Melbourne)

TRAINING SHIP KOBENHAVN.

Search for Missing Ship.

Although more than six years have passed since the Danish training ship Kobenhavn was lost with all hands while on a voyage from Buenos Aires to Melbourne in ballast, another effort is being made to solve the mystery of her disappearance. The Kobenhavn, which at the time was the largest sailing vessel in the world, was manned by about 70 Danish cadets. The relatives of these boys have now chartered the Norwegian yacht Ho Ho to search the waters south of the Cape of Good Hope. Part of the money for this project was obtained from the sales of a book describing the Kobenhavn mystery, written by the Danish journalist, Jans Ervo. On December 4, 1928, the steel five-masted barque Kobenhavn sailed in ballast from Buenos Aires to lift a wheat cargo at Melbourne. After having been 'spoken' by another sailing-ship some days out from the South American coast the Kobenhavn disappeared. Although it was reported that the vessel had been sighted in distress off the island of Tristan D'Acunha, searches by many vessels, including the steamers Deucalion, Junee, and Mexico, and by air, failed to reveal any trace of her.

15-2-1935 Daily Commercial News and Shipping List

KOBENHAVN THEORY DOUBTED.

Scant credence was given by the Victorian Director of Navigation (Captain J. K. Davis) to the cabled report from Johannesburg that seven

skeletons and portion of a ship's boat, which were discovered by an expedition on the South-west coast of Africa, had any connection with the disappearance of the five-masted Danish barque Kobenhavn. "It is a far-fetched theory, absolutely without justification," said Captain Davis. "The locality mentioned 400 miles north of Swakopmund - is the most unlikely place in the whole of the southern Atlantic for any wreckage of the Kobenhavn to be washed up. The trade winds and ocean drift would both tend to drive a ship's boat off the coast. If the men in the boat had come from the Kobenhavn and were alive when approaching the coast they could hardly have failed to attract attention, as they would have to cross busy shipping routes. Furthermore, the location of the skeletons is in the tropics, and the winds would not be biting as reported, but rather warm, gentle and soothing. The whole thing appears to be sheer romance." Captain Davis said he inclined to the theory that the barque had hit an iceberg and had foundered with all hands, before there was time to send a message through the vessel's radio. The ice at the time of the Kobenhavn's disappearance was exceptionally thick and was bordering on the steamer track.

27-9-1935 Newcastle Morning Herald and Miners' Advocate

CAPTAIN F. D. FLETCHER.

The death occurred yesterday at his home, Fletcher's Glen, Bondi, of Captain Frank Douglas Fletcher, wharf superintendent of the Adelaide Steamship Co., Ltd., at the age of 47 years, after a short illness.

Captain Fletcher was one of the best-known masters on the Australian coast. He served his apprenticeship to the sea in sail. In 1912 he was chief officer of the Aurora on the Mawson relief expedition to the Antarctic. During the war he was third officer on Australia's first hospital ship, the Grantala, and later saw service on the Wandilla. In 1925 he was sent to Denmark by the Adelaide Steamship Company to superintend the construction of freighters ordered for the Australian trade, and was absent for two years. He commanded the Junee in 1929, when that ship was sent to the Antarctic to search for the missing Danish training ship, Kobenhavn. Subsequently he commanded several other vessels of the company's fleet, before being appointed wharf superintendent at Melbourne. About 18 months ago he was appointed wharf superintendent at Sydney.

Captain Fletcher is survived by his wife, three young sons, and a daughter. The funeral will take place to the Rookwood Crematorium this afternoon.

