

# 2017 SWEDISH CRUISE

18 JUNE — 2 JULY 2017







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# 1 Welcome

The Swedish west coast is beautiful in its own way: No trees, no green, just rocks, numerous small islands, bays, and old fishing harbors, much of it with reefs calling for careful navigation through narrow and twisting passages. The wind direction during the day is usually SW 15-25 knots, calm at night.

The cruise will take us through a kingdom of rocky islands. We start in the Kattegat and go north into the Skagerrak. In the northern-most part of the cruise we'll be almost to the Norwegian border.

We will travel into an area where once sailing was a way of life, often rough for those in fishing and transportation of goods. Our cruise is planned in protected waters as much as possible, and the daily distance will be at most 35 nautical miles.

Our route will take us from Gothenburg north to the Koster Islands and then back to Gothenburg, with different stops in each direction. We will tie up in what were old fishing villages and anchor out. We will stick to the itinerary as weather allows and make announcements if and when changes become necessary.







## 2 The NAS and GKSS

### The North American Station of the Royal Scandinavian Yacht Clubs and Nyländska Jaktklubben ("The NAS")

The North American Station of the Royal Swedish Yacht Club was founded in 1945 in New York by Count Pehr Sparre. The purpose was to "encourage the art of building, rigging, and handling small vessels, and interest in seamanship and naval architecture, particularly in connection with promotion of a closer tie between North American and Scandinavian yachtsmen. In order to do so, the Station will not primarily seek a large membership but especially welcome as members those distinguished by their activities in racing, cruising and naval architecture, and those who have sailed or contemplate sailing in Scandinavian waters or who have any special interest in Scandinavian yachting".

Affiliated originally with the Royal Swedish Yacht Club, in 1964 the station expanded to become the North American Station of the Scandinavian Yacht Clubs and Nyländska Jaktklubben, also representing KDY (Denmark), KNS (Norway), and NJK (Finland) in addition to KSSS (Sweden). In 1967 GKSS (The Royal Gothenburg Yacht Club) requested that NAS also become their station in America, bringing the "Home Club" total to five. The NAS has a Post Captain as its head. It does not maintain a clubhouse.

The Station sponsored Transatlantic races in 1959 from Newport to Marstrand; 1960 Bermuda to Skagen; 1966, Bermuda to Skagen, 1972, Newport to Vigo, Spain; 1978, Bermuda to Christiansand; and 1981, Bermuda to Horta and Cowes.

The station also is the organizing authority for an annual regatta called the Atlantic Round at which teams from the Home Clubs and the NAS race and meet. Every third year the NAS hosts in America.

The Station sponsors an active exchange program for juniors called The Five Club Regatta, with American teenagers meeting and sailing with teenagers from Scandinavia.

NAS cruises in Scandinavia have taken place since 1983, a Baltic cruise from Helsinki to Sandhamn. Since then: 1986 Kiel to Helsinki and back to Copenhagen; 1988 Coast of Norway and Sweden, ending in Marstrand; 1990, Kalmar to Saltsjöbaden; 1993, Danish Cruise; 1996, Finnish Cruise; 1988 Swedish Cruise; 2002, Saltsjöbaden to Kalmar to Gotland and ending in Sandhamn; 2003 Helsinki to Mariehamn; 2005 Swedish Archipelago Cruise; 2008 Norwegian Fjord Cruise; 2011 Finnish Archipelago Cruise; 2014 the Denmark Cruise; and now in 2017, The Swedish Cruise along the west coast.

The Annual Meeting and gala formal dinner dance is held on the first Friday in December at The New York Yacht Club in New York. The Spring Meeting and clambake is held on the first Saturday in June on Shippan Point in Stamford, Connecticut.



*NAS Post Captain Ernest Godshalk at the wheel of Golden Eye.*



*The Danish Cruise:  
Golden Eye and PENÉLOPE crews discuss which is the fastest boat ☺*



## The Royal Gothenburg Yacht Club (“GKSS”)



In 1860 six young sailors, each about 25-years-old, met at the home of Mr. Josef Lithman in Gothenburg. They formed their own sailing club since they had been declined membership in The Swedish Yacht Club in Stockholm (today KSSS), because their boats were too small.

They named the club Göteborgs Segel Sällskap (GSS), designed a burgee, and declared that boats from 16 to 26 feet were welcome to join. The founders formulated the GSS motto:

“To establish a sailing association that without doubt in time will be respected and feared in the racing arena, not just in Sweden, but all over the world.”

GSS was a yacht club for young people, and in 1912 in keeping with its organizing promulgation formed the first club committee: The Junior Committee.



In 1881 GSS organized its first International regatta in Marstrand in the presence of King Oscar II. He was so impressed with GSS that he promised to give the young yacht club the dignity and glamour of becoming a Royal Yacht Club. He followed the same year and officially gave GSS royal protection.



*King Oscar II*



*The First Regatta in Marstrand*

In 1897 a new law was established in Sweden regarding the Swedish flag, and GSS lost the right to use the Swedish Naval Flag with its GSS symbol.

King Oscar II was appealed to immediately. He had not forgotten his pledge in Marstrand sixteen years earlier, and on 16 September 1897, GKSS received the right to use the King's crown and became a royal yacht club. The new flag was established with the King's crown, and GSS became GKSS – the "K" is for King.





The founders also succeeded in their ambition with “respect and fear on the racing arena”. The medals on display on the “Wall of Fame” in the GKSS clubhouse in Långedrag from World Champions and the Olympics are numerous.



*HKH Princess Madeleine, GKSS honorary member in 2008*

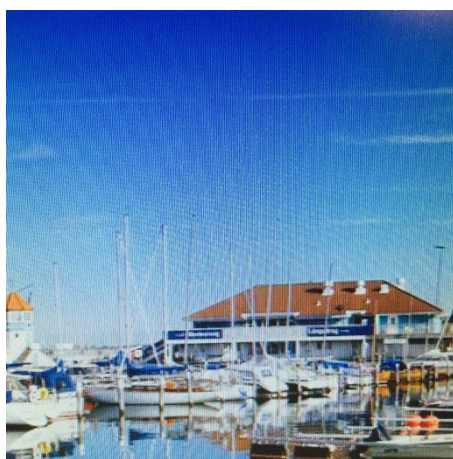


*HMK King Carl XVI Gustav, today the guardian of GKSS.*

GKSS was the first Nordic challenger in the America’s cup - first in 1977 and again in 1980 with R 12 Sverige, designed and helmed by Pelle Petterson, the winner of several Olympic medals and world championships, i.e. in Star boat.



*R 12 Sverige*



*The GKSS clubhouse in Gothenburg Långedrag.*

The well-protected harbor was constructed beginning in 1910 and today can accommodate 600 yachts.



*The Långedrag harbor in 1910*

The GKSS summer clubhouse is in Marstrand, 25 miles to the north, where the racing waters are among the best in the world. GKSS and Marstrand started the World Cup in Match Racing in 2007, launched under the name Swedish Match Cup, which takes place every year during week 27.



