

The Shetland Times

1999 CUTTY SARK TALL SHIPS' RACE SUPPLEMENT

FRIDAY, 6TH AUGUST, 1999

Tall ships head north for festivities and fun

IN THE coming week, we have the opportunity to see some of the finest ships in the world, and celebrate The Cutty Sark Tall Ships' Race with the thousands of young folk who will be among the crews.

These ships are the pride of nations around the world, and not only is it a first for Lerwick, being a host port, we also have our very own first "tall ship" in the shape of the restored *Swan*.

Competition to become a host port is keen, with the ports being chosen many years in advance. So it is thanks to the vision of a handful of folk over four years ago that this year Lerwick is taking its turn.

The 1999 races started on Friday, 23rd July, in St Malo, France, with the ships heading for Greenock on the Clyde, where they arrived on 30th July. The second leg from Greenock to Lerwick is a "cruise in company" which set off on Monday and is due in Lerwick this coming Monday.

Some of the ships stop in Baltasound before arriving in Lerwick where, after a four-day stopover, the second leg of the race starts on Thursday with the Parade of Sail on Thursday afternoon. The ships will pass the Bressay light and race along the south-east coast in what promises to be one of the most memorable sights we have seen here this century.

From Lerwick 68 vessels race the 480 miles to Aalborg, the fourth largest town in Denmark, where the race ends on 21st August.

Aalborg is the home town of one of the most famous vessels in the tall ships fleet, the *Jens Krogh*, which will be celebrating her 100th birthday when she arrives home.

The Cutty Sark Tall Ships' Races are organised by the International Sail Training Association and sponsored by Cutty Sark Scots Whisky.

There are many trophies to be won, but the most famous is The Cutty Sark Trophy, which is awarded to the ship's company who contribute most to furthering international friendship, co-operation and understanding.

In Lerwick the event has been organised by Sail Shetland, who have been busy involving sponsors and raising the necessary funds. Businesses, community organisations and the council have contributed many thousands of pounds, and many folk have offered their services as volunteers.

Community groups and hall committees are all involving themselves with exhibitions and events, so the event is not just confined to the town. In Unst, the community has organised Baltasail, attracting some of the tall ships on their way down to Lerwick, so this weekend promises to be a big one in the North Isles.

Shetland's history is inextricably linked with tall ships. It was in ships like these that world trade developed and Shetlanders could be found on many of them. The life stories and obituaries of ships' masters can be found in the pages of *The Shetland Times* throughout this century. Few lived ordinary lives — the accounts include exciting experiences, heroism and hair-breadth escapes among men who lived a life which is barely imaginable today.

But these ships still have a vital role to play today in fostering international understanding between young people. A number of young Shetlanders are taking part in this year's races and for them it is bound to be the experience of a lifetime.

The opening ceremony is at Holmsgarth on Monday at 2pm. Other highlights include the viking procession in Commercial Street on Tuesday at 2.30pm; the carnival procession on Tuesday at 6.30pm; the crew parade on Wednesday at 6pm; the grand torchlight procession on Wednesday at 7.30pm; and the fireworks display at 10.15pm on Wednesday. The ships head to sea for the parade of sail on Thursday at 11am and the race to Aalborg starts on Thursday at 4pm.

In this supplement you can find details of all the ships which will be arriving in Britain's top port during the week and the events which have been organised around it. We hope that it will be an enjoyable week which will be talked about for years to come.



Statsraad Lehmkuhl has become a familiar site in Shetland over the years and will be back during the race.

Photo: Kieran Murray

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HISTORY OF A TALL SHIP

Jo Kay looks back at the Clyde-built *Beechbank*

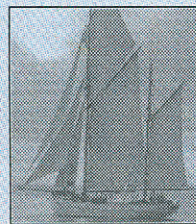
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SHIP LIST IN FULL

Details of all the ships and their crews

page 12





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TALL SHIPS SUPPLEMENT

Hands on the tiller for project's success

By Fiona Smith

IT'S AFTER 5pm and Ruth Henderson's working day is not nearly over. As Sail Shetland's project manager she is about to see the hard graft of the last three years come to fruition and she's leaving nothing to chance.

Ruth likens the process of the project coming to an end to arriving at the summit of a mountain after a hard climb. You get here and suddenly everything is laid out before you in panoramic splendour.

It all began when the port authority in Trondheim wrote to Lerwick Harbour Trust, as it then was, proposing to make a joint submission to host the event in 1997.

That didn't happen, but the idea of making a bid took root. A representative attended the Sail Training Association's London conference. Then a steering group was set up, which evolved into Sail Shetland.

Ruth recalls when she first took on the mammoth task of managing the Sail Shetland tall ships race project.

"It was in March 1996, over three years ago. The board had been working on the project for some time as the successful bid was made in 1995.

"After a while they saw that with the level of work was such that somebody was needed to co-ordinate it."

Fund-raising has been one of the greatest challenges.

"Nobody had ever done anything like this before. The tall



Sail Shetland staff are ready for the arrival of the tall ships. Onboard the Norwegian vessel *Anne Margrethe* are (from left): project manager Ruth Henderson; event information assistants Emma Lowes and Rhona Bulter; financial co-ordinator Sheila Adamson; press officer Karen Warner; operations co-ordinator Gillian Fry and site technical co-ordinator Geordie Jacobson.

Photo: Keith Morrison

ships tended to go to bigger places. It was a novel and expensive thing to do, to have them here. We had to think about raising £640,000 plus. We had to ensure the maximum funding possible.

"We had to prepare a proper business plan and approach potential sponsors. The private sector, the SIC, Shetland Enterprise and Lerwick Port Authority were instrumental in getting the tall ships here.

"They (the port authority) saw it as a great opportunity for Shetland and we have had huge co-operation and guidance from them. We have benefited from their experience and knowledge and they had provided us with tugs, pilotage, berthage and a large financial contribution of £40,000."

"It has been a great learning opportunity. There was lots of setting up to be done — at that stage it was just me."

But what started out as a one-woman show has now five full-time employees and two students in the event information office.

"There are also two students who came as part of the Shell Technology Enterprise Programme to carry out a post-event review assessment. They will do a questionnaire during the period of the event asking how they're enjoying it and what they're spending.

"They will also be targeting the Shetland business community to find out what the economic impact of the event has been on them.

"However, money aside, the image of Shetland that comes across is the most important thing. It will be an event to be enjoyed by visitors and locals alike. Pictures will be sent around the world showing Shetland as a great place."

One of the difficulties associated with hosting the tall ships race for the first time has been getting the scale of the event across to the public.

"The fact that we've never experienced anything of that size meant that it was difficult to convey to people just how big it was going to be."

Bringing the necessary infrastructure up to Shetland was another obstacle to be overcome.

"For example, when it came to the catering, we didn't have the ability to co-ordinate 30 different caterers. We had to take on board the physical demands of sustaining such large numbers of people. We had to bring an outside caterer in from Aberdeen.

"We've also had to organise showers for the crews and make

sure that there are enough toilets for everyone."

"We've had to make difficult decisions and we've had our share of flak, but overall the support we have received has been fantastic."

The last few weeks of the countdown to the event have been particularly hectic.

"Everyone wants to speak to us. We've been working weekends and late nights to get things done."

"At the moment, we are looking at the set-up. We are getting the sites ready and setting up marquees. With the facilities arriving in, the sites will start to look like an event area.

"We are finalising programmes, dotting 'i's and crossing 't's, doing the last minute bits and pieces."

With all the details to be ironed out, it's surprising that Ruth can see the wood for the trees.

However, the event's main ingredient has not been forgotten.

"It's the ships that will make it," she says, "and all the crews coming into town. I am sure they will get warm hospitality from the Shetland people."

The weather is the one constituent that can't be organised, but Ruth is confident that everything else will run like clockwork.

"We had a dry run last year with Shipshape, which was a great event."

"We're so glad we did it, but it bears no resemblance as to what will be happening this time. This time it will be much bigger with the site at Holmsgarth just as busy as Victoria Pier."

"We've done a lot of hard work to plan for this event. All the files are here. This information can be used as a blueprint for other events that may be organised in the future."

"There was a feeling that it was a pity that the boats couldn't go all round Shetland. But that's not the nature of the event. It's four days in a host port."

"So we have to give credit to Unst for organising Baltasail. We supported them quite a bit and circulated their information."

Ruth is keen to thank everyone who has helped Sail Shetland and supported the event.

"Fund-raising was a huge undertaking. None of us were professional fund-raisers."

"But it's not been difficult. We have had incredible support from both international, national and Shetland businesses."

"A lot of it was sponsorship in kind, not just money. Grantfield Garage are providing us with four cars, a van and a minibus and Eric Brown's Raleigh Cycles is providing six bikes."

"A whole raft of people are

helping out. SOES are helping with site clearing and the provision of skips."

"We have 70 plus people giving freely of their time as liaison officers. There will be 68 ships taking part, but some will come who are not in the fleet."

Ruth concedes that there will be an element of regret when the event is over.

"There'll be a huge sadness when it's finished, almost a sense of loss. It'll be strange to see it go past in such a short space of time."

Teamwork has been crucial, she emphasises, as she pays tribute to all the people who worked on the project.

"It's been a great team. Everybody worked so hard. Canon Lewis Smith attended the conference and made the bid. Chairman John Scott was a tower of strength. I'd also like to pay tribute to the directors without whose skill it couldn't have happened."

There have been days when Ruth and her crew felt like it was an uphill struggle.

"But these days have been few. There have been lots of highlights, lots of good days."

Ruth anticipates that although she and the Sail Shetland team will be very much in the limelight from the 9th to 12th August, they should manage to relax a little as well.

"We'll be to the fore throughout the event, but I'm hoping we can enjoy it too. All my family will be here. My great-aunt from Canada is coming to Shetland especially for the event and I would like to spend some time with her."

The project will not be fully wound up until the end of September and Ruth starts her next job as chief executive of the Shetland Fish Processors' Association in October.

"I've spent all my life down in the harbour," laughs Ruth.

"I started out with Lerwick Port Authority, then I spent a few years in the Far East. I also worked for Scottish Fisheries Protection Agency. After that, I was with OIL, now SBS Logistics Limited, and now I'm moving back into Alexandra Building."

Whatever new roles Ruth may take on in the future, it's obvious that she has been bitten by the sailing bug.

"I've been sailing twice to Norway on the *Swan*. I also sailed with the *Statsraad Lemkuhl* from Aberdeen to Trondheim in 1997 and I loved it. So I know what it's like as a trainee arriving into a host port. I was delighted to do it and I am pleased that so many people from Shetland will be sailing during the race."

TALL SHIPS SUPPLEMENT

What's on in town Beautiful barquentine

Monday

9.00am - 5.00pm Visit the RNMDSF beside Fort Charlotte where you can enjoy CD-Rom, video and photographic displays on Shetland's fishing past. Good food available. Local knitwear on sale.

9.00am - 5.00pm Scottish Natural Heritage invites you to discover Kelp, Caves and Creels - an underwater journey at Scottish Natural Heritage Office.

10.00am - 7.00pm Shetland Museum hosts a tall ships exhibition.

10.00am - 8.00pm Methodist Church open for visitors.

10.30am - 1.00pm Up Helly A' Exhibition, the Galley Shed, St Sunniva Street.

11.00am - 4.00pm R.A.F.A., Charlotte St. Soup, sandwiches, teas and homebakes. Hand knits and crafts for sale. All welcome. Free admission. Bar facilities in the evening.

12noon - 8.00pm Internet Cafe, Shetland College of Further Education, Gressy Loan. Refreshments available.

2.00pm Opening ceremony on the main stage at Holmsgarth - Welcome to the Tall Ships - address by Canon Lewis Smith.

2.00pm - 4.00pm Up Helly A' Exhibition at the Galley Shed, St Sunniva Street.

7.00pm - 9.00pm

8.00pm "Wir Midder Da Sea", a play by Grace Barnes, in the Garrison Theatre.

Photographic exhibitions by Heidi Pearson, at The Harbour Cafe and upstairs at The Lounge.

Tuesday

8.00am Rise and shine to join the Cutty Sark trainees for morning aerobics at Holmsgarth.

9.00am - 5.00pm Yoal rowing for crews at Gremista Marina. Spectators welcome.

9.00am - 5.00pm Visit the RNMDSF beside Fort Charlotte where you can enjoy CD-Rom, video and photographic displays on Shetland's fishing past. Good food available. Local knitwear on sale.

9.00am - 5.00pm Scottish Natural Heritage invites you to discover Kelp, Caves and Creels - an underwater journey at Scottish Natural Heritage Office.

9.00am - 8.00pm Lerwick Town Hall is open to visitors.

10.00am - late Craft exhibition and sales; food and entertainment at Gilbertson Park

10.00am - 12.30pm Football for crews at Gilbertson Park. Spectators welcome.

10.00am - 5.00pm Shetland Museum hosts a tall ships exhibition

10.30am - 4.30pm S.W.R.I. will be serving teas/coffees and homebakes in Lerwick Town Hall.

10.30am - 1.00pm Up Helly A' Exhibition, the Galley Shed, St Sunniva Street.

11.00am - 4.00pm R.A.F.A., Charlotte St. Soup, sandwiches, teas and homebakes. Hand knits and crafts for sale. All welcome. Free admission. Bar facilities in the evening.

12 noon - 8.00pm Internet Cafe, Shetland College of Further Education, Gressy Loan. Refreshments available.

2.00pm - 4.30pm Basketball for crews at Anderson High games hall. Spectators welcome.

2.30pm Procession of Lerwick Vikings into Lerwick Town Centre at the invitation of Lerwick Town Centre Association, Official Sponsor of the Cutty Sark Tall Ships' Races visit to Lerwick.

2.00pm - 4.00pm Up Helly A' Exhibition at the Galley Shed, St Sunniva Street.

7.00pm - 9.30pm Islesburgh Exhibition - Livin' an' Life Tinkin'.

5.30pm Shetland Churches Council Trust - open air service "Tide of Praise", on main stage, Holmsgarth. The service consists of something for everyone with performances from people from right across the spectrum of the Shetland Churches.

6.30pm Up Helly A', Part II - a carnival procession of guizers with an open invitation to everyone to join in the conga of a lifetime at Commercial Street and Esplanade, Lerwick town centre.

8.00pm "Wir Midder Da Sea", a play by Grace Barnes in the Garrison Theatre.

Photographic exhibitions by Heidi Pearson, at The Harbour Cafe and upstairs at The Lounge.

Wednesday

8.00am Rise and shine to join the Cutty Sark trainees for morning aerobics at Holmsgarth.

9.00am - 5.00pm Visit the RNMDSF beside Fort Charlotte where you can enjoy CD-Rom, video and photographic displays on Shetland's fishing past. Good food available. Local knitwear on sale.

9.00am - 5.00pm Scottish Natural Heritage invites you to discover Kelp, Caves and Creels - an underwater journey at Scottish Natural Heritage Office.

9.00am - 6.00pm Lerwick Town Hall open to the public.

10.00am - 2.30pm Tug-o-war for crews at the Clickimin outdoor pitches. Spectators welcome.

10.00am - late Craft exhibition and sales; food and entertainment at Gilbertson Park

10.00am - 8.00pm Methodist Church open for visitors

10.00am - 7.00pm Shetland Museum hosts a tall ships exhibition.

10.30am - 4.30pm S.W.R.I. will be serving teas/coffees and homebakes in Lerwick Town Hall.

10.30am - 1.00pm Up Helly A' Exhibition, the Galley Shed, St Sunniva Street.

11.00pm - 4.00pm R.A.F.A., Charlotte St. Soup, sandwiches, teas and homebakes.

Hand knits and crafts for sale. All welcome. Free admission. Bar facilities in the evening.

12 noon - 8.00pm Internet Cafe, Shetland College of Further Education, Gressy Loan. Refreshments available.

2.00pm - 4.00pm Islesburgh Exhibition - Livin' an' Life Tinkin'.

2.00pm - 4.00pm Up Helly A' Exhibition at the Galley Shed, St Sunniva Street

2.00pm - 4.30pm Touch rugby for the crews at the Clickimin outdoor pitches. Spectators welcome.

6.00pm See the crews from participating ships in a grand parade from Holmsgarth to Victoria Pier.

7.00pm - 9.00pm Up Helly A' Exhibition at the Galley Shed, St Sunniva Street

7.30pm Islesburgh Exhibition and Folklore Evening.

8.00pm "Wir Midder Da Sea", a play by Grace Barnes, in the Garrison Theatre

8.00pm Grand Viking Torchlight Procession from Holmsgarth to Victoria Pier.

10.00pm Watch the biggest fireworks display ever to be staged in Shetland. Good vantage points along Lerwick waterfront.

Photographic exhibitions by Heidi Pearson, at the Harbour Cafe and upstairs at The Lounge.

Thursday

9.00am - 5.00pm Visit the RNMDSF beside Fort Charlotte where you can enjoy CD-Rom, video and photographic displays on Shetland's fishing past. Good food available. Local knitwear on sale.

10.00am - late Craft exhibition and sales; food and entertainment at Gilbertson Park.

10.00am - 8.00pm Methodist Church open for visitors

10.30am - 1.00pm Up Helly A' Exhibition, the Galley Shed, St Sunniva Street.

10.30pm - 4.30pm S.W.R.I. will be serving teas/coffees and homebakes in Lerwick Town Hall.

11.00am Ships and crews prepare to depart for the Parade of Sail.

11am - 4.00pm R.A.F.A., Charlotte St. Soup, sandwiches, teas and homebakes. Hand knits and crafts for sale. All welcome. Free admission. Bar facilities in the evening.

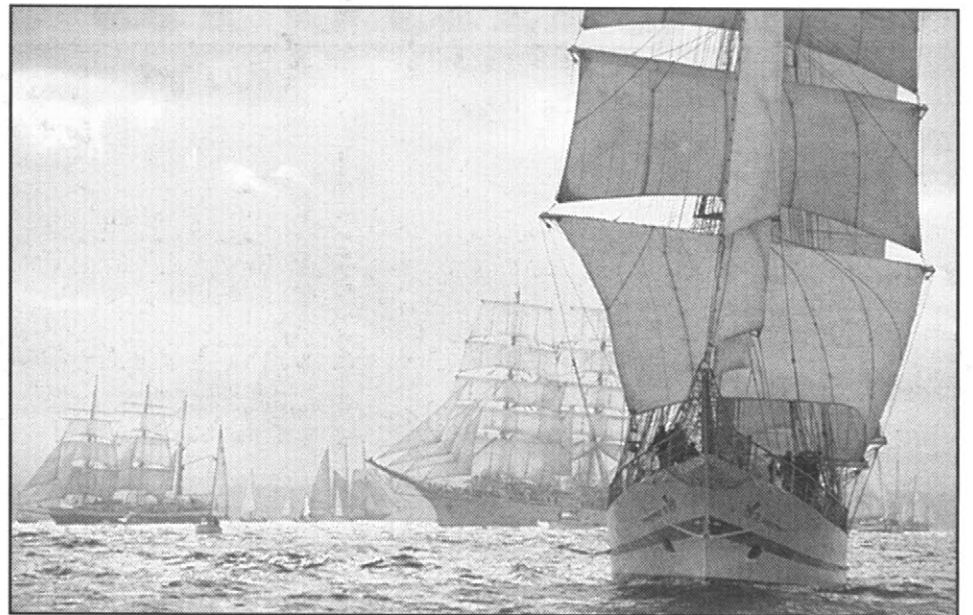
12noon - 8.00pm Internet Cafe, Shetland College of Further Education, Gressy Loan. Refreshments available.

2.00pm - 4.00pm Up Helly A' Exhibition at the Galley Shed, St Sunniva Street

4.00pm Start of the race to Aalborg.

8.00pm "Wir Midder Da Sea", a play by Grace Barnes, in the Garrison Theatre.

Photographic exhibitions by Heidi Pearson, at the Harbour Cafe and upstairs at The Lounge.



Orp Iskra is a Polish barquentine with a distinctive wide stern. She is 160ft long and was built in 1982. She carries a crew of 68 (18 officers, four professional crew and 46 trainees). *Iskra* means "spark" and *Orp* stands for Officers Reserve of Poland.

Photo: Max



Shetland ENTERPRISE

During the visit to Lerwick of the Cutty Sark Tall Ships' Race (9th-12th August) Shetland Enterprise will have a presence at the Traders' Village adjacent to the Stewart Building, Lerwick

Staff will be available to provide information on the role Shetland Enterprise plays within the local economy.

Additionally, representation within our area will be made by 12 local organisations focusing on our key areas of:

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At Lerwick Port Authority, we've done our homework, made our preparations and are ready for the arrivals.

That's another of our traditions.



LERWICK PORT AUTHORITY

BETTER BY TRADITION

Joining the race, our very own *Swan*



THE SWAN, Shetland's own entry in the races, had a disappointing finish to the second leg as light winds meant she had to resort to her engines to reach Greenock in time.

Skipper Andrew Halcrow and his mate, brother Terry, may have wished for better sailing, but the ship and her crew have entered the spirit of the competition and, with members of Fiddler's Bid onboard, have attracted lots of favourable attention, both in St Malo and in Greenock. She is sure to get a special welcome when she arrives in Lerwick.

The *Swan* has a proud history behind her, and she will celebrate her 100th birthday next year. A traditional Fifie of the east coast of Scotland, she has the characteristic vertical stem and near vertical stern post.

In the late 1800s there was a boom in building herring boats, and in 1899 Hay & Company put up half the cost of a new boat with the other half being held by one of Lerwick's top skippers, Thomas Isbister and his partner William Watt.

The building work was supervised by David Leask, who insisted that the very best material and workmanship should go into her. Her keel and frames were of

oak, her planking pitch pine and her deck was larch. With a keel length of 60½ feet, an overall length of 67 feet and a beam of 20 feet, she was rigged as a lugger.

The new boat was launched on Thursday, 3rd May, 1900 and was witnessed by a large crowd. The *Swan* was given the number LK243 and was ready for the 1900 herring season, which turned out to be the most successful on record.

Like many boats those days, she was dual purpose. She also took part in the spring fishing with longlines and *Swan* was one of the last boats to take part in this fishery.

Early in 1905 she was bought by shareholders from Whalsay and was converted to smack rig. Among a dozen big boats in the island, she was consistently among the leaders. In the 1930s an engine was installed but by the 1950s newer and better boats were taking over. She was laid up before the turn of the decade and for 30 years she had a succession of owners before being bought by The Swan Trust. Restoration by the trust has been a long and expensive business, but Shetland now has a vessel to be proud of.

Say hello to the sail training sisters

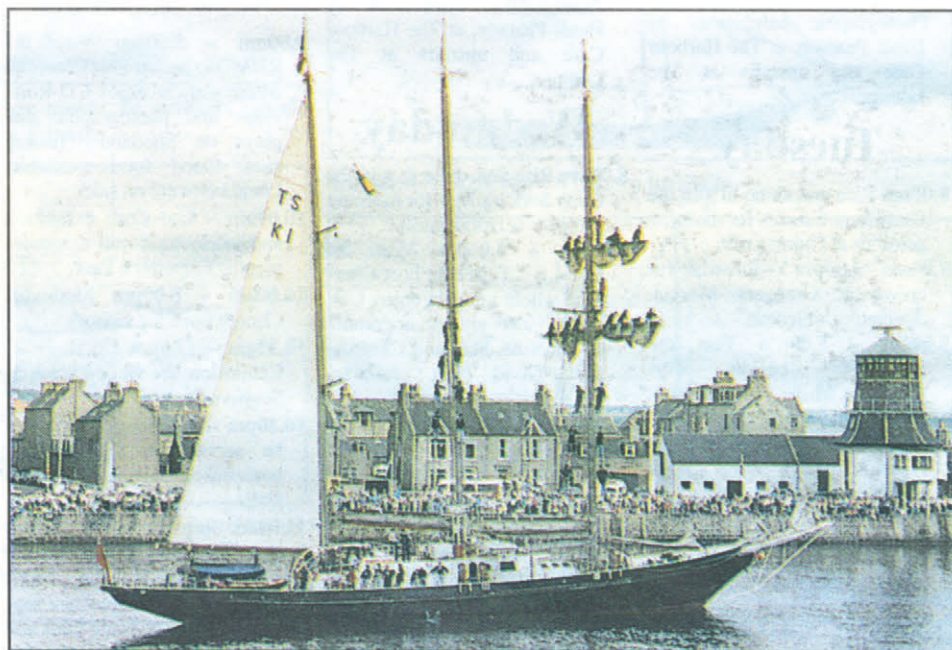


There's hard cash stashed away on board these two famous British ships, *Malcolm Miller* (above) and *Sir Winston Churchill* (above right), seen here in Aberdeen two years ago. But don't get too excited — the money amounts to a single coin apiece. Under the mainmast of the *Malcolm Miller* lies a Scottish mite, or half a farthing, placed there when she was

built. A Churchill Crown is the coin under the mainmast of the *Sir Winston Churchill*, built in Hull in 1966. She was the first of the three-masted topsail schooners built for the Sail Training Association and followed on from the success of the first race in 1956. *Malcolm Miller* was built two years later. The STA's first female master, Captain Barbara Campbell, from Argyll,

is taking over the wheel of *Malcolm Miller* from Captain Bob Stephenson in Lerwick. Captain Patrick Davis will take charge of the *Sir Winston Churchill* throughout the series. This may be the last time the sister ships appear together in a race. The STA is building two replacement vessels, the first of which will be completed by December.

Photos: Kieran Murray



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Our bar is always fully stocked and boasts Shetland's largest collection of Malt Whiskeys, Freshly made Homebakes through to Sirloin Steaks as well as our own Traditional seafood dishes

TUESDAY SHETLAND NIGHT
Music, Food & Craft

All Day Hot & Cold Buffet on Sundays

Serves food every day from 11am-11pm

History of sail training

THE SAIL Training association was formed in London soon after the inaugural race in 1956. It had two aims: to provide sail training for young people and to organise the biennial tall ships race.

There is now an international network of sail training associations representing every major seafaring nation. The International Sail Training Association (ISTA) manages the races through a small team based in Gosport, Hampshire.

The races are controlled through an international racing committee made up of experienced sailors from throughout the world. The committee is responsible for all aspects of the races, from rules and regulations, safety and registration of competing vessels, to the supervision of the races themselves, from start to finish line.

Another STA operation, STA Tall Ships Limited, owns and operates the two topsail schooners above.

TALL SHIPS SUPPLEMENT

On the waterfront, where the action is

Monday to Thursday Victoria Pier

Step into a sailor's shoes at the Maritime Exhibition Area, Alexandra Wharf, and learn a little more about Shetland's nautical past and present. Try your hand at knot-tying and net-mending and watch Shetland craftsmen building traditional island rowing yachts. See the display of Shetland Model boats through the ages, take a look at photos charting the islands' tall ship history and have a rest while a video takes you on a journey with local fishermen.

Have a drink in "The Sozzled Sole", at Lerwick Fishmarket. The 70-metre-long bar will be open from 11am until 3am.

Hear the live bands on stage right outside the fishmarket. The sounds start around noon and continue right through until 1am. See music boards beside the stage for details.

The stunning Belgian Spiegeltent will be the venue for some of Shetland's top musicians. It is part of a Shetland Arts Trust project which links into an exhibition at Bonhoga Gallery, Weisdale Mill.

Enjoy a taste of Shetland's world-famous fare, with a seafood barbecue by Shetland Fish Producers' Organisation, Shetland Fish Processors' Association and the Shetland Salmon Farmer's Association on Victoria Pier. Look out for guest appearances by two Masterchefs of Great Britain.

Don't miss the top-quality food from Skeld Smokehouse and Burrastow House Hotel.

Their flair and originality runs riot and Fish Processors' Association and the Shetland Salmon Farmer's Association on Victoria Pier. Look out for the Mongolian yurt on Victoria Pier which will be a venue for cool jazz late into the night.

German company Laschingers brings a European flavour to Victoria Pier. Sample their white sausages, salmon sausages and German beers.

You can't come to the islands without tasting Shetland lamb, reared on our heathery hills. Enjoy it barbecued on Victoria Pier by caterers Stan Buchan for the Shetland Agricultural Association.

There will be a great variety of goods on offer at The Traders' Village, outside Stewart Building, including Oriental take-aways, arts and crafts.

And for a bit of fun put yourself in the capable hands of our expert team of face painters. They can create some incredible designs, including a fully-rigged sailing ship.

Monday to Thursday Holmsgarth

Head into "The Garage in a Tent", at the Holmsgarth marquee, for a drink. The venue is open from 11am to 3am.

The Holmsgarth stage will be jumping with live music from noon until 1am. Check out the music boards beside the stage for details of when to catch your favourite Shetland band.

Take a look at genuine Shetland crafts and

knitwear in the Shetland Showcase Pavilion.

Wander around the classic cars on show on Tuesday and Wednesday, courtesy of the Shetland Classic Car Club, and enjoy the display of modern and historical boats.

The brave among you will be heading straight for the bungee jumping. The less daring are welcome to watch!

Monday to Thursday Both event sites

The ships will be open to the public in the afternoons, at the discretion of the captains. Look out for the ships' information boards for details.

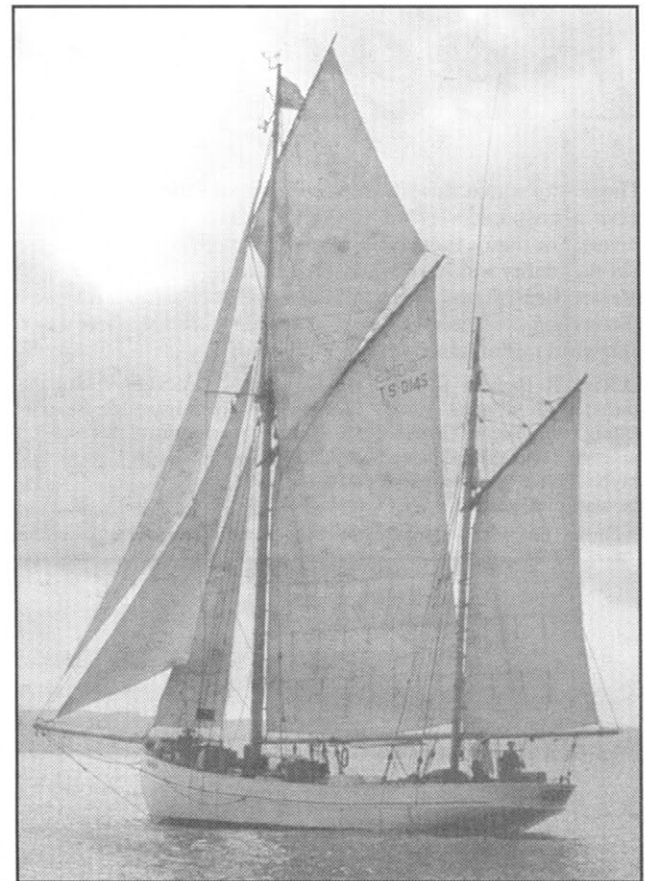
Keep an eye out for the zany entertainers at both event sites throughout the week.

You'll not miss Big Rory and his whacky family, Morag and Wee Malky. With huge stilts to raise them high above the crowd, they're hardly inconspicuous!

The hilarious duo Bell and Bullock will be bringing "The Further Tales of Captain Bullock", an act which combines circus skills, slapstick comedy and maritime music.

Enjoy the talents of The Cavalcade Theatre Company. Their repertoire includes sea shanties, an irate Neptune and Miranda the Mermaid. An hour-long show "Blackbeard the Pirate" will be performed on one of the open air stages every day.

Take a trip out into the harbour in a genuine Shetland yacht. All you need is your own muscle-power and a couple of friends.

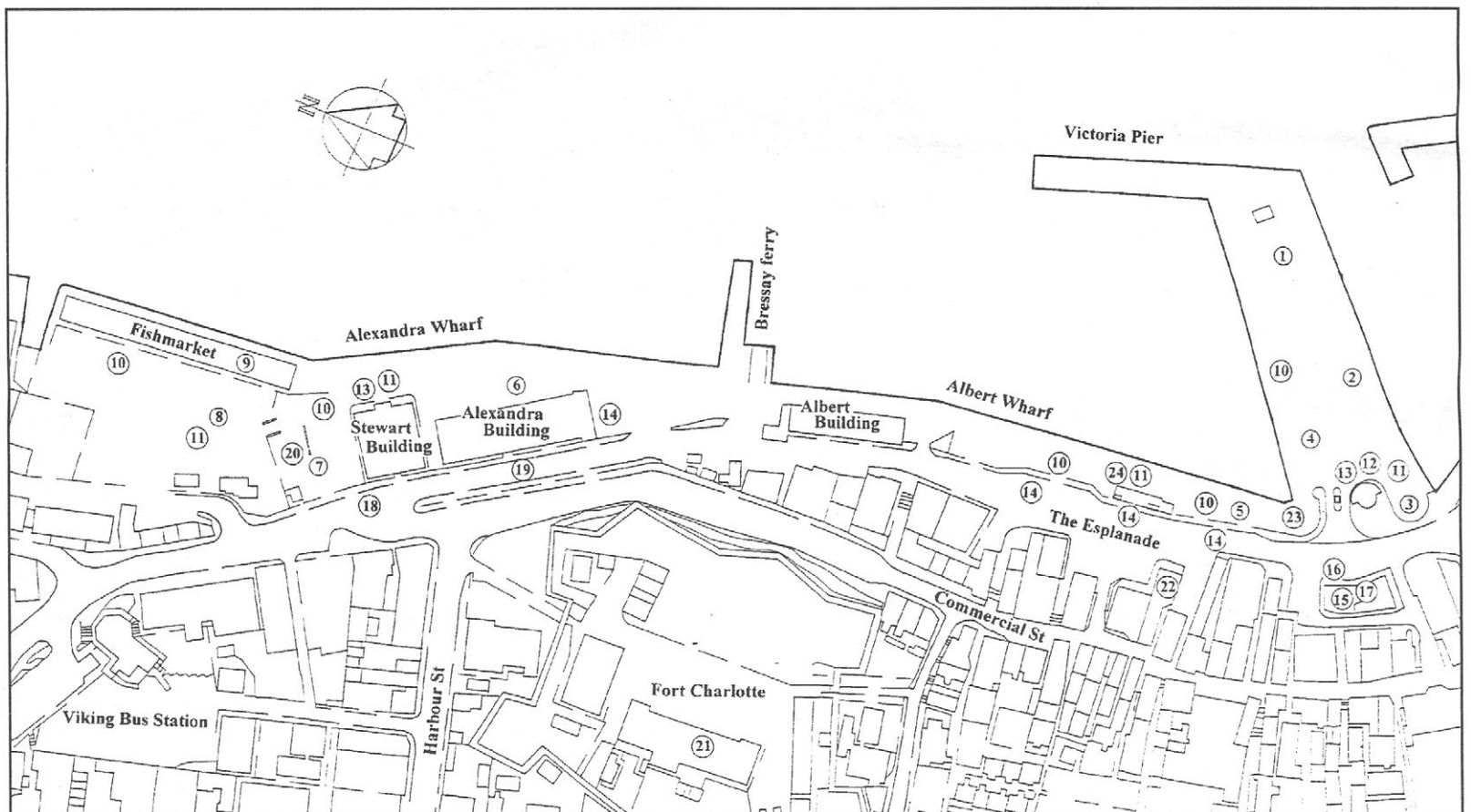


The Danish ketch *Jens Krogh* will do almost anything to be part of a great fleet of tall ships. Under the charismatic leadership of Captain Bo Rosbjerg, the 23.8 metre wooden vessel has even been across the world to Japan — she got a little help, however, as she went on a container ship. Built in Frederikshavn in 1899, she is one of the oldest boats in the fleet. She was designed as a fishing boat and worked in the North Sea and the Kattegat until 1957.

Photo: Max

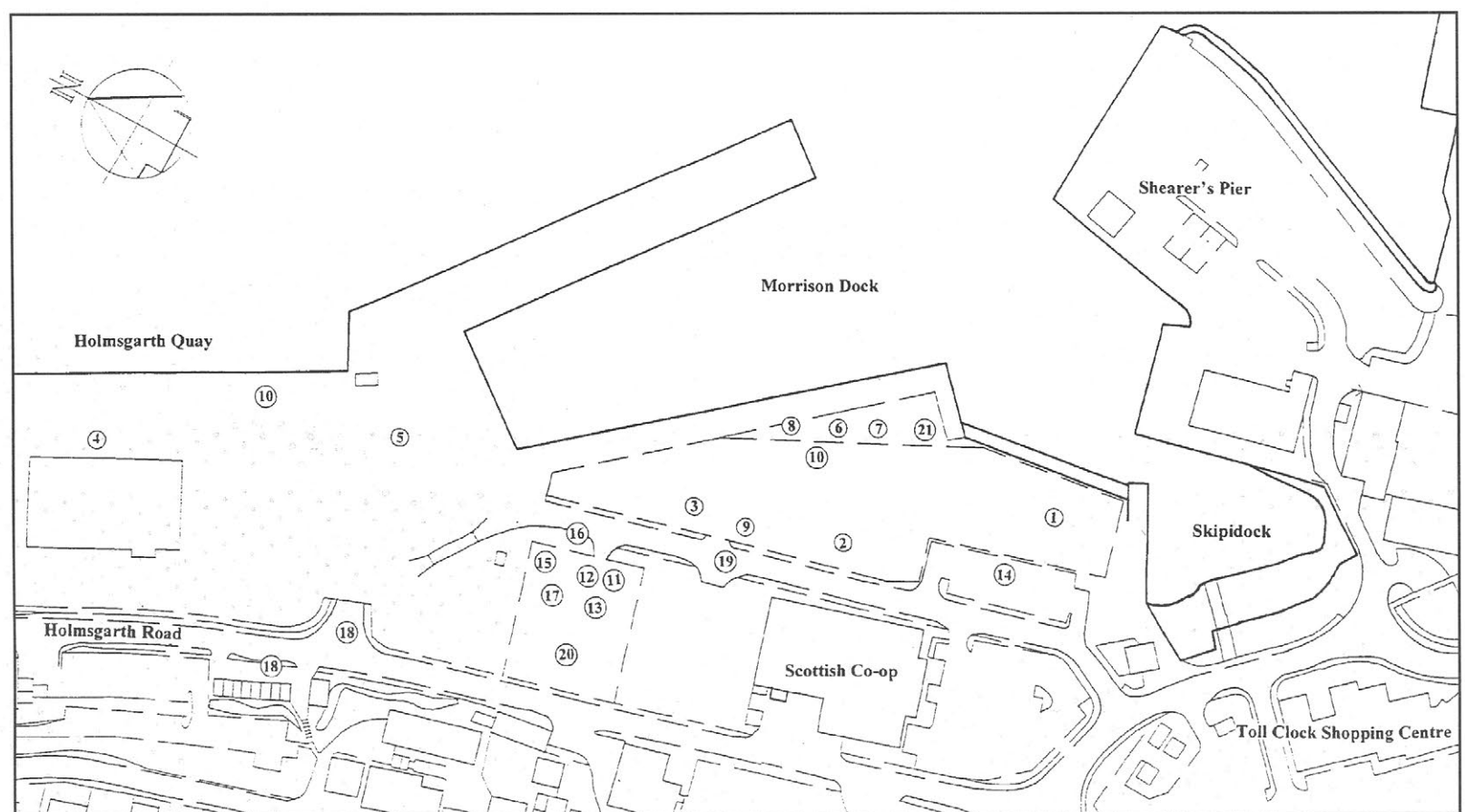
VICTORIA PIER

1. Spiegeltent
2. The Gobi Jazz Venue
3. Seafood Barbecue
4. Laschingers
5. Shetland Lamb Barbecue
6. Maritime Exhibition Area
7. Traders' Village
8. Fishmarket Stage
9. Fishmarket Bar
10. Catering vans
11. Toilets
12. Baby changing facilities
13. Disabled toilets
14. Disabled parking
15. Venue control
16. First Aid
17. Lost children
18. Park and Ride bus stop
19. Taxi rank
20. Face painters
21. Fleet administration
22. Event information office
23. Sail Shetland merchandise
24. ISTA/Cutty Sark merchandise



HOLMSGARTH

1. Holmsgarth stage
2. Marquee bar
3. Shetland Showcase Pavilion
4. Classic cars
5. Open boat display
6. Customs and Excise Exhibition
7. HM Coastguard Exhibition
8. ISTA/Cutty Sark merchandise
9. Sail Shetland merchandise
10. Catering vans
11. Toilets
12. Baby changing rooms
13. Disabled toilets
14. Disabled parking
15. Venue control
16. First Aid
17. Lost Children
18. Park and Ride bus stop
19. Taxi rank
20. Bungee jumping
21. British Telecom Exhibition



Beechbank, the life and

Those who watch the tall ships coming into the harbour may have a nostalgic view of the days before sail gave way to steam. For many, there is an aura of romance about the ships, but the reality was hard work, often in appalling weather, and life was brutish and short. Whalsay skipper Joseph Kay has researched the histories of many tall ships, and tells here a not untypical tale of misery and misadventure.

Lerwick Harbour is set to be graced with a great variety of sailing craft. Two of these will be large steel four-masted barques, of a type used to carry cargo around the world 100 years ago.

During this period shipyards in

Scotland, particularly on the Clyde, were responsible for producing the majority of these craft.

In January 1916 one of the vessels which appeared in Lerwick Harbour was the *Beechbank*. I am sure if anyone cared to examine

her crew agreements, which should still exist, they would find many Shetlanders on this international list of crew.

However, I only intend to give a brief history of the vessel, as I believe her story is representative of many of them.

The *Beechbank* was built by Russell & Co at one of their Greenock yards in 1892, to the order of Andrew Weir, for his now famous Bank Line.

He founded this company in 1885 and his first vessel, bought

second-hand, was the iron barque *Willowbank* (882 tons gross) built by W. Richardson of Newcastle in 1861. The first new vessel was the 1492 ton barque *Thornliebank*, built by Russell & Co in 1886, who thereafter built most of this company's sailing vessels including a second *Thornliebank* in 1896, which was the last sailing ship to be built for the Bank Line.

At one time this company had Britain's largest fleet of sailing vessels, 45 in total. The first steamer built for the Bank Line,

the *Dunerie*, was built by the Campbeltown Shipbuilding Company, also in 1896.

However, sail had founded the Bank Line, and they held on to most of their sail tonnage till the first war. In good years a vessel such as the *Beechbank* could give a return of 25 per cent on the capital invested. It may be of interest the manner in which the shareholding of these vessels was set up. For A. Weir did not own each of his vessels outright. I have seen Closed Registers to some of these vessels, where it was shown that Weir owned about 50 per cent of the 1/64th shares, and relations and business associates held the remainder.

This allowed him to add more ships to the company. Apart from spreading the risk, he was also ships' agent and commission merchant, and it followed that the more ships on the books the more profit.

During *Beechbank's* time under the British flag she was put to work on all the usual long haul runs, often circumnavigating the world. In good times on each leg of this journey a cargo could be found. If there was a slump in freight rates this often meant lengthy lie-ups awaiting an improvement, or sailing to another port in ballast.

Economy by this time was an important feature in running these ships. According to maritime historian Allan Villiers, nowhere was this more keenly practised than onboard the *Beechbank*: "Some masters could have taken a doctorate in calculated, continuous, & comprehensive meanness, if such were offered. There was a master in the four-masted barque *Beechbank*, who was not just a tyrannical penny-pincher with food, when sails were repaired and

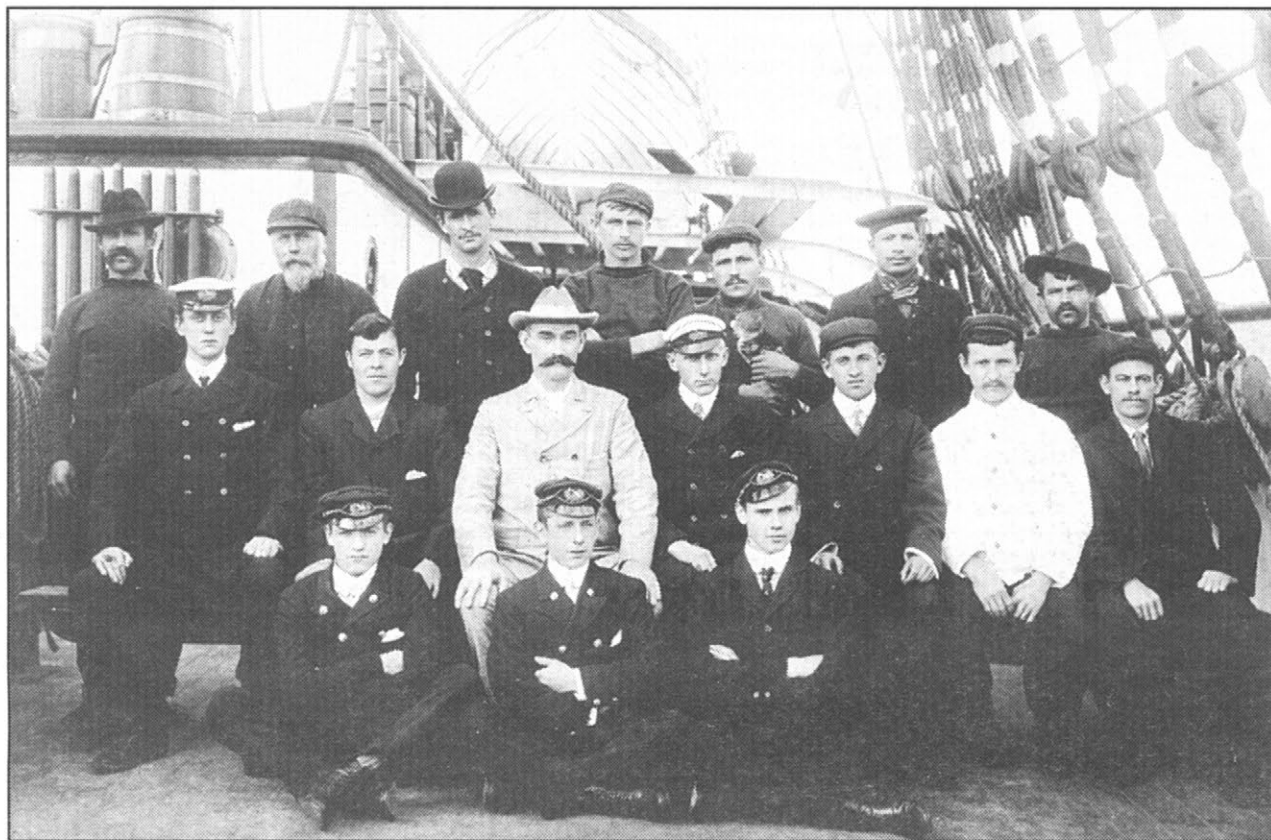
hands were called aft to assist himself and the sail-maker, he calculated the amount of sail-twine necessary for each seam and issued this amount and no more. When old rags were served out, for painting etc., he stood by with a knife, and made sure none of it was whole enough for patching clothes, thus, the men would be forced to buy clothes from his slop-chest at his prices."

However, men such as Captain John R. Bremner of Wick, can be found at any time, in any walk of life, but probably the lonely and isolated lives these men led tended to make way for any eccentricities they may have had.

Allan Villiers had studied the log of the *Beechbank* and in his book *War with Cape Horn* makes reference to it. In 1903 the *Beechbank* arrived at Santa Rosalia after a voyage of four and a half months from Hamburg. The log states: "An AB was lost overboard on passage, an apprentice reports VD, he is treated with caustic and black-wash and is quickly back at work. Capt Bremner has malaria and goes ashore for medical help, while he is ashore the officers arm themselves with revolvers, after beginning to lose a fist fight with some of the crew."

The situation continued to deteriorate for the ship's officers. Signals were made to the authorities ashore that they had a mutiny on board. Shots were fired in the air to attract attention. A few shots in those parts, at that time, meant nothing, neither did a limejuicer's hoist of signals.

After sunset two of the crew rowed away in a ship's boat and were never found. Troubles continue to fill the pages of the log: there was no British consul at Santa Rosalia; the ship had to look after herself.



The master and crew on deck.

Photo: University of Washington Seattle

the **GARRISON** theatre

Islesburgh Community Centre

Garrison Theatre

Programme

August 1999

"Wir Midder da Sea"
Skeklers Theatre Company

Three generations of women with widely varying experiences of motherhood are seduced by the rhythm and power of the waves into revealing their tales of passion, love, yearning and cruelty, shaped by the island from whence they sprung. Edith, haunted by the memory of her dead son playing in the waves and racked with guilt at her frank admission of her lack of motherly instinct, tries to bring back to life a time past, a moment buried, whilst drowning in the knowledge that it can never be. Marie, farewelling her own mother, is forced to revisit the decision she fled from a year earlier - overwhelmed by its passion and unthinkable consequences. And Sylvia, who in one last desperate attempt to save her failing marriage by becoming pregnant, sets in motion a chain of events which is nothing short of miraculous.

Premiere - Wed 4th August 8.00pm
Thursday 5th - Saturday 7th August 8.00pm
Monday 9th & Tuesday 10th August 8.00pm
Wednesday 11th August 3.00pm
Thursday 12th & Friday 13th August 8.00pm
Doors open 7.30pm (2.30pm Wednesday matinee)
£5.00, £3.00 concessions, from I.C.C.

"Whispering Waves"
Skeklers Theatre Company

"For whatever we lose (like a you or a me)
it's always ourselves we find in the sea"

A selection of music and words presented by Alice Mullay and Marnie Baxter. Escape the mahem and relax to the music of Bach, Ravel, Brahms and Gershwin and poetry by Shakespeare, Tennyson, E.E. Cummings and Paul J. Rich.

Monday 9th - Friday 13th August 1.00pm
Doors open 12.30am
£3 adults / £1 concessions. Pay at door. *Wednesday performance 1.30pm

Craig Charles

Wed 18th and Thurs 19th August 8.00pm
Doors open 7.30pm
Tickets : £12 adults / £9 concessions, from I.C.C.

Grimm Tales
Islesburgh Youth Club & Shetland Youth Theatre

Thurs 26th, Frid 27th and Sat 28th August 7.30pm
Doors open 7.00pm
Tickets : £5 adults / £3 concessions, from I.C.C.

Tickets may be obtained from:
Islesburgh Community Centre between 9am and 9pm daily.
Telephone sales by credit card only,
tel: Lerwick (01595) 692114.
Group discount available to parties of 11 or more.

ISLESBURGH COMMUNITY CENTRE

ISLESBURGH
COMMUNITY CENTRE, LERWICK
YOUTH HOSTEL, GARRISON THEATRE

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CUTTY SARK TALL SHIPS' RACES

EATING OUT & ACTIVITIES

The House Cafe

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Wednesday, 10am - 9pm
Thursday, 11am - 9pm
Friday/Saturday, 11am - 5pm

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Knitwear
Arts & Crafts
The Crofthouse
Films
Photography
Textiles
Refreshments

OPENING TIMES
Tues 10th, 7.00pm - 9.30pm
Wed, 11th 2pm - 4pm
Other opening times can be arranged by request

ISLESBURGH CAFE

This community cafe serves hot & cold drinks, snacks and meals.

ACTIVITIES
Snooker, pool tables, table tennis, darts, play station internet access, hi-energy games

OPENING TIMES : 8th - 11th AUGUST
Sunday 8th August, 6pm - 10pm
Monday 9th / Tuesday 10th, 10am - 10pm
Wednesday 11th, 10am - 9pm

five minutes walk from the waterfront

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death of a sailing ship

In due course she left for Port Townsend, where most of her seamen deserted. Crimps supplied replacements at \$20 per head — this was equivalent to an AB's first month's advance. The crimp would claim this amount, for the sailor's keep, supposedly for the time he had been accommodated, which was often just long enough to have run down a bottle of doped liquor. Outside Captain Bremner derates them to Ordinary Seaman at \$10 a month. This meant the shanghaied men had to work at least the first two months for nothing.

At Port Peerie, Port Adelaide and Melbourne there were also wholesale desertions. Eighty names pass through the ship's log. The *Beechbank* was back in Antwerp in February 1905.

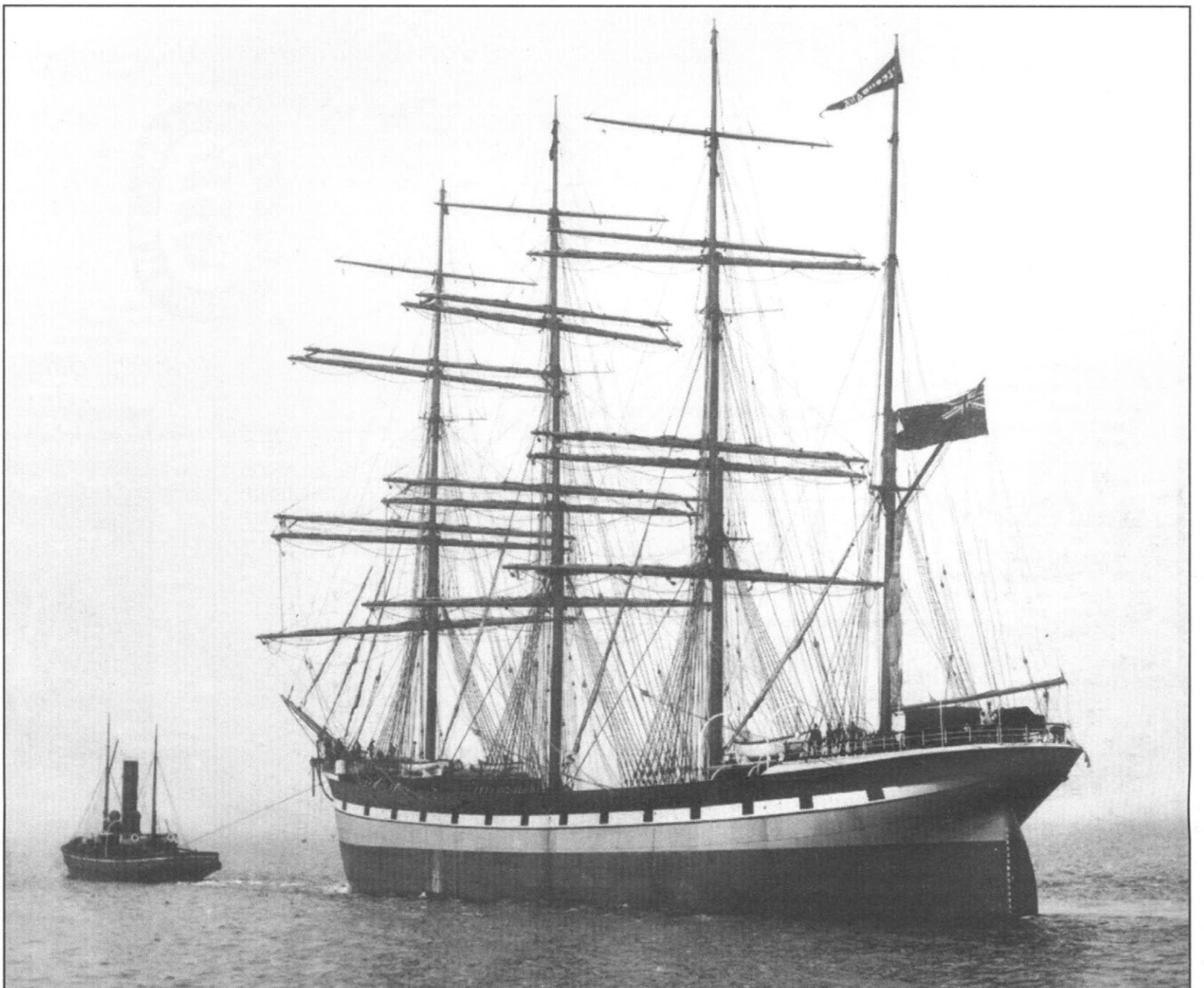
More is to be learned of life on the *Beechbank* a year or two later, from a log kept by her then second mate Harold W. Green, later Captain Green DSC. He joined the *Beechbank* in Port Talbot where she was loading coal for Iquique. They set out in the face of a hard sou'wester, and being January it was bitterly cold. However, they made steady progress to the southward. There was continual trouble and unrest about food.

They were off the Horn about March, the ship was making reasonable progress, but the nagging matter of starvation rations kept spoiling morale. Winds from the nor'west quarter continued to set the ship further south and the crew discovered that the ship was south of 60°S, the legal limit their articles bound them to. They complained about this, which got them one good meal, but only one.

The second mate reported that the master and mate were often at loggerheads. In 11 days the ship only made 270 miles of westing. Easter came with the ship still hard pressed on the starboard tack, but in time she was either far enough west or the wind backed enough to bring her round. The cargo had shifted a little giving the ship a list, resulting in the decks being continually full of water. She was more like a submarine than a ship.

"Heavy snow squalls all night," reads the second mate's diary. But she was making nor'west and young Harold Green would have been especially relieved of that for he had been shipwrecked on a previous voyage, while an apprentice on the barque *Powis Castle* and had lost some of his shipmates among the breakers on Tierra del Fuego.

Good progress was made to the nor'ard, and they were soon into fine weather. The crew were busy stopping baskets, ready to work out the 3600 tons of coal in her hold. Ninety-three days from Port Talbot they were in Iquique. A day or two previous to this the second mate notes "the Master writing in the Log all day". The fruits of his labours were soon to become apparent when all hands were called aft, and charges were



The *Beechbank* being towed down the Clyde as a new ship.

Photo: Sir William Lithgow

read out, except for the mate, bosun and carpenter, all hands were "logged".

In Iquique there was constant trouble. The crew demanded to see the consul, they refused duty, they attempted to steal a boat to get ashore, they desert, they cut up some of the ship's rigging, and dumped the starboard light. Six were taken ashore to the calaboose. Bad morale due to meanness over food was blamed, meanness that was costing the ship dear. She took two and a half months to work out their cargo, and another month and a half to load nitrate for Europe. By that time the whole foc'sle crew had been changed.

Captain Bremner was over 60 when Harold Green was second mate. This was not unusual at this time. The old master was stuck with the job, the young officer there only long enough to gain his certificates in sail, which at the time was necessary to gain an officer's place in a steamship. Both would have been well aware

there was no future in those big square-riggers.

In time this proved to be the case for the *Beechbank*, along with all those of her kind who had outlived their usefulness under the British flag.

By 1913, A. Weir's Bank Line was well established in steam, and selling off sail tonnage. In this year the *Beechbank* was sold to E. Monsen of Tvedestrand, Norway. Finland and Sweden bought up most of these second-hand vessels — a large four-masted barque such as the *Beechbank* at this time may have cost little more than one quarter of her building price of 20 years earlier (about £18,000 when new).

With the initial cost of these vessels so low, this supply of second-hand tonnage was attractive to many of these country's ship owners. For many of these owners these vessels proved to be a very good investment. With the war in 1914 came a very steep rise in freight rates, compounded by the huge losses of allied merchant

shipping. For the first part of the war neutrals such as Norway were allowed to sail unmolested. By the end of the war those old sailing vessels had reached the amazing price of £40 per deadweight ton, this being £144,000 for a vessel of the *Beechbank*'s size.

In 1916 the *Beechbank* arrived in Lerwick. She had sailed from Mejillones on 18th October 1915, loaded with nitrates for Copenhagen. Carrying nitrates from the west coast of South America to Europe must have been a wheel-kent road for this 23-year-old vessel.

However this was wartime, and although Norway was neutral, its vessels approaching UK waters had come to expect trouble. It was also January when the *Beechbank* came to be west of Shetland and everyone who is familiar with this locality at this time of year expects trouble from that age old adversary — bad weather. The *Beechbank* met with trouble in both instances, and in the latter, trouble came in abundance.

The *Beechbank* was stopped by a British armed liner on 18th January 1916 in 60°N 9°W. The boarding officer, with an armed guard, gave orders to proceed to Kirkwall for examination. Later that same day the wind rapidly increased and developed into a westerly storm by midnight. These conditions continued unabated until the 21st, when the fore-mast gave way below the top (a semi-circular platform which accommodates the foot of the topmast with the section of the lower mast it overlaps).

The next day, soon after midnight, the main topmast with the upper three yards came down with some of the spars or yards impaling themselves in the deck, and allowing water to get through the damaged deck to the cargo below. An hour later the mizzen mast (in a four-masted barque is the second mast from aft), topmast and its associated rigging came down with even more disastrous results on deck, including smashing both lifeboats.

Seeing the pictures of this vessel's wrecked rigging, and bearing in mind the conditions at the time this occurred, it comes as no surprise to learn there were also human casualties. The mate was lost overboard and another five men killed.

At daylight on the 23rd Muckle Flugga light was sighted and distress signals were hoisted. Stormy weather prevailed until the afternoon of the 24th when, in position 61°23N 2°5E, help finally came.

