

# OUR MARINE GENES SHIPS, BOATS, SHORES



*Painting by Alf (Bolu) Granholm*

## INTRODUCTION

Ships, yachts, boats – spending time on the waters - there seems to be a common interest and even a need among so many of our family members. You just MUST get to the villa shore almost as soon as the ice melts. It must be something in our genes, maybe the Nordic, maybe earlier genes. It is unique to us; having lived elsewhere for most of my life, I have not come across many places where this thinking and need is as prominent as in the “Old Country”.

Here are excerpts from the homepage genealogy books and some recent information and short stories about these thoughts throughout the times. Links are included for reference and for on-line readers.

1. **Noah** with his Ark obviously was the first boat builder. He was the 96<sup>th</sup> great grandfather. See [Biblical Genealogy](#)
2. Next we have a pharaoh from about 200 B.C., **Ptolemy IV Philopator**, who built the [tessarakonteres](#) and the [Thalamegos](#) for his wife. They were the 71<sup>st</sup> great grandparents. See [Egyptian Royal Ancestry](#).
3. Then we jump to the Viking era. We have two persons who are tied into this story, each buried with their ship in accordance with the Viking tradition. Both are included in the book [Norwegian-Finnish Royal Ancestry, Mythical to 872](#). The first one is **Åsa Haraldsdottir of Queen of Agder** in Norway. She was buried in the famous [Oseberg ship](#) from 834. She was the 34<sup>th</sup> great grandmother.
4. Queen Åsa's stepson was **Olaf II "Geirstad-Alf" Gudrudsson, King of Norway**, born about 790. He was buried with the [Gokstad Ship](#). It is on display in the [Viking Ship Museum](#) in Oslo. He was the 34<sup>th</sup> great grandfather.
5. After the Viking era the worldwide marine explorations, trade and colonization begun with Portugal and specifically **Henry the Navigator**, an 11<sup>th</sup> cousin, 20 times removed, took a leading role. See [Portugal Royal Ancestry](#).
6. During a somewhat more recent time, in the late 1600's, Master ship builder **Erich Andersson Sander** was in charge of shipbuilding in a shipyard in Kronoby, where almost 70 ships had been built. It is now a museum. I have included a full historical account of this. It is in the original Swedish. It describes the Master's responsibilities. He was my maternal 8th great grandfather. Erich's brother **Simon**, who also worked there, was my 8th patenal grandfather.
7. **Fletcher Christian** was a famous relative, 2nd cousin 5 times removed. He was a Master's Mate on the ship *Bounty* and seized command of the ship in 1789 in the [mutiny on the Bounty](#)
8. Now to the present time. In February 2011 it was 50 years since we came to USA. Since then I worked until 1999 in the small boat industry both designing boats and being involved in writing construction regulations for boats. A brief summary is attached in connection with an award I was privileged to get. My last work was with IMCI in Brussels. <http://imci.org/>.
9. **Sonja Lillvik**, a second cousin (småkusin), has from a marine standpoint an ideal business, right on an always warm shore by water that never freezes over. <http://www.flyfishmx.com/>
10. Then for the present. Cousin **Ingmar** and his son **Peter Granholm** are building a very impressive new boat. Information about this can be seen here and at <http://www.oqs.fi/>
11. Our "marine genes" have not only been carried forward for boats, it also has resulted in a need to express to show the connections to the water and shorelines. This has been expressed by a poem that my brother **Kaj** wrote about the place where we grew up. The lyrics are included with links to the music which I wrote and some friends arranged for listening to the poem.
12. Lastly, on the front cover my brother **Alf's** (1939-2003) marine genes came through in his **Viking Ships** painting.

Lars Granholm  
March 2013

# Noah

*Noah by a French artist*



**Noah** according to the accounts in [Genesis](#) and the [Book of Jubilees](#) was the builder of the [ark](#) by which eight people, seven individuals of each clean animal and two individuals of each unclean animal were saved from the waters of the [global flood](#). He was born in 1056 [AM](#), and his name means "Relief" or "Comfort." Following the flood, he is said to have received the [Noahide laws](#) by which, according to the Jewish Talmud, all people today are bound.

