

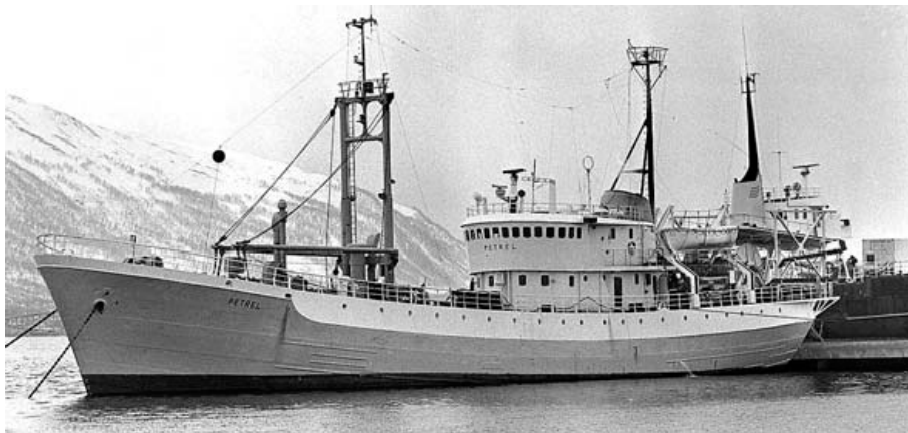
History of the Caledonia

The ship was built and launched at the well known Cooks and Welton shipyard (Hull, UK) as "Akurey" in 1949.



"Akurey" off Reykjavik 1950.

The ship was built for Icelandic owners for the herring fishery. In the early 50's the vessel changed hands but remained in Icelandic flag. She was then used for carrying fish for a period. By the late 50's "Akurey" had been renamed "Petrel" and was working under Norwegian owners from Tromso.



"Petrel" at Tromso early 60's



The Norwegian owners made significant modifications to the ship and brought her into trade as a seismic research vessel. She worked on and off as contracts availed themselves until 1972 when she was sold to interests in Quebec.

From 1972 until 2001 "Petrel V" was the pride of the owner of Techno Navigation. The ship spent the better part of 30 years in the freshwater basin at Quebec City. Roger Raymond used the vessel on occasion for marine biology research missions in the Great Lakes and Atlantic Basin. Raymond kept the vessel crewed and very well maintained whether at the dock or underway.

In 2001 Cape Harrison Marine of St. John's Newfoundland purchased the ship from Techno Navigation and renamed her "Cape Harrison". They refitted her to meet the new requirements by the Offshore Petroleum Board for use as a chase and seismic vessel.

In September of 2002 Prothero was in St. John's for business and happened on the vessel. The ship was exactly what he was looking for to strip down and build into a new sailing passenger ship for use on international trade.



"Cape Harrison" arriving at Halifax September 2002

The vessel was surveyed extensively and found to be in immaculate condition. It was then decided that the vessel was an appropriate candidate for transformation to a 245' sailing barquentine for up to 100 (total of crew and passengers).

The following is a basic outline of the work undertaken:

- The vessel was stripped to a bare shell and sand blasted inside and out.
- The deck hatches were removed to open up the structure and enable steel to move in and out.
- A lower deck was constructed – thereby providing for a new accommodation deck.
- The ship was reballasted with steel ingots to enable its intended sailing role.
- All new vertical bulkheads were constructed to meet the latest SOLAS requirements for subdivision and stability.



- Each bulkhead had a new IMS hydraulic watertight door installed (operable from three locations in the ship).
- Entire new electrical wire runs, piping, air conditioning were installed. Every wire and virtually every pipe on board the ship was installed new.
- A sailing rig (designed to Germanischer Lloyds standards) was designed by Olivier van Meer (designer of Star Clipper), constructed, and installed.
- The cabins were constructed in four styles to accommodate various budgets and needs of clients.

In short the entire ship with the exception of the basic lower hull is new. Caledonia was launched in March, 2008. The vessel is a four star floating boutique hotel inside. The ship was designed to the highest standards to ensure that it could trade anywhere and do anything (passenger trade, research, education programs, trade mission work, etc).

The construction materials used all meet the most recent requirements for structural fire protection and subdivision. In addition all parts used meet or exceed the requirements of Class, Transport Canada, and SOLAS.

Caledonia was built under the close supervision of attending surveyors from Transport Canada. The vessel is amongst a very small number of sailing ships worldwide that meet the impending changes in SOLAS that come into effect on January 1, 2010.



“Caledonia” sailing on the St.Lawrence – July, 2008

For more images of the “Caledonia” see <http://www.canadiansailingexpeditions.com/imagegallery>