A midshipman on HMS *Ebro*, of the ubiquitous 10th Cruiser Squadron, takes up the story: "We had been riding out a very fierce gale — head to sea — with just sufficient steerage way against tremendous seas, after some 40 hours the weather began to moderate and the *Ebro* slowly began to resume her patrol. Later in the afternoon watch the fore-top reported to the fore control 'a strange sailing ship two points on

the starboard bow'. We closed the stranger and identified her as the *Beechbank*. What a pitiful spectacle she presented. We eventually got a boat away and after hearing of their plight, we ferried over members of our ship-wrights party with axes, hacksaws, etc., to lend a hand squaring up (together with some much needed provisions)."

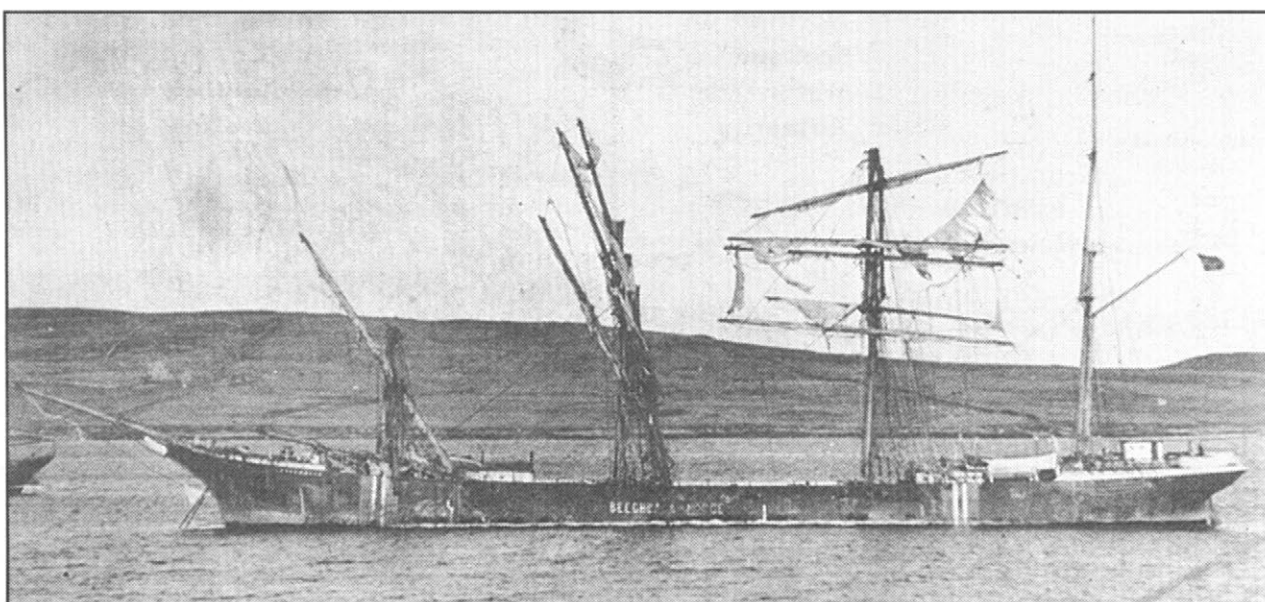
The *Ebro* eventually took the *Beechbank* in tow, and making four knots, arrived in Lerwick three days later. The *Ebro* then resumed her patrol. Prior to the gale *Ebro* had placed an armed guard consisting of a lieutenant R.N.R. and six ratings aboard the Norwegian barque *Olivia* with instructions to make for Kirkwall for examination. She disappeared with all hands, thought to have been a victim of the same gale.

The *Beechbank* was eventually towed to London and re-rigged. There she was sold to S. O. Stray & Co, Kristiansand and re-named *Stovern*. She was to sail for a further eight years and was sold to Stavanger Skibsophugnings Co, to be broken up.

Footnote: Anyone researching a story such as this, their first avenue of research should always be the local press (archives). In *The Shetland Times*, January 29th, 1916, in an article titled "Relic of the Great Gale", there is a report of an interview with Capt. Nilsen, master of the *Beechbank*. Most of what he had to say is the same as I have written, but he mentions no loss of life. He was especially grateful to HMS *Ebro*'s company for helping them out of their predicament.

References and sources:

Shetland Museum,
Glasgow University Archives,
Norsk Sjøfartsmuseum, Oslo,
Andrew Weir Agencies, Glasgow,
The War with Cape Horn, A. Villiers,
The Last of the Windjammers Vol 2, B. Lubbock,
Sea Breezes magazine.



The *Beechbank* dismasted in Lerwick Harbour in 1916.

Photo: Norsk Sjøfartsmuseum, Oslo.

TALL SHIPS SUPPLEMENT

The Cutty Sark Tall Ships' Races 9th-12th August, 1999

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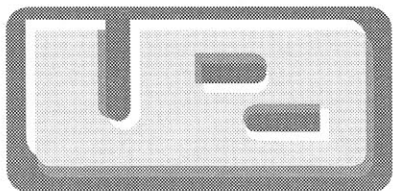


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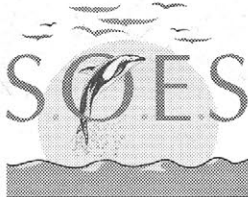
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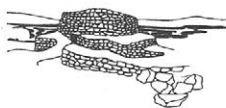
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She's the biggest in the fleet



The A Class *Kruzenshtern* is a four-masted barque from Russia. At 113 metres, she is the longest ship in the fleet. She was built in 1926 in Germany for the Laeisz shipping line of Hamburg and, under the name of *Padua* carried grain from Australia and was involved in the nitrate trade. She was the last pure sailing ship built to carry cargoes across the oceans. She had a reputation as a fine and speedy sailer. In her last voyage before the Second World War she travelled 9014 miles across the Pacific in only 52 days, averaging 7.2 knots. Handed over to Russia in 1946, she was renamed after the first Russian to circumnavigate the globe, Admiral Adam Johann Kruzenshtern. She was first used as a hydrographic ship and later converted into a training ship. Now, in the holds where once over 52,000 sacks of wheat were stacked, she sleeps up to 200 cadets and crew. The ship has been a regular member of the Cutty Sark Tall Ships' Races fleet in 1974, when she won the Cutty Sark Trophy.

Photo: Max

Boating club will be busy non-stop looking after yacht visitors

LERWICK Boating Club has an important role to play in the event, but it is not all going to be hard work.

As arranged with Sail Shetland, the club is providing guard boat safety cover from 8am to 3am every day, as well as being on guard boat duty when the tall ships arrive and leave Lerwick Harbour.

Other boating clubs will be providing assistance during the arrival of the ships.

The club is also providing

berths and mooring for up to 16 visiting yachts, and showers and washing machines in the clubhouse will also be available.

Two bars will be operated during the event — the main club bar and a bar in the basement which will be for bottles and cans with a selection of "international" beers including beer from Faroe.

There's a selection of music events planned and there will also be informal sessions throughout the week.

On 13th August the club is

hosting various yacht races. A reception will be held in the club in the evening.

To keep yacht visitors, members and guests well fed, breakfasts are being served daily from tomorrow to Sunday, 14th August from 8.30 to 10.30am.

There are also going to be barbecues each evening at 6pm in the club basement. Boating club clothing and merchandise is also available, all with the club's new logo.

Town centre group will see fruits of their labour

LERWICK Town Centre Association members have been working hard for many months to make the area presentable in time for the race.

But not only that, they have also organised carnivals, competitions, and much more to entertain visitors and locals alike.

The official opening ceremony of the street is tomorrow at 2pm when Convener Tom Stove will unveil a specially commissioned flagstone. This will be followed by a carnival procession of children — Carnival Nautico.

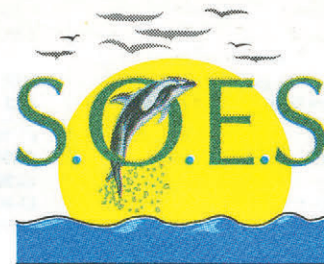
The carnival has been organised by Angela Tait

from the Guide Association, and some of the children will be collecting for charity.

On Tuesday the grown-ups can take their turn with Carnival Latino when they can join the conga of a lifetime.

Tuesday is also the day when everyone working in the shops and businesses in the area will dress up in a carnival theme. There's a £100 prize for the best dressed staff.

Many businesses are opening from 9am to 9pm during the week. On Thursday afternoon during the Parade of Sail, some shops will close early to enable staff to see the ships.



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TALL SHIPS SUPPLEMENT

Big or small, berths for all

LERWICK Harbour is an ideal venue for the tall ships. It is wide, deep and sheltered and should have no difficulty accommodating the 68 ships which are visiting in the coming week.

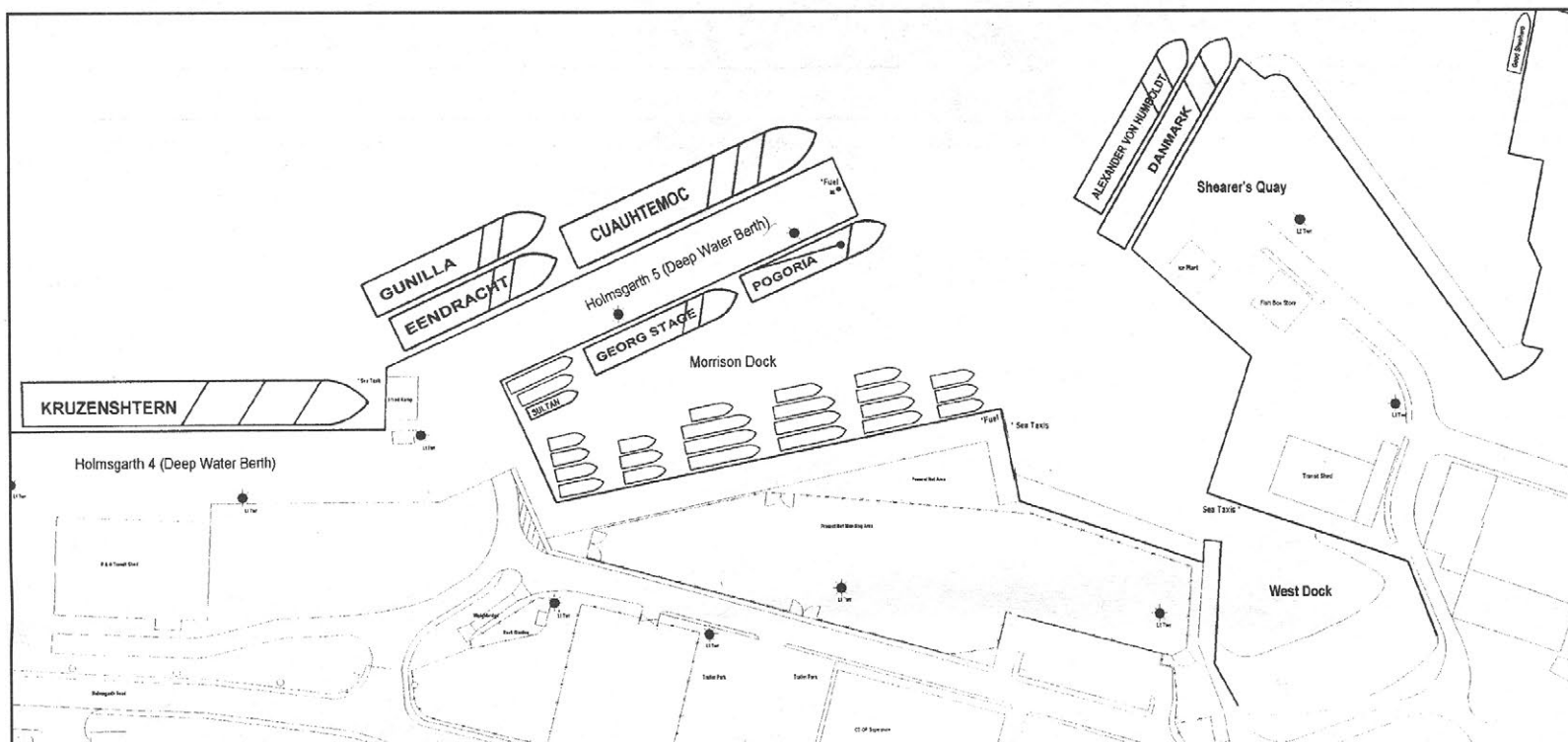
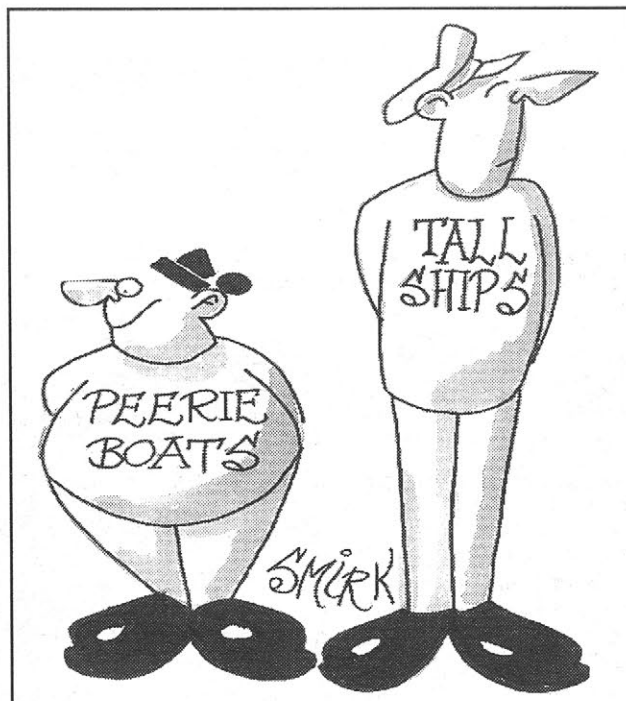
As can be seen from the map, the biggest ships are going to be berthed at Holmsgarth. Biggest of the lot is *Kruzenshtern* at 113 metres long, which will be berthed where the *St Magnus*

usually lies. The Mexican *Cuautemoc* (90.8 metres) will be on the outside of the Morrison Dock with *Gunilla* and *Eendracht* behind her. Inside the dock will be the *George Stage* and *Pogoria*, while at Shearer's pier the *Danmark* and *Alexander von Humboldt* will be alongside each other.

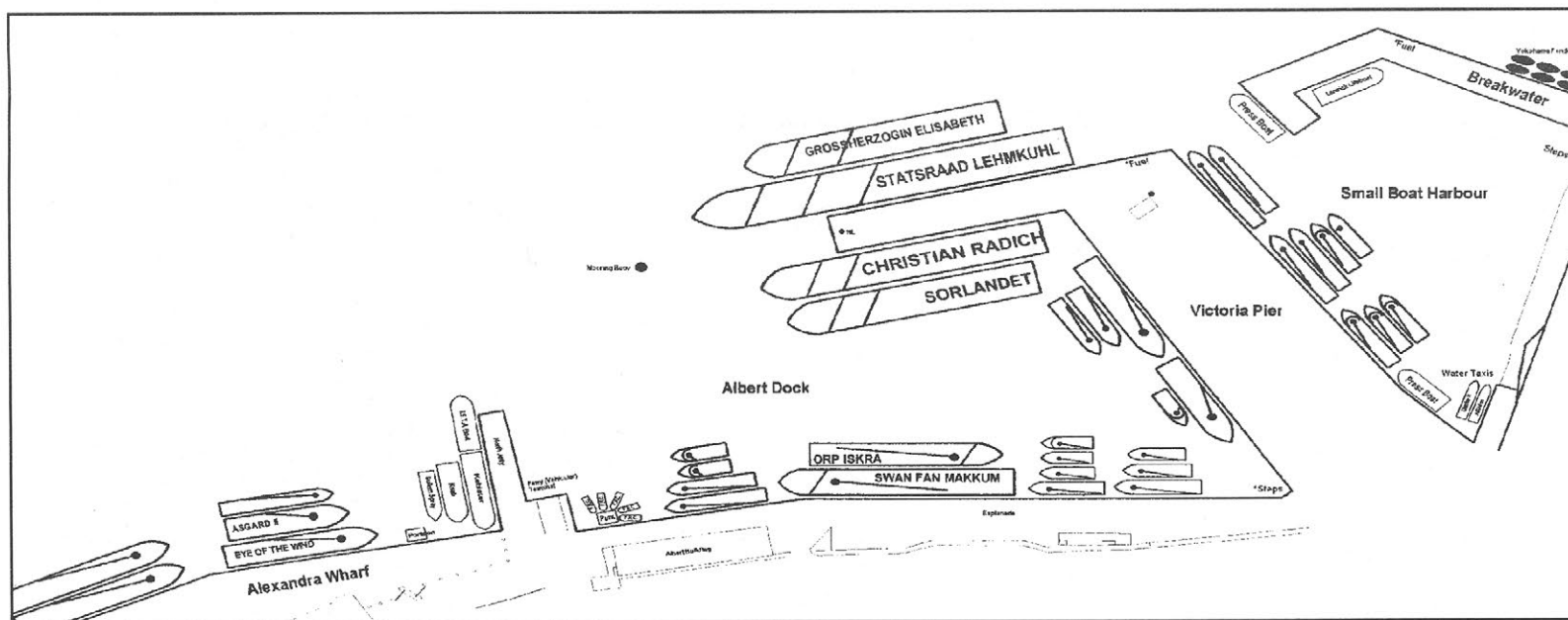
Back in the centre of town, the smaller boats will lie along

Alexandra Wharf, Victoria Pier and the Small Boat Harbour. The familiar *Statsraad Lehmkuhl* will lie on the outside of the arm of Victoria Pier with the *Grossherzogin Elisabeth* on her outside. *Christian Radich* and *Sorlandet* will be on the inside.

The smallest boats are *Felicity* from Belgium (11.6 metres) and *Sofia* from Russia (11.5 metres).



The Holmsgarth and Morrison Dock area. Even Shearer's Quay has been pressed into service.



Lerwick Port Authority's berthing plans for Alexandra Wharf, Victoria Pier and the Small Boat Harbour.

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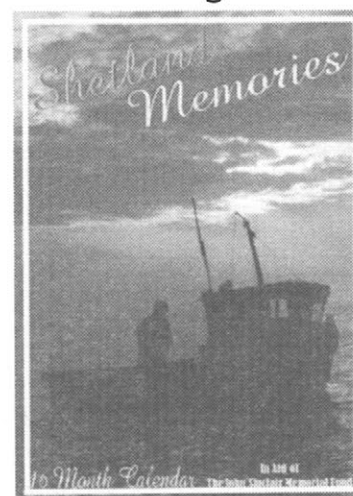
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All geared up for

Eda Frandsen

THE *Eda Frandsen*, built in Grenaa, Denmark, in 1939, was rebuilt in Doune, Knoydart, by the Robinson family between 1990 and 1995.

In late 1990, Mary and Alan Robinson and their two sons visited Lemvig in Denmark, where they found the sturdy hull of the former Baltic fishing vessel.

Decommissioned, she was in a sorry state with her gear and wheelhouse gone.

Her number, L208, was still just visible on her oak-planked hull, as was her name carved at the stern.

Once restored to her former glory by the Robinsons, *Eda Frandsen* began a career in the charter business in May 1996.

She is competing in her second Cutty Sark tall ships race this year.

Photo: Max



Ship list in full

Vessel	Nation	Class	Length in metres	Length in feet	Crew
<i>Alba Venturer</i>	UK	CII	21.3	70	18
<i>Alexander von Humboldt</i>	Germany	A	62.7m	206	60
<i>Arethusa</i>	UK	CII	21.9	72	17
<i>Asgard II</i>	Ireland	AI	31	102	25
<i>Astarte</i>	Norway	CI	14.3	47	5
<i>Athena</i>	Germany	CII	18.6	61	15
<i>Black Diamond of Durham</i>	UK	CII	13.7	45	10
<i>Capella Endeavour</i>	UK	CII	16.7	55	12
<i>Christian Radich</i>	Norway	A	72	237	104
<i>Corsaro II</i>	Italy	CIII	21.3	70	16
<i>Cuauhtemoc</i>	Mexico	A	90.8	298	230
<i>Danmark</i>	Denmark	A	75	249	97
<i>Dasher</i>	UK	CIII	16.7	55	12
<i>Duet</i>	UK	CI	19.2	63	10
<i>Eda Frandsen</i>	UK	CI	21.6	71	12
<i>Eendracht</i>	Netherlands	A	58.8	193	56
<i>Equip Sermia</i>	Belgium	CII	13.4	44	6
<i>Esprit</i>	Germany	CII	20.1	66	16
<i>Etoile Molene</i>	France	CI	28	92	22
<i>Eye of the Wind</i>	UK	AI	38.7	127	33
<i>Felicity</i>	Belgium	CIII	11.6	38	6
<i>Flower of Caithness</i>	UK	CI	12.5	41	18
<i>Frisiana</i>	Netherlands	CII	11.28	37	7
<i>Georg Stage</i>	Denmark	A	52.8	168	77
<i>Grossherzogin Elizabeth</i>	Germany	A	65.8	216	58
<i>Gunilla</i>	Sweden	A	51.26	201	48
<i>Hallam</i>	UK	CII	12.2	40	8
<i>Hartlepool Renaissance</i>	UK	CII	21.9	72	16
<i>James Cook</i>	UK	CII	21	69	18
<i>Jens Krogh</i>	Denmark	CI	24	79	25
<i>Johann Smidt</i>	Germany	B	35.6	117	37
<i>Jolie Brise</i>	UK	CI	22.35	73	14
<i>Kruzenshtern</i>	Russia	A	113	373	210
<i>Kukri</i>	UK	CIII	16.75	55	12
<i>Legia</i>	Poland	CIII	14.3	47	10
<i>Lokki</i>	Finland	CII	16.7	55	12
<i>Malcolm Miller</i>	UK	B	45.3	148.7	55
<i>Morning Star of Revelation</i>	UK	CI	18.9	62	14
<i>Nauticus</i>	Poland	CIII	13.3	44	10
<i>Ocean Scout</i>	UK	CII	14.9	49	14
<i>Offshore Scout</i>	UK	CII	14.9	49	14
<i>Orion</i>	Netherlands	CII	11.88	39	6
<i>Orp Iskra</i>	Poland	A	48.7	160	68
<i>Otama II</i>	Australia	CII	15.2	50	12
<i>Pen Duick VI</i>	France	CIII	22.2	73	16
<i>Pogoria</i>	Poland	A	50	163	55
<i>Polski Len</i>	Poland	CII	14	46	10
<i>Rhe</i>	Germany	CIII	12.5	41	9
<i>Rhythmic</i>	Belgium	CIII	12.5	41	7
<i>Roter Sand</i>	Germany	CII	26	85	24
<i>Sagitta</i>	Denmark	CII	25.6	84	9
<i>Sandefjord</i>	Norway	CI	18.9	62	9
<i>Sir Winston Churchill</i>	UK	B	45.3	148.7	55
<i>Smuga Ciennia</i>	Poland	CII	14	46	10
<i>Sofia</i>	Russia	CII	11.58	38	6
<i>Sorlandet</i>	Norway	A	66	211	85
<i>Spaniel</i>	Latvia	CII	17	56	10
<i>Spirit of Scotland</i>	UK	CI	28	92	21
<i>Statsraad Lehmkuhl</i>	Norway	A	91	300	187
<i>Sultan</i>	UK	CIII	10.06	33	7
<i>Swan</i>	UK	CI	20.4	86	15
<i>Swan fan Makkum</i>	Netherlands	A	59.7	196	50
<i>Symbiose</i>	Germany	CII	15.5	51	6
<i>Tornado</i>	Poland	CIII	17.4	58	13
<i>Trapegeer</i>	Belgium	CIII	13.4	44	8
<i>Tree of Life</i>	USA	B	28	93	12
<i>Urania</i>	Netherlands	CIII	23.7	78	17
<i>Zenobe Gramme</i>	Belgium	CII	28	93	18

YOU don't have to be big to be tall, as the saying goes, and there are many smaller vessels in the fleet.

The ships are divided into three classes. In Class A are 16 of the largest square-riggers afloat, usually state owned and operated for cadet training. *Kruzenshtern*, a four-masted barque, is the largest ship taking part this year (113 metres). She is also the second largest sailing vessel in commission.

Class B is for medium-sized ships, of which the 300-ton topsail schooner *Sir Winston Churchill* is a good example.

The remainder, yachts and traditional craft, are divided into Class CI, CII and CIII and carry mainly young people to experience the challenge and adventure of the race.

The races began in 1956 — across the Bay of Biscay that year — and were initially held every other year. They are organised by the International Sail Training Association, a registered charity. Cutty Sark Scots Whisky began their annual sponsorship 27 years ago and since then there has never

been a repetition of the same course.

During the cruise in company from Greenock to Lerwick, many of the trainees will sail on different ships, which not only gives the opportunity to experience different types of sailing, but different ways of life that exist among the nations taking part. One of the rules of the race is that at least half the crew of a ship must be between 16 and 25 years' old.

The ISTA's rating systems means that different types of ships can race together, all with an equal chance of winning.

The most important prize is the Cutty Sark Trophy, which has been awarded every year since 1974. The winner is not the fastest ship, the one whose crew has contributed most to international understanding and friendship during the race series.

Other trophies include the Boston Teapot Trophy, awarded to the sail training vessel which has covered the greatest distance in any period of 124 hours, and there are various other trophies and awards for the large and the smaller vessels.

Eye of the Wind



Originally called *Friedrich*, the *Eye of the Wind* was built in West Germany in 1911 as a topsail schooner and used for the South American hide trade. In 1923 she was sold to Sweden and renamed *Merry*. For the next 50 years she carried general cargo in the Baltic and North Sea under the Swedish flag, taking part in the herring fishing off Iceland in the summer. In 1926 her first engine was installed and her rig was gradually reduced. A fire in the engine room in 1969 completely destroyed the wheelhouse and poop deck. At the same time a group of square-rigger enthusiasts was looking for a suitable hull and *Merry* was brought to England and had her name changed. Restoration began in 1975. Nowadays, as a brigantine operated by Devon-based syndicate Adventure Under Sail, she undertakes voyages all year round. There are two Shetlanders onboard — Ellis Robertson is the engineer and part of the permanent crew and Bobby Tulloch, from Sullom Voe, is joining the ship for the last leg of the race.

sail of the century

Alexander Von Humboldt

Built in 1906 by marine architect Frederick Middendorf, she operated as the lightship *Kiel* for 80 years. In 1986 a trust closely linked to the German sail training association was created to acquire a square-rigged youth training ship. It brought the lightvessel, which had just been taken out of service from her station in the German Bight. The plan was to convert her to a sailing barque, and the plans were drawn up by a Polish naval architect who had designed the *Pogoria* class of barquentines and by Capt. Manfred Hövener, later her master and a director of the trust. She made her inaugural cruise in 1988 and these days she operates cruises in the Baltic and North Sea during the summers and in the Canaries during the winters. She is a regular participant in the tall ships races. *Alexander Von Humboldt* is one of the easiest square riggers to recognise because of her bright green sails (the "trademark" colour of Beck beer) and her long superstructure, which extends almost to the foremast. Her home port is Bremerhaven. She has 24 professional officers onboard and 36 trainees, a total of 60.

Photo: Max



Pivotal role of the liaison officers

By Rachel Dowle

LIAISON officers are a vital link between ship and shore during the race.

Up to 70 people have volunteered their services as liaison officers for the 2200 crew, so what exactly will they have to do?

The officers, most of whom can speak a foreign language, have been through training sessions which try and anticipate any queries visiting crews may have.

Project manager Ruth Henderson explained that most A class ships would have two officers, while the smaller ships would have one. Each officer has undergone a four-hour training session with

Denise Bell, who was a liaison officer during a previous race at Leith in 1995.

Gill Murray is a careers adviser in Lerwick and will be one of the liaison officers. "Although we really don't know what to expect when the ships arrive on Monday we're as well prepared as we can be."

"The training was really helpful because Denise Bell had actually been a liaison officer when the tall ships were in Leith and knew what they might ask or need help with."

Gill considers herself lucky that she has been assigned to the *Statsraad Lehmkuhl*, the A class barque from Norway. Even though she is managing the 150 crew on her own, the crew includes about

10 former students and teachers from the Anderson High School. She expects they will help show the remaining crew around.

"I don't expect the four days to be easy but I also speak Norwegian which will make my job easier than the people who are working with other ships."

"The ship has been into Lerwick harbour several times before and I have gone down and spoken to some of the crew. When Norwegian ships come in it gives me the opportunity to practice speaking the language."

Laraine Del Buono, the branch manager of the Alliance & Leicester in Lerwick is, with Bill Stubbings, helping the Mexican *Cuauhtemoc*, another A class

barque and last year's winner. The *Cuauhtemoc* has a big crew of 230. Laraine explained that in order to cope with so many people under pressure it was important to be energetic, have good organising skills and the confidence to talk to people.

The liaison officers have to inform the sailors of the tours which have been arranged around Shetland, including the islands. Various sports such as football, basketball, cricket and even tug-of-war, are also being organised.

"There will be people of all ages in the crews. A certain percentage of the sailors have to be between 15 and 25, so a range of activities are being covered," said Laraine. "They will need to know where

banks and shops are, fuelling stations for the ships and where they can get supplies. The important thing is to know Lerwick."

Although Denise is not looking after one of the ships this year she will be based in the headquarters at Fort Charlotte. She outlined some of the differences between working in Edinburgh and in Shetland.

"The liaison officers are supported better here. For example, the uniforms provided are of a better standard. You feel more valued in Shetland."

"There will also be food provided by the TA up at the Fort. This didn't happen in Edinburgh even though you were working all

day — also good for many of the volunteers who live out of town." She said.

Everything seems to have been thought of to help the officers do their jobs, including a dinghy to ferry people around Albert Dock.

The officers will be on duty from 8am, starting on Monday morning, when they report to their headquarters for a briefing at Fort Charlotte. After they have been up-dated each morning they will go straight to the ships to distribute mail and answer any queries put to them by the sailors.

Easily recognisable in their uniforms, which are provided by Hydro-Electric, they expect to be kept busy all day, every day, right up until midnight.

Asgard II

Named after the Norse home of the gods, *Asgard II* is actually Irish. The original *Asgard* was a Colin Archer designed ketch built in Larvik, Norway in 1905 and is now on show at the Kilmarnock Jail Museum. In 1914 she made her way into the history books when she transported a shipment of guns from Hamburg to Howth in Ireland prior to the Easter Rising in 1916. Erskine Childers, the owner and famous author of *The Riddle of the Sands*, was later executed for his part in this. *Asgard II*, a brigantine, was built in Arklow by the late Jack Tyrell specifically for sail training purposes and was commissioned in 1981. She has a carved figurehead of Granuaile, the famous 16th Century "Pirate Queen". She is operated by Coiste An Asgard, who had previously bought *Asgard*. Each year *Asgard II* carries out cruise programmes in European and Baltic waters, although in 1988 she participated in bicentennial celebrations in Australia. She won the Cutty Sark Trophy in 1991, which was the first year the fleet raced to Ireland.

Photo: Max





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It starts in the north with Baltasail weekend

Baltasail today

10am — 2pm Guided walk to National Nature Reserve at Hermaness organised by Scottish Natural Heritage. Book at Unst Heritage Centre.

3pm — 5.30pm Guided walk on National Nature Reserve at Keen of Hamar organised by Scottish Natural Heritage to see unique geology and plants. Book at Unst Heritage Centre.

Guided tour of north Unst, including Unst Heritage Centre

It's been a team effort in Unst to attract some of the ships and to keep their crews entertained. For three days, starting today, there are guided tours, sheep dog trials, demonstrations of knitting and peat workings, and fun and games and lots of fine music at the Baltasound Pier. Then there's the Valhalla Brewery, Shetland's one and only, to keep the pangs of thirst at bay. It all promises to be a winner.

and Unst Boat Haven.

Take a trip around Baltasound — local boats will be on show at the Boating Club pier. Tour the RAF Fighter Control Radar Site. Enjoy a sporting challenge during the afternoon, with crews, locals and visitors

Traditional Shetland music at Uyeasound Hall. Sample Auld Rock Ale and listen to rock, skiffle and traditional Shetland music.

6pm - 10pm Join Dr Jonathan Wills on the MV Dunter II for an unforgettable trip to Muckle Flugga, Hermaness and The Out Stack. Contact Shetland Wildlife Tours. Tel 01950 422 483 to book.

Sunday

10am — 2pm; 3pm — 7pm Join Dr Jonathan Wills on the MV Dunter II for an unforgettable trip to Muckle Flugga, Hermaness and The Out Stack. Contact Shetland Wildlife Tours. Tel 01950 422 483 to book.

10.30am Service, St. John's Church of Scotland, Baltasound.

12 noon Church of Scotland, Uyeasound.

11.30am Service at the Methodist Chapel, Haroldswick, Britain's most northerly church.

Sports and leisure activities at Baltasound.

Storyteller tour of Unst, organised by RAF personnel.

Tomorrow

Tour to south Unst, stopping at the Up-Helly-Aa Exhibition and the Uyeasound Sheep Dog Trials.

Demonstrations of spinning, lace and Fair Isle knitting. Visit Muness Castle, a demonstration of peat working, Valhalla Brewery and the Biot and Kater Gravitational Experiment of 1818.

Scottish Natural Heritage tours as Friday.

Unst Geology walk organised by Scottish Natural Heritage. Take a trip around Baltasound in a local boat.

Seafood Barbecue at Baltasound Hotel. Open air Music Festival at the Boating Club.



BALTASAIL

BALTASOUND PIER, UNST

6th, 7th & 8th August

FRIDAY

Guided Tours to local beauty spots • Cream Teas at Bunes

Later, Birl and Whirl in the Baltasound Hall or Bop 'til You Drop with live band "Dem Lot" in the Haroldswick Hall

SATURDAY

More guided tours • Exhibitions and Demonstrations of Traditional Skills • Children's Entertainments all day featuring "Cavalcade" Theatre Co. • Games for Bigger Bairns including Tug of War, etc. • Seafaring types can enjoy a trip in anything from a Laser Pico to a Traditional Shetland Sixareen • Food and Drink available all day including Seafood Barbecue at Baltasound Hotel • Beer Tent • Cream Teas • Barbecue and more

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REVOLVER

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THE SHEEP DOCTORS

LATE BAR UNTIL 0145

No bottles or glasses in park

SUNDAY

Visit the Tall Ships at the Quayside ...

STS POGORIA, SPIRIT OF SCOTLAND, SOFIA, SWAN

Swimming and Sports at the Leisure Centre

Yet more Tours

Seafood Barbecue at the Hotel with informal Sessions by any hard(l)y surviving musicians!

Sail Racing from the pier featuring Dinghies and Shetland Models

Cream Teas at Bunes from 1530 to 1700

Chip Suppers and Refreshments at the Baltasound Hall from 1700

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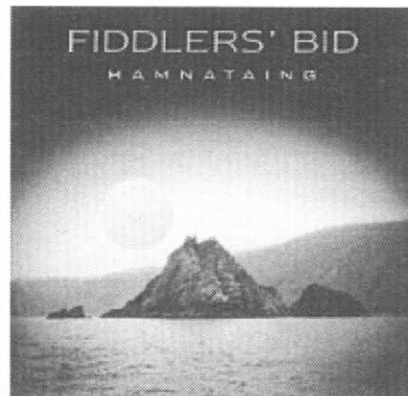
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Tues. 10th Aug.	Clickimin Centre
Wed. 11th Aug.	Holmsgarth Main Stage 7pm Lerwick Boating Club 10pm onwards
Fri. 13th Aug.	AMNESTY INTERNATIONAL CONCERT at CLICKIMIN CENTRE
Sat. 14th Aug.	FOULA — the finale of their Isles Tour

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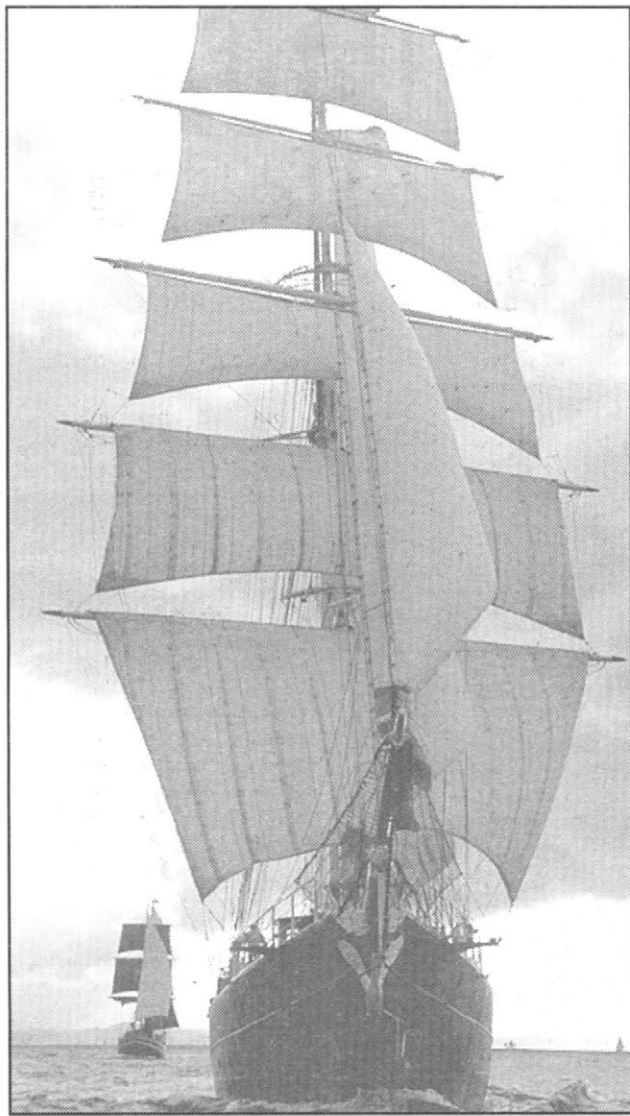
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TALL SHIPS SUPPLEMENT



Swan Fan Makkum

From the Netherlands, the *Swan Fan Makkum* is 61 metres long, including her bowsprit, and is hailed as the largest brigantine to sail in modern times. A two-master, she is square rigged on the foremast and carries a total of 14 sails. Her tallest mast reaches 44.6 metres above the deck. When not competing in tall ships races, the *Swan Fan Makkum*, built in 1993, takes charter trips to warmer climes like the Canary Islands and the Caribbean. She is fast, and has won Cutty Sark races in the past.

Lots of things to do in every corner of the isles

Monday

9.00am - 6.30pm Guided walk to Unst's National Nature Reserves. Book at Leask's Travel Agents.

9.00am - 5.00pm Bigton Craft Centre

10.00am - 5.00pm Bressay Heritage Centre - Seafaring Exhibition.

10.00am - 5.00pm Old Scatness Dig, Scatness - Iron Age and Viking village.

10.00am - 6.00pm Teas and sandwiches in Scalloway Youth Centre. Demonstrations of kishie-making, carding, spinning and knitting, organised by Scalloway Community Council.

10.00am - 6.00pm Cafe at Aith Hall for breakfast, lunch and dinner, toddlers play area, photographic exhibition, local crafts and Lifeboat souvenirs. Visit Britain's most northerly lifeboat station. Basic accommodation available.

10.30am - 4.30pm Visit the exhibitions at the Weisdale Mill: Bonhoga Gallery - On Canvas; Shetland Textile Working Museum - The Vaeg. Cafe facilities available for teas, coffees and lunch.

1pm - 5pm Tangwick Haa Museum "A living from the sea."

2pm - 5pm Tingwall Agricultural Museum.

Visit the exhibition at Quendale Water Mill, Dunrossness - "50 years of Drift Net Fishing."

Lecture at North Atlantic Fisheries College, Scalloway, by Professor Christopher Frayling, of the Royal College of Art - 'Maritime Movies: the image of the sea in film'. Free entry.

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1.00pm - 5.00pm Tangwick Haa Museum "A living from the sea."

1.30pm - 6.00pm Cricket for crews at Sandwick Junior High School. Spectators welcome.

2.00pm - 5.00pm Tingwall Agricultural Museum.

2.00pm Wildlife Cruise to Noss National Nature Reserve

Visit the exhibition at Quendale Water Mill, Dunrossness - "50 years of Drift Net Fishing."

Lecture at North Atlantic Fisheries College, Scalloway, by Professor Christopher Frayling, of the Royal College of Art -

'Maritime Movies: the image of the sea in film'. Free entry. Boat Trips to Island of Mousa

Wednesday

9.00am - 5.00pm Bigton Craft Centre.

Full Day Cruise to Muckle Flugga, Shetland Wildlife Tours.

9.30am - 4.30pm Guided tour by Scottish Natural Heritage - the wildlife and landscapes of Shetland. A full day to explore the mainland - book at Leask's Travel Agents.

10.00am - 5.00pm Bressay Heritage Centre - Seafaring Exhibition.

10.00am - 5.00pm Old Scatness Dig, Scatness - Iron Age and Viking village.

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10.00am - 5.00pm Cafe at Aith Hall for breakfast, lunch and dinner, toddlers play area, photographic exhibition, local crafts and Lifeboat souvenirs. Visit Britain's most northerly lifeboat station. Basic accommodation available.

10.00am Guided Walk to Noss National Nature Reserve by Scottish Natural Heritage - book at Leask's Travel Agents.

10.30am - 4.30pm Visit the exhibitions at the Weisdale Mill: Bonhoga Gallery - On Canvas; Shetland Textile Working Museum - The Vaeg. Cafe facilities available for teas, coffees and lunch.

1.00pm - 5.00pm Tangwick Haa

Museum "A living from the sea."

1.00pm Guided Walk to Noss National Nature Reserve by Scottish Natural Heritage - book at Leask's Travel Agents.

1.30pm - 6.00pm Cricket for crews at Sandwick Junior High School. Spectators welcome.

2.00pm - 5.00pm Tingwall Agricultural Museum.

Visit the exhibition at Quendale Water Mill, Dunrossness - "50 years of Drift Net Fishing."

Boat trips to the island of Mousa.

Thursday

9.00am - 5.00pm Bigton Craft Centre

10.00am - 5.00pm Bressay Heritage Centre - Seafaring Exhibition.

10.00am - 5.00pm Old Scatness Dig, Scatness - Iron Age and Viking village.

10.00am - 6.00pm Cafe at Aith Hall for breakfast, lunch and dinner, toddlers play area, photographic exhibition, local crafts and Lifeboat souvenirs. Visit Britain's most northerly lifeboat station. Basic accommodation available.

1.00pm - 5.00pm Tangwick Haa Museum "A living from the sea."

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Shetland Fish
Producers'
Organisation



Shetland
Salmon Farmers'
Association



Shetland Fish
Processors'
Association

FISH 'N' SHIPS '99

in conjunction with

Monty's

on

VICTORIA PIER LERWICK

**MONDAY 9th to
FRIDAY 13th AUGUST,
11.00am - 6.00pm**



Daily demonstrations
by
John McGeever and
Chris Coubrough
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Master Chefs of
Great Britain

MENU

Salmon salad lunchboxes

Kebabs: Scallop

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Salmon

Mixed Seafood

Dressings: Thai Green Coconut
Curry

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Wine & Beer • Soft Drinks

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Museum has a special display

SHETLAND Museum is putting on a special display of maritime objects until 20th August.

The exhibition in the museum gallery will include paintings, maps and artifacts such as nameboards, figureheads, lifebelts and other items which have not been on display before because of lack of room.

Some of the artifacts have been on display previously but had to be taken down to make way for new exhibits. Some of the models and paintings have been sent south to be professionally restored and this will be the first time they have made their appearance since then.

Did you know?

The tall ships races will cover 1380 nautical miles this year. Since Cutty Sark started sponsoring the races 27 years ago, there has never been a repetition of the same course.

Since leaving Greenock, the vessels have been cruising in company, and many of the around 3000 trainees will have changed places with each other. This not only gives them the opportunity to experience different kinds of sailing but also discover the different ways of life that exist among the nations taking part.

This is where lasting friendships are made so easily and is a demonstration of the rationale and philosophy behind the races.

Mill gallery will be full of music, all along the walls

THE BONHOGA Gallery at Weisdale Mill will be full of music this month, for the walls are covered by larger-than-life-size images of some of Shetland's best known musicians interspersed with smaller pencil drawings, all the work of Fife-based artist Richard P. Wemyss.

Richard first approached Shetland Arts Trust three years ago with the idea of creating an exhibition based around Shetland musicians. The project grew and the entire project entitled Canvas opens on 7th August 1999. Richard was resident in Shetland in January and February 1998 and has visited during Shipshape and at the 1999 Shetland Folk Festival to photograph and talk to his subjects.

This is now a much larger project than was first envisaged with the paintings being produced as a set of postcards, and complemented by a book *Notes Between Canvas — Da Vaam o' da Skyn-bow*; stories of Shetland music by well-known local broadcaster and author Tom Morton.

Tom was asked to write a history of Shetland music but the end project is a book of stories in which locals, and many visitors will recognise characters from the musical world of their past — the Blind Fiddler, groups from The Planets, even Shetland musicians in Nashville.

If Shetland musicians are to be captured *On Canvas* it seemed a good idea to have Shetland music to play alongside the images; so Andrew Tulloch was commissioned by Shetland Arts Trust to produce a CD *Under Canvas*; the



Don't miss the opportunity to visit the Spiegeltent with its mirrors and leaded windows.

end result is splendid mix of traditional fiddle playing by Debbie Scott and Bryan Gear, louder fiddle rock from Fiddler's Bid while Jenny Napier's voice contrasts with Pete Stack's blues and much more. A great mixture to sum up some of the best local music in Europe.

The exhibition runs for the month of August and the mill, now

open on Tuesdays, will have a special Monday opening on 9th of August to allow boat crews and visitors to visit while the ships are in port. A shuttle minibus will run from Lerwick to Weisdale throughout all four days.

Originally the exhibition was to be launched with a concert but when the arts trust heard that Shetland was to host the Tall Ships

in 1999 it decided to bring a Spiegeltent from Belgium to Shetland and house non-stop music from 11am until 2am Monday to Thursday.

What is a Spiegeltent? In the 1920s a man called William Klessens toured through his region of Belgium with his Spiegeltent of wood, canvas and cut glass. His son Gust took over the business

and for more than 50 years his tents were familiar entertainment at the fairs and he became known as "The King of the Tents of Mirrors". The tradition continues. The third and fourth generations of this extraordinary family are bringing a tent called La Gaité to Shetland. These legendary tents of mirrors with wooden floors, leaded windows, velvet canvas and the brilliance of light in mirrors and cut glass will bring a spark of nostalgia and lots of atmosphere in which a stunning selection of musicians will play traditional music, jazz, rock — each a unique Shetland blend.

The bar will sell beers, wines and soft drinks and serve delicious sandwiches, supplied by Monty's Bistro, made with tasty local ingredients.

Then, to crown the whole project, the exhibition will tour backed by book, cards and CD. The hiring venues are offered the opportunity to enhance the exhibition with live performances by Shetland musicians.

Venture out of the metropolis of Lerwick and visit the beautiful West Side.

Feast your eyes on a host of exciting art and your stomach on the fabulous food at the Mill Cafe then return to town, settle down in the Spiegeltent and be well and truly entertained. Round off a perfect visit, having seen the canvas sails of the tall ships, sipped wine beneath the canvas of the tent, by purchasing the book *Notes Between Canvas* and CD *Under Canvas*; a perfect souvenir of a visit to Shetland and the tall ships' visit.



Stow away some of our Tall Ships' calendars in your kit bag before you cast off

REMEMBER TO PICK UP YOUR FREE TALL SHIPS' EDITION OF OUR MARITIME BOOKLIST WHEN YOU CALL IN TO THE BOOKSHOP



71-79 Commercial Street, Lerwick, Shetland ZE1 0AJ Tel: 01595 695531 Fax: 01595 692897
E-mail: bookshop@shetland-times.co.uk www.shetland-books.co.uk

TALL SHIPS' WEEK

Open 9am-9pm Monday 9th, Tuesday 10th, Wednesday 11th, Thursday 12th August.
Friday and Saturday 9am to 5pm.

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Rental offices at all arrival points in Shetland:

LERWICK: 26 North Road

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TALL SHIPS SUPPLEMENT

Fine selection of food to keep the hunger at bay

Seafood barbecue

ORGANISED by Shetland Fish Producers' Organisation and the Shetland Salmon Farmer's Association. Chef will be Raymond Smith, from Monty's Bistro. The barbecue will be set up on Victoria Pier. Look out for guest appearances by two Masterchefs of Great Britain.

Mongolian yurts

Dave and Debbie Hammond from Skeld Smokehouse and Bo Simmons and Henry Anderton from Burrastow House Hotel have joined forces in an unusual project. They will serve top-quality food from their Victoria Pier site. Central to the West Side promotion will be a Mongolian yurt, a round, felt-covered tent, which will be a jazz venue.

German sausages

German company Laschinger, which has a base in Lerwick, is bringing a European flavour to their Victoria Pier site. The company is planning to sell German fare including German and Bavarian beer, wine, white sausages, salmon sausages, fish cakes and pretzels.

Shetland lamb

The Shetland Agricultural Association will be providing Aberdeen caterer Stan Buchan with Shetland lamb to barbecue at the Victoria Pier site. The association will have a stand near the barbecue where they will be selling reestit mutton soup, reestit mutton, bannocks and homebakes.

Stan Buchan Caterers

Aberdeen-based caterer Stan Buchan will be bringing a variety of fast-food trailers to Lerwick. They will be based at both the Holmsgarth and Victoria Pier sites and include burgers, fish and chips, baked potatoes, tacos, freshly-baked doughnuts and ice cream. He is also bringing a 36-foot-long American motorhome with a 20 foot awning for the lamb barbecue.

Commercial Street

Many of the cafes will be extending their opening hours, with some planning to set up tables and chairs on the street to add a cosmopolitan air to the occasion.

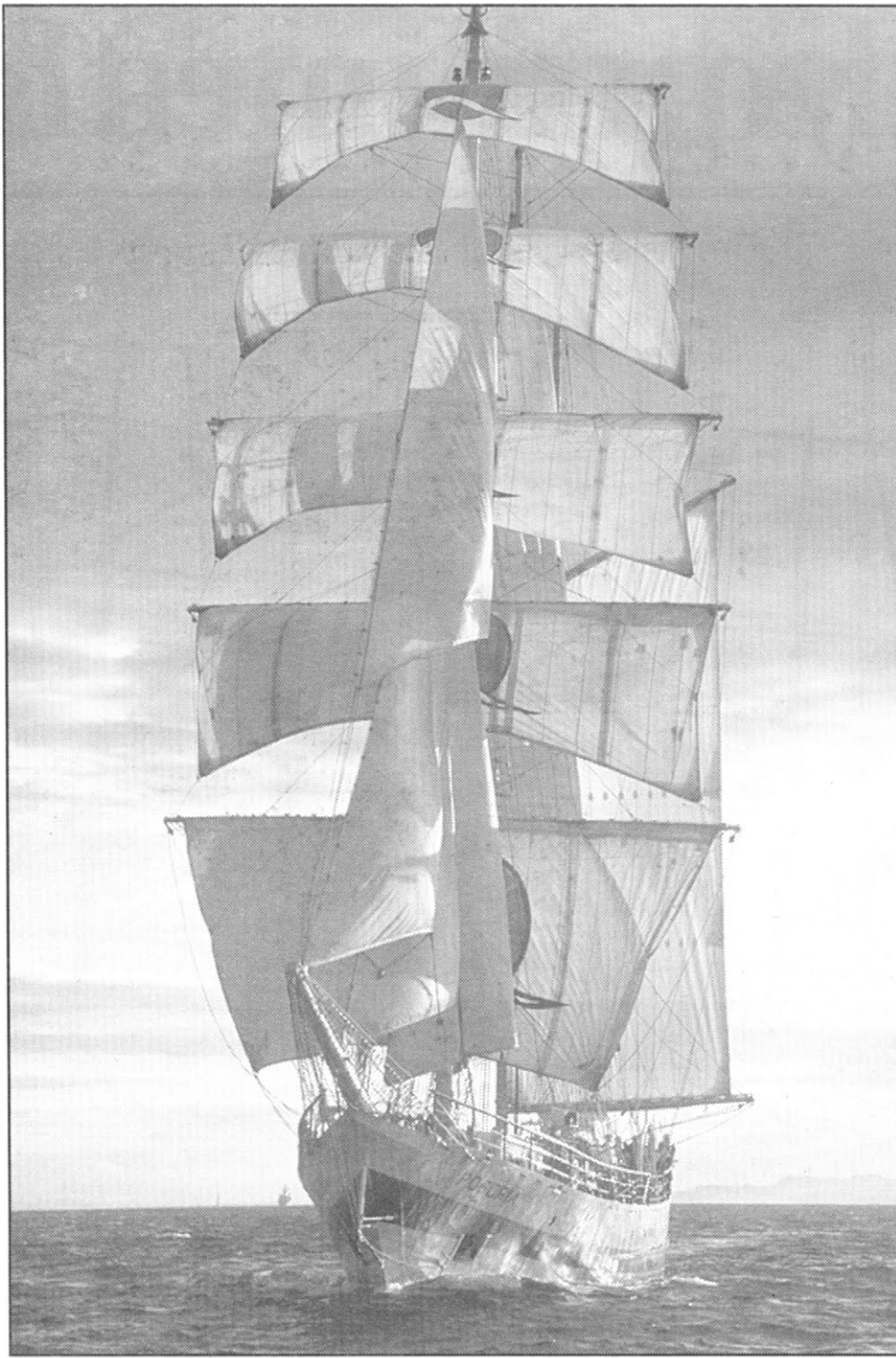
SWRI

The SWRI association will be selling teas at Lerwick Town Hall on Tuesday 10th, Wednesday 11th and Thursday 12th August.



Eendracht

Another A Class vessel, the *Eendracht* is a three-masted topsail schooner. She is 193 feet long and was built in 1989 at Scheveningen. She carries 56 crew (13 officers, one professional crew and 42 trainees). Operated by a Dutch foundation to provide sail training experience at sea for youngsters and adults, she is also used to promote the Netherlands as a seagoing nation. She was built to replace a smaller two-mast ship, *Eendracht* (which means "united"). The first *Eendracht* is now the German *Johann Smidt*. Like the *Swan Fan Makkum*, the *Eendracht* is fast and has been the first of the A Class ships to arrive at race ports on several occasions.



Pogoria

The barquentine *Pogoria* was built in 1980 at Gdansk for the Polish Yachting Association in conjunction with the Iron Shackle Fraternity, Poland's first sail training association, which has its logos on her square sails.

She took part in her first tall ships race just a few weeks after being completed.

Pogoria was built as a training ship and is very fast, with a good windward performance. She is 153.5 feet long with a 26 foot beam and she carried 11,302 square feet of sail. She has steel pole-masts and all the yards are standing. There will be 10 officers and 45 trainees onboard.

Pogoria, one of the A Class ships, is taking part in Baltasail this weekend. You can recognise her and her sister ship *Orp Iskra* by their distinctive wide sterns.

Rule of rating

The Sail Training Association's rule of rating allows the largest square-riggers to compete with the smaller vessels. It has been worked out by a mathematical formula which has been developed over the years and its success is put down to the fact that it is kept secret.

The rule of rating for the tall ships is different from others used in sailing races in that a vessel which does not cross the finishing line can still win. The crew of a smaller, traditional vessel may have sailed more skilfully and worked harder than a crew of a light displacement yacht, for example, so a formula is used to calculate an estimated time which can be used in the race results.



長城 Great Wall

Chinese/Thai Restaurant

Traditional 'Dim Sum' menu
is being served every Sunday Lunchtime from
1.00pm to 4.00pm

Don't know what 'Dim Sum' is - well come and
try for yourself!

OPENING HOURS:

Sunday 1.00pm-11.30pm

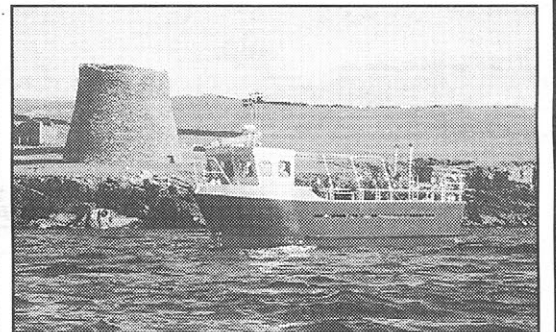
Mon-Fri 12 noon-2pm & 4.30pm-11.30pm

Saturday 12 noon-11.30pm

Other menus are also available for choice

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Tel. 693988 (Restaurant)



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SOLAN IV to visit the world famous
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tranquil island.

TALL SHIPS' VISIT

Trips daily at 10am and 2pm

THURSDAY 12th AUGUST . . .

**SPECIAL CRUISE FROM SANDWICK
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www.mousa-boat-trips.zetnet.co.uk

9 10 11 12 AUGUST 1999
11AM - 6PM
7.30PM - 2AM
FREE ENTRY

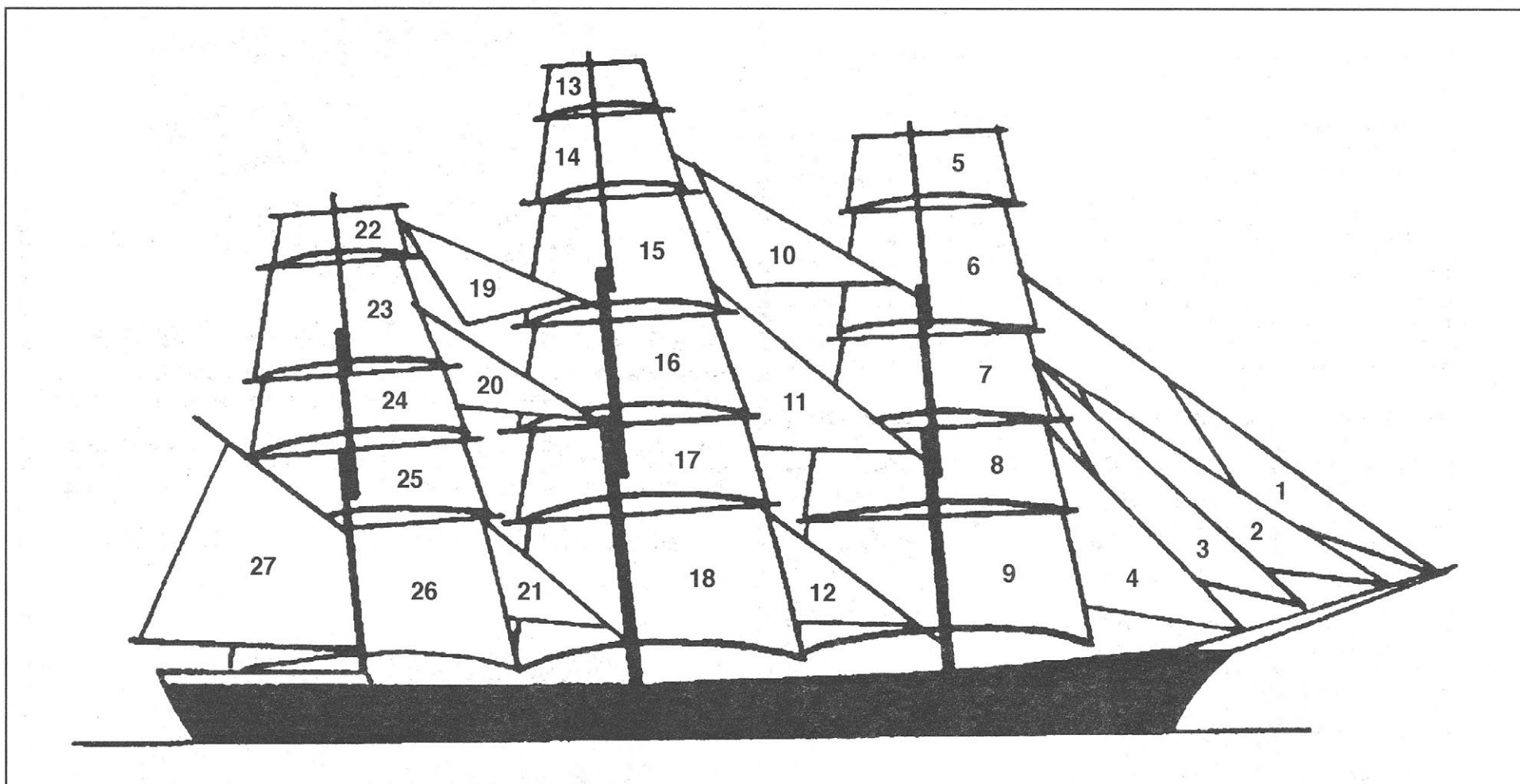
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THE SPIEGEL TENT
VICTORIA PIER LERWICK

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WINE BEER AND SOFT DRINKS
PROOF OF AGE MAY BE REQUIRED

folk blues instrumental bluegrass vocal traditional

country jazz rock

Can you name them all?