## ***Lineage of Noah***

Noah was the son of [Lamech](#) and the grandson of [Methuselah](#). He and his wife had three sons: [Japheth](#), Sem or [Shem](#), and [Ham](#). The order can be deduced from the Genesis record: Noah was 500 years old when the first son, Japheth, was born and 600 when the Flood came. Shem had his son, Arphaxad, 2 years after the Flood, when he was 100 years old, making him 2 years younger than Japheth. Ham is stated to be the youngest. Noah's wife was Emzara. Still other ancient Hebrew sources assert that Noah married [Naamah](#), daughter of [Lamech the Murderer](#), or

another Naamah, alleged to be a daughter of [Enoch](#).

Because all other human life perished in the Flood, genetic evidence should suggest that there was a population bottleneck, and that we all trace ancestry back to Noah's family. According to mathematical models plotting genetic tracks, the most recent common ancestor can indeed be traced back around 3,000 years—not quite to estimated dates of the flood, but still far closer than evolutionary assertions of common ancestors.

## **The Global Flood**

When the ark of [gopher wood](#) (a Biblical [hapax legomenon](#)) was finally completed, the living creatures that were to be preserved entered into it. Noah was commanded to save two of each [unclean](#) (non-kosher) bird, animal and creeping thing (a male and a female) and seven of each clean ([kosher](#)) bird or animal (the additional clean creatures were used as food and [sacrifices](#) after the Deluge). Noah also stocked up on enough food to feed all the humans and animals in the Ark for a year, plus seeds to replant trees, vegetables and the like after the Deluge. After the animals were in place, Noah, his wife, his three sons, and his three daughters-in-law entered it, and then "the LORD shut him in." The judgment of God then fell on the guilty world:

The waters rained down from above and burst out of terrestrial fissures below, flooding the earth for 150 days before the Ark came to rest in the *Mountains of Ararat*. All life was blotted out from the earth (the fish, though, survived in the water) and when the waters diminished, the ark came to rest on [Mount Ararat](#) (in modern-day [Turkey](#)). To test whether the waters had indeed receded, Noah first sent out a raven and then a dove to see if these birds would find something to eat. The dove returned to him the second time with an olive leaf; the third time she did not return at all, as she found a place to build her nest.

The waters rained down from above and burst out of terrestrial fissures below, flooding the earth for 150 days before the Ark came to rest in the *Mountains of Ararat*. All life was blotted out from the earth (the fish, though, survived in the water) and when the waters diminished, the ark came to rest on [Mount Ararat](#) (in modern-day [Turkey](#)). To test whether the waters had indeed receded, Noah first sent out a raven and then a dove to see if these birds would find something to eat. The dove returned to him the second time with an olive leaf; the third time she did not return at all, as she found a place to build her nest.



After a year of occupancy in the ark, Noah was given permission to leave it. His first act on dry land was to erect an [altar](#) (the first altar mentioned in the Bible) and offer sacrifices of thanks and praise to God. God entered into a covenant with Noah—the first covenant between God and man—granting him possession of the [earth](#) by a new and special charter, which remains in force to the present time. As a sign and witness of this covenant, the [rainbow](#) was adopted and set apart by God as a sure pledge that the earth would never again be destroyed by a [flood](#).

*Noah's sacrifice by James Tissot.*

## Aftermath

[Genesis 9:20-27](#) relates that Noah planted a [grapevine](#) and, in the first mention of [alcohol](#) in the Bible, we are told that Noah drank of the wine, became drunk and uncovered himself inside his tent. Ham "saw his father's nakedness" and told his brothers about it. Ham's older brothers, Japheth and Shem, covered Noah's body with a garment, respectfully walking backwards and turning their faces. When he awoke, Noah cursed [Canaan](#), the young son of Ham, and all his descendants.

## Later life

Noah had other sons and daughters following the Flood. He lived to be **950 years** old (including 350 years after the Flood) and then died.