21-8-1936 The Sydney Morning Herald

TIDAL WAVE WORST IN CAPTAIN'S EXPERIENCE

May be Clue to Sailors' Fate

For half a century Capt. J. B. Pattison, of the motor ship City of Pretoria, has contended with the elements at sea; he has fought a fire, searched for missing ships, and weathered storms, but has never encountered anything approaching the 70 ft. wave that overwhelmed his ship after it left Port Adelaide last week and made him put into Albany. Officers aboard the steamer Canadian Cruiser, which passed the City of Pretoria on Sunday night after it had been battered, said before their vessel left Port Adelaide today that a submarine upheaval probably caused the huge wave that crashed over the motor ship. The only recent parallel with the tidal wave, which came from a calm sea, was that which rocked the Bass Strait steamer Nairana as it was entering the Rip at Melbourne Heads with the loss of four lives, and threatened the destruction of the vessel. Although there was no loss of life aboard the City of Pretoria, several men were injured and the ship damaged. This incident may be a possible clue to the fate of the windjammers Kobenhavn and Admiral Karpfanger-training ships which were lost in waters that could have been disturbed by Antarctic submarine upheavals. As the City of Pretoria was preparing to put to sea last week with a full load of wool and produce, Capt. Pattison anticipated a fast passage to Dunkirk but expressed apprehension at the persistence of the strong easterly wind that had been lashing the southern coast for a week. Capt. Pattison first came to Port Adelaide in the steamer Baralong in 1909. When last at Port Adelaide he was in command of the steamer Kansas, which was on fire in Brisbane three weeks before her sister ship City of Singapore was burned at Port Adelaide. There were 4,500 cases of petrol - the deep tank of the Kansas, but Capt. Pattison managed to flood the tank before the fire reached the inflammable material. At the time he had aboard the biggest cargo of motor cars ever to leave New York - 900 assembled vehicles and 1,200 tons of unassembled parts. In an adventurous career he has chased slave traders off

the African coast, and was in the Royal Indian Marines during the plague riots in Bombay.

2-2-1939 News (Adelaide)

"LILY MAIDEN" MYSTERY

Figurehead On Barque Abraham Rydberg
Is Vessel Still Afloat?

A LITTLE more light has been thrown on the sea mystery of the figurehead known as "The Lily Maiden," which was picked up on Tristan da Cunha Island early this year.

In Monday's "Recorder" appeared an article dealing with a matter which has had shipping and ship lovers' circles mystified for some time. It was generally accepted that the figurehead was off the ill-fated German training ship Admiral Karpfanger, which before her sale to the Germans traded to Spencer Gulf ports for wheat as the four-masted barque L'Avenir.

Later some doubt was cast on the theory, it being believed by shipping people in South Australia that L'Avenir had no figurehead when she was in Port Germein in 1934. That was proved at the week-end, when Mr. Harry Stanwix, of Solomontown, produced a photograph which he had taken on Port Germein jetty of the bows of the barque, and which disclosed only scrollwork.

Yesterday there came to this office Mr. T. B. Evans, a former seafarer now of 13 Charles street, Pirie West, and working at the Smelters. He said that he had come out from England on a sailing ship 15 years ago from his home in Cardigan, South Wales. He read the article on Monday, and recalled that somewhere in his belongings he had a picture of a sailing vessel which carried "The Lily Maiden" beneath her bowsprit.

He unearthed it and brought it along with him. It was an enlarged reproduction in color of the three-masted barque Abraham Rydberg, a former regular visitor to South Australian ports. .

And below the bowsprit was the white, 10-ft. figure of "the maiden," clasping to her breast a sheaf of lilies.

Now the question is whether the figurehead found on Tristan da Cunha came from the Swedish barque. Local shipping-men say that at the outbreak of war she was afloat and trading round North America.

The mystery will no doubt be solved someday. But in the meantime it is creating a lot of interest in this State. It may be taken for granted that there has been more than one such figurehead staring with unseeing eyes at the seas ahead.

