

# Australian Newspaper Articles relating to the School Ship

## *København*

These news stories are taken from the National Library of Australia's free database of newspapers, TROVE. There are a few stories I was able to find free on the internet. Many world newspapers charge for their old news, which is their right, I suppose, but it is not in the spirit of the internet. I am not charging people to look at my work despite the many, many hours

I have spent on the research, because it is work I enjoy and I continually benefit

from the generosity of others on the internet.

Stories are arranged in chronological order, where possible, and laid out on A4 pages. More articles are available but these give a good amount of detail.

It is interesting to see that there are numerous mistakes, from the number of cadets to the ownership of the vessel.

<http://trove.nla.gov.au/newspaper>



26 November 1923

### FAST TRANS-PACIFIC PASSAGE. DANISH BARQUE KOBENHAVN.

After a voyage of only 45 days from Astoria, the Danish training ship Kobenhavn arrived in Sydney yesterday morning and anchored off Double Bay. The Kobenhavn, which is the training ship of the East Asiatic Company of Copenhagen, is one of the largest sailing vessels in the world. Of 3901 tons, she is a steel five-masted barque, 308 feet in length, and is fitted with auxiliary oil engines. The vessel has a large cargo of lumber for Sydney and is to the agency of Parbury, Henty, and Co.

7 February 1924 The Register

#### AT PORT VICTORIA.

Capt. Mortensen, of the five-masted Danish barque Kobenhavn, in port, entertained Mrs. C. S. Hincks, Miss Hincks, Miss Willshire, and Master Laurie Hincks, at lunch, on Monday.

Capt. Mortensen invited Mr. and Mrs. R. C. Willshire, Mr. and Mrs. H. E. A. Edwards, Messrs. L. C. Huppatt, and Murray McLean, to dinner on Sunday.

On Wednesday the residents of Port Victoria and district gave a dance to the captain, officers, and cadets of the Kobenhavn. As the vessel was being loaded only half of the cadets and officers could come ashore. The hall was decorated with streamers of coloured paper, and artificial flowers, and in the front of the stage was hung the Union Jack, supported by the Danish and Australian flags. Mr. H. E. A. Edwards, on behalf of the residents, said a few words of welcome. His remarks were endorsed by Mr. A. T. George, who expressed his appreciation of Capt. Mortensen's kindness in allowing the school children to visit the ship. Mr. L. P. McArthur also spoke, and paid tribute to Mr. Andersen (President of the East Asiatic Company), "who had conceived the idea of having this beautiful boat built, and fitted out as

a training ship. It was proof that though the old windjammers were passing away, those who were in command still believed that the best training was obtainable on them." Capt. Mortensen expressed his appreciation of the manner in which he, his officers, and "boys" had been treated during their stay. He regretted that the weather had debarred more from visiting his ship. Mr. Jensen, chief engineer, also expressed his thanks. "For they are jolly good fellows" was sung, and three cheers given for the visitors. Songs were rendered by Miss Gwen Archibald and Messrs. R. C. Willshire and Spry, and Miss Hincks contributed a violin solo. Dancing filled the remainder of the programme. Supper was provided, and after supper, the good things over were packed up and sent to those who had had to stay aboard.

16 December 1925 S M Herald

### LATE SHIPPING.

#### BARQUE KOBENHAVN REPAIRED.

LONDON, Dec. 14.

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

14 March 1925

### WORLD'S LARGEST SAILING SHIP.



The Kobenhavn, the training ship of the Eastern Asiatic Co., Denmark, photographed in the Thames. Beyond the officers and petty officers she carries no regular crew, and her 40 cadets are drawn from the highest and lowest in the land. The Kobenhavn, which is the largest sailing ship in the world, took a cargo of maize from Africa to London.

Central News photo.

30 October 1925 The Mercury

### TRAINING SHIP FIRE CABINS NEARLY ALL DESTROYED.

(Router.)

LONDON, October 28.

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

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

6 March 1926

### LARGEST SAILING SHIP. KOBENHAVN AT MELBOURNE.

#### 79 Days From Plymouth.

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

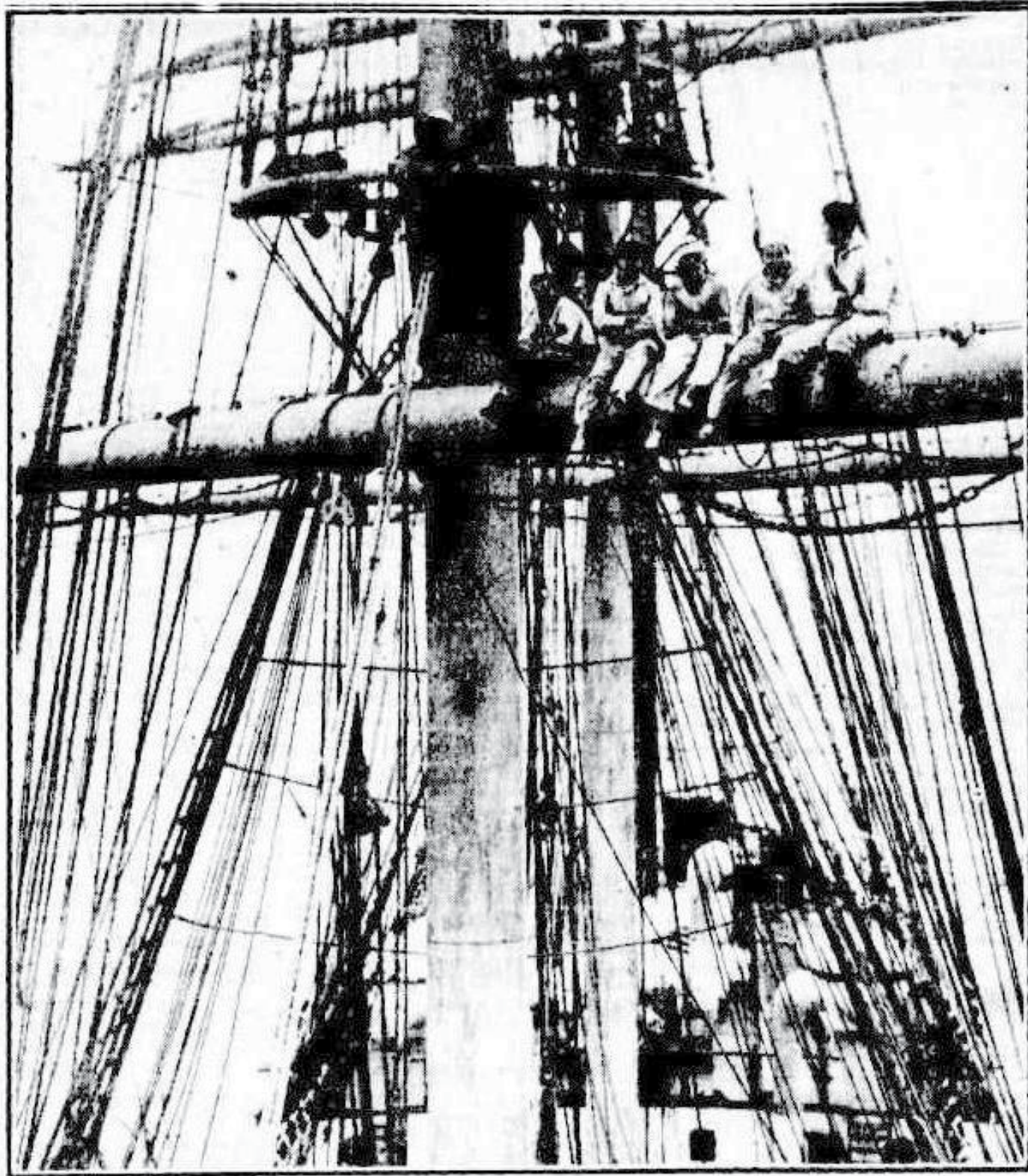
Her voyage from Danzig has not been uneventful. When only nine days out of port a fire broke out in the cabins aft and destroyed most of the officers' accommodation. Caused by an explosion of paraffin in one of the cabins, the outbreak was under control within an hour after the flames were seen, but, as the part affected was built of old timber it was found necessary to put into port to repair the damage. The master (Captain H. K. Christensen) chose to make for Plymouth. With the work of reconstruction completed the ship sailed for Melbourne on December 14. South-east and then south-west gales were encountered, and for several days after the gales had moderated slow progress was made. The Kobenhavn ran into the westerly trade winds about 1,500 miles west of the Cape of Good Hope, and from that point made an excellent run almost to the Australian coast. With the exception of about three days of calm, the wind remained behind her, blowing at times almost with the force of a gale. Before reaching Australian waters the vessel was again becalmed for four days, but succeeded in completing the passage of 13,700 miles in 79 days from pilot to pilot, making the run from the Cape of Good Hope in 27 days. The Kobenhavn is equipped with auxiliary Diesel engines of the Bernmeister Wain type, but these were used only for about five days to assist the vessel in times of calm, and the main part of the trip was made under sail. On one day 301 miles were run, and for a period of six days the average daily progress was 250 miles.

