

This is an archived copy (wayback machine) of a page from the Flensburg Historical Society. A group of volunteers maintains basic data on historical sailing ships. This is the page for "Carola". The website is entirely in German. The English text was provided for inclusion to one of the volunteers, Volker Gries, by Earl de Blonville. Herr Gries simply passed it to the webmaster who loaded it. The page as it appears currently has had the text from de Blonville deleted because it is inappropriate to the purpose of the page and clearly self serving, bordering on defamation. Since de Blonville purchased Carola and renamed her Courage with the promise of a complete refitting, the damaged ship has languished at her mooring in Rudskobing. No work has been performed and her previous owner confirms she will have to be destroyed soon in order to not be a hazard to navigation. Annotations in yellow callout boxes address specific points of de Blonville's text. On this LinkedIn page describing de Blonville's latest business scheme, there is no mention of Carola/Courage's condition. She is represented on the LinkedIn page by an old photograph from before de Blonville owned her. http://earldeblonville.net/Oceanic%20Research%20Institute%20_%20LinkedIn%20nov%202018.pdf

A current picture of Carola as she lies in harbor is at the bottom of this page.

Carola TSG 73

[zurück zur Suche](#)



Foto Volker Gries 2010

Schiffsname

Carola TSG 73

Ex-Namen

Fortuna, Rauna, Annemarie Grenius, Flora,

	Lone-Jette
Nationalität	D
Heimathafen	Kiel
Typ	Jagtgaleass ex Kvase
Rigg	
Baujahr	1900
Bauwerft	
Bauort	Nyköbing
Länge (London)	20 m
Länge (Meßbrief)	m
Länge über alles	25 m
Breite	4,85 m
Tiefgang	2,4 m
Segelfläche	220 m ²
Motor	Segel
Leistung	
Museumshafen	Kiel



Über das Schiff

COURAGE (ex CAROLA, 1900, Ketch) Thu Oct 16, 2014 2:07 pm (PDT) .

Posted by:

tallship_fan

here is a short note about the ex Carola, ex Fortuna, ex Rauna, ex Annemarie Grenius, ex Flora, ex Lone-Jette. She was sold to Earl de Blonville FRGS www.earldeblonville.com and renamed the COURAGE.

It is said she was transferred to Rudkobing first for overhaul. She had a crash before being sold. I remember the accident some time ago.

Verein Jugendsegeln decided to sell ist first ship CAROLA. She's sailed with us since 1995, she's been steered and handled by many young and also many experienced hands, and she has taken us to many beautiful places in the Baltic and the North Sea. But our club members cannot keep two old ships in the good state that they deserve. Therefore we are happy to have met Earl de Blonville, who will look after CAROLA from now on. Let us give him the opportunity to introduce himself.

We wish CAROLA and Earl Allzeit Gute Fahrt!

In the UK, I was Vice President of the Devon Old Gaffers Association, helping to modernize the traditional gaff movement in Devon, and sailed as a member of the Royal Dart Yacht Club. During that time I discovered, and restored to her former racing glory, the 1890 Southampton fishing gaffer 'Freda'. She won the inaugural Brixham Heritage Classic race and the Plymouth Classics Concours d'Elegance.

I'm particularly grateful to Matthias for ensuring that Carola now has the chance of a new life, starting with the best traditional shipyard in Denmark. She will undergo a full restoration with all rig, sails, engine and electronics replaced, and a strip-down inspection and renewal of her frame and planking. My aim is to have her racing as hard and as

The text in blue is by volunteer Volker Gries. The "short note" below is submitted by Earl de Blonville.

The highlighted text is written by Mathias the director of the Youth Sailing program that sold the Carola to de Blonville for one Euro.

The rest of this English text is all written and provided by de Blonville. The first section is cut and pasted from this page: <https://verein-jugendsegeln.de/2013/goodbye-carola-or-a-carola-love-affair/>

According to two different long time members and officers of Devon Old Gaffers, Earl was a member but never an officer. In the original version of this page, Earl claimed to be the President and only later amended (and mis-spelled) to Vice President.