# Noah's ark

**Noah's Ark** was the immense vessel that God told [Noah](#) to build. The account is recorded in the book of [Genesis](#) beginning in [chapter 6](#). The Ark's purpose was to save Noah and his family from the coming [global flood](#), and to preserve mating pairs of [every kind](#) of terrestrial [animal](#).

## Dimensions

The book of Genesis describes Noah's Ark as a wooden vessel **300 cubits** long, **50 cubits** wide and **30 cubits** high. Based on the shortest estimated length of the cubit, this means it was at least **450 feet** (135 [meters](#)) long, 75 feet (22.5 meters) wide, and 45 feet (13.5 meters) high. (If long cubits are assumed, these dimensions increase to 516 ft by 86.0 ft by 51.6 ft, or 157 m by 26.2 m by 15.7 m.) These proportions are ideal to balance the demands of sea-kindliness, hull strength and stability. The Ark's size is equivalent to an average cargo vessel by today's standards, which is in line with the limits of timber construction. The account in [Genesis 6-8](#) is workable. Even simple requirements such as the height between decks make good sense.

The Ark had lower, middle, and upper decks and an additional clearance of one cubit at the roof. This last might refer to an elaborate ventilation system.

## Structural elements



*A model of Noah's Ark, showing its proportions, its scale, and hypothetical design elements; suggested by Tim Lovett's work*

Examination of the ancient war vessels of the [Greeks](#) and [Romans](#) reveals many common elements that would enhance seaworthiness. They include a tapered bow with a projection below the water line, and a large sail-like projection on the stern. These features would have caused the Ark to head into the wind and fall back before it.

# Ptolemy IV Philopator

**Ptolemy IV Philopator** (reigned 221–205 BCE); son of [Ptolemy III](#) and [Berenice II of Egypt](#) was the fourth Pharaoh of the Ptolemaic Egypt. Under the reign of Ptolemy IV, the decline of the [Ptolemaic kingdom](#) began.

*Gold octadrachm issued by Ptolemy IV Philopator, British Museum*



His reign was inaugurated by the murder of his mother, and he was always under the dominion of favorites, male and female, who indulged his vices and conducted the government as they pleased. Self-interest led his ministers to make serious preparations to meet the attacks of [Antiochus III the Great](#) on [Coele-Syria](#) including [Judea](#), and the great Egyptian victory of [Raphia](#) (217), where Ptolemy himself was present, secured the northern borders of the kingdom for the remainder of his reign.

Philopator was devoted to orgiastic forms of religion and literary dilettantism.

He built a temple to [Homer](#) and composed a tragedy, to which his favorite [Agathocles](#) added a commentary. He married (about 220 BC) his sister [Arsinoë III](#), but continued to be ruled by his mistress [Agathoclea](#), sister of Agathocles.

Ptolemy is said to have built a giant ship known as the [tessarakonteres](#) ("forty"), a huge type of galley. The forty of its name may refer to its number of banks of oars. The only recorded instance of this type of vessel, in fact, is this showpiece galley built for Ptolemy IV, described by [Callixenus of Rhodes](#), writing in the 3rd century BCE, and by [Athenaeus](#) in the 2nd century AD. Plutarch also mentions that Ptolemy Philopater owned this immense vessel in his "Life of Demetrios".

Lionel Casson, professor of history at New York University, believes that Ptolemy's ship was an oversize [catamaran](#) galley. The dual hull arrangement with a central working platform was designed for stability in sea battles with catapults and could carry 3 to 4 thousand marines.

## Images for Tessarakonteres



- Length: **425 feet** (128 m) (280 Greek cubits)
- Beam: **58 feet** (17.5 m)
- Height (from tip of sternpost to waterline): **80 feet** (24 m)
- Length of steering oars: **45 feet 6 inches** (13.5 m)
- Longest rowing oars used: **57 feet 8 inches** (18 m)
- Oarsmen: **4000**
- Marines: **2850**

## Record-holder

The [Guinness Book of Records](#) recognizes it as the world's *Largest Human Powered Vessel*.

# Arsinoe III of Egypt

**Arsinoe III** ([Greek](#): Ἀρσινόη ἡ Φιλοπάτωρ, which means "Arsinoe the father-loving", 246 or 245 BC - 204 BC) was [Queen](#) of [Egypt](#) (220 - 204 BC). She was a daughter of [Ptolemy III](#) and [Berenice II](#).