The Kobenhavn is a training ship for future officers of the East Asiatic Steamship Company, a Danish company, which employs all intending officers to serve before the mast in sail. She was built in 1922, and has a gross tonnage of 3,901 tons, a length of 325 ft. from jibboom to stern, beam, while her masts are 185 ft.

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



## LARGEST SAILING SHIP AFLOAT.



The Kobenhavn, a Danish training ship, which berthed on Saturday, is the largest sailing ship afloat. Her masts are 185ft. high; she has 26 miles of running rigging; and her canvas when set covers 50,000 square feet. This view is looking aft through the rigging.

## WONDERFUL WIND-JAMMER.

The Danish training ship Kobenhavn, the largest windjammer afloat, and said to be the most wonderful sailing ship ever built—certainly the most costly—is described in an article in the Melbourne "Herald." The huge, five-masted, steel vessel arrived in Melbourne a few days ago. The ship was bought for more than a quarter of a million sterling by the East-Asiatic Steamship Co., from a Scottish shipbuilding firm, four years ago. The Kobenhavn is a super-windjammer, with innumerable devices unknown in the old sailing ship days. She has the highest ship's wireless antennae in the world, her mast being taller than those of the largest liner. Radio messages can be broadcast from the vessel for 1800 miles. She has an auxiliary engine of the very latest type—a 600 horse power engine similar to those installed in the great modern motor liners. In her tanks the ship carries 200 tons of oil—sufficient for a voyage of 100 days. A small oil engine provides electric light for the whole ship. At night, when at sea, she presents a magnificent sight, with her long line of lighted portholes, reminiscent of the sailing ship liners of old. She shows what a wonderful thing the sailing ship might be under modern conditions. Her owners are so proud of her that they will not allow her to carry any cargo, such as coal, which might disfigure her.

## Barque's Fast Voyage.

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

3 April 1926 The Argus

## WORLD'S LARGEST BARQUE.

## To Leave Melbourne To-day.

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

This vessel, which has attracted much attention during her stay at Melbourne, is a training ship for the East Asiatic Steamship Company. She is a five-masted barque, and is probably the newest sailing vessel in commission, as she was built in 1922, specially for the purpose of a training ship. She is manned by cadets, 48 out of her crew of 65 officers and men, being trainees, serving their necessary period in sail before they can become officers in the Danish mercantile marine. They have reached a high standard of efficiency. Many old seafaring men found it hard to believe that she had completed the passage from Plymouth to Melbourne in only 79 days, manned by cadets, but after seeing the cadets themselves they were satisfied as to their worth. When the boys have completed four years in sail they must attend a navigation school for about 18 months, and are then allowed to sit for their certificate as fourth officer, generally being placed on one of the ships on the American service. Mr. H. N. Andersen, the founder of the line, is a firm believer in the efficacy of training in sail.





The world's largest sailing ship—the Danish training ship Kobenhavn—photographed at Melbourne by Mr. W. M. Trevethan, of Brisbane.

### Era of Sail Not Yet Past.

That the era of the sailing ship is not yet over, is evident from the fact that at present there are no fewer than four big, square-rigged, deep-sea sailing ships in port at Melbourne. They are the full-rigged ships William Mitchell (one of the last two full-rigged ships under the British flag, the other being the ship Monk-harns), and Skaregram, the barques Garthneill (one of the last two barques under the British flag, the other being the Scotch barque Kilmallie); and the German four-masted barque Pommera. The Pommera and Skaregram brought timber from the Baltic, the William Mitchell (which visited Hobart many years ago) brought spruce from Canada, and the Barthneill brought coke from Grangemouth, Scotland. None of the four has any outward cargo. In addition to these ships, four other big sailing ships are now bound to Melbourne. They are the Finnish barques Archibald Russell (the last steel clipper built in England), and Favell, the Swedish barque Beatrice, and the Danish five-masted barque Kobenhavn. All are bringing Baltic timber, so that if the light tariff on this class of timber has a bad effect upon the Australian timber industry, it at least has one good effect in that it helps many good old sailing ships from being driven off the seas.