- 1 Flying jib
- 2 Outer jib
- 3 Inner jib
- 4 Fore staysail
- 5 Fore royal
- 6 Fore topgallant
- 7 Fore upper topsail
- 8 Fore lower topsail
- 9 Fore course

- 10 Main royal staysail
- 11 Main topgallant staysail
- 12 Main topmast staysail
- 13 Main skysail
- 14 Main royal
- 15 Main topgallant
- 16 Main upper topsail
- 17 Main lower topsail
- 18 Main course

- 19 Mizzen royal staysail
- 20 Mizzen topgallant staysail
- 21 Mizzen topmast staysail
- 22 Mizzen royal
- 23 Mizzen topgallant
- 24 Mizzen upper topsail
- 25 Mizzen lower topsail
- 26 Mizzen or cro'jack
- 27 Spanker

Note: Different ships, different long-splices! There may well be variations in nomenclature in common use but the naming given here roughly follows that of Harold Underhill in his excellent study "Sailing ship rigs and rigging" published by Brown, Son & Ferguson in 1938. And if you are still uncertain the issue can be further confused when the topgallants are split into upper and lowers, or if the fore mast crosses six yards instead of the five illustrated ...

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TENNENTS
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PETER BOTT
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*These marked
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Thursday 12th
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TALL SHIPS' OPENING HOURS
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Mon-Fri 8.30am - 7.30pm
Sat. 9.00am - 5.00pm

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No traffic problems if you remember ...

Park and ride

THE PARK and ride system will be free. Visitors should leave their cars at the former Shell pipeyard, which will be constantly patrolled by security staff.

Buses will run every five minutes, starting at 7.30 am (time to be confirmed) and running until late at night.

It is hoped that folk going into town for work will also take advantage of the scheme and help keep the town centre clear of traffic.

Disabled parking

DISABLED badge holders can park at the end of Alexandra Building (four spaces), on the seaward side of the Esplanade (20 spaces) and along the back wall of the Scottish Co-op's smaller carpark (14 spaces).

Sail Shetland staff will do their very best to ensure people with limited mobility can fully enjoy the event. Groups are welcome to contact the organisation in advance. It is hoped that visits on board ships can be arranged when vessels are not officially open to the public and therefore not so busy. This will, of course, be subject to the wishes of the individual captains.

Proposed road closures

ROAD closures take effect from Monday 9th August to Thursday 12th August.

The restrictions will apply from 10am to the following

4am on Monday, Tuesday and Wednesday and from 10am until on Thursday.

TOWN CENTRE: Commercial Road will be closed from the Stewart Building seafood centre, right along the Esplanade to the Old Tolbooth, at the foot of Church Road.

Commercial Street will be closed from the south end of the Fort Charlotte wall (leaving the car park below the fort open) right along the street to the junction at the foot of Church Road.

The Market Cross and all the

smaller roads leading from the street to the Esplanade will also be closed to traffic.

HOLMSGARTH: The service road at Morrison dock may be closed from the weighbridge to the south end of the Scottish Co-op building.

EXEMPTIONS: Disabled badge holders, all emergency services and other agencies like Lerwick Port Authority, Scottish Hydro Electric, British Telecom and the Post Office.

Access to the Bressay ferry terminal will not be affected by the road closures.

SHETLAND TIMES BOOKSHOP TALL SHIPS' SHOP WINDOW COMPETITION

WIN A copy of
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by Erik C. Abranson **£32.00**

Competition open to all ages

Each sail in our window display shows the number of a Shetland Model sailing boat — **CAN YOU NAME THE BOATS?**

Pick up an entry form from The Shetland Times Bookshop, 71-79 Commercial Street, Lerwick, no later than Saturday 21st August, 1999

All correct entries will be drawn from a hat.



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E-mail: bookshop@shetland-times.co.uk www.shetland-books.co.uk

LATE OPENING THURS TILL 7PM

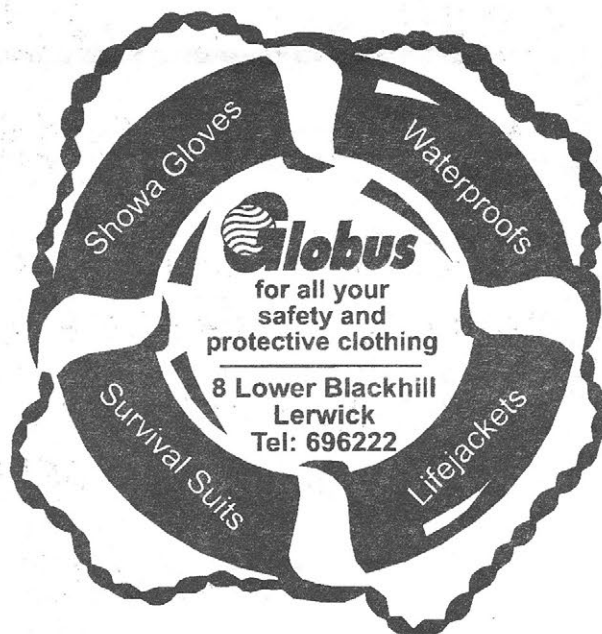
Member of the Booksellers Association

On show in the park

SHETLAND Craft will be in the Gilbertson Park on Tuesday, Wednesday and Thursday from 10am until late with an exhibition and sale. More than 50 individuals or companies will be showing their wares.

Three marquees are being put up and one will host an environmental exhibition, with a number of environmental organisations represented. There is also a beer tent and food tent. Most of the catering will be by COPE and The Booth.

There are various activities planned during the three days. One of the more unusual is peat sculpting by Julie Fletcher.



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Opening hours during Tall Ships week:

Sunday 12 noon to 5pm;
Monday, Tuesday, Wednesday and Thursday 9am to 9pm;
Friday and Saturday 9am to 5.15pm

The Fishermen's Mission CAFE



Harbour Street, Lerwick

Tall Ships 1999

Located by the main entrance to Fort Charlotte we have a large cafe with food at reasonable prices. During Tall Ships we will have a small fishing exhibition with CD ROM slide show, Videos, Photos and model boats in the cafe area as well as stalls selling knitwear at value prices; videos; cookbooks; home produce and much, much more. Either side of the main event you can also enjoy Snooker, Pool and Table Tennis facilities.

COME AND GIVE US A TRY!!

Cliff Powell
Superintendent



Norscot Angling Club

Tall Ships Celebrations at the Clubhouse
The James Hunter Band

plus SUPPORT

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4pm — 7pm **£3.00** at door

Monday 9 August
Wednesday 11 August
Friday 13 August
9pm till late!

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Temporary memberships available for
visiting crews

Don't forget the entertainment is all free

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Monday

Main stage – Holmsgarth

Pre-programme	The Brass Band - in stage area
12.00 - 12.30	Shetland Fiddlers' Society
12.30 - 13.00	Rack n' Ruin
13.30 - 14.30	Beat Route
15.00 - 15.30	Fiddlers' Bid - Fiddle Frenzy!
15.30 - 16.00	Filiska - Fiddle Frenzy!
16.30 - 17.30	Pete Stack and the Rayburns - Rock night!
18.00 - 19.00	Blackberry Root - Rock Night!
19.30 - 20.30	Duncan Phillip's Band - Rock Night!
21.00 - 22.00	Bongshang - Rock Night!
22.30 - 23.30	The Felsons - Rock Night!
24.00 - 01.30	Suppository Business - Rock Night!

Fishmarket stage

Pre-programme	The Lerwick British Legion Pipe Band - in stage area
12.00 - 13.00	Jackie and the Late Shift
13.30 - 14.15	The Shining Pool
14.30 - 15.15	The 69'ers
15.30 - 16.00	Trevor Hunter
16.30 - 17.30	The Mad Mental Ceilidh Band
18.00 - 18.30	Shoormal
18.30 - 19.00	Bryan Gear
19.30 - 20.30	Mixed Up Folk
21.00 - 22.00	Fred's Band

22.30 - 23.00
24.00 - 01.30

May & Mackie
Drop the Box

Tuesday

Main stage – Holmsgarth

12.00 - 12.30	Fiddle Attraction
12.30 - 13.00	New Tradition Fiddlers
13.30 - 14.30	Pure Greed
15.00 - 15.30	Johnny Boland Band
15.30 - 16.00	Malacky Tallack
16.15 - 17.00	High Strings
17.30 - 19.00	"Tide of Praise"
19.30 - 20.30	Sheila Henderson's Band
21.00 - 22.00	Matt Vinyl and the Decorators
22.30 - 23.30	The Red Vans
24.00 - 01.30	Rock, Salt and Nails

Fishmarket stage

11.30 - 12.00	Sing Shetland
12.00 - 12.30	Iain McAlpine
12.30 - 13.30	Dem Lot
14.00 - 14.30	Spaelimenninir - Faroe/Shetland Fiddle Showcase!
14.30 - 15.00	Filiska - Faroe/Shetland Fiddle Showcase!
15.10 - 15.40	O' Degrees - Young Band Showcase!
16.00 - 16.30	Underdogs - Young Band Showcase!
17.00 - 17.30	Steel Pans Group
17.45 - 18.30	Pop Choir

18.45 - 19.30
20.00 - 21.00
21.30 - 22.30
23.00 - 24.00
00.30 - 01.30

Shetland Youth Jazz
Sheep Doctors - Rock Night!
Revolver - Rock Night!
De Facto - Rock Night!
Matt Vinyl and the Decorators - Rock Night!

16.15 - 17.00
17.00 - 21.00
21.00 - 22.00
22.30 - 23.30
24.00 - 01.30

Shetland's Young Heritage
CLOSED for processions
Franks' Guys
Riptorn
Hom Bru

Clickimin Centre – Main hall

19.30 - 20.00	Filiska
20.00 - 20.30	Shetland Folkdance
20.30 - 21.00	Fiddlers Bid
21.15 - 22.30	Suppository Business
23.00 - 00.30	The Felsons

Wednesday

Main stage – Holmsgarth

12.00 - 13.00	Sheep Dip
13.30 - 14.30	Yellicrack
15.00 - 16.00	The Corbies
16.30 - 17.00	Lerwick Choral Society
17.30 - 18.30	Drop The Box
19.00 - 19.45	Fiddlers' Bid
20.30 - 21.45	The Felsons
22.30 - 00.30	Shooglenifty

Fishmarket stage

12.00 - 12.30	Mark Laurenson
12.40 - 13.10	Stramash
13.10 - 13.40	Square Da Mizzen
14.00 - 15.00	Da Bonxies
15.15 - 16.00	Jean's Skiffle Band

Thursday

Main stage – Holmsgarth

15.00 - 15.45	Stramash (Whalsay)
16.00 - 16.45	The Underdogs
17.00 - 17.45	Joy Department - Shetland Showcase!
18.00 - 19.00	Mad Mental Ceilidh Band - Shetland Showcase!
19.30 - 20.30	Sheila Henderson's Band - Shetland Showcase!
21.00 - 22.00	The Red Vans - Shetland Showcase!
22.30 - 23.30	Bongshang - Shetland Showcase!
00.00 - 01.30	Pete Stack and the Rayburns - Shetland Showcase!

Fishmarket stage

15.30 - 16.30	Northmavine Fiddle and Accordion Club
17.00 - 18.30	Westside Fiddle and Accordion Club
18.30 - 19.30	Solar Polar Bear - Youth Night!
20.00 - 21.30	Suppository Business - Youth Night!
22.00 - 01.30	DJ extravaganza! - Youth Night!

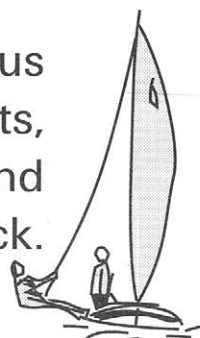


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A LARGE RANGE OF CAMPING UTENSILS

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TALL SHIPS' WEEK OPENING HOURS:

Monday and Tuesday 9am-5pm; Wednesday 9am-7pm;
Thursday 9am-2.30pm; Friday and Saturday 9am-5pm



A FESTIVAL OF SCOTTISH ALES
— AT —
THE WESTINGS
IN THE
PALM SHACK BAR
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Visit the sea around us

DURING the Cutty Sark Tall Ships' Race Scottish Natural Heritage (SNH) will be holding an exhibition entitled Kelps, Creels and Sea Caves in the Stewart Building which looks at Shetland's landscape and wildlife, focusing particularly on the marine environment.

Throughout history the seas around Shetland have provided the islands' inhabitants with many resources; from fish and shellfish to eat, to cast seaweed, collected from the beaches and used to fertilise the land.

In the latter half of this century, developments in fishing and aquaculture industries have also been responsible for providing Shetland with much of its wealth.

However, SNH believes it is important to ensure that the marine environment is managed in a sustainable way so that its rich resources are available to future generations. As the Government's conservation adviser, SNH has been working on a number of projects with other organisations and in-

dividuals, to take a closer look at the ways in which we use and manage our seas and coastal waters.

SNH is currently running a joint project with Shetland Islands Council to develop management schemes for marine candidate Special Areas of Conservation (cSAC). At present work is focusing on the waters around Papa Stour and along the Sandness Coast, a site known as Papa Stour marine cSAC.

By working in partnership with the council's marine SAC advisory panel, people from local communities and users of the area, the project aims to conserve the reef and sea cave habitats within the site, while at the same time supporting the sustainable use of the area. The other marine cSACs in Shetland include; Mousa, for its large breeding population of common seals; Yell Sound Coast, for the population of otters; and The Vadills, an example of a sheltered lagoon site.

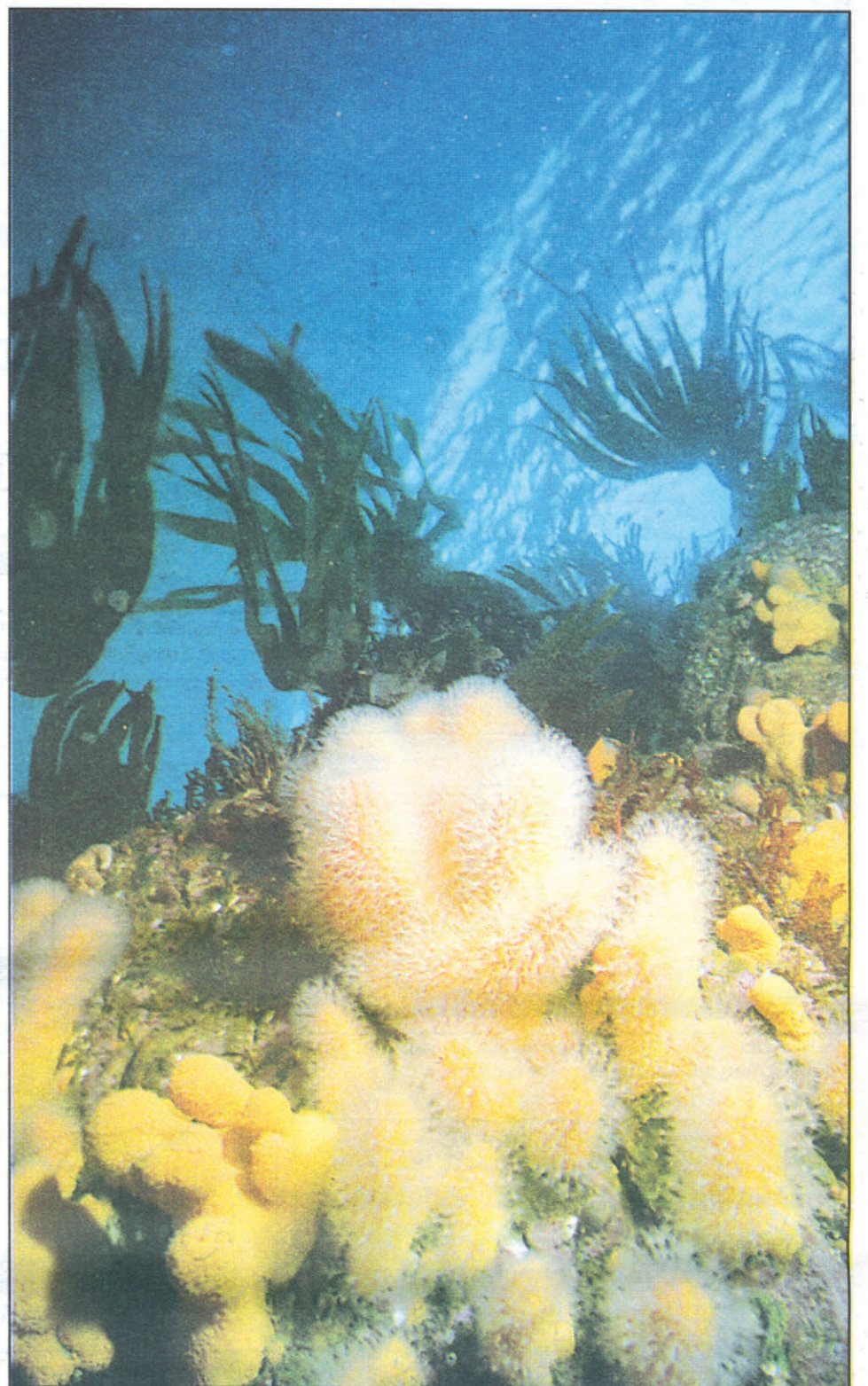
In addition to work on specific sites, SNH also has a role to play in the wider

marine environment, advising on specific issues relating to the conservation of marine habitats and wildlife, as well as raising awareness and enjoyment of the natural heritage.

In response to concern over the breeding failure of some seabird species in Shetland in the mid 1980s and early 1990s, SNH was involved in constructive discussions with Shetland Fishermen's Association and the Royal Society for the Protection of Birds which has resulted in a very successful locally managed fishery where sandeels, an important food resource for many seabirds, are no longer caught during the crucial period of the breeding season during June and July.

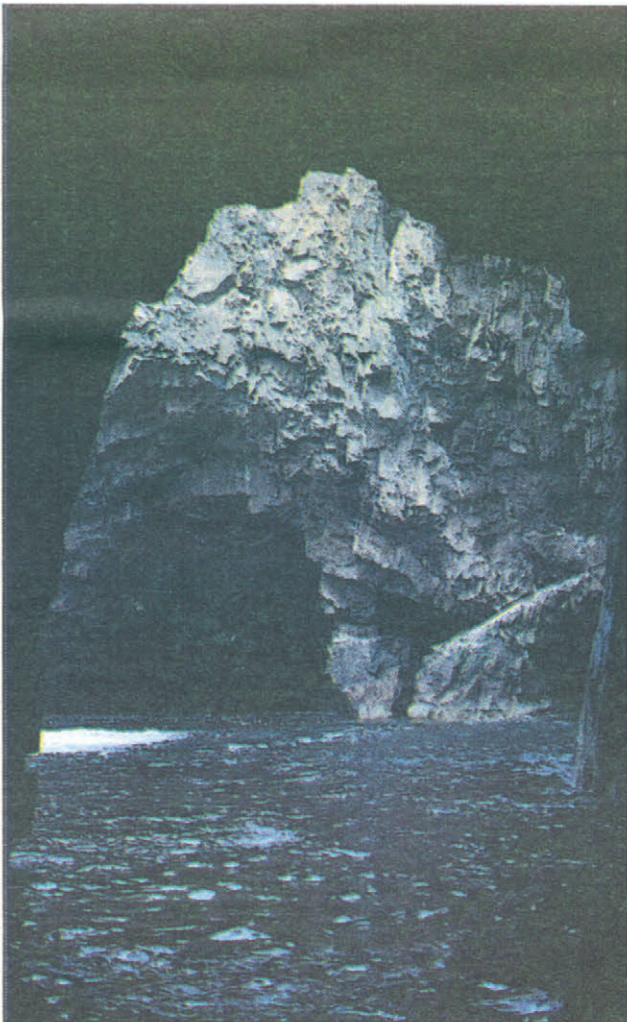
SNH is also part of the Shetland Shellfish Management Organisation, which is continuing to work on the application for a regulating order to manage the Shellfish fisheries in the waters around Shetland. When the order is granted, it will provide an opportunity to bring the management of specific local fisheries, including those for edible crab, lobster and scallops, under the control of people in Shetland.

The exhibition in Stewart Building will be open between 9th-12th August from 9am to 5pm and aims to help raise awareness and understanding about the marine life around Shetland and its importance to the islands and their people. Anybody who would like to know more about marine wildlife and the work that SNH is currently doing is welcome.



Dead man's fingers and kelp forest.

Photo: Neil Finlayson



Francies Hole, one of the spectacular caves of Papa Stour.

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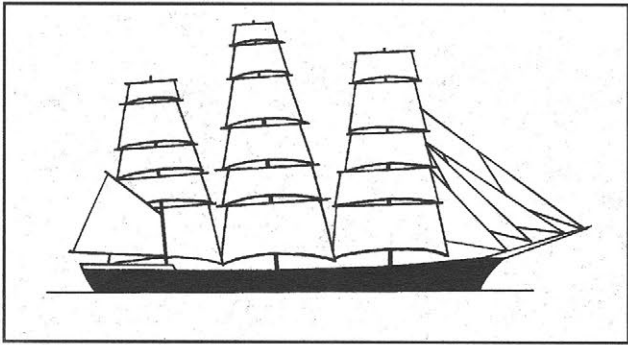
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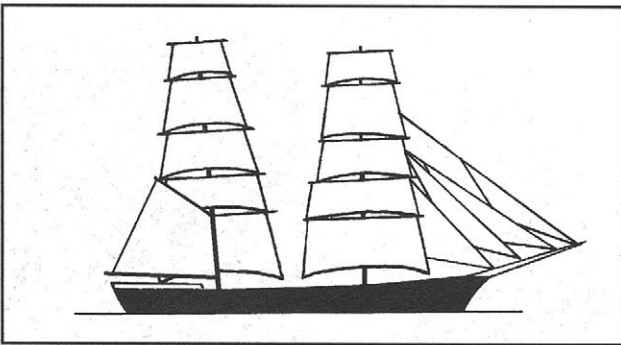
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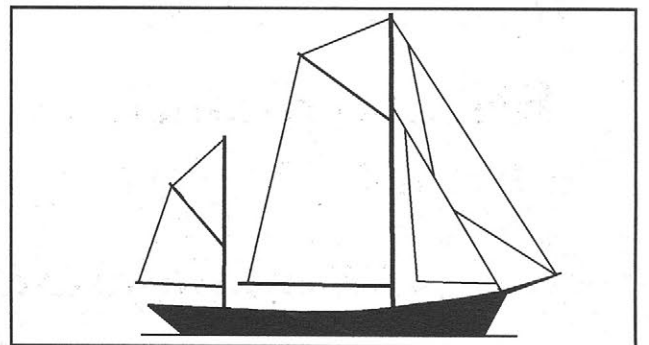
How to spot the difference



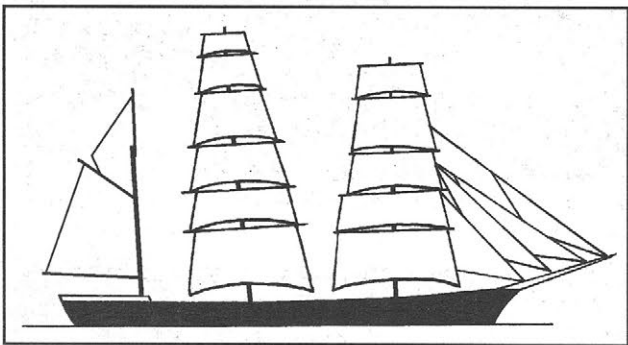
Full rigged ship — Three or more masts, all square rigged.



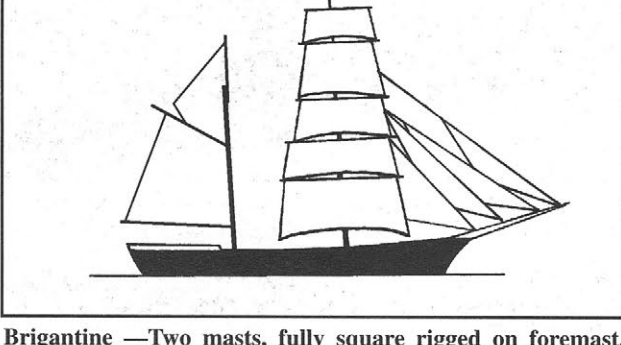
Brig — Two masts, both square rigged.



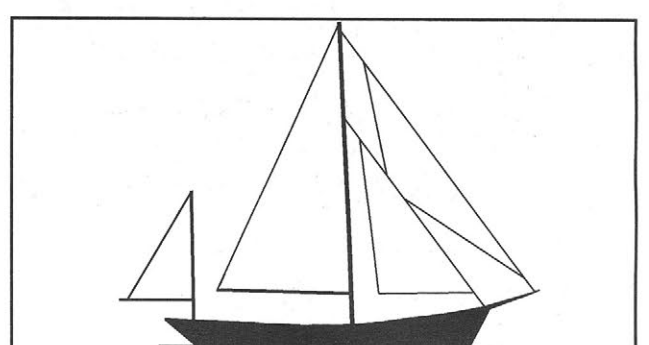
Ketch — Two masts, the aft mast or mizzen is smaller and stands ahead of the rudder post. Illustrated is a gaff ketch.



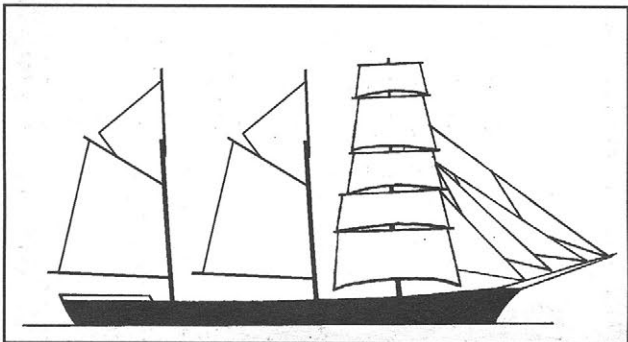
Barque — Three or more masts, square rigged on all except the aftermost which is fore-and-aft rigged.



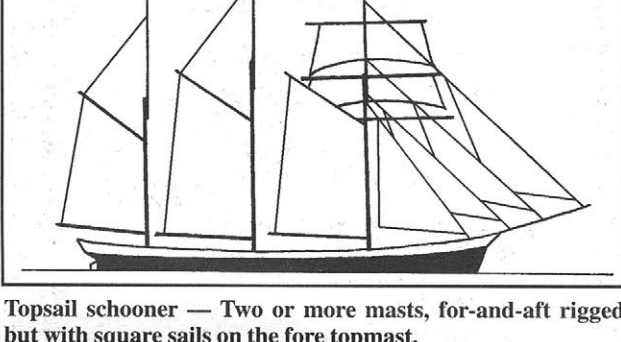
Brigantine — Two masts, fully square rigged on foremast, fore-and-aft rigged on main mast.



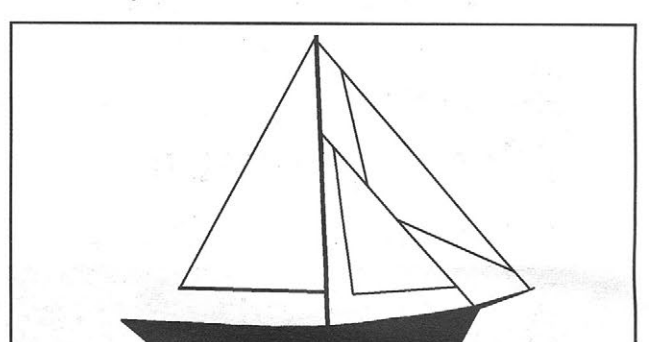
Yawl — Two masts, the mizzen is normally much smaller than in a ketch and stands aft of the rudder post. Illustrated is a bermudian yawl.



Barquentine — Three or more masts, square rigged on foremast, fore-and-aft rigged on the remainder.

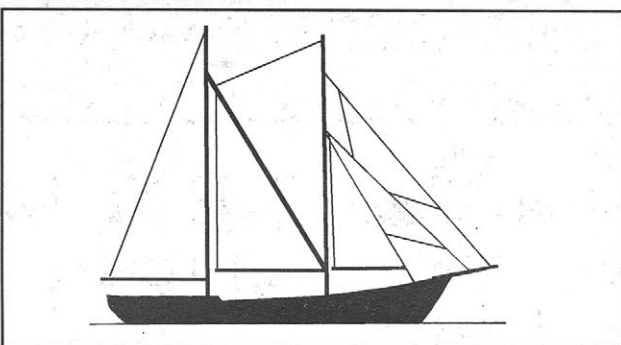


Topsail schooner — Two or more masts, fore-and-aft rigged but with square sails on the fore topmast.

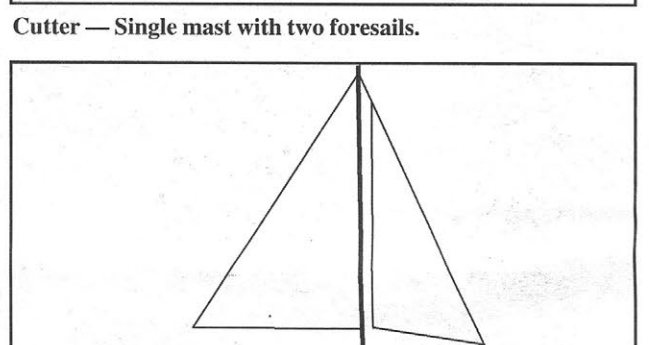


Cutter — Single mast with two foresails.

If you don't know your barques from your brigs this simple guide should make it all clear. You should be able to spot them all if you check the number of masts and note which of them are square rigged or have at least some yards for square sails. Give it a try!

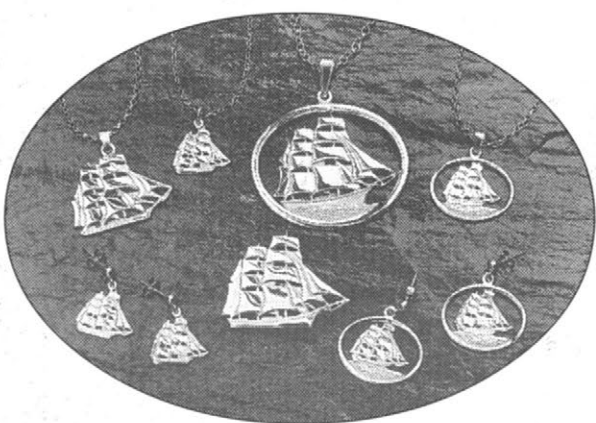


Schooner — Two or more masts, normally the foremast is slightly shorter, can carry a wide range of rigs. The one illustrated is a staysail schooner.



Sloop — Single mast and only one sail in front of the mast.

Tall Ships' Jewellery



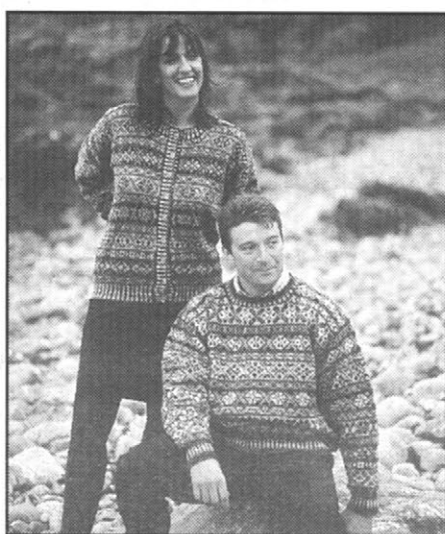
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TALL SHIPS SUPPLEMENT

Entertainment for children

Bell and Bullock

COMEDY duo Bell and Bullock are bringing The Further Tales of Captain Bullock to Lerwick. Their act includes circus skills, slapstick comedy and maritime music. They will be performing at the Holmsgarth and Victoria Pier sites throughout the four days.

Big Rory

THE MAD Scot will be aiming for a birds eye view of the event, poised above the crowds on his stilts. The multi-lingual street star will be performing his new show, designed especially for sea ports. Look out for his sidekicks Wee Malky and Morag. They will also be performing at both the Holmsgarth and Victoria Pier sites over the four days.

Cavalcade Theatre Company

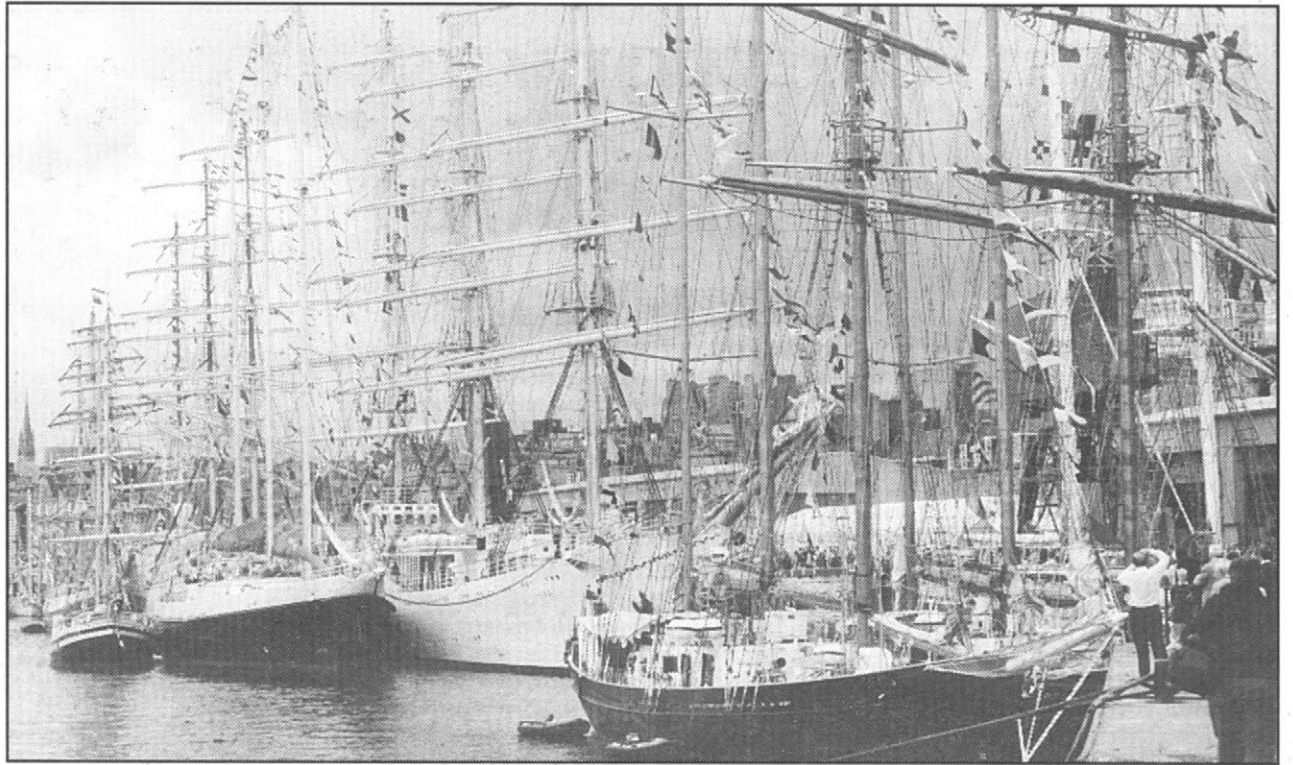
THIS LONDON troupe has a huge variety of street acts to spring on the Shetland public, including sea shanties, an irate Neptune, Miranda the Mermaid and a competition to find Shetland's pirate king. The group will also be performing an hour-long show Blackbeard the Pirate on one of Sail Shetland's open air stages each day of the event. The performers can also be seen in Unst during Baltasail.

Face painting

A TEAM of local face painters will be based at the Traders Village near the fishmarket. They are busy working on some fabulous designs, including a fully-rigged tall ship.

Merry-go-round

A carousel for younger children can be found at Holmsgarth.



A foretaste of the week ahead... the tall ships in Aberdeen Harbour two years ago. In the foreground is the *Malcolm Miller* and on the left is the *Eendracht* both of which will be here in the coming week.

Photo: Kieran Murray

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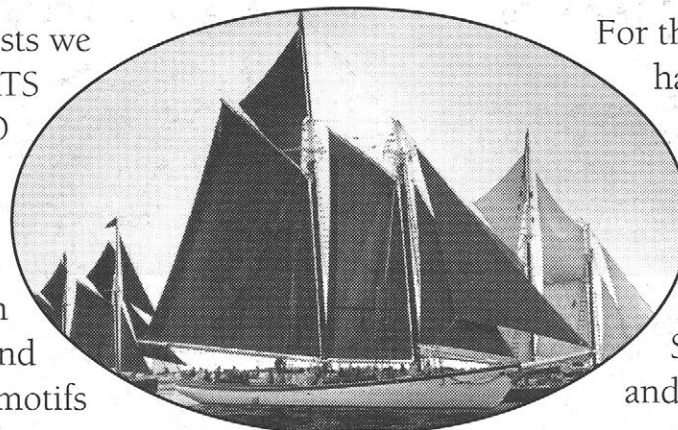
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Town's history is based on harbour

LERWICK Harbour is the reason for the town, and anyone standing on top of the hills surrounding can see why — it is sheltered and deep, an ideal base for the ships used in trade and commerce over the centuries.

The town began to grow when the Dutch herring fishermen arrived each year in the 1600s, although settlement was purely seasonal. In the 1650s the potential of Bressay Sound had been realised by the English government, and the area was put on the map during the war with the Dutch. The first permanent building was the fort. Cromwell's troops stayed for only three years, but between 1665 and 1668 the fort was again garrisoned against a possible Dutch invasion.

The Dutch fishermen came back after the war and by this time Lerwick had a permanent settlement south of Cromwell's fort. By 1700 it was described as a prosperous little town and in 1701 it became a separate parish with its own church.

By the end of the 18th century Lerwick was the

home of several of the landed gentry who had become increasingly involved in commerce. The north end of the harbour was beginning to develop with docks and warehouses, curing yards for herring and whitefish and a boat-building yard. Herring curing became big business and Shetland's fishing industry was developing rapidly.

By the mid-1800s Lerwick's merchants were also acting as agents for the whaling companies, whose vessels visited Lerwick each spring to complete their crews.

Regular sailings between Shetland, Aberdeen and Leith began at this time and the first of the "north boats" named after saints arrived in 1867.

Some of the merchants' houses and piers — the lodberries — are still standing at the south end of the town, but the first public pier was not built until 1866.

Lerwick Harbour Trust was formed in 1877, and soon after the development of Albert Wharf and Victoria

Pier began. The works were formally opened in 1886.

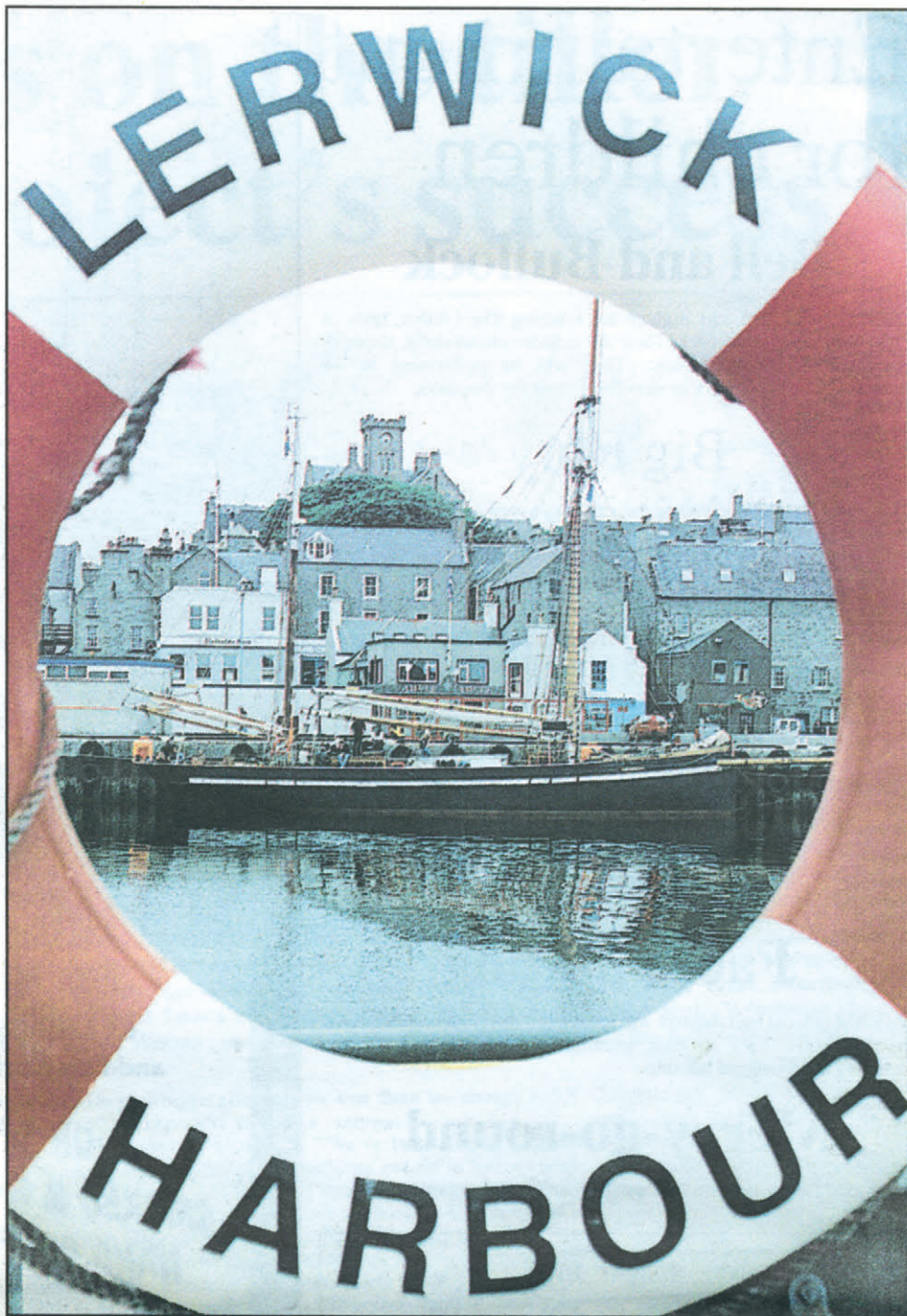
There have been many pier developments since then, and this year saw another change for the trust when it became Lerwick Port Authority.

The authority now looks after a harbour which would be unrecognisable 100 years ago. There has been constant development and redevelopment. Holmsgarth is now the terminal for the P&O ferries with berths for fishing vessels to the south. The arrival of the oil industry nearly 30 years ago brought the Shell and BP service bases to the north and prompted massive developments at the old Greenhead, which became the Norscot service base. More work has taken place recently at Norscot and near the Shetland Catch factory.

The authority now runs a busy harbour which is at the hub of commercial developments in Lerwick and its hinterland.

Harbour officials are looking forward to the arrival of the fleet of tall ships, which will provide the spectacle of a lifetime in the coming week.

All the information in this supplement was correct at the time of going to press, but there may be changes. Information boards along the harbour will give the latest details.



The Swedish sail training ship *Atlantica* in the Albert Dock a few weeks ago.

Photo: Keith Morrison

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The Shetland Times

CUTTY SARK TALL SHIPS' RACE SOUVENIR EDITION

FRIDAY, 13TH AUGUST, 1999

It was a week to remember

By Alan Crawford

THE tall ships race was never about hamburgers, rave tents or giant conga parades, appreciated though they may have been.

When the competing ships slipped into Lerwick Harbour over the weekend and into Monday, and the marquees sprouted from Victoria pier to Holmsgarth, it was easy to lose sight of the main attraction of the event. But on Thursday afternoon, with the sun glinting through their rigging, the tall ships finally got the chance to show themselves at their best.

It was not just ships competing in the Cutty Sark race which turned out for the start of the final leg to Aalborg, however. Bressay Sound was filled with boats: the cruise ship Crystal Symphony dwarfed a whole flotilla of rubber inflatables which buzzed beneath her bows as her launches ferried passengers to and from the pier; there were also abundant yachts, work boats, the St Clair, what looked like a navy cutter, three pelagic boats and the Bressay ferry. A quick tally came to 84 boats of all descriptions.

The handsome Northern Lighthouse Board ship Fingal and the Scottish Fisheries Protection Agency vessel Sullisker steamed out past the south mouth, from where they were to signal the race start. The Fingal, in one of her last official engagements before she is withdrawn from service, took up position around two miles south of Bressay lighthouse and waited to start the race.

Meanwhile, the tall ships peeled gracefully away from their berths in the harbour. The light

wind meant they had to use their engines to chug slowly out towards the start.

These ships look even more impressive from a small boat. Weaving under the stern of the Eendracht, getting the view of a keel-hauled sailor, she loomed high out of the water, her lines making her appear more organic than man-made. By contrast the luxury Crystal Symphony seemed vulgar.

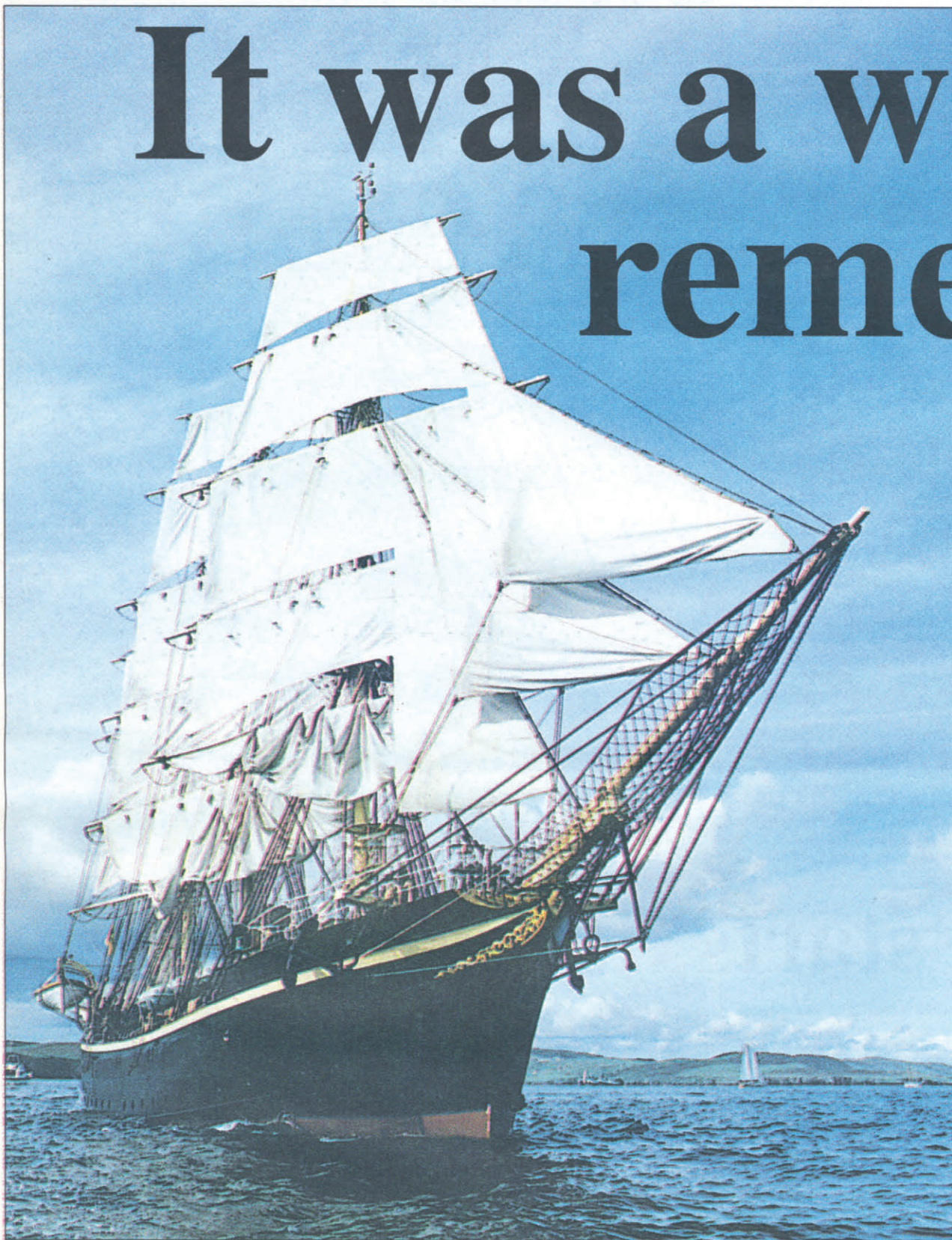
Out past the Knab the vista opened up. Tall ships were everywhere, stretching from Bressay Sound to Bard Head to Gulberwick, and filling the horizon to the south. The battle of Trafalgar must have looked something like this.

A rocket went up from the Fingal and the tall ships shut off their engines. Then, signalling five minutes to the start, came another rocket. The big square-riggers tacked up to the north in preparation for the race start proper, giving themselves a run at the line.

The last rocket went up and the huge sailing vessels slipped silently by, leaving little eddies and a sheen of calm of water in their wake. They were followed by the rest of the boats, the Swan proudly in their midst, as her sails began to fill with wind.

As the ships made their way past us and off to the south-west, I felt a strong pull to follow them on their quiet and dignified progress. Eclipse nothing; this was real emotion. The Cutty Sark Tall Ships Race may well suffer from an overload of hype, but at its core the ships cannot fail to impress.

Thursday's parade of sail was what it was really all supposed to be about.



Georg Stage makes a fine sight on Thursday afternoon.

Photo: Keith Morrison



Georg Stage (front) and Alexander Von Humboldt heading for the start line.

Photo: Keith Morrison

Not all of them made it . . .

ALL the ships taking part in the race were finally berthed in Lerwick Harbour on Wednesday.

Strong north-easterly winds meant most of the ships arrived later than expected.

As reported last week, the first vessel *Rhe*, a German sloop, arrived last Thursday. Another arrival that day was *Sandeffjord*.

On Friday the only arrival was *Sagitta*, a sail training vessel from Denmark.

On Saturday the Italian *Corsaro II* arrived, but the action really began to hot up for harbour staff on Sunday and Monday. Sunday saw the first of the big ships, including the Russian *Kruzenshtern* which berthed at Holmsgarth at 4pm. She was later joined by the Mexican *Cuauhtemoc* which berthed alongside.

Several ships anchored in sheltered spots around Shetland on Sunday including the *Christian Radich* which was off St Ninian's Isle and *Espirit*, which anchored off Hoswick.

Another large square rigged

ship, the *Danmark*, anchored in Breiwick on Sunday. She then left on Monday to berth at Shearer's Quay.

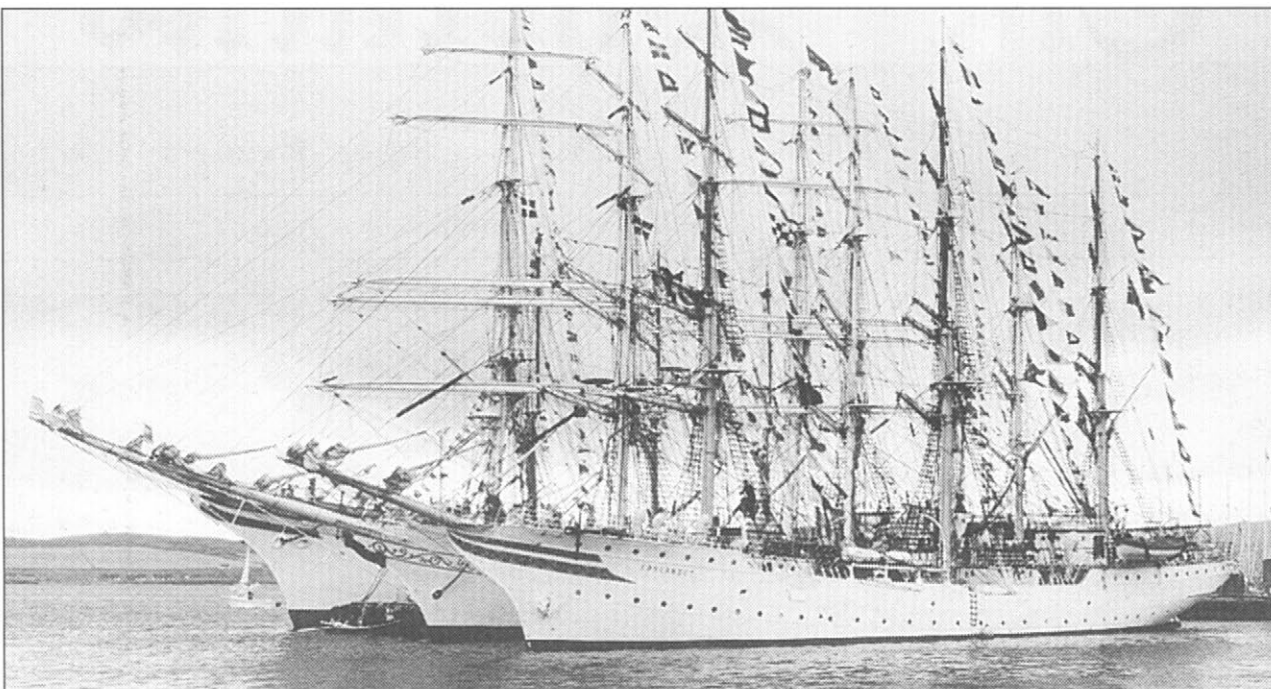
Although 68 ships had been expected, a tally on Wednesday afternoon came to 53 with two arrivals, the *Tree of Life* and the *Astarte*, expected later that day.

Some of the smaller class C vessels did not make it.

Seven ships which had been expected to arrive to continue the race to Denmark had reported they wouldn't make it. These were mostly C11 vessels; the *Eqip Sermia* from Belgium, the Dutch *Frisiana*, the Swedish *Gunilla*, the *Hallam* from the United Kingdom, the Australian *Otoma II* and the German *Symbios*.

The C111 yacht *Nauticus* from Poland also said they wouldn't be arriving in Lerwick.

A spokesman from the Lerwick Port Authority said the weather was responsible for many of the ships unable to reach Shetland in the race.



Statsraad Lehmkuhl, Christian Radich and the Sorlandet, all Norwegian sail training ships.

Photo: Keith Morrison

Food's good for cadets on Mexican barque

By Jim Tait

THE BARQUE *Cuauhtemoc* is the second-largest of the tall ships. Named after the son of the Aztec sun god, she is truly magnificent.

Built at Bilbao, Spain, she was completed in 1982 and acquired by the Mexican Navy in order to solve its lack of a unit for exclusive training of captains, officers, cadets and crew members.

To date the *Cuauhtemoc* has travelled over 317,649 miles in 2460 sea days. This year's Cutty Sark Tall Ships Race is only a very small part of a trip which began in her home port of Acapulco on 9th May.

After the race finishes at Aalborg she will head for Rouen in France and then the Canaries before crossing the Atlantic, arriving back in Acapulco at the end of October.

A lot of hard work and effort has obviously gone into making the 298 foot vessel her look her best with

sparkling decks and gleaming brass fittings. She has won prizes for both her smartness and friendliness in the past and who is to say she won't again this time round.

One of the 230-strong crew, a cadet with a name to match the ship — Joaquin Melesio Soria Romero (21) — told me a little about himself on Monday.

"I am from Mexico City but I went to a naval school in Veracruz. The ship is from Acapulco. The cadets do six months at a time on her.

"I like it very much on the ship. I realise different practices like navigation and electronics."

Joaquin said he was on duty all day but would hopefully get some time off during the remainder of the week. "If I can realise my work then I will get ashore," he said.

Just behind us through the door to the galley I could see cooks in striped T-shirts chopping up copious quantities of vegetables. "The food is very, very good," Joaquin said. "We eat much of chicken on the ship."



Joaquin Melesio Soria Romero, cadet on the Cuauhtemoc.

Photo: Keith Morrison

Town centre starts the ball rolling

PIRATES, jellyfish, sea urchins and assorted monsters of the deep were among the maritime creatures to be encountered along Commercial Street on Saturday afternoon as Shetland's small folk set the punishing pace for the week of festivities ahead.

The official reason for the

Carnival Nautico was the the official opening ceremony of Commercial Street, an event marking the completion of improvements to the town centre and the upgrading of facilities in Lerwick's main thoroughfare.

Local dignitaries, townsfolk, bemused tourists and interested

others gathered at the Market Cross at 2pm as chairman of Lerwick Town Centre Association Laurence Smith made a speech in honour of what was for the association the culmination of five year's hard work.

Spurred on by the tall ships visit and the approaching millennium the town centre association had literally left no stone unturned.

For as Mr Smith put it: "The most significant improvement is the reflagging of Commercial Street."

The street has been reflagged in natural stone and a special flagstone was commissioned for the occasion.

Other developments include the Victoria Pier improvements, redecoration and painting of premises in the street and adjacent lanes, the provision of hanging baskets and decking out the street with banners and bunting to welcome visitors to the street.

Mr Smith was effusive in his thanks to his fellow business people and to all who had contributed to the street improvement programme including the Shetland Islands Council, Shetland Enterprise, Shetland Amenity Trust, Lerwick Community Council and Lerwick Port Authority.

Since the inaugural meeting of the town centre association in November 1994, the town centre had undergone a "significant transformation".

SIC convener Tom Stove spoke next and evoked the rather more primitive past of the street. Smelly drains were one of the problems mentioned.

However, that was consigned to street history as "for once everyone had worked together" to make the street one that Shetlanders and visitors could be proud to walk again.

"I'll understand that there'll be no need to dig the street up again. At least, not until the tall ships are gone," he quipped merrily. With that, he cut the ribbon to rousing cheers.

After a musical interlude with a distinctly fiesta-like feel, Mr Smith announced the arrival of the children's carnival.

Flanked by a pipe band the procession wound its way down the street. First up was the junior

jarl squad, resplendent in purple, white and gleaming silver. The juniors smiled triumphantly, pleased at the opportunity to to don their warlike garb left idle since January.

Then came the first of the sea creatures, a band of wicked 5-year-old pirates with gold-hooped earrings and a rakish air.

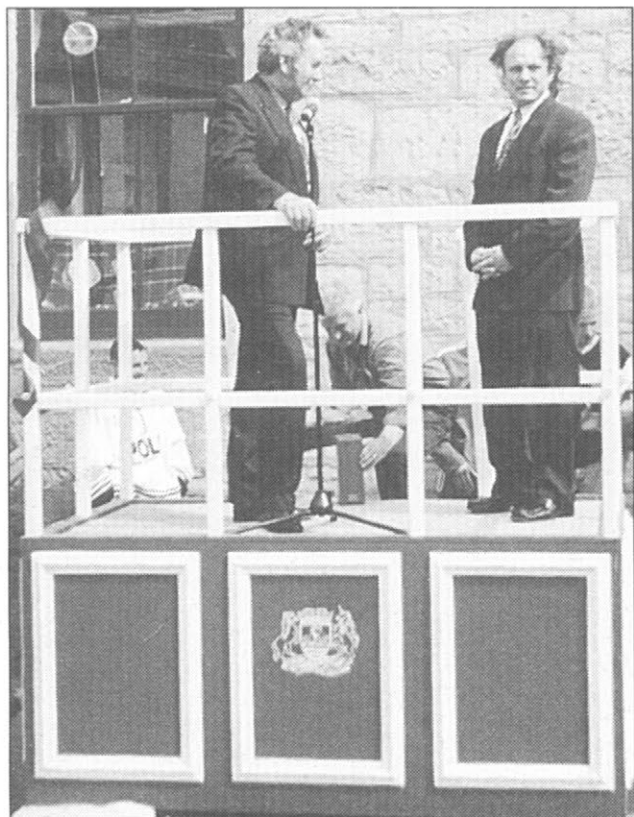
With a little help from their folks, they had contrived to create effects which would chill the blood of any landlubber.

Next, an octopus mingled with a troupe of fantastically large, purple-hued jellyfish and one dastardly pirate clenched a knife between her milky teeth.

Others had gone for a more feminine look. Nymphs and mermaids with lengthy locks and sea shell-bedecked floating costumes cavorted to 'In the Navy' along with their more fearsome fellows.

Round and round the sea creatures congaed, waving and smiling to admiring parents and friends, until the dancing troupe Pink Ladies took centre stage with their interpretation of Greased Lightning.

For adults dusting down their guizing regalia for Tuesday night's Latino street carnival, Carnival Nautico would be a hard act to follow.



Shetland Islands Council convener Tom Stove (left) and chairman of Lerwick Town Centre Association Laurence Smith at the official opening ceremony of the newly reflagged Commercial Street on Saturday.



Brownies galore turned out for Saturday's children's carnival, which was organised by Angela Tait from the Guide Association.

Canon fires up opening

By Jim Tait

IT WAS fitting that the opening ceremony on Monday afternoon was performed by Canon Lewis Smith.

So said Sail Shetland chairman John Scott when he introduced the former convener to the audience at Holmsgarth.

A large crowd with, oddly, Germans in "Jimmy" hats along with this year's Up-Helly-A' Jarl's Squad, had gathered in front of the music stage to hear the opening remarks.

"This is a very happy day," Mr Scott said. "Four years ago we thought to bid for the tall ships and here they are. When we made the bid it was Lewis Smith who came down to London and persuaded them we had what it takes."