### 3 Cruise Organization

#### **Cruise Board**

Ernest Godshalk  
David Tunick

Post Captain  
Fleet Captain

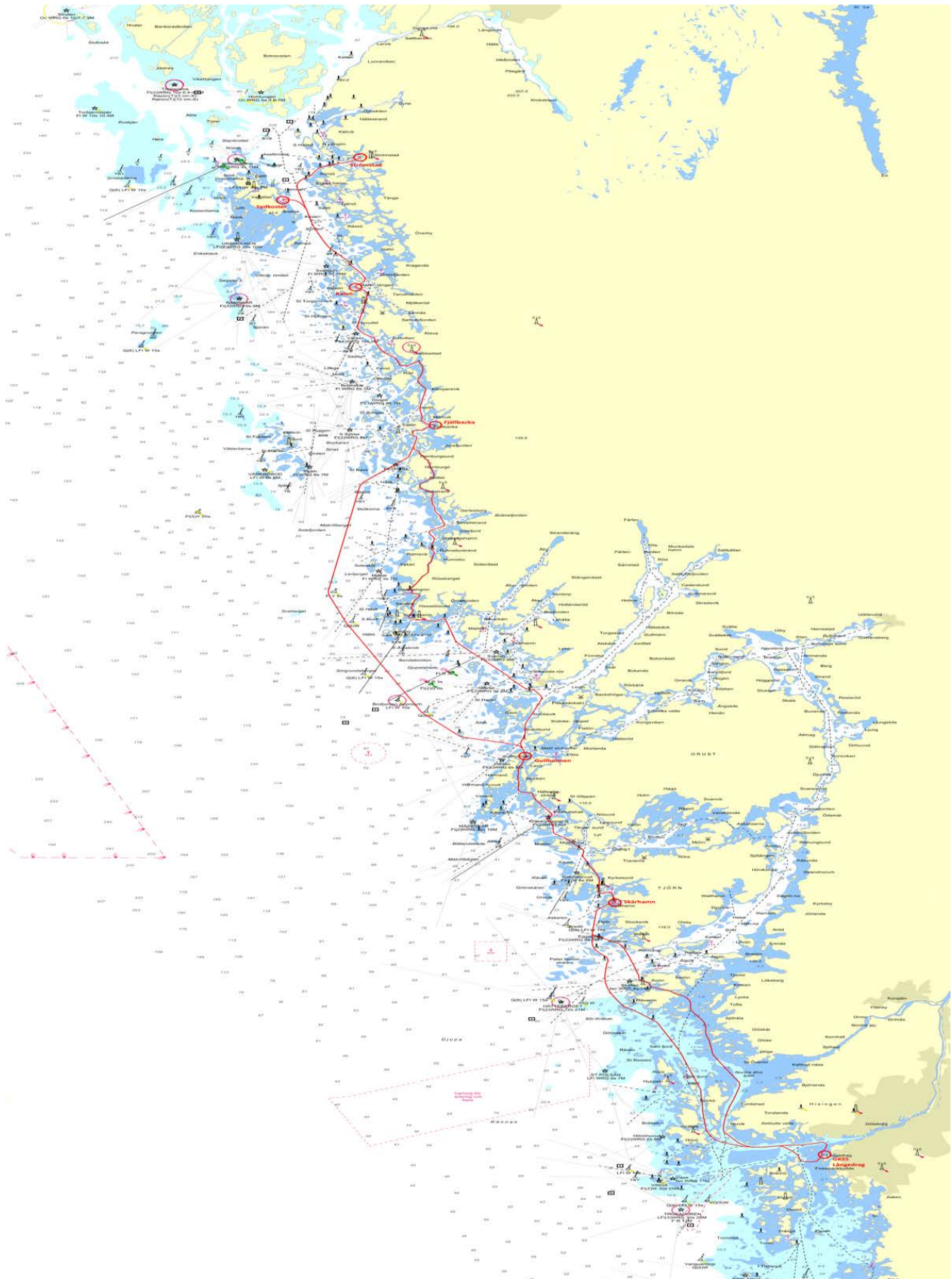
#### **Cruise Management**

Stefan Holmgren  
Nick Orem  
Michael Geagan

Cruise Chairman  
Cruise Treasurer  
Cruise Information



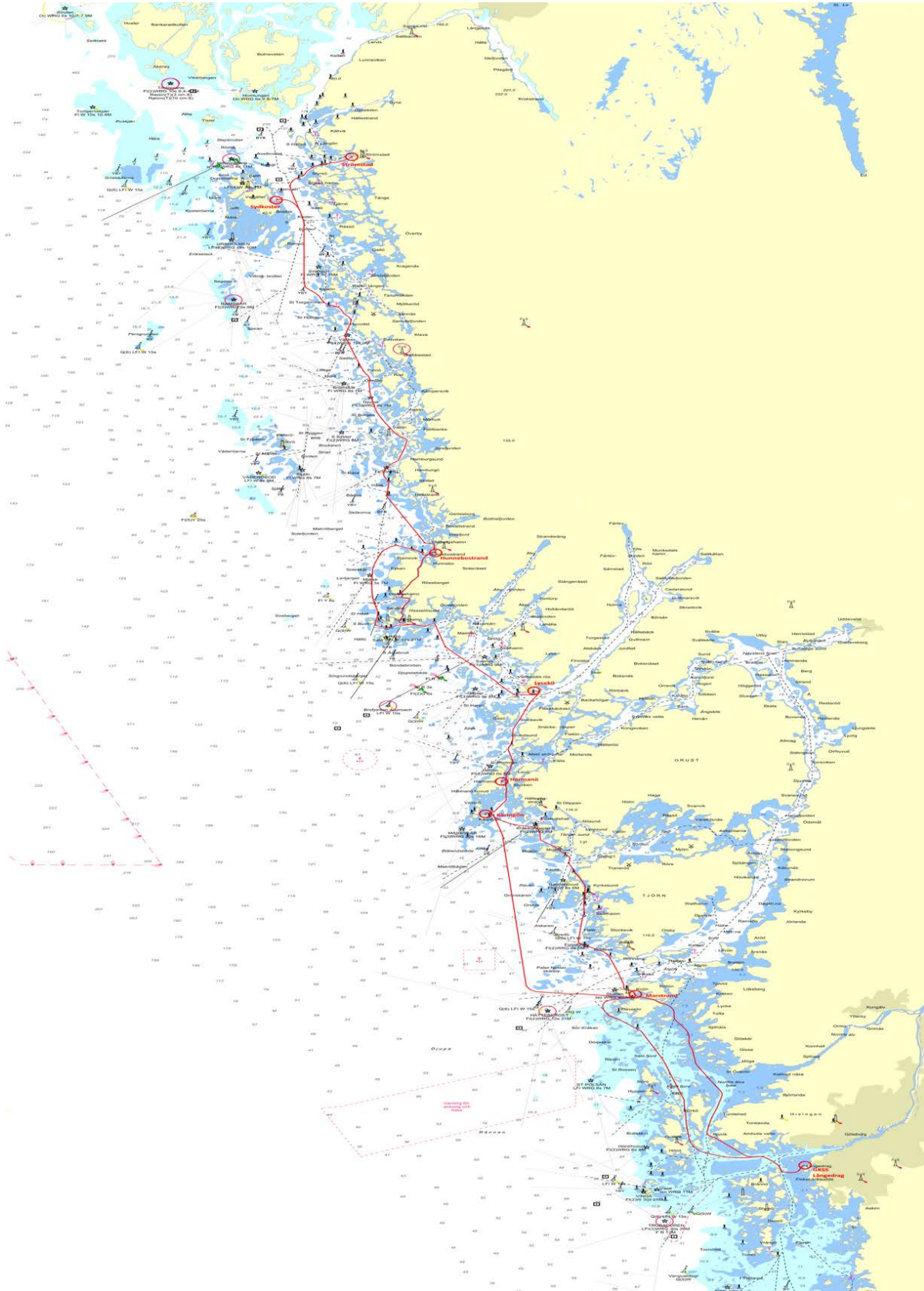
## 4 Overview Going North







## 5 Overview Going South







## 6 Daily Schedule

Day & Harbor	Activities
<b>Day 1, Saturday 17 June</b> <b>GKSS Harbor, Gothenburg</b>	<b>Arrival</b> <ul style="list-style-type: none"> <li>There will be a NAS/GKSS courtesy desk near the harbor office. Charter boats will be ready to board.</li> <li>A RIB boat will be in the harbor to help out and a minibus will be available to drive to a close by supermarket for provisions.</li> </ul> <b>Dinner</b> <ul style="list-style-type: none"> <li>In the evening the clubhouse restaurant and bar will be open.</li> </ul>
<b>Day 2, Sunday 18 June</b> <b>GKSS Harbor, Gothenburg</b>	<b>Fleet gathers.</b> <ul style="list-style-type: none"> <li>The courtesy desk is open, and the ground staff will help the fleet to prepare for the cruise.</li> </ul> <b>Dinner</b> Welcome dinner in the GKSS clubhouse <ul style="list-style-type: none"> <li>Starts with drinks and opening ceremony at 18.00 hours.</li> <li>Dress code: club jacket and tie for men, comparable yacht evening wear appropriate for women (slacks okay).</li> </ul>
<b>Day 3, Monday 19 June</b> <b>Langedrag to Skärhamn</b> <b>27 NM</b>	<b>Dock space is reserved for the fleet in the Skärhamn guest harbor.</b> <b>Activities:</b> <ul style="list-style-type: none"> <li>Good provisions are available near the harbor in a very large supermarket and at a Systembolaget (liquor and wine store) next to the supermarket.</li> <li>Nordiska Akvarell Museum, <a href="http://www.akvarellmuseet.org">www.akvarellmuseet.org</a> <ul style="list-style-type: none"> <li>Guided tour group 1, 50 people starts at 16.00</li> <li>Guided tour group 2, 50 people starts at 17.00</li> </ul> </li> </ul> <b>Dinner</b> <ul style="list-style-type: none"> <li>On your own.</li> </ul>

Day & Harbor	Activities
<b>Day 4, Tuesday 20 June</b> <b>Skärhamn to Gullholmen</b> <b>14 NM</b>	<b>Guest harbor – dock space is reserved for the fleet</b> <b>Activities:</b> <ul style="list-style-type: none"> <li>• Visit Hallberg-Rassy, the yacht building company. <ul style="list-style-type: none"> <li>○ 50 people maximum.</li> <li>○ Register with Cruise Chairman Holmgren.</li> <li>○ Boats with visitors to Hallberg-Rassy should leave Skärhamn by 0700 to be in Gullholmen about 1100, as the visit means both ferry and bus from Gullholmen. The Ferry leaves Gullholmen at 1245, and the bus will pick us up at 1300. The bus will leave Hallberg-Rassy at 1500, to return to Gullholmen.</li> </ul> </li> <li>• For those not going to Hallberg-Rassy, there will be a guided tour around Gullholmen starting from the grocery store on the dock at 1500.</li> </ul> <b>Dinner</b> <ul style="list-style-type: none"> <li>• On your own.</li> </ul>
<b>Day 5, Wednesday 21 June</b> <b>Gullholmen to Fjällbacka</b> <b>32 NM</b>	<b>Guest harbor – space reserved</b> <b>Activities</b> <ul style="list-style-type: none"> <li>• Good shopping</li> </ul> <b>Dinner</b> <ul style="list-style-type: none"> <li>• At Restaurant Bryggan on the water (dress code casual).</li> </ul>
<b>Day 6, Thursday 22 June</b> <b>Fjällbacka to Kalvö</b> <b>14 NM</b>	<b>Anchorage – please pay attention to Cruise Chairman’s instructions where to anchor</b> <b>Activities</b> <ul style="list-style-type: none"> <li>• Enjoy the wildlife – Kalvö is one of the most beautiful islands in Sweden and offers some of the best hiking on the coast.</li> </ul> <b>Dinner</b> <ul style="list-style-type: none"> <li>• On the beach barbecue, weather allowing. Bring your own.</li> </ul>
<b>Day 7, Friday 23 June</b> <b>Swedish Midsummer</b> <b>Layday on Kalvö</b>	<b>Activities</b> <ul style="list-style-type: none"> <li>• Enjoy the wildlife and help out organizing the midsummer party.</li> <li>• Midsummer party starts in the afternoon, with music, dance, and something to eat at the house of the Spångberg family (location and directions to be provided at the Captain’s meeting on Thursday).</li> </ul>

<b>Day &amp; Harbor</b>	<b>Activities</b>
<b>Days 8 &amp; 9, Saturday 24 June &amp; Sunday 25 June</b> <b>Koster Islands or Strömstad</b>	<b>Explore the Koster Islands or Strömstad (your choice)</b> <ul style="list-style-type: none"> <li>Two days of your own choice, exploring the most beautiful archipelago of the most northerly Swedish west coast, the Koster Islands, or...</li> <li>Go to Strömstad, the best place to shop and provision in the area. Flagship Penélope will be going to Strömstad to bunker.</li> <li>The harbor in Strömstad is large - no need to reserve dock space.</li> </ul>
<b>Day 10, Monday 26 June</b> <b>Sail to Hunnebostrand</b> <b>36 NM</b>	<b>Guest harbor – dock space is reserved for the fleet</b> <b>Activities</b> <ul style="list-style-type: none"> <li>Guided tour</li> <li>18.00: Cocktail party onboard Loyal</li> </ul> <b>Dinner</b> <ul style="list-style-type: none"> <li>Of your choice</li> </ul>
<b>Day 11, Tuesday 27 June</b> <b>Hunnebostrand to Lysekil</b> <b>16 NM</b>	<b>Guest Harbor – dock space is reserved for the fleet</b> <b>Activities</b> <ul style="list-style-type: none"> <li>Shopping</li> <li>Underwater museum</li> <li>Guided tour</li> </ul> <b>Dinner</b> <ul style="list-style-type: none"> <li>On your own</li> </ul>
<b>Day 12, Wednesday 28 June</b> <b>Lysekil to Hermanö</b> <b>7 NM</b>	<b>Anchorage</b> <b>Activities</b> <ul style="list-style-type: none"> <li>15:00 Hat party</li> </ul> <b>Dinner</b> <ul style="list-style-type: none"> <li>Common barbecue on the beach</li> </ul>
<b>Day 13, Thursday 29 June</b> <b>Hermanö to Kåringön</b> <b>3 NM</b>	<b>Guest harbor – dock space is reserved for the fleet</b> <b>Activities</b> <ul style="list-style-type: none"> <li>Guided tour</li> <li>Option seal safari and visit Måseskär lighthouse</li> <li>Sponsors cocktail party at Sailors Lodge</li> </ul> <b>Dinner</b> <ul style="list-style-type: none"> <li>On your own</li> </ul>