### Another Ocean Race

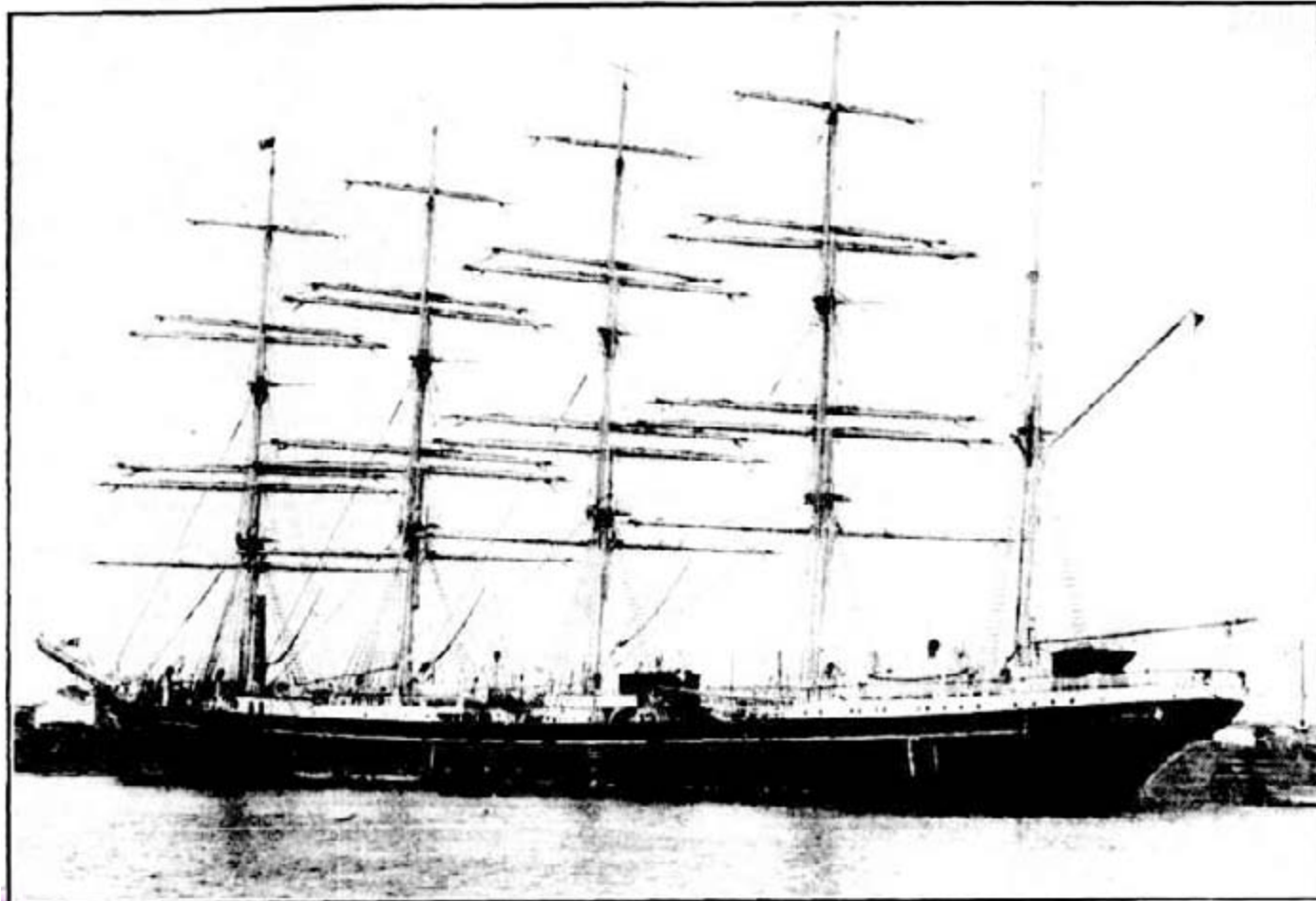
There is to be another race of deep-sea sailing ships from Australia to England early next year, which promises to be more interesting than ever. Last year 17 ships raced, and this year 11 ships, the Finnish four-masted barque Herzogin Cecilie winning both races with margins of weeks over the next fastest ships. The Herzogin Cecilie is to race again next year—with no woman stowaway this time!—against her old rivals, the Swedish four-masted barques Beatrice and C. B. Pedersen. Other sailers in the race include the Finnish four-masted barque Lawhill, Pommer, Archibald Russell, Hougomont, Olivebante, Ponape, the Finnish full-rigged ship Grace Harwar, the Finnish barques Favell and Penang, the Finnish four-masted barquentine Mozart, and the British four-masted barque Garthpool. The Garthpool is the only British sailing ship afloat. The Danish five-masted barque Kobenhavn will also race. The first favourite at present is the Herzogin Cecilie, of course, but the Beatrice is also considered to have an excellent chance. Practically all of these ships are coming to Australia in ballast, since the carriage of Australian wheat is the only trade left to them.