In a speech delivered with great panache Canon Smith said two emotions dominated when the bid was put in — apprehension and excitement. That was a heady mixture which carried them through the whole period of preparation.

He went on: "Apprehension — or just plain fear? Would the ISTA listen to us? Would Shetland be seen as the mouse that roared? Excitement — a room full of International Sail Training

Association members and representatives of so many other ports all trying to attract the Cutty Sark races.

"Then the dinner at night — more apprehension. We had to sit through the whole meal until the announcement. Not a glimmer, not a hint, nothing. And the announcement, that really was excitement. The whole place went crazy, as we congratulated one another and phoned home. The champagne flowed."

Canon Smith said it was only when the cool light of a London day dawned the morning after they realised what they had done. Then all sorts of questions surfaced.

Could they really fit the ships into Lerwick Harbour? Would they be able to raise the cash to cover our overheads? With a population of only 23,000 would they find enough people to ensure they could host the event? Would half of Lerwick be a construction site at the time?

"We knew it would be the greatest event to hit Shetland ever," Canon Smith said. "A magnificent spectacle, a time of celebration."

With the burly figure of Guizer Jarl David Mathewson at his shoulder he described how Sail Shetland had got under way, with

directors elected, committees formed, volunteers encouraged, staff employed and sponsors collected.

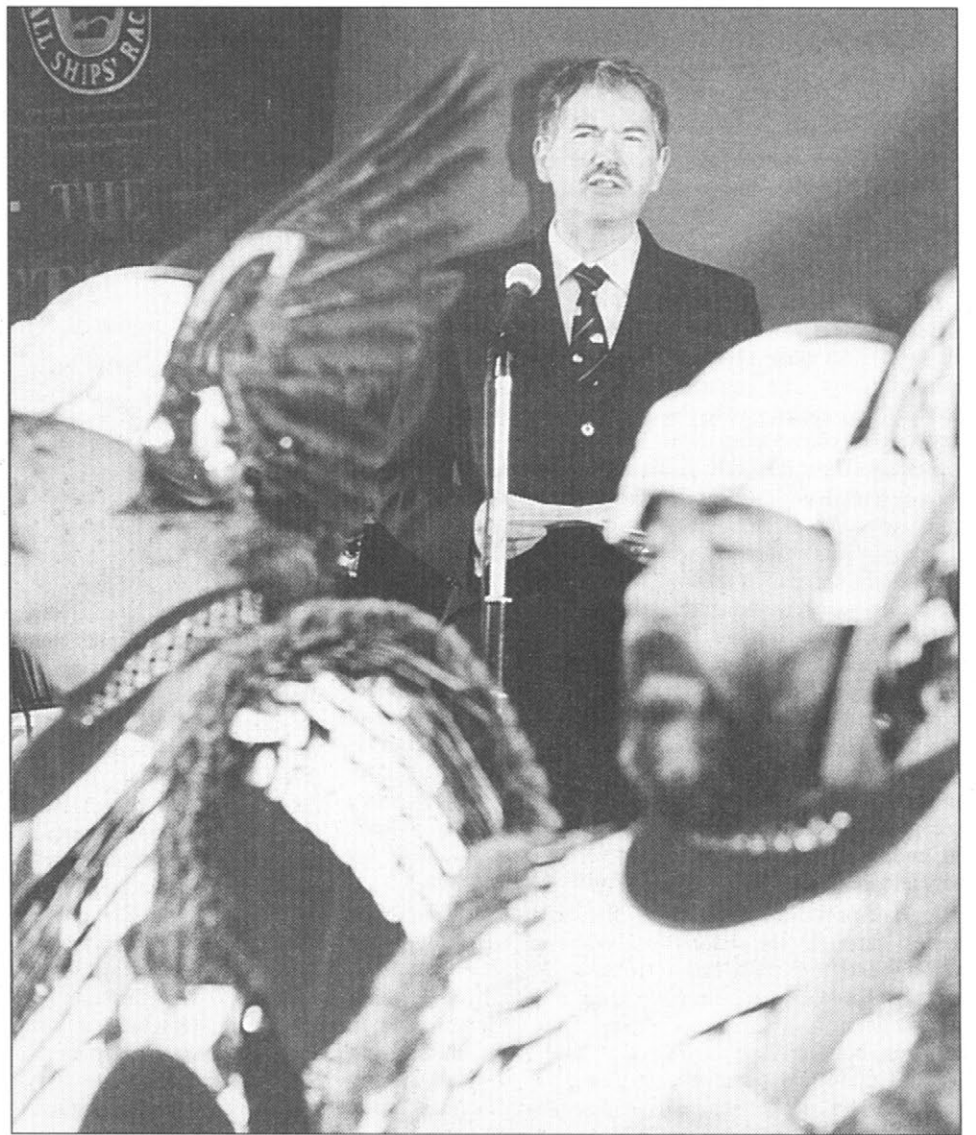
"And now that we've made it a third emotion has taken over. Pride. Real pride in what has been achieved. Pride in Sale Shetland under the able leadership of John Scott. Pride in Ruth Henderson and her team. Pride in a small community that has pulled together and worked round the clock to make the place ready."

"It is with that pride that on behalf of Sail Shetland, and indeed the whole community, that I welcome you to Shetland and to Lerwick, Britain's top port," Canon Smith said.

"We are dominated by the sea. This has given us an opportunity to celebrate our heritage like never before. Welcome all of you. Thank you for choosing to make Shetland your port of call."

"Please share in our excitement, enjoy the facilities and entertainment that have been provided. Have a safe journey when you leave, a great race to Aalborg and someday, in the not-too distant future, come and visit us again."

And the event, which had already begun for many, was officially up and running...



Canon Lewis Smith addresses the crowd at Holmsgarth during the opening ceremony on Monday afternoon.
Photo: Keith Morrison

Lively party with celebrity chef Nick

THE *CHRISTIAN Radich* hosted a lively party on Monday evening where celebrity chef Nick Nairn laid on a fine selection of fish dishes and a local seafood barbecue.

The well-known Scottish chef arrived in Shetland for the first time in three years to help promote the success of the island's salmon industry.

The event was organised by EWOS, global supplier of salmon feed and feed management systems.

Mr Nairn was keen to promote salmon, a dish he specialises in. "I am pleased to work with EWOS as their

ethos of helping farmers to grow the best quality farmed salmon is one that fits in with my own preference for top quality, fresh food."

He demonstrated four simple salmon dishes to his enthusiastic audience. Despite a couple of mishaps, such as trying to keep the barbecue alight, everyone enjoyed tasting the various dishes he created.

He used Shetland salmon for his recipes although he did admit to forgetting the Shetland tatties.

Over 200 of the 210 people invited turned out to the magnificent square-

rigged ship from which rung the sounds of *Da Filiska*.

This attracted attention from the crews of the ships berthed alongside, who sat out on a reasonably calm evening and enjoyed some Shetland reels.

Commenting on recent criticisms of salmon farming, Mr Nairn did have concerns about cross-contamination of the fish.

He said Shetland should concentrate on good quality healthy salmon and they should aim for "premium prices for a premium product".

Russian sloop dismasted in Moray firth

THE RUSSIAN sloop *Sofia* did not make it here from Greenock for the second leg of the race after she was dismasted.

The 38ft sloop went out into the Moray Firth on Saturday but was forced to return on Sunday when a mast broke and is now in the Caledonian Canal.

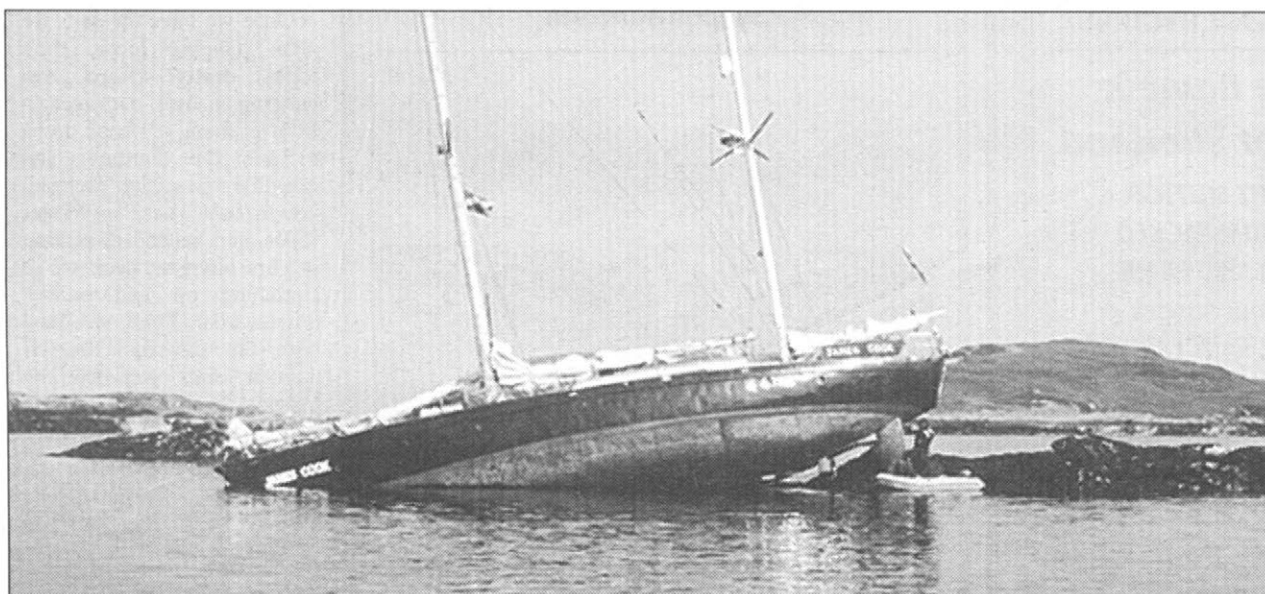
A spokesman at the canal said there may have been a flaw in the mast because a force seven wind should not have been too strong for her.

Unable to motor back to Russia they are stranded in the Caledonia Marina until they get a new mast.

The five or six crew have been looking around local boat yards for a 16 metre mast but have not had much luck so far.

Inverness folk have been down to the boat to make sure the crew are not suffering from food shortages.

Voyage which came to abrupt end



James Cook, high and dry in the Summer Isles.

ONE sailor whose voyage came to an abrupt end was Dominique Rommel, fisheries economist at the North Atlantic Fisheries College.

She was one of the 16 crew on the Ocean Youth Trust's ketch *James Cook*, which anchored for the night among the Summer Isles off the West Coast last Thursday. Anchored with her was *Eda Frandsen*, with three other boats rafted alongside.

Dominique said they were woken in the middle of the night when, with the falling tide, they found the boat was sitting on a rock.

"I am not sure whether the anchor dragged," said Dominique, "but the others, some with a deeper draft, were okay."

"The *Eda Frandsen* tried to tow her off, but it was not possible."

"The bow of the boat was floating, but the boat was hanging

by her rudder. At high tide she fell off onto another rock, then refloated one hour later.

"We went to Lochinver under our own power with the *Alba Venturer*, and ebbd her up. We found the rudder had a big tear in it and nobody could fix it fast enough for us to continue the cruise to Lerwick."

Dominique said that although she tried to get on other vessels, they had no room for her.

But it was not all disappointment. She arrived back in Lerwick off the north boat in time for the celebrations, with seven other crew from the *James Cook*, who had all "come up to party".

Dominique added that the others were found accommodation in the school hostel for the first night of their stay here, thanks to Ruth Henderson, who made arrangements for them.

Photo: Dominique Rommel

Day in trainee's life is

Marsali Baxter from Aith came up from Greenock on the Norwegian square rigger *Sørlandet*. Here is her account of a trainee's day at sea.

I AWAKE in the dim light from the companionway bulb, forward of my bunk, and shaded by a canvas curtain.

I'm not sure what time it is, and try tilting my watch to see its face, then hear six bells chimed from the quarter-deck, three twos, and the answering echo from the fore-castle. Three o' clock.

Only half an hour till get-up time, so I lie listening: the chuckle of the water against the hull; the soft pad of feet on the deck a yard above me; the squeak of the firewatch's shoes as she does the rounds of the ship; the rattle of rope in pulleys; the occasional flap of a sail. The bunks opposite ours are empty, their owners on the midnight to four watch, except for three sleepers at the far end, who are on servery duty and lie in till 6.30.

At half-past-three Camilla comes through the banjer, waking each of us with a touch and a "Good morning, time to get up". She puts the lights on, but dimly, so as not to spoil our night sight. We scramble out of our chain-suspended bunks and haul on morning watch clothes:

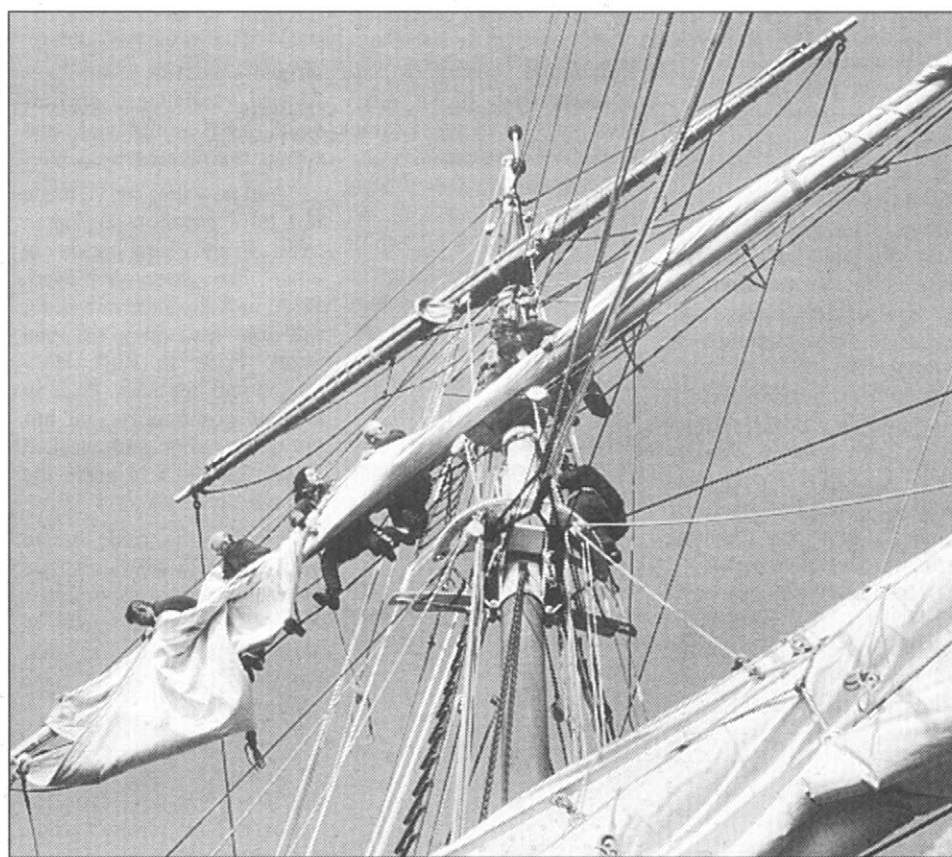
tights, trousers, three jerseys, extra socks, underneath a padded boiler suit; on top of it, I buckle on my harness belt, in case we have to go aloft, and tuck my pulling gloves into the belt. A woolly hat, scarf and gloves, and I'm ready. We head up the companionway.

It's not quite light; a crescent moon flanked by two bright stars shines among the rigging. We get our first cup of coffee from the thermos on deck and survey the sails to see what's happened in the night: not a lot, they're set as we left them, two jibs, lower topsails, foresail, mainsail and spanker. The wind is fairly light. We're still contemplating the rigging when Kim, our watch officer, comes on deck, and calls us: "White watch, line up."

The physical watch are called first: look-out, the coldest duty at the prow, ringing one bell for anything spotted to starboard, two to port, three for ahead, and echoing the time bells; buoy watch, the ship's timekeeper, and also there to watch if someone goes overboard:

"Fix your eyes on that head, don't look away for a second." Fire watch, patrolling right through the ship at 15 minute intervals to check for fire or water; helm; standby helm, in case the kicks of the great wheel become too much for one person. Each of the five does an hour of four of them. They go on duty straight away, so that the other watch is complete to be dismissed.

After that, the berth numbers of the deck watch are called, and we shout "Oi!" to show we're here. Then Kim counts off the outgoing watch, the graveyard watch, and they wish us good watch: "God Vakt!" We reply with, "A good watch will happen", "God Vakt" followed by something that sounds like "skevaara". They go off to their bunks, and we muster on the quarter deck to find out where we are and what we're doing. The chief officer, Peter, brings out a chart, with our position of three minutes ago and our projected course marked. The blue-grey lump on the horizon is Rhum, and we are heading for Skye; the wind is a good sailing wind, forecast to rise through the day. "The stars we can still see are not stars but planets, Saturn and Jupiter — very important for navigation. Have a good watch, stay awake and alert!"



Aloft — Shetlander Hazel Moncrieff (centre) and other members of the white watch stow the fore topgallant.

Suitably awake and alert, we head for the lee side of the boat deck and gather on two benches for this morning's seamanship class: sail-naming, or rope identification (learning the ropes!) or tacking and wearing procedures. Today is knots, and we're soon busily tying bowlines,

clove hitches, fisherman's bends. Yes, it really is 4.30am, and we are enjoying ourselves!

We practise until sunrise. This morning the sun rises behind a band of mist, so that we can look directly at it, a scarlet globe banded with grey, hovering on the horizon like a hot air balloon. As the mist dissolves the first rays hit the water, widening scribbles of bronze glitter that dissolve as they meet the *Sørlandet's* prow. We watch and have another coffee while Kim surveys the sails and decides what we're going to do to them.

The wind is to pick up, and the captain has ordered full sail by eight o'clock, so the next two hours go past quickly: first all hands to the braces, which pull the yards to the required angle to the wind; on the main deck for the foremast braces, up to the quarter-deck, where Gunter, on helm, is staring concentratedly at the shifting red numbers he has to steer by, and Kirsten, the standby, is watching the waves, for the main braces, and back to main deck for the mizzen braces. Then the upper topsail

yards, which have to be hauled up the mast before the sail can be unfurled.

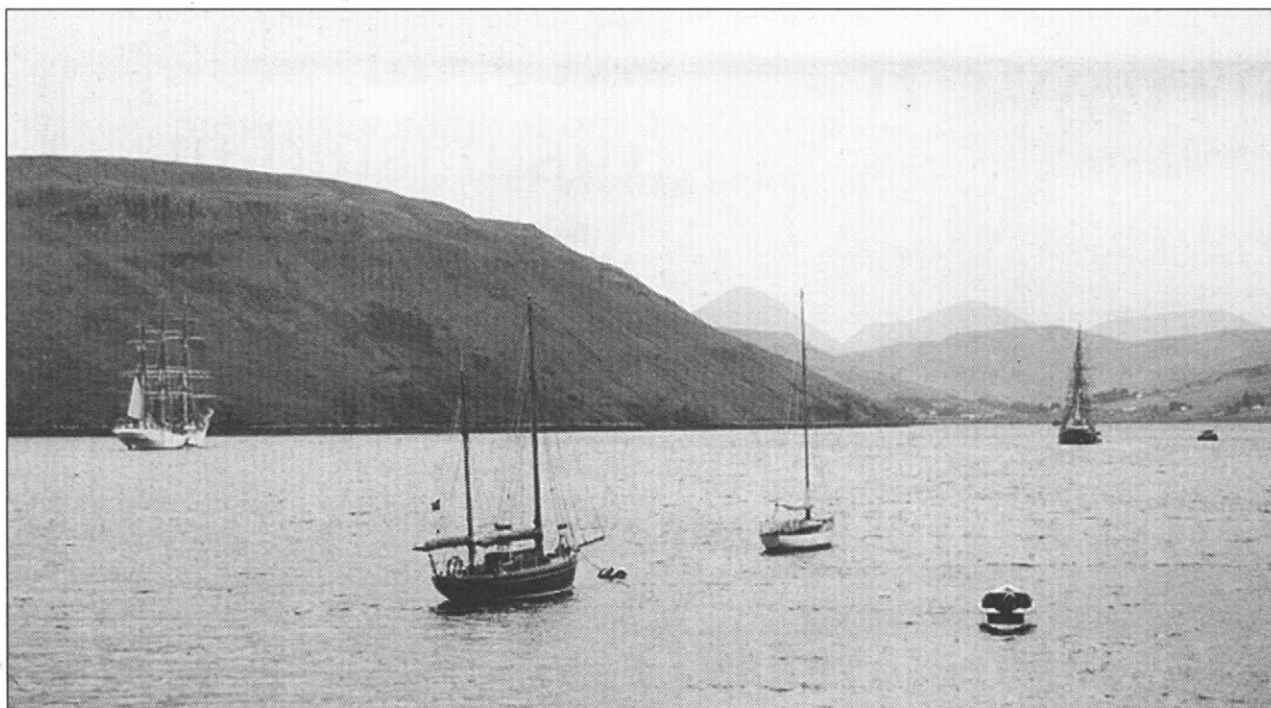
Rope-pulling is good, warming work on a cold morning, and we're getting into a rhythm as a team, although the three Russians from the *Kruschenstern* are so fast that the rest of us are scrambling and snatching at the rope to keep it moving as they throw it back at us. They're confident aloft too, swarming up the ratlines at speed and onto the yards no matter how much the ship is swaying.

This is what comes next: up the rigging to untie the furling sails. We were shown how to go aloft in port: up the ratlines then under and over, clinging on at an angle like a monkey on a stick, to reach the first platform; after that it's straight up — and up. The safety harnesses are for working along the yards, where our feet balance on a tight-rope while our hands are busy untying ropes.

From below it looks worse than it is, your shipmates balanced precariously on swaying yards a mile up in the air; up there, it still feels precarious, but exhilarating too, and the view is wonderful, the outer Hebrides shrouded still in mist, the great circle of sea around us. Looking down somehow doesn't seem as high as looking up.

Once we have the sails we want hanging loose, their ropes neatly coiled and hanging in little packages in front of them, it's back down to pull the buntlines and clewline that stretch each sail downwards. These are lighter ropes, and instead of pulling in a line along the deck, we're stretching up and pulling downwards. Then we deal with the staysails, the triangular sails between the masts; these have to be untied, hauled up, and their sheets set.

Once the sails are set to Kim's satisfaction, it's time to "deal with spaghetti" — all the mare's nests of rope we've left lying on deck have



The *Sørlandet* (left) and *Georg Stage* in Loch Harport.

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TALL SHIPS SOUVENIR EDITION

hard, but rewarding

to be coiled and hung up. There's a method to this too: a loop on the belaying pin, a small loop on the deck, larger loops, and the small one suddenly becomes the right size when it's all put together. We work through the ship, and with so many of us it takes no time.

Six bells; seven o'clock, time to have another coffee and discard a layer or two, then Philip, one of the volunteers, who has sailed round the world six times over, hauls out the big red firehose, and we trek forward to form a brush-handing out line — yes, it's time to scrub the decks. Actually, it's fun, slooshing water everywhere and brushing it to the sides, and, like the rope-heaving, warming too. Another layer goes, and we can enjoy the warmth of the sun, and the savoury breakfast smells from the galley. The chink of china below tells us that our shipmates are eating. The last quarter of an hour is the slowest of all.

At last, the blue watch begin mustering, and get their numbers calls, their physical watch sent off; ours re-join us, we wish the blue watch "God Vakt!" and head for the banjer. The servery table is laid with cereals, cold meats and cheeses, and today's something hot, as we'd guessed by the smell, is eggs and bacon. We fill our plates and head for the tables, covered now (P&O, please note) with foam/plastic webbing stuff which grips the plates fast on the roughest of days. Now the ship is really moving and water is rushing green up the portholes, subsiding, flicking an exuberant somersault around the rim.

Breakfast over, we head back to bed. Most people seem to be keeping a diary; I write up our last watch in the dimness, turn over, go back to sleep.

At 11, Janne, who is in charge of the banjer, wakes us. I go and have a shower in the forecabin - salt water, to conserve the fresh, which are only on from 8-8.30, then from 4-4.30 — and dress. It's a lovely sunny day outside,

the wind is warm, the ship creaming along at six knots. Back below to put my bunk away, so that it can be a seat for lunch, and then join the queue for salad, cold meat, cheese, and the cook's freshly baked bread rolls, which smell wonderful. Today's hot dish is curried potatoes, and the servers have to go up for more several times. Their job is to fetch and carry from the kitchen, serve out, wash up. There's a large and efficient dishwasher, for a mercy.

After lunch we are idle until our next watch at four. I go back up to sit against the rubber dinghy on the boat deck and enjoy the sun. Our pace is so leisurely; the water seems to be rushing past, yet we're only moving at a quick walking pace. The contradiction takes a bit of getting used to. Beside me, three Americans, a Shetlander and a Dubliner are discussing the American drinking age of 21; the German boy beside me is reading *Empty World* in English, and the Danish girl on my left is tackling *Ulysses*.

We really are an international lot: Norwegian, Finnish, Danish, Swiss, Russian, French, German, Portuguese — and, as on board every tall ship, the main language is English. On the whole we're older than I'd expected, the mandatory half aged 15-25 are mostly in their early twenties, and most of the other half are in their fifties and sixties. It's about half men, half women.

As Rum and Eigg come nearer we all go on to main deck and lean against the rail. The mainland is a low, grey mist on the starboard side, with Muck darker in front of it; ahead, we can see the first dim outlines of the Cuillins. By us, Rum is green and tall; going through the channel, we spot the castle and pass binoculars around. There are a lot of birds around, and I do my best to tell the Swiss lady what they are; she's keen to see some puffins, and I try to find some, but they're harder to be sure of without their bright beaks.

As we move into the channel, the wind is more in our faces, and this watch

begins to take in some of the square sails: the royals and topgallants, the smallest and highest, are the first to go, hauled up to their yards by their buntlines and clewlines, then made fast with their ropes. We help haul, then return to the boat deck to watch the islands slip by.

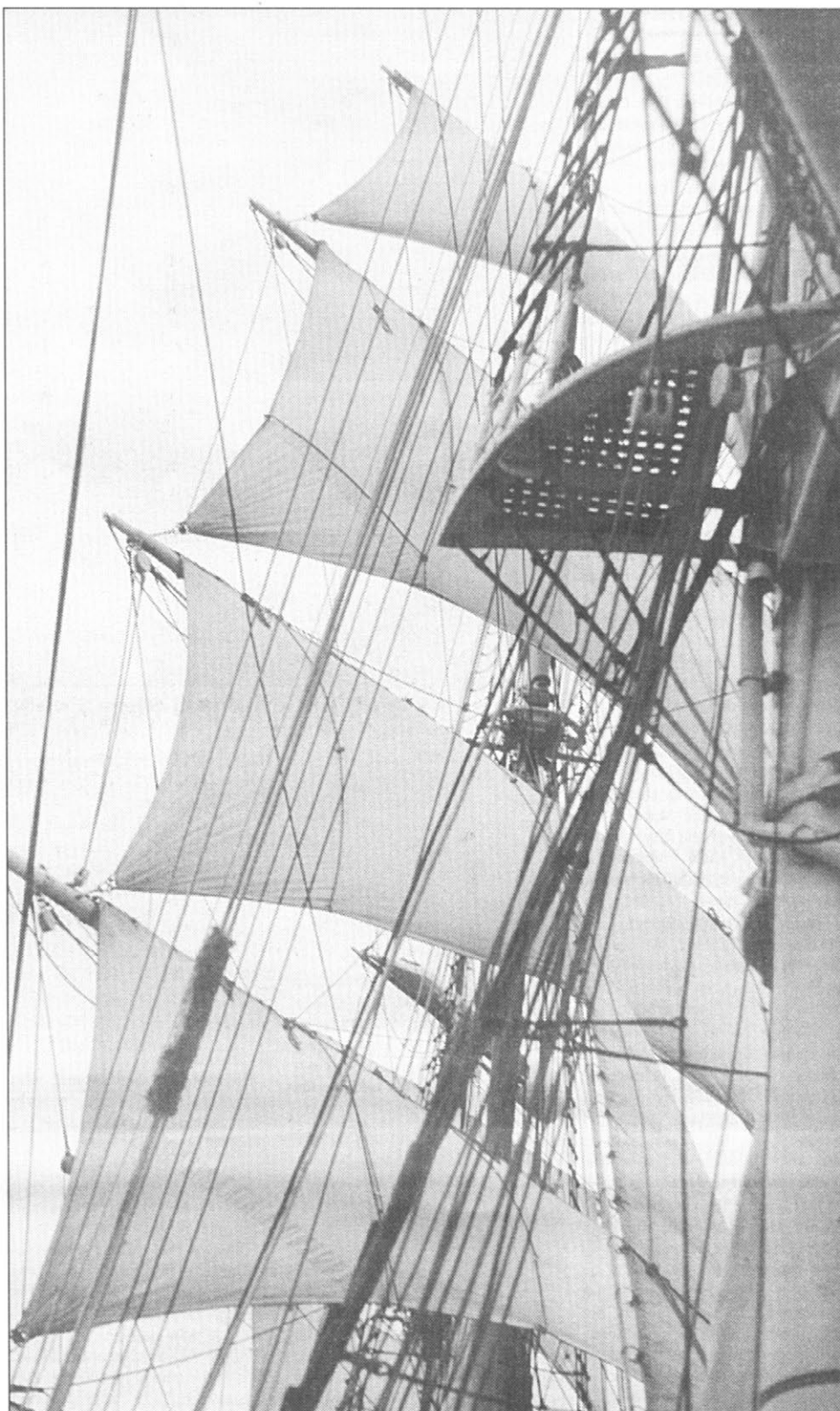
Two o'clock, and time for John's lecture. The grey benches are pulled forward and everyone gathers round. For each island we're heading towards, he gives us a half hour talk on its geology, history, flora, fauna — it could be dry but he's a humorous speaker, and makes it interesting. Today he tells us about Skye; the Cuillins are still grey ahead of us, and there are cliffs off to starboard.

The fine weather continues. As we make our way into Loch Harport, cameras are clicking — the scenery is incredibly beautiful, the high hills with olive grass and grey rock above, bracken and clusters of trees below, the shore finished in horizontal stripes, grey of rock, black tide mark, rust-green seaweed. As four o'clock approaches, I store my camera below, change my shorts for jeans, add a jumper and get out my safety-belt and gloves. I'm on physical, so I won't need the belt, but it makes me feel on duty. I have bouy watch first, then helm, standby, lookout. It's an annoying order, because it means I'll only get half an hour of helm; I'll be relieved to go and eat my tea by another member of the watch.

The bouy watch is very relaxed, ringing bells and admiring the scenery; I begin helming under sail, but when the watch comes back, fed, the engine coughs into life, sounding very loud in the stillness, and they begin to stow the last sails. I hand the helm over and go to fill my plate with roast beef, pink in the middle, gravy, broccoli, roast potatoes. There is soup too, creamy mushroom that would do a good hotel proud. No ship's biscuits with weevils in them aboard the *Sørlandet*!

As we turn into inner Loch Harport, we see the *Georg Stage* waiting for us, looking like an image from another time against the green hills and small white cottages. The nearer hills are so like Shetland that I keep doing a double-take, mistaking the Cuillins for ominous black clouds behind, then remembering that they're mountains. We moor across the bay from *Georg Stage* and finish coiling ropes, then Peter calls us together to say that the ship's boat will run a "bus service" to take us ashore. An opportunity to phone home and say I haven't drowned/fallen off any masts yet — more importantly, to say I'm having a wonderful time. Peter adds that sea watch is suspended — that is, we can all sleep tonight.

We gather our stuff together and head off to investigate the village. It's got a pub. Well, there are traditions about what sailors do in these circumstances...



Under sail.

and I will only say that we did our best to live up to them. It was a really good pub, and I particularly liked the barman's way of dealing with the Bailey's bottle: a suspicious and disbelieving glance at the size of the silver measure in one hand, a generous pour straight into the glass with the other.

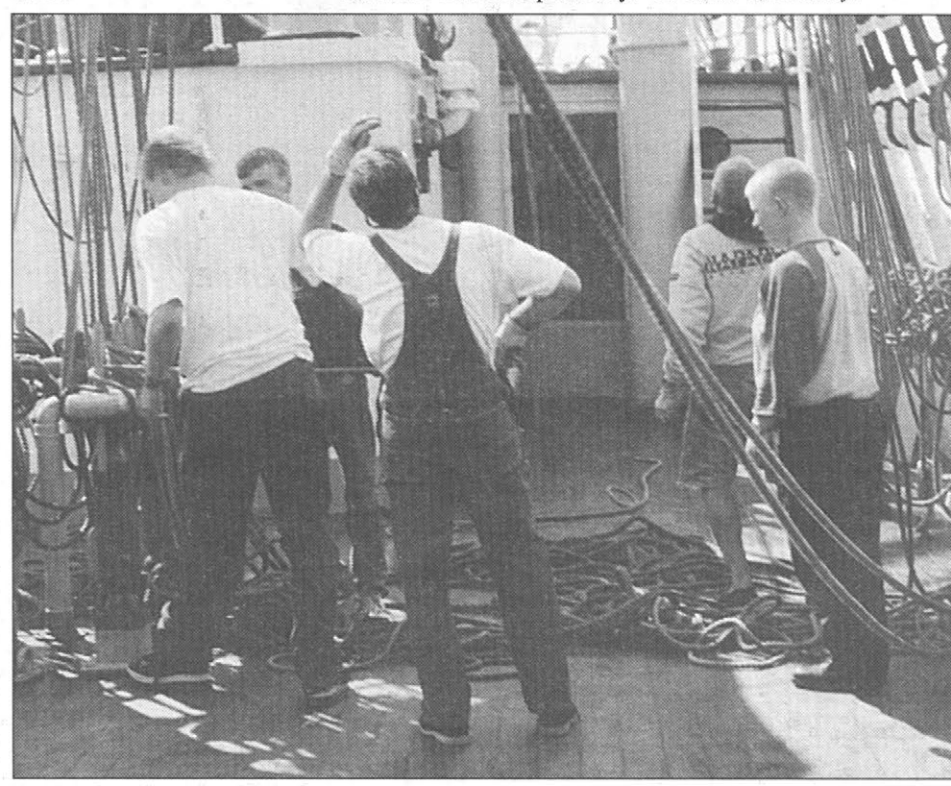
We were back on the pier for the 10 o'clock "seabus" and climb down the ladder into the boats, are handed a lifejacket to fasten as per yesterday's demonstration, when we did "boat operation". Only 10 o'clock, but bed looks very good, and a number of the graveyard watch are fast asleep already.

I manage half a page of diary before joining them...

The Sørlandet runs cruises all summer. If you wish to know more about sailing on her, contact: Stiftelsen Fullriggeren "Sørlandet", N-4610 Kristiansand S., Gravene 2, Norway.



At the helm.



"Dealing with spaghetti..."

Baltasail weekend was one

By Jim Tait

LOVELY beer. Shame about the lack of ships!

Breezy conditions prevailed at Baltasound on Saturday, the dust thrown up from the large heaps of talc making the place resemble a kind of mini-Sahara Desert. Some wise guy reckoned "Baltastoor" would have been a better name.

No tall ships had made it by then but the first estimate was that the *Swan* was at the back of Flugga and expected in around 2pm. A fair number of smaller yachts had clustered round the inside of the pier though, by all accounts more than Unst had seen before.

After negotiating the mayhem that was the car park, where an attendant was doing his best to guide vehicles to a suitable spot amid pipes, compressors, concrete blocks and even an unused septic tank, we headed for the obvious starting point of the beer tent.

The Valhalla Brewery was established in 1997 and now produces two premium ales, Auld Rock and White Wife. Nothing else was available on draft, and quite right too. When you have a beer as good as Sonny Priest's you want to make the best of it.

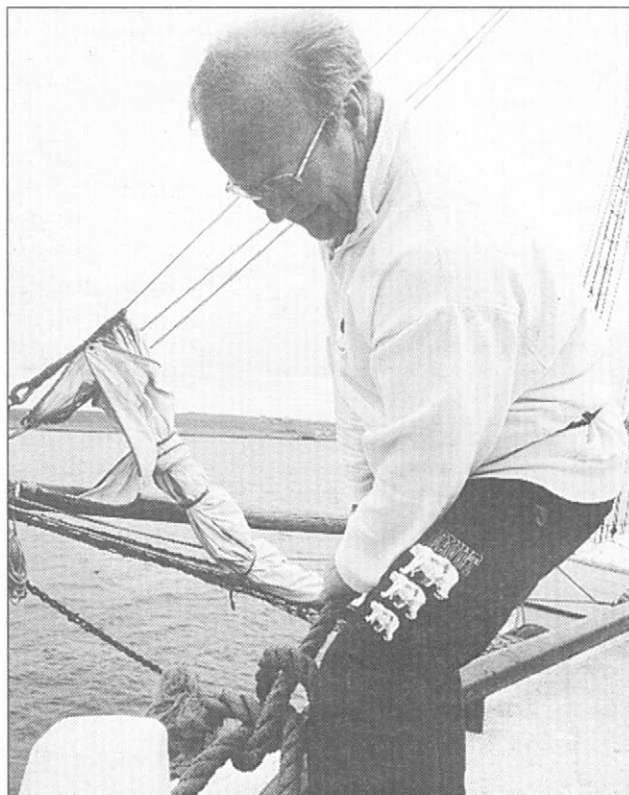
The music tent was starting to fill up slowly and starting off proceedings was the Unst Music and Dance Club, where 10 fiddlers and accordionists were in foot-tapping mood.

In the craft tent everything was disappearing quickly. An assortment of tall ships souvenir shirts and caps was in big demand along with a variety of local produce.

Moving on to the children's entertainment tent the group of clowns from the Cavalcade Theatre Company had youngsters enthralled with their particular brand of slapstick. Face painting was also available and a willing queue soon formed.

It was time for some food and despite the cries from the boys from RAF Saxa Vord to sample their burgers, the seafood barbecue at Baltasound Hotel won the day. There a selection of the most mouthwatering mackerel, monkfish, salmon and scallops imaginable was being devoured by hungry punters.

A quick dash over to the Unst



Shetlander Jim Deyell, now a resident in Ottawa, Canada, lends a hand with the berthing. Photo: Keith Morrison

Leisure Centre followed. Manager Paul Spence had organised a five-a-side football tournament with teams such as Saxa Chicks, the Penetrators, Willie's Wanderers and Dyslexic CF. I was later informed the winners were Da Auld Eens but that there had been more than a little bias regarding election procedures.

Back down to the harbour and after another quick White Wife word came over the tannoy that the first ship was approaching. "The yacht coming in now is not the *Swan*," we were told by the announcer.

But still a large crowd headed down the pier to witness the arrival of the *Bodil*, a German twin-masted staysail schooner. A number of small local craft headed out to meet her, including a yawl and the sixareen *Far Haaf*, looking highly impressive as she fairly whizzed through the water.

After a little confusion over where she was to berth skipper Uwe Adolph brought his ship carefully around to the side of the pier. Only then was the discovery

made that she was not actually part of the tall ships race but had come over from Denmark.

"We arrived in Lerwick yesterday," the skipper said. "They told us about this meeting here. We had a very windy trip up."

He said his concern about berthing was over the fenders. They are high on the pier which is used mainly by the *Shetland Trader*. The worry was that with the swell the hull of the *Bodil* would bang against the side and sustain damage.

Bressay man Jim Deyell, who now lives in Canada, eagerly stepped forward to take one of the mooring ropes. Jim and younger brother Frank have both come over with their families from their respective homes in Ottawa and Vancouver for the event.

"This was an added incentive, but the main point of the trip is to visit our mother, who still lives in Bressay," he said.

It was now half-past three and still there was no sign of the *Swan*. Back at the music tent Sheep Dip were strutting their funky stuff and Aly Bain and Phil Cunningham



Thumbs up from *Swan* skipper Andrew Halcrow, as crewman Drew Robertson throws a line ashore. Photo: Keith Morrison

had just arrived, fresh from their concert in Lerwick on Friday night. When they did their stint later in the day the guy ropes were straining, such were the numbers packed inside.

There was just time for another quick one at the "Bull 'n Bush" before news started to circulate that the *Swan* could be seen just off the Balta light.

Half-an-hour later she was alongside and skipper Andrew Halcrow was accepting the gift of a pennant from a group of Fetlar schoolbairns. Looking tired and weatherbeaten but still able to talk, he described the trip.

"It was fairly lumpy all the way

up from Stornoway with a head wind against us all the time. It was a continual punch, not a comfortable trip, but all the crew are okay. Some of the other boats didn't bother but we thought we had better try and get here."

Sixteen-year-old Jimmy Nicolson from Aith, who looked as though he had just been keel-hauled, incredibly told me he had actually enjoyed the journey. "It was bad but also good. There was plenty of motion. I felt sick but didn't spew."

It was now obvious that no more tall ships were going to make it to Unst till the following morning. I decided, rightly or wrongly,

to stay the night. Joan Ritch of Gerratoun offered me a bed which I sadly never got to and a lift back down to Lerwick was going to be provided by the band Demlot in their customised Transit van. Thanks boys... that's another fine mess you got me into!

The rest of the night was highly entertaining if a little blurred at times. No need to elaborate.

After a welcome breakfast at the hotel I strolled down to the pier around 8am on Sunday morning. The hunt was on for the harbour-master as the brigantine *Eye of the Wind* and the schooner *Eendracht* had been sighted. Tall ships at last but no-one up to see them.



RAF Saxa Vord personnel Sgt Kev Lowe and Cpl Jock Woods were kept busy at the pier serving burgers and hot dogs. Photo: Keith Morrison



Staff at the Baltasound Hotel serve up a feast of barbecued seafood to a cue of hungry visitors. Photo: Keith Morrison



The bairns from Fetlar Youth Club give a hearty cheer as they display the banner they made to welcome the *Swan* in Baltasound. Clockwise (from left): Alistair Kelly (8), Ruth Boxall (11), Rhona Coutts (9), Clare Rendall (11), Layla Shawford (11), Hannah Shawford (9), Mairi Coutts and Alexander McIver (9). Photo: Keith Morrison

TALL SHIPS SOUVENIR EDITION

to remember



Boats turned out to greet the arrival of the German twin-masted stay-sail schooner *Bodil*.
Photo: Keith Morrison



The *Swan* prepares to come alongside Baltasound Pier after a bumpy trip around Muckle Flugga on Saturday.
Photo: Keith Morrison



Unst's own sixareen *Far Haaf* sets sail to greet a visiting yacht.
Photo: Keith Morrison



Visitors were treated to a feast of music which included a performance by Phil Cunningham, Violet Tulloch and Aly Bain.
Photo: Keith Morrison



Every space in the music tent was taken as visitors crammed in for the wealth of local talent on stage during the day.
Photo: Keith Morrison



Jimbo (James Dewhurst) of the Cavalcade Theatre Company spent the day clowning around.
Photo: Keith Morrison



Young visitors join in the festivities with members of the Cavalcade Theatre Company.
Photo: Keith Morrison

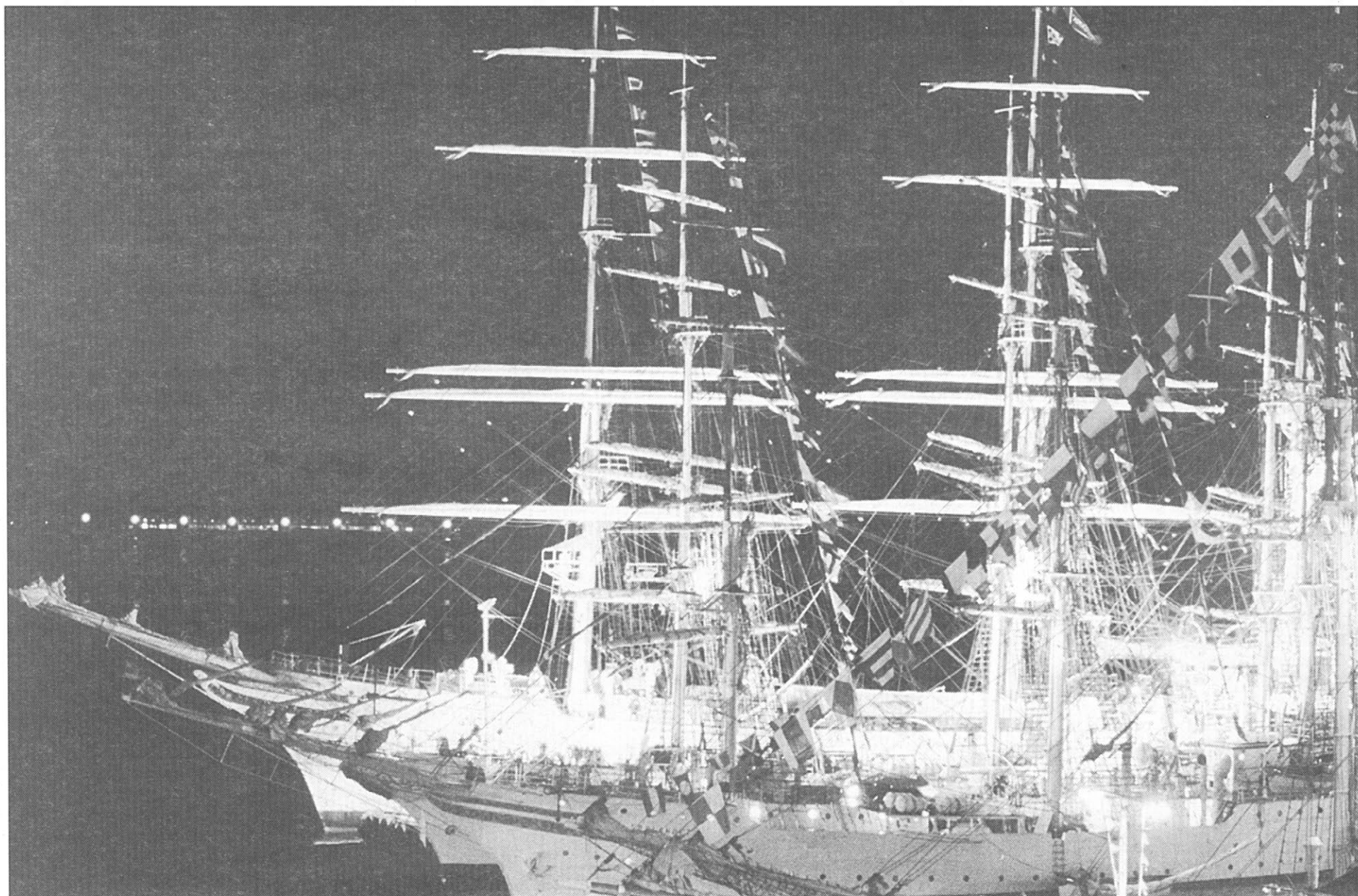


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She's often a winner in the races

by Jim Tait

THE NORWEGIAN full-rigged ship *Christian Radich* was lying second in the class A section and third overall when the race from Lerwick to Aalborg began.

The 239 foot vessel, the fifth largest in the race, is widely regarded as one of the most beautiful tall ships in the world. Built at Sandefjord in 1937, she has won many race awards, as well as carrying on the role she was built for — providing sail training for the young people of Norway.

The first crew member I bumped into onboard was a young carpenter who went to the same school as Ian Best from Fair Isle. He apologised for not having the time to speak but offered to take me to the mate.

After negotiating with liaison officer John Garrick, who said he was there to try and stop brats climbing the rigging — but his job didn't extend to going up after them — we entered the wheelhouse where I was half expecting

some big burly Norwegian guy.

But if the ship herself is elegance personified, the same could be said of the mate, or should I say second officer, who kindly agreed to show me round. "I will take you to see my cabin," I was told. "I must apologise for the untidiness." I wasn't caring.

Pernille Siltverberg (27), the only Dane on the vessel, is tall, blonde and — you may have guessed — a femme fatale. While you can often find women amongst the crew of these kind of vessels she says it is more unusual to have a female officer.

"Some people think it is strange," she says in seductive tones. "But since I was born I was sailing. I knew for many years I would do it. You have to follow your heart."

After learning the trade on the Danish training ship *Danmark*, she has served on various vessels. A year ago she was on the *Sorlandet*, then in October she joined the *Christian Radich*.

"I hope to do this for a long time yet," she says. "I will have to find

a man who will let me," she jokes. "Then if I want to have children then it must stop. But it is a nice life."

She tells me how they anchored just off St Ninian's isle at the weekend. "We went ashore there. I liked the nature but I thought everything was so bare. No trees, no coffee shops, no cinemas. I would find it difficult to live here but I do think Lerwick is a beautiful little town."

When she's not at sea Pernille says she likes to go dancing and horse riding. "But you're not allowed to speak about that on the ship. It's bad luck you see."

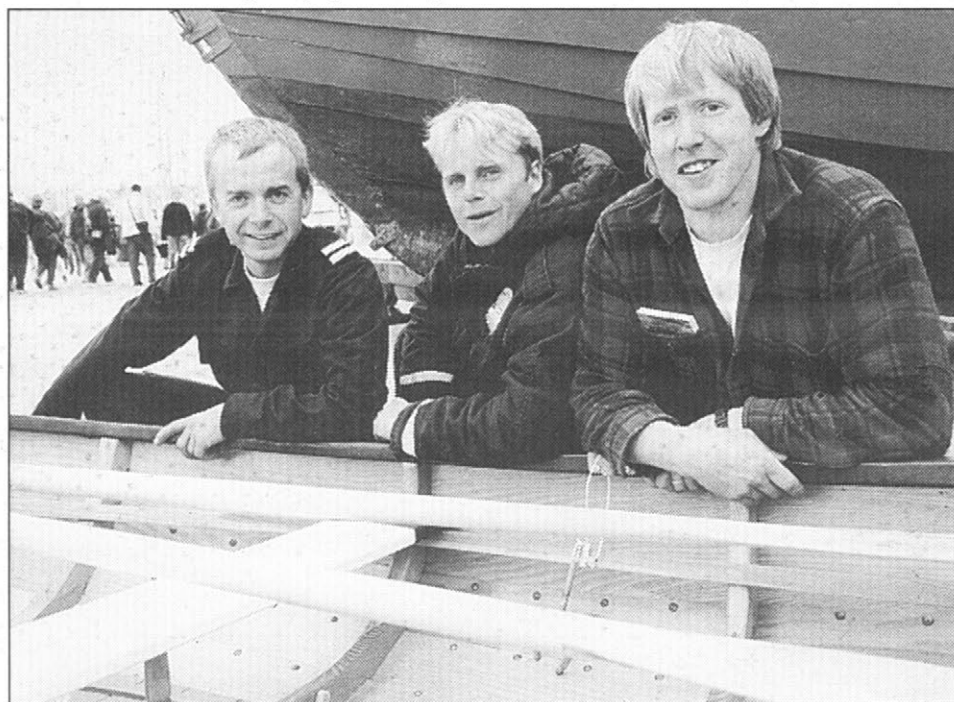
The *Christian Radich* has a relatively small crew of 18, all but four of them full time. She has a capacity for around 70 passengers, and had loads of places available for anyone wanting to join for the race to Aalborg.

"We need more hands to win the regatta," Pernille says. "We hope very much to come in first." With that kind of charm I'd be surprised if a few more didn't sign on before yesterday ...



Second officer on the *Christian Radich* Pernille Siltverberg.

Photo: Keith Morrison



Fair Isle boatbuilder Ian Best (right) meets up with his old college friend Sverre Duesund (left) and shipmate Karl Dearing Fossum from the *Christian Radich*.

Photo: Keith Morrison



Demonstrating wooden creel making on the quayside are Tommy Fraser (left), from Garderhouse and George Henry from Cullivoe.

Photo: Keith Morrison

Swan gets warm welcome home

By Alan Crawford

THE distinctive red sails appeared from the north, framed on two sides by the brooding leaden sky and the green fields of Bressay. The wind whipped the dark sea below into a smudge of white at the bow of the *Swan* as she proudly entered Bressay Sound on Monday morning to berth at her home port of Lerwick.

Just for a minute or two she disappeared behind the fish market, following the line of the channel, before charging back into view, close enough now to read the number LK243 on her mainsail. Flanked by three inflatable boats, she came alongside Victoria pier to reveal flying from her stern the blue flag with white cross of Shetland.

From nowhere, it seemed, a crowd assembled at the end of the pier to greet the arrival of Shetland's entry in the Cutty Sark Tall Ships Race. The *Swan* lay about 200 yards off the pier, her stern to the wind, as she gracefully dropped her sails and prepared to enter the small boat harbour.

The cameras were treated to the full gamut of harbour activity as a

laden pelagic boat, the Fraserburgh-registered *Chris Andra*, passed by, closely followed by the 216-foot German tall ship *Grossherzogin Elizabeth*, towed by the tug *Knab*. The A-class German vessel flew the Jolly Roger while Jonathan Wills steamed past in the *Dunter II* and the coastguard rescue helicopter soared overhead.

Two fiddlers played a jig as the *Swan* tied up alongside the Belgian ketch *Zenobe Gramme*, the constant refrain of the cold northerly wind whistling through the masts and rigging of the two Norwegian A-class ships berthed at Victoria pier, the *Statsraad Lehmkuhl* and the *Christian Radich*.

Among the first ashore were Tom Sutherland (16) and his brother Andrew (15), of Derbyshire, who joined the boat in Greenock. They said unfavourable winds had set the tone for the "cruise in company" stage to Lerwick.

"In Greenock there was a big headwind so we had to motor out," said Tom. "It made the waves big, but it just added to the excitement."

Their father David, mother Jo and younger brother Jack (10)



The *Swan* berths beside the *Zenobe Gramme* on Monday.

Photo: Keith Morrison

were waiting for them on the pier in Lerwick. Jo Sutherland said the family had seen several tall ships battling against the wind the previous day.

"We watched them come round Sumburgh Head yesterday. I tell you, I wouldn't like to be on there," she said.

Donald Mackinnon, of Ler-

wick, who joined the *Swan* in Greenock said the unfavourable winds had made the leg from Stornoway "a bit of a slog".

"We have had a lot of motoring because of no wind, or wind in the wrong direction," he said, adding that it was "fine" to be back in Lerwick.

Skipper Andrew Halcrow

beamed as he stepped ashore. He pronounced his feelings at arriving in the *Swan*'s home port as "excellent".

"It's good to be back; it's fine," he said. "It was great to come back into Balty. It was a cracking time up there."

Of the 2200-mile trip so far, the skipper highlighted the days of flat

calm, at St Malo and at Jersey, when Fiddler's Bid were able to take out their instruments and play on deck.

"We had so many good times at sea, we had a tremendous crew with us," he added.

For the *Swan* skipper and his mate, brother Terry, the day of the race start stood out in particular. They had found an anchorage and were lying by themselves getting the boat ready for sea and the race start 40 miles offshore.

Skipper Halcrow explained: "I went to bed about midnight and we were just on our own. When I got up about six the sea was just filled with boats, all ready to go. It was fine."

He said the atmosphere generated in Shetland would make sure no-one was disappointed with the tall ships' call in to Lerwick.

"It will be the best place of the lot. I think everybody will have the best time here," he said.

Even so, at least some of his thoughts were already focusing on yesterday's start of the final race leg to Aalborg.

"I'm hoping we get a fair wind, not headwinds again. If we get a fair wind we can do fairly well," he said.

Giant conga provides the

THERE was Jim Wallace at the Market Cross doing a Boston two-step with a pig. Carnival Latino was described as an open invitation to join in the conga of a lifetime in the town centre.

All 47 of Lerwick's Up-Helly-A' squads were asked to come dressed in their best available guizing suits and bring their families. The 80 town centre association members were invited and also the folk who work in the shops.

As the participants assembled in Fort Charlotte some Up-Helly-A' committee members tried to instil some sort of order to proceedings. But thankfully no one paid much heed and complete confusion soon reigned.

The boys from Affro/Dizzy/Act led the way with their own brand of pipes and drums, doing their best to drown out the official "latino music" which organiser Laurence Smith had laid on. But no one seemed to mind.

Soon crew members from

many of the ships were linking up with milkmaids, furbies, pirates, a huge caterpillar, Elvis Presley-lookalikes and assorted vikings.

Mexicans from the *Cuauhtemoc* bounced along Commercial Street with what looked like members of the tartan army and the crew of the *Danmark* danced a jig with furry animals. All that was missing was Lewis Smith in his leather pants.

Every now and then the pipe band broke ranks as the conga weaved its way through Commercial Street, round the Market Cross and out along the Esplanade. Cameras clicked, hundreds of onlookers cheered wildly and many joined in at regular intervals.

Then it was all over and everyone headed off, most to the packed town pubs or down to the bars on the pier.

Whether it was the conga of a lifetime will always be conjecture but it certainly looked like good fun.



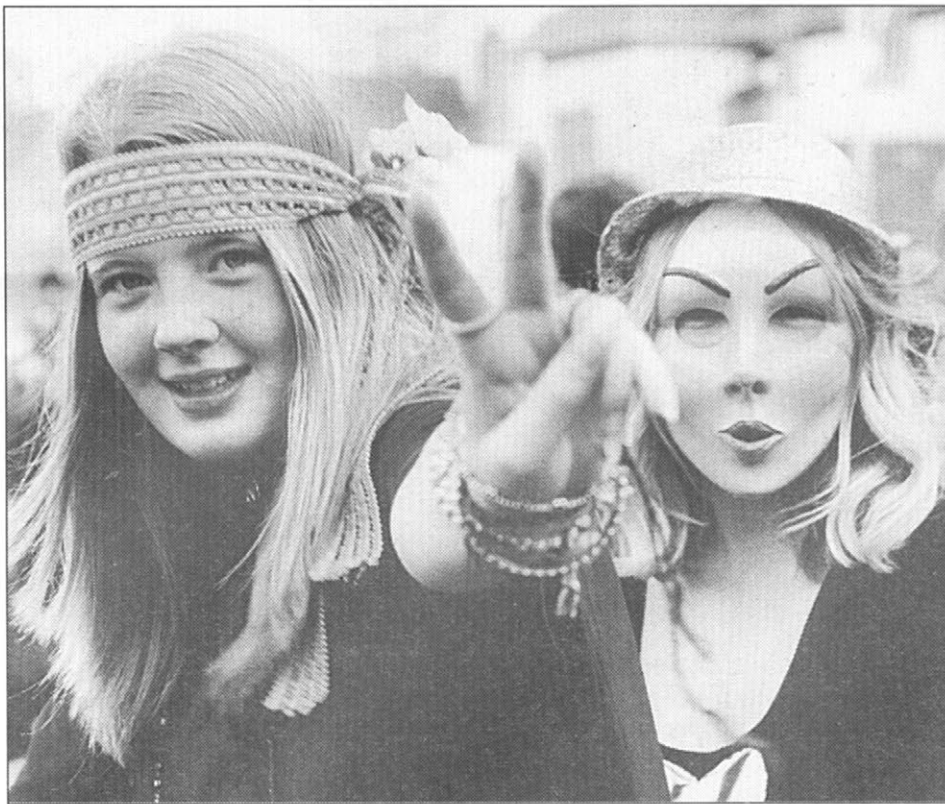
A bunch of merry pirates join in the conga as it winds its way down Charlotte Street on Tuesday evening.

Photo: Keith Morrison



Fighting breaks out at the Market Cross . . . Vikings from the Timezone Historical Theatre Group in action.

Photo: Keith Morrison



Two young lasses, all dressed up and somewhere to go during the carnival procession.

Photo: Keith Morrison



Just an old-fashioned beach girl . . . Flossie Horne joins the fun on The Esplanade.

Photo: Keith Morrison



Afro/Dizzy/Act were difficult for the marshalls to control as they played their way down from the Fort.

Photo: Keith Morrison

TALL SHIPS SOUVENIR EDITION

party spirit



Mexican meets Scottish nationalist ...

Photo: Keith Morrison



All smiles from Joanne Thomson, Lynn Geddes, Hazel Couper, Theresa Slater, Ingrid Geddes and Tracey Dorrish.

Photo: Keith Morrison



The spirit of international co-operation ... crew of the Danmark Jakob Jorgensen and Marie Kundstrup meet local guizers Valerie Polson and Angela Hall.

Photo: Keith Morrison



Sail Shetland project manager Ruth Henderson is swept off her feet by shopkeeper Harry Jamieson at the finale of the carnival parade.

Photo: Keith Morrison



Carnival fever winds its way through the streets of Lerwick as Mexicans meet Latin American locals.

Photo: Keith Morrison



Temporary information assistant at Shetland Islands Tourism, Jayne Halcrow knows how to tap that tambourine.

Photo: Keith Morrison



Staff at Shetland Islands Tourism get in party mood as they meet visiting sailors and Viking marauders.

Photo: Keith Morrison

Ships and crews bring



Lauris Devine (8) from Scalloway cools off with an ice cream after a face-painting session at the fishmarket.



The parade of crews makes its way along Commercial Road on its way to Holmsgarth.

Photo: Keith Morrison



The brightly coloured flag flying on the Italian Corsaro II.

Photo: Keith Morrison



Wednesday evening ended with a bang. The cannon being fired from Fort Charlotte signalled the beginning of a spectacular firework display.