Obviously none of this happened.

far afield as she did under Hans Edwin Reith, involved in sail training, Tall Ships events and youth leadership development.

With my Doctoral research is focused in Europe, and my partner Dr Jennifer Gidley's presidency of the World Futures Studies Federation based in Paris, we're planning to move in France. We have another classic Baltic vessel, the 34m Swedish schooner Tärnan, chartering from Brest. Carola will remain close to the Baltic so she can participate in as many classic events as possible. But no matter which port you find her in, you'll be welcomed aboard to share your stories and enjoy our hospitality.

de Blonville never completed a Doctorate, never moved to France and Tarnan was never chartered from Brest. This is all de Blonville talking through his hat.

Earl de Blonville FRGS

www.earldeblonville.com

aktualisiert 15.8.2018

This section is much newer and has the date of August 15, 2018. The first paragraph basically blames, without naming, the German sailing master for the collision and spins the story without any facts presented: e.g. "dismissed by all commentators"

In 2011, near the Kiel Canal, she inexplicably crashed into a freighter in controversial circumstances, while travelling at top speed under full sail. At the time she was being steered by a young female sail trainee, left alone on deck, but theoretically under the command of a German licensed sail training skipper. She called him on deck at least twice to alert him to the fast approaching freighter, and both times he told her to keep going as she was, even though she could have easily steered away to miss the freighter. Afterwards he argued that in theory he had right of way, but this was dismissed by all commentators as it contradicted the basic rules for the prevention of collisions at sea.

After the crash she was laid up in Kiel, then taken to Eckenfjorde for storage, and later to Egersund, Denmark for repairs which, in the end, were never carried out. The insurers only agreed to cover the crash damage. However, even when her damaged bows were repaired, she badly needed additional

work to deck and hull planking in order to retain her licence as a sail training vessel. The owners could not afford the extra money for all this work. The insurance company offered to pay either the full 35,000 Euros needed for the crash damage, if the repairs were completed, or 10,000 Euros in cash as a final settlement, with no proof of repair work needed. The decision was made to take the cash and sell her as a wreck.

Earl de Blonville, lest we forget, is writing this. Why his self-description as "Australian Arctic explorer" is relevant is not clear. Reliable sources say Earl paid just a token one Euro.

In 2013 she was sold to Australian Arctic explorer Earle de Blonville, who drove her to Aeroskobing harbour for over-wintering. In summer 2014 she was towed to Rudkobing harbour, where shipwright Bent Hartvig was planning to undertake her restoration. In 2015 Hartvig's business was declared bankrupt, having not done any work other than provide a cover for her damaged bows. In a further tragedy, when Hartvig's official administrators seized all his assets they also stole all of de Blonville's personal possessions and all of COURAGE's equipment, including sails, rigging, electronics and nearly 40 years worth of irreplaceable event trophies. In all, de Blonville had around \$100,000 worth of his possessions stolen and illegally auctioned by Danish authorities.

de Blonville has just publicly accused the Danish lawyers who handled the bankruptcy of the crime of theft. It is unclear why Carola was treated as an asset of Hartvig's business. The only explanation that leaps to mind is if Hartvig had a lien on the boat because money was owed by de Blonville for her mooring fees or other. This is my own speculation.

Another very serious allegation which begs the question of just what these "possessions" were. If the rigging, etc. was worth thousands of dollars, why would the Youth group sell the boat for one Euro when they could have sold off the components to support their program and other ship?

Former owner Reith's wealthy German ship-owning family were asked to contribute modest funds to help cover storage and repair shortfalls, but they were not at all interested in either saving their father's heritage or preserving their mother's name Carola. Later, one of Reith's wealthy grandsons was adamant that CAROLA should be hauled ashore and destroyed by burning her, offering some weird rationale about preserving his family's legacy. This would be a Wagnerian theatrical act of wonton cultural destruction. Thus, the decision was taken to draw a line under the Reith epoch and give her the unencumbered new name of COURAGE, chosen to reflect her incredible ocean racing spirit and trans-Atlantic achievements and usher in a new era of oceanic voyaging.