Day & Harbor	Activities
<b>Day 14, Friday 30 June</b> <b>Käringön to Marstrand</b> <b>18 NM</b>	<b>Guest harbor – dock space is reserved for the fleet</b> <b>Activities</b> <ul style="list-style-type: none"> <li>• Shopping</li> <li>• Walking</li> </ul> <b>Dinner</b> <ul style="list-style-type: none"> <li>• Of your choice</li> </ul>
<b>Day 15, Saturday 1 July</b> <b>Marstrand</b>	<b>Activities</b> <ul style="list-style-type: none"> <li>• Guided tour of the Carlsten Fortress</li> </ul> <b>Dinner</b> <ul style="list-style-type: none"> <li>• Farewell dinner at the restaurant Shanti Shanti next to the GKSS summer clubhouse.</li> <li>• Dress code: club jacket and tie for men, comparable yacht evening wear appropriate for women (slacks okay).</li> </ul>
<b>Day 16, Sunday 2 July</b> <b>Marstrand to GKSS</b>	

## 7 Harbor Descriptions

### Skärhamn

Our first stop is Skärhamn.

**The guest harbor is located all the way in to the bay on your starboard side going in. The channel is deep enough for all our boats on the way in. The Loyal has separate instructions.**

In the picture below the guest harbor is very bottom right.



Skärhamn is an old shipping village and serves as a base for several shipping companies. There is some fishing. The local art museum, “Nordiska Akvarell Museet”, is widely known.

The village has many shops and good bunkering.

#### **Services include:**

Groceries, Systembolaget, marine chandlery, propane, restaurants, boutique shops, and the art museum.

Showers, toilets, water, electric.

No diesel.

## Gullholmen

**Attention: On the way to Gullholmen we pass Mollösund, which has diesel availability.**

Gullholmen is located just by the fairway on your port side going north. The harbor inside is deep enough for boats up to a draft of 2,2 meters. Larger boats need to be docked on the outside. The Loyal will have separate instructions.



Fishing in Gullholmen goes back about 800 years, when the village was located on the little island in the photo. There are small museums open to the public in some of the several unique old houses. Today Gullholmen is mostly a summer village, where even very small houses are costly.

### **Services include:**

Small grocery store, café, large restaurant.

Showers, toilets, water, washing machine, and electricity available to boaters.

No diesel.

## Fjällbacka

**Fjällbacka harbor is located on the edge of a big rock hill, and the guest harbor, deep enough for our entire fleet, is near the center below the rock. The Loyal will have separate instructions.**



Fjällbacka was founded in 1617 as a fishing village which prospered due to the increasing volume of herring outside the harbor. Today it is a popular, smart summer resort especially attractive to Norwegian families.

### **Services include:**

Grocery store, gas station (you need to walk), many summer shops, marine chandlery, propane, restaurants and cafés.

Showers, toilets, water, washing machine.

No diesel in the harbor.



## Kalvö Island

Welcome to the wilderness!

All boats anchor. Depending on weather and wind direction, possible off the southeast and/or off the northeast side of the island



The island is part of a larger, wildlife preserve area. Few houses.

The island is big and offers great hiking. ***Please treat the island, its natural beauty, and its residents with respect. This includes not leaving anything ashore and usage of heads on board your boat.***

Services include:

Nothing...

## Koster Islands

The Koster archipelago has hundreds of islands divided into Nord and Sydkoster Islands.

There are several guest harbors and bays in which to anchor.

Alternative: Ramsö and Resö, to the S and SE of Sydkoster, both with guest harbors.



### **Services:**

Service differs between the islands but there are grocery stores on North and Sydkoster, water, showers, and toilets.



## Strömstad



The city of Strömstad, close to the Norwegian border, plays an important role in cross-border shopping. There are many shops and all services. - for Norwegians extremely inexpensive, with consequent numbers visiting Strömstad and Sweden.

Very large marina on the edge of the city.



## Hunnebostrand



Hunnebostrand is an old fishing village dating to 1500, It was an important stop before going around Sote Huvud before the Sotenkanalen was built in 1935. NO SAILING IN THE CHANNEL.

Good restaurants and summer shops.



*Sotenkanalen*



### **Services include:**

Diesel where the boats dock. Water, showers, toilets.



## Lysekil



Lysekil was founded in 1850 and was a popular summer city for city people. Famous for its lovely water, swimming, and recreation. Today the population of 7600 is engaged in the petroleum industry and the fishing industry.

Nice marina close to the city.

Many shops, restaurants, marine water museum.

### **Services include:**

All

## Hermanö



Hermanö is a wildlife preserve famous for walks with few houses. We will anchor on the east side just by the marked café on the map below.

In the 1750's the Swedish King had a portion of his west coast fleet anchored where we will anchor. The warship command liked Hermanö bay since they could get out on both the north and south sides. The Danish fleet under the command of Admiral Thordensköld was beaten where we will be at anchor by the Swedish Admiral Strömstjerna (born on the island of Käringsön, where the ferry is named after him).



## Käringön



Käringön's history dates back to 1600. The early inhabitants were fisherman, sailors, and later also responsible for the Måseskär lighthouse on the west side of the island. Today there are 100 people year-round; in the summer the population of this small island increases to over 2000, with 1000 more visitors every day in July. Käringön is considered one of the most fashionable places on the west coast for a summer house.

The island is famous for the Vicar Simpson, a very tough man. He ordered the construction of the church and demanded that every woman bring soil to the site whenever they returned to Käringön from the mainland.

Excellent walks, historic houses, and good restaurants.



*Sailability hotel Käringön*

### **Services include:**

Grocery store

Water, showers, toilets.



## Marstrand



Marstrand became Swedish in 1658, when King Karl X Gustav started to build the fortress to protect the Swedish west coast fleet that was based in Marstrand. The fortress, not completely finished until 1800, was one of the strongest in Europe. However, the Danish fleet under Admiral Thordensköld attacked the fortress in 1719 and tricked the Swedish fortress commander into surrender. The fortress was handed back to the Swedes in 1720.

Marstrand has been the center of Swedish west coast society since the late 19<sup>th</sup> century. It was here that King Oscar II came every year on the Royal Ship Drott to party for a week or two, and it was here that he promised GSS royal protection and became GKSS.

Marstrand is the sailing center of the Swedish West coast and each year hosts several international regattas.



### Services:

Many shops and restaurants.

All services are available.





## 8 Yachts & Crew

### Fleet Roster

Yacht	Crew	Persons on board
<b>ALOHA</b> Beneteau 473 Charter	Skipper: Doug Adkins Susan Adkins Harry Morgan Sue Morgan	4
<b>AMORE</b> Regina af Windö	Skipper: Robert Hellman Maria Bofeldt	2
<b>BR II</b> Hanse Charter	Skipper: Chace Anderson Josie Anderson, Christian Bernadotte Marianne Bernadotte	4
<b>CANTY</b> J-42	Skipper: Paul Rogers Martha Rogers Dale Bruce Doug Bruce	4
<b>FOXTROT</b> X-482	Skipper: Nick Brown Larry Ahlfert Britt Ahlfert Brown John Brown Elisabeth Lavers Larry Lavers Heather McHutchinson	7
<b>GOLDEN EYE</b> Hinkley 42	Skipper: Ernie Godshalk Bob Godshalk Vicki McGrath	3
<b>GULDMAKRILLEN</b> Hanse 45.5 Charter	Skipper: Ove Haxthausen Neda Haxthausen Henrik Andersen Michael Coady	4

Yacht	Crew	Persons on board
<b>HAVGAN</b> Bavaria 462 Charter	Skipper: Pieter de Zwart Joanna Miller de Zwart Jennifer Bowden Nick Orem Phyllis Orem William Schoettle	6
<b>JOYRIDE</b> Farr 60 Charter	Captain: Karl Svensson Barbara Ellis Mark Ellis Dianne Embree Jeb Embree Anne Glenn Larry Glenn Bob Medland Sally Medland	9
<b>KIA ORA</b> Swan 50	Skipper: Per Settergren Karin Settergren Thomas Thesleff Yvonne Thesleff	4
<b>LOYAL</b> 1877 galleas ketch LOA 124' Mothership Owner operated	Captain/Owner: Stein Arve Olsen Marty Barclay Elaine Falkenberg Charles Goodrich Ed Kane David MacFarlane Pam MacFarlane Sue McNab Aneilia Szot Dawn Szot Walter Szot Gaynelle Templin Steve Wolfe	15

Yacht	Crew	Persons on board
<b>NIGHT WATCH</b> 55' S&S/A&R custom	Skipper: David Tunick Dave Brown Jim Gage Lynne Gage Sheila McCurdy Kathy McKnight Phil McKnight	7
<b>PENÉLOPE</b> Nautor Swan 44	Skipper: Stefan Holmgren Maria Holmgren John Holmgren Jessie the dog	3
<b>SOLUTION</b> Aage Nielsen 50	Skipper: Carter Bacon Peggy Bacon Ashley Cadwell Louise Cadwell Patrick Curley	5
<b>VILDANDEN</b> Najad 440	Skipper: Torben Pind Gale Sherman Steve Sherman	3
<b>15 Yachts</b>	<b>Total Crew (includes 2 professional captains)</b>	<b>80</b>