Photo: Keith Morrison



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TALL SHIPS SOUVENIR EDITION

colour to the harbour



One anchored, one coming in ... Monday morning and the show really starts to get going.
Photo: Keith Morrison



The Swan passes the Statsraad Lehmkuhl after arriving in Lerwick Harbour on Monday.
Photo: Keith Morrison



Crew from the Russian Kruzenshtern line up for the crew parade on Wednesday evening.
Photo: Keith Morrison



The crew of the Swan Fan Makkum joined the crew parade on Wednesday with a distinctly nautical theme.
Photo: Keith Morrison



A forest of spars, rigging and flags at Victoria Pier on Monday.
Photo: Keith Morrison

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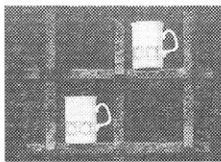
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TALL SHIPS SOUVENIR EDITION

John stays loyal to the Sørlandet



Volunteer John Corral from Aberdeen on board the Norwegian square rigger Sørlandet, which was built in 1927.

VOLUNTEER deck hand on board the large Norwegian square rigger Sørlandet John Corral is positively evangelical about sailing.

"It is more than just a hobby, it had has changed my life," says the Aberdonian, who took up sailing just two years ago and is now working furiously towards rising to the rank of ordinary seaman.

John leaves no room for doubt as to which tall ship is the fairest of them all.

"The Sørlandet is the most beautiful," he says. "She is better proportioned than all the others".

Although John has been on the Kristiansand-based Norwegian ship since June, he still hasn't had enough.

"I've just phoned up to see if I can get another week off so that I can sail to Aalborg."

Even the drudgery of cleaning the "heads", as he informs me, ships' toilets are called, hasn't dampened his enthusiasm.

"I spent three hours up there tying a sail today," he says, pointing at a yard, a scary 80 feet above our heads."

The Aberdonian has learned the sailing terminology in Norwegian, but this has been the least of what he has had to learn.

"There are over 300 ropes and I

have to know where they are. If you go to the wrong rope you get chastised."

He doesn't elaborate on what form the chastisement takes, but he hints that his Norwegian vocabulary may well have broadened by it.

"There's a certain logic to the set up of the ropes, but there's always a few exceptions."

John was bitten by the sailing bug when he joined the Sørlandet as a trainee during the tall ships race from Trondheim in 1997.

"Later on that year I took part in the Whitbread around the world race. Last year, I sailed with the Sørlandet to the Baltic instead of the tall ships race. This year I joined her in June and we went to Dieppe and Rouen for the Armada de Siecle.

"Then we raced from St Malo to Greenock. We were third for quite a while until we were becalmed. In the Irish sea off Dublin, the Kruzenshtern dropped anchor and we couldn't and we drifted miles past them back south, which meant we were beaten by a stationery ship."

The cruise in company has been more relaxing, however.

"We had some of the Kruzenshtern boys on and they fitted in well. A former crewman

who now works on the Danish ship Georg Stage also came on and swapped with a girl called Pia."

The Sørlandet has a permanent crew of 16 and four volunteers. It can take up to 70 trainees, but the ship is considerably shy of this for the final leg.

"A lot of the same people come on again and again," says John. "On the last leg we had an ex-sea captain who runs people back and forth to the Hebrides. He has been a few times. We had 17 nationalities on the leg from St Malo to Greenock. The youngest was 15 and the oldest was 80."

"Bjørne, the 80-year-old took up sailing when he retired at 65 and has been on the ship every summer since."

It's obvious that John has no intention of jumping ship as he takes a distinct pride in the Sørlandet's achievements.

"She is the only ship ever to have entered a Cutty Sark tall ships race without an engine. She did that in the first race in 1956. She is owned by a non-profit making foundation. Last year it cost £800,000 to keep her for a year. This is raised by fees for trainees and from donations from friends of the Sørlandet. People who sail on her remain loyal to her."

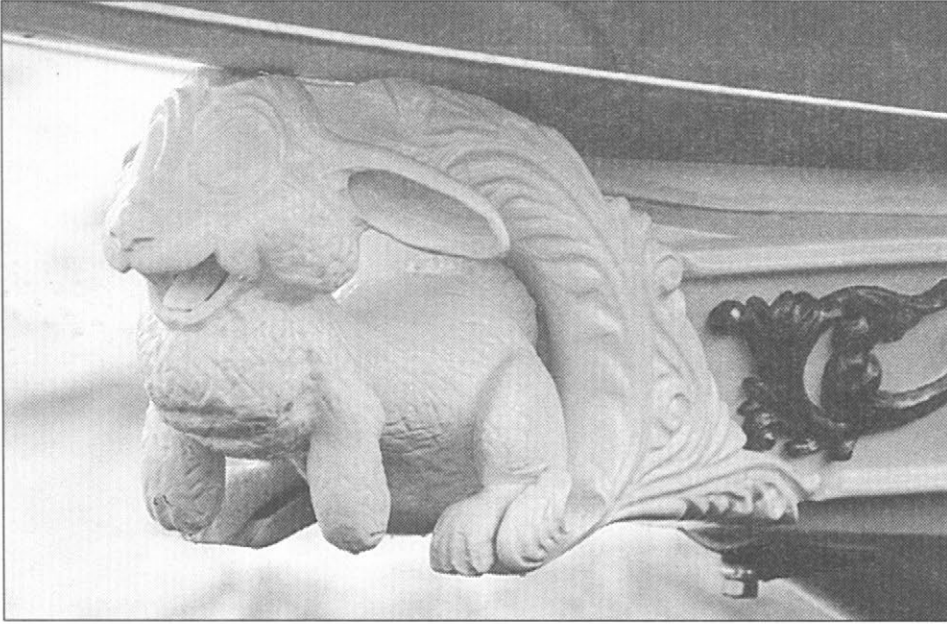
Convener cracks up at stilt man's antics



Entering into the spirit of things is council convener Tom Stove, his wife Alma and entertainer Big Rory.
Photo: Keith Morrison

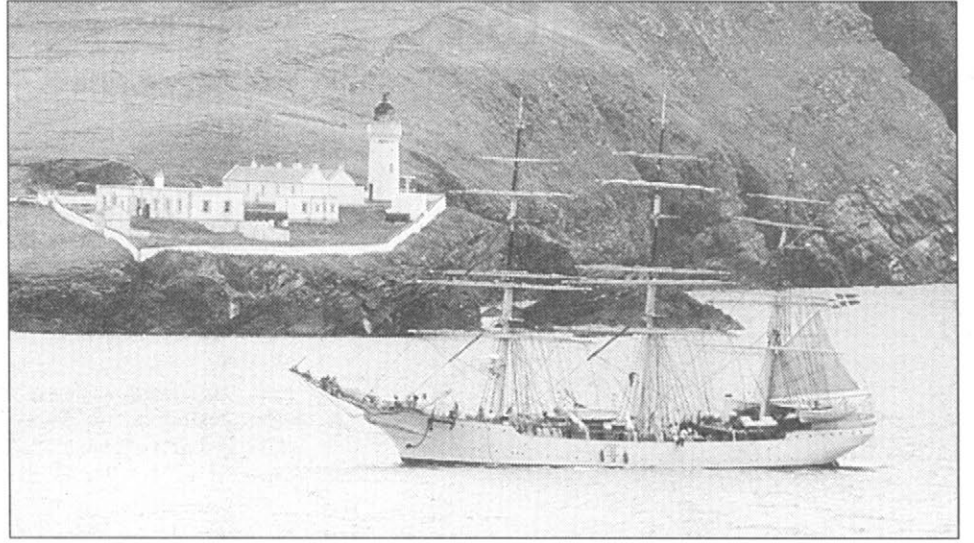
TALL SHIPS SOUVENIR EDITION

A feast for the eyes as harbour fills



A happy bounding bunny makes an unusual figurehead.

Photo: Keith Morrison



One of the first big ships to arrive, *Danmark* passes the Bressay light on Sunday morning.

Photo: Keith Morrison



An appropriate figurehead for the *Eye of the Wind* in striking black and gold.

Photo: Keith Morrison



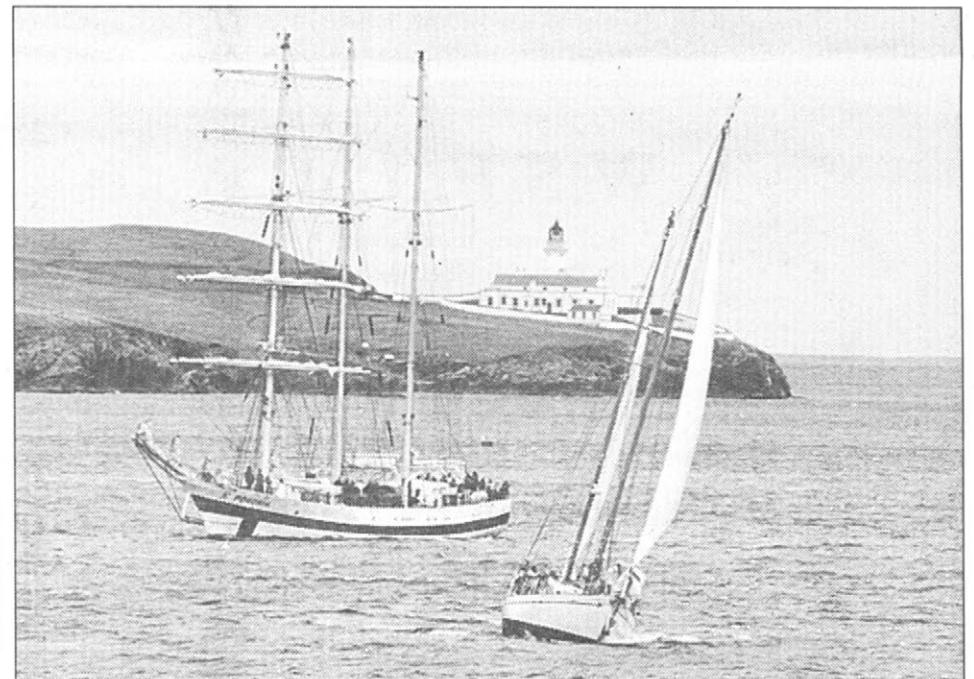
First mate on the gaff schooner *Spirit of Scotland*, Dougie Walker makes a repair to the stay-sail.

Photo: Keith Morrison



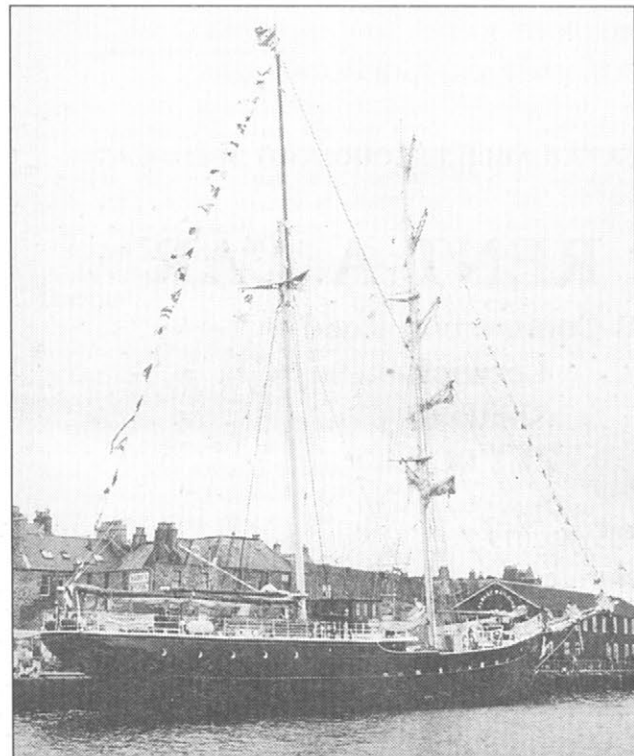
A lion, of course, as the figurehead for the *Sir Winston Churchill*, one of two schooners of the STA.

Photo: Keith Morrison



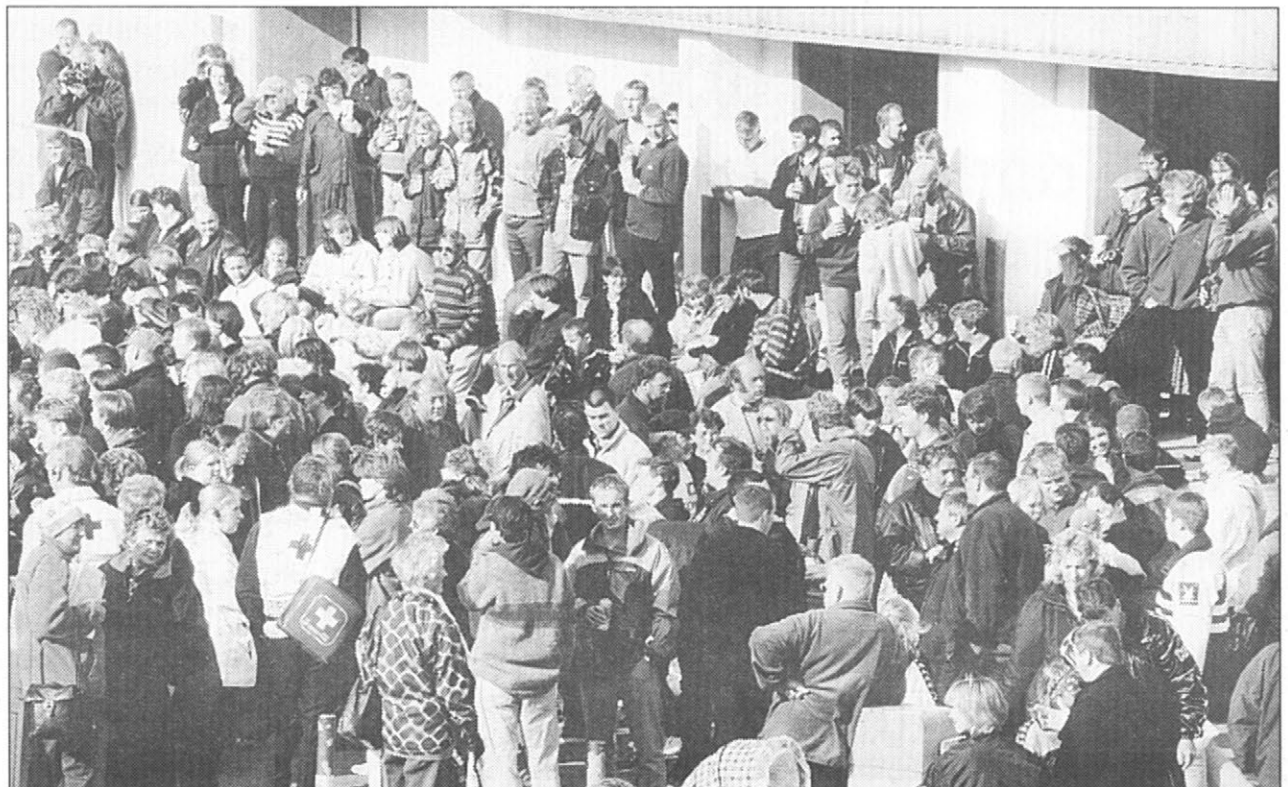
The Polish *Pogoria* arriving at the same time as *Urania* from Holland.

Photo: Keith Morrison



The *Swan Fan Makkum* lying alongside at the Albert Quay.

Photo: Keith Morrison



Enjoying the food and the beer in the sunshine on Monday afternoon at the fishmarket.

Photo: Keith Morrison

Bridlington man Irish are back in action toasts locals



Noel and Jeanne Rawson outside the Gobi Jazz Venue on Victorial Pier.
Photo: Jim Tait

YORKSHIREMAN Noel Rawson was so overwhelmed by the whole event that he stood up in a packed restaurant and asked everyone to join him in a toast to the people of Shetland.

"It's not something I'm prone to doing," he told me on Wednesday. "It was a bit embarrassing, but I'm glad I did it."

Noel, who lives in the seaside town of Bridlington, came up for the tall ships with his wife Jeanne.

"We were invited by Harry and Mary Jamieson," he said. "I wouldn't have missed this for anything. I didn't know what to expect at first, but it's fabulous, the whole thing. The Shetland people are something else, they're so friendly."

On the race Noel was said he knew who he was supporting. "It's the Mexicans, no doubt about it. They're brilliant. If they don't win I'll be disappointed."

A FRACTURED top sail yard truss between Cork and St Malo has not dimmed the good spirits on board the *Asgard II*, which arrived into Lerwick on Monday afternoon at 3pm.

The brigantine which is the national youth training ship of Ireland, was off the Isles of Scilly when the winds struck, according to skipper Simon Alletson.

"It was a north-easterly, 25 knots gusting to 45 knots," said the ship's engineer Mark Causer.

"The captain was lashed to the wheel and the engineer was in the bunk," joked the mate, Liam Keating.

"We had to reef down in a hurry and lash the yard to the mast so that it wouldn't carry away," he explained.

"We had to go on on a reefed top sail and we were losing speed, but we kept going."

"Then we noticed the fore-peak space was making water and we had to pump it out regularly."

The *Asgard II* was first in her class, A11, and seventh overall when they made the decision to retire.

The crew cannot praise the help they got in Greenock highly enough.

"In Greenock, they pulled out all the stops. The liaison officers Alison Sykora and Sandy Taggart were very helpful. The people of Greenock showed great



Skipper of the Irish brigantine *Asgard II* Simon Alletson (from left) with ship's engineer Mark Causer and mate Liam Keating.

hospitality to us and we got free tours even after the official event was over. We did the repairs and we two days behind. The winds have been unfavourable on the way here and we had to motor nearly all the way."

Some of the 20 trainees on board the ship were "disappointed" that they had to retire.

"But we were not the only ones," emphasised Liam.

"The main rival in our class *The Eye of the Wind* retired before us."

"The disappointment was quickly forgotten when we arrived in Greenock. We had to make it there in time for an official engagement as the Irish government was honouring merchant seamen who were killed on Irish ships in World War 11."

At the time of my visit, the trainees were all out racing in

yoals and sampling the delights of Lerwick, but the three men at the helm assured me that "they were having a ball" since they arrived here.

"They are enjoying the slightly laid-back, more personal atmosphere of a smaller port," said Liam.

"Some of the ones who are taking part for the first time are amazed at the hospitality and friendliness that has been shown to us here."



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SHETLAND'S AGENTS FOR SIXT RENT-A-CAR & NATIONAL CAR RENTAL

Jarls of festivals Sing along with Anna past in top form

ANSWERING endless questions about when the Vikings were coming proved an important part of the policeman's lot on Tuesday afternoon.

A constable stood patiently at the junction of Commercial Street and Harbour Street reassuring the assembled crowds waiting for the Viking procession that Valhalla was just around the corner.

Those from mellow climes complained of the cold, but hardy locals concentrated on keeping their children amused and finding a good vantage point for Up-Helly-A' revisited.

The tourists gasped and Shetlanders waved to friends and family as the tardy jarl squads emerged into view along the Esplanade at 2.45pm, having wound their warlike way down the town from their assembly point at Gilbertson Park.

They cheered raucously and sang the Up-Helly-A' song as they marched along the Esplanade and towards Victoria Pier.

"I love it. It's cool to see all the

ships here and all the people," said Trevor Wicken from Boulder, Colorado who along with Kerri Moncrieff was visiting family in Shetland.

Kerri vaguely remembered witnessing the jarl squads when she was five, but for Trevor it was a first.

Some Shetlanders home on holiday showed more reticence and confined their comments to saying that they were enjoying themselves.

Mothers bribed their offspring with the newly-minted currency of promises of face-painting and sweets.

Wheelchairs shared pavement space with double buggies and crowds four deep stood to cheer the colourful squads of Up-Helly-A' past.

With this year's guizer jarl David Matthewson to the fore the jarl squads from 1991 to 1999 strutted their stuff.

The 1998 jarl Colin Summers was in crowd-pleasing form. He stood and raised his arms in a

ferocious gesture as the cameras clicked and the crowds laughed.

Those in the know were not surprised to hear the Up Helly 'A song after a Disney favourite, but the tourists laughed in surprise.

Looking particularly fetching in green, were the men of '92 — or was that '91?

One of their number hesitated before confirming that they were indeed the jarl squad of 1992.

"I get it mixed up with me age," he laughed.

When they reached Victoria Pier the Vikings took manly refreshments at the outdoor bars and posed for tourists wanting photos.

A Japanese media man was among those enjoying the merriment.

Satoshi Ito had travelled from Tokyo to cover the tall ships race.

"I'm going to join the Dutch ship *Swan Fan Makkum*," he said.

"I've seen Vikings on TV before, but I think these look very real."



Lerwick lady Anna Graham takes a seat on Commercial street to enjoys the musical session from busker Job Punnin.

Photo: Keith Morrison

Social life counts

PART OF the training for the naval cadets on board the Italian naval academy yawl *Corsaro II* involves attending social functions, says first officer Giorgio Di Raino.

"The cadets get training at sea, but in the port going to official receptions and socialising is part of the training," he says.

The weather forced the vessel to change course en route to Unst, much to the disappointment of the eight cadets and six permanent crew on board.

"We planned to reach Baltasound for Baltasail, but the sea and waves were too strong.

"We were supposed to arrive here at 8pm on the Monday, but we came a bit earlier and arrived in on the 7th instead.

"We wanted to reach the 62nd parallel, but the

weather was so bad that at one time we couldn't go any faster than three and a half knots."

It is the first time in Shetland for the Italians.

"It's a beautiful place for the landscape and surroundings. We would like a bit more sun though."

They were particularly pleased with the facilities in Lerwick.

"There's plenty of water and electricity. The port is very appropriate for a Cutty Sark race because it is near the centre of the town. It is easy to get everywhere."

The Italian navy takes part in the Cutty Sark tall ships race every year, according to Giorgio.

"We have two tall ships, the *Amerigo Vespucci* and the *Palinuro* and five yawls like this one. The *Palinuro* is taking part in the next leg of the race and the *Corsaro II* is off to London."



A stern looking figurehead under the bowsprit of the Danish Georg Stage.

Photo: Keith Morrison

Master of all she surveys

MANY women are taking part in the race, but only one is a master mariner in charge of a B class vessel.

Barbara Campbell from Dunoon is master of the 150ft topsail

schooner *Malcolm Miller*, having taken over at Lerwick.

No stranger to Shetland waters, Captain Cambell worked on the *St Clair* and *St Sunniva* as second officer and chief officer for a

number of years. "I worked with P&O from the end of 87 till 95. Sailing around in this way is very different from working on a commercial ship."

On Wednesday, the day before

they were to sail to Aalborg, some of the more experienced crew showed the trainees how to put up sails for the first time.

"Before we sail tomorrow they're going to have to put up a lot more sails."

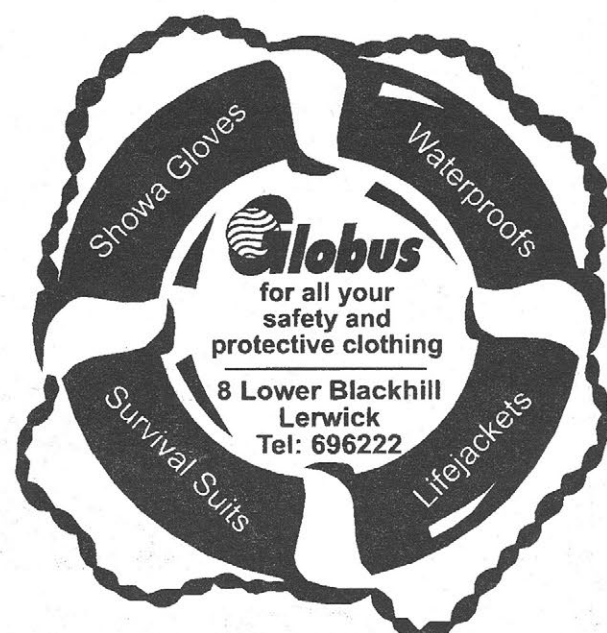
The *Malcolm Miller* and her sister ship *Sir Winston Churchill* are so nearly identical that it is difficult to tell them apart. The only difference between the three-masters is the sail numbers (TSK1 for *Sir Winston Churchill*, TSK2 for *Malcolm Miller*), the shape of their deckhouse doors, their figureheads and nameboards.

The *Malcolm Miller* is being decommissioned by the Sail Training Association in November.



Master of the *Malcolm Miller* Barbara Campbell.

Photo: Keith Morrison



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Craft business was brisk

THE majority of the traders at the craft fair in Gilbertson Park, which was on from Tuesday to Thursday, reported that business was good on Wednesday afternoon.

Although many had feared that their distance from the centre of the town would be a major disadvantage, quite a few were pleased with how the craft fair was going on Wednesday afternoon.

Bunty Petrie who was

selling wooden bowls, pens, lamps amongst other handicrafts made by her husband Donald said:

"Yesterday was a super day," she said. "We had a lot of tourists. One woman from Northern Ireland who came up here on one of the ships wrapped up one of my lamps in a sheepskin that she bought here too."

"Most of the bowls have gone and I also sold a

porthole mirror with a wooden box with Cutty Sark engraved on it."

Tom Henderson's sheepskins also sold well.

"We thought that we might not see so many what with being so far out of town, but it has been good," said Myra Henderson.

Roy Cumming, who had travelled up from Aberdeen, was selling model houses that he had designed himself.

He was rather non-committal.

"We won't really know until we count it up on Thursday night," he said.

Jean Park of Lerwick who was selling cards, paintings and Belgian chocolates, was also pleased with how she was doing.

"Most of the things I sell are not expensive so they have been selling very well," she said. "My Viking postcards were very popular and so were the chocolates. I had to go home last night to make some more."

However, Barbara Cluness and Wilma Cluness, who were selling hand-painted ceramic tiles, were definite that they would have "preferred to be down at the waterfront".

"It's a chance to show my work," said Barbara, "but I have not sold as much as I would like."

"It's been okay here, but we got misinformation about the size that the other tent was going to be. We thought it was going to be much smaller."

"And, of course, it was £400 for the stall," added Wilma.

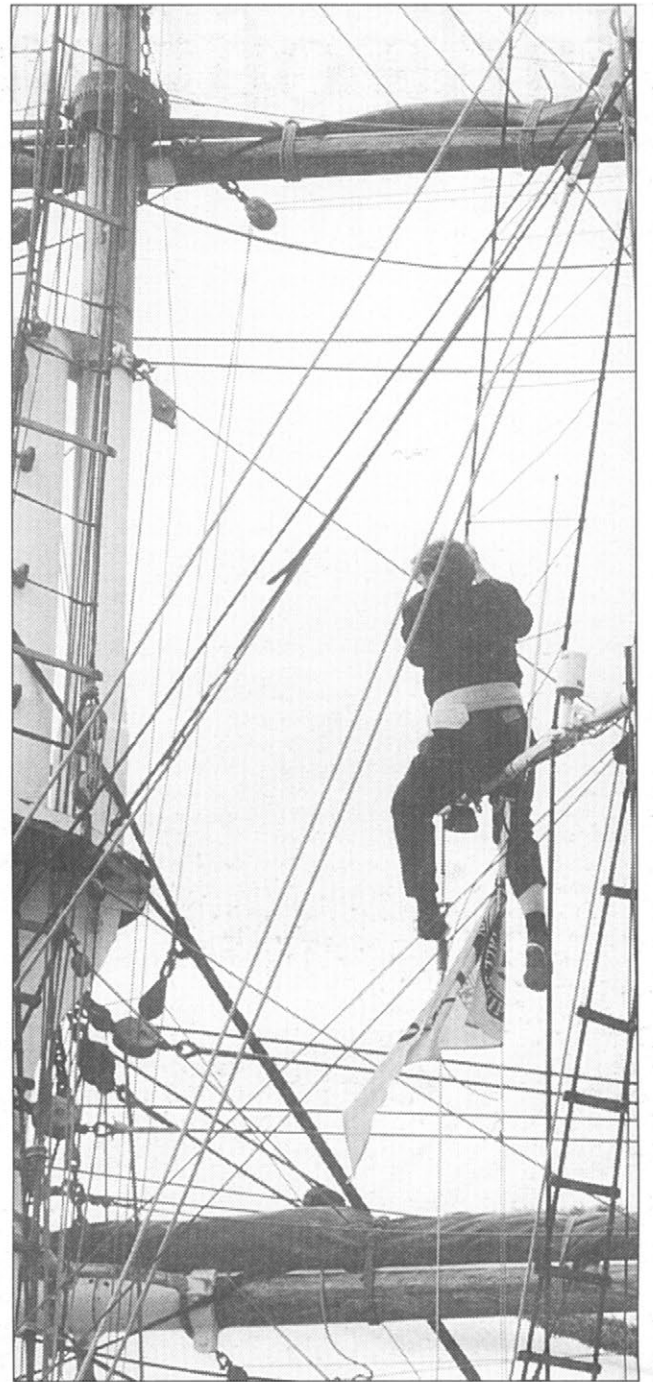
The Gilbertson Park beer tent was very quiet.

"The best buzz we've had was when the jarl squads came along before they left to march yesterday afternoon," said Diane Davies, who was on bar duty.



Stone carver Clive Hunter from Sandness works on a creation, part of a working exhibition at the craft fair in the Gilbertson Park.

Photo: Keith Morrison



A crewman makes the most of the view from high up a mast.

Photo: Keith Morrison



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Doors open 7.30pm

Tickets £5.00, £3.00 concessions, from I.C.C.

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Skeklers Theatre Company

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Doors open 12.30am

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Agents Bound and Gagged
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Craig Charles

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Craig is best known as Dave Lister in the
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Wed 18th and Thurs 19th August 8.00pm

Doors open 7.30pm

Tickets: £12 adults / £9 concessions, from I.C.C.

Grimm Tales

Islesburgh Youth Club & Shetland Youth Theatre

Thurs 26th, Frid 27th and Sat 28th August 7.30pm

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Tickets: £5 adults / £3 concessions, from I.C.C.

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Watch press for details

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Group discount available to parties of 11 or more.



TALL SHIPS SOUVENIR EDITION

Local food gets a big thumbs up

By Jim Tait

IF THE taste buds needed any stimulating, there was plenty of variety on offer. A whole host of tasty snacks were available during the week, with the biggest diversity to be found at Victoria Pier.

In the Holmsgarth area the range was somewhat different. There not much other than burgers could be had, and at £2.30 more than a little pricey.

If anyone was lucky enough to be there on Monday they could have had one for £1.70 from a local burger van, but the main caterers Buchan Catering Group soon put paid to that privilege. From Tuesday another 60 pence was added on to bring them in line with the main caterers.

But back to Victoria Pier. The first place I stopped was the seafood barbecue organised by Shetland Fish Producers' Association where an array of fish kebabs were producing the most wonderful of smells.

Malcolm Smith told me they had sold roughly 2000 so far and were expecting to offload another 500 by the end of the night. I tried a scallop kebab which was nice but the mixed variety was proving the most popular, Malcolm said.

Just a few yards further on New Zealand chef Chris Coubrough was demonstrating ways to cook Shetland lamb.

When I arrived he was just putting the finishing touches to a brochette of Shetland lamb shoulder, which is basically marinated lamb pan fried with chopped tomatoes, olives, capers, garlic, basil and lemon juice.

Chris said that during his week in Shetland he was using two or three different types of Shetland lamb. "Today we're using the pure native breed. I like it, it's a lot leaner but with just enough fat."

He heaped two panloads on top of brochettes for eager samplers to try out. I did and I can definitely give it the seal of approval.

Next port of call was the Mongolian yurt, which was being used as a jazz venue, as well as an eating place for the mouth-

watering combination of Shetland Smokehouse, Burrastow House Hotel and Shetland Seafood Specialities.

Chef James Martin said they were using both Shetland fish and meat, but giving it flavours from all around the world. Bo Simmons from Burrastow was doing the meat dishes and puddings while he was responsible for the fish.

"For example we have salmon carbonara from Italy, Greek lamb and Turkish lamb," said James, recommending I try the salmon. This I did and liked but sadly was getting rather full and unable to finish it.

Debbie Hammond from the Smokehouse said she was highly delighted with the way things had gone. "It depends on how high expectations you had. We didn't have any. I think it's been fantastic."

I decided to give the Buchan Catering's lamb chops and kebabs a miss. They smelled good all right but someone at work said they were going to town with the chargrill bit. And anyway I'd already eaten more than enough.

Over at Gilchrist's old-fashioned toffees and fudges stand Pat Gilchrist told me they were getting to the stage where they were almost sold out. "We had a really busy day and things have kept up well since."

Her Alnwick-based company specialises in exhibitions and events. Since the late 80s they have been following the Tall Ships round.

I was just about to leave when I spotted the Shetland Agricultural Association stand where the husband and wife team of Graeme and Anita Georgeson were dishing out lamb bannocks. They also had a variety of vacuum-packed lamb and lamb burgers available.

Anita, who is secretary of the association, said: "I'm really pleased with the way this has worked out. We wanted to be in a position to offer the people our own produce. Now the Marts has bought this tent and we're planning to take it around the shows as well."



Kiwi chef Chris Coubrough and his assistant Jo Durno, who demonstrated ways of cooking lamb and salmon. Photo: Jim Tait



Young cooks Thomas Summers (13) and Andrew Manson (15) at the seafood barbecue. Photo: Jim Tait



Shetland lamb tastes good for Elizabeth Dickson (left) of Dundee, Jean Duncan and Jimmy Duncan of Hamar, as they eat outside in the fine weather on Wednesday. Photo: Jim Nicolson

Park and ride was a winner

THE PARK and ride system which has been in operation during the week has been a roaring success.

Buses have been running every five minutes from the former pipeyard at Holmsgarth into the centre of town and back out again, many of them with standing room only. The pipeyard was expected to hold up to 800 cars and it has been full on many occasions.

Sheila Adamson from Sail Shetland said it had worked better than they had ever expected, and went a long way to help keep down the town centre traffic problems.

Peter Leask of John Leask & Son said the system had gone very smoothly from day one but he had no overall figures as yet. They had carried roughly 1500 people on each day and there were five different operators who he assumed were all just as busy.

An extra bus was put out on Wednesday evening to cope with the crowds which had gathered for the fireworks display, Mr Leask added.

Bakery rolls out supplies



The Sandwich Baking Company delivered their contribution of over 2000 freshly baked bread rolls to the ships' crews on Wednesday. Photo: Keith Morrison

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The man who planted the idea . . .

By Fiona Smith

ONE MAN with many a tall ships tale to tell, is Bo Rosbjerg, skipper of the Danish ketch *Jens Krogh*, a tall ships participant since 1980.

Although he modestly does not want to take too much credit for it, it was his vision which led to the tall ships race coming to Lerwick.

He laughed fondly at the memory with just a hint of triumph. It is good to have been proved right after all.

"Some years ago when Trondheim was organising her 1000 years anniversary, they wanted to have the tall ships visit in 1997.

"I supported this very much. Some people thought it would be difficult, too far north. They thought it would be a nuisance getting there or that we would lose

one fleet.

"But I thought it was a great idea. But the ships would have to come from somewhere and I thought of Lerwick. Then it was decided to try a joint application and the Norwegians approached Lerwick."

Lerwick was not ready to submit the application at that time, but the idea was planted.

"And we went to Trondheim and a lot of ships went up there. It was a great success."

"It's been quite a special course getting up here. The weather has not been with us, but I think it's great even with the difficulties we've had."

Although the *Jens Krogh* arrived in good time on Monday morning, she has had her fair share of "difficulties".

Foremost among these has been a broken bowsprit.

"We have been unlucky with this," said Bo, who has been sailing on the *Jens Krogh* for the last 23 years.

"It broke during the first leg of the race and we had a new one made in Greenock, but the bad weather made bits of it getting

here. Now we have to get iron bands put around it to keep it from departing completely."

"A sail also has to be repaired and we have had a big problem with charging the batteries."

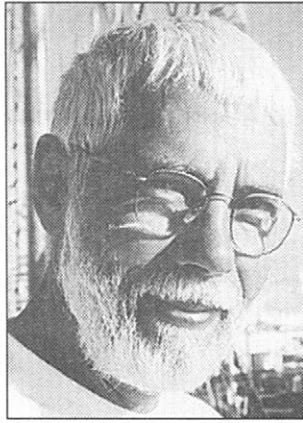
Other "technical stuff" has gone wrong, he said, but he hopes that everything will be ship-shape by the start of the next leg.

"We always have some problems, but we are having more than average this time. There were problems for small and big ships alike."

"The weather was awful with strong north-easterly winds. It was very difficult for all kinds of ships. It has been impossible for us to sail in these kinds of conditions. Some of the smaller more modern, ships have been able to sail though."

"There have been no good sailing winds. So it has been a motor cruise for many of the ships on the way up here. One of the small Russian boats *Sofia* lost her mast completely and is now in Inverness."

Despite the conditions, the skipper and his 19-strong crew are intent on getting their priorities right.



Bo Rosbjerg.

Photo: Keith Morrison

"The idea is to take a lot of people out sailing. We are one of the few ships that don't have at least one professional crew member. It's good to be here, making new friends and seeing old friends again."

The *Jens Krogh*, whose home port is Aalborg, is owned by a youth club which specialises in sailing.

"We bought it 26 years ago and started work on it. It took three

years to restore it to some kind of sailing condition. We started sailing in 1976. Our first tall ships race was in 1980.

"We had a very poor result as we were inexperienced and the ship was not in shape."

But all that has changed over the years and the *Jens Krogh* has been at the forefront of a host of international sailing events including the Columbus Regatta in 1992 and Sail Osaka in 1997.

In order to take up the Japanese challenge the ketch was shipped out to Hong Kong, from where the crew raced to Japan.

"She was away from Aalborg for seven months at that time. All was down on a voluntary basis," he emphasises.

Along with his "day job" as a mathematics lecturer at the University of Aalborg, Bo is Danish representative and a board member of the International Sail Training Association.

He has also been heavily involved in planning the event in Aalborg this year.

"It's been fun, but it has also been difficult to get everything ready on time."

The crew will take especial pleasure in sailing to Aalborg where *Jens Krogh* will celebrate her 100th birthday between August 18th and 21st.

"I was extraordinarily pleased about that," said the skipper, "as the support we were trying to get for the tall ships coming to Aalborg was based on the fact that the *Jens Krogh* is 100 years old."

Eight of the *Jens Krogh* crew have been on other ships for the cruise in company leg of the race from Greenock to Lerwick.

"We had two British people, three Russians and three Italians," said Bo.

"Everybody could speak English, but they had a hard time, some of them were sick. But that's all part of our life at sea."

"Fortunately, I don't get sea sick," laughed Bo, who along with eight of the crew is staying the distance for the full six weeks of the tall ships race.

The next big challenge will be the tall ships 2000 race which starts at Southampton, goes on to Cadiz, Bermuda, Boston, Halifax in Canada, and finishes in Amsterdam.

Lots to learn for first-timer from Aalborg

FIRST-TIME sailor Peter Christoffersen (22) from Aalborg has had a baptism of fire in terms of sailing weather on *Jens Krogh* but, so far, he has found it "exciting".

"I was throwing up four or five times and that was horrible but I knew I would get through it. You get time off as each watch is four

hours. There's a sail watch, a working watch, a deck watch and a free watch.

"Normally, you can get eight hours. It's easy to sleep here," he says pointing to his bunk, which has been commandeered by various crew members who are busily reading letters.

The biggest challenge for Peter has been learning the names of things.

"All the names of all the equipment, the ropes, the parts of

the ship. It's quite a different world. I'm still learning. You just don't learn all this in a few weeks. It will take years."

Peter's most frightening moment was during "a rain storm in the English Channel, just before St Malo".

"We were changing directions and a rope broke. I was hit in the neck, the ship was keeling a lot. I was in shock after that. I certainly experienced the power of wind and water."

Peter spent the cruise in company onboard the *Black Diamond* from Durham, a much smaller ship than the *Jens Krogh*.

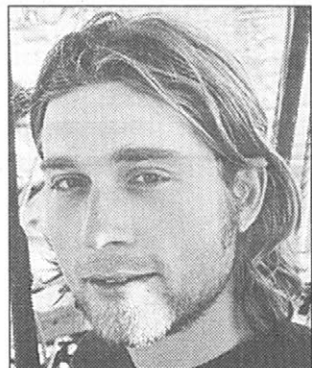
"That was quite different. The ship was modern and moved easier and quicker. There was not as much space on board, but I enjoyed it. It was nice to have a change and it was great fun."

"What I didn't like was that with a smaller crew, we could only have two watches. That meant we got four hours of sleep and then we

were up again sailing. There was no difference between day and night and sleep is important when you're sailing. You get seasick very easily when you're tired and cold."

Coming back on board the *Jens Krogh* in Lerwick was like coming home, he says.

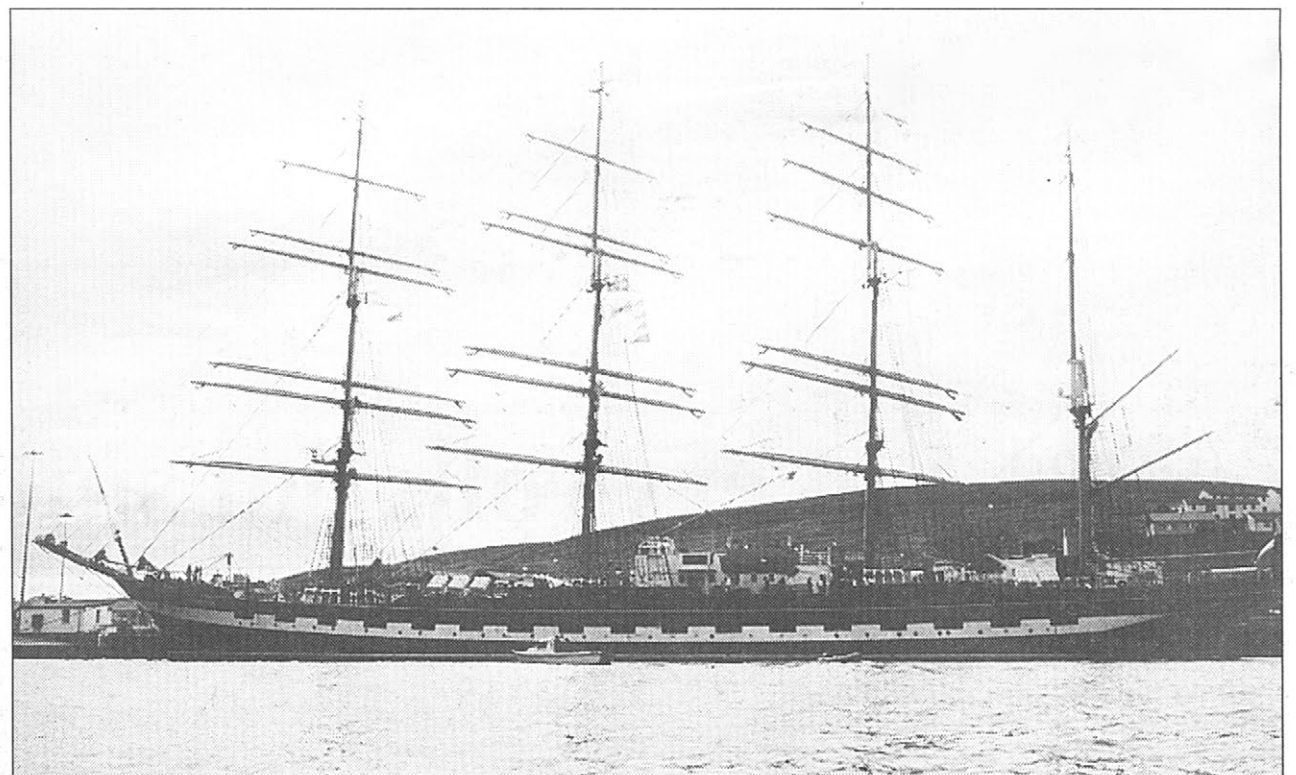
When he does get home, it'll be to the party of a lifetime in Aalborg, but now Lerwick beckons and sleep is the last thing on anyone's mind.



Peter Christoffersen.

Photo: Keith Morrison

Big Russian needs lots of space



Kruzenshtern lies alongside at Holmsgarth.

Photo: Keith Morrison

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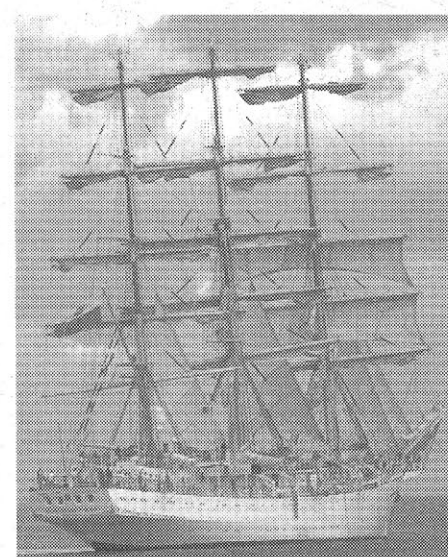
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...it's all hands on deck when the occasion requires. It happened in Shetland to ensure the success of Lerwick as a first-time host port for the Cutty Sark Tall Ships' Races.

We're proud to have been part of the team for Tall Ships...appreciative of everyone's efforts which have enhanced the port's international reputation for first-class facilities and services.

And our many friends, old and new, in the Tall Ships' crews will always be welcome to return to Lerwick Harbour.

That's another of our traditions.



LERWICK PORT AUTHORITY

BETTER BY TRADITION

TALL SHIPS SOUVENIR EDITION

Sigurd the Stout steals the show in fire walk

EVEN the police were equipped with cameras for the grand Viking torchlit procession on Wednesday evening.

But then it was an event the likes of which the good folk of Shetland had never before clapped their eyes upon. As for the visitors, well, it was hard to tell how they interpreted the occasion.

The marching route from Holmsgarth to the Victoria pier was thronging with crowds three deep in some places, each and every person it seemed wielding a photographic device. In the case of the policeman armed with a bulky video camera, it was less likely to be for the purposes of recording the procession than to catch on tape potential tall ships subversives.

At 8 o'clock the shout went up and the parade trooped off, led by Lerwick guizer jarl Davie Mathewson, otherwise known as Sigurd Hlodvisson, or Sigurd the Stout. In a unique gesture of comradeship, jarl's squads from throughout Shetland had gathered to provide a display of Viking regalia and Shetland tradition to the crews of the Cutty Sark Tall Ships' Race.

A passing Danish sailor yelled at Sigurd the Stout as he led the procession around the corner into the car park at Toll Clock Shopping Centre. Sigurd brandished his axe and roared back louder.

"So many Vikings," whispered a little boy, his eyes wide open in awe.

It was not merely the number of Vikings that impressed. Women took part too. "There are girls!" one woman onlooker was heard to exclaim incredulously.

Diversity was in evidence elsewhere. One tiny Viking warrior stood just two and a half feet tall; the largest must have been seven feet from the sole of his furry boots to the tip of his black eagle feathers.

The parade met up with a galley which had been "moored" opposite Bolts Filling Station, and they all marched off to the sound of a brass band playing. A little further down the line of warriors a Lerwick British Legion Pipe Band drummer tapped out the marching beat before the skirl of the pipes struck up.

The omnipresent Mexican navy



Up-Helly-A' in the middle of summer as the parade of vikings make their way down Commercial Road.

Photo: Keith Morrison

men joined in at the end of the procession and marched elegantly past the Viking Bus Station. Few other crews were present in the parade, apparently unsure of the protocol to be followed.

The reek of paraffin tinged the evening air but the full effect of the torches, usually broken out in the dark of January, was lost a little in the summer gloaming.

By the time the procession reached the Market Cross there was little room for the squads to

manoeuvre. The crowds on either side of the Esplanade hemmed them in as the marchers came to a halt around the galley. The onlookers fell silent as the pipes and trombones ceased, halting their combined assault on the senses. The thought on everyone's mind was the same: were they going to burn the longship?

No, they were not.

"Three cheers for the Cutty Sark Tall Ships Race," bellowed Sigurd.

Huphup hurrah, huphup hurrah, huphup hurrah
"Three cheers for Sail Shetland."

Huphup hurrah, huphup hurrah, huphup hurrah

With that they dispersed, mainly in the direction of the post office.

"I think they're going off," said one woman, sounding disappointed. "Look," she said, pointing at the galley as it trundled off down the road, "it's just going."

Schooner helps youth of inner city to develop

SPIRIT of Scotland arrived in Lerwick on Monday with a crew from the Scottish organisation Fairbridge.

The 28ft gaff schooner, a replica of a pilot boat which used to sail out of Liverpool in the 1850s, concentrates on personal development courses for young inner city people.

She arrived in Lerwick harbour at three in the morning with a crew of enthusiastic 16-25 year-olds.

Fairbridge, supported by charities in the United Kingdom, is an organisation which helps youngsters who have been affected by deprivation.

Tommy Killen (22) is one of the crew members from Edinburgh. He said: "People who haven't had much of a start in life are introduced to Fairbridge."

"They build on things like teamwork, icebreakers, initiative and do problem solving games."

Spirit of Scotland has taken part in several sailing competitions including the tall ships' race in 1995.

The 14 crew of consisted of 11 men and two women. They also included an invisible member, Basil, because 13 was unlucky.

They sailed from Greenock to Oban then arrived in Scalloway on Saturday. The hospitality there was "amazing".

It seems their only problem was with the weather. "The winds have been either in front or behind us. It hasn't been good."



The Spirit of Scotland with skipper Scott Wilson (centre), Michelle Hughes and Mike Cooper. The 28ft gaff schooner berthed at Victoria Pier early on Monday morning.

Photo: Kieran Murray

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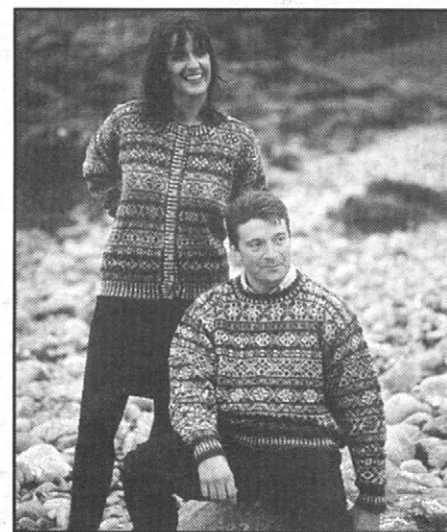
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Crews come out in there thousands



The Mexicans from the *Cuauhtemoc* who became the darlings of the crowd.

Photo: Kieran Murray

ALMOST all the crews from all the tall ships took part in the grand parade from the town centre out to Holmsgarth on Wednesday afternoon.

Some people were confused at the start as they thought the parade was going in the opposite direction.

"That's what it said in *The Shetland Times*", someone said.

"Never believe what you read there," came a reply.

"Don't blame the *Times*," interjected a third voice. "They're the only half-decent paper around." Now that's praise indeed!

Then Oscar Charlie droned overhead and a faint drumbeat could be heard in the distance.

When the first crew came into view it was instantly obvious who they were — those darned Mexicans again. Kitted out in navy tunics and white trousers, and accompanied by bugles and drums, they were at their immaculate best.

Maybe they looked so good because what followed could only

be described as a rabble. Motley specimens from the *Swan*, *Arethusa*, *Christian Radich*, *Alexander von Humboldt*, *Esprit*, *Corsaro II* and the *Black Diamond of Durham* rumbled by.

The Polish lads from the *Tornado* then charged off the road and headed for the toilets at the Viking Bus Station. The crowd laughed and liaison officers sighed in despair.

Thankfully the next in line was the *Danmark* and some sort of symmetry was restored. But not for long...

The *Duet* and the *Eye of the Wind* got in a complete mix-up and as for the *Hartlepool Renaissance*. Well, words cannot describe what they were up to.

The Germans from the *Grossherzogin Elizabeth*, still in their "see you Jimmy" hats, danced by followed by the crew from the *Johan Smidt* in garish parkas and the *Roter Sand* lot roped together and dressed in kind of wierd safety suits.

Water pistols were brandished

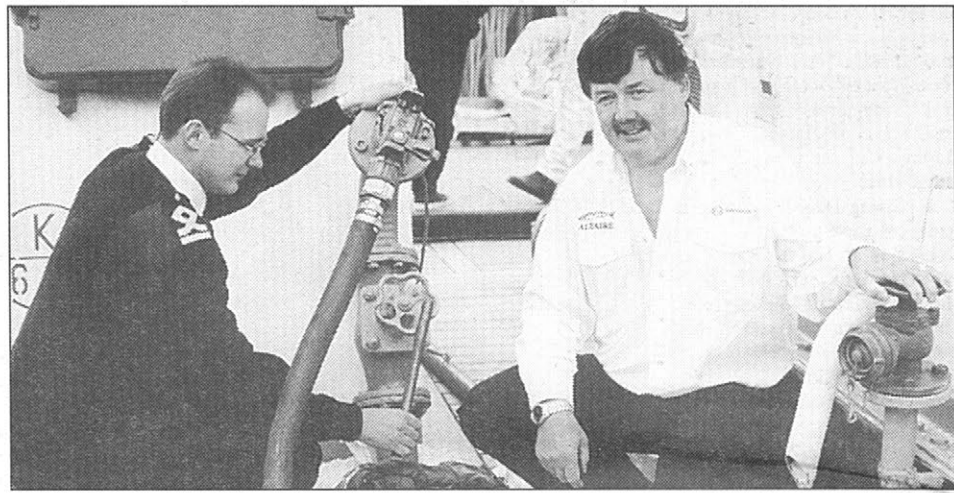
by the British boat *Jolie Brise*. Then came the *Sorlandet*, the *Statsraad Lehmkühl* and the *Pogoria*, all with bottles of beer in hand.

A Russian girl in a mini-skirt led her male colleagues from the *Kruzenshtern*, looking the smartest and happiest they had all week. Perhaps the fact that the itchy woolly jackets had finally been replaced by better-fitting tunics helped.

There was a pause. Was everything gone? No, last but not least was Dutch crew from the *Swan fan Makkum* in bright yellow jackets. Had they been to the LHD or Westside Fishermen? In the middle of their ranks was a mermaid, dressed in a sort of quilted thermal tail but bare from the midriff up.

And apart from a few stragglers that was that. Apologies to those who haven't been mentioned but they just weren't silly enough.

But whatever happened to those fellows from the *Tornado*...



A helping hand for *Kruzenshtern* from the Altaire Fishing Co. Third engineer Sergo Gichkin accepts a donation of 30,000 litres of diesel from Alastair Inkster of the *Altaire*.

Photo: Kieran Murray

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After all that, what was the verdict?

By Fiona Smith

THE SHIPS came, we saw, and were charmed. Between 5000 and 5200 visitors poured into Shetland to witness the largest sailing event in the world and revel in the party atmosphere created by the biggest event ever staged here.

And now that the ships have sailed, now that the party's over, there's comfort in the knowledge

that no-one should have gone away disappointed.

Tourists, visiting captains and crews alike were united in their praise of how the event had been organised. The enthusiasm of Shetlanders was plain to be seen in the numbers that turned out to cheer on the Up-Helly-A' squads and visiting crew processions, and to take part in the Carnival Latino on Tuesday night, watched by an estimated 15,000 people.

Others simply came into town to enjoy the sight of the harbour awash with colour and to avail themselves of the opportunity to hear a showcase of Shetland musical talent.

Another draw for the crowds was the spectacular red stars at night fireworks display on Wednesday night. Many chose the piers as the vantage point from which to witness the ships' masts set against a backdrop of red stars,

palm trees and golden willows as the shells were fired from Bressay.

A crowd of 6000 people at Holmsgarth listened to Shetland bands on Tuesday night alone and on Wednesday the party got even bigger.

The Spiegeltent which provided non-stop entertainment was one of the most popular attractions with the Mongolian yurt also proving a hit with jazz aficionados and gourmets.

Hospitality was the key word with nearly everyone entertaining friends and family home from throughout the world.

The organisers were delighted with how it all went. Sail Shetland project manager Ruth Henderson said: "It's been absolutely tremendous. Everybody I've spoken to has been very happy with it. All the ships and trainees and locals have been very pleased. I'm sad to see it's nearly over, but it's been a great success."

According to Lerwick Port Authority's general manager Allan Wishart, the visiting captains and

crews were very impressed with the arrangements in Lerwick.

"The captains have all been very complimentary about the practical arrangements at Lerwick with an excellent liaison system and good transport arrangements for their crew transfers."

"Many of the vessels in the Cutty Sark tall ships race are visiting Lerwick for the first time and more than one have said that they will be back again for other visits after finding out that Lerwick was simply the best."

The gregarious crew of the Mexican barque *Cuauhtemoc* went down a storm with everyone. The large square-rigger *Kruzenshtern* was an impressive sight as was the trio of Norwegian giants on Victoria Pier.

However, the not-so-tall ships were also welcomed with great interest by the many people who toured the ships and took time to talk to the crew and trainees.

Ships such as the gaff ketch *Spirit of Scotland*, the *Eye of the Wind* from Faversham and the

Danish *Sagitta*, one of the earliest arrivals, also won an especial place in people's hearts.

Accommodation proved no problem and traffic congestion was kept to a minimum with an efficient park and ride scheme being proving very popular.

Chief executive of Shetland Islands Tourism Maurice Mullay said: "Shetland has risen to the challenge of hosting this impressive and magnificent with enthusiasm to demonstrate the ability of a small but dynamic and vibrant island community."

The weather too was remarkably kind with the rain holding off even if temperatures were a little low for those accustomed to more clement climes.

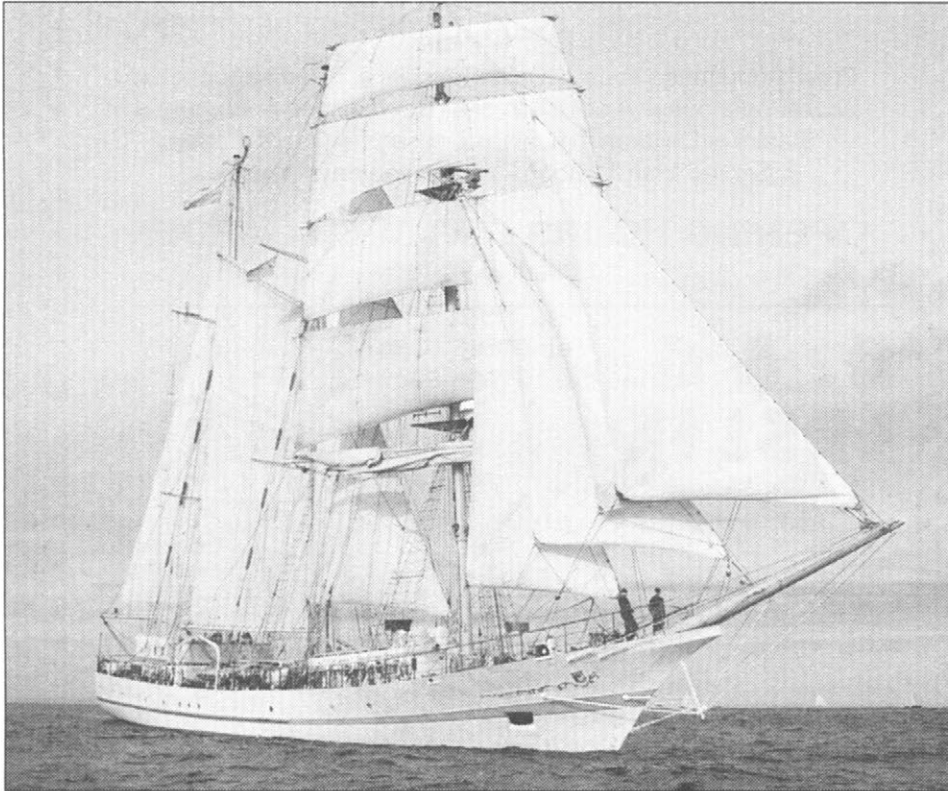
All in all, Lerwick's part in the 1999 Cutty Sark tall ships race turned into a four-day non-stop party that will be remembered long after everyone has waved goodbye to the ships after the parade of sail.