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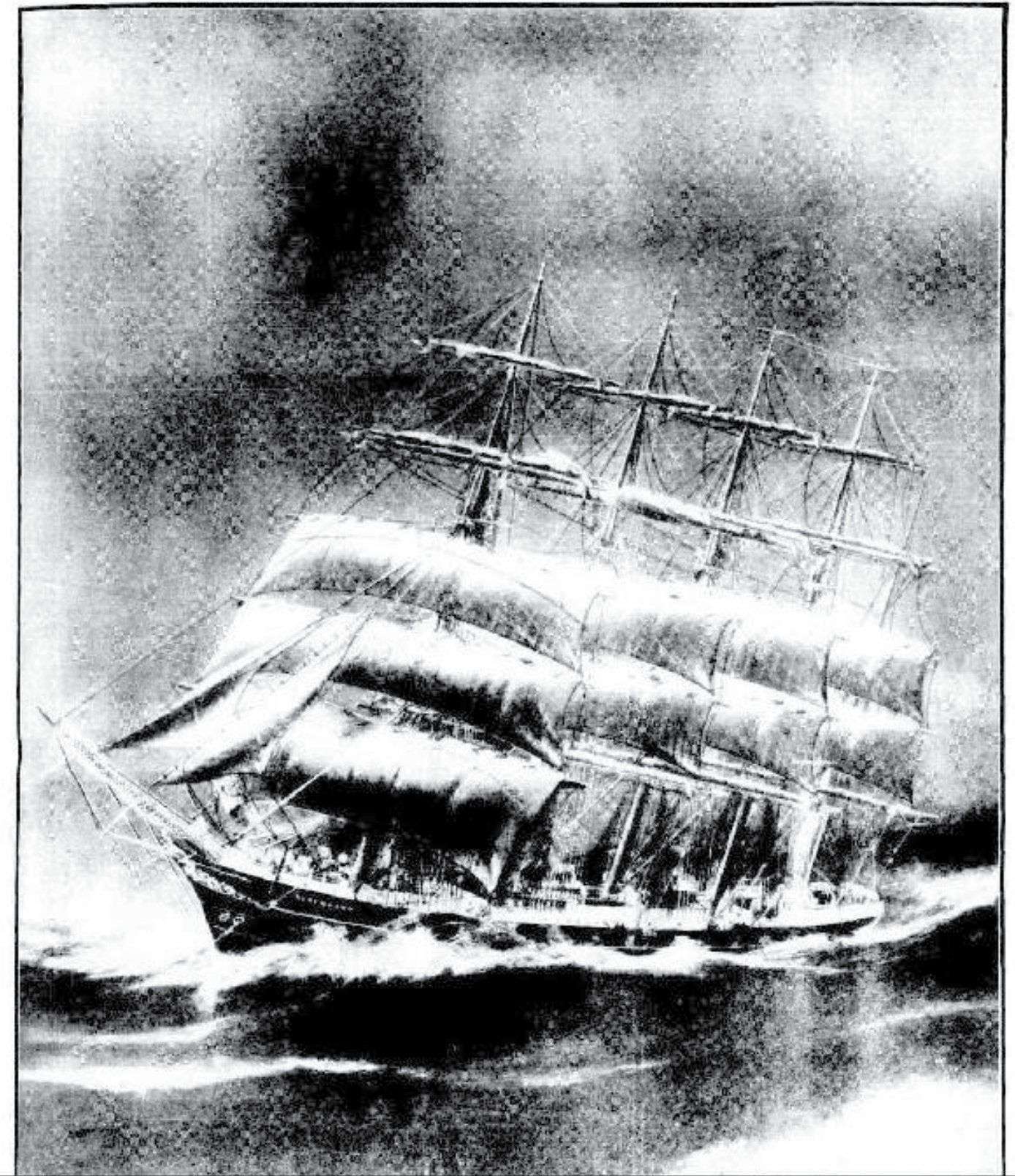
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Extreme anxiety is felt in Denmark regarding the five-masted barque **Dannebrog**, the world's largest sailing ship, which is overdue from Buenos Aires to Australia. The **Dannebrog**, which left Buenos Aires on December 11 and has not been spoken since, has on board 20 cadets.



The Danish five-masted barque **Dannebrog**, the largest sailing ship now afloat, which is many weeks overdue on a voyage from South America to Australia. Several Danish cadets are on board the vessel.

Illustration by N. A. M. for the Argus of the Dannebrog.



# THE KOBENHAVN?

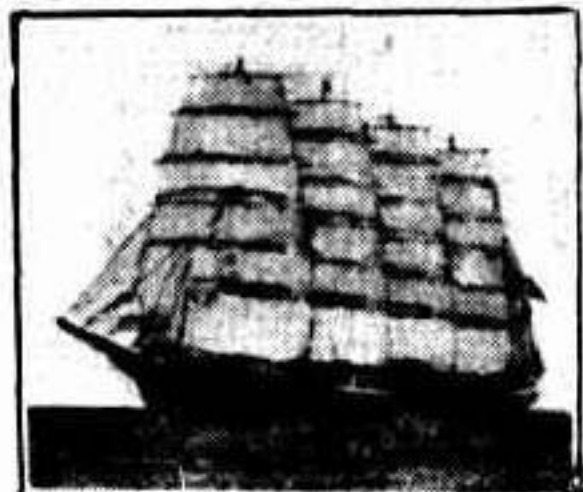
## Vessel in Distress

### RELATED REPORT

LONDON, Tuesday.

The South American Steam Navigation Company has received news that a steamer picked up a report from Truslan Da Cunha on January 21, stating that a four or five-masted vessel was sighted.

It was evidently in distress to the west of the Island. It was feared that



**THE KOBENHAVN,**  
the world's largest sailing ship, five months out from Buenos Ayres to Australia. She is believed lost, with 80 souls.

she would strike the Island, but as no wreckage was found it was thought that the vessel had cleared the island. Owing to a rough sea the islanders were unable to launch a boat and identify the vessel.

It is suggested that this may be the first light cast on the disappearance of the Kobenhavn.

# THE LOST KOBENHAVN.

## Seaplanes on Search Ship.

COPENHAGEN, May 23.—The "Politiken" says that the Danish motorship Mexico, which will leave Rio de Janeiro early in June to search the South Atlantic for the missing sailing ship Kobenhavn, is an oil tanker and will probably carry two seaplanes, provided either by the Argentine Government or the Brazilian Government.

Although hope has not been abandoned no news has been received this year from the Kobenhavn, which left Buenos Aires on December 14 for Adelaide. She was manned by Danish cadets. She was in wireless touch with the Danish steamer Arizona on December 17 and with the Norwegian steamer William Plumer on December 21, but no later reports have been received. It is requested that any wireless station which may have caught signals from the Kobenhavn will send full details to the Aktieselskabet Det Ostasiatiske Compagni. The Kobenhavn's call sign until January 1 was OIBA and after that it was to be OYTC.