## Cruise Participants

Name	Hometown	Club Affiliation	Yacht Name
Doug Adkins	Seattle, WA	NAS	ALOHA
Susan Adkins	Seattle, WA		ALOHA
Larry Ahlfert	Stockholm, Sweden	KSSS	FOXTROT
Henrik Andersen			GULDMAKRILLEN
Chace Anderson	Cleveland, OH	NAS	BR II
Josie Anderson	Cleveland, OH		BR II
Bink Bacon	Cambridge, MA	NAS	SOLUTION
Peggy Bacon	Cambridge, MA		SOLUTION
Marty Barclay	Newburyport, MA		LOYAL
Christian Bernadotte	Shaker Heights, OH		BR II
Marianne Bernadotte	Shaker Heights, OH		BR II
Maria Bofeldt	Göteborg	GKSS	AMORE
Jennifer Bowden	New York, NY		HAVGAN
Britt Ahlfert Brown	Cambridge, MA		FOXTROT
Dave Brown	Middletown, RI	NAS	NIGHT WATCH
John Brown	Providence, RI	NAS	FOXTROT
Nick Brown	Providence, RI	NAS	FOXTROT
Dale Bruce	Camden, ME	CCA	CANTY
Doug Bruce	Camden, ME	NAS	CANTY
Ashley Cadwell			SOLUTION
Louise Cadwell			SOLUTION
Michael Coady	Darien, CT 06820	NAS	GULDMAKRILLEN
Patrick Curley			SOLUTION
Pieter de Zwart	Ft Lauderdale, FL	NAS	HAVGAN
Barbara Ellis	Essex, CT		JOYRIDE
Mark Ellis	Essex, CT		JOYRIDE
Dianne Embree	Lyme, CT	NAS	JOYRIDE
Jeb Embree	Lyme, CT	NAS	JOYRIDE
Elaine Falkenberg	Rowayton, CT	NAS	LOYAL
Jim Gage	Boston, MA	NAS	NIGHT WATCH



Name	Hometown	Club Affiliation	Yacht Name
Lynne Gage,	Boston, MA		NIGHT WATCH
Anne Glenn	Newport, RI	NAS	JOYRIDE
Larry Glenn	Newport, RI	NAS	JOYRIDE
Bob Godshalk	Alachua, FL		GOLDEN EYE
Ernie Godshalk	Boston, MA	NAS	GOLDEN EYE
Charles Goodrich	Rowayton		LOYAL
Neda Haxthausen	Stamford, C	NAS	GULDMAKRILLEN
Ove Haxthausen	Stamford, CT	NAS	GULDMAKRILLEN
Robert Hellman	Gothenburg, Sweden		AMORE
John Holmgren			PENÉLOPE
Maria Holmgren	Kullavik, Sweden	GKSS	PENÉLOPE
Stefan Holmgren	Kullavik, Sweden	NAS, GKSS	PENÉLOPE
Ed Kane	Concord, MA	NAS	LOYAL
Elisabeth Lavers	Bristol, RI	NAS	FOXTROT
Larry Lavers	Bristol, RI	NAS	FOXTROT
David MacFarlane	Barrington, RI	NAS	LOYAL
Pam MacFarlane	Barrington, RI		LOYAL
Sheila McCurdy	Middletown, RI	NAS	NIGHT WATCH
Vicki McGrath	Alachua, FL		GOLDEN EYE
Heather McHutchinson	Tiverton, RI		FOXTROT
Kathy McKnight	Williamstown, MA		NIGHT WATCH
Phil McKnight	Williamstown, MA,	NAS	NIGHT WATCH
Sue McNab	Seattle, WA		LOYAL
Bob Medland	Toronto, Ontario		JOYRIDE
Sally Medland	Toronto, Ontario		JOYRIDE
Joanna Miller de Zwart	Ft Lauderdale, FL		HAVGAN
Harry Morgan	Cold Springs Harbor, NY		ALOHA
Sue Morgan	Cold Springs Harbor, NY		ALOHA
Nick Orem	Newbury, MA	NAS	HAVGAN
Phyllis Orem	Newbury, MA	NAS	HAVGAN
Torben Pind	Copenhagen	NAS	VILDANDEN
Martha Rogers	Camden, ME	CCA	CANTY
Paul Rogers	Camden, ME	NAS	CANTY

Name	Hometown	Club Affiliation	Yacht Name
William Schoettle	Palos Verdes Peninsula, CA	NAS	HAVGAN
Karin Settergren	Kullavik, Sweden	GKSS, NAS	KIA ORA
Per Settergren	Kullavik, Sweden	GKSS, NAS	KIA ORA
Gale Sherman	Tucson, AZ	NAS	VILDANDEN
Steve Sherman	Tucson, AZ	NAS	VILDANDEN
Aneilia Szot	Solomons, MD		LOYAL
Dawn Szot	Key West, FL		LOYAL
Walter Szot	Key West, FL	NAS	LOYAL
Gaynelle Templin	Onamia, MN		LOYAL
Thomas Thesleff	Helsinki, Finland		KIA ORA
Yvonne Thesleff	Helsinki, Finland		KIA ORA
David Tunick	Stamford, CT	NAS, KSSS	NIGHT WATCH
Stephen Wolfe	Boston, MA	NAS	LOYAL





## Yacht & Crew Photos

# ALOHA



Doug Adkins



Susan Adkins



Harry Morgan



Sue Morgan

# AMORE



Robert Hellman



Maria Bofeldt



# BR II



Chace Anderson



Josie Anderson



Christian Bernadotte



Marianne Bernadotte

# CANTY



Paul Rogers



Marty Rogers



Dale Bruce



Doug Bruce

# FOXTROT



Nick Brown



John Brown



Larry Ahlfert



Britt Ahlfert Brown



# FOXTROT (continued)



Elizabeth Lavers



Larry Lavers



Heather McHutchinson

# GOLDEN EYE



Ernie Godshalk



Robert Godshalk



Vicki McGrath



# GULDMAKRILLEN



Ove Haxthausen



Neda Haxthausen



Henrik Andersen



Michael Coady

# HAVGAN



Pieter de Zwart



Joanna Miller-de Zwart



Nick Orem



Phyllis Orem

# HAVGAN (continued)



Jennifer Bowden



Will Schoettle



# JOYRIDE



Barbara Boyd Ellis



Mark Ellis



Dianne & Jeb Embree

# JOYRIDE (continued)



Larry Glenn



Anne Glenn



Bob & Sally Medland



# KIA ORA



Per Settergren



Karin Settergren



Thomas Thesleff

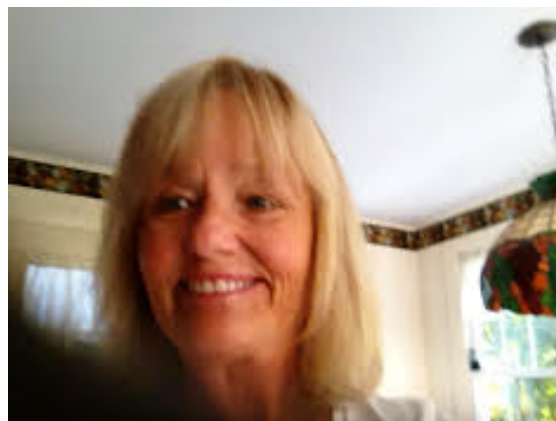


Yvonne Thesleff

# LOYAL



David MacFarlane



Pam MacFarlane

# LOYAL (continued)



Marty Barclay



Elaine Falkenberg & Charles Goodrich



Sue McNab



Steve Wolfe



Ed Kane



# LOYAL (continued)



Aneilia Szot



Walter Szot



Dawn Szot



Gaynelle Templin

# NIGHT WATCH



David Tunick



Dave Brown



Sheila McCurdy



# NIGHT WATCH (continued)



Jim & Lynne Gage



Phil & Kathy McKnight

# PENÉLOPE



Stefan Holmgren



Maria Holmgren



John Holmgren



Jessie



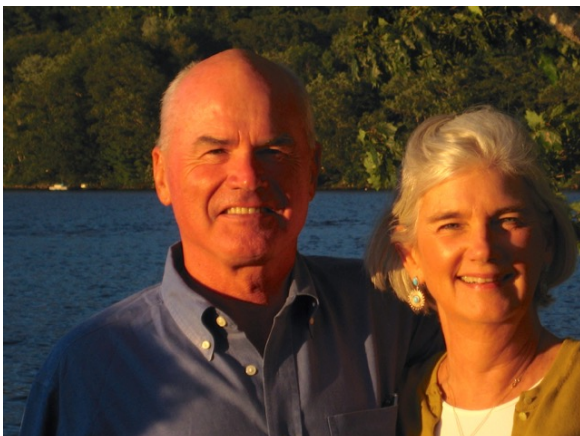
# SOLUTION



Carter Bacon



Peggy Bacon



Ashley & Louise Cadwell



Patrick Curley

# VILDANDEN



Torben Pind



Steve Sherman



Gale Sherman





## 9 Cruise Information for Skippers and Crew

### 9.1 Communications and Announcements

A daily update routine will be established, most likely via email.

### 9.2 Captains' Meetings

**Meetings will be held as follows:**

Monday 19 June	07.00
Tuesday 20 June	0630
Wednesday 21 June	0700
Thursday 22 June	0800
Tuesday 27 June	0800
Wednesday 28 June	0800
Friday 30 June	0800

**Place: Close to PENÈLOPE, look for the blue GKSS Cruise chairman burgee:**



### 9.3 VHF

International regulation for VHF traffic is used.

All vessels are expected to monitor channel 16.

Cruise information will be announced on channel 16 and directed to channel 72. If other channels are to be used, it will be announced at the captains' meetings.

When entering harbors, to communicate with cruise members already ashore for help, switch to channel 72.

**DO NOT USE CHANNEL 16 IF NOT NECESSARY.**

## 9.4 Harbors & Mooring Culture in Sweden

Most harbors on the west coast are well protected. At the time of the cruise there should be ample space in all of them.

Normally a vessel enters a slip bow-first, but stern-first is also okay. In most harbors there are lines connected to the dock and secured to the bottom about 15 meters out from the dock; consequently, you do not need, and are not allowed, to use an anchor. The usual procedure is to pick up the lines when you have fastened your lines to the dock.

In most cases there will be people on the dock to help.

If a harbor is empty it is permissible to tie up side-to.

## 9.5 Harbor Fees

Each captain is responsible for paying his/her vessel's harbor fees upon arrival.



## 9.6 Flag Protocol

Flag protocol is of the highest importance when entering port, especially for the first vessel from the cruise fleet.

US boats are respected and welcome in all Swedish harbors.