Out on the bowsprit of the *Danmark* as final repairs are carried out. Photo: Keith Morrison



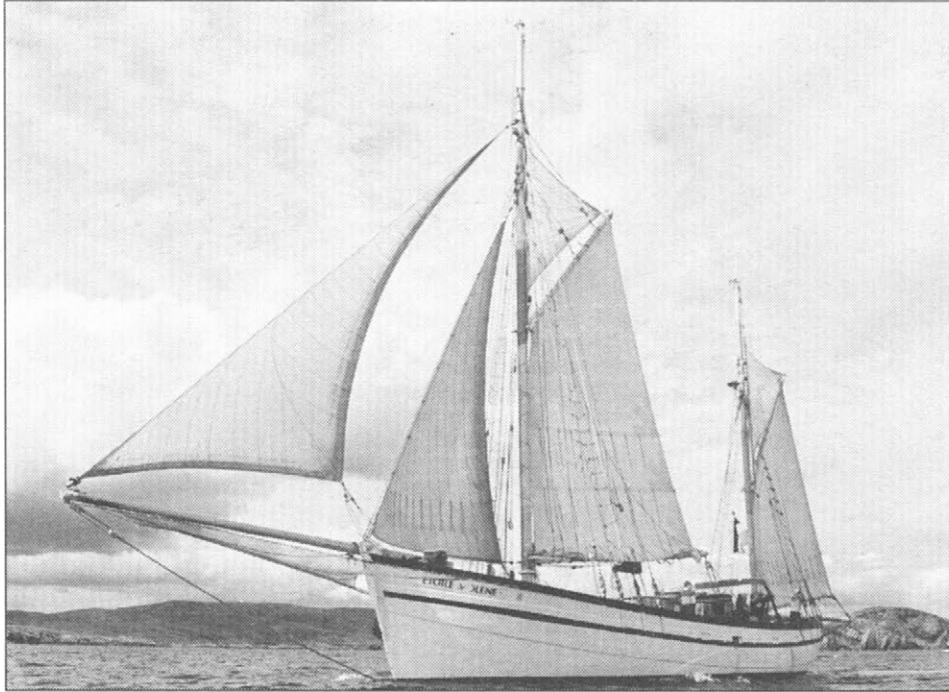
Visitors stroll along the aft deck of the Mexican *Cuauhtemoc* on Wednesday. Photo: Keith Morrison



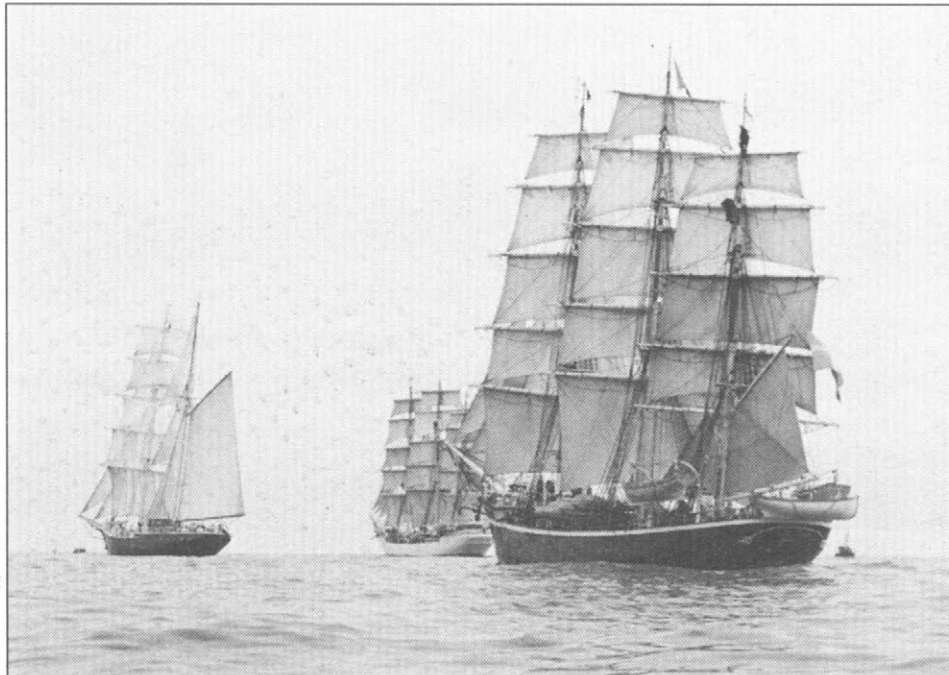
Iskra leaves Lerwick for Aalborg. Photo: Keith Morrison



A watery salute from one of the Sullom Voe tugs. Photo: Keith Morrison



The 92ft *Etoile Molene*, a competitor from France. Photo: Keith Morrison



They're off! Photo: Keith Morrison

Absolutely spectacular!



The Mexican Cuauhtemoc and the Polish Iskra make a fine sight on Wednesday evening.

Photo: Keith Morrison



It went with a bang on Wednesday night . . . and then some.

Photo: Keith Morrison

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Marvellous welcome in store for 2,000 crew members and thousands of visitors

The largest international festival in Shetland for more than a decade is upon us, with more than 2,000 crew members on 56 tall ships from 12 countries arriving in the course of the next week ahead of the main celebration next weekend, which is expected to attract thousands of visitors from within and outwith the isles.

The competing ships include 16 class A vessels, 17 class B, 17 class C and six class D – crewed by a mixture of professional crew and sail trainees from around the world.

Forty-six young Shetland residents are among those tasting life on the ocean wave with placements on seven tall ships. The scheme is organised by Sail Training International, a charity established to harness sail training to develop and educate young people, regardless of nationality, culture, religion, gender or social background.

The lucky candidates have already or will experience life as crew members, under taking tasks such as watch-keeping, setting sails and other domestic duties with the other trainees onboard the vessels that will visit Lerwick.

This 20-page guide, written and produced by *Shetland Times* staff and freelance writer Peter Johnson, kicks off with all the events that are due to start in the Cruise in Company ports in Fair Isle, Scalloway, Whalsay, Yell and Unst over the weekend and continues with interviews with many of the Shetland sail trainees. It also looks at some of the entertainments taking place next weekend and goes behind the scenes to get a flavour of some of the massive effort that has gone into organising the events.

Shetland Tall Ships 2011 project manager Fiona Dally said: "Over 2,000 crew members and several thousand visitors can expect a



The scene at Lerwick Harbour in 1999.

marvellous welcome when they arrive ...

"Our partners, host port sponsors, volunteers and the Shetland community have come together in great force to be able to bring this fantastic event to this point, and it won't be long before the anchors drop and we can settle down to a weekend of festivities."

Highlights for the event include a spectacular fireworks display, an international crew parade and welcoming ceremony, headline concerts from The Levellers and Bjorn Again as well as over 100

local music performances, family fun zones and the finale, Parade of Sail.

Activities kick-off in earnest with the crew parade at 4pm on Thursday where more than 2,000 crew members will parade along the waterfront in Lerwick in a fantastic spectacle of colour and music starting at the Esplanade. At 5pm the focus moves to the main arena at Holmsgarth where dancers, musicians and singers will provide the official welcome to race participants and visitors in a specially-commissioned welcoming ceremony.

On the Friday a packed programme of street entertainment, traditional and contemporary music, local food and drink, and arts and crafts continues as well as a full family entertainment programme. The first of the sell-out headline concerts, The Levellers and support, hit the stage at Holmsgarth from 6.30pm onwards.

On the Saturday the cultural programme continues with plenty of live music and family fun throughout the day, rounded off with the second of the headline concerts, Bjorn Again, and support

on stage from 6.30pm, with a fireworks display lighting up the night sky at 11.50pm.

The Sunday is the last day of the tall ships' visit and the magnificent Parade of Sail promises to be a spectacular sight, with each of the ships raising their sails in a sea of splendour in preparation for Race Two. From 5pm, Race Two starts with the ships leaving Shetland hoping for a strong wind all the way to Stavanger in Norway.

Event information points will be located at Albert Wharf and Holmsgarth throughout the duration of the event and a free shuttle bus will operate between The Esplanade and Holmsgarth.

TYPES OF TALL SHIP

CLASS A

All square-rigged vessels and all other vessels over 40m (131 feet) length overall (LOA).

CLASS B

Traditional-rigged vessels with a LOA of less than 40m (131 feet) and with a waterline length (LWL) of at least 9.14m (30 feet).

CLASS C

Modern-rigged vessels with a LOA of less than 40m (131 feet) and with a LWL of at least 9.14m (30 feet), not carrying spinnaker-like sails.

CLASS D

Modern-rigged vessels with a LOA of less than 40m (131 feet) and with a LWL of at least 9.14m (30 feet), carrying spinnaker-like sails.

The trainees have been recruited to take part in the following races onboard the vessels as shown:

Cruise in Company leg

• *Wylde Swan*: Paul Gaffney (Lerwick), Michael Thomson (Unst).

• *Swan*: Robert Gray (Unst), Douglas Stevenson (Whalsay), Declan Turner (Brae), Drew Manson (Brae), Heather Gray (Unst), Rachel Sansom (Walls), Tom Henderson (Lerwick) and Ryan Leask (South Whiteness).

Race Two from Lerwick to Stavanger

• *Sorlandet*: Sarah Stott (Lerwick), Emma Inkster (Lerwick), Kerry Wood (Lerwick), Kylie Wood (Lerwick), Maggie Adamson (Fladabister), Symone Duddy (Sumburgh), Jack Henderson (Lerwick), David Arthur (Whalsay), Shona Duerden (Tingwall), Rory Goodlad (Quarff).

• *Swan*: John Arthur (Scalloway), Emma Rochester (Quarff), Daniel Hughson (Ollaberry), Persephone Poulton (Bressay), Amy Sandison (Lerwick), Emma Cree-Hay (Reawick), Stuart Ferguson (Unst), Daniel Aquilina (Yell).

Race Three from Stavanger to Halmstad

• *Eendracht*: Alison Laurenson (Bigton), Johanna Goodlad (Scalloway).

• *Swan*: Scott Spence (Lerwick), Erin Simpson (Whalsay), Luke Aquilina (Yell), Kirsty Laurenson (Sandwick).

Ocean Youth Trust selection for Shetland Islands Council

• *Alba Explorer*: Alana Johnson (Unst), Hannah Best (Fair Isle).

TALL SHIPS COMPETING

CLASS A SHIPS

1	<i>Alexander von Humboldt</i> ,	Germany
2	<i>Christian Radich</i> ,	Norway
3	<i>Dar Młodzieży</i> ,	Poland
4	<i>Eendracht</i> ,	Netherlands
5	<i>Europa</i> ,	Netherlands
6	<i>Gloria</i> ,	Colombia
7	<i>Gulden Leeuw</i> ,	Netherlands
8	<i>Jean De La Lune</i> ,	UK
9	<i>Lord Nelson</i> ,	UK
10	<i>Mir</i> ,	Russia
11	<i>Morgenster</i> ,	Netherlands
12	<i>Pelican of London</i> ,	UK
13	<i>Pogoria</i> ,	Poland
14	<i>Sorlandet</i> ,	Norway
15	<i>Statsraad Lehmkuhl</i> ,	Norway
16	<i>Wylde Swan</i> ,	Netherlands

CLASS B SHIPS

17	<i>Auno</i> ,	Norway
18	<i>Constantia</i> ,	Sweden
19	<i>De Gallant</i> ,	Netherlands
20	<i>Jens Krogh</i> ,	Denmark
21	<i>Jolie Brise</i> ,	UK
22	<i>Liv</i> ,	Norway
23	<i>Maybe</i> ,	UK
24	<i>Moosk</i> ,	UK
25	<i>Morning Star of Revelation</i> ,	UK
26	<i>Provident</i> ,	UK
27	<i>Rupel</i> ,	Belgium
28	<i>Stina Mari</i> ,	Norway
29	<i>Svanhild</i> ,	Norway
30	<i>Swan</i> ,	UK
31	<i>Tecla</i> ,	Netherlands
32	<i>Wyvern</i> ,	Norway
33	<i>Wyvern av Aalesund</i> ,	Norway

CLASS C SHIPS

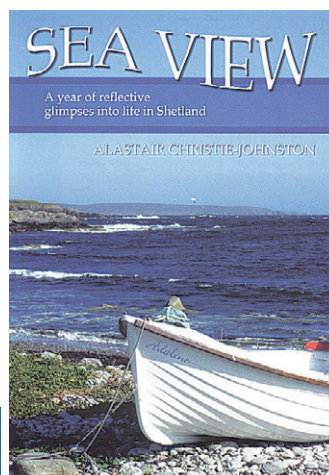
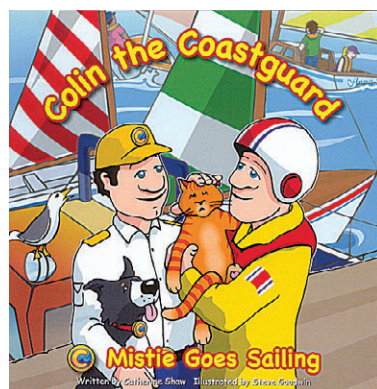
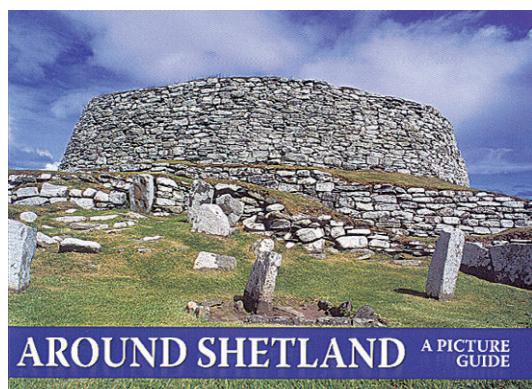
34	<i>Alba Endeavour</i> ,	UK
35	<i>Alba Explorer</i> ,	UK
36	<i>Antwerp Flyer</i> ,	Belgium
37	<i>Black Diamond of Durham</i> ,	UK
38	<i>Dar Szczecina</i> ,	Poland
39	<i>Esprit</i> ,	Germany
40	<i>Gedania</i> ,	Poland
41	<i>John Laing</i> ,	UK
42	<i>Neva</i> ,	Russia
43	<i>Ocean Spirit of Moray</i> ,	UK
44	<i>Prolific</i> ,	Norway
45	<i>Rona II</i> ,	UK
46	<i>Sirma</i> ,	Netherlands
47	<i>Spaniel</i> ,	Latvia
48	<i>St IV</i> ,	Estonia
49	<i>Tomidi</i> ,	Belgium
50	<i>Zenobe Gramme</i> ,	Belgium

CLASS D SHIPS

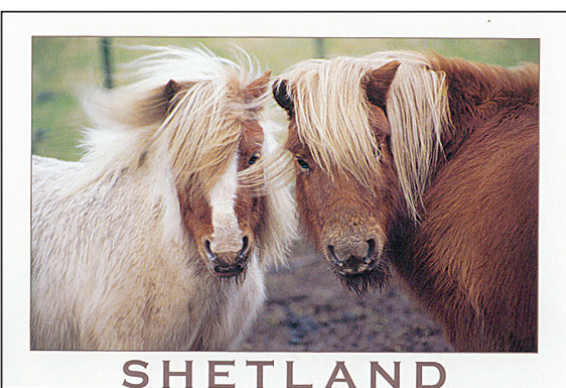
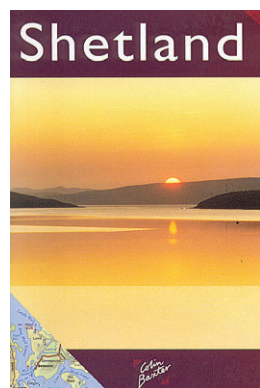
51	<i>Akela</i> ,	Russia
52	<i>Camelot</i> ,	Poland
53	<i>Endorfin</i> ,	Poland
54	<i>Miles to Go</i> ,	Belgium
55	<i>St Barbara V</i> ,	UK
56	<i>Urania</i> ,	Netherlands

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Lerwick Port Authority & Shetland Amenity Trust
for the support this year for the summer floral basket,
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A
CLASS

Dar Młodzieży

Poland, 108.8m, Full-Rigger, 1982


Europa

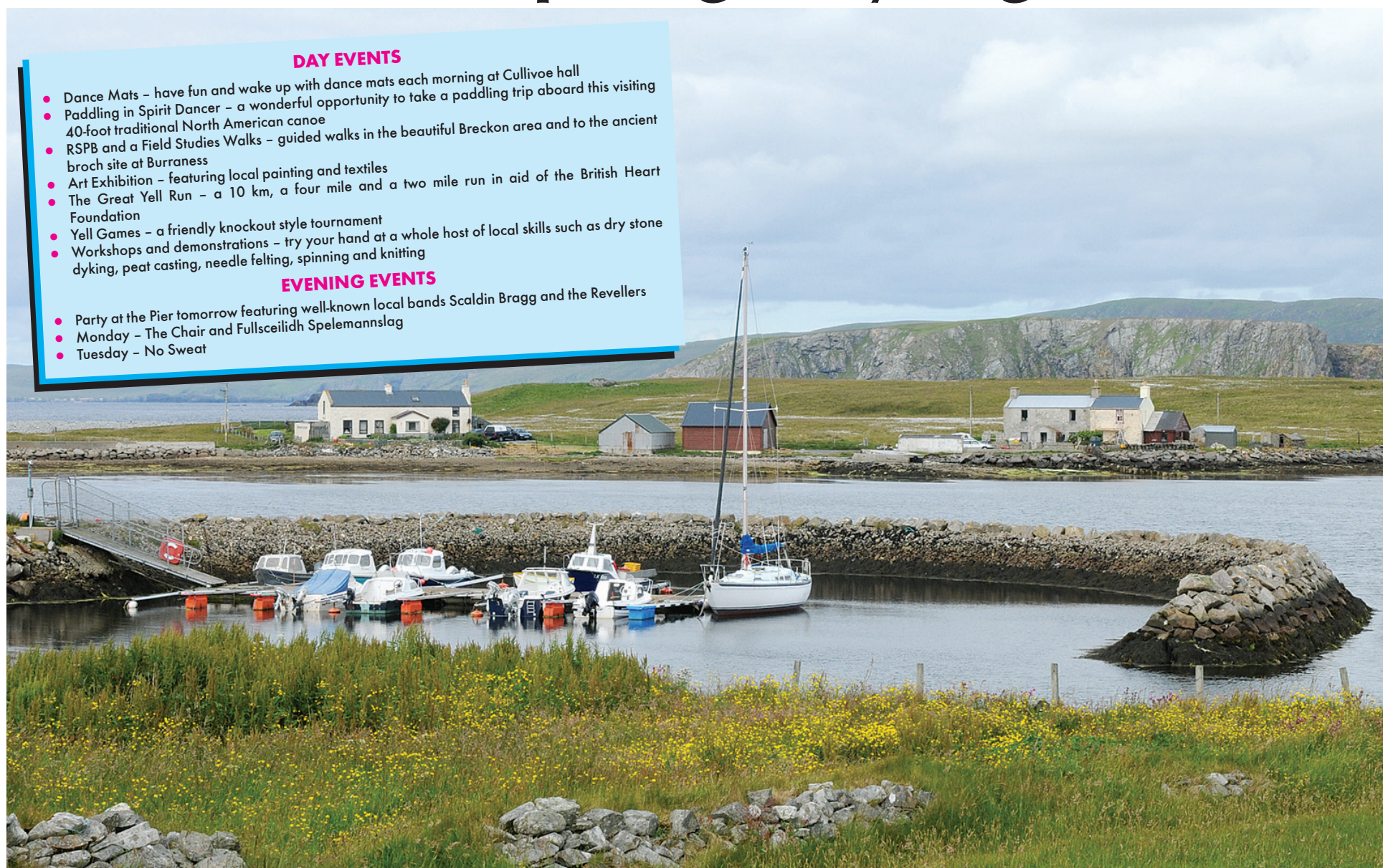
Netherlands, 54.6m, Barque (3), 1911

A
CLASS

TALL SHIPS...
56 tall ships will visit
Shetland before Race
Two to Stavanger

...FACT FILE

Cullivoe Cruise in Company celebrations will be 'awe-inspiring', say organisers



DAY EVENTS

- Dance Mats – have fun and wake up with dance mats each morning at Cullivoe hall
- Paddling in Spirit Dancer – a wonderful opportunity to take a paddling trip aboard this visiting 40-foot traditional North American canoe
- RSPB and a Field Studies Walks – guided walks in the beautiful Breckon area and to the ancient broch site at Burraness
- Art Exhibition – featuring local painting and textiles
- The Great Yell Run – a 10 km, a four mile and a two mile run in aid of the British Heart Foundation
- Yell Games – a friendly knockout style tournament
- Workshops and demonstrations – try your hand at a whole host of local skills such as dry stone dyking, peat casting, needle felting, spinning and knitting

EVENING EVENTS

- Party at the Pier tomorrow featuring well-known local bands Scaldin Bragg and the Revellers
- Monday – The Chair and Fullsceilidh Spelemannslag
- Tuesday – No Sweat

Cullivoe will be at the heart of the action in Yell this weekend and into next week.

Photo: Dave Donaldson

Yell's Cruise in Company celebration begins in earnest on Sunday with an "awe-inspiring" string of activities including the start of the Tri-Island Yacht race at 10am.

There will be art exhibitions at the Mussel Shed and the opening of an art exhibition at St Olaf's Church in Cullivoe with a chance to meet the artists. Before that, the Gloup disaster memorial service will be held at 3pm at the memorial and a sea service at the church at 4pm.

Visitors will also have the chance to be entertained at local houses with doors open from 8-10pm. Information about the various events can be found at the Green Store "nerve centre" and buses to events will be running from Cullivoe pier. There will also be a dry stone dyke building demonstration and an exhibition by the fire brigade and coastguards.

The fun continues on Monday with Wake up with the Dance Mats at Cullivoe Hall, the welcoming ceremony for the tall ships, a Shetland Field Studies walk to Burraness, the Yell Games, a round Yell tour, a Mussel Shed tour, volleyball and swimming, followed by the Great Yell Run at 6.30pm. There will also be demonstrations of knitting, spinning, drystone dyking, peat casting, netmending, needle felting and sheepdog handling.

Tuesday will see another spin of the dance mats, circus theatre with Bell & Bullock, Chinese street food, an RSPB guided tour, a BurraVoe bus tour, netball and swimming and a Yell FC vs World XI football match. In addition to a repeat of Monday's demonstrations there will be a bonded fibres workshop for sail trainees and 12 to 25 year olds. As well as transporting passengers to and from the peat casting, the canoe Spirit Dancer will be available for booked trips.

A strong musical line up is at the core of the celebrations. Famed for its musical tradition, Cullivoe will rock to the sounds of Scaldin Bragg and the Revellers, sharing the bill for the first time, at tomorrow's annual Party on the Pier. On Sunday Fradner Gamla, Da Fustra, Ffancy Tunes,



Fullsceilidh Spelemannslag will be on stage in Yell.

Photo: Kenneth Shearer

Rummel, the Cullivoe Dance Band, Callum Watt and Gary Johnson and Leeshinat will be providing live music at the day stage.

On Monday morning, the well known Orkney group The Chair and local maestros Fullsceilidh Spelemannslag will be taking

the Sail Yell stage while Yell's very own No Sweat promise a lively conclusion to events on Tuesday night.

The Day Stage will also see a strong line up on Monday with Freda Leask and Shoormal preceding the opening ceremony and The Sea Shanty Boys, The Cullivoe

Fiddlers, the Bluemull Choir, Meilo So & Co, Casino Feet and Rack 'N' Ruin & The Big Band. Tuesday's day stage will host Merrie Dancers, Hansel, ZE2, Erin Sandison, Peter Blanker and Janice Armstrong, Maggie Adamson and finally the Sheila Henderson band.

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TALL SHIPS...

46 young people
from Shetland will sail
on different ships

...FACT FILE**A**
CLASS*Alexander von Humboldt*

Germany, 62.6m, Barque (3), 1906

*Christian Radich*

Norway, 73m, Full-Rigger, 1937

A
CLASS

Whalsay hoping for German connection

ACTIVITIES / EXCURSIONS

- Barbecues and farmers' market
- Live bands / local musicians
- Small craft sea angling / boat cruises
- Visits to the museum and Hanseatic booth / archaeological tours
- Guided walks / hillwalks including a trip to Whalsay's highest hill (Ward of Clett)
- Guided tour inside whitefish and pelagic boats

ARTS AND CRAFTS

- Lessons on the art of bannock making and peat cutting
- Wool spinning and knitting workshops
- Bus tours / bus run to SHOARD, a shop full of bargains



Symbister Harbour will become the focal point for the Cruise in Company activities in Whalsay.

Photo: John Coutts

Whalsay hopes the *Alexander von Humboldt* (above left) will join the festivities after her journey north on the Cruise in Company leg of the Tall Ships Races. The big three master, built in 1906 in Bremen, would be the largest of the Tall Ships participants to visit Da Bonnie Isle. Others joining the party are hoped to include six smaller boats which normally sail together.

The Hanseatic Booth at Symbister should be of particular interest to the German contingent. As well as the booth, visitors can enjoy music and barbecues at the pier, with local band Black Pepper headlining the event at the boating club on Monday night. By that time 20 yachts participating in the Tri-Island race should have joined the party, prior to the arrival of the big ship the following day. For those who fancy a more sedate time ashore, bus tours and guided coastal walks will be laid on.

Hungry visitors can expect a treat of locally caught fish and shellfish at the pierside marquee as well as bannocks, burgers, king ribs, chips and the like. There will also be face painting for the bairns. Whalsay women's football club are also arranging a match against the visitors. It is planned that the pelagic trawler *Serene* will be open to the public.

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Tall Ships Races 2011 - Lerwick



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*Bar
Suppers*

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A
CLASS

Pelican of London



UK, 44.42m, Barquentine (3), 1948



Jolie Brise

B
CLASS

UK, 22.4m, Gaff Cutter, 1913



TALL SHIPS...
More than **2,000**
crew members will be on
board the visiting ships
...FACT FILE



Baltasound hopes to play host to five or six tall ships.

Photo: John Coutts

Tall ships crews will plunge into UnstFest

The Tall Ships visit to Unst this weekend coincides with UnstFest, concluding a week of fun in the North Isles. Even the famous Unst bus shelter is Tall Ships themed this year, and a pirate raid on the shelter on Monday resulted in the capture of its resident hamsters – thenceforth known as Hamsters in Servitude!

Tonight is open mic night at the Saxavord Resort, continuing a tradition that has proved very popular over the past two years. The resort is also the location for the Theatre Death Race – an idea picked up by Bethany Scott in India – and the participants will see the fruits of their (all night) labours

onstage tonight along with readings of their scripts. There will also be an extreme ironing challenge – the latest X-sport craze to sweep Britain.

The public will have the chance of a boat trip to Britain's most northerly outcrop, Muckle Flugga, tomorrow and there will also be an attempt at noon at the Saxa Vord Astroturf to break the world record for the Palais Glide, which was set in Unst two years ago. Rollerwheels for the three and overs will be held at the leisure centre and a bus will be leaving Saxa Vord at 5pm for the Cullivoe Party on the Pier.

There will be a family fun day, barbecue and music at Baltasound Hotel on Sunday with the Cullivoe to Baltasound leg of the Tri-Island yacht race leaving harbour on Sunday morning. There will be sailing of Pico dinghies at Unst Boating Club in the afternoon and a Uyeasound Galley Shed open day. Anglers will get the chance to cast in the all Unst trout fishing competition in the afternoon while there will be a toddler gym at the leisure centre. The finale is the UnstFest concert at Baltasound hall with the Freda Leask band and other acts.

Yachts will leave on the Baltasound to

Whalsay leg of the Tri-Island race on Monday and primary bairns will get the chance to take part in the Active Schools multi-activity and fun football games. There will also be an Unst family day picnic and activities at the school and a knitters and spinners workshop at the heritage centre. The day's activities wind up with the Up-Helly-A' themed Peerie Night Oot at Uyeasound hall.

Tuesday is International Unst Day, also known as Happy Unst Day, and the Bell & Bullock Circus will be leaving the leisure centre for Mid Yell in the morning. There will be a mystery tour for Tall Ships crews

and a Viking feast at night at Saxa Vord resort. Gladiators will be competing at the leisure centre at 6pm, before the Uyeasound and South Mainland Up-Helly-A' squads lead the carnival procession at 7pm. The night concludes with Orkney's Silver Penguins providing the sounds at Baltasound hall.

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In the hours of darkness on Monday two hamsters were kidnapped from the Unst Bus Shelter. Those responsible are believed to be the notorious "Unstfest Buccaneers". A ransom note has been left demanding one thousand doubloons and a belly full of Valhalla Beer for their safe return. To follow the fate of Phil & Liz Hamster, check out the Unstfest Facebook page. Photo: Ruth Grainger

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TALL SHIPS...

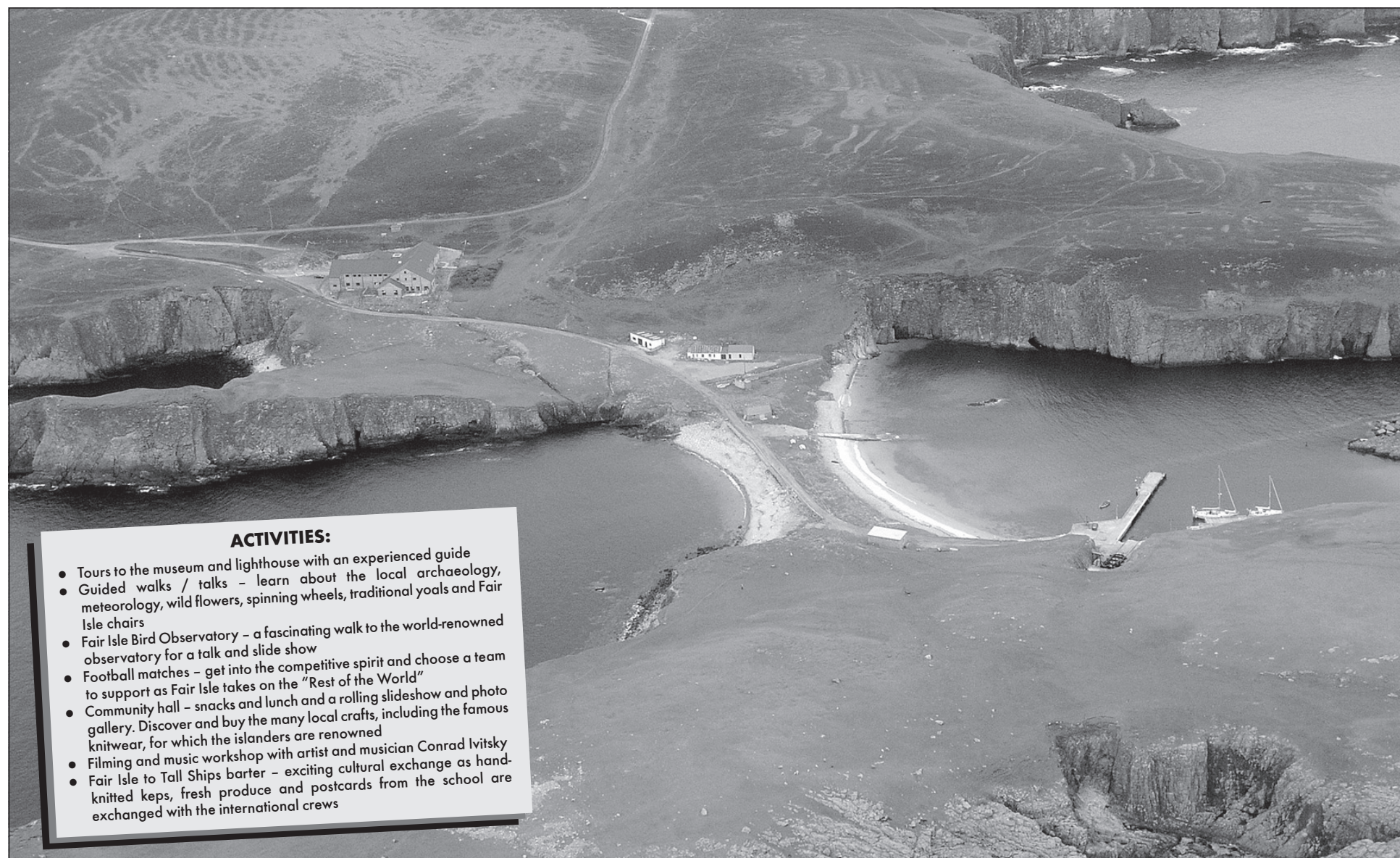
Fair Isle will be
Shetland's most popular
Cruise in Company port

...FACT FILE**A**
CLASS**Morgenster**

Netherlands, 46.03m, Brig, 2008

**Jens Krogh**

Denmark, 23.9m, Gaff Ketch, 1899

B
CLASS**ACTIVITIES:**

- Tours to the museum and lighthouse with an experienced guide
- Guided walks / talks – learn about the local archaeology, meteorology, wild flowers, spinning wheels, traditional yoals and Fair Isle chairs
- Fair Isle Bird Observatory – a fascinating walk to the world-renowned observatory for a talk and slide show
- Football matches – get into the competitive spirit and choose a team to support as Fair Isle takes on the “Rest of the World”
- Community hall – snacks and lunch and a rolling slideshow and photo gallery. Discover and buy the many local crafts, including the famous knitwear, for which the islanders are renowned
- Filming and music workshop with artist and musician Conrad Ivitsky
- Fair Isle to Tall Ships barter – exciting cultural exchange as hand-knitted keps, fresh produce and postcards from the school are exchanged with the international crews

Among the activities in Fair Isle will be a talk about the new bird observatory.

Photo: Dave Donaldson

Tall Ships Opening Hours

THURSDAY, 21st JULY
8am - 7pm

FRIDAY, 22nd JULY
8am - 7pm

SATURDAY, 23rd JULY
8am - 5pm

SUNDAY, 24th JULY
9am - 1pm

Please Note:

The Shop Fuel Tank will be positioned
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Opening Hours:

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Saturday, 9am-12.30pm

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Fair Isle kep bartering at the heart of busy programme

“We just need fine weather and away we go,” said Fair Isle Cruise in Company contact Jimmy Stout of the forthcoming events where up to 18 tall ships are scheduled to pay a visit.

Catering for cruise visitors has stood the Fair Isle folk in good stead for receiving the friendly invasion of an expected 200 sailors – not counting the crew of the *Sorlandet*, which will have to anchor outside the harbour on account of her size.

“It’s all looking very good and we have had a big clean up and tidy up around the North Harbour which will have a lasting effect into the future.”

According to Mr Stout, Fair Isle has been energised by the focus on the Tall Ships Races. “There’s been a lot of enthusiasm to get things done. It’s been a spur and a big commitment. We will be catering for four times the usual population.”

Among the other expected visiting ships and yachts will be: *Camelot*, *Sirma*, *St Iv*, *Miles to Go*, *Constantia*, *Zenobe Gramme*, *Jens Krogh*, *Spaniel*, *Tomidi*, *Ocean Spirit of Moray* and *Prolific*. As well as the many adventures to be had by regular visitors to Fair Isle, music and barbecues lasting into the night will entertain the visiting crews.



Fair Isle keps will be bartered.

Fair Isle aims to give visitors a real taste of the culture, history and wildlife of the islands with guided tours to the museum and lighthouse and guided walks and talks focusing on local archaeology, meteorology, wild flowers, spinning wheels, traditional yoals and Fair Isle chairs.

There will be a fascinating walk to the world-renowned Fair Isle Bird Observatory for a talk and slide show. Fair Isle will also be taking on

the “Rest of the World” at football and throughout the two days the community hall will be offering snacks and lunch. A photo gallery and rolling slideshow will also be showcased. Visitors also have the chance to discover and buy the many local crafts, including the world famous Fair Isle knitwear.

A two-day filming and music workshop with artist and musician Conrad Ivitsky has been lined up for the children: budding creatives are invited to put together a short *Sagas and Sea Lanes* film, exploring their response to the visiting ships.

An undoubted highlight will be the barter of hand knitted Fair Isle keps, produce and other goods with the crew of the *Sorlandet*, bringing to life the practices of yesteryear. Later on, the party will continue with a barbecue, dancing, singing and socialising. Everyone can enjoy the rich sounds of musicians and the Inge Thomson band as they play into the night.

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Graduates from HIE placements invited to celebration on board *Gulden Leeuw*

Graduates who have undertaken placements in Shetland over the last 15 years are being invited to a celebration of Shetland business and skills success at the Tall Ships Races from 21st-24th July in Lerwick.

Organised by the Shetland area office of Highlands and Islands Enterprise (HIE), an associate sponsor of the Tall Ships Races 2011, the reception will celebrate the many achievements of past graduates in the modern Shetland economy.

HIE will be hosting a reception onboard the *Gulden Leeuw*, echoing

the overall theme of the Tall Ships Races with its emphasis on young people, skills and training.

The event will also double up as a networking event for the many businesses, social enterprises and community groups that HIE is engaging with in Shetland.

Rachel Hunter of HIE said: “Supporting graduate placements is HIE’s longest running discretionary programme in Shetland and we have supported 107 graduates in 43 businesses and social enterprises over the past 15 years. It is estimated that more than two thirds of all graduates who have been placed on

the programme have continued to stay and work in Shetland, with many of them now running their own businesses or having senior roles in the public and private sector.”

Between 1995 and 2005 the Graduate into Fisheries programme in Shetland was able to make a significant contribution to the development of the local fisheries industry thanks to the skills of recent graduates.

Graduates spent a year in a host company or organisation to the mutual benefit of both. It had been recognised at that time that small

and medium enterprises in this sector could benefit from the range of management and technical knowledge skills that a graduate could bring and HIE’s support reduced the risk of taking on an untried graduate.

Securing their first post-university job is an important step for any graduate and HIE’s programmes aims to retain talent in the area. A review which highlighted the success of the Graduate into Fisheries programme in 2005 resulted in the widening of the programme across all Shetland’s key sectors.


B
CLASS

De Gallant

Netherlands, 36.05m, Gaff Schooner (2), 1916


Tecla

Netherlands, 35.9m, Gaff Ketch (2), 1915

B
CLASS

TALL SHIPS...

 Scalloway is one of **12**
guest ports for the
Cruise in Company leg

...FACT FILE

Energetic community spirit sure to give visitors party to remember in Scalloway

Scalloway's Summer Street Party kicks off today and continues until Thursday. It will feature a wide range of traditional and modern music, dance, drumming and community events. During this time the Fraser Park open day will bring the whole community out to welcome the visiting ships and provide a feast of fun and games for young and old.

The picturesque fishing port has an energetic community spirit at its core. As a guest harbour of the Tall Ships Races, the town has organised a wonderful line-up of events, which will showcase the charms of the village and its healthy seafood industry – and also demonstrate it very much knows how to host a party.

For three days, you'll be spoilt for choice.

The gala princess will be crowned at 5.45pm today before she officially opens the event at 7pm, accompanied by the Edinburgh Postal Pipe Band. There is also an inter-island, inter-town football match between Scalloway and Stromness at the Fraser Park. Then follows a night of music at the waterfront stage as well as Scalloway hall and the boating club. The waterfront stage will keep the music pumping until Monday with "the best of Shetland's musical talent" and a resident DJ.

And for the energetic and able tomorrow morning the "strong men" of Scalloway and Burra will compete in the traditional piano-smashing contest at 10.30am. Tomorrow is also the beginning of the street party with stalls, attractions, craft, food and drink producers on the pier and an all day barbecue and licensed bar in Fraser Park.

According to the organisers, the Summer Street Party will "bring the centre of the village alive and will be a focus for all the musical entertainment". Meanwhile the Gala Survivors Concert at the



Scalloway will be the scene for a big party to mark the arrival of the ships.

Photo: Peter Johnson

boating club promises to be a cracker of an event, with an eclectic range of music lined up, including Caithness band the Chicken Pickers as well as traditional folk from locals May & Mackie. There's also

the Family Night Concert and Pop-eye's charity fund-raiser featuring music from local and visiting artists.

The Summer Fire Festival on Monday will mark the spectacular

climax of what will be "an unforgettable weekend". Jarls' squads from the past seven years will march in the parade, led by the Edinburgh Postal Pipe Band, along with all the regular squads. Ships' crews and visitors are also invited to take part in the procession and join the squads as they carry flaming torches through the streets behind the galley to the burning site.

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Aestaewast will be one of many acts performing at the waterfront stage. Photo: Kenneth Shearer

Roll up and name the bear

A specially designed one-off Burra Bear, made by Wendy Inkster, has been produced to commemorate the arrival of The Tall Ships Races 2011 in Lerwick.

Children and families are being asked to "Guess the Name of the Burra Bear" in an effort to win this exclusive design of the famous Shetland bear as part of the family celebrations which will take place throughout the course of the weekend.

Using material designed by local design graduate Hilary Seatter, the Burra Bear's design incorporates many of the themes of the Tall Ships including the colours of the Shetland flag, the Jolly Roger and the anchor style pattern.

Wendy has been making Burra Bears since 1997, using pure Shetland wool knitted into the highly distinctive and sought after Fair Isle patterns, each one producing a very individual bear. Each of the bears is given a Shetland name to reflect their personality and Hilary has been given the task of naming this very special bear to mark the Tall Ships event in Shetland.

Hilary's chosen name for the bear is a closely guarded secret and will be announced at 5pm on Sunday 24th July.

For a chance to win this exclusive Burra Bear, please register your guess at the fun and games stall which will be located on Albert Wharf from Thursday 21st July until Sunday 24th July.

DAY EVENTS AND TOURS (Friday 15th - Tuesday 19th July)

- Official opening – the newly crowned gala princess and her attendants open the festivities
- New Scalloway Museum – a special maritime exhibition, showcasing The Shetland Bus and an extensive display of maritime artefacts
- NAFC Marine Centre tours – take a tour of the state-of-the-art facilities, including a chance to try out its bridge simulator
- Scalloway's annual piano bashing contest – watch neighbouring Burra and Scalloway battle it out
- Tall Ships football challenge – some friendly inter-island rivalry
- Children's activities – a whole host of activities to interest the kids, from inflatables and entertainment to storytelling and the gala pet show
- Farmers' market and craft fair – sample some delicious local fare and buy local crafts
- Paddling in Spirit Dancer – take a paddling trip aboard this visiting 40-foot traditional North American canoe
- Waterfront stage – an all day music programme on Main Street
- Traditional music and dance – head to the Muckle Yard on Saturday for traditional music and Shetland folk dancing

ACTIVITIES / EXCURSIONS

- Guided tours – Scalloway Castle
- NAFC Marine Centre
- Local boat tours to Scalloway Isles
- Scalloway Summer Street Party and Gala, with many musical and community entertainments
- Fraser Park open day – community fun and games
- Scalloway Boating Club – party for visiting ships and crews
- Scalloway art trail

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TALL SHIPS...

There will be more
than **100** local
music performances
...FACT FILE

**Pogoria**

Poland, 49.52m, Barquentine (3), 1980

**Liv**

Norway, 16.52m, Gaff Ketch, 1893


**THE TALL SHIPS RACES 2011 –
LERWICK OUTLINE EVENT PROGRAMME**

- Family entertainment, live music, food, arts and crafts throughout the duration of the event

Wednesday 20th July:

- Cultural/sports programme for participating crew arriving early

Thursday 21st July:

- Cultural/sports programme for participating crews
- Crew parade between Victoria Pier and Holmsgarth
- Welcoming ceremony and prize-giving at Holmsgarth
- Live music and entertainment at Holmsgarth and Victoria Pier
- Club marquee at Laurenson Quay

Friday 22nd July:

- Cultural/sports programme for participating crews
- Live music and entertainment at Holmsgarth and Victoria Pier
- Headline concert The Levellers + support at Holmsgarth (sold out)
- Club marquee at Laurenson Quay

Saturday 23rd July:

- Cultural/sports programme for participating crews
- Live music and entertainment at Holmsgarth and Victoria Pier
- Headline concert Bjorn Again + support at Holmsgarth
- Fireworks over Lerwick harbour at 11.50pm
- Club marquee at Laurenson Quay

Sunday 24th July:

- Parade of sail
- Live music and entertainment at Holmsgarth and Victoria Pier
- 5-6.30pm: start of Race 2 to Stavanger, timed by class of vessel

Hectic time for entertainments maestro as curtain up looms

The last six months has been a hectic period for family entertainment co-ordinator Jacqui Clark who has been organising an eye-watering line up of events and entertainments for the Tall Ships.

“There really is an awful lot going on over the four days and as much as possible we have tried to keep things local,” she told *The Shetland Times*. Jacqui has been working along with SIC youth services who are helping with staffing and have brought in young folk trained in face painting.

Fun events and happenings will be taking place throughout two main spaces. Albert Wharf will be the centre for fun fair style games while Club Marquee @ Laurenson Quay (beside the fish market) will host performances.

And those strolling throughout the event will discover delights suitable for all ages. The Fun and Games stall will be home to a Burra Bear knitted specially for the Tall Ships – guess his name. People can also guess the location of a photograph snapped by talented local lensman Mark Sinclair. In addition there will be a tombola and guess the amount of Puffin Poo in a jar. A pirate ship made out of withies will be on display and there is a graffiti chalk wall. There are activities like the inflatable egg and spoon race and inflatable tennis. Meanwhile large furry creatures will be roaming the site and if anyone fancies getting their photo with them, they can have an instant memory to take away.

Also constantly on the move will be a troupe of have professional London street performers dressed as mythical sea creatures who will be stilt walking, performing acrobatics and other activities.

The programme for Club Marquee includes Davie Cooper telling the Selkie Story accompanied by a shadow puppet show and clowns Bell & Bullock with a pirate themed performance, which is their speciality. There is also a Dance Mat Challenge for Tall Ship crews and public, while on Sunday at 3pm is a big pirate dance off where people are invited to come as



Young people from all over Shetland who won a competition star in the Tall Ships opening ceremony undertaking rehearsals.
Photo: Dave Donaldson

pirates and take part in a dance competition.

The main stage at Victoria pier will have a couple of plays aimed at youngsters and young families.

Winnie and Her Great Big Suitcase has been written by Jacqui Clark and stars Catriona Thomson who has just graduated in acting from Telford College. Also on the stage

will be a puppet show called *Bertie and Patience* directed by John Haswell. This hilarious drama is set in a crow's nest and targeted at bairns young and old.

Folk urged to take care

Police and coastguards are urging revellers at the Tall Ships events to ensure they are safe if they are watching ships and not to drink too much alcohol.

Northern Constabulary area commander Les Donaldson said: “Public safety is a key priority for the force. There will be many visitors to the area during the period of the Tall Ships event and police want people to enjoy the event safely and securely.

“Look after yourself and look out for others. Remember that alcohol and water don’t mix well! Don’t take chances with your life by going out on the water when under the influence of alcohol. You wouldn’t drink and drive – don’t drink and sail!”

Nigel Stafford of the British Red Cross said: “The residents of the Northern Isles know only too well that the air and sea temperatures are colder than mainland Britain – Shetland is almost in the Arctic Ocean. However, many of the people attending will not be from the Northern Isles and may not be aware of the colder air and water temperatures. People should consider the dangers of drinking in close proximity to water and the danger of falling whilst transferring between the boats and the pier.”

Neville Davis of Shetland Coastguard said: “The Parade of Sail [next Sunday] is a spectacular event but please don’t try and get a better view by going too close to cliff edges as they can be crumbly or slippery when wet. If you are setting out to sea to escort the fleet out of Lerwick, the [Maritime Coastguard Agency] recommends that you wear lifejackets at all times whilst on deck. These should be well maintained and should have a sprayhood, light, and whistle if possible.”



Please join us at the
Tall Ships Races 2011 –
Cruise in Company
Guest Harbour – Yell
All events at Cullivoe
Pier Area, Yell



‘Sail Yell Stage’ – Monday 18th July

**The Chair (Orkney)
Fullsceilidh Spelemannslag**

Admission £12 adults, £8 under 16s

PAY ON DOOR

Buses leave Lerwick Viking bus station 19.30 arrive
Cullivoe 21.05. Buses leave Cullivoe 01.00 arrive
Lerwick Viking bus station 03.00

Exciting daytime programme – details at

www.tallshipsraceslerwick.com/yell

search ‘sail yell’ on Facebook for regular updates

Buses leave Viking bus station 10.00 arrive Cullivoe
12.05. Buses leave Cullivoe 18.30 arrive Lerwick 20.30

Limited spaces available, book now to avoid
disappointment! All buses £12.50 return, buses must be
booked with Robert Jamieson on 01957 744214.

Evening buses must be paid in advance

Lerwick businesses to open late and on Sunday hoping for repeat of 1999

Shetland is waking up with the buzz of the imminent arrival of the tall ships. “If it is like last time in 1999 it will be a really good weekend,” said chairman of Lerwick Town Centre Association Harry Jamieson.

“The whole of Shetland is looking forward to it. You can feel the buzz now of folk looking forward to it.”

The association, which is a sponsor of the Tall Ships event, has put flower baskets along the street and was this week in the process of putting up banners and bunting welcoming the ships and visitors.

According to Mr Jamieson, business has picked up on Commercial Street over the past week, but the real busy streak will be in the week following the Tall Ships, if trends follow those of the last event. He explained this was because

many of the visitors from all over the world stayed on after the departure of the ships and that was when they had the time to do their shopping.

Harry’s Department Store is one of the official outlets for Tall Ships merchandise and among its range of goods and souvenirs is commemorative crystal glasses, mugs, plates, candleholders, tea towels and ornaments.

Following a meeting on Tuesday the association has recommended its members stay open from 9am till 7pm on Wednesday to Saturday and 11am to 5pm on Sunday. “Some will be staying open longer,” Mr Jamieson added.

Shetland Jewellery is meanwhile stocking the official range of Tall Ships jewellery available on silver and gold – each piece with a

special descriptive card for the line. Among the items are brooches, pendants, earrings and cufflinks.

The firm will have a stall on Victoria Pier and its Commercial Street shop will be open till 7pm in the evening and from 2 to 5pm on Sunday. The Weisdale workshop will also be open to visitors from 9am till 5pm.

The special line of jewellery, many pieces of which sport a tall ship in semi-relief, was designed by the firm in conjunction with the Tall Ships committee.

Shetland Jewellery manager Ken Rae hoped that the success of 1999 would be repeated this year. “We were on the ball with this and came up early with designs that got the seal of approval. In the previous Tall Ships we did a special range and it sold very well,” he added.

Take day out for culture study

Adding to the programme of events during the Tall Ships week, the Centre for Nordic Studies is inviting Shetland residents and visitors alike to their new Viking Culture Summer School running over five days from 19th to 23rd July.

The summer school encompasses lectures by expert speakers, as well as guided tours to Viking sites in Unst and other parts of Shetland, and participants will learn about a wide variety of issues concerning the daily life and culture of the Norse people who once inhabited Shetland.

Although now fully booked for the week-long programme, day rates are still available for individual days, please get in touch with Silke or Andrew at the Centre for Nordic Studies in Scalloway (01595) 772494/5 or email cns@orkney.uhi.ac.uk to make a booking. To download a leaflet with the full programme just go to www.nordic.uhi.ac.uk.

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Extraordinary experience for young sail trainees as they enjoy spirit of the sea

Forty six young people from all over Shetland are taking part in the sail training experience with placements on seven tall ships during The Tall Ships Races 2011.

They were chosen by Sail Training Shetland from over 60 applicants between the ages of 15 and 25 and were deemed to be those who would benefit the most.

Some trainees have previous experience and are very confident, others want to make the sea their career. But many, according to the selectors, have never sailed before but were picked because they were "willing to try".

Taking part in a voyage could be quite frightening for the inexperienced, especially when the ship is out of sight of land, but gradually, say selectors, "the trainees' confidence comes on and their skill levels go up".

The 56 ships taking part vary considerably – on some the trainees sleep in hammocks, on others they have bunks – and sailing on a large class A ship (over 40m) is very different from sailing on a smaller one. On Shetland's own training ship *Swan*, a class B ship (less than 40m) which has berths for 15, people get to know each other really well, whereas on a vessel such as the *Christian Radich* with up to 50 people on board, trainees only mix with people on their own watch.

But selectors say all participants will gain from the experience, and recommend: "Everyone should do it."

Four years of preparation have gone into the Tall Ships Races, which started with the bid for Lerwick to become a host port.

Project manager of Tall Ships Races 2011 Lerwick Fiona Dally said: "We're really excited to see all the hard work coming together. We've recruited a number of volunteers who are vital to the success of the event, and the support from the



Trainees on the Waterford to Greenock leg were (back from left): Craig Odie, Solbjorn Einarsson, Adam Johnson, Scott Sandison and Calum Marshall. Front: Bethany Scott, David Noblett, Connall Thomason and Ian Priest.

Photo: Dave Donaldson

business community for sponsorship has been vital. From first-hand experience it's great to see the trainees enjoying it so much and look forward to put a fantastic programme on for all the trainees who arrive from all over the world next week."

Fellow member of the organising committee and chairman of Sail Training Shetland Peter Malcolmson said: "I'm delighted to see 46 young folk going away on the adventure of a lifetime." However this will not be the last chance young people would

have to go sailing, he said – Sail Training Shetland has already been organising trips on the *Swan* and other tall ships for three years and would continue.

"This won't be the last chance to go on a tall ship. Our legacy from the Tall Ships Races will be to ensure young people get the opportunity in future." People of all abilities, including those with mental and physical disabilities, can take part.

The first group of trainees, equipped, as they all are, with

matching T-shirts, left Shetland on 1st July, followed by the second group on Sunday. More will leave during the Parade of Sail and the final group will go on 29th July.

Craig Odie, 17, Voe, Race 1, Waterford to Greenock

Craig was on the *Swan* for the Tall Ships first race between Waterford and Greenock, and "couldn't wait" to get started.

He has just left Brae High School and is destined for a career as an engineer in the Merchant Navy, starting a course at NAFC Marine Centre in September.

Craig is keen on all seafaring pursuits, going dinghy sailing twice a week at Brae, helping in the rescue boat at weekends and going yacht racing as well. He was "absolutely ecstatic" when he heard he had been picked for the *Swan*, a boat he has been on a couple of times before.

When not messing around in

boats, Craig plays computer games.

Calum Marshall, 17, South Nesting, Race 1

Calum took part in the first race, from Waterford to Greenock, on board the *Swan*. He has already experienced life on board the historic boat in several school trips and when he saw the *Swan* featured at the Careers Convention he signed up

(Continued on next page)



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Blend of nerves and anticipation among



The *Wylde Swan*, a 56.8m Dutch schooner, is carrying two Shetland sail trainees on the Cruise in Company leg.

(Continued from previous page)
again. The previous trips were a "very interesting experience", he said, and rough weather does not bother him.

He has built up his fitness by cycling, playing badminton and especially by the long expedition walks he has been required to do for the Duke of Edinburgh's award – he is halfway through the silver medal. His other interests are playing the guitar and computing.

Calum is in his final year at Anderson High School studying maths, computing, physics and chemistry and hopes to take earth sciences at university.

David Noblett, 16, Lerwick, Race 1

David was one of the youngest trainees on the *Swan* and relatively inexperienced. Although he has been on yachts and dinghies before, he has never been involved in the actually handling a boat and said: "I would love to learn to sail."

A sixth year pupil at Anderson High School studying languages and geography, he was encouraged to

apply for the Tall Ships Races by others who had taken part. He said: "Events like this have an impact on how you see the world. I'm waiting to see how I benefit. I'm very excited."

David, who moved to Shetland with his family in 2007, said he was interested in travel and plays the drums and guitar. Being in Shetland has "helped my enthusiasm" for music, he said. "It's so much better here being surrounded by so much music."

Solbjorn Einarsson, 23, Walls, Race 1

With a fishing tradition in the family it was natural Sol should apply for a nautical experience. At nearly 24 he is one of the oldest of the sail trainees, and thinks the selectors may have been looking for someone "older, wiser and more mature – but they got me instead".

Sol, who is half Faroese, has just finished his four-year training with BP and works as a trainee operator at Sullom Voe Terminal, making sure the 24/7 operation runs

smoothly. He previously worked at the West Mainland Leisure Centre, where as well as lifeguarding he indulged his great interest, the plant room, checking chlorine and Ph levels and so on. This experience, he feels, helped him secure the sought-after BP apprenticeship.

There is no plant on the *Europa* but plenty of physical work, and Sol had built up his fitness with weight lifting, badminton, basketball and swimming. He has done some sailing and once, as a young boy, came third in the Walls Regatta.

"There are no negative points, unless you don't like sailing!" Meeting new people would be a plus for him, he said.

Rachel Sansom, 16, Walls, Cruise in Company

Rachel confesses to being "a little bit nervous" about her trip on the *Swan* from Greenock to Shetland as she has never been sailing before, although she was once a passenger on the vessel when at primary school.

She said: "I thought it would be a good experience, it's the best time to

do it as the tall ships are coming to Shetland. I'm hoping it will give me some good memories and think it will broaden my horizons."

Her father has done a lot of sailing and her brother has previously been on a tall ship and they encouraged her to apply. "I'm not sure what it involves," she said, "but I'll follow instructions."

Rachel is a fifth year pupil at Anderson High School, studying English, French, geography and chemistry, and also plays the piano.

Heather Gray, 18, Unst, Cruise in Company

Heather has previously sailed on the *Swan* from Greenock to Belfast and said it was "brilliant" to be able to do it again. This time she will be on the non-competitive leg from Greenock to Lerwick. She made some "really good friends" last time and hopes to do the same again, recalling the camaraderie of her last trip where the loser at card games had to clean the toilet.

Heather is quite fit from working the sheep on the family croft, rowing and fishing, and she is not worried

by rough weather: "It's more exciting, more fun."

Since leaving school last year she has been on an Access to Nursing course at Shetland College and will soon go to Robert Gordon University to further her nursing studies.

Robert Gray, 15, Unst, Cruise in Company

The brother of Heather, Robert will also be on the *Swan*. He has had one previous trip on the vessel, to Norway, and said: "It should be good fun, hopefully – I had that much fun last time."

A fifth year pupil at Anderson High School, Robert is studying physics, chemistry, information systems, technological studies and English. When not busy with his studies and enjoys working with sheep. He is "excited" about the trip, he said, and looking forward to meeting new folk.

Drew Manson, 15, Brae, Cruise in Company

Drew will be on the *Swan* for the Cruise in Company leg. Although he

has never been on the vessel before he has had lots of sailing experience at Delting Boating Club, and is therefore quite confident about the trip.

A pupil at Brae High School, where he is studying science, history and German, he said: "I love sailing, it's a very large part of my life." People who had already sailed on the *Swan* told him it was a "great experience", and this made him keen to join. "I had to be on it this year, I'm old enough."

Besides sailing, Drew likes playing hockey and reading, and said: "I'm very excited, really looking forward to it."

Kylie Wood, 20, Lerwick, Race 2, Lerwick to Stavanger

Kylie is one of the trainees on the *Sørlandet* – but has no sailing experience whatsoever. She decided to apply for a place on a tall ship while doing an assignment on how the races are marketed as part of her marketing and sports studies degree at Stirling University.

Kylie said: "I have a little bit of an idea about what to expect, it will

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islanders bound for high seas adventure



The 64.2m Norwegian full-rigger *Sorlandet* will play host to many of the isles sail trainees in the Shetland to Stavanger race.

all be new but I'm looking forward to it. I am nervous but excited, it will be an adventure of a lifetime."

Will she cope with sleeping in a hammock? "I think I'll like it, I like camping and outdoors activities." This includes going to T in the Park and taking part in various sports, especially netball: "I'm happy when I'm active, I prefer being on the move to sitting around." In general she envisages the trip to be "tough but motivating".

Kylie has recently taken up running and took part in the Edinburgh half marathon. She is also keen on badminton and swimming – it helped having sporty parents who took the family on adventurous pursuits such as rock climbing. "Anything like that appeals to me," said Kylie.

Jack Henderson, 18, Lerwick, Race 2

Jack has a place on the *Sorlandet* and is looking forward to it – he sailed on the *Swan* from Greenock to Belfast two years ago and enjoyed it so much he wanted another trip on a sail training vessel.

He is very keen on the sea, with windsurfing and sea kayaking among his favourite sports, and he also plays badminton and football.

Jack has just finished at the Anderson High School and since he left he has been to Sweden, taking his fiddle with him (he also plays the guitar and mandolin). But he won't be taking his fiddle on the *Sorlandet* – trainees are required to go on watch during the night and catch up with their sleep whenever possible.

Jack said: "I'm not nervous at all. I had a good time last time [on the *Swan*], it's better to be part of a team not just a passenger. You get to know the people on board really well, I really enjoyed it and applied again." He is still in touch with people he met on the *Swan*, he said.

After the summer he will be going to Edinburgh University to study medicine.

Symone Duddy, 18, Sumburgh, Race 2

Symone, who left the Anderson High School last year and is now doing relief social care and youth work, applied for the Tall Ships

Races because she had enjoyed trips on the *Swan* so much.

She said: "It was an eye-opener, it boosted my confidence." The crew members bonded like a family, she said, and the movement of the boat "rocked you to sleep". On other days it was "so peaceful, there was no stress, all you've got to worry about is your watch".

Symone said she "loves to learn" and enjoyed finding out about all the sails and the workings of the boat.

She also likes a challenge: "I love anything adventurous", such as running, swimming and rock climbing, and this time will be on a bigger ship, the *Sorlandet*.

In general she feels that she gained a lot of self-fulfilment from the experience and recommends it. "It was just amazing, more people should do it. It would be good for people who've had a tough time, it would be a good way of getting them to believe in themselves and make friends."

Symone is about to take on another challenge – in October she heads for Thailand to teach English in a school.

Rory Goodlad, 15, Quarff, Race 2

Fifteen-year-old Rory Goodlad is one of the youngest Shetlanders taking part but is also one of the most experienced. A keen dinghy sailor, he has already been to Norway on charter trips on the *Swan* and wanted "a bit more adventure" on a bigger ship.