# THE MISSING KOBENHAVN

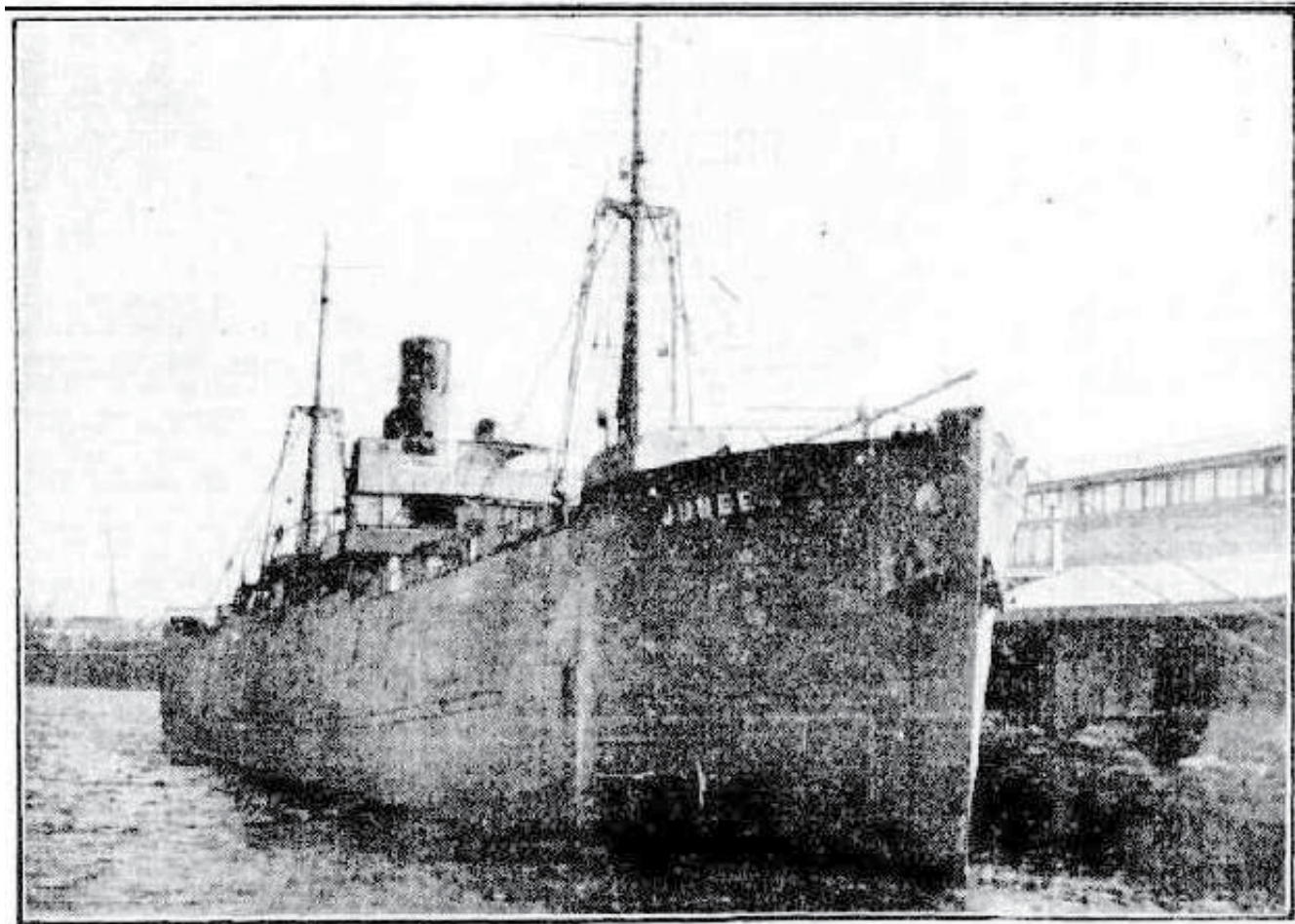
The Kobenhavn, which sailed from Buenos Ayres on December 14, 1927, with number of trainees on board, was built primarily as a training school ship for officers of the East Asiatic Co., of Copenhagen, her owners. She has a length of 200 ft. and a beam of 30 ft. She is shown at her last berth.



LYING AT HER LAST BERTH.



## TO SEARCH FOR THE KOBENHAVN.



THE JUNEE, WHICH LEAVES SYDNEY TO-DAY.

2 July 1929 The Advertiser

## THE MISSING KOBENHAVN

The steamer Junee left Newcastle on Saturday in search of the Danish training ship Kobenhavn, which has been missing since January. The Junee, which is owned by the Adelaide Steamship Company, has been chartered by Messrs. Gibbs, Bright & Co. for the owners of the Kobenhavn.



## STILL MISSING.

## DANISH TRAINING SHIP.

## A FRUITLESS SEARCH.

(Australian Press Association.)

COPENHAGEN, April 23.

The Government has been advised that a rescue party fruitlessly searched Crozet Island for traces of the overdue sailing ship, **Kobenhavn**.

[A cable message from Copenhagen on March 13, last, stated that the gravest fears were held for the safety of the Danish training ship, **Kobenhavn**, the largest sailing ship in the world, which was long overdue on a voyage from Buenos Aires to a Victorian or South Australian port. Although equipped with wireless and an auxiliary Diesel engine, nothing had been heard or seen of the **Kobenhavn** since she left Buenos Aires on December 14 last. The master of another sailing ship, which cleared the same port several days after the **Kobenhavn**, and made a passage of 58 days to Australia, reported having encountered heavy fogs and icebergs off Cape Horn. Some of the most prominent families in Denmark were represented among the 70 cadets on board. A cable message from Capetown on April 10 stated that the Blue Funnel liner, **Deucalion**, had left to search for the **Kobenhavn**. The **Deucalion** was bound for Fremantle, as also was the **Kobenhavn**. Among the islands to be touched were Crozet, Amsterdam, St. Paul's, and Kerguelen. This action was taken by the Lamport Holt Line, at the request of the Admiralty. The Admiralty lent to the **Deucalion** an additional navigating officer, and installed a powerful wireless, for which it sent two operators.]

## NO TRACE.

## DANISH TRAINING SHIP.

## BELTANA MAKES FRUITLESS SEARCH.

LONDON, May 15.

A radio message has been received from the liner **Beltana** which states that it circumnavigated Amsterdam Island, but found no trace of the overdue Danish sailing ship **Kobenhavn**.

[A cable message from Copenhagen on March 13 last stated that the gravest fears were held for the safety of the Danish training ship **Kobenhavn**, the largest sailing ship in the world, which was long overdue on a voyage from Buenos Ayres to a Victorian or South Australian port.]

25 May 1929 Brisbane Courier

## NO TIDINGS.

## MISSING SHIP KOBENHAVN.

FREMANTLE, May 22.

No tidings of the missing Danish training ship **Kobenhavn** were received during the passage from Capetown of the freighter **Galle**, which reached Fremantle to-day. Captain C. Rowlinson said that in the hope that the **Kobenhavn** was afloat, and was sending out wireless messages, additional watches were maintained by the wireless officers, but the silence of the **Kobenhavn** strengthened the belief that she had met with disaster in the Southern Ocean.



## OVERDUE.

### Search for the **Kobenhavn**.

(BY F. W. COOMBS.)

The departure from Sydney to-morrow of the s.s. Junee in search of the missing Danish training ship **Kobenhavn** will probably appear to many to be something in the nature of a forlorn hope, so greatly is the vessel overdue, for she left Buenos Ayres for Australia as long ago as December 14.

It was in 1924 the **Kobenhavn** paid a visit to Sydney, and when lying off Cockatoo Island discharging timber the writer inspected her. Truly she was a magnificent vessel, beyond question the finest sailing ship ever turned out from a British yard. Very naturally her master was inordinately proud of his command and I was the recipient of several interesting photographs. A deck scene on the big barque in heavy weather is of particular interest. Very strongly manned and extremely well equipped, it is difficult to say what has been her fate. She may have been burnt at sea, a frequent ending in the days of wooden ships.

