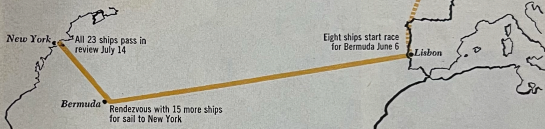




Statsraad Lehmkuhl, largest of Norway's three merchant-marine training ships, anchored at Lisbon.

1,600

What's it like to sail aboard a square-rigger bound for New York's World's Fair? Here's a firsthand account of the voyage from Bergen, Norway, to Lisbon



By Daniel C. Fales

TO GET the feel of life aboard a windjammer in this jet age, POPULAR SCIENCE sent me to Norway. The great Norwegian training ship Statsraad Lehmkuhl was sailing for Lisbon, Portugal, the first 1,600-mile leg of her run to the New York World's Fair. At Lisbon she'd rendezvous with seven other

"great white ships" and race to Bermuda.

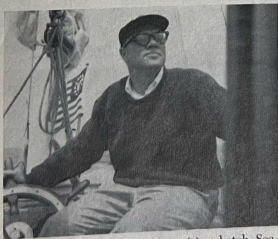
My 585-m.p.h. jet airliner whisked me in nine hours to far-north Bergen. There, on a flag-decked quay, I stood looking up at one of the most beautiful sights men will ever see: the square-rigged bark Statsraad Lehmkuhl preparing to sail.

I went aboard and stowed my gear. We'd sail at six p.m. I didn't know how soon we'd run into trouble...

The North Sea on this night is ominously calm and glassy. Our big three-master seems small after leaving the crowds and ships of Bergen. Without wind, we can't set our sails. From the radio shack a forecast crackles: A gale is sweeping up from France.

Statsraad Lehmkuhl is pronounced "stotsrod lem-kewl" and means Cabinet Minister Lehmkuhl (who bought the vessel for Norway). She's 50 years old, 258 feet long, 41 feet wide, and 31 feet deep—including a 17-foot draft.

A 450-hp. diesel is tucked in our white, riveted-iron hull—puny power for our 1,700-ton ship. In this calm how-



Author aboard his 32-foot cruising ketch Seaward. "Windjamming is very different."