He "really enjoyed" the *Swan*, doing the physical work and midnight watches, and the thought of sleeping in a hammock on the *Sorlandet* "will all add to the experience".

He has been looking forward to the trip for some time, he said – in fact he is so keen he actually applied for a place on a tall ship last year when he was below the minimum age limit.

Rory, who also plays the drums, will be able to indulge his love of the sea in his future career, which he plans to be as a deck officer in the Merchant Navy, following in a family tradition. He has already left Sandwick Junior High School and

(Continued on next page)



Two Shetland trainees are sailing on the 58.8m Dutch schooner *Eendracht* in the Cruise and Company leg.



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The Official Programme has been designed and printed by Millgaet Media Ltd.

The Tall Ships Races 2011 – Lerwick



Fireworks Display

Saturday 23rd July 2011 at approximately 11.50pm

To celebrate the last night of The Tall Ships Races 2011-Lerwick, a fireworks display will take place at the end of the Bjorn Again concert on Saturday 23rd July. The fireworks will be set off from The Hill of Cruester, Bressay over Lerwick Harbour.

The fireworks display will not exceed 10 minutes duration and will take place between the hours of 23.30 on 23rd July and 00.30 on 24th Jul 2011.

Livestock and pet owners are required to be aware of dangers to animals. The public are advised that there will be an exclusion zone around the firing area.

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TICKET EXCHANGE FOR TALL SHIPS CONCERT WRISTBANDS

All ticket holders
for the **Levellers** concert
on **Friday, 22nd July**

and **Bjorn Again** Concert
on **Saturday, 23rd July**

are advised that concert wristbands will be available for collection from the **Event Information Point** at **Victoria Pier**

- on Tuesday, 19th July; Wednesday, 20th July and Thursday, 21st July from 10am to 7pm

and from the **Event Information Point** at **Holmsgarth**

- on Friday, 22nd July and Saturday, 23rd July.
- Tickets must be presented with valid proof of age and once issued wristbands cannot be replaced if lost. Wristbands must be worn for entry only to the two concerts at Holmsgarth. Gates open at 18.30 on both evenings for wristband holders only.

Visit

www.tallshipsraceslerwick.com

for full event information.



Event Overview

WEDNESDAY, 20th JULY

Cultural/Sports programme for participating crew arriving early

THURSDAY, 21st JULY

Cultural/Sports programme for participating crews
Live music, food, drink and entertainment at all event sites
Come and watch the Crew Parade

12.00	Deadline for participating vessels to be in port
15.15	Crew Parade muster at The Esplanade
16.00	Crew Parade between The Esplanade and Holmsgarth
17.00	Welcoming Ceremony and Prize-Giving at Holmsgarth
18.00	Live Music at Holmsgarth/Victoria Pier

FRIDAY, 22nd JULY

Cultural/Sports programme for participating crews
Live music, food, drink and entertainment at all event sites

18.30	Headline Concert "The Levellers" and Support at Holmsgarth (Wristband collection required)
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SATURDAY, 23rd JULY

Cultural/Sports programme for participating crews
Live music, food, drink and entertainment at all event sites

18.30	Headline Concert "Bjorn Again" and Support at Holmsgarth (Wristband collection required)
23.50	Fireworks display

SUNDAY, 24th JULY

Live music, food, drink and entertainment at all event sites
Parade of Sail – Undocking from late morning

09.30	"All Aboard" United Praise Service, a Christian act of worship at the Holmsgarth arena, shared across the church in Shetland. All are welcome to attend.
17.00-18.30	Start of Race 2 to Stavanger: timed start by Class of vessel

PARADE OF SAIL

Parade of sail route map can be viewed on
www.tallshipsraces.com/captains-and-crew

SHETLAND SHOWCASE

Alexandra Wharf – open from 11.00-19.00
Food, drink and general traders daily

Fairground Rides and Bouncy Castles – daily at Holmsgarth

Shetland Classic Motor Show – 21st to 24th July daily at Laurenson Quay

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OUT**

'It's nothing like NorthLink' – trainee

(Continued from previous page)
will start at the NAFC Marine Centre after the summer.

Daniel Aquilina, 17, Yell, Race 2

Daniel took part in the Tall Ships Races last year, sailing on the Dutch vessel *Tecla* between Kristiansand and Hartlepool, and pronounced it "great fun". It was so good he wanted to do it again, and this time is on the *Swan*. He said: "I thoroughly recommend it to anyone. You meet people from different countries and it's a great adventure."

Daniel said he does not get seasick, which is fortunate as "the boat is at a constant angle whichever way the wind blows, it's nothing like NorthLink".

A sixth year pupil at Anderson High School, Daniel is studying geography, biology, chemistry and maths, and would like to take a geography-related course at university. He clearly has a taste for adventure, as when he leaves he also hopes to take a helicopter flying course.

Luke Aquilina, 15, Yell, Race 3, Stavanger to Halmstad

Luke will be sailing on the *Swan* and applied to join the Tall Ships Races because his brother Daniel had enjoyed taking part last year.

One of the youngest trainees, Luke has done a couple of trips on the *Swan* and said: "I thought I'd give it a go, it will be something for my CV, I'll have a good time and meet new people."

Luke's hobbies are parkour (urban gymnastics), which he does in Lerwick; he also plays the drums and flute and plays football for clubs in Delting and Yell.

He has just started in the fifth year at Anderson High School and is interested in the geography of Norway, some of which he will see en route to Stavanger.

He said: "I'm quite excited and I've got no worries. I heard about it



Trainees on the Cruise in Company leg from Greenock to Shetland. Back row (from left): Drew Manson, Declan Turner, Michael Thomson, Robert Gray and Douglas Stevenson. Front: Rachel Sansom, Heather Gray, Paul Gaffney and Ryan Leask.

Photo: Dave Donaldson

from Daniel and it doesn't seem too bad."

Johanna Goodlad, 18, Scalloway, Race 3

Johanna said taking part in the Tall Ships Races would be a "great opportunity". Together with Alison Laurenson from Bigton she will be sailing on the Dutch vessel *Eendracht*, and is "excited, really looking forward to it".

Johanna has been brought up around boats and numbers sailing, albeit non-competitive, as one of her hobbies. She is not afraid of the "challenging" work on the ship, or the thought of sleeping in a hammock: "that appeals to me".

Besides sailing Johanna loves music – she plays the piano and flute and sings, and is a member of various bands. She has recently left school and is currently working in a

coffee shop before going to Glasgow University to study physics.

Hannah Mai Best, 18, Fair Isle, Race 3

Hannah will be on the Ocean Youth Trust vessel *Alba Explorer*, and wanted to take part in the races because she had had so much fun on previous trips on the *Swan* and a 44-ft Bavaria yacht.

She said: "I love going to new

places and meeting new people and this seemed like the perfect opportunity to do so. I thought it would be good time to do it before I leave Shetland for university. I have enjoyed myself so much every time I have been sailing so I am keen to do more.

"I'm not sure exactly why I was selected but I am very grateful to have been. I hope it will give me some good stories and new experiences.

"I think the best bits will be being part of the Tall Ships, meeting lots of people from different countries and visiting Norway. I am not so looking forward to sleeping on a boat and the crossing between Lerwick and Stavanger in such open water but I'm sure it will all be brilliant."

Hannah is going to Edinburgh University in September to study chemistry and hopes to become a teacher.

The ships – and visiting yachts – will all fit in

Lerwick Port Authority has been working on plans for the Tall Ships since the Shetland bid was accepted and has seen the pace of involvement for the authority quicken as the event draws nearer.

"Since then we have been planning away guided by the success of the last event in 1999, and we are trying to make it equal to or better than

that event. Certainly we have more vessels with 56 confirmed coming from Waterford," said deputy Lerwick harbourmaster Alexander Simpson. "It's bound to be a manic event, but hopefully a great one at that."

The ships have nine days to get to Lerwick with the first scheduled to

arrive on Thursday before the Friday midday deadline. There will undoubtedly be many visiting yachts that are not part of the race, perhaps in the region 100, including a sailing club from England.

"Fifty to 100 will be difficult to deal with and if it is much more than that it will be really tight for space," added Mr Simpson. With much of the berth space occupied by the tall ships, Ocean Kinetics has been building a pontoon to berth the small ships south of the lifeboat pier.

According to Mr Simpson, the Tall Ships event has taken a great deal of time to organise with many meetings with virtually every SIC department, coastguards, police, ambulance service and the St John's Ambulance as well as private companies providing toilets and other facilities. "It will hinge on one thing – the weather. The start of this summer has not been the best, but hopefully it will peak at the right time. It will be a great spectacle."

The numbers of boats taking part in the race has picked up with each successive port and there will be more vessels racing to Shetland than at Waterford or Greenock. "There's obviously a great interest to come to Shetland. Hopefully we can show them what we are good at," said Mr Simpson.

The port team travelled to Greenock last weekend to give a presentation to the crews on the route and berthing procedures before the race recommenced. Next Sunday the captains will be briefed before leaving Lerwick at 10am, a departure that is likely to continue till two or three in the afternoon.



Assistant harbourmaster Alexander Simpson is part of the LPA team organising Lerwick's dockside arrangements.

Photo: Peter Johnson

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TALL SHIPS RACES 2011

Cruise in Company Guest Harbour: Scalloway

Information at the
Sail Scalloway Facebook site
and at
www.tallshipsraceslerwick.com

Friday 15th

New Scalloway Museum Friday 15 July 10.00 - 18.00

First opening of the Maritime Exhibition to coincide with The Tall Ships Races 2011.

Venue: New Scalloway Museum in Castle Street

Crowning of Scalloway Gala Princess

Friday 15 July 17.45 - 18.30

Accompanied by the Edinburgh Postal Pipe Band.

Venue: Burn Beach, Scalloway

Scalloway FC v Stromness FC Friday 15 July 18.30 - 20.30

Annual friendly football match with the visiting Stromness team.

Venue: Fraser Park, Scalloway

Official Opening of The Tall Ships Races Scalloway Guest Harbour Friday 15 July 19.00 - 19.30

Scalloway Guest Harbour will be officially opened by the Gala Princess and her attendants, with a performance by Edinburgh Postal Pipe Band.

Venue: Muckle Yard, Blacksness Pier

Gala Family Night Concert Friday 15 July 19.00 - 23.00

The best of local talent, young and old, on stage.

Venue: Scalloway Public Hall

Cost: Adults £5/Children £3, includes supper.

Pay at the door. Event is free to crew, subject to restrictions on numbers.

"Popeye's" Charity Fundraiser Concert

Friday 15 July 19.30 - Midnight

Evening hosted by all round entertainer John Ward, featuring Arthur Pottinger, Erin Sandison Band, Geordie Pottinger, Stefanie and Caroline, Lynda Anderson, Stuart and Betty Pottinger, Lisa Ward, Mallachy Tallack and Steven Robertson.

Venue: Scalloway Boating Club

Cost: £5 plus raffles. Pay at the door. Event is free to crew, subject to restrictions on numbers. All proceeds to local charities.

Waterfront Stage - Outdoor Music and Entertainment Venue

Friday 15 July 20.30 - Late

Up and coming bands, Casino Feet and First Foot Soldiers and resident DJ Alex and friends.

Venue: Main Street, Scalloway

Saturday 16th

Edinburgh Postal Pipe Band Performances

Saturday 16 July - Monday 18 July

Various times. Performances throughout the weekend in various locations.

New Scalloway Museum Saturday 16 July 10.00 - 18.00

Official opening of the Maritime Exhibition at 10.00, with music by Hansel.

Fraser Park Children's Entertainments

From Friday 15 July

All day Giant inflatables from Castle in the Sky and Orkney Active including, bungee run, 'Eliminator', Unridable Bike, games and stalls plus a variety of sports.

Venue: Fraser Park, Scalloway.

Children's Storytelling Saturday 16 July

At 14.00 - 14.45 and 15.15 - 16.00

Stories of Trows, Fairies and Scalloway Castle by Valerie Watt, writer of bairns books.

Venue: Meeting at New Scalloway Museum for a musical walk to the Castle and suitable for bairns of all ages

Fun on the Waterfront Saturday 16 July from 12 noon

Police, Fire and Coastguard vehicle displays, Dunk the Fireman plus Coastguard, Helicopter and Lifeboat display in the Harbour.

Teas, Coffees, Home Bakes and Refreshments

Saturday 16 July - Sunday 17 July 11.00 - 17.00

Venue: Scalloway Youth Centre, Main Street and Church of Scotland, Main Street.

Gala Pet Show

Saturday 16 July 11.00 - 12.00

Venue: Scalloway Youth Centre

Gala Barbecue and Bar Saturday 16 July 12.00 - Midnight

All day barbecue and licensed bar area.

Venue: Fraser Park, Main gate

Farmers' Market and Craft Fair Saturday 16 July 10.00 - All day

Huge variety of stalls and attractions with produce, food and many different craft stalls.

Venue: Muckle Yard, Blacksness Pier

Gala Piano Smashing Contest

Saturday 16 July 12.00 noon

Venue: Burn Beach, Scalloway

Traditional Music and Dance

Saturday 16 July 12.00 - 16.00

A variety of Shetland traditional music with Peter Hutchison and Friends, Sing Shetland, plus Shetland Folk Dance, featuring Jim and David Halcrow and many more!

Venue: Muckle Yard, Blacksness

Waterfront Stage - Outdoor Music and Entertainment Venue

Saturday 16 July 12.00 - Late

All day music programme showcasing Shetland's wide array of musical talent with Line Dancers, Hirda, Veev, Maggie Adamson and Brian Nicholson, Freda Leask & Friends, Aestaewast, Sheila Henderson Band and Resident DJ Alex, and following the Gala procession, visiting Caithness band Chicken Pickers.

Venue: Main Street, Scalloway

Scalloway Gala Parade

Saturday 16 July 18.30 - 20.00

Decorate your lorries and vans and join the parade as the party gets started.

Venue: Scalloway streets, route from Port Arthur back to Main Street

Scalloway Summer Street Party Saturday 16 July 20.00 - Late

The centre of Scalloway will be alive with a party for all with the musical entertainment focusing on the Waterfront Stage.

Chicken Pickers are the headlining act.

Venue: Main Street, Scalloway and surrounding area

Scalloway Legion - Live Bands

Saturday 16 July 21.30 - Late

Great nights entertainment - Featuring Sore Finger and The Experience - not to be missed!

£7 Door entry

Venue: Scalloway Legion.

Sail Scalloway Events Programme -

**Incorporating Scalloway Gala,
The New Scalloway Museum, Scalloway
Summer Street Party and a spectacular
Scalloway Summer Fire Festival
extravaganza!**

Sunday 17th

New Scalloway Museum Sunday 17 July 12.00 - 18.00

Maritime Exhibition with storytelling by Davy Cooper at 14.00.

Farmers' Market and Craft Fair Sunday 17 July 11.00 - 17.00

Huge variety of stalls and attractions.

Venue: Muckle Yard, Blacksness Pier

Worship in the Church of Scotland

Sunday 17 July at 10.30

Followed by Teas, Coffees, Home Bakes and Refreshments from 11.30 to 17.00

Everyone welcome

Venue: Church of Scotland, Main Street.

Waterfront Stage - Outdoor Music and Entertainment Venue

Sunday 17 July 13.00 - Late

All day music programme with an emphasis on Jazz and Blues featuring

Robert Bennett and Alan McKay, Norman and the Folding Deckchairs,

Da Hot Club O' Fladdabister, Erin Sandison Band, Donald Anderson Band,

Rumshack Blues Band,

Blue Melts, plus our resident

DJ Alex and Friends.

Venue: Main Street, Scalloway

Gala Barbecue and Bar

Sunday 17 July 12.00 - Midnight

All day barbecue and licensed bar area.

Venue: Main gate, Fraser Park

Scalloway B v Stromness B Sunday 17 July 12.30 - 14.30

Annual friendly football match with the visiting Stromness B team.

Venue: Fraser Park, Scalloway

Gala Survivors Concert

Sunday 17 July 16.00 - Midnight

Featuring Edinburgh Postal Pipe Band, May & Mackie and the Chicken Pickers.

Venue: Scalloway Boating Club

Cost: Day or night entry £7 (16.00 - 20.00);

Day & night entry £10 (16.00 - Midnight)

Pay at the door. Event is free to crew,

subject to restrictions on numbers.

Monday 18th

New Scalloway Museum Monday 18 July 10.00 - 18.00

Maritime Exhibition and last day of extended opening and free entry.

NAFC Marine Centre Tours Monday 18 July Hourly from 14.30 to 16.30

A tour of the Centre's state-of-the-art facilities including its bridge simulator and marine hatchery. Meet at Reception.

Venue: NAFC Marine Centre, Port Arthur

Scalloway Summer Fire Festival Monday 18 July Muster at 21.00 Light up at 21.30

The spectacular procession of squads of Vikings will carry flaming torches through the streets behind their Galley to its burning site.

The event will feature the Jarl Squads from the last seven years of the event traditionally held in January every year. A number of ships' crews and visitors will be able to carry a torch and join in with the squads. The squads will be joined for their final performance by the Edinburgh Postal Pipe Band.

Venue: Scalloway centre to burning site in the sea at Scalloway Boating Club

Waterfront Stage - Outdoor Music and Entertainment Venue

Monday 18 July 20.00 - Late

Either side of the Fire Festival the music programme will continue featuring Dirty Lemons and finishing up with the much awaited return of The Red Vans.

Venue: Main Street, Scalloway

NAFC Marine Centre Tours Tuesday 19 July Hourly from 14.30 to 16.30

A tour of the Centre's state-of-the-art facilities including its bridge simulator and marine hatchery. Meet at Reception.

Venue: NAFC Marine Centre, Port Arthur

"Spirit Dancer" - Canadian Canoe

Wednesday 20 July to Friday 22 July

Paddling tours of Scalloway Harbour and surrounding Isles in a 42' traditional Canoe with a 4 man crew! From Scalloway Boating Club pontoon. Interested

groups and individuals contact

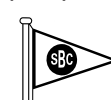
Davie Sandison on 01595 880 317

FREE BUS SERVICE TIMETABLE FOR SATURDAY 16TH AND SUNDAY 17TH JULY 2011 - LERWICK - SCALLOWAY

Depart Lerwick	Viking	10.30	Arrive Scalloway Hall	10.55
		12.30		12.55
		13.30		13.55
		14.30		14.55
		15.30		15.55
		16.30		16.55
		18.30		18.55
		19.30		19.55
		20.30		20.55
		21.30		21.55
SCALLOWAY - LERWICK				
Depart Scalloway Hall	Arrive Lerwick Viking	11.25		
		13.25		
		14.25		
		15.25		
		16.25		
		17.25		
		19.25		
		20.25		
		21.25		
		22.25		

Sail Scalloway would like to extend a huge thank you to our funders and commercial sponsors, without whom this event could not have happened - Scotland's Island's, Grieg Seafood Hjalmland, Scalloway Boating Club, Scalloway Hotel, Scalloway Meat Company, Valhalla LK687, Hunter & Morrison, and Scalloway Property & Leasing.

SCALLOWAY MEAT CO. • Hunter & Morrisons • Valhalla LK687 • Scalloway Property & Leasing




A
CLASS

Eendracht

Netherlands, 58.8m, Schooner (3), 1989


Morning Star of Revelation
B
CLASS

UK, 18.9m, Gaff Ketch, 1978


TALL SHIPS...

Historically, many of the biggest tall ships were built to bring tea from China

...FACT FILE

Curator's lighter side to fore in exhibition

Shetland Museum is marking the Tall Ships Races with a "playful and light hearted" exhibition entitled "High Seas and High Teas", from a time when square-rigged clippers were briefly the thoroughbreds of the ocean, taking cargoes of tea from China in record times and helping popularise the drink in Britain – nowhere more so than Shetland.

Museum curator Ian Tait explained that while not everyone is familiar with the relatively specialised form of sail that is the tall ship, everyone knows and appreciates the nation's favourite tippie. With that in mind and with the objective to mount an exhibition that took a different angle to stand out among the general tall ship mania, he decided to focus on tea as a commodity, a trade and raison d'être for a whole range of domestic ritual and paraphernalia.

While an excellent and recently restored sailing model of the *Cutty Sark* by North-A-Voe boat builder Johnny Smith takes centre stage, much of the emphasis is on the pots, spoons, cups, tea cosies and other items that were part and parcel of the Victorian tea ceremony in households high and low. One display is dedicated to the accoutrements that might have been found in a local shop selling tea, another to the high-end decorousness of the gentrified tea party, while another displays the more homely ware that might have graced a croft house. A mock tearoom has also proved a great entertainment for bairns, complete with knitted fancies.

Perhaps most surprising is the display of posters railing against the evil vices of tea and tea houses – a substance almost as heinous as gin or opium in the eyes of the most abstemious Victorians.

Dr Tait said: "It would have been very easy for me to raid the museum's store and put on a big exhibition of ship models or paintings or navigation instruments, but I thought that was too generic really. There's plenty of opportunities for folk to visit and enjoy the glory that is the real ship, and really anything that we could offer in that way would be second best, so I wanted our exhibition to be more targeted, more specific – something a bit more about what ships actually did and why they did it."

Shetland men were pre-eminently going to sea in the 19th century and, according to Dr Tait, were no more than typically represented among the crews sailing to the Far East and back. "The Shetland aspect of the show is most definitely from the user end of tea. Ships were going to China; they imported tea and took it back to Britain. The merchants then sold it on to the shopkeepers, who sold it on to their customers. In that respect Shetland was 100 per cent keyed in with what the rest of Britain was doing."

Tea was drunk in Shetland from before the end of the 18th century, mainly by the gentry. From the 1850s, the Chinese opened up their ports to European trade and the East India Company trading monopoly was broken up by the British government. From then on the fast clippers held brief sway bringing masses of relatively fresh tea to Britain. Tea's popularity went through the roof and the progress of the ships engaged in the tea races was widely reported in the British press. Steam and the Suez Canal put an end to the tea clippers, who could not manoeuvre in the narrow water way and were doomed to take the long route around Africa.

Dr Tait added: "To folk nowadays tea is stoor in a peerie paper bag in a cardboard box with cellophane around it that comes on a pallet with lots more cellophane wrapped boxes and everything is bought in a very hands-off way. What used to happen is that tea came loose in a kist and if you go far enough back in time



A top-up? Exhibitions officer John Hunter and curator Ian Tait, designers of "High Seas and High Teas", get into full Victorian mode. Don't get any tea on the lacework!

Photo: Billy Fox

the kists came to a shop and the shopkeeper weighed out what you wanted and wrapped it in paper. You could argue it was better quality tea, real leafy tea."

The museum is putting on an outdoor display of traditional Shetland boats during the Tall Ships. Eight are from the museum's own collection including *Mary*, a cod and haddock boat build in 1904 which was modified many times before being restored to her original state, *Anne*, which was built in the 1890s and a lovely traditional skiff, or pramm, of a style popular in the 19th century, but which is hardly ever seen nowadays.

Brian Wishart has also persuaded many private owners to display their boats in the Boats Come Back to Life exhibition. The aim is to display as diverse a range of boats that were typical of Shetland as possible. These might include a 50s regatta boat, an eela boat or a commercial fishing boat that had been converted to leisure purposes. The floaters will be on display in the dock, with the others displayed on shore.

Visitors are invited to "Take Tea with Ian" on Wednesday when he gives a lecture on Shetland's obsession with tea in the 19th and 20th centuries. The lecture begins in the auditorium at 7.30pm. Tickets are free, but please call (01595) 741562 to reserve.

A Peerie Boat Builder workshop will be held on Friday from 11am to 3pm. This is a free event and open to all ages. Families are welcome to come along and take inspiration from the boats in Hay's Dock to create and launch their own boat in the special "boating pond". A special afternoon of Shetland story, song and dance is planned for Saturday from noon to 2pm. Some of Shetland's finest fiddlers will be on hand to entertain visitors. This is also a free event for all the family.

Friday will see the next lecture in the Centre for Nordic Studies series. Dr Donna Heddle of the University of Highlands and Islands will discuss early Norse navigators, their vessels and trading routes. This lecture will take place in the auditorium at 7.30pm.

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Peter Blance & Norman Tulloch


Shetland Museum and Archives Tall Ships Events

 museum
Shetland
archives

There's something for everyone during Tall Ships at Shetland Museum and Archives

A display of restored Shetland boats, traditional and modern

High Seas and High Teas exhibition - How tea clippers fuelled our tea cravings
11th June - 26th July Da Gadderie

Curator's talk on Shetlanders' love of tea
20th July 7.30pm The Auditorium

'The Neglected Navy: Whalers, fishermen, fishing vessels and the Great War'
Dr Robb Robinson of the University of Hull tells their story.
19th July 3.00pm to 4.00pm The Auditorium

Peerie Boat Builders - A Family fun day making wooden "peerie boats" (Drop in. No charge)
22nd July 11.00am to 3.00pm

Viking Navigators - a talk by Dr Donna Heddle of the Centre for Nordic Studies, UHI, about early Norse navigators, their vessels, trading routes and stories
22nd July 7.30pm The Auditorium

In About da Museum - An afternoon of Shetland story, song and dance with Elma Johnson and friends.
23rd July 12.00 to 2.00pm The Boat Hall



Why not try a mackerel roll fresh from the barbeque on Lerwick's oldest working dock.


 heritage
Shetland
culture

Contact:
Shetland Museum and Archives
Hay's Dock, Lerwick
Tel: 01595 695057
www.shetlandmuseumandarchives.org.uk
The Shetland Amenity Trust is a registered Scottish charity, No: SC017505

TALL SHIPS...

Crews will be offered sports from abseiling to yoal racing

...FACT FILE**A CLASS***Lord Nelson*

UK, 52.42m, Barque (3), 1985

*Constantia*

Sweden, 31.45m, Gaff Schooner (2), 1908

B CLASS

Organisational challenge met head on by committee and community alike

Fiona Dally has been at the head of organising the massive undertaking that is the tall ships' visit to Shetland for the past three years. "It's been a long time planning, through from the business plan, to setting up the committees and taking it from there," she said.

The Shetland Tall Ships project manager attributes the sheer scale of the event to the help of Shetland Islands Council and the critical sponsorship that has been donated by a huge number of local businesses. The amount of money that had to be raised was the most daunting angle of the whole plan.

She said: "That's where, time and

time again, the Shetland community pulls it out of the bag. Four years ago you were sitting with this target of over £400,000 and you were wondering how you were going to get there. Over time companies and folk are really supportive of this type of event that showcases Shetland and can offer something for all ages. It's been a great relief to get there, especially with the current economic climate."

There have been many highs along the way and the best part of it for Ms Dally has been dealing with many different types of people, including trainees and folk who have never been abroad for whom the

race is a great opportunity. "Some of the people have not had the confidence to do things and what you see [is] them getting [a lot] out of that, and seeing the young bairns and the community getting excited about the build up."

The Tall Ships committee has worked hand in glove with Lerwick Port Authority to organise the event. And the job has entailed recruiting over 150 volunteers, who as well as over 80 crew liaison officers include marshalls, stewards, information providers and the members of various committees. "Without that, we could not have been able to commit to the level of programme

that we have," she added. Many people have contributed in other ways from giving up their beds to squeeze in extra visitors to helping with training.

The event is also involving the whole of Shetland, and Ms Dally hoped that as many boats would be able to take part in the Cruise in Company visits to Fair Isle, Whalsay, Yell, Unst and Scalloway as possible, though that part of the programme will be highly weather dependent.

In Lerwick, the crew parade starts at 4pm on Thursday accompanied by brass and pipe bands, local drum group Aestaewast, the Bell's Brae

drum group and of course the Jarl's Squad who will supply a Viking to each ship. The TA will be firing a starting gun from the fort to herald the procession, which will head to Holmsgarth for the welcoming ceremony, where there will be singing, dancing and the official prizegiving. After that there will be a massive crew party at Fort Charlotte.

"All our event sites are up and running by 10am every day. There are various activities: family entertainment; Cadona's fun rides at Holmsgarth and the Shetland Showcase area at Alexandra Wharf."

Perhaps the greatest attractions are the 56 very different tall ships

themselves, which will be open to the public. As well as public visits, 14 private receptions are scheduled to be held on the larger ships. On top of all that are over 100 musical performances culminating in the two ticketed concerts on Friday and Saturday nights starring the Levellers and Bjorn Again. The fireworks display will be at 11.50pm on Saturday and can be seen from anywhere on the waterfront.

On Sunday there is an outdoor united praise service at 9.30am at Holmsgarth before the parade of sail and the commencement of the Tall Ships race that afternoon.

Another massive piece of organisation has gone into crew activities. Bus tours will be heading for the Eshaness cliffs, Sumburgh Head and Scatness, St Ninian's Isle and Jarlshof, Weisdale, Scalloway and taking in Shetland ponies at Gott. Additionally there will be boat trips to Noss and walking tours of old Lerwick.

"We have over 2,000 crew getting a chance to view some of our sightseeing highlights. That's a side of the event that quite often the public does not realise is going on," said Ms Dally.

The council and Shetland Recreational Trust have also lined up a fantastic range of activities. There will be tug of war and volleyball competitions for the crews on Thursday. In addition there will be canoeing, golf, archery, sailing, abseiling, target shooting, football, windsurfing and yoal rowing, as well as dance mat challenges that are open to the public. The full range of Clickimin Centre activities will also be available.

"We're in a really good position to offer all that to the crews," she added.

Ms Dally urged visitors to make full use of the park and ride facilities and the extended rural bus services that were highlighted in last week's *Shetland Times* transport information pullout. And she reminded them that South Commercial Street will be closed from 10.30am to 1am from 21st to 25th July and that there are event taxi ranks at Alexandra Buildings and Garthspool and disabled parking areas at the Co-op overspill car park, the Lower Fort and outside the Royal Bank in Commercial Street. A shuttle bus will be running from opposite the Wheel Bar to Holmsgarth.



Some of the Tall Ships organising committee. Back row (from left): Peter Leask, Josie Simpson, Sandy Cluness, Gussie Angus and Billy Stove. Front: John Dally, Peter Malcolmson, Sandra Laurenson, Fiona Dally and Louise Cluness.

Event will create festival atmosphere in town



Please join us at
The Tall Ships Races 2011 -
Cruise in Company
Guest Harbour - Unst

Events throughout
Unst from 12th to 19th July

UNST
fest
www.unstfest.org

Britain's Most Northerly Festival

Open Mic Night - Friday 15th July

Take to the stage and show off your talent - 9pm, Saxavord Resort (Public Bar)

FREE ENTRANCE

UnstFest Music Session - Sun 17th July

Freda Leask Band + local support - 8pm, Baltasound Hotel (Lounge Bar)

Admission £5 adults, £2 children

UnstFest Carnival followed by Silver Penguins Tuesday 19th July

Carnival: £10 per float or £2 each, Silver Penguins: £10 Adults, £5 Under 16

Carnival floats to be booked through 01957 711643. Floats to meet at 6.30pm (Unst Leisure Centre) for a 7pm start. For Silver Penguins, pay at the Baltasound Hall on the night.

Late ferry after Silver Penguins leaves Unst at 1am (Belmont) and 1.45am (Ulsta).

For full UnstFest 2011 programme go to www.unstfest.org

The Tall Ships Races will bring a festive feel to Lerwick and the guest harbours, with attractions for the visiting fleet from Fair Isle to Unst. Highlights in the town start with an international crew parade and welcoming ceremony, with four days of music, stalls, food and drink and street entertainment culminating in Sunday's Parade of Sail.

Shops will be open late, with many in the town centre being open 7pm, some until 9pm and some open on Sunday, with lots of tall ships souvenirs for sale.

The expected influx of populace has meant a huge logistical exercise for many sectors. Tourist numbers are so great that people who do not normally offer accommodation have been asked to open up their homes temporarily.

Police are bringing up extra support for the event - nine officers and four vehicles will assist the local force to provide "extra resilience".

The increased manpower will enable police to be dedicated to the event without it impacting on day to day policing. Road closures will be in operation, with "park and ride" schemes operating from the Anderson High School and Port Business Park, opposite the power station.

The main impact is expected to be around the harbour. Lerwick Port Authority has been involved in years of planning for the enormous impact of the arrival of the tall ships fleet, while the normal harbour business, including the arrival of cruise ships, goes on.

Tall ships cannot be mixed with non-fleet vessels, thus detailed arrangements for the ships' arrivals and berthing, undocking and departures for the Parade of Sail have been made, and a Notice to Mariners has been published for the Parade of Sail route. Other harbour users and sailing clubs are offering assistance with use of their inflatable boats.

The port will look after all aspects of the fleet - pilotage, tugs, berthing, linesmen, fenders and services to the ships. LPA is providing berthing, tugs and pilotage free of charge as part of its sponsorship of the event.

It has also had to prepare event sites on the land it owns and liaise with the event organisers on power, water, sewerage, insurance, security and signage.

Chief executive of LPA Sandra Laurenson said: "This is a huge operation for the port which is a challenge for a relatively small organisation." But, she said, it had been a pleasure to be involved: "The ethos of the event is for young people between the ages of 15-25 and seeing them benefit from the experience of sail training. Being a host port is an honour and an opportunity to show what we can do as a port, in addition a hugely enjoyable community event."

LPA will be hosting a reception for many of its customers onboard one of the tall ships.

In addition the port has been involved in the preparation of captain's manuals and presentation of these at Greenock and liaison with Sail Training International to ensure compliance with the host port contract.



A
CLASS

Gloria
Colombia, 65.61m. Barque (3), 1968

Statsraad Lehmkuhl
Norway, 98.42m, Barque (3), 1914

A
CLASS



TALL SHIPS...
More than **80** liaison officers will look after the ships' crews
...FACT FILE



Some of the liaison officers who will be assigned to the 56 ships and volunteers.

Photo: Ben Mullan

Liaison chief brings experience to bear

Shetland Tall Ships chief liaison officer John Dally has been recruiting, training and supporting the over 80 liaison officers handling the onshore needs of the 2,000 plus crew of the 56 tall ships due to come to Shetland next week.

Mr Dally started his work last May and the liaison team was recruited by December. Training has continued since March with the final training session scheduled for tomorrow whence the all-important ID passes will be handed out. Every tall ship has been assigned a liaison officer and the class A ships – all square-rigged ships and those over 40m regardless of rig – are assigned two.

As part of their work, the liaison team will issue handbooks to every crew member detailing all necessary rules, formalities and event and health and safety information. They will advise sailors about onshore events and crew activities and where to source the diverse supplies needed by a tall ship, including the location of an industrial sewing machine for repairing sails.

Having already introduced themselves to the ships by email, the liaison officers will be on board as soon as the ships are tied up. Crew changes will also have to be accounted for and transport to the airport arranged if needed.

Mr Dally has used the experience he gained from handling the liaison side of the 1999 event and as an attaché for the 2005 island games. He was also in the party to see how things were done at Hartlepool, the final port in last year's Tall Ship race. He also shadowed the liaison team at last month's Bergen to Shetland race with its 46 yachts and 200 odd crew in port.

According to Mr Dally the biggest change since 1999 is the vast development in communications and IT.

He said: "Back in 1999 we tried to communicate with our ship by fax, there was no internet option then. Now we will be tracking the ships online. In many respects we have a similar level of event this time, with slightly more ships." There is also a 46ft video screen alongside the main stage at Holmsgarth.

"It's always good to know that you have helped towards a successful event and it is good to see how well a small community like Shetland can organise for a big event. It was the same with the island games. With the island games we had to have cruise liners in and village halls and schools set up for accommodation. The bonus with the tall ships is they all bring their bunk or hammock," he added.



Chief liaison officer John Dally with some of the hundreds of passes to be handed out.

TALL SHIPS
RACES
2011
SHETLAND
 21st - 24th July

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A **PLACE** and a **HISTORY** to be **PROUD** of. **SHETLAND**.
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www.SHETLAND.org/prideofplace

SHETLAND
PRIDE OF PLACE



TALL SHIPS...

20 producers will showcase the best of Shetland arts & crafts
...**FACT FILE**

**A**
CLASS*Gulden Leeuw*

Netherlands, 83.4m, Schooner (3), 1937

*Sørlandet*

Norway, 64.15m, Full-Rigger, 1927

A
CLASS

Showcase allows isles arts and crafts producers to put wares on show at the Alexandra Wharf

A showcase of the best of Shetland arts and crafts will take place along Alexandra Wharf every day from 11am.

The marketplace will play host to around 20 producers, including Aamos Designs, Artisan Island Cheese, Burra Bears, Journeyman Leather, Paparwerk Furniture and *The Shetland Times'* very own Smirk.

Aamos Designs, started by textile designer Emma Blain after she graduated from Glasgow School of Art, specialises in using contemporary woven structures to create beautiful scarves, shawls and accessories.

Artisan Island Cheese produces a range of delicious home-made cheeses, using the finest Shetland dairy herd and goats milk from Fair Isle, including Birls soft cheese spun with flavours including beremeal, black pepper, garden herbs and Bòd Ayre's edible seaweeds.

Everyone in Shetland knows about Wendy Inkster's Burra Bears, each of which comes with its own name and personality.

Journeyman Leather makes belts and bags, saddlery and tack of quality to rival any in the world. Everything made is of the best materials – genuine bridle leather, solid brass, stainless steel and pewter fittings – all put together using age-old saddlery skills.

Paparwerk Furniture specialises in designing and manufacturing quality furniture from hardwoods and veneers, providing a service for clients who envision unique furniture.

Other producers are Andrea Williamson, Austin Taylor Photography, Barbara Isbister Knitwear, Glansin Glass, HJARTA, Nielanell Knitwear,

Ninian, Shana, Shetland Handspun, Shetland Jewellery, Skibhoul Bakery and Vidlin Pottery.

Meanwhile, two Shetland women are showcasing their work by staging a pop-up gallery.

Ruth Brownlee, an award winning sea and landscape painter, is showing new work. Her evocative paintings have been described as "very much about Shetland and its raw elemental power". She will also have limited edition prints and original art badges available.

Mary Fraser, bookbinder and maker of contemporary Fair Isle gifts and souvenirs with a humorous twist, is offering books, badges and bunting along with new novelty ideas and a limited edition notebook exclusively for the Tall Ships.

The gallery is popping up at 45 Commercial Street in the scenic old part of the town, immediately adjacent to Bain's Beach and just beyond the Spider's Web and Magpie's Nest and will be open for the four days of the event from 10am to 5pm.

A pop-up gallery is just what it says it is. It gives a temporary showcase for artists and makers in vacant and unexpected places or even in private residences, taking over that space and filling it with creative energy. Browsing is recommended, incorporating a stroll in this beautiful part of old Lerwick amid the late 17th and 18th century lodgeries with their foundations in the sea.

Ruth and Mary said: "We thought the gallery would just add another facet to the event for local folk and visitors alike. Come for a browse, we will be delighted to see you."



Mary Fraser gives a modern and humorous twist to Fair Isle patterns.



WELCOMES THE TALL SHIP RACE

HOURS OF OPENING:

MONDAY	10AM-11PM
TUESDAY	10AM-11PM
WEDNESDAY	10AM-11PM

LATE LICENCE FOR:

THURSDAY, 21ST	9AM-3AM
FRIDAY, 22ND	9AM-3AM
SATURDAY, 23RD	9AM-3AM
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Wylde Swan

Netherlands, 56.82m, Schooner (2), 1920


Mir

Russia, 108.8m, Full-Rigger, 1987

**A
CLASS**

TALL SHIPS...

 Up to **6** whole hogs
will feed the crews at a
party in Fort Charlotte

...FACT FILE

Trio of firms behind busy bar operations

Events Shetland is the "proud host" of the bars operating at Holmsgarth, the Club Marquee at Laurenson Quay and Victoria Pier during the Tall Ships.

The licensee contract for the partnership of local suppliers Hughson Brothers, Captain Flints and Valhalla Brewery is a major coup, after the last Tall Ships' license went to a Glasgow firm.

The publicans have been working flat out to prepare and stock three very large bars with a combined frontage of almost 50m. That has also included sourcing alcohol and soft drinks for an indeterminate but certain to be vast thirst over the long weekend.

"There will be 21m of bar at Holmsgarth, 12m at the Victoria Pier and 15m at the dance bar at the Laurenson Quay. Altogether that's a pretty big bar," said Hughson's manager Drew Tulloch, who added it was difficult to gauge the exact quantity of alcohol that would be required.

Holmsgarth is primed to hold up to 5,000 people and is licensed till midnight. The Laurenson Quay bar

has a late licence from 9pm till 1am on Thursday, Friday and Saturday while the Victoria Pier is licensed from 11am till 11pm except Sunday.

"That's a problem for someone doing an outside event in Shetland. We have to try and cover the eventuality and make sure we have adequate supplies," he continued. "It is not so simple to get a resupply as it is south, especially with the restricted access at the waterfront."

The biggest bar at Holmsgarth will be divided into 21 sections and a licence holder will be on duty at all times in each of the three bars. Over 100 staff have been recruited to run the bars at various times. There will be draft lager and Shetland ale on tap with other drinks coming pre-packaged.

Sonny Priest of Valhalla Brewery has been flat out manufacturing the Tall Ships bars using the experience gained at various events such as the Johnsmas Foy and Simmer Dim Rally, not to mention brewing 80 casks of Simmer Dim. Logistical constraints have meant that Simmer Dim will be the only one of his

popular beers on sale at the event bars. Valhalla Brewery is also in the process of flitting to its new premises at the old Saxa Vord motor transport building, which the firm has acquired. The building has been substantially fitted out and the finishing touches are now being put in place. He hopes to concentrate more on administrative and marketing issues when the move is complete and hopes to make one of the firm's four part time posts into a full time job.

Captain Flints' owner Ian Cunynghame was hopeful that the weather would be kind for the event. "I'm sure there will be a lot of beer flowing – there's certainly been a lot of stock to be sourced."

Flints will be open its usual 11am to 1am hours during the Tall Ships and is featuring a good line up of music before and during the event: Sheila Henderson on Tuesday; May & Mackie on Wednesday; DJ Lyall on Thursday; Chris Blair on Friday; Antonia Sidgwick, Hook Van Cloony and the Dirty Lemons on Saturday; and Scaldin Bragg on Sunday.

Roast hogs for crew party

The tantalising smell of roast pork will fill Fort Charlotte on Thursday when over 2,000 tall ships sailors sit down to enjoy a roast hog feast at the Crew Party. The event will be the biggest banqueting challenge so far for local entrepreneur Julie Halcrow.

The Cunningsburgh-based caterer has enlisted Dumfries spit roast specialists Hog2Roast to help out and the roast pig will be served with salads and washed down with beer from the TA hall bar. There will be 14 or so people on the catering side plus bar staff and security personnel and Edinburgh-based Field & Lawn have been hired to put up the marquees.

Ms Halcrow said: "I have had experience catering for weddings but this is the biggest event by far. If it is fine weather it will be super. There will be about five or six hogs on spits which will be about right for that many people."

There had been speculation that a south firm would be needed to handle so many people, but according

to Ms Halcrow it is good that a local company was able to step up to the mark. "It's going to be a big challenge, but it will give us a chance to prove we can put on a big, professional event." She was confident that the other local caterers involved in the Tall Ships would also put on a good show for Shetland.

The culinary endeavours will continue the following night when Ms Halcrow, who will be head chef, and her team will cook for over 200 guests at the Captain's Dinner at Clickimin. As usual, the menu will include as many local ingredients as possible. The five courses will include Shetland lamb and a cod dish with local herbs. With too many diners for the Clickimin facilities, an added challenge is that the food will have to be shuttled into Lerwick from the Tingwall Hall.

Julie has built up her business over the years through catering for weddings and other smaller events. She has just launched a website to promote the business at juliehalcrowcatering.co.uk.

Tall Ships merchandise and photo expertise available



Ben Mullay hopes for good use of the five instant print kiosks.

Photo: Peter Johnson

The Camera Centre is one of the official merchandisers for the Tall Ships Races and expects brisk trade with stalls at Holmsgarth and Victoria Pier while the shop will be open from 9am to 7pm Wednesday to Sunday.

"That's a good draw into the store. We will be pushing the merchandise at the harbour as well as in store and will have a lot of advertising to make sure people come in and get their souvenirs for the Tall Ships," said Ben Mullay of the Camera Centre.

"The late opening will allow people who have been enjoying the daytime events to drop along and get their photos printed instantly or for the next day. We will be open nine till seven, but I imagine it could be later. If it is anything like the 1999 Tall Ships we will be flat out so we will stay open as long as people come into the shop."

The Commercial Street shop will be selling Tall Ships merchandise like keyrings, coasters, mouse mats, mugs, Tall Ships pens and shopping bags. The

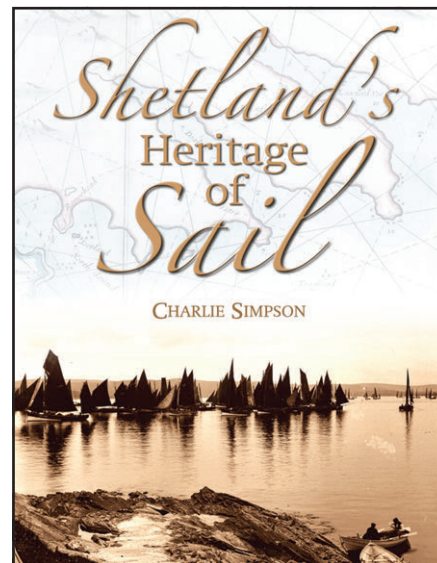
Kodak representative will also be in attendance to help promote the world known brand in Shetland. Many shops outside Lerwick have also taken on the Tall Ships brand so the merchandise will be available throughout Shetland.

The shop also has five instant print kiosks which can print straight from memory card, USB pen drive, iPhone with USB cable, CD or even from a Facebook page. As well as straightforward photos the software allows people to make their own collages and other "added value" items. They can also back up their memory cards onto CDs and DVDs allowing them to clear their cards for more photos.

There will also be special offers on cameras, binoculars and memory cards. The Camera Centre's website – www.thecameracentre.net – is the official online portal for all the Tall Ships merchandise, including clothing by Intersport, jewellery by Shetland Jewellery and crystal by Harry's Department Store.

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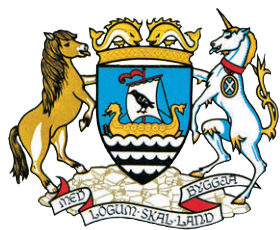
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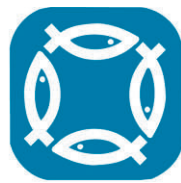
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The Shetland Times

THE TALL SHIPS RACES 2011

LERWICK



THE *Sørlandet* passes Sumburgh Head on Wednesday afternoon. **Photo:** Kieran Murray

Now the waiting is over . . . splice the mainbrace and let the action begin

By ROSALIND GRIFFITHS

Excitement has been building all week as vessels started arriving at the end of the Cruise in Company leg of the Tall Ships Races.

Fifty-six ships from 12 countries are taking part, with over 2,000 crew members including 46 Shetland trainees.

The competing ships comprise 16 Class A ships, which are over 40 metres long – the largest are the Russian *Mir* and Polish *Dar Młodzieży*, both 108 metres – with the others being Class B, C, or D, their classification and the race they take part in decided by their rig.

Shetland's own sail training vessel *Swan*, a Class B ship of 26 metres, with a number of young

Shetlanders on board, is also involved.

Ships started arriving in the isles on Saturday, prior to the start of the main events in Lerwick. They had stopped at various guest harbours en route from Greenock and many sailed into Fair Isle, one of the most popular destinations thanks to its location.

First there was the German *Esprit*, which arrived at 3pm on Saturday and stayed until Monday. The *Wyvern Av Aalesund*, the *Jens Krough* and the *Ocean Spirit of Moray* also visited on Monday, and enjoyed a party in the isle. One local said: "The whole day was a buzz."

The class A ship *Sørlandet*, soon to have Shetland trainees on

board for Race 2, reached Fair Isle on Tuesday to carry out the traditional bartering with the ship with everything from knitted keps to eggs likely to be exchanged. Norwegian *Svanhild*, and Belgian *Zenobe Gramme*, both of which paid brief visits. Also in Fair Isle on Tuesday were the Belgian ships *Miles to Go* and the *Rupel*.

However the *Alba Endeavour*, which arrived at Scalloway around 1pm on Saturday, claims to be the very first Shetland arrival. She had sailed from Stornoway with the *Swan*.

The class A vessel *Endraacht*, which two Shetland trainees will join for Race 3, arrived in Scalloway on Tuesday. She joined the *Esprit*, which reached

Scalloway last night, arriving in time to take part in the Fire Festival. The crew members were delighted to carry torches and the galley was named after their ship. "It was fantastic, there was a good crowd and everyone had a great night," said local man David Sandison.

First into Unst was the British ship *Moosk*, which arrived at Baltasound on Saturday night. She chose to make her landfall at the most northerly guest harbour, in time for some of the UnstFest events, and, said UnstFest co-ordinator Ruth Grainger: "We were very proud about that." The crew won the captain's weight in Unst beer and produce for their efforts.

The *Moosk* was joined by the

Alba Endeavour and the *Swan* and went to Cullivoe, where crews took a "hearty part" in events laid on there, according to one of the organisers Barry Nisbet. They "thoroughly enjoyed" an "It's a Knockout" type contest, and took part in the Great Yell Run and enjoyed music and dancing into the night.

Whalsay did not see the majestic green-sailed *Alexander von Humboldt*, which anchored at the back of Symbister Ness but could not enter the harbour, but is playing host instead to the Scandinavian sail training ship *Atlantica*, her arrival being an "unexpected bonus" according to locals. The ship is on her last trip to the UK before being decommissioned in October. A

new vessel with the same name will be built.

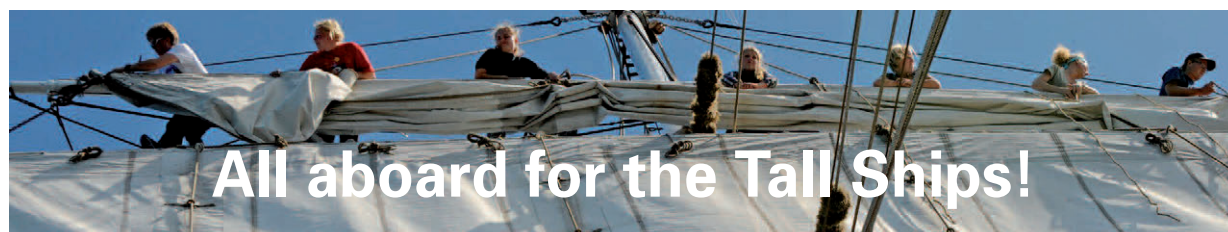
By Wednesday majestic ships taking part in the Tall Ships Races started arriving thick and fast into Lerwick harbour.

The first arrival into Lerwick was the 70-year-old Norwegian class B ship, *Auno*, which reached the town at 12.45pm and berthed at Albert Dock.

She was closely followed by the Norwegian *Wyvern Av Aalesund*, which arrived around 2pm after a "rough sail" from Kirkwall, the Dutch *Urania*, and the class A ships the British *Lord Nelson* and the Polish *Pogoria*.

The Trondheim-registered *Auno* is a traditionally rigged

(Continued on page 11)



All aboard for the Tall Ships!

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www.lerwick-harbour.co.uk

TALL SHIPS...

The first race of Sail Training Tall ships was in 1956.

...FACT FILE



B
CLASS

Auno

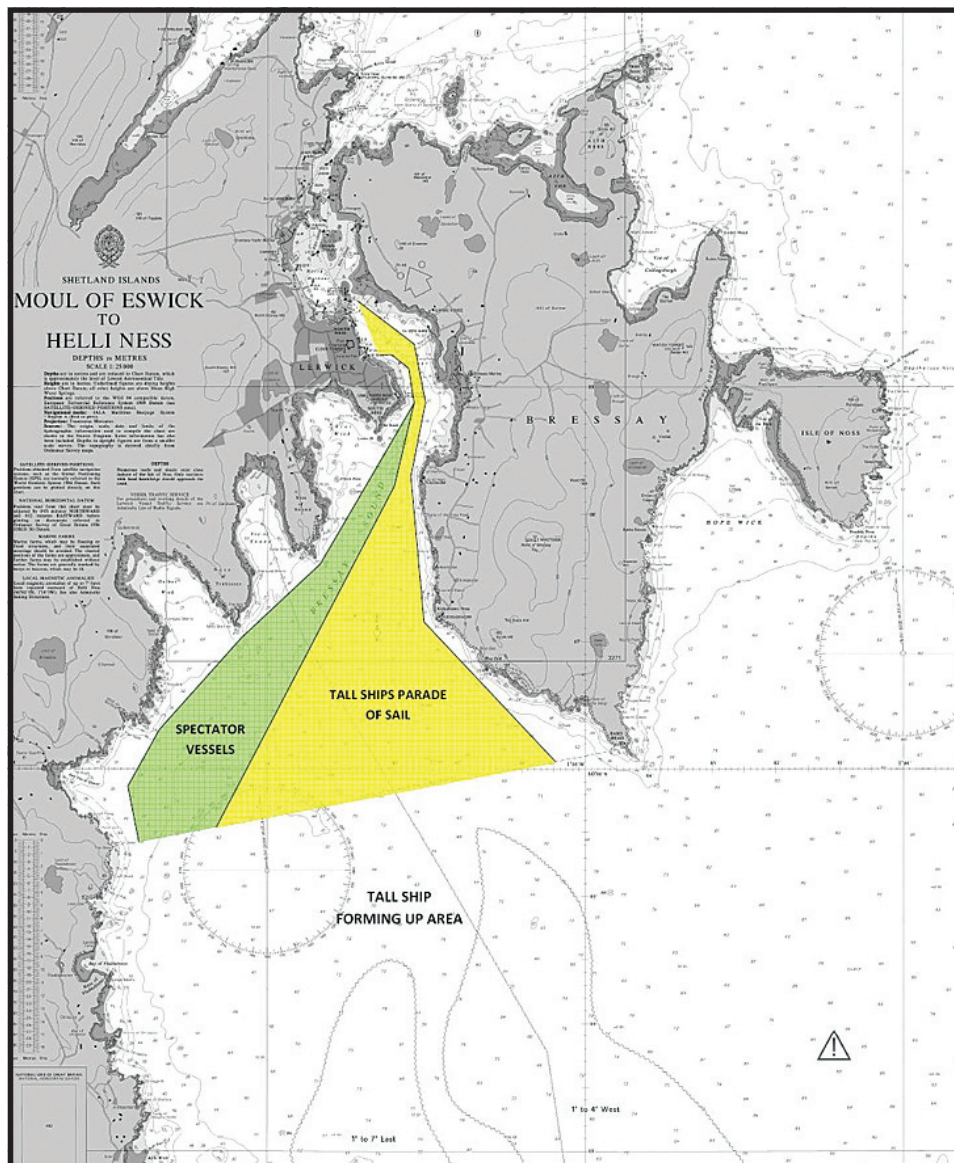
Norway, 20.44m, Gaff Ketch, 1943



Svanhild

Norway, 30.31m, Top-Sail Ketch, 1889

B
CLASS



A map of Sunday's Parade of Sail.

Young crews all excited

(Continued from page 1)

sailing vessel, 16.7-metres long (20 metres with the bowsprit), with a mixture of Norwegian and Dutch nationalities and two women among the five crew and five sail trainees on board.

Auno owner and skipper Ottar J Aare made the decision to press straight on to Lerwick without stopping at any other guest harbours because of the rough weather. He said: "We're delighted to be the first ship to arrive in Lerwick and look

forward to a fantastic weekend of Shetland hospitality and a wonderful welcome from the people of Lerwick."

His son Ole Morten, 25, who works on the ship as first mate (his "real" job is on a seismic vessel), said the ship's seven sails and 1,500 metres of ropes were a lot for the trainees to learn. However the youngest person on board, a 17-year-old known as "junior", was like a monkey, very good at working on the ropes and the two masts.

On their passage to Lerwick they caught pollock – it took 10 seconds to catch all they could eat – although they said it was difficult to cook the fish at a 35-degree angle. Meanwhile they are looking forward to sampling the town's legendary fish suppers.

Adjacent to the *Auno* is another Norwegian class B ship, the *Wyvern Av Aalesund*, with two masts and a huge sail area. She has nine on board, including four trainees, all from Alesund, which



TICKET EXCHANGE FOR TALL SHIPS CONCERT WRISTBANDS

All ticket holders
for the **Levellers** concert
on *Friday, 22nd July*

and **Bjorn Again** Concert
on *Saturday, 23rd July*

are advised that concert wristbands will be available for collection from the **Event Information Point** at **Victoria Pier**

- on Tuesday, 19th July; Wednesday, 20th July and Thursday, 21st July from 10am to 7pm

and from the **Event Information Point** at **Holmsgarth**

- on Friday, 22nd July and Saturday, 23rd July.
- Tickets must be presented with valid proof of age and once issued wristbands cannot be replaced if lost. Wristbands must be worn for entry only to the two concerts at Holmsgarth. Gates open at 18.30 on both evenings for wristband holders only.

Visit

www.tallshipsraceslerwick.com

for full event information.



Event Overview

WEDNESDAY, 20th JULY

Cultural/Sports programme for participating crew arriving early

THURSDAY, 21st JULY

Cultural/Sports programme for participating crews

Live music, food, drink and entertainment at all event sites

Come and watch the Crew Parade

- | | |
|-------|---|
| 12.00 | Deadline for participating vessels to be in port |
| 15.15 | Crew Parade muster at The Esplanade |
| 16.00 | Crew Parade between The Esplanade and Holmsgarth |
| 17.00 | Welcoming Ceremony and Prize-Giving at Holmsgarth |
| 18.00 | Live Music at Holmsgarth/Victoria Pier |

FRIDAY, 22nd JULY

Cultural/Sports programme for participating crews

Live music, food, drink and entertainment at all event sites

- | | |
|-------|--|
| 18.30 | Headline Concert "The Levellers" and Support at Holmsgarth (Wristband collection required) |
|-------|--|

SOLD OUT

SATURDAY, 23rd JULY

Cultural/Sports programme for participating crews

Live music, food, drink and entertainment at all event sites

- | | |
|-------|--|
| 18.30 | Headline Concert "Bjorn Again" and Support at Holmsgarth (Wristband collection required) |
| 23.50 | Fireworks display |

SOLD OUT

SUNDAY, 24th JULY

Live music, food, drink and entertainment at all event sites

Parade of Sail – Undocking from late morning

- | | |
|-------------|--|
| 09.30 | "All Aboard" United Praise Service, a Christian act of worship at the Holmsgarth arena, shared across the church in Shetland. All are welcome to attend. |
| 17.00-18.30 | Start of Race 2 to Stavanger: timed start by Class of vessel |

PARADE OF SAIL

Parade of sail route map can be viewed on
www.tallshipsraceslerwick.com/captains-and-crew

SHETLAND SHOWCASE

Alexandra Wharf – open from 11.00-19.00

Food, drink and general traders daily

Fairground Rides and Bouncy Castles – daily at Holmsgarth

Shetland Classic Motor Show – 21st to 24th July daily at Laurensen Quay


B
CLASS

Wyvern av Aalesund


Norway, 24.25m, Gaff Ketch, 1995


Maybe
B
CLASS

UK, 26.13m, BM Ketch, 1929


TALL SHIPS...

 The *Wylde Swan*
worked in the
Shetland herring fishery

...FACT FILE

as they get their first taste of Lerwick hospitality

has strong Shetland Bus connections.

They enjoyed sailing through the Caledonian Canal, they said, with one of the trainees, 18-year-old Terje Kjolsoy, saying: "It was very fun." One night on the way from Greenock to Inverness it had been so sunny he had slept on deck, he said.

The first class A ship to arrive is also the furthest travelled. The 63-metre Colombian naval ship *Gloria* arrived at Holmsgarth on Wednesday, Columbia's national day, with 162 people on board, including 78 cadets from the Naval Academy and one dog – Captain Gabriel Perez's black Labrador Argos.

She set sail from their home port of Cartagena in May and joined the Tall Ships in Greenock via Boston, USA.

Capt Perez said: "This is our first time in Scotland and a new record for the vessel, the furthest north and nearest a pole we have been in her 43-year life." They had, however, once been in Antarctica at 56 degrees south.

The steel ship is an impressive sight with its huge yellow, blue and red national, and her three masts and mizzen mast and 23 sails provide plenty of work for those on board, including seven females.

The cadets will all become naval officers after their time on the immaculate Spanish-built ship, and, said the captain: "They are very proud of their ship and their career, and want to show off the better face of Colombian culture."

As a music-loving nation they are particularly pleased to be berthed at Holmsgarth next to the main stage where the musical events will be held. Music is played throughout the ship as the sailors work, and also accompanies them when they put a makeshift net up on the stern deck and play football.

Tall Ships project manager Fiona Dally said: "It's great to see our neighbours Norway as one of the first vessels to arrive in Lerwick."