Then again there is the possibility that things were cut rather fine in the matter of ballast, and that she capsized in a sudden squall when caught under heavy canvas. What this means will be realised when the disaster to the British training ship Eurydice is recalled. The tragic story was recently told in the "Herald." Lastly comes the most probable cause of the disappearance of the **Kobenhavn**, and that is a collision with an iceberg, known to be very numerous and farther north than usual this year.

The writer has vivid recollections of a stormy passage in those latitudes. For three days after sighting the Crozets we were passing icebergs, some of great size, and very glad we were to see the last of them. As Kipling aptly puts it:—

"Hail, snow, and ice, they praise the Lord,  
I've met them at their work;  
And wished we had another route,  
Or they another kirk."

### SHIPS THAT DID COME HOME.

But long overdue as is the **Kobenhavn**, there is just a chance that her crew of cadets may survive. Overdue ships have themselves come to port before now. I suppose there are not many living who can recall the consternation in England when the famous ship James Baines became overdue. She was considered the finest and fastest ship afloat. On her previous voyage she had made the phenomenal run of 63 days out to Melbourne, and then went home in 69. She left Melbourne, on August 7, 1856, with a large passenger list and many thousands of ounces of gold. When eighty days passed and there was no sign of her fears began to rise, and this increased to fever heat when a hundred passed without news of her. Delayed by light weather she took 105 days, a time which would be thought quite respectable by the grain waggons of to-day, but which in the case of a crack clipper like the James Baines gave cause for grave anxiety.

Another case of a vessel turning up safely after being given up for lost was the barque Forthbank, which, after she had been almost forgotten, sailed into Portland, Oregon, 210 days out from Genoa. One readily recalls the story so vividly told in the "Herald" of the ship Chilliethoe. Buffeted by a long series of gales the big American was long overdue when she was towed into Port Jackson 114 days out from Astoria. With the food supply exhausted, nothing but the ingenuity of the cook kept the crew alive.

Did space permit one could tell many a story of men surviving who were given up for lost. Cases which occur to the minds are the wrecks of the Grafton in 1863, the Minerva a year later, the Invercauld, the General Grant, the Spirit of the Dawn, the French barque Anjou in 1905, and the Dundonald in 1907. All these were wrecked on the Auckland Isles, some 180 miles south of New Zealand, and in each case survivors were rescued after all hope had been abandoned. The saving of the Grafton's crew was brought about by a truly marvellous boating feat by three of the men. In an old and frail 12ft dinghy they managed to reach Stewart Island, and report the loss of their vessel, whereupon the New Zealand Government immediately despatched a rescue steamer.

### AN EPIC OF THE SEA.

The story of the Dundonald is an epic of the sea, bringing out the wonderful courage and resource of the British sailor. The Dundonald was a four-mast British barque, of 2205 tons, which went ashore on Disappointment Island, on a pitch dark night, with a heavy sea running. What the survivors went through and what they did are almost unbelievable. Eventually they built some sort of a boat of little more than twigs and got across to the main island, where they eventually found one of the depots intended by the New Zealand Government for the use of castaways. Ultimately they reached civilisation just a year after they had been given up as lost. An outstanding story of a missing ship, and one which seems to coincide with that of the **Kobenhavn**, is that of the Strathmore, an iron ship of 1500 tons. She left London on April 17, 1875, with a crew of 38 and on June 30 struck on

## THE KOBENHAVN.

CAPETOWN, July 18.

The Chief Officer of the Danish motor-ship Mexico, which is searching for the missing **Kobenhavn**, of which he was formerly captain, considers that when the **Kobenhavn** drifted past Tristan da Cunha, an explosion had occurred in the engine-room, which was situated aft, blowing out the sternpost. The islanders watched her drifting for three hours.

He could not understand why they failed to put out to her, but he accepts the theory that she sank near Tristan da Cunha, where the sea is very deep. He believes that the cadets were taken off and is convinced that the captain, who was previously his mate, stuck to the last.

## THE KOBENHAVN. LOSS NOW ACKNOWLEDGED.

(By radio from Captain F. D. Fletcher, master of the Junee, which is searching for the missing ship **Kobenhavn**):—

AT SEA, Saturday.

"During the week the Western Australian coastline from Point Cloates to Albany was searched without finding any trace of the **Kobenhavn**."

"We are continuing the search to Bass Straits, but the loss of the **Kobenhavn** is now acknowledged, and all hope of her safety has gone."

"The Danish motor ship Mexico is proceeding to Colombo, and her search, to all intents, has been abandoned."

"The Junee should arrive at Sydney on Saturday or Sunday next. All are well."

10 September 1929 Register News Pictorial

### Junee Gives Up **Kobenhavn** Search

From the S.S. Junee, at sea, searching for **Kobenhavn**.

BEGAN search of the coastline south from the North-West Cape at daylight on Saturday. Eight hours later received orders to abandon the coastal search and proceed to Sydney direct, keeping lookout on ordinary track. Should arrive Sept. 21.

### PILOT FINDS NO TRACE

PERTH, Monday.—Pilot J. Woods made a flight in the West Australian Airways plane down the coast from Broome to Fremantle during Saturday, Sunday, and today, but found no trace of the missing Danish training barque **Kobenhavn**, which has been missing since January 21.

11 September 1929 West Australian

### MISSING KOBENHAVN.

#### Junee's Search Over.

SYDNEY, Sept. 10.—The Adelaide S.S. Company, owners of the Junee, announced to-day that the steamer's search for the missing ship **Kobenhavn** had been abandoned. The Junee is returning to Sydney.



## ANOTHER SEA MYSTERY.

Sydney nowadays sees few ocean sailing ships, but the days of their glory are a living memory in this as in all other great seaports of the world. What is now accepted as the tragedy of the Kobenhavn will unfailingly awaken its meed of local sentiment. The Australian steamer Junee has been for the past two months conducting her search for the Kobenhavn in an allotted region of the Southern Ocean between Australia and St. Paul and Amsterdam Islands and has now in that vicinity met the Danish motor ship Mexico, which has been searching eastward from the South Atlantic over a still longer period. Neither of these ships has discovered any sign of the missing vessel or her crew, and from Amsterdam Island the Junee will turn homewards on an east-north-easterly course, more or less parallel with the continuing course of the Mexico. The Junee was chartered for the search in the latter half of June. Wireless reports from her which we have published from time to time, told a story of fierce storms in the worst winter months on a zig-zag

passage up and down the "roaring forties." The bare outline is all that these reports contain of two months of sea toil by day and night, continually in the face of tempest or the risk of ice; but imagination readily suggests the heavy strain upon the ship and her crew. The Junee's effort will go down as part of the story of the world's latest sea mystery.

Perhaps, in the recalling of past records of missing ships which have at long last reappeared, some vestige of hope still remains for the Kobenhavn. But the thread is very slender. She is now 256 days out from Buenos Aires to Adelaide, and the last word heard from her was on December 21, a week out, when she spoke the Norwegian steamer William Plumer in the South Atlantic. Her route would

guelen Island, and then south of St. Paul and Amsterdam Islands. When in March the Kobenhavn was first posted as missing, it was feared that she might have encountered ice which had drifted more northerly than usual in the severe Antarctic winter. Various ships searched for her on their occasions in the seas about South Africa, and the Danish motor-ship Mexico was sent on a long search of the South Atlantic. The Mexico went far back along the Kobenhavn's route before she found any news of her. But in June she learned from the islanders on Tristan da Cunha that the Kobenhavn was seen passing there close inshore on January 21. One mast was evidently broken and only a few sails were set; she was low in the water, and the watchers expected her to put in at the island. She made them no signal, however, and passed away southward into fog. During a long search of the oceans around South Africa no other word of the missing ship has been obtained. From Tristan da Cunha she vanished from mortal ken. The report obtained by the Mexico leaves no doubt that she must have suffered severe damage early in her voyage. She was equipped with an auxiliary four-cylinder Diesel engine, capable of driving her at six knots; and 39 days—from December 14 to January 21—is an inordinately long passage for such a ship from Buenos Aires to Tristan, only halfway across the South Atlantic.

The Kobenhavn was built after the war in a British yard for her Danish owners, and was the largest sailing ship ever built in the British Isles. She was a magnificent specimen of British shipbuilding, and when she was in Sydney in 1924 she awakened the admiration of visitors on board. Her gross tonnage was just under 4000, and her load displacement nearly 8000 tons. From the shark's-fin on her bowsprit to her taffrail she measured 430 feet. She had logged on other voyages 10½ knots under canvas in light winds, and she had sailed over 18 knots and had

continued from column 1

take her eastward from South America, running between Tristan da Cunha and Gough Islands in the South Atlantic, and thence well below the Cape of Good Hope across the Southern Indian Ocean. The route joins the regular Cape to Australia southern circuit, and passes north of the Crozets and Kerguelen Island, and then south of St.

19 August 1929

## KOBENHAVN SEARCH

SYDNEY, Sunday.

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

30 August 1929 The Argus

## SEARCH FOR KOBENHAVN.

Advice has been received by the Adelaide S.S. Co. Ltd. from the steamer Junee, which was sent from Australia to search for the missing Danish training-ship Kobenhavn, that she met the motor-ship Mexico on Saturday, but that no sign of the Kobenhavn had been seen by either vessel. The Junee is now searching along the western coast of Australia. The Mexico, which is also searching for the Kobenhavn, has worked across from South America and South Africa.

27 August 1929

continued from column 2

covered 305 miles in a day's run. The Danes planned her as a training ship for boys, and it was with a crew of 60 boys instead of able seamen that she performed her later voyages. All Denmark was intensely proud of her, and Mr. Basil Lubbock, the well-known authority on "windjammers," declares that many keen English sailors have attempted to sign on with her in any capacity. Her owners, however, would not accept any but Danish sailors. Now she has added, for the time being at any rate, another to the list of engrossing mysteries of the sea. The Mexico and other ships persisted in search for her around the South Atlantic and up the western coast of South Africa, where trade winds and currents might have carried her; then, finding nothing, the Mexico set off to comb the high southern seas eastward of the Cape, co-operating by arrangement with the Junee, chartered in Sydney to work towards her from this side. Missing ships have come home before this, or some of their crews have been discovered shipwrecked after being given up for lost, but the long absence of the Kobenhavn in fierce winter seas is ominous of tragedy. Romance will ask in every man's mind—What happened to her during those first six weeks to Tristan da Cunha, before she passed that island close, damaged, and strangely silent?

2 September 1929

## MISSING SHIP.

### Search for Kobenhavn.

S.S. JUNEE (By Radio), Sept. 1.—We have searched the St. Paul and Amsterdam Islands in the course of our search for the missing Danish training ship, Kobenhavn. We found eight French fishermen in St. Paul, but Amsterdam Island was deserted. There has been no sign of Kobenhavn wreckage or survivors. We are now searching towards North-West Cape (Western Australia). We expect to call at Albany for mail and stores about September 14. All are well on board.



## THE LOST KOBENHAVN. Conjecture Revived.

A report by Mr. Philip Lindsay, a lay mission worker, who has spent three years on the lonely island of Tristan da Cunha, has revived the conjecture as to the fate of the Danish training ship *Kobenhavn*, which disappeared while en route from Monte Video to Australia over a year ago. He said that on January 21, 1929, what appeared to be a derelict ship was seen through a haze to be heading towards the island. When it seemed that she was almost certain to go aground, something altered her course and she passed by. She carried only a single light sail at her mainmast, and she was well down by the stern. She was apparently leaking in that part of the ship which contained the auxiliary engine.