### **National Flags**

1. US boats fly US flags.
2. Charter boats less than 12 meters long and beam less than 4 meters are allowed to fly the stars and stripes if the crew is American. A vessel with an American flag is more likely to attract help when docking.
3. Chartered Swedish boats over 12 meters length and 4 meters beam are registered as ships and are required to fly the flag of the country where registered.

4. Your national flag should be set in the morning at 0800 and taken down in the evening at 2100.

### **Courtesy Flags**

1. Foreign ships fly the Swedish courtesy flag on the starboard side.
2. It is not necessary to lower the Swedish courtesy flag on your starboard side overnight.

### **Burgees**

1. All vessels from outside Scandinavia will fly a GKSS cruise burgee on the port side as guest members during the cruise. The GKSS cruise burgee will be handed out at registration. Members of KSSS, KNS, DKY, and NJK will fly their burgees according to each club's official flag protocol.
2. The NAS burgee should be flown at the top of the mast. If not possible, the NAS burgee will be flown under the GKSS or other home club burgee on the port side if not a Swedish registered vessel. GKSS and KSSS vessels registered in Sweden will fly their NAS burgee on the starboard side under the GKSS and KSSS burgee if not at the top.

### **GKSS Burgees on the Cruise**

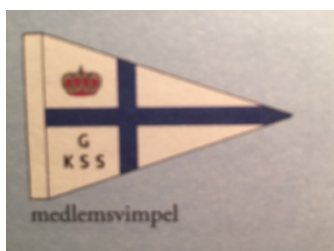
There are five different GKSS burgees present on the cruise:



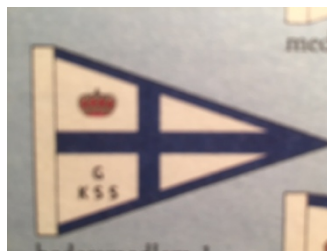
*GKSS Commodore burgee*



*GKSS Cruise Chairman burgee*



*GKSS Member burgee*



*GKSS Honorary member*



*GKSS cruise fleet burgee for guest members*

## 9.7 Weather Forecasts

Weather forecasts are easy to pick up:

### Websites:

- [www.smhi.se](http://www.smhi.se)
- [www.dmi.dk](http://www.dmi.dk)
- [www.yr.no](http://www.yr.no)

### Weather Apps:

- Windityv
- Windy
- Vindguru



# WIND IS MEASURED IN SWEDEN BY METERS PER SECOND (m/s)

This can lead to underestimates of wind speeds: a forecast of 12-15 is pleasant if that means 12-15 knots, but not so pleasant if it means m/s... this would be the equivalent of 24-30 knots!

To convert knots into m/s,  
divide by 2.

To convert m/s into knots,  
multiply by 2.

20 knots = about 10 m/s

30 m/s = about 60 knots

## Wind Speed Conversion Chart

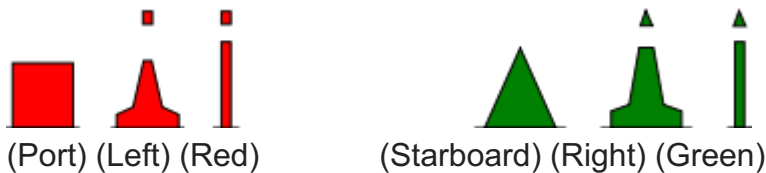
Meters per second (m/s)	Knots	Beaufort
0	0	0
1	2	1
2	4	2
3	6	
4	8	3
5	10	
6	12	4
7	14	
8	16	
9	17	5
10	19	
11	21	
12	23	6
13	25	
14	27	
15	29	7
16	31	
17	33	
18	35	8
19	37	
20	39	
21	41	9
22	43	
23	45	
24	47	
25	49	10
26	51	
27	52	
28	54	
29	56	11
30	58	
31	60	
32	62	
33+	64+	12

## 9.8 Buoyage System:

### Lateral Marks

Remember, lateral marks in Europe are the opposite of the US, so red will be on the left and green on the right when you are entering a harbor.

- port marks are **red** and may have a **red** flashing light of any rhythm except 2+1.
- starboard marks are **green** and may have a **green** flashing light of any rhythm except 2+1.

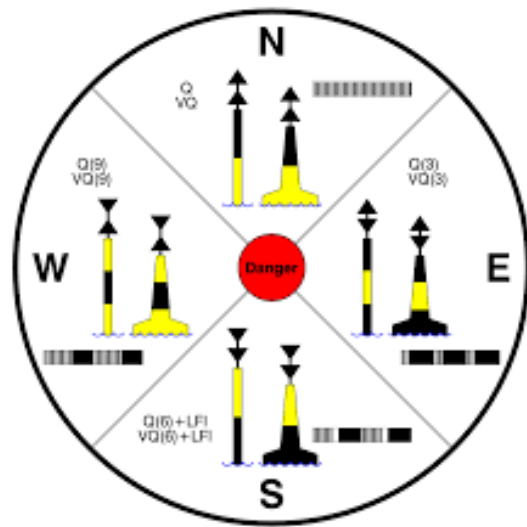


### Cardinal Marks

Cardinal marks indicate the direction of safety as a **cardinal (compass)** direction (**north, east, south or west**) relative to the mark. This makes them meaningful regardless of the direction or position of the approaching vessel, in contrast to the (perhaps better-known) **lateral mark** system.

A cardinal mark indicates one of the four compass directions by:

- the direction of its two conical top-marks, which can both point up, indicating north; down, indicating south; towards each other, indicating west; or away from each other, indicating east
- its distinctive pattern of black and yellow stripes, which follows the orientation of the cones - the black stripe is in the position pointed to by the cones (e.g. at the top for a north cardinal, in the middle for a west cardinal)
- optionally, its distinctive sequence of flashing light, which consists of a sequence of quick or very quick flashes whose number gives the **clockface** position which corresponds to the direction of the cardinal (e.g. three for an east cardinal, nine for a west; north has continuous flashes, and south may be augmented with a long flash, to help distinguish it from a west in difficult conditions)



The topmark configurations for north and south are self-explanatory (both cones pointing up, or both pointing down). Those for east and west "follow the Sun"—the top cone points in the direction in which the **rising** (for an east mark) or **setting** (for a west mark) Sun appears to move with respect to the horizon, while the bottom cone points in the direction in which its reflection on the ocean surface appears to move.

## 9.9 Fuel & Pumpout

A document will be handed out separately regarding where to get fuel and empty your waste tank

## 9.10 In Case of Emergency: Security and Sweden Rescue

Sweden Rescue is well equipped and has many stations and boats close by on the route we are going.

**In case of emergency:**

**Use VHF channel 16 for MAY DAY OR CALL 112 on your mobile phone.**

Make sure you give your position accurately when requesting help.

## 9.11 Medical

***In an emergency, call 112 on your mobile phone.***

In harbors the Cruise Chairman, on board PENÉLOPE, will have information regarding the closest medical help.



# 10 Sponsors

We are grateful to the sponsors for their significant contributions to the cruise.

**Thank you to:**

## Trendmark AB/Sebago

The agent for Musto and Sebago in Sweden, the leading nautical clothes wear company in Sweden. Trendmark is also a main sponsor of GKSS.

## Seglarhotellet Kåringön

The sailor's hotel at Kåringön.

## Bohus Charter

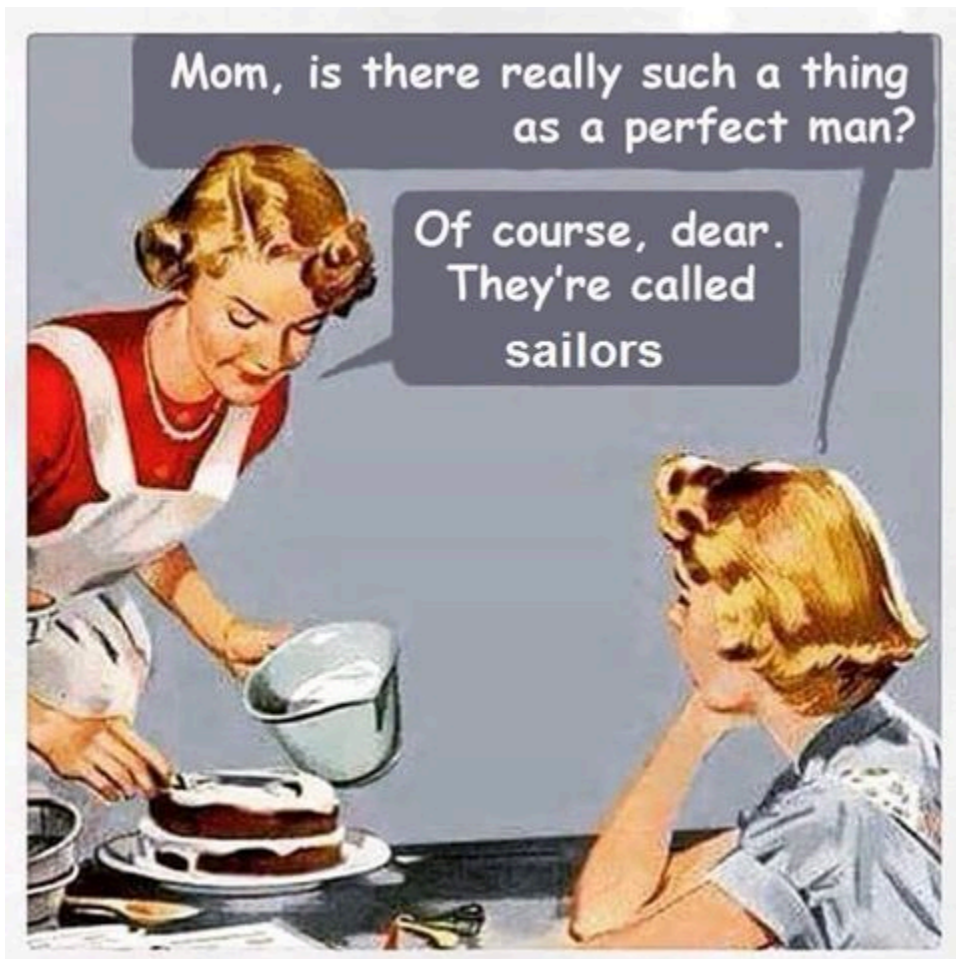
One of the largest yacht chartering firms in Sweden specializing on the Swedish west coast and the agent for Hanse boats.