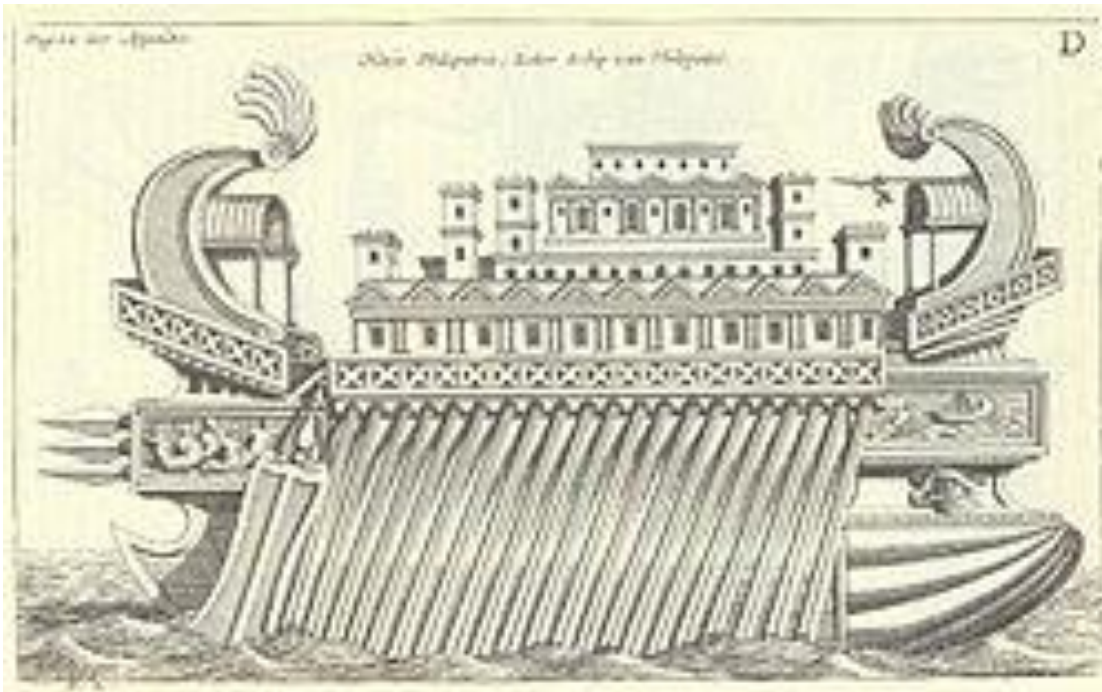
Arsinoe III Philopator



Between late October and early November 220 BC she was married to her brother, [Ptolemy IV](#). She took active part in the government of the country, at least in the measure that it was tolerated by the all-powerful minister [Sosibius](#). She rode at the head of infantry and cavalry to fight [Antiochus the Great](#) at the [battle of Raphia](#) in 217 BC. She was the mother of [Ptolemy V](#). In summer, 204 BC she was murdered in a palace coup, shortly after her husband's own death.

## Thalamegos

*Thalamegos* (Greek = conductor of the room (the rooms) (thamos, Pl-oi) = apartment) was a 115 by 14 m (377 by 46 ft), 20 m (66 ft) high, two-story [Nile river](#) palace [barge](#). The huge twin-hulled [catamaran](#) was commissioned by [Hellenistic](#) king [Ptolemy IV Philopator](#) for himself and his wife [Arsinoe III](#) ca. 200 BCE.



*Drawing of Thalamegos, by [Nicolaes Witsen](#), 1671.*

Check out our Egyptian ancestry at [Egyptian Royal Ancestry](#)

# Åsa Haraldsdottir of Agder

Åsa Haraldsdottir of Agder ([Floruit](#) 834) was a semi-legendary Norwegian [Viking age Queen regnant](#) of the petty kingdom Agder and mother of [Halfdan the Black](#) and grandmother of [Harald Fairhair](#), according to the sagas of the [Yngling](#) clan.