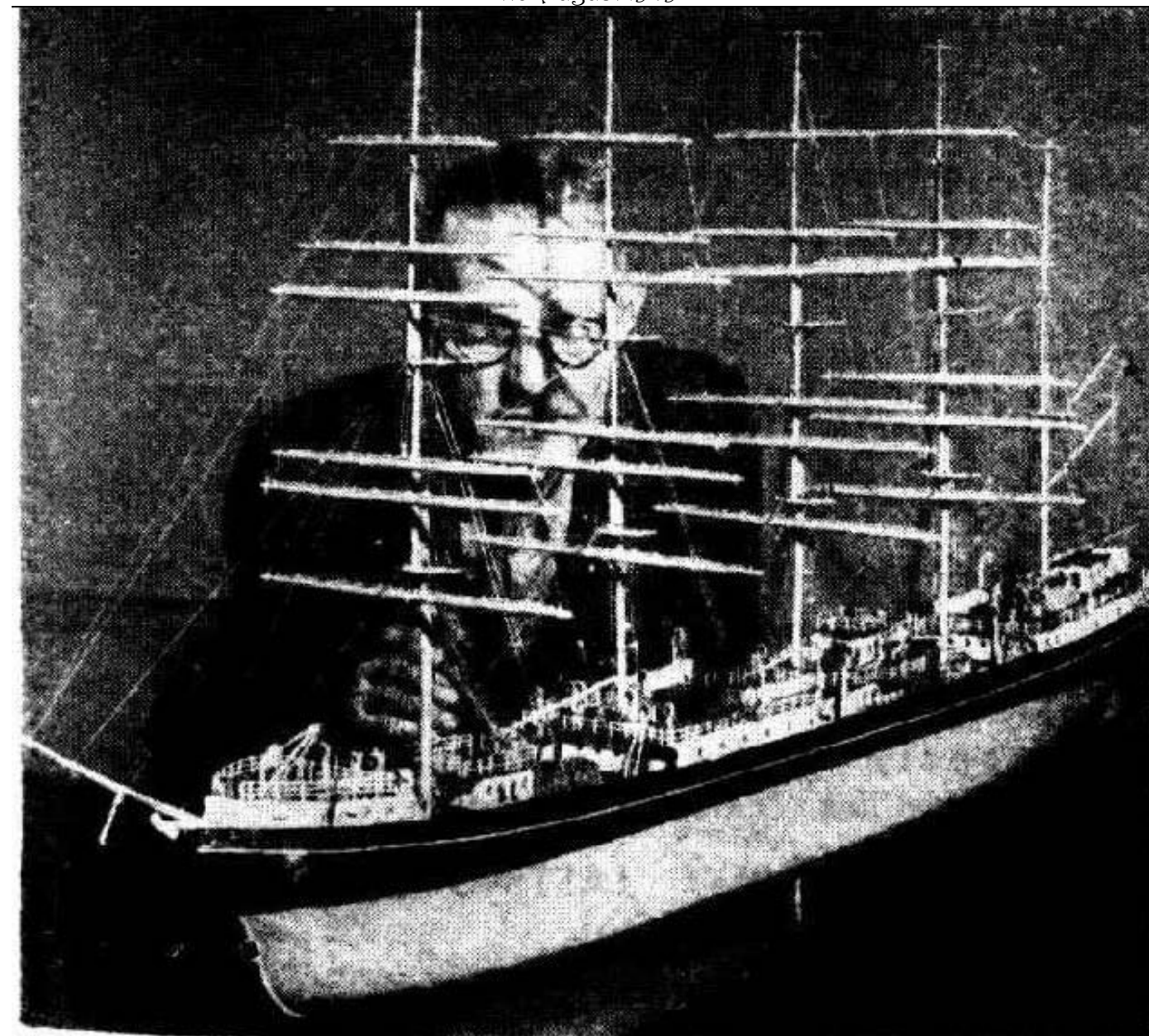
"I am quite sure that the derelict was the *Kobenhavn*," said Mr. Lindsay, "because I have seen pictures of her since which exactly tally with the ship we saw. She had a black hull marked with a broad white stripe from stem to stern, just as was shown in the pictures of the *Kobenhavn*." Mr. Lindsay feels sure that there was no one living on the vessel when she was seen approaching the island.

## Kobenhavn Mystery

In a report published in September regarding the discovery in East Africa of wreckage and skeletons believed to be from the Danish training barque *Kobenhavn*, which disappeared while on a voyage from Buenos Aires to Melbourne in 1928, it was stated that the 70 cadets on the ship belonged to noble and wealthy Danish families. It was also stated that the yacht *Ho Ho*, which was partly wrecked at Norfolk Island some time later, had been chartered by the families of some of the cadets to search for the *Kobenhavn*. It has been pointed out by the Norwegian consulate that the *Ho Ho* was not engaged in any such search at the time of her mishap and that the three young Norwegians on the *Ho Ho* were merely making a private voyage. The consulate has pointed out that the cadets on the *Kobenhavn* were not from wealthy Danish families but belonged to the ordinary seafaring class.

## KOBENHAVN MYSTERY

Further information concerning the yacht *Ho Ho*, which was partly wrecked on Norfolk Island some time ago, was supplied yesterday by the Norwegian consulate. The *Ho Ho* was mentioned in a report published in September of the finding of wreckage believed to have come from the Danish training barque *Kobenhavn*. The *Ho Ho* had not been chartered by the parents or relatives of the missing cadets of the *Kobenhavn*.



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



# Danish Ship Sailed Into Oblivion 20 Years Ago; She's Still Sea Mystery

By GEORGE TUCKER  
New York, N. Y. (AP)—Twenty

years ago the Danish training ship Kobenhaven sailed out of Montevideo, Uruguay, for Australia with 60 hands aboard and, except for one signal, was never heard from again.

The date was Dec. 14, 1928. Seven days later and 400 miles east of the river Plate her last message was wirelessly, "All's well."

How a ship with the Kobenhaven's equipment could vanish from the sea without leaving a trace or a clue has provoked speculation that is undiminished after two decades and made it one of the sea's great mysteries.

## No Small Ship

She was a five masted steel bark under 52,000 square yards of sail. She had auxiliary engines and a powerful radio. She had a big crew—45 cadets and 15 officers. She had ample boats. As sailing ships go, she was relatively new. At the time of her disappearance she was the only five masted square rigger in commission in the world.

The most plausible theory is that she struck floating ice in the south Atlantic and sank.

The loss of the Kobenhaven inspired a world-wide search that

lasted for years, but nothing came of it.

As late as 1936 speculation was revived briefly by discovery of seven skeletons in the ruins of a small boat on a lonely beach in southwest Africa. But this theory collapsed when Danish officials in Johannesburg said the boat was longer than any the Kobenhaven carried.

## Victim of Big Wind?

The latest explanation is that she capsized in a big wind and never righted herself.

"She was in ballast and under heavy press of sail," says Capt. Charles E. Umstead, principal of the merchant marine school of the New York Seamen's Church Institute.

"The winds south of the River Plate are cyclonic," Capt. Umstead believes "it happened so quickly she never had time to send an SOS."

On Jan. 14, 1929—exactly one month after the Kobenhaven cleared Montevideo—Philip Lindsay, a missionary living on the lonely island of Tristan da Cunha, sighted a big sailing ship in distress, her stern nearly awash, drifting helplessly toward the rocky coast.

A. J. Villiers, a writer of the sea who knew the missionary and whose earlier career had been spent in sailing ships of the south Atlan-



—Wide World

Twenty years ago the Danish training ship Kobenhaven (above) sailed out of Montevideo, Uruguay, for Australia with 60 hands aboard. Except for one signal she was never heard from

again. At the time of her disappearance she was the only five masted square rigger in commission in the world. Her disappearance has become one of the sea's great mysteries.

21 December 1948 continued

tic, devoted much of his time to the mystery and is certain that the ship was the Kobenhaven.

Villiers believes the ship began to sink and was abandoned in the night by her cadet crew, who hoped to keep near her in lifeboats. But the boats and the ship became separated, he theorizes, and the Kobenhaven was blown across the sea like a ship of the dead and dashed to splinters on the cliffs of Tristan da Cunha.

"Anyone who knows those parts as I do," he said, "will readily understand that the cliffs of Tristan da Cunha might grind a hundred ships and leave nothing but a splinter or two of matchwood."