## StensVreta Asset Management

Private equity investments in small unlisted companies in south of Sweden.

## Sponsor Flags

Golden Eye, Night Watch, and Penélope will fly the sponsor flags in the forestay while at mooring.



## 11 About Sweden



### General

- The Kingdom of Sweden is the 5th largest country in Europe—in terms of area—with a population of 10 million people, (22.2 residents/square km vs the USA 32.7 residents/square km).



### *Scandinavia*

- The country of Sweden is in its shape a very long country having a long coastline, with country borders to Finland, Norway and Denmark. It is the largest country in Scandinavia.
- The main religion is Christianity.
- Sweden became a member of the United Nations in 1946, and joined the EU in 1995—but is not a member of NATO.

- The country is a constitutional monarchy with a parliamentary democracy.
- The Swedish King, Gustav XVI, is the 7<sup>th</sup> King of the house of Bernadotte.
- The House of Parliament consists of six political parties with no majority government. The prime minister, Stefan Löven, represents the largest party “Socialdemokraterna.”
- Currency: Swedish Krona (SEK) (not EURO)
- Natural resources: Sweden is rich of forest, iron ore and waterpower
- The capital of Sweden is the city of **Stockholm**, very pretty with a lot of water and the King’s castle, located on the east coast.
- The second largest city is **Göteborg (Gothenburg)**, on the west coast. Gothenburg is known as the industrial city of Sweden because of its history in shipbuilding, car manufacturing and is the largest port in the country
- The third city is **Malmö** on the south end of Sweden.



*City of Stockholm - Capital of Sweden*

## History

Scandinavia was first known to the world through the Vikings. The Viking period started in the year of 700 CE to about 1066 when the last Viking chief “Harald Hardråde” invaded England.

Scandinavia at that time was not different countries. Viking tribes were located in the areas which we now call Denmark, Norway, Sweden and Iceland, and made hostile forays to Scotland, England and Shetland, where they built villages and stayed. Forays were also carried out to France, Germany and Russia.





*Viking long ship*



The Kingdom Svea was established in the year of 1000 and the country was divided into two clans: Svear and Götar, (Folkungar). Svear was on the east coast and Götar on the west coast. Many battles and different kings were appointed until Birger Jarl, with roots in Götar, was able to unite the country as head (but not king) in 1248.



*The arms of Sweden*

The Lions in the arms of Sweden are the symbol of Folkungar (Götar), and a lion is also the city symbol of Göteborg. The three crowns are a religious symbol.

At the time the Danish Kings attacked and ruled parts of the country and in the end all parts of it until Gustav Vasa once and for all defeated the Danish King Kristian II and was elected King of Sweden in 1523.



*Gustav Vasa*

The Gustav Vasa family ran the country until 1751. During this period the two most famous and ambitious Swedish kings, Gustav II Adolf and Karl XII, enlarged the Swedish Kingdom substantially.



*Gustav II Adolf dies at the Battle of Lützen*

**Gustav II Adolf** (1594-1632), a war king who died at the battle of Lützen in Germany, played a leading role in the 30-year war with Germany and extended the Swedish borders to include Finland, Norway, parts of Germany, Poland, and Denmark once and a while. Stockholm is now located in the middle of the kingdom.

His grand grandson **Karl XII**, (1682-1718), also a keen war King, decided to take back what was lost after his grand grandfather died. Karl started new wars and extended the Swedish empire once again to hold Poland, Baltic states, Finland, Norway, large parts of Germany and Russia. He died in battle in Norway.



*Carl XII and his soldiers ("Karoliner" in blue/yellow uniforms)*

The Vasa family died out in 1751 and was succeeded by the German family Gottorp.

The Gottorp family held the crown for a short period and died out in 1818, when the Swedish parliament elected a new King from the family of Bernadotte, King Karl XIV Johan, an officer and nobleman from France, close to Napoleon. The Bernadotte family still holds the Swedish crown today.

During all these wars all of Sweden's occupied countries were lost. Sweden tried to hold Norway as a union but Norway was at last declared independent in 1905.

From being a violent nation Sweden is now peaceful and has not today been involved in war action since 1814.

During the first and second World Wars, Sweden declared itself to be neutral.

## Important dates in Swedish history

6 June	National day - celebration of election King Gustav Vasa 1523
24 June	Midsummer – to celebrate the lightest day of the year, summer solstice <a href="http://sweden.se/culture-traditions/midsummer/">http://sweden.se/culture-traditions/midsummer/</a>
1905	Norway is declared independent from Sweden
1919	Women's voting right
1953	Dag Hammarskjöld appointed general secretary of the United Nations and was probably murdered in a plane crash in Zambia 1961.
1959	Ingemar Johansson from Gothenburg, becomes Heavy weight Champion beating Floyd Patterson at Yankee Stadium
1986	Swedish Prime Minister Olof Palme is murdered in Stockholm.

## Industrial history

From a political point of view the country has had the opportunity to focus on industrial development during a long peacetime and was able to take advantage of its natural resources. Sweden was an early adapter of new technology in all fields and welcomes digitalization.

The Swedish model of a modern society accelerated after 1945, when large parts of Europe were suffering from the war. Swedish companies grew rapidly and the country took a role as one of the leading industrial countries in Europe.

- **Alfred Nobel** invented the high explosive powder, dynamite, in 1866 and established a trust with his fortune that every year makes a substantial donation worldwide to research and achievements in scientific areas called **“The Nobel Prize”**.
- **Ericsson Company** was very early in producing telephones world wide
- **ASEA** – manufactures trains and all sorts of industrial heavy machines
- **Electrolux** – manufactures house hold machines
- **Volvo cars** – manufactures cars, trucks and industrial machines
- **SAAB** – these days SAAB builds fighting aircraft “Jas Gripen” and defense systems.
- **SAAB Automobile** went bankrupt in 2012.
- **IKEA** - manufactures furniture
- And part of that history is also of course the music group **ABBA**, tennis player **Björn Borg**, producer **Ingmar Bergman** and actresses **Greta Garbo** and **Ingrid Bergman**.



## Sweden today

With a strange political situation with no real majority the country is in favor of and often leans towards the EU. Germany is Sweden's largest trading partner.

During the terror in Syria, Sweden has welcomed more refugees per capita than any other country in Europe, but closed the borders a year ago because of problems taking care of the people coming.

With the ongoing situation in the world, Brexit, ISIS, Syria, new winds from the US and Russia in Ukraine, the Swedish parliament is allocating more funds to the defense budget than in past years.

As in many countries the nationalist party has gotten stronger and now holds about 15% of the votes in parliament. The next election in Sweden is in 2018.



## 12 Cruise Notes and Tips for Captains and Crew From the Cruise Chairman

1. **The harbor sketch charts and route charts in the cruise book:** Not intended for navigational use.
2. **Tides and current:** Little of either in Swedish waters.
3. **Docking fees:** Every harbor charges a fee based on boat length, and it is the responsibility of the captain to pay, usually to the harbor master or at a machine. Credit card or cash.
4. **Water:** Generally available without charge in all harbors and usually potable.
5. **Garbage:** Harbors provide different bins for different kinds of trash. Needless to say, nothing goes overboard.
6. **Ice:** Hard to obtain in Sweden.
7. **Grocery bags:** Sweden is environmentally conscious, and most supermarkets charge 2-5 SEK for grocery bags. The prudent shopper takes tote bags to the market. The more prudent shopper takes a duffel bag on wheels if expecting to walk any distance with a quantity of purchases. Supermarket shopping carts usually require a deposit, normally a 10 or 20 Kroner coin.
8. **Name tags:** Please wear at group functions – Captains’ Meeting, dinners, tours, etc.
9. **Rafting:** A way of life in Denmark’s small ports and anchorages. If you care about your topsides, protect them in advance with fenders for the next boat, which may not ask for permission to tie up to you, especially if you are not aboard or if it’s the middle of the night.
10. **Rafting protocol:** Polite crew tread softly and cross over forward of the mast.
11. **Tipping:** VAT is included on restaurant bills and in taxis. Service tip at restaurants, taxi, etc is NOT included. One normally tips 5-10 %... 10% if you are happy with the service.
12. **Swedish:** Almost all Swedes speak English, but here are a few useful words:

Tack = thank you

Hej (pronounced “hey”) = hi, hallo

Ja (“ya”) = yes

Nej (“nai”) = no

Öppen = open

Stängt = closed

Förbjuden = forbidden

Glass = ice cream



## 13 Flagship S/Y PENÉLOPE SWE-1



*The Cruise Chairman's yacht PENÉLOPE*

S/Y PENÉLOPE is a one-off extended version of the S&S Nautor Swan 40.

Built in 1969 and extended in 2013 to 44 feet.

PENÉLOPE has been close to our family since she was delivered in 1970 to the Swedish West Coast and Gothenburg. In 1999 she was handed over to Stefan Holmgren, who in his youth crewed on her. The idea of extending the yacht with a positive stern was created in the library at New York Yacht Club while looking at drawings of S&S designs from the 1960's to get more sail power and a longer sailing waterline.

Work has been ongoing since 1999 to bring PENÉLOPE back to racing condition. She started her new racing career in 2015, taking part in several races including the ÅF Offshore Race. The next major goal is to participate in the 2019 Fastnet Race. For more information about PENÉLOPE, please visit [www.penelope.se](http://www.penelope.se)

PENÉLOPE will fly the NAS burgee over the top, GKSS Cruise Captain burgee, and GKSS honor member burgee.





## 14 The Mothership LOYAL

### TECHNICAL DATA FOR S/S LOYAL – LIKB

**Type** Ketch/Galleass  
**Built in/Place** 1877 / in Rosendal, Hardanger, Norway

**Building material** wood, mainly pine  
**Built for** transportation of fish and fish produce (split-cod, herring)  
**Longest journey** Chile (round Cape Horn)  
**Last cargo** Finnmark - Bergen 1976 with split cod.

Slipped in Forlandsvåg, Norway in 1981 for extensive restoration. Rebuilt to original condition and improved. Relaunched 7. Juni 1997. Rigging completed autumn 1998.

**Rigging** ketch rig/galeas  
**Sailareal** 617 square metres , 12 sails  
**Mast height** 28 m.  
**Length o.a.** 37.70 m.  
**Length waterline** 24.85 m.  
**Breadth** 6.72 m.  
**Draught** 2.8 m.  
**Tonnage** 98 gross tons

**Engine** Kromhout 12 tv 128 , 325 hp v/ 1800 rpm.  
**Average speed** 8,5 knop  
**Generator** Westerbecke 25 kva , Westerbecke 7,5 kva  
**Voltage** 220v. 110 v. 24 v.  
**Fuel capacity** 7.500 L.  
**Water capacity** 4.500 L.  
**Heating** Central heating w/radiators.

**Toilets** 4 (2 in cabins)  
**Showers** 4 (2 in cabins)  
**Cabins** 8, 6 double-berths.  
**Crew** 3-6 persons  
**Capacity** 60 passengers on daytrips, 18 pax bunks

Seating for 50 pax below deck  
**Pantry** Modern facilities with large gas cooker and dishwasher.  
**Nav./commun.** Radar (36 n.mil), depth sounder, DGPS w/chartplotter, Navtex  
**Equipment** weatherfax; VHF dsc-radiotelephone, Mf/Hf. Radiostation , Robertson Autopilot  
**Klasseinstitusjon** Den Norske Skipskontroll (Norwegian Ship control)  
**Certificate** Passenger certificate 60 persons coastal traffic, 18 overseas



# LOYAL

## The return of “The White Galeas”

BY JEFF LANE



LOYAL on her relaunching day, June 7, 1997, after two decades of rebuilding.

On June 7, 1997, at Sotra, an island near Bergen, Norway, the 85' sailing freighter LOYAL slid into the cold Korsfjord south of Bergen, Norway, with the speed, grace, and dignity befitting her 120 years. On May 13 the following year, she sailed for the first time in 75 years under sail alone. This came after a rebuilding that took 21 years, the bulk of the work accomplished by John and Svanhild Hausberg, and their son Audun.

Built at nearby Rosendal, in the Hardanger region of Norway's west coast in 1877, LOYAL was a product of master builder Knut Johannesen Nes, the man who also built GJØA, of Northwest Passage fame (see page 90). Although LOYAL's length on deck is only about 85' and her beam 22', she was built to carry much cargo, both far and quickly—and carry she did. For nearly 100 years, 40 of them under sail alone, and during a time when working sail was waning, the loyalty of her crews made sail pay. Through two world wars and several smaller ones, through recessions and depressions, she loaded as much as 212 tons, and took it over much of the globe.

Her cargoes were usually dried or salted codfish from Iceland or the north of Norway, and her destinations included Sweden, Spain, Denmark, Germany, and Portugal. She has even carried dried codfish around Cape Horn to Chile, returning with saltpeter.

Several of LOYAL's logbooks are in the Karmsund Museum at Haugesund, Norway. They tell us that she has been a well-run, lucky ship for most of her career. Painted white from the outset to withstand the heat of the tropics, at a time when most wooden Norwegian vessels had oiled hulls, she was known as “The White Galeas” along most of the Norwegian coast.

The galeas type is a relative of the American coasting schooners and the British West Country ketches and schooners—all of which performed similar freighting duties in their respective countries. The galeas was an outgrowth of the Norwegian jacht (pronounced “yakt”), a single-masted vessel usually of less than 80' length on deck. While the jacht has a large, heart-shaped transom, outboard rudder, squaresails, gaff mainsail with lug topsail, and three headsails, the galeas is larger and ketch-rigged with squaresails set on the mainmast, and four instead of three headsails.

More than 14,000 cubic feet of timber, mostly Norwegian pine, went into LOYAL's construction. She

PER ANDERS TODAL



has endured through two lifetimes (both for humans and for such working vessels), most probably because salt was packed between her frames, between the ceiling and hull planking, with “stoppers” at the waterline to prevent the salt from escaping into the bilges. It took 15 men about a year to build her, using mostly hand tools. They knew what they were about, those old workmen.

LOYAL came up for sale when her owners felt it was time to retire her from the freighting business she had worked at all her life. She was tired then, and had been working under engine alone since about 1935. John and Svanhild Hausberg bought her in 1976. John’s plan since then has been to make LOYAL once more capable of carrying cargo anywhere in the world, in any season, under sail. The Hausbergs drew up a well-planned project to haul the vessel, place her in a huge shed, and restore her. She’d remain in that shed for the next two decades. The transformation is fantastic.

**H**ow does one restore a vessel of this size? And what motivates a man, or a family, to take on such a project, to use all of one’s resources, time, and strength, to see it successfully through? The answer to the first question is, “Very slowly and carefully, over many long years,” unless one has lots of money—and the Hausbergs did not, and do not. John and his brother, Halvor, had inherited the family boatyard from their father, who had begun it in 1919. John sold his half of the yard to Halvor, and used the proceeds—along with a small pension from his merchant marine service during WWII—to finance the LOYAL project. Eventually, he had to borrow a considerable sum to complete the project.

The answer to the second question—what motivates a man or a family to take on such a project?—is a little more difficult. I think that John Hausberg would say that saving such a cultural icon as LOYAL seems like the most natural thing in the world to do, that this is simply the way it should be with him. People with lesser projects, myself included, often allow the progress to slow to almost a standstill over time, due to myriad other, seemingly more necessary priorities. Not so with John Hausberg. I have noted that those “more necessary priorities” very seldom came between LOYAL and her completion, even in the hardest and worst of times.

In John’s own words, LOYAL represents “...some of the



LOYAL ca. 1930, under a sharply reduced rig.



Within a few years, the rig would be abandoned altogether and LOYAL would run under engine alone.



LOYAL was hauled in 1982, on a slipway the Hausberg family built just for that purpose. Because of a mishap—LOYAL skidded sideways on the first attempt—the haulout consumed about a month of work.





**Above**—John and his son Audun replaced nearly a quarter of the boat's original structure, then set about rebuilding deckhouses to their original configuration.

**Left**—John Hausberg in 1992, well on his way to restoring LOYAL.

best and most basic in our coastal culture, and has been one of many vessels which, together, helped to build our local society. She is a piece of living cultural history, a bridge-builder between past, present and future, with a mandate which reflects that status." As such, the vessel herself has supplied the motivation to overcome all the enormous obstacles to her completion.

The first project the Hausbergs accomplished for LOYAL was to build a road down to the steep, rocky shore near the family boatyard at Forlandsvag, Sotra. Then came a strong quay, onto which they lifted the huge wheelhouse that she had acquired sometime during her career. That wheelhouse must have weighed around eight or so tons; they removed it using wedges, prybars, jacks, wooden skids, and chain hoists, and used the house as a storage room when it was off the boat. Then they built a slipway, powered by an old locomotive steam engine. Then came the haulout itself.

They almost managed it on the first day, but the tide went out too soon. LOYAL leaned over, the skid she was being drawn up on slewed sideways out of its wooden track, and it took John and his young son Audun nearly all the next month to right the huge hull and bring her up onto the land. The Hausbergs had taken LOYAL to Aberdeen, Scotland, on the vessel's last trip before the restoration, and brought back enough salvaged

material to build the enormous work shed. Building that shed alone was a considerable job.

With LOYAL hauled out, her keel was seen to have developed a hog of about 8" along its length. With the addition of a fabricated steel ballast keel, H-beam keelson stiffener, and all new keelbolts, the keel has been given a positive curve of 8" in the same length. It is believed that in time this will settle out to be about straight.

Then began the careful removal and renewal of rotten or damaged structure—framing, bulkheads, and planking. Her decks were given an iroko overlay; new bulwarks and deckhouses were built; and the massive anchor windlass, machinery, masts, rigging, bowsprit, and jibboom were renewed. And all the time, the Hausbergs finished everything to a standard that would do great credit to a modern yacht builder. They had some help from time to time, but very little. Sometimes the project stood almost still, while the family gathered its strength and resources, but it always moved forward again.

The Norwegian Ships Control Agency, the state body that oversees the seaworthiness of all commercial and pleasure vessels over 50' in length, came into the picture many times, but never so irritatingly as when it required that all the bulwark stanchions be raised by 6"



so as to comply with a modern requirement for commercial deep-sea vessels. Although LOYAL had sailed for a century with her existing stanchion and bulwark configuration, and has never lost a man as far as anyone knows, and although higher bulwarks hold more water on deck, the Hausbergs were obliged to remove and renew every bulwark stanchion on the ship. That was no small project.

This conflict between traditional, empirically developed common-sense design, and modern rules not developed around vessels like LOYAL, more than once increased the project's duration and expense. It took a lot of time, sweat, and ingenuity to remove even one of those stanchions—not to mention the work of fitting a new one.

LOYAL has been returned to her original outward appearance as a sailing freighter of 1877. Her ketch rig has been restored as closely as is practical to the original, and her hull is probably as strong or stronger than when she was new. A relatively light, modern diesel engine has replaced the 11-ton semi-diesel that drove her through her last 30 working years, and she floats on her sailing lines for the first time in many years.

Below, fine cabins for up to 12 people have been built inside the old cargo space forward of the mainmast, while a fair-sized hold remains usable for premium cargo. The well-appointed captain's and mate's cabins aft have been reinstalled, beneath a new but traditional coach roof. The galley deckhouse, now renewed as original, contains the navigation station, while the actual galley, in grand style, has moved below.

Somewhere around 22% of the vessel's total structure, including about 80% of the 3" Norwegian pine topside planking and 60% of the topside framing, has been replaced, along with a much smaller amount of other internal structure. This amounted to fashioning, fitting, and installing about 25 tons of new Norwegian pine and oak. With three full steel bulkheads, the vessel is very strong. A beautifully laid iroko deck, 1½" thick and bedded in polyurethane sealant, laid over the refurbished original deck, and the



Many people had been skeptical of the project at the beginning, but at launch day thousands of people turned out to see LOYAL take the water once more.



ATLE KNUDSEN (THIS PAGE)

**Top**—The 'midship deckhouse, which had been the galley in the original arrangement, now serves as a navigation station. Note the large hatch forward of the deckhouse, opening to a hold designed to carry premium cargoes. **Above**—With her right-looking sheerline—even with 6" of height added to her bulwarks—she looks ready to get back to work.



ATLE KNUTSEN

With the boat launched, the shed had never looked so enormous. LOYAL's masts lie at left, ready for stepping.

all-new bulwark stanchions mentioned above, complete with a very heavy, new oak inwale and caprail, are both stout and lovely to look at. The new main and mizzen-masts, each of a single piece of solid Norwegian spruce, weigh around 2½ and 1½ tons, respectively, and the mainmast now crosses the two long squaresail yards—typical of a genuine galeas.

There were several thousand people, including quite a few serious dignitaries, gathered at Forelandsvag on the launching day. Speeches of praise for John Hausberg and his family were made. A stage had been set up for the ceremonies, and several artists performed. The traditional boats were well represented, probably more than 30 of more than 30' in length. The harbor looked like it must have in days long past, except for the crowds. The Norwegian Coast Guard came, complete with a salute-firing cannon. Everyone I saw was respectful, friendly, and supportive, as if waiting for an old, dear friend to come out of the hospital.

I could not help but contrast the scene that day to the many long, lonely years when the Hausberg family—whom I have known since about the time they purchased LOYAL—had faced their project alone. Through those years they had defended the rebuilding against a much less sympathetic general public, who had looked upon John's passions as rather odd. On the other hand, many traditional boat enthusiasts, myself included, have gotten much inspiration for our own restoration projects by watching the Hausbergs steadfastly resurrect LOYAL over time.

I recall once, years before, when I found John working in what was then the main hold, knocking trunnels out where a frame was to be renewed. As anyone who has ever driven out well-seated trunnels from a solid old hull can tell you, it isn't easy to get them started. Sometimes, if the first blow isn't sufficiently hard and true, they become even more difficult to move. In one hand John swung a massive sledge, about 25 lbs or so, and in the other he held a 1½"-diameter drive pin. Striking the pin seriously hard and with accuracy is not a task for just anybody. I offered to hold the drive pin, and asked for a pair of long pliers to hold it with. There weren't any handy, so I held the drive pin with my left hand, as I figured I could get along without that hand easier than without the right one. As John was lifting the hammer high, he noticed that I was looking somewhat stressed, and had my teeth clenched tightly. He said quietly, "You don't need to fear my hammer-stroke, Jeff." You can believe that I held that pin very still indeed, and the hammer came down hard, straight, and dead center on the pin. The trunnel was started, and the rest was easier.

Inside the shed on launching day, the great bow had been shackled to bar-taut nylon straps of massive strength, and a heavy screwjack was pushing against the bow, down the ways toward the water, with probably about 15 tons of force. A sea anchor hung from the bow, ready to deploy when it filled with water, and a pile of 4"-diameter hawser lay coiled forward, its end fastened to the slipway cable shackles. When all was ready, John Hausberg stood quietly and solemnly by the straps with a large axe. The Coast Guard fired their salute. The crowd was very quiet in the light mist that had begun to fall.

I wished John good luck.

Looking straight ahead, his face absolutely expressionless, he said, "Thank you" in English, raised the axe, and swung it powerfully down onto the nylon straps. The straps parted instantly, and the heavy cable and blocks to which they had been secured flew away from the bow with tremendous force. Nothing else moved.

John swore, mildly. Then he said, "Not enough force, anyway!"

Four or five of us jumped to the jack and began to pump as hard as we could. Nothing happened.

As we were trying to get the 5' prybar we were using



for a jack handle past the keel for the second time, someone said, in an awed voice, "She's moving!" Then, as we watched, sure enough, we saw the stem creep back, first a fraction of an inch at a time, then more visibly. Second by second, LOYAL began to actually move toward the water.

We jumped aside, to avoid being caught in flying cable, chain, or whatever. When I looked down the slip a few seconds later, the huge bow was just disappearing out of the 30'-high opening of the shed door. LOYAL was hitting the water at about 15 knots, and the crowd was roaring and applauding, people yelling themselves hoarse in happiness. It seemed like a general catharsis was taking place, and it was very catching.

She traveled out across the harbor at what seemed like a frightening rate, toward some of the fleet anchored on the far side. Then, gracefully, she slowed and stopped about three-quarters of the way across, and a small fishing boat nudged her alongside the car ferry hired to act as a floating pier for the occasion. One could almost hear her say, as soon as she had stopped, "What's all the fuss?" The empty shed appeared truly cavernous.

Later that day the sun came out, and there sat LOYAL, afloat again in the bright, windy sunshine, gleaming in white and gold. It is no exaggeration to say that a great time was had by all, and especially by the Hausbergs.

**W**hat of the future? Now that the initial "working-in" period is behind LOYAL, including a long trip to northern Norway and back, Skipper Audun Hausberg is planning a voyage to the Caribbean next year. He also plans enough shorter excursions to support the vessel in her new working life.

I was fortunate enough to go as mate on the maiden sail for a few hours in perfect light-wind sailing weather. To feel LOYAL begin to move under sail again, to heel to the afternoon breeze for the first time in about 75 years, was truly impressive. The vessel has always seemed bigger than life to me. Standing on tip-toe at the bow, I could just about peer over the forward bulwarks and look down at the stem slicing through the sunlit water in the fresh afternoon breeze. Out on the end of the bowsprit, setting or taking in the outer jib, I felt downright lonely—especially looking down at the water some 25' below.

LOYAL balances perfectly under sail, and although the fore-and-aft lowers alone (her working sails) add up to about 2,500 square feet of sail, she handles quite easily. I believe that an experienced crew of six or seven could sail her well on long voyages, even in extreme weather. It is true that tacking is not really easy in light airs, but backing a headsail when halfway through the wind usually gets her through the tack. In anything from a fresh breeze upwards, she tacks very well, considering the length and depth of her underbody.



**Above**—A sailing vessel once more, LOYAL has been restored to her original ketch rig. Note her fullness forward—a trait typical of vessels of her era and home.

**Below**—The bowsprit end, about 25' above sea level, is a lonely and exhilarating place.







AUDUN HAUSBERG

The final result of years of effort: LOYAL restored and ready for a new life. The aft cabin is new, to accommodate the captain and mate.

The vessel has recently returned from a trip to the far north of Norway, traveling a route she once knew so well. Many small villages that she visited in her youth made requests for her to stop, and in many harbors her visits were very much a homecoming. She is from another time,

longer ago than nearly any living person can remember, and yet she lives on in timber, steel, and canvas. She is a tribute to her long-dead builders and to the Hausbergs, who saved her.

The Hausbergs view LOYAL as both a living, working, cultural museum; a sailing ambassador for Norwegian craftsmanship and good will; a trading vessel of tradition; and a remarkably authentic sailing cadet ship, charter vessel, or film set—there are many possibilities. She has been well booked since her maiden voyage. Most of all, they see her as “The White Galeas LOYAL.” Now, so can the rest of us.



*Jeff Lane surveys, restores, and designs rigs for traditional cruising vessels near Bergen, Norway. He, his wife, and son sold their two sailboats in California in 1963 and came to Norway to buy “the final boat,” a 49’ Norwegian double-ender that the family still owns and has lived aboard in Norway, Scotland, Denmark, Puerto Rico, Maryland, and New York—for a total of more than 18 years. Jeff can be reached at <jeff.lane@hl.telia.no>, or by phone at (47) 56 33 83 46.*

*You can Contact LOYAL’s owners, John or Audun Hausberg, at N-5379 Steinsland, Norway; tel 47-56-338-559 or 47-56-337-909.*



BENTE FOLTVIK

LOYAL last summer at the annual meeting of Forbundet Kysten—the Norwegian association for the preservation of historical vessels and the coastal environment.

LOYAL's winter 1910 logbook tells of leaving a safe anchorage in spite of the fact that it was blowing, and getting worse. This gives a good bit of insight into the skill and bravery of her crews, not to mention the necessity of making the engineless vessel pay.

## From The Log of LOYAL

- Saturday, 1 January 1910**—(Weatherbound at Rorvik on Norway's Northern coast), Southerly and South-Southeasterly gale with thick weather and rain. We keep today and tomorrow, Sunday, as the Sabbath.
- Monday, 3 January**—Same weather with SW gale from mid-day to six o'clock in the evening. Later this night strong SW storm with bad visibility and snow showers. Later diminishing wind with snow showers.
- Tuesday, 4 January**—Wind West and WNW with snow showers. Changed two mooring lines.
- Sunday, 9 January**—Departed Rorvik 08:30 a.m., towed out by steamship "Grei." Wind Southerly fresh breeze, cloudy. During the day increased to Southerly gale. Anchored 03:00 p.m. with both anchors at Goat Island by Flatangen. Wind rising to Southerly storm with rain showers.
- Monday, 10 January**—At 06:00 a.m. wind rose to WSW storm, which during the morning increased to hurricane force with hail and rain. Let out 50 fathoms chain on both anchors. During the afternoon the wind moderated, with snow slops and rain. Anchor watch set at 08:00 p.m.
- Tuesday, 11 January**—SW & WSW storm with snow slops, thunder and lightning. Sat anchor watch 08:00 p.m.
- Thursday, 13 January**—Departed Goat Island 08:30 a.m., wind light and variable, cloudy, poor visibility. Afternoon dense snow; 04:00 p.m., anchored at Stocksund, both anchors 20 fathoms chain.
- Friday, 14 January**—Departed Stocksund 01:30 a.m., wind light Southeast, showers. During the morning a South-Southeast gale arose. 04:00 p.m. dropped port anchor with 30 fathoms of chain at Kristiansund, stern moored ashore. Thank God for a successful trip!
- Wednesday, 2 February**—The good ship "Loyal" en route from Kristiansund to Lofoten. God give us a safe voyage! Departure 02:00 p.m. in tow of tugboat "Nordsundet." Had loaded 70 tons of salt and 150 empty barrels. The ship is in good condition and well-manned. Wind light Southerly, cloudy. Steered normal piloting courses.
- Saturday, 5 February**—Left Skjeishavn 08:00 a.m. The wind rose to Southerly storm during the day. Took in the outer jib, one reef in the mainsail and two in the mizzen. 05:00 p.m. anchored in Sandnessjoen with both anchors. Set up anchor lights fore and aft. Barometer 28.4 inches.
- Sunday, 6 February**—Southwest storm with snow showers. Kept the Sabbath. Let out 55 fathoms chain on starboard anchor, 40 on the port.
- Monday, 7 February**—Storm from Southwest with dense snow during the morning. Departed Sandnessjoen 10:00 a.m. 03:30 p.m. anchored at Relo with 21 fathoms chain on both anchors.
- Friday, 11 February**—Departed Stol 09:00 a.m., wind Southerly gale, poor visibility. Wind decreased during the afternoon, so set full sail. 02:00 p.m. the wind increased to Southwest storm. Anchored at 04:00 p.m. at Nord Helligvaer, with both anchors, 30 fathoms of chain each.

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18 JUNE — 2 JULY 2017

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