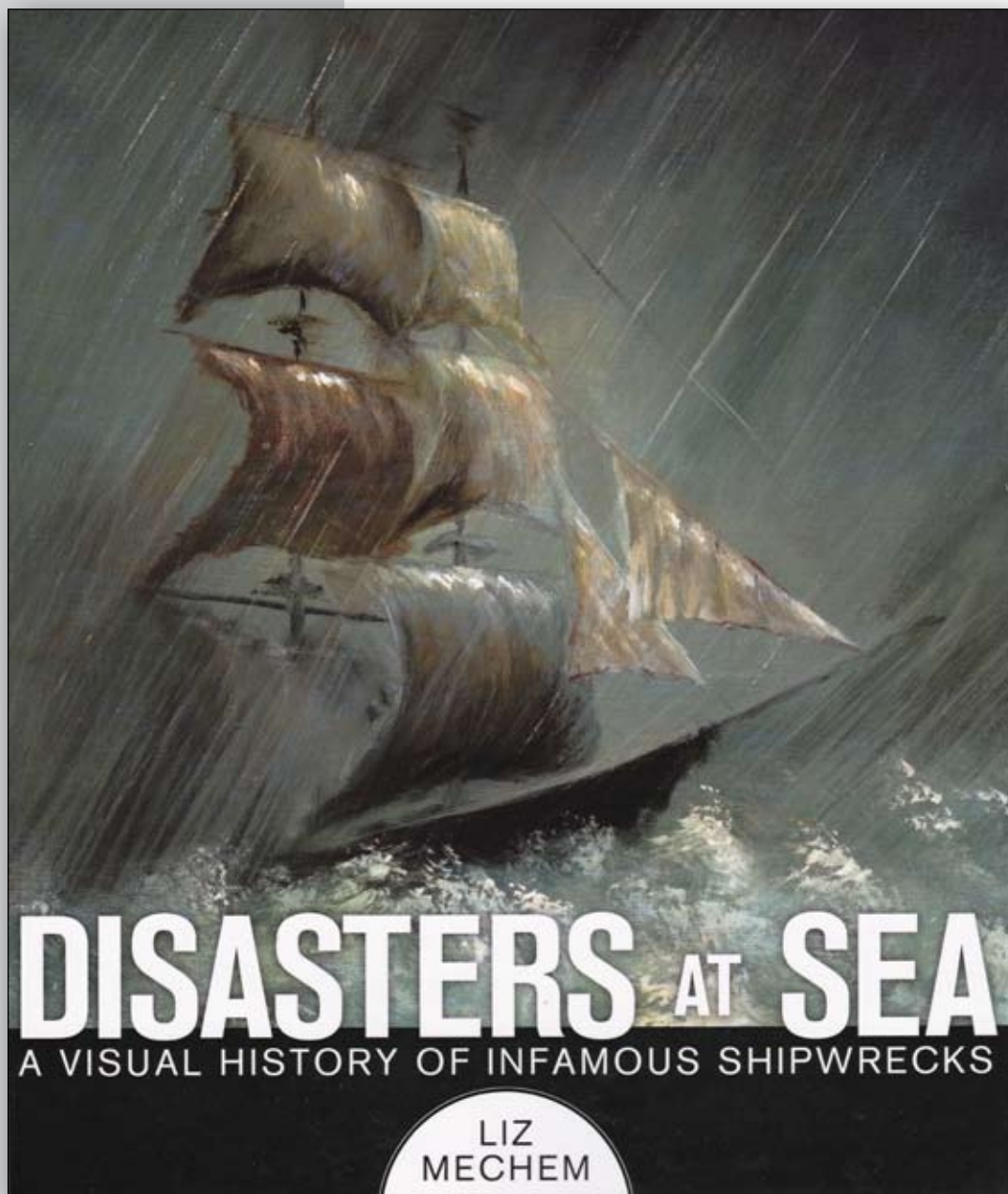


Sebbe med i en amerikansk bog

10. februar 2015

Ved et tilfælde stødte jeg på mit navn på internettet i forbindelse med en bo "Disasters at sea". Jeg kunne ikke lige se hvad det egentlig drejede sig om, men jeg var nysgerrig og købte bogen som jeg lige har modtaget.