Åsa was the daughter of King [Harald Granraude](#) of [Agder](#) and a reputed beauty. King [Gudrød the Hunter](#) of Borre in [Vestfold](#) proposed marriage to her after the death of his first wife, but her father refused the marriage. Gudrød Veidekonge then killed her father and her brother, abducted her and married her. One year later, she became the mother of [Halfdan the Black](#). One year after this, Åsa took her revenge and had her servant kill her husband. She left the kingdom of Borre to her stepson [Olaf Geirstad-Alf](#) and took her own son with her to the kingdom of Agder, her birth country, where she took power. Åsa ruled Agder for twenty years, and after this she left the throne to her son. He also demanded half of his father's kingdom from his half-brother.

There are theories that queen Åsa is the woman buried with the famous [Oseberg ship](#) from 834, but this is not confirmed.

Vikingaskeppet Orm

Byggandet av The Orm

Resor

Händelser

Vikingafakta

Osebergskeppet

byggandet av vikingaskepp

transport av skepp

vikingekunskap

Viking Henri

Kontakt med The Orm

Om denna sida

Links

Viking skola

frågesport

## Vikingaskeppet Oseberg

År 834 dog den populära vikingadrottningen Åsa i norska Agder. Hon var så älskad av sina undersåtar att de gav henne en verkligt kunglig begravning. Vid den här tiden bestod en kunglig begravning av att kroppen av den avlidne placerades på ett skepp. Därefter sattes skeppet i brand och sändes brinnande ut på havet. Den här traditionen gällde dock endast för män. Åsas kungliga begravningsskepp fick i stället sin plats i en djup grop i blåleran. Skeppet, som numer är känt under namnet Osebergsskeppet, är det vackraste av alla vikingaskepp som bevarats till vår tid. Det är 21,14 meter långt och byggt i ek. Det har så vackra sniderier på stävorna att man häpnar. Skeppet byggdes någon gång mellan åren 815 och 820 och man tror att det användes som en kunglig jakt.

År 1904 upptäcktes skeppet i samband med utgrävningar nära den norska staden Oseberg. Traditionen ger att ett vikingaskepp av arkeologerna namnges efter platsen där det återfinns så drottning Åsas begravningsskepp kallas numer Osebergsskeppet. Skeppet är osedvanligt välbevarat. Gravplundrare stal många av de föremål som var avsedda att följa drottningen på hennes väg till Valhall men de som ändå återstår har ett oerhört historiskt värde. Osebergsskeppet finns idag att beskåda på [Vikingaskeppsmuseet](#) i Oslo tillsammans med andra skepp som återfunnits i trakterna runt Oslofjorden.





# Oseberg ship

*The Oseberg ship (Viking Ship Museum, Norway)*



*Detail from the Oseberg ship*



The **Oseberg ship** (Norwegian: *Osebergskipet*) is a well-preserved [Viking ship](#) discovered in a large [burial mound](#) at the **Oseberg** farm near [Tønsberg](#) in [Vestfold](#) county, [Norway](#).

## ***Burial mound***

The Oseberg burial mound (Norwegian: *Oseberghaugen ved Slagen* from the [Old Norse](#) word *haugr* meaning mound or barrow) contained numerous [grave goods](#) and two female human [skeletons](#). The ship's interment into its burial mound dates from 834, but parts of the ship date from around 800, and the ship itself is thought to be older. It was excavated by Norwegian archaeologist [Haakon Shetelig](#) and [Swedish](#) archaeologist [Gabriel Gustafson](#) in 1904-1905. This ship is widely celebrated and has been called one of the finest finds to have survived the [Viking Age](#). The ship and some of its contents are displayed at the [Viking Ship Museum](#), in [Bygdøy](#).

## ***Ship structure***

The ship is a [clinker built](#) 'karv' ship built almost entirely of [oak](#). It is 21.58 m long and 5.10 m broad, with a mast of approximately 9–10 m. With a sail of c. 90 m<sup>2</sup>, the ship could achieve a speed up to 10 knots. The ship has 15 pairs of oar holