A new safe haven

The Gothenburg-based logistics company Greencarrier has taken over the Swedish East India Company from the Ostindiefararen Götheborg foundation, including the replica of *The Swedish Ship Götheborg* (hence the name *Götheborg III*, as *I* was the original 1738-launched-1745-sank vessel while *II*, a different unit). The aim is to use the ship as a sailing marketing tool in promoting Swedish business and culture, particularly in Asia and with a special focus put on China. Stena AB, Business Region Gothenburg, the Port of Gothenburg, and Gothenburg & Co. have already subscribed to the idea (but it's up to the pandemic to cut the painter). Having some 900 m left till its berthing place in Gothenburg, *Götheborg I* went under by hitting a rock (later named "the East India shallow"), most probably due to an aptly named navigational phenomenon: dead water. Nobody was hurt, and because the vessel didn't sink immediately, a considerable portion of its exotic cargo (tea, porcelain, spices, silk) was salvaged. Modern excavations took place during the summers of 1986-1992 (a total of 5,750 finds was fished out). An idea to build a replica emerged, too. Keel laying took place in 1995, commissioning in 2003 and christening one year later. *Götheborg III* went on the maiden voyage in 2005. In the years 2005-2007, she toured in Southeast Asia and China, afterwards ploughing the seas of northern Europe only. Greencarrier & partners now plan to take *Götheborg III* on a new global trip. Lycka till!



Photo: Wikimedia Commons



Photos: Greencarrier



Photo: Wikimedia Commons





Photo: Wikimedia Commons

High level postcard


Photo: Adam Daszewski's collection

Finding a ship at sea together with a passing aeroplane on a single postcard is like going on a walk in an urban setting and not seeing a car as you stroll – virtually impossible! But one such rarity can be found in Adam Daszewski's 20k+ postcard collection. Yet, the picture wasn't taken accidentally; just look at the vessel's desolated decks, a dead straight photo opp! The icebreaker is resting in thick ice, a photographer and his escort are waiting for the appointed flight, and the ship's forecastle is free from onlookers, a rather usual likewise unwanted "fauna" in such situations. Our top models include the Russian diesel-electric icebreaker *Moskva* (built 1959 in Helsinki) and Il-14. Both are no more; *Moskva* met her maker, that is, breaker in 1992, while the beginning of the 1990s saw the twilight of Ils 14, up in the air making commercial flights since 1954. The postcard wasn't published by anybody, but the Soviet Ministry of Shipping (Morflot) itself, a striking event, just like the sight encapsulated in the postcard!

Trunk in the trunk

The picture taken in Turku in 1961 reminds us of a forgotten technology of maritime transport, namely timber floating. In contrast to *Moskva* and Ils 14, river rafts are still a thing, jollying up festivals or providing a rather unique cruise opportunity (where's the open bar?). Of course, there are raftsmen monuments, too (were there no raftswomen?). Timber floating was heavy-duty business – just imagine 'trains' in the form of chain-tied trunk bundles dragged by ships (up to eight tugs!), consisting of up to 500 units, each 1,200 m^3. That would roughly equal to 15k TEUs! There's a lot of talk nowadays about incidents involving modern mega container ships, but 'timber vehicles' were not only slow and fragile; their floating was, how to put it diplomatically, intrinsically adventurous. That is, perhaps, a story for another *Transport miscellany*…


Photo: V. K. Hietanen/Museovirasto

Tradition anew



Photo: Nordic Seaplanes

In the previous instalment of this column, we recalled the brief 'marriage' of air- and seaport, the Lindarängens Flyghamn situated till 1952 in today's Frihamnen. That said, such cohabitation exists and will continue to do so as long as people operate passenger aeroplanes on floats. However, in the contemporary Baltic only two such examples co-exist. The Nordic Seaplanes airline has been regularly flying between Aarhus and Copenhagen since 2016. In the Danish capital, the landing pier is situated 300 m from the statue of Edvard Eriksen's Little Mermaid; in Aarhus – it's adjacent to the APM's container terminal, which means a little longer walk to the town centre (nope, no gantry, reachstacker, or a terminal tractor will help you with your luggage, sorry!). According to Nordic Seaplanes, their Twin Otter is the fastest means of carriage between the two. Tradition in a new guise, both in the teeth of and in accord with our rush for ever greater capacity and speed!



Photo: Wikimedia Commons