Det er sjovt at se hvordan man "møder" Sebbe rundt omkring i verden. Der er efterhånden bygget mange vikingeskibe, både originale og så "teaterskibe" med vikinger med horn og deslige. Det er dog godt at de har valgt disse fra og er gået efter det originale. Jeg var ikke blevet spurgt om brugen af billedet, men stod som bidragyder og det er også fint nok - det er dog en promotion af skibet og et skulderklap til medlemmerne.

Billedet har været anvendt på nettet i flere sammenhænge, men sandsynligvis er det blevet hentet på Wikipedia.

Jeg ser det ikke som noget stort og banebrydende, men alligevel, at de finder frem til og anvender vores skib som repræsentant for vikingetiden - Sebbe - et skib der blev bygget af spejdere og andre i lille undseelige Augustenborg.

Bogen udkom i New York i 2009 og er på 192 sider.

**Skibslagshilsen
Steen Weile**

Skibslaget Sebbe Als Augustenborg

Teori kontra praksis

Udgravningen af Skuldelev skibene rykkede ved interessen blandt skibsbyggere, der anvendte de detaljerede tegninger af vraket til at bygge kopier efter.

Sebbe Als, en af kopierne af Skuldelev 5 klarer, at sejle 5 knob for årerne alene og klarer op til 12 knob for sejl, næsten det dobbelte af hvad nautiske teoretikere havde forudsagt.

Selv om det stadig var svært at forestille sig tapperheden af dem, der ville udfordre de nordlige oceaner i en åben båd, efterlod det ingen tvivl om de muligheder dette robuste håndværk gav deres oprindelige ejere.

LEGENDS OF THE DEEP

MASTER BUILDERS

Even as archaeologists worked under sprinklers to keep the wood wet, it was becoming clear what a spectacular and valuable find the Skuldelev ships represented. Each of the five ships hailed from a different boatyard, built to varied designs for entirely different uses. *Skuldelev 1* was a stout, oceangoing vessel of pine, meant for a crew of eight. The biggest wreck, *Skuldelev 2*, revealed a warship capable of carrying a crew of 60 or more, propelled by oar, sail, or both. *Skuldelev 3* was a smaller cargo ship, and *Skuldelev 5* was smaller warship, while *Skuldelev 6* completed the catalog of types as a fishing boat. These vessels revealed a treasure trove of information on ship construction, commerce, and politics of the time.

All of the ships showed evidence of multiple repairs, indicating that (quite sensibly) old, well-used ships were put to service for the barricade in their final mission. The widely varying woods and construction techniques displayed on the five ships presented historians with new data, enriching modern views of the lives of Scandinavians some thousand years ago. The Skuldelev ships serve as both grave marker and guidebook to the culture that created and sank them in those cold waters so long ago.

THEORY VS. PRACTICE

THE EXCAVATION OF THE SKULDELEV SHIPS piqued the interest of shipbuilders, who used the detailed plans of the wrecks to construct replicas. The *Sebbe Als*, one replica of *Skuldelev 5*, managed to make 5 knots under oar alone and reached up to 12 knots under sail, nearly twice what nautical theorists had predicted. Though it was still difficult to conceive of the bravery of those who would challenge the northern oceans in an open boat, actually building one left no doubt as to the possibilities these sturdy craft presented to their original owners.



▲ The *Sebbe Als*, launched in 1969, is a replica of *Skuldelev 5*. She was built with copies of the original Viking tools. She is still used for day trips, and every summer, she takes a one-to-three-week summer cruise. The *Sebbe Als* has traveled along most of the Danish and north German coasts.

◀ The *Skuldelev 5*