Reference to the fleet of sailing vessels which before the war each year participated in the seasonal wheat race from Australia to England recalls some well-known names. Here are set out some of the more familiar ones, which will be remembered readily by those interested in ships. The date of construction is given in parentheses:— Abraham Rydberg (1921), Archibald Russell (1905), Argosy Lemal (1917), C. B. Pedersen (1891), Callao (1885), Garthneil (1895), Grace Harwar (1889), Herzogin Cecilie (1902), Killoran (1900), Kobenhavn (1921), L'Avenir (1908), Lawhill (1892), Olivebank (1892), Parma (1902), Passat (1911), Piave (1919), Pommern (1903), Ponape (1903), Priwall (1918).

5-9-1944 Recorder

WINDJAMMER DAYS

GRAIN SHIPS WE ALL REMEMBER

(By "Wanderer")

MR. H. Lihou, of Solomontown, left recently at "The Recorder" Office a series of old photo graphs, some of which depicted Pirie Harbor lined with sailing vessels, their masts towering almost as high as the present Smelters stack. In one picture there were nine of the old sailers lined up.

Studying the pictures gave rise to thoughts of the good old windjammer days, when landsmen had glimpses round Spencer Gulf ports of the fine grain ships coming over the horizon under full sail. They never failed to create a thrill, and now that they are so few and far between their absence means much to those who love the sea.

Recent articles in "The Recorder" under this heading have created interest, for the glamor of the wind jammer has not yet faded. The writer is indebted to Miss Celia Buckley, 17 Portrush road, Toorak Gardens, for loan of an interesting book of tales of the windjammers. The young member of V.A.Ds. doing her job for her country on land, has a longing for life on the sea, and passed on the book in the hope that some thing could be culled from it which would please those who loved the sailing vessels. Its details were compiled by William Gordon and Hugh Lauder, names not unknown in the shipping world, particularly in London and Glasgow.

Annual Race "Home"

It is the annual "grain race" from Australia to England which always creates greatest thrill. It is interesting to note that the fastest passage since the last war was made by the four masted barque Parma, which sailed 14,500 miles in 83 days,

averaging 175 miles a day. When one considers that the average tramp steamer occupies 50 to 60 days on the same voyage, the time is not slow. Some of the boats best known to South Australians are the following:—

Pommern: Four-masted steel barque built in Glasgow in 1903. She is 310 1/2 ft. long, with gross tonnage 2,376. She won the grain race in 1930, reaching Falmouth 103 days out of Wallaroo. In 1933 she sailed from Port Victoria to Falmouth in 98 days.

Oliveband [Olivebank]: Her many misfortunes caused her to be named "Unlucky Olive." She has been dismantled, damaged by fire, and the victim of a long series of minor accidents. Posted overdue several times, she always turned up. In 1927 she took 166 days to reach Queenstown from Port Lincoln.

Pamir: Built in 1905 in Hamburg, she was a four-masted steel barque of 2,799 tons, 346 ft. long. In 1931 she was added to the Erikson grain fleet, and the following year won the grain race—Wallaroo to Queenstown in 103 days.

Cannot Be Renamed

Archibald Russell: The last square rigger to be built in Britain for British owners. One peculiar feature in the builder's bill of sale was a clause that her name could never be changed, as has been done with so many sailing vessels. Capt. Erikson also acquired her, and in 1929 saw her make her fastest voyage—93 days from Melbourne to Queenstown.

Passat: Built in 1911 in Hamburg, she had one of the finest records of all the sailers. Erikson purchased her in 1932, and two years later she made the best passage of the year—106 days from Wallaroo to The Lizard.

Moshulu: The magic hand of Erikson took that 3,117-ton four-master out of idleness which had lasted eight years and sent her out to carry grain. Built in 1904 in Glasgow, she lay rusting until the Finnish master got hold of her, thoroughly reconditioned her, and sent her forth to run from Australia in 112 days.

Abraham Rydberg: Built in 1892 as Star of Greenland, she sailed under that name until 1929, when she received her new name in honor of a Swedish shipowner, who instituted an endowment fund for the training of cadets.

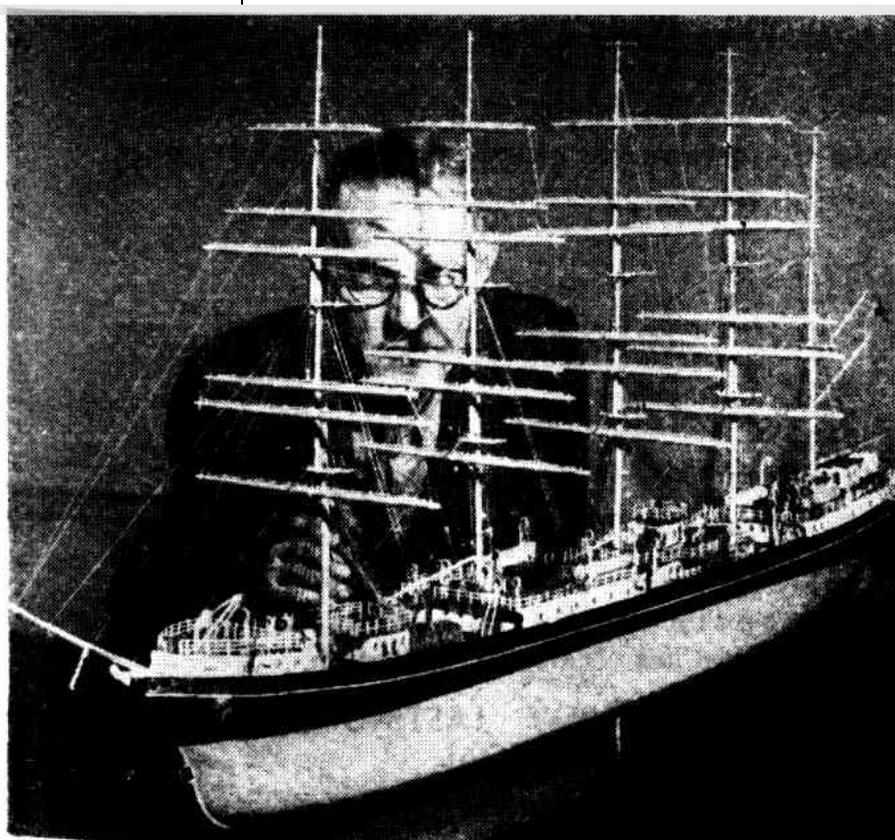
Lawhill: One of the best-known of the older type to South Australians. For more than half a century she has been sailing the seas, and although she never got' under "the hundred days" on the grain race, she was one of the most dependable of them all.

Winterhude: Originally the Mabel

Rickmers, she sailed under the German flag as Selma Hemsath before the inevitable Erikson bought her in 1925 and renamed her. In 1935 she made her best passage—Port Broughton to Falmouth in 105 days.

Miraculous Escape Killoran: At present somewhere in our own waters, Killoran in 1926 had a miraculous escape from sinking in a terrific storm. When her cargo of coal shifted she was at the mercy of great seas. The man at the wheel was washed overboard, and the vessel broached-to. She was saved in remarkable manner by the efforts of the ship's company.

Padua: Linked with the Priwall in making sea



THIS BEAUTIFUL MODEL of the ill-fated Kobenhavn has been built by Mr J. Mortensen, and will be exhibited at the Models' Exhibition which opens at the Exhibition building on August 27. The Kobenhavn was the largest sailing ship ever built in the British Isles, and left the River Plate for Melbourne in December, 1928. She disappeared soon afterwards and has not been seen since. This model took Mr Mortensen two and a half years to build. It is insured for £ 300.

history. In 1933 they left Hamburg together in ballast for Australia, and arrived here in 63 days—a remarkable passage which will keep their names green.

Viking: After the disappearance of the large Kobenhavn in 1929 the Danish Government decided to restrict cadet training to the smaller type of ships, so Viking fell into the hands of Capt. Erikson. In 1935 she travelled from Wallaroo to Falmouth with grain in 97 days. .