"We're looking forward to the arrival of the remaining ships and to welcoming home our six Shetland sail trainees from the Cruise in Company leg on board the *Swan* and *Wylde Swan*."

Harbourmaster Calum Grains said: "It is great to see the

realisation of many months of planning for the Tall Ships fleet. It will be a busy few days with arrivals but we are all ready and looking forward to welcoming the international crews to Lerwick."

Sail Training International Tall Ships Races 2011 event chairman Knut Western said: "The Tall Ships Races provides young people with an amazing adventure and an experience through which they learn the values of teamwork and leadership and develop new skills and confidence. We are delighted to bring the fleet back to Lerwick and are confident Lerwick will provide a perfect start for Race 2 to Norway."

Captains and crew can look forward to a packed programme of cultural and sports activity, live music, food and drink in Lerwick. They will take part in the parade tomorrow where 2,000 crew members from the participating ships will dress in uniform or fancy dress and be joined by local musicians and bands as they parade down the Esplanade towards Holmsgarth from 4pm.

For more information on the event programme visit www.tallshipsraceslerwick.com



Above: *Dar Młodzieży* undersail.

Photo: Kieran Murray

Left: Captain Gabriel Perez, with his dog Argos.

Photo: Dave Donaldson



Shetland Museum and Archives Tall Ships Events



There's something for everyone during Tall Ships at Shetland Museum and Archives

A display of restored Shetland boats, traditional and modern

High Seas and High Teas exhibition -
How tea clippers fuelled our tea cravings
11th June - 26th July Da Gadderie

Sail Maakin - Exhibition by Diane Garrick
15th July to 31st July Foyer Corridor

Viking Navigators - a talk by Dr Donna Heddle of the Centre for Nordic Studies, UHI, about early Norse navigators, their vessels, trading routes and stories
22nd July 7.30pm The Auditorium

In Aboot da Museum - An afternoon of Shetland story, song and dance with Elma Johnson and friends.
23rd July 12.00 to 2.00pm The Boat Hall

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TALL SHIPS...

At least half of all Tall Ships crews must be aged between 15 and 25.

...FACT FILE**B**
CLASS*Swan*

UK, 26.12m, Gaff Ketch, 1900

*Stina Mari*

Norway, 17.54m, Gaff Ketch, 1987

B
CLASS

Large crowds turn out to greet ships as

By LAWRENCE TULLOCH

"Has the whole town turned out to meet us?" This was the question asked when the first of the Tall Ships, the *Alba Endeavour*, docked in Cullivoe on Sunday. The committee and a great many local folk had crowded on to the pier to see the arrival.

As well as a verbal greeting they were met by music and champagne and one seaman is quoted as saying that it was the best and warmest welcome at any port they had visited. Nonetheless it was a disappointment that the weather had disrupted the passage north of many of the ships.

All the guest ports were affected. The weather is always a factor but it was never going to be allowed to put a damper on the celebrations. Earlier in the day the weather had also put paid to the open air service planned at the memorial, in Gloup, for the 58 fishermen who lost their lives on the 21st July 1881.

The service was switched to the kirk and it was packed to the door. The Rev David Cooper took the service, supported by the North Ness Boys and Aubrey Jamieson. Various members of the congregation described it as "moving" and "lovely". The kirk is looking its best right now being festooned by the work of many local artists.

On Monday the weather relented and the day was filled with so much that it was hard to take it all in. Plentiful delicious food and continuous music were a constant besides all that was happening on the water.

If anyone needed convinced that Sail Yell is an island-wide team effort they only needed to visit the fish and chip shop. Here the cooks were two senior members of Yell Community Council, chairman Dan

Thompson and former chairman Laurence Odie.

Jennifer Odie was serving and it was quality fish and chips cooked to perfection. On another shift, and maintaining the same high standard,

councillor Robert Henderson was another of the cooks.

MSP Tavish Scott performed the official opening on Monday. Afterwards he said that he was delighted to be asked and he was hugely

impressed by the amount of work and the detailed planning that had gone into organising a major event in a small community.

As for the entertainment Tavish declared himself to be a fan of the

ShantYell men and he hopes to see them again in Lerwick. A big attraction was the *Spirit Dancer*, a Canadian canoe decorated with native American designs. This beautiful craft does much to give experience to young folk.

Skipper Chris Cooper said that they had paddled, from Alaska, down the west coast of America before being sponsored so that they could visit Britain and Shetland. The *Spirit Dancer* was launched at the Cullivoe marina to be paddled out the voe to the pier by members of the Cullivoe Guizer Jarl's Squad.

Not all of them were expert paddlers and in fairness, they had never done this before. But on returning to terra firma Brian Nicolson, the "Halesowen Horned Hooligan", is quoted as saying that he was born to be crofter.

Lying next to the Scottish ship *Alba Endeavour* was the *Swan* and Andrew Nisbet, who has been associated with the Shetland Tall Ship as relief master, paid tribute to the master and crew. The *Swan* had been to each of the guest ports.

Andrew added that it was all down to the fact that they had judged the weather correctly and sailed at exactly the right time to avoid delays experienced by some of the others because of the adverse wind and state of the sea.

Monday afternoon saw the arrival of the *Moosk*, a British gaff schooner built in 1918. Given the better weather she had made it to Yell and she was a very welcome addition to the fleet in Cullivoe.

The *Moosk* and her crew.

Photo: Alexa Fitzgibbon

One notable and pleasing aspect

The New Harbour Café

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Call for responsible attitude towards drinking

Local folk and visitors are being encouraged to adopt a healthy attitude towards drinking alcohol during the Tall Ships event.

With numerous pubs and beer tents involved in the celebrations, there will be copious amounts of alcohol at hand.

But health chiefs, the council, youth organisations and the drugs and alcohol services are urging restraint. They are supporting the existing Drink Better campaign by offering a separate bar for soft drinks and water at the events to help reduce waiting times for those choosing not to drink alcohol.

Their advice to the public is to keep hydrated,

alternating between alcoholic drinks and soft drinks or water, and sticking to the recommended limits of three to four units of alcohol for men and two to three units for women.

The NHS Health Improvement Department, along with Youth Voice, Bridges Project, SIC Environmental Health, Shetland Youth Information Service (SYIS) and Community Alcohol and Drugs Service Shetland (CADSS) will be attending the celebrations at the host ports at Scalloway, Yell and Lerwick.

As part of the Drink Better promotion, Shetland's vision for a future where alcohol is consumed for its taste and quality, and not as a

catalyst for drunken behaviour. They will be:

- Asking members of the public to fill out a questionnaire on their opinions on the Shetland drinking culture;
- Handing out "Drink Better" flyers providing information and guidelines on sensible drinking;
- Providing anyone over the age of 16 with free condoms if they want them;
- Giving out free "Drink Better" rain ponchos and free unit measuring cups.

Shetland people are encouraged to complete the online survey at www.surveymonkey.com/s/drinkbetter2011

Spectacle could provide 'tremendous' springboard for tourism

The Tall Ships visit to Shetland could be the springboard for an increase in leisure tourism to the isles, according to VisitScotland chairman Mike Cantlay.

He said the "huge" event would be an opportunity to "showcase Shetland to the world" and "re-position" the isles in the view of visitors.

Mr Cantlay said EventScotland, which is part of VisitScotland, had played a crucial role in making sure the Tall Ships came to Scotland by putting a "six-figure sum" into the process. He envisaged the Tall Ships would create a "magnificent spectacle" in Lerwick, just as they had in Greenock.

He said the spin-off from the visit could be "absolutely tremendous".

The coming three years up to 2014 would be the "winning years", when tourists would be travelling to the UK for the Olympics, the Ryder Cup and the Commonwealth Games, and "displacement" from the tourism numbers in the south-east of England could mean visitors for Shetland.

Mr Cantlay said he would work with the local authority, Promote Shetland and the business community "to make sure Shetland benefits". In the next three years VisitScotland would target the active staycation market with "merciless" advertising, he said, to make sure that the departure of the Tall Ships was just the start of a boost for the isles.

He added: "VisitScotland is committed to support Shetland and harness this opportunity."

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UK, 27.1 m, 6 ffK etch, 1924

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Photo: Alexa Fitzgibbon

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A man in a dark suit and white shirt is standing and pouring wine from a bottle into a glass on a table. Two women are seated at the table, smiling. The table is set with plates of food, glasses of water, and wine. The background shows a restaurant interior with red walls and a fireplace mantel decorated with lights.

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The logo for KGO Hotels, featuring the letters "KGO" in a large, stylized, gold-colored serif font, with the word "Hotels" in a smaller, gold-colored script font to the right. The entire logo is set against a dark blue background with a subtle pattern.

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Shetland's Premier Hotel Group

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...FACT FILE

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Norway, 24.25m, Gaff Ketch, 1897



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The *Swan*, skippered by Matthew Chapman (at right) was the second of the Tall Ships participants to arrive in Scalloway on Saturday. *Photo: Mark Burgess*

By MARK BURGESS

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in the Tall Ships Races 2011**

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TALL SHIPS...

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vessels sail into Scalloway



Shetlander Peter Nicolson (foreground at right) arrived in Scalloway with the German yacht *Esprit*. Photo: Mark Burgess

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Germany, 19.91m, Schooner (2), 1995



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By JIMMY STOUT

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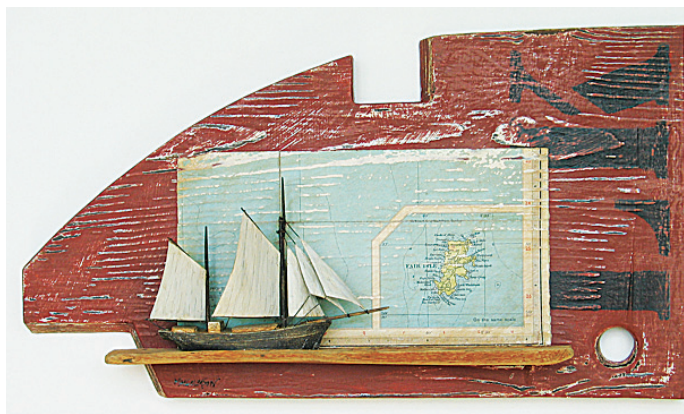


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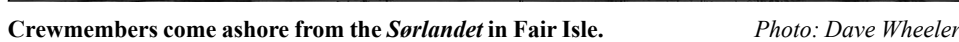
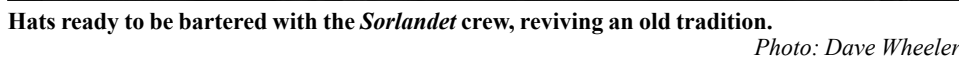
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TALL SHIPS...
The *Christian Radich*
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...FACT FILE



Comprehensive musical line-up will provide weekend soundtrack

By NEIL RIDDELL

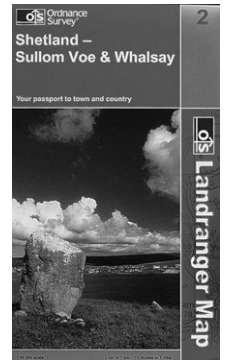
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TALL SHIPS...
With a crew capacity of 199, *Mir* has a main mast height of 50m.
...FACT FILE

Local firm invests in pontoon extra yachts

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Lerwick harbourmaster Calum Grains and John Henderson of Ocean Kinetics with the new jetty put in place.
Photo: Dave Donaldson

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The *Morgenster* heads off (main picture) along with (insets) the *Alexander von Humboldt*, the *Europa* and the *Svanhild*.

Photo: Kieran Murray



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THE TALL SHIPS RACES 2011 – LERWICK



The welcoming ceremony.

Photo: Dave Donaldson



A splash of Dutch colour at the welcoming ceremony.

Photo: Dave Donaldson



The gun display on the Gloria.

Photo: Dave Donaldson



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THE TALL SHIPS RACES 2011 – LERWICK

Cluness recalls 1,000 years of visiting sailing fleets at Thursday opening event

By ROSALIND GRIFFITHS

Crowds from the parade packed into Holmsgarth for the official welcoming ceremony.

After a play, music and dance, chairman of race organisers Sail Training International Knut Western opened proceedings by saying how pleased he was to be in Shetland.

Responding to Mr Western, SIC convener and organising committee chairman Sandy Cluness welcomed everyone to the “great occasion” of the visit of the Tall Ships of the world.

Shetland had hosted fleets of sail for more than 1,000 years, Mr Cluness said, from the battle fleets of Norwegian kings and the great Dutch herring fleets of the 15th and 16th centuries, and later steam vessels which began to replace the Tall Ships as carriers of people and freight.

A huge debt of gratitude should go to all who maintain the beautiful craft, he said, and to all those at guest harbours from Fair Isle to Unst who had contributed to the success of the event. He gave a “cast iron” guarantee that Lerwick would be prove to be a “vibrant” host venue.

Many had happy memories

of the Tall Ships visit in 1999 – the ships were always welcome and he thanked everyone who had made the visit possible.

The ceremony had started and ended with cultural items. First was a sea-themed play, written by artistic director Jacqui Clark, featuring stories of the islands with a young boy’s dreams of going to sea and a local lass welcoming people from overseas. A group of 20 dancers then performed a routine by Matthew Lawrence, thoroughly enjoyed by all, with music by Cathy Geldard directed by Philip Taylor.

The ceremony ended with Erin Sandison singing *Dreams of Northern Skies*, the first song written by Jacqui Clark, who also organised children’s entertainment throughout the weekend.

This went “really well”, Ms Clark said, with something for everyone. There were large furry animals around the Victoria Pier, a unicyclist and a juggler, face painting, a dressing-up den, shows, including a puppet show and story-telling with Davy Cooper. Digital Shetland, where youngsters could put their photos online, was also very popular.



Tall Ships Races Europe Ltd chairman Knut Western makes a point at the welcoming ceremony. Photo: Dave Donaldson



Juggling at the welcoming ceremony. Photo: Dave Donaldson



VIPs at the welcoming ceremony.

Photo: Dave Donaldson



The Dar Meodzjezy.

Photo: Dave Donaldson



Shetland dancers say “welcome”.

Photo: Dave Donaldson

THE TALL SHIPS RACES 2011 – LERWICK



Orange T-shirts were chosen by the *Eendracht* crew.

Photo: Dave Donaldson



Bizarre costumes abounded.

Photo: Dave Donaldson



The smartly-dressed Colombians.

Photo: Dave Donaldson



The crew of the Norwegian BM ketch *Prolific* in riotous mood.

Photo: Dave Donaldson



Spot the gatecrasher among the all-female crew of the *Rona II*.

Photo: Dave Donaldson



Heather Isbister (13), Scalloway, carries the flag for *Aestawast* in the crew parade.

Photo: Dave Donaldson

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THE TALL SHIPS RACES 2011 – LERWICK



Crowds throng the street to welcome the crews.

Photo: Dave Donaldson

Town packed to gunnels as gunfire blast signals start of colourful street parade

By ROSALIND GRIFFITHS

Lerwick came to a virtual standstill last Thursday afternoon with the parade of the crews of the Tall Ships.

Crowds packed the pavements from the town centre to Holmsgarth, with bairns carrying Shetland flags and some older and wiser members of the throng with fold-up chairs.

Buses from the park and ride schemes disappeared up residential streets to get out of the way as a police car with blue lights announced the start of the march.

This was started by a blast of gunfire from Fort Charlotte and led by Lerwick Brass Band, together with Lerwick Guizer Jarl John Hunter and some of his squad.

They were followed by enthusiastic representatives from the ships, passing by in Olympic style with placards denoting the name and country of their ship and, of course, their flags.

Some of the crews wore uniforms and walked by, looking incredibly smart. Others in the colourful and good-natured procession had a more ad hoc approach to their outfits, using items they had on board, while some opted for fancy dress, dancing and making music. And throughout the procession there were Vikings, weaving their way among the walkers.

Crew from the Royal Naval vessel *HMS Mersey*, on a goodwill visit to Lerwick and one of the support ships at the start of the departure of the ships in the Parade of Sail, were near the front of the parade.

Russian naval cadets from one of the biggest ships, the *Mir*, had a huge tablecloth of a flag and the crew of the *Auno*, the first ship to arrive in Lerwick, played their own drums and instruments.

Orange T-shirts were chosen by the *Eendracht* crew, while members from the *Espri* sported turquoise T-shirts and shouted the name of their boat, and crew from

the Polish *Pogoria* wore red and danced through the streets.

Throughout the proceedings there was music – some crewmembers towed radios and some, like the *Wyvern* and the *Provident*, which had a steel band, brought their own music.

The *Endorphina* crew wore lifebelts while *Prolific* members, predicting the conditions to come at the weekend, opted for survival suits. The crew of the British *Moosk*, the first vessel into Unst, wore yellow oilskins, a theme continued by the Norwegian crew of the *Wyvern av Aalesund* which had white oilskins and a flag made of a dried fish.

The fun atmosphere continued with young people on stilts accompanying the Polish *Dar Szczecina* on stilts, with the crew bearing a placard with the message “Let’s meet in Szczecina in 2013.” Crew from the Dutch vessel *Europa* dressed as pirates.

Crew from Shetland’s own

(Continued on page VI)



Vikings are never far away from any big Lerwick event.

Photo: Dave Donaldson



No problem with flotation!

Photo: Dave Donaldson

One of the *Dar Młodzieży* crewmembers.

Photo: Alexa Fitzgibbon



One of the . . . err . . . visiting Vikings! Photo: Dave Donaldson

THE TALL SHIPS RACES 2011 – LERWICK



Pirates in snarling mood.

Photo: Dave Donaldson



One of the more outstanding outfits. Photo: Dave Donaldson



Young people from the Polish Dar Młodzieży entertain the crowds.

Photo: Rosalind Griffiths

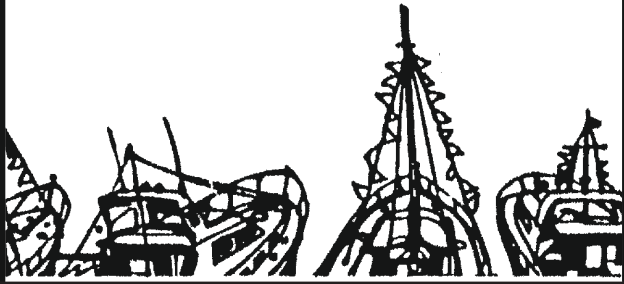


Young Viking, Liam Jamieson, joins the crew parade. Photo: Dave Donaldson

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(Continued from page V)

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A rather fetching pirate visitor. Photo: Dave Donaldson



All kinds of costumes were on display. Photo: Dave Donaldson

THE TALL SHIPS RACES 2011 – LERWICK

Dismal night lit up by display



Fireworks light up the sky on Saturday night despite the windy weather.

Photo: Dave Donaldson

Museum trips enjoyed by thousands

Shetland Museum staff welcomed record numbers of visitors to the building during the Tall Ships event.

The award winning five-star attraction has attracted over 80,000 people every year since it opened in 2007.

Over the four days of celebrations and events for the Tall Ships, 4,616 people came through the doors to take part in events and enjoy exhibitions and activities. Friday saw an amazing 1,592 visitors in one day.

Events included a Mad Hatters' tea party for children in association with the popular *High Seas and High Teas* exhibition in Da Gadderie.

There was an additional exhibition of traditional Shetland boats outside on the dock area, where visitors were also able to enjoy freshly-barbecued mackerel baps prepared by Hay's Dock Cafe Restaurant staff – while the weather held out. Elma Johnson and friends were very well received by visitors on Saturday as they provided a range of Shetland music, song and stories in the boat hall.

The museum also hosted the Tall Ships VIP reception on Thursday evening and the officers' party on Saturday evening.

Customer services manager Barnaby Ashton said: "We have had the most amazing weekend with so many visitors across the four days. It's been a superb atmosphere and the staff have pulled out all the stops to make sure all our local and international visitors received a very warm welcome and fantastic visitor experience."

'Access all areas' tour of NorthLink ferry

The 24-hour delayed start of the Lerwick-Stavanger leg did little to dampen the generosity of hundreds of Shetlanders who turned up on Sunday for NorthLink's RNLI fund-raising event onboard the ferry *Hjalte* at Lerwick.

The company had originally intended to stage a cruise among the Parade of Sail participants but when the start of the Stavanger race was postponed by the organisers NorthLink was left with no option but to modify its plans.

The company announced on Saturday that, weather permitting, a modified cruise would still be held but if the predicted poor weather materialised the event would, instead, become an "access all areas" tour of the berthed *Hjalte*.

Commercial director Cynthia Spencer said: "We were left with a very difficult decision to make but after consulting with Lerwick RNLI we took the view that with 420 tickets sold – and all for charity – it was better still to offer something than call the whole thing off."

"Strong north-easterly winds would have taken much of the pleasure out of the intended cruise so we decided to open up areas of the ship that passengers don't normally see. Some 263 folk still turned up and despite the disappointment of not being able to sail among the Tall Ships I think they still had an enjoyable day out."

"Many of the people onboard took the opportunity to visit the bridge and the engine room and feedback

was that they had really enjoyed taking a peek behind the scenes. The good news is that £7,514 was raised for Lerwick RNLI."

Ms Spencer said a small number of people sought refunds but the vast majority were happy still to see their cash go to a very good cause. Nevertheless, the RNLI had said that if people contacted them directly they could receive a 50 per cent refund.

She added: "The day, even in its modified form, couldn't have gone ahead without the assistance of a number of companies who provided goods at no cost."

"There are several companies who I would like to thank for their support: Strachan's of Peterhead who supplied the cream teas scones, butter and jam; JW Gray's of Lerwick who supplied the plastic glasses for the bars; Nynas who had

provided the fuel for the originally planned cruise; the many people who donated raffle prizes for the raffle drawn on the day, the musicians who kindly gave their time – Peter Wood, Derrick Hendry, Judy Nicolson and Graham Jamieson; and, of course, all the NorthLink staff and *Hjalte* crew who gave willingly of their time and expertise for a cause which is close to the hearts of all seafarers."

Christopher Laurenson and members of his family get a guided tour of the engine room of the *Hjalte*.

Photo: Kevin Jones

THE TALL SHIPS RACES 2011 – LERWICK

All genres in packed musical extravaganza

By NEIL RIDDELL

A comprehensive music programme saw well over 70 acts take to the stage at the Holmsgarth and Victoria piers over four days last weekend.

Sell-out concerts on Friday and Saturday night set a new Shetland record, with an estimated 5,000 audience on Friday and Saturday seeing headline acts The Levellers and Abba imitators Bjorn Again.

The Levellers, who have a huge following in Shetland, were deemed a resounding success on their first full gig in the isles. The veteran folk-rockers included rabble-rousing sing-along anthems *One Way of Life* and *What A Beautiful Day* in their near two-hour set. That came after support from two bright young indie rock groups who include Shetlanders among their number, Oscar Charlie and The Stagger Rats.

Twenty-four hours later Bjorn Again wooed an equally big, if more family-focused, audience with a host of 1970s pop classics from Sweden's most famous musical export.

Programmer of the weekend's music Davie Gardner felt moved to dispel a story doing the rounds that Bjorn Again's singers and musicians had been miming (see letters page). The infamous Shetland rumour mill cranked into action, seemingly due to a short time delay to the feed on the big screen adjacent to the Holmsgarth stage. Apart from the bass and some keyboard sounds, everything the audience heard was live, he said.

"There were some insinuations of miming which I've hopefully put to bed," Mr Gardner said. "Speaking to their manager it's allegations that have been made for 23 years, so they're certainly not bothered by it any more.

"The feedback has been terrific for both [Bjorn Again and The Levellers]. A lot of the crews turned up and it was undoubtedly not far from the 5,500 capacity, certainly about the 5,000 mark."

As if the strong gales weren't enough, the heavens opened on Sunday afternoon, causing slots for Malachy Tallack and the Rumshack Blues Band to be cancelled. Thankfully the downpour subsided in time for what some lovers of good-time music ranked as the weekend's high water mark.

Getting on stage together one final time were The Red Vans, with founder member Cluny Revel back in the isles for the weekend, taking some members of the audience on a nostalgic trip down memory lane.

Mr Gardner said: "One of the highlights would have to be the Red Vans, because we hadn't seen them for so long, they put so much work into the finale and were every bit as dynamic as the Friday and Saturday night headliners. Without being detrimental to Bjorn Again or the Levellers, a lot of people said Sunday night was the highlight."

Rounding off the weekend were Pete Stack and Da Rayburns, who are celebrating their 30th anniversary this year. Their 90-minute set featured the group's trademark brass section, consisting of a saxophone, a trombone and two trumpets. A special addition even saw a loosely assembled 40-strong choir, christened the "Rayburnettes" by frontman Stephen Gordon, joining the band on stage for the final few numbers.

An estimated 3,000 audience were then treated to not one, but two encores as the band cranked out covers of Primal Scream anthem *Rocks* and Los Lobos track *Let's Say Goodnight*, aptly bringing the curtain down on four days of live music and revelry.

"It was great that the superb Shetland public came out and rose above the poor conditions earlier in the day," Gordon said, adding the band hope to play some more gigs later in the calendar.

Though the gales meant many chose to huddle inside the beer tent at Victoria Pier, there were good audiences for much of the weekend as a host of Shetland's top musicians took to the stage. Once the departure of the Tall Ships was postponed by 24 hours, the Sunday programme was extended into the evening to keep everyone entertained.

The organisers found room for all sorts of genres, from Inge Thomson's kooky, experimental folk to the hard rock sound of The Last, from trad favourites Aly Bain and Phil Cunningham to returning singer-songwriter Catriona MacDonald. Meanwhile dance fans were catered for by four nights of DJ-ing into the small hours in a marquee at Laurenson Quay.

Mr Gardner acknowledged that, given the often atrocious weather conditions, the open-air layout at Victoria Pier was perhaps not ideal and "if we'd had pre-warning we could have looked at it a different way", but generally he felt the setup had worked very well.

"I would say every one of the local acts upped the ante," he added. "There's terrific quality in Shetland across the board."



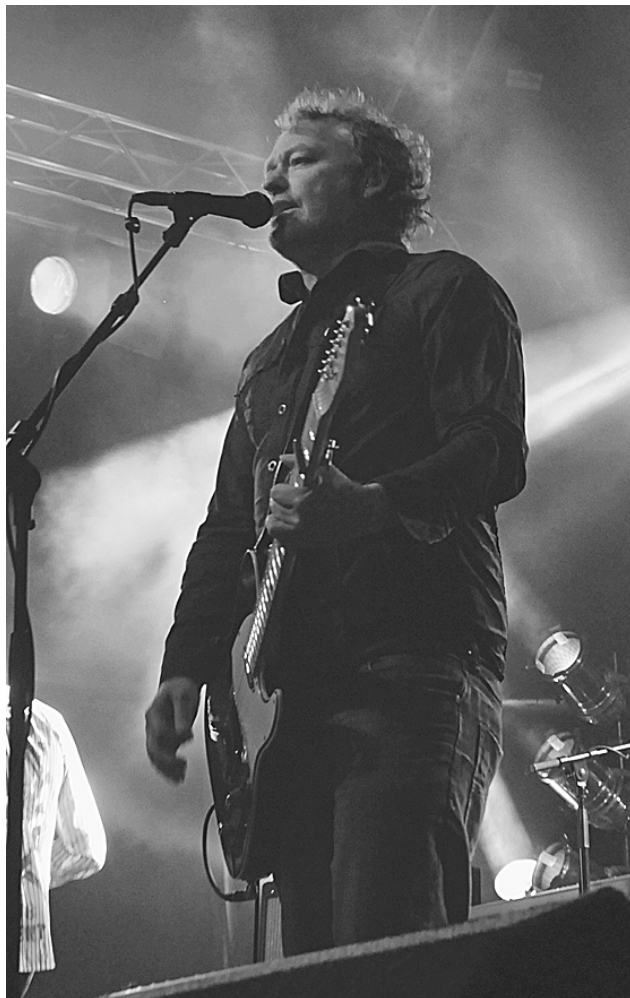
Oscar Charlie on stage.

Photo: Dave Donaldson



Stephen Gordon sings for Pete Stack and Da Rayburns.

Photo: Kevin Jones



Mark Chadwick of the Levellers.

Photo: Dave Donaldson



During what was reputed to be the final ever performance by The Red Vans are (from left) Jim Quinn, Cluny Revel and Rory Gillies.

Photo: Kevin Jones



Old favourites Aly Bain and Phil Cunningham.

Photo: Dave Donaldson

THE TALL SHIPS RACES 2011 – LERWICK



Bjorn Again on stage.

Photo: Dave Donaldson

Pride, admiration and nostalgia evident as thousands rock to Abba tribute band

By JOHN ROBERTSON

There were few of the raw human emotions not felt to an extreme by the thousands of folk who experienced Tall Ships and endured the dismal weather.

There was the euphoria of the thousands who loved the gigantic family party that was Bjorn Again or the equally nostalgic anarcho-folk of The Levellers at Shetland's biggest-ever gigs.

There was awe and admiration for the crews and trainees of all the sailing ships who put themselves through long spells of discomfort and danger in order to challenge themselves. Then there was the sense of pride and respect

radiating towards the hordes of local unpaid volunteers who beavered away not just against the awful elements over the five days but during the months of meticulous planning to get the show on the road and to keep it there.

Along with the positive emotions there was negative feeling too – annoyance expressed about the profiteering of some of the food stallholders for instance. Then of course there was all that futile anger constantly voiced, with the help of a thousand expletives, towards the Man in Control of the Weather.

But all those different emotions were steamrollered by the shock

that gripped Shetland as the gruesome events in Oslo and Utøya filtered through, prompting an outpouring of sympathy and solidarity towards our Norwegian friends, especially all those young sailors on the Tall Ships far from their homes and families.

The Tall Ships concept is all about international exchange, mixing, sharing and discovering different worlds and ways of life, celebrating our differences while working in peace and harmony – such a stark contrast to the deranged, small-minded hatred espoused by Anders Behring Breivik.

For many out enjoying the entertainments in Lerwick it was

probably Saturday afternoon before the full horror of events across the North Sea became clear. It was one of those times when you stop and stare out the window and really wonder how man can be so thoroughly evil – even in such a modern peace-loving and humanitarian nation as Norway.

There must have been a few folk who, after hearing that, were knocked off their stride and could face no more festivities. Equally there will have been those to whom it meant little and certainly a lot less than the demise of the tragic chanteuse Ms Winehouse.

There were other reasons for not wanting to venture out into the cold again, not least the utterly

compelling radio coming from BBC Radio Shetland's pier tent broadcasts. They were so brilliant you could have had a fantastic festival to yourself without having to leave the comfort of your kitchen. But that's not the idea, is it?

The radio team laid on fabulous local live music, great laid-back live interviews with interesting characters and trips on to the ships. There were memorable sound pictures painted by Jane Moncrieff in the galley of the Colombian *Gloria* with its miracle-working chef and that old action man Mike Grundon puffed his way up the giddy heights of a Tall Ship mast.

Carol Anderson extracted great quotes from Strathbungo man, delirious with joy at escaping the concrete ghettos of Glasgow for his first holiday in Shetland and he did not give a stuff about the weather. He was a real tonic for any jaded Shetlander listening in.

May & Mackie's country songs sounded great; Fullsceilidh Spelemannslag were amazing, as were The Stagger Rats performing acoustically. There were moments when you couldn't quite believe what you were hearing, such as Reuben Quinn of Oscar Charlie bravely re-interpreting *Da Sang o' da Papa Men* in an outlandish

(Continued on page X)

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Congratulations for the Tall Ships

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THE TALL SHIPS RACES 2011 – LERWICK

Europa spends her winters in Antarctica

By PETER JOHNSON

The Scheveningen-based barque *Europa* had a good race from Waterford to Greenock and a good sail up the Scottish west coast en route to Shetland.

The *Europa* could count 15 nationalities among its 43 strong trainee crew in the Tall Ships race including one Shetlander who was joining her in Lerwick to take part in the next leg. “Usually we win prizes for having the most nationalities,” said captain Klaas Gastra.

The 54.6m log ship had a brisk trip through the Irish Sea and good winds up the west coast before having to tack eight or nine times on the final leg to Shetland.

“It was a good exercise for the trainees. It’s a lot of teamwork and that was what we were aiming for. The first tack is shit, but the last one looks good,” Klaas said.

In a good breeze 22 people can be kept busy on deck when the vessel is tacking, though a trained crew can manage with 15 or 16.

“Some people have the vibes and they learn a lot in one or two weeks, others, it take months. Sailing is something that if you’ve got the feel for it and the interest, it comes quickly,” the captain said.

“It’s not just the case of pulling a line. The ship is a machine and we try to give them the feeling that they are doing something and

that they understand what’s happening up there if they pull a line here.

“They go up in the rigging – they do all the things. We tell them all about the history of square sailing and the differences between then and now and the difficulties of navigating without GPS, etc.”

Fifteen of the trainees were remaining on board for the next leg of the journey with the rest rotating with a fresh batch of youngsters, which included several Norwegians.

There are 14 of a full-time crew on the sail trainer. During the northern hemisphere winter the *Europa* heads for Antarctica, often with older paying trainees who are involved with sailing the ship. These put ashore to see penguins and wildlife as part of the package. These “adventure holidays” help finance the ship’s role as a sail trainer.

The ship follows the old sailing routes during its long voyages to and from Antarctica when she has time to undertake routine repairs and maintenance.

It was Klaas’s first time in Shetland and he said he would like to come back for a holiday.

“As captain you do not have much time to stroll around and I have not been through the islands. I would love to come back, but without a ship.”



Captain Klaas Gastra on the deck of the *Europa*.

Photo: Peter Johnson

Veteran Russian master celebrates 74th birthday

By RYAN TAYLOR

Victor Antonov was ashore when *The Shetland Times* first went to see him on Friday.

The captain of the Russian ship *Mir* was on a (land-based) sight-seeing excursion to the South Mainland – which left photographer Dave Donaldson and I standing aboard trying to breach a language barrier, as we embarrassingly struggled to make small talk with various members of his crew.

But you could excuse Capt Antonov his leave from the impressive, St Petersburg-registered vessel. The experienced master was celebrating his 74th birthday on that very day.

Thankfully, attempt number two to catch up with him proved somewhat more fruitful. Dave and I were led deep into the bowels of the *Mir*, which had made a name for herself by selling souvenirs and vodka miniatures.

In the dimly-lit captain’s quarters, however, the tinkle of choice seemed to be a deep red wine – or was that a celebratory glass of port sitting on Victor’s table?

Stepping over the high-rimmed entrance, I’m sure there was a thin haze of pipe smoke gently

circulating the room.

While up on deck was buzzing with activity, downstairs the atmosphere was mellow and relaxed. Capt Antonov was all smiles as he extended his hand with genuine warmth as a wide, toothy grin expanded from lug to lug.

Mir – which takes its name from the Russian space-station – means “peace”, which seemed appropriate given the welcoming surroundings onboard.

So, how does it feel to be marking his 74th year in a strange land like Shetland?

Ah, but Shetland isn’t so strange. Victor has been here before, after all. He first saw Fair Isle when he took part in a yacht race in 1978, which took him from Sweden, round the southern tip of Shetland and back out to Denmark onboard a small vessel, *Riza*.

Over 30 years later, he had made a point of heading to the South Mainland. Using the Sumburgh Lighthouse as a vantage point, he saw Fair Isle once again – that island he successfully circumnavigated so many years ago.

He added he was in Lerwick in 1997 as well. At first I suspected

he had his dates mixed up – the last time the Tall Ships descended on Lerwick was in 1999.

But it turned out Capt Antonov was on the button. The *Mir* visited Lerwick a full two years before the ‘99 event, fresh from the 1997 Cutty Sark races, which finished in Gothenburg.

Ten years before he watched the vessel take shape in a Polish shipyard. He has been associated with her since then, apart from an eight-year stretch when he taught navigational skills to up-and-coming mariners.

He is proud of the ship and what she has achieved over almost quarter of a century. And while there is a relaxed atmosphere in the captain’s quarters, he seemed genuinely pleased to know almost 200 crew and volunteers were gaining much from the experience of sailing aboard the *Mir*.

“For most of the students it’s their first time at sea. A sailing ship is a great way to help people understand what it means to work as a team,” he said.

So, what does Victor think about captaining this vessel for another 25 years?

“I try not to think about it,” he says with another friendly grin.



Captain of the *Mir* Victor Antonov.

Photo: Dave Donaldson

Lot of treats for visiting crews, says Polish sailor

By PETER JOHNSON

Endorfina crewman Kuba Borgosz had to travel 600 kilometres from his native city for his first sight of the sea. Indeed his hometown of Krakow in the south of Poland is far closer to the Carpathian Mountains than to the Baltic.

“I started sailing three years ago and last year was my first time in the Tall Ship races and I think it’s wonderful with so many yachts from different places and different crews in one place and one time. It’s a great experience,” Kuba said.

“Also the race and the places this year are really nice.

Scotland and now here on Shetland it’s wonderful. In a few days we are going to Norway and that’s a great area too.”

He also said the organisation of the event had been first class with a “lot of treats” for the visiting crews. “You know there are a lot of ports you are in three days and you don’t know what to do, but here, it’s not enough time to see everything.”

The *Endorfina* crew had visited Jarlshof on Friday and had also played golf and clay pigeon shooting, ably assisted onshore by liaison officer Doreen Thomason.

As one of the smaller tall ships, the 12.4m long *Endorfina* has a crew of only 10. Kuba was onboard her last Tall Ships race and therefore knows the captain and crew of “the fine yacht”, while also making new friends this year. This time around he joined the vessel in Greenock and will be onboard till the race finishes in Halmstad next weekend.

The *Endorfina* had enjoyed some brisk sailing on the way north to Shetland but Kuba was glad that the next leg to Norway had been postponed for a day, the trip would have been more of a fight than fun, he said.



Liaison officer Doreen Thomason and *Endorfina* crewman Kuba Borgosz.

Photo: Peter Johnson

Sailing is for all, not just the young and fit

By ROSALIND GRIFFITHS

Two further cohorts of Shetland trainees left the isles on Monday in the Parade of Sail to sail to Stavanger on the third leg of the Tall Ships Races.

The trainees, all between the ages of 15 and 25, were on Shetland's own sail training vessel *Swan* and the large Norwegian ship *Sorlandet*.

In order to take part in the races the ships have to have half their complement within this age range, but trainees do not have to be young and fit. There is no upper age limit to sailing on a Tall Ship, although older participants have to pay the full price for their passage (others may qualify for bursaries from organisations such as the Ocean Youth Trust).

Crew do not have to take part in races – many of the ships go on other trips throughout the year, and disability is no barrier.

Race director Paul Bishop, in Lerwick at the weekend, said: "Sail training is available for anyone despite personal circumstances or mental or physical disabilities."

Mr Bishop, who has worked as a volunteer skipper through Sail Training International on the Class C vessel *Rona II*, has taken people with Down's syndrome and others with conditions such as autism and cerebral palsy on board.

He said the "freedom and camaraderie" of sailing makes for a great experience, and the teamwork necessary raises awareness of other people's needs. However, it was "not a holiday", he stressed, and a



Shetland trainees on the *Sorlandet*. Back (from left): Kerry Wood, Symone Duddy, Jack Henderson, Maggie Adamson, Sarah Stott. Front: David Arthur and Rory Goodlad.

Photo: Dave Donaldson

sense of adventure is necessary.

The Class A ship *Lord Nelson*, which took part in the initial races and is now in Aberdeen, was specially built for disabled sailors. Owned by the Jubilee Sailing Trust, she has a lift for wheelchair users to get between decks, a wheelchair hoist, an audio compass so that blind people can steer, a joystick that plugs into the helm to enable steering with one

finger, plus a buddy system for the severely disabled and those over the age of 70.

On board at the weekend were Bressay residents Mary Christie and her daughter Katrina, who were excited about their forthcoming trip although they did not know what to expect. However, crew member Ben Ransom said: "Most people can do most things."

This was echoed by crew member Heather Goodare who said: "I've been aloft and I'm nearly 80."

Many of the Tall Ships are active all year and are not confined to European waters. The Dutch Class A barque *Europa*, built in 1911 and which had two Shetland trainees on board for the first leg of the races, has a "niche market" of five or six long

distance trips per year.

The vessel, which has 14 permanent crew, goes to locations including South Shetland Islands, South Georgia and Tristan da Cunha.

"It's a complete new world for the trainees," said master Klaas Gaastra. And although the weather may be bad in Shetland, he said: "It's worse in the Roaring Forties."

The *Sorlandet* master Ulf

Hed said that he was used to having people on board that had never been at sea before, but after familiarisation "everyone takes part in everything". His oldest trainee was aged 90, he said, and the ship is due to go to the Caribbean and Africa this winter.

The Dutch Class A vessel *Wylde Swan*, which was once a herring carrier making frequent visits to Lerwick is also due to go to the Caribbean – and anyone can go for the price of 100 Euros a day. The ship had two "delightful" Shetland trainees on the Cruise in Company leg, and Master Jurgens Hanekom said: "It's a life-changing experience for the trainees. It teaches self-confidence and they make friends from all over the world."

Although the Tall Ships have departed, vice-chairman of Shetland Tall Ships 2011 Ltd Peter Malcolmson said this year's event would not be the only opportunity people had to take part. He said: "Sail Training Shetland will stay in place after the Tall Ships – our legacy will be to ensure young people get the opportunity to go in future."

Some of the Shetland trainees, now back from their trip, had enjoyed sailing so much they were now thinking of a career at sea, he said, adding: "If we keep Sail Training going it will help them decide if they want a profession as well as having a worthwhile experience."

Tall Ships Races 2011 - Lerwick



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THE TALL SHIPS RACES 2011 – LERWICK

Lucky skipper Steve Burgess and his crew of young women aboard *Rona II*.

Photo: Peter Johnson

Paper charts and sextant remain

BY PETER JOHNSON

Before the Tall Ships race began, *Christian Radich* first mate Steiner Iversen was busy making sailing plans and plotting a route for the race.

Although his 73m long full-rigger is equipped with the latest navigational equipment, which also has to be checked before the ship sets sail, the vessel's position is marked on the paper chart better than every hour just in case the modern electronics should fail.

"We can do the navigation like they did in the old days," said Steiner, who is on his first Tall Ships race and his first visit to Shetland. For such an eventuality, a sextant is kept on board, but for everyday work the GPS is a much simpler solution.

Christian Radich is owned by a foundation, which employs Steiner and other crewmembers. The ship is used to train Norwegian naval officers from September till the

middle of May. In summer she is used for fjord tours, races and weekend courses for school trainees who are interested in learning to sail. While in Lerwick the vessel was the locus for three of four parties catered for by CW Catering during the Tall Ships.

According to the first mate there is no real difference between training school-children and naval personnel as all have to "learn the ropes", which on a vessel the size of the *Christian Radich* is a complicated business.

"They are all the same regarding the sail handling, the navy have their own agenda with other things to learn," Steiner added.

There is a great emphasis on safety aboard the vessel with the trainees having to climb up 40m above deck while the vessel is at sea. The sailors have safety harnesses clipped to the yards "so it should be very safe working aloft," said Steiner.

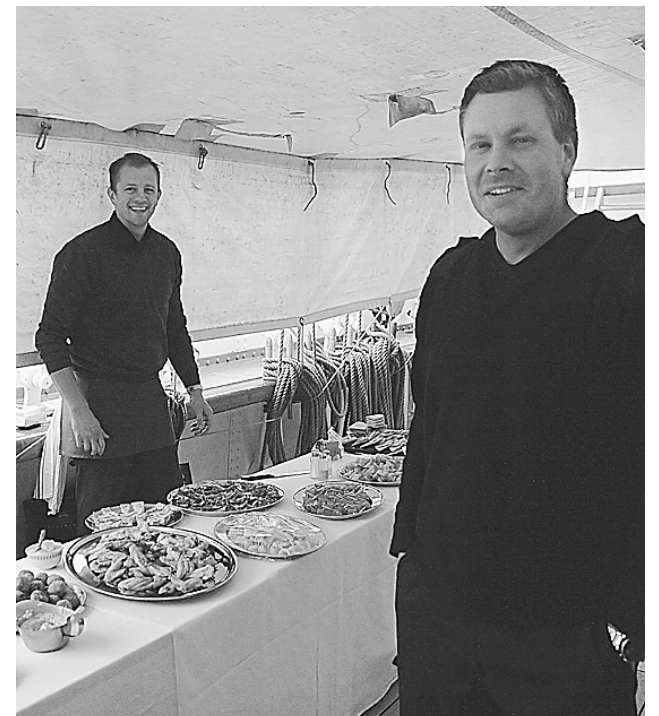
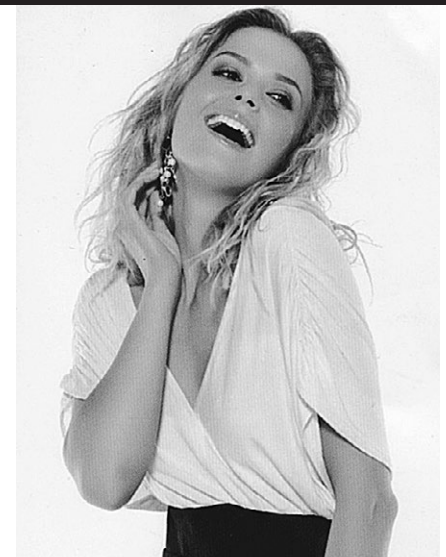
Warren Lawson of CW Catering and *Christian Radich* first mate Steiner Iversen.

Photo: Peter Johnson

smiths of lerwick

• Ladies Fashions •



SUMMER SALE NOW ON FANTASTIC REDUCTIONS

Being uncomfortable adds to experience, says skipper Steve

By PETER JOHNSON

The *Rona II* is one of three vessels owned by the Rona Sailing Project, which aims to change young people's lives by undertaking training voyages.

For many of the 18 girls who are part of the 23 crew it is the first time on a boat, but for skipper Steve Burgess it is his sixth Tall Ships race – his first being in 1976 when he crewed *Great Britain II* in a Trans-Atlantic race.

He said: "For two or three years I have been wanting to

do this particular trip. It has been a stunning stopover. People have been so friendly. It's gorgeous. I have been to mainland Scotland before but this is my first time on Shetland. We want to go racing, but we'll be sad to go as well."

When *The Shetland Times* visited, the 20.5m long ketch has crammed with people enjoying a "garden party" with Pimm's and cakes baked onboard, complete with the cockpit converted into a village pond.

Cooking and cleaning are added to the sailing duties the girls undertake on board the yacht. They are all aged between 16 and 21 and three are designated watch leaders while one of the three watch officers is also a young woman.

"It's a wonderful experience. The sailing is good but what it is really about is living together, having fun, being uncomfortable, being seasick and still doing the washing up. They just have to get on with each other – it's a bit about

life," said the skipper, whose usual job is a Methodist chairman of the district, equivalent to a bishop, in York.

The project was founded 50 years ago and girls became involved for the first time only 20 years ago. Tall Ships race director Paul Bishop is also a skipper with the project.

The *Rona II* took part in an exercise with the Sumburgh based rescue helicopter on Wednesday and the helicopter crew followed that with a visit on Thursday. "They were great," Steve added.

Climbing the rigging of the *Christian Radich* are Ingelin Mamen, 19, from Asker in Norway, and Carolina de la Fé, 34, from Stockholm, Sweden.

Photo: Dave Donaldson

THE TALL SHIPS RACES 2011 – LERWICK



Two of those supervising the massive operations were port controller Ryan Leith (left) and harbourmaster Calum Grains.

Photo: Dave Donaldson



Demonstrating her stability and speed to international seafarers on Friday was Shetland museum's replica sixern *Vaila Mae*. With only one reef despite the stiff breeze her crew put her through her paces and showed off something of the agility of these traditional craft.

Photo: Robert Wishart



Tadhg Robinson, aged two, gets close and personal with one of the lobsters from the North Atlantic Fisheries College stand on Victoria Pier.

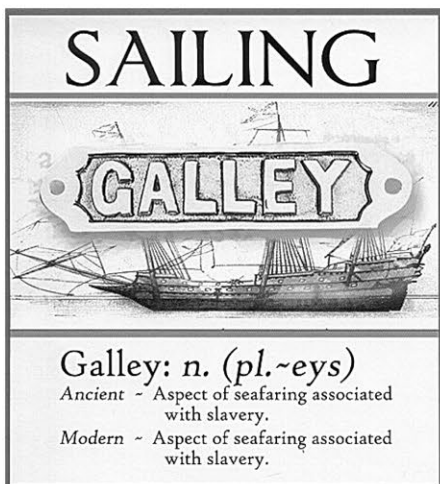
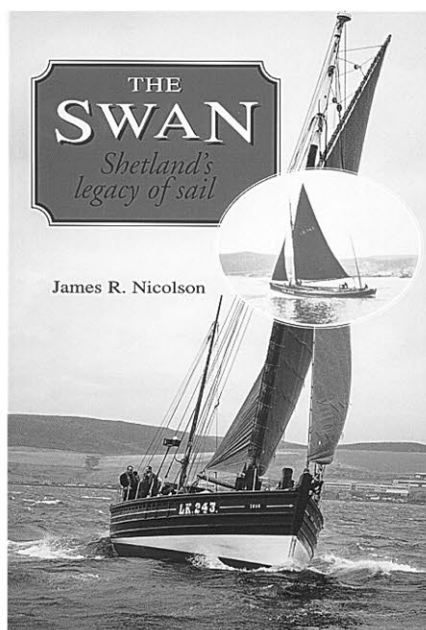
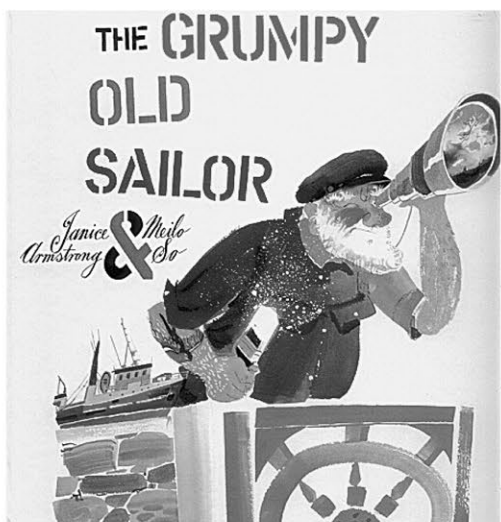
Photo: Dave Donaldson



Sail Training International chairman Knut Western meets the *Gloria* crew.

Photo: Dave Donaldson

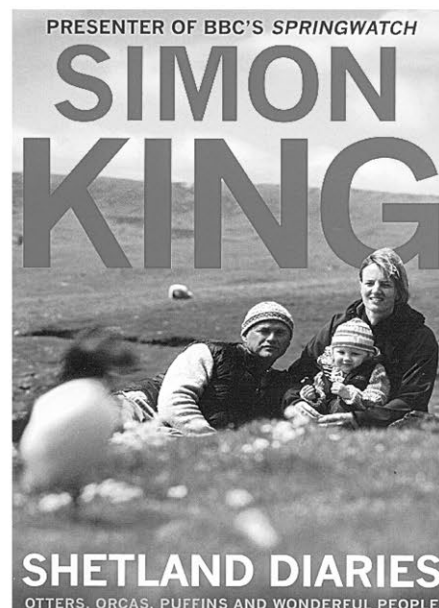
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TAKE HOME GREAT MEMORIES OF SHETLAND



Photo: Dave Donaldson



Speedy *Wylde Swan* used
to come to isles as a reefer

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Photo: Dave Donaldson

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THE TALL SHIPS RACES 2011 – LERWICK



The stalls at Alexander Wharf.



John Jacobs of Vidlin Potter with two of his Tall Ships mugs.

Photo: Dave Donaldson

Photo: Dave Donaldson



Gjernmund Birkeland gives a demonstration on the Papar Wark stand at Laurenson Quay.

Photo: Dave Donaldson



Wendy Inkster with the specially created Burra Bear.

Photo: Dave Donaldson



Cheryl Jamieson from Unst shows off her impressive glassware.

Photo: Dave Donaldson



Jeanette Novak on her craft stall.

Photo: Dave Donaldson

THE TALL SHIPS RACES 2011 – LERWICK

Brisk trade at craft and food stalls as locals opt for exotic

By ROSALIND GRIFFITHS

The autumnal conditions were good for many of the traders. On Saturday the warmest place to be, apart from the club marquee, where a pirate show for hains went down well, was the beer tent.

Huge queues formed outside the Cafe Consulate stall on Victoria pier, with people eager for a warming cup of specialist coffee, milkshake or tea and a fancy.

Hilary Seatter, who started the business, said after selling 4,500 coffees and more than a thousand teas: "I can't believe how busy we were. We want to thank all the people who waited, they understand every single coffee is made specially for them."

The cold weather sharpened appetites too. Local butcher J K Mainland's burger stall was busy all weekend, with one customer saying their meaty pork, apple and chilli burger was the best he had ever tasted, and local chef Glyn Wright of the Seafood Shack said the fish and scallops and chips had sold well.

More Shetland produce was available at Holmsgarth, with Marion and Grace offering Shetland beefburgers and chops, soup and bannocks, and Chinese food from local businesses at both ends of town.

On the Esplanade queues waited for a portion of paella, one of the most popular stalls on the tented area on the Esplanade, and where the giant frying pans were going all weekend with a choice of chicken and chorizo or seafood.

More European food was on offer in the form of German sausage, while French traders sold cheeses such as tomme blanche and delights such as mousse de canard and rilletes d'oie. Then there were olives and feta, and Greek cakes, laced with pistachio and honey.

Locals and visitors confirmed their taste for the foreign by spending freely at the Thai and Finnish stalls. Emma Thomas and her Thai husband Sanan had a "phenomenal" weekend, with water buffalo horns and carved bangles selling well, and, although the Finnish tins of elk and reindeer meat did not appear to move, the sales of reindeer skins, used by the Sami to insulate their tents, ethnic jumpers with snowflake designs and lynx and husky soft toys were brisk.

Shetland stalls on Albert and Alexandra Wharf reported a very busy weekend. The conditions made for "good jumper weather", according to Barbara Isbister, whose knitwear stall had been very busy.

So was that of Andrea Williamson, from Whalsay, which had sold out of adult woolly hats: "I should have checked the weather", she said. Her brightly coloured knitted cuckoo clocks and tattie rugs also attracted a lot of interest.

Aamos Design's Emma Blain, who produces items in woven fabric, did a roaring trade in scarves, appropriately in the muted reds and yellows of falling leaves.

And Niela Kalra of Nielanell, who specialises in heavily textured merino wool and acrylic tops, had an "utterly fantastic" weekend of sales.

Cheryl Jamieson of Glansin Glass, who had a double stall offering jewellery and ornaments, did "splendid" business. Her turquoise glass plates sold each time she put one on display – all are unique and Cheryl never knows what to expect: "Every time you open the kiln it's like Christmas."

Jeanette Nowak from Yell, trading as Hjarta, or "art from the heart" sold sculptures made from beach finds of wood and glass and "float pots" made of cork floats from Russian fishing nets and woven rushes. "It's all about the sea", she said.

Jeanette also said she had been a "good ambassador" for Shetland, promoting the isles to visitors. This was the case too with photographer Austin Taylor, whose undoctored photographs of the green northern lights (apparently the human eye does not always see such bright colour at night) were, he hoped, encouraging winter visitors.

The Unst-produced Bus Shelter Tablet sold well, in spite of being on an outdoor stall. So did Unst's Skibhoul Stores oatcakes, made with seawater (collected off Muckle Flugga and filtered and sterilised), stall-holder Penny Thomson pointed out. She shared her stall with Caroline Henderson of Artisan Island Cheese, who makes many types of cheese, including a semi-hard Boorvik and soft cream birls, in the kitchen of her Hoofields home.

Cheese-making is "fascinating and serendipitous", she said, often turning out in unexpected ways. And, she said: "There's no reason why Shetland can't do the same thing as Orkney" by having its own cheese. Caroline would help anyone keen to start making cheese.

Shetland Jewellery produced a Tall Ships range in silver, Journeyman Leather had traditional belts and bags, Shana handbags offered attractive Fair



The Spanish paella stand did a good trade all weekend.

Photo: Dave Donaldson

Isle bags and Shetland Handspun all had plenty of interest.

Cecil Tait of Paparwark Furniture sold a quantity of potstands, local cartoonist Smirk did "really well" and John and Jane Jacobs of Vidlin Pottery, which had Tall Ships mugs, said it the atmosphere was "really great".

Although the 6,000 visitors a day predicted prior to the weekend did not happen, the weather appeared to put few people off. "I wish it was like this every weekend," said shopper Gordon Erskine.

Burra Bears creator Wendy Inkster produced a special bear for the occasion, featuring a special pirate-look skull fabric designed by Hilary Seatter.

A competition was held to guess the name of the bear, which attracted around 450 entries. The name was revealed as Thorfinn, and the winner was Ena Mowat from Hillswick.



Niela Kalra with her selection of knitwear.

Photo: Dave Donaldson



Andrea Williamson on her knitwear stand.

Photo: Dave Donaldson

THE TALL SHIPS RACES 2011 – LERWICK



The Russian full-rigger *Mir* with the Lerwick lifeboat in close attendance.

Photo: Kieran Murray



The Dutch gaff schooner *De Gallant*. *Photo: Dave Donaldson*



The impressive barque *Europa* shows her lines.

Photo: Ian Leask



The Dutch brig *Morgenster* at the back of Bressay.

Photo: Dave Donaldson



The British gaff ketch *Provident* sails south past Bressay Lighthouse during the Parade of Sail.

Photo: Kevin Jones

THE TALL SHIPS RACES 2011 – LERWICK

Sails are up on the *Alexander von Humboldt*.

Photo: Dave Donaldson

The Norwegian gaff ketch *Auno*.

Photo: Ian Leask

The Norwegian top-sail ketch *Svanhild*.

Photo: Dave Donaldson

Amazing spectacle as ships head for fantastic send-off

By RYAN TAYLOR

The party to beat all parties had to come to an end sooner or later, but Monday's parade of sail offered an amazing spectacle for a fantastic Tall Ships send-off.

Landlubbers gathered at the Knab and other parts of the town in search of a good view as the vessels were led out to sea in the afternoon.

The impressive ships, some of them over 150 feet tall in full sail, had started to leave Lerwick Harbour from late in the morning.

They were preparing for the long and sometimes arduous 200-nautical-mile stretch to Norway's Stavanger.

The Royal Navy offshore patrol vessel *HMS Mersey* and the Norwegian coastguard ship *Aalesund* were both on hand to see them go.

As the ships broke formation they headed for their positions at the start line. The larger Class A ships went first, with the smaller classes following onwards.

It's perhaps fair to say the waters around the South Ness began to resemble a scene from the *Onedin Line* before long, with a peppering of vessels keeping onlookers enthralled and bringing, for this observer at least, faint childhood memories of the 1970s BBC series.

Cars parked at the side of the road at various viewpoints on the main route south to Dunrossness, as many made the effort to catch one last glimpse of the vessels on their voyage out of Shetland.

As the tents were folded at the pier and life slowly began to get

back to normal, many reflected on the weekend that had just past.

"We have nothing to complain about. It's been a fantastic arrangement and we are very satisfied," said one visitor.

Another proclaimed: "Our impression is that communities in

islands like these are really good at organising something like this. Everybody's behind the event."

It's 12 years since the Tall Ships last came to Shetland. Many will be hoping they don't have to wait another dozen years before they make their return again.



Gallery open: Tuesdays, Thursdays
and Saturdays 11am-5pm
Other times by appointment

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Wind blows on parade as ships leave



Vessels prepare for sail at the start of the Lerwick to Stavanger leg of the race on a windy Monday afternoon.

Photo: Dave Donaldson



The Tall Ships Races 2011 – Lerwick

would like to thank:

The Public and all Visitors to our event who supported us through all weathers!

The magnificent Tall Ships and Crew

All Tall Ships Races Cruise in Company Guest Harbours and their Communities

Shetland Islands Council
Lerwick Port Authority
All Boating Clubs and the RIB teams
Sail Training International
Sail Training Shetland
NorthLink Ferries
Flybe
Local transport providers
Sponsors
United Praise Church Service Team

VisitShetland, PromoteShetland and
all Accommodation Providers
Site Managers and Event staff
Production Team
All our dedicated volunteers
and Liaison Officers
Traders
Lerwick Lifeboat and Ali-Cat teams
Musicians and Performers
Family Entertainment Team
Julie Halcrow Catering

Christopher Black and his team
Shetland Coastguard and Oscar Charlie
Territorial Army
Historic Scotland
Shetland Recreational Trust
Shetland Museum and Archives
Northern Constabulary
Scottish Ambulance Service
British Red Cross
Security Staff

One of the event highlights was the fantastic Crew Parade, and thanks go to all the performing bands, the Up Helly Aa Committee and the Jarls Squad. Following this, an excellent Welcoming Ceremony took place and a special thank you goes to the performers and young dancers who made it so memorable.

***We have had a fantastic time,
and hope you did too!***

**Please continue following the fleet and our
trainees by visiting www.tallshipsraceslerwick.com**