de Blonville refers here to Phillip Reith. Mr Reith calls de Blonville a "total crook". Phillip visited the wreck in Rudkobing and declared it unsalvageable and offered to help pay for a dignified destruction. de Blonville offered to sell the boat back to Reith for far more than de Blonville paid. It is curious that de Blonville claims the action of Reith triggered renaming the ship to Courage since years later, in 2016, de Blonville was trying to sell the ship as a "fixer upper" named Carola. <https://web.archive.org/web/20161225212904/http://tallshipcarola.com/images/Carola.pdf>

As of 2018, COURAGE is awaiting the regular full restoration that most wooden boats require every 25 years. The Danish government offers generous grants to Danes to restore Danish heritage classic boats. But being Australian, de Blonville has no access to these grants and will have to raise the restoration funds through other means. He is committed to this and to ensuring that restoration works will be undertaken by Danish shipwrights.

de Blonville is a proven failure at raising funds for his projects over the last two decades. He has spruiked three other sailing-themed business schemes and none of them raised funds or ever happened.

In the meantime, a crisis has arisen. The Rudkobing harbourmaster, who is obviously ignorant of the value of such classic boats to Denmark's maritime heritage, or is simply hostile to classic vessels, has made a threat of

astounding and reckless cultural vandalism – to haul COURAGE out and destroy her with a chainsaw, and force de Blonville to pay for this. As Danes are not known for their sense of humour, this threat must be taken very

seriously. The plan for COURAGE is to both fully restore her for ocean voyaging and equip her for specialised Bioacoustic research with whales and dolphins, in conjunction with a Spanish University. More to come ...

de Blonville spins all this with himself as a noble victim. The facts are clear. He had no money in 2013 and has raised no money for the restoration he promised. The ship has been "rotting" (another Reith quote) for 5 years since de Blonville bought it, but it's all the fault of others. The "plan" for Courage is based on no actual facts or action, just wishful thinking on de Blonville's part.

aktualisiert 15.8. 2018 GB / tallshipfan-Volker Gries

See images at end of page for Carola current status

Die Historie

Mitte der 70er Jahre entdeckte der Reeder Hans Edwin Reith das Schiff als Wrack und nahm sich der alten Dame an. Die Carola wurde gründlich überholt, erhielt Kabinen, eine gemütliche Messe, Kombüse, Waschraum und Toiletten, dazu einen kräftigen Diesel und einen Generator. Die Carola wurde im Jahr 1900 auf einer dänischen Werft gezimmert – Eiche auf Eiche, also Planken aus Eichenholz auf Spanten auf Eichenholz – die damals übliche, handwerkliche Art, ein Holzschiff zu bauen, solide und langlebig: Der Schiffskörper ist bis auf

wenige Verschleißstellen auch heute noch gesund. Sie wurde als schnelles Arbeitsschiff konzipiert, lebende Fische wurden von den Fanggründen zu den Abnehmern an Land gebracht.

1926 wurde das Schiff zum segelnden Frachtschiff umgebaut und fuhr seitdem im Güterverkehr in der Ost- und Nordsee. Unter der heutigen großen Luke lag der Laderaum. Doch zu Anfang der 70er Jahre wurde es unrentabel und aufgelegt, so wie viele andere Frachtschiffe unter Segeln. Der Ballastkiel ersetzte das stabilisierende Gewicht der Ladung und verbesserte zugleich die Segeleigenschaften.

Neben privater Nutzung setzte der Reeder das Schiff zur Jugendarbeit ein. Die Carola nahm seit 1976 mit jungen Besatzungen regelmäßig an den Cutty Sark Tall Ship Races teil, ersegelte sich Preise und bewährte sich auch in schweren Stürmen auf dem Atlantik. 1995 übernahm der Verein Jugendsegeln e.V. das Schiff und nach schwierigen Aufbau- und Reparaturjahren hat die Carola mit jungen Leuten schon wieder eine ganze Reihe schöner Reisen gemacht.

mehr unter www.museumshafen-kiel.de



This is Carola as of November 30, 2018.

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Carola January 1, 2019