L'Avenir, already subject for articles in "The Recorder," is described by Gordon and Lauder as one of the finest sailing ships afloat—a luxury ship for a square-rigger. She carries an engine to provide power for her electrically driven winches, capstan, and lighting.

We may never see these wind jammers in South Australian ports again; only time will tell. But memory of their gracefulness and charm will never die.

1-11-1944 Recorder

GHOSTS OF THE WINDJAMMERS STILL HAUNT THE SEVEN SEAS.

The Herzogin Cecile, pride of the Erickson fleet of windjammers, drove ashore off the Devon coast on April 25, 1936.

The ship was a big, steel, four-masted barque, built in Germany, by whom she was handed to France as part of the reparation payment after the last war. Until the outbreak of the war, she had been the crack cadet ship of the Norddeutscher Lloyd Line.

During the depression which followed the last war, many ships were lying idle, and Captain Erikson took the opportunity of building up his wind-jammer fleet. By 1935 he had a fleet of 18.

The Herzogin Cecile was his pride and flagship. He had bought her from the French for £4520, though her real value was probably nearer £20,000, and put her into the Australian wheat trade with many of his other ships. She had 11 cargoes of Australian wheat to her credit, and won the grain race to England no fewer than eight times.

FAMOUS FLEET

She had other famous Erikson fleet ships to compete against, too.... the Archibald Russell, Grace Harwar, the "unlucky" Olivebank, Pommern, Viking, L'Avenir, and the three-masted barques Winterhude and Killoran.

She was still staunch, sound and seaworthy when she drove ashore on the rocks off the Devonshire

coast. A public subscription was launched to try and save this pride of the wind- jammers from total destruction.... but ship lovers did not move fast enough, and before half enough money was to hand the Herzogin Cecile had broken her back during the July gales....

GRAVE RISKS.

Her loss was serious to all concerned. To Captain Erikson it was disastrous. He carried his own risks, so, not only did he lose his finest ship without reimbursement, but part of the freight carried on that last trip would have been payable on arrival. That, too, was uninsured. The total value of her last cargo was about £27,000, made up mostly of 52,514 bags of grain from South Australia. A little was rescued in good condition by the firm which attempted salvage, and a little more, wet and salty, found a ready market in Holland as pig food. But the cost of salvage was so high that it ate up all the underwriters' returns, and they suffered a very heavy loss on the cargo.

Insurance rates for clipper ship cargo are naturally higher than for steamers - but the risks are heavy, too, and cyclones, fogs, collisions and other disasters have sent most of the sailing ships on their last journey to the Port of Lost Ships.

In 1880, sailing ship tonnage equalled the steam tonnage of the world.

By 1900, it had fallen to less than 25 per cent, and by 1938, Lloyd's Register reported that deep-water sailing ships amounted to less than one per cent of the world's tonnage.

LOSING GAME

The windjammers played a losing game with Fate. The Garthpool, last of the British square-rigged ships, was wrecked at Boa Vista, Cape Verde Islands, in 1929. She was on her way from Hull to Australia to pick up a cargo of wheat. With all sails spread, she was doing 12 knots when the Boa Vista rocks came in sight through a haze. Seeing a steamer ahead, the captain steered after her through the tricky passage. It was only when the Garthpool piled up on the rocks that he realised that the steamer itself was a wreck.

The Melbourne (another of the Erikson fleet), a four-masted barque of 2535 tons, sank in 1932 off Fastnet, after a collision with a British tanker, the Seminole. Eleven of the crew were drowned, including the master, who was making his last trip before retiring.

The Hougemont always seemed destined for a bad end. She had the reputation of being in serious trouble more than any other square-rigged ship of the century.

In 1902 she went ashore in Solway Firth.

In 1908 she was posted missing.

In 1914 she went ashore outside New York.

In 1932 she was in a collision in the English Channel.

