

# GORCH FOCK

CALLSIGN: DRAX NATO A60 FLAG: GERMANY



## General characteristics

Built :	Blohm&Voss Hamburg 1958
Former Names	
Owner	Bundes Marine German Navy
Tonnage:	Deadweight 1760 tons full

Length:	LOA: 89,30 m
Beam:	12,40 m
Height:	Max. Height: 45,20 m
Draft:	5.20 m
Sail plan:	23 sails Sail area: 2037 m <sup>2</sup>
Speed:	13,7 knots (engine)

## Overhaul of rigging winter 2003 – 2004





*Installing overhauled fore topmast*

- ◆ **Client**                    Stiftelsen seilskibet Statsraad Lehmkuhl
- ◆ **Main Contractor for rigging**                    Mennens Amsterdam BV Finance, material purchase, logistics, personel
- ◆ **Subcontractor**                    Richard Tefsen Sailmaster  
Project Management, on site implementation, personel
- ◆ **Subcontractor**                    Stiftelsen seilskibet Statsraad Lehmkuhl personel  
Personel from ships crew
- ◆ **Duration of project** December 1<sup>st</sup> 2003 – March 26<sup>th</sup> 2004
- ◆ **Location**                    Bergen Mekaniske Verkstedt- BMV shipyard, Laksevagt, Bergen, Norway

#### **Project description:**

- ◆ Dismanteling and removing from the ship of ten yards, including sails and all running rigging
- ◆ Disassembly and removal from the ship of Fore lowermast, fore topmast and foretopgallant mast and mainlowermast, maintopmast and main topgallant mast.
- ◆ Production of new standing rigging
- ◆ Installation and assembly of masts and spars with new standing rigging
- ◆ Installation of yards with sails and running rigging.



*Making new ratlines and ratlines in Mainshrouds*

The **Gorch Fock** is a [tall ship](#) of the [German Navy](#) (*Deutsche Marine*). She is the second ship of that name and a sister ship of the [Gorch Fock](#) built in 1933. Both ships are named in honor of the German writer [Johann Kinau](#) who wrote under the pseudonym "Gorch Fock" and died in the [battle of Jutland/Skagerrak](#) in 1916. The modern-day *Gorch Fock* was built in 1958 and has since then undertaken 146 cruises (as of October 2006), including one tour around the world in 1988. She is sometimes referred to (unofficially) as the **Gorch Fock II** to distinguish her from her older sister ship.

Germany had lost all its school ships as [war reparations](#) after [World War II](#) to the Allies so, the German [Bundesmarine](#) decided in 1957 to have a new training vessel built following the plans for [the original Gorch Fock](#) of 1933 which by that time was owned by the Soviets, and renamed to *Tovarishch*. The new ship was a modernized rebuild of the [Albert Leo Schlageter](#), a slightly modified sister ship of the previous *Gorch Fock*.

The 1933 *Gorch Fock* had already been designed to be a very safe ship: she had a righting moment large enough to bring her back into the upright position even when heeling over to nearly 90°. Nevertheless some late-minute changes to the design were made in response to the [Pamir](#) disaster in 1957, especially concerning the strength of the body and the bulkheads as well as the lifesaving equipment, including the [lifeboats](#).

The new ship was built by [Blohm & Voss](#) in [Hamburg](#), launched on 23 August 1958, and commissioned on 17 December of that year. Her home port is [Kiel](#). The *Gorch Fock* is a three-masted [barque](#) with a steel hull 81.2 m (266 ft) long (without the [bowsprit](#)) and 12 m (40 ft) wide. She has a draught of some 5.2 m (17 ft) and a displacement at full load of 1760 [tons](#). Originally, she carried 1952 m<sup>2</sup> of [canvas](#) sails; later, she received slightly larger sails made of synthetic materials. The tops of her fore and main masts can be lowered so that she can navigate the [Kiel Canal](#), otherwise she would be too tall for some of the bridges spanning the canal.

Over the years, various modernizations have been applied to the ship. She was fitted with [air conditioning](#), the [asbestos](#) used originally was removed and replaced by less dangerous materials in 1991, and in that year she also received a new auxiliary engine, a six [cylinder diesel engine](#) producing 1,220 [kW](#) (1660 [hp](#)), good for a top speed of 13.7 [knots](#). The interior has also been modified multiple times; technological advances made it possible to reduce the size of the [galley](#) and enlarge the crew quarters.

Officially *Gorch Fock* is a [Type 441](#) class [naval ship](#) with the [NATO pennant number](#) *A60*. Her international radio [call sign](#) is *DRAX*.

The *Gorch Fock* was depicted on the 10 [DM](#) banknote of the third series (1960–1990) issued by the [Bundesbank](#) and is therefore one of the most portrayed ships in the world.[1]

The *Gorch Fock* participates in sailing parades and Tall Ships' Races, where she is in amicable rivalry with the [Italian](#) vessel *Amerigo Vespucci*. Other ships of the same class include the *USCGC Eagle*, *Sagres III*, *Gorch Fock (1933)* and *Mircea*.

[edit]

The figurehead

The *Gorch Fock* has lost her [Figurehead](#) several times:

- The first albatross from 1958 was lost after a few years.
- Its replacement was made of [wood](#), like the first one.
- In 1969, it was removed and replaced by a figurehead made of [polyester](#) to save weight.
- This albatross broke off when the *Gorch Fock* was being overhauled in 2000. It was replaced by a new one made of wood.
- On 11 December 2002, the *Gorch Fock* lost her figurehead in a storm. The replacement was also made of wood.
- Again, the figurehead broke off in a storm on 5 December 2003. On 24 February 2004, the ship got a new albatross, this time made of [carbon fiber](#) reinforced polyester.

The cruises

The *Gorch Fock* has been in German Navy service as a school ship since 1958. More than 14,000 [cadets](#) have been trained on the *Gorch Fock*.[2]

In 1987-88, she sailed around the world, with stops on five continents. Lasting 336 days, this was her second longest cruise, topped only by a training cruise in 1996-97 from Kiel to [Bangkok](#) and back that

lasted 343 days.[2]

Over the last 50 years, at least six sailors have died in accidents aboard the *Gorch Fock*, either by falling from the rigging or by going overboard. In the last incident, an 18-year-old officer-candidate drowned after falling off the training ship in the North Sea at night on 3 September 2008.