The same year she was caught in a sudden cyclone 111 days out from London, on her way to Spencer Gulf, South Australia. The masts were smashed, the sails carried away, her wheelhouse crushed - but she refused all offers of help, and limped into port under makeshift sails, 192 days out from London. But although she reached port safely, she was too badly damaged to be reconditioned, and she was sunk as a breakwater for the Stenehouse [sic] Bay jetty, Yorke Peninsula.

LIMITED CARGOES

All the lost grain-race ships of this century have been accounted for except one - the five-masted Danish training ship *Koebenhavn*. She sailed from Montevideo on December 14, 1928, for Fremantle, where she was to pick up a cargo of wheat. She was spoken by the steamer *William Blumer* on December 20 - and no sign of her has ever been seen from that day to this. Aboard were 50 young cadets.

The freighting of grain from Australia is one of the few profitable trades open to sailing ships. The only other cargoes carried as a rule are nickel ore, nitrates, guano and timber, though the *Lawhill*, on her recent visit to Australia, took on a cargo of steel for South Africa. The *Lawhill* was once a member of the Erikson fleet, too.

2-11-1945 *The Cairns Post*

OLD PHOTOGRAPHS

A WEEK ago reference was made in another column to a wedding of two seafarers of the barque *L'Avenir* at Port Germein 20 years ago, Barbara Strachey and Olav Hultin being the contracting parties.

On Thursday I was shown by Mrs. Charlie Grantham, of Pirie, a group of amateur photographs taken of the happy event. Mrs. Grantham spent her girlhood at Port Germein and knew all the old sailing ships that used to call there. She recalled what a romantic wedding it was, and had the snaps to back her statement.

Mrs. Grantham also has a fine photograph of the training ship *Koebenhavn* moored at Port Germein jetty, taken just before the vessel set out on her ill-fated voyage.

15-2-1954 *Recorder (Pt Pirie)*

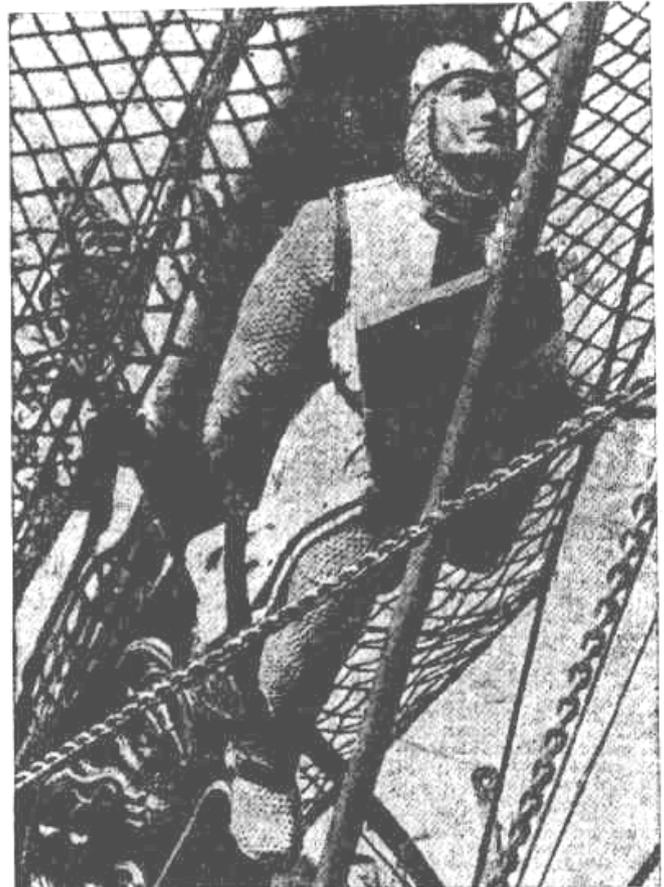


FIGURE HEAD OF FIVE-MASTED SAILING SHIP KOEBENHAVEN.



THE KOEBENHAVN,
the world's largest sailing ship, five months out from Buenos Ayres to Australia. She is believed lost, with 60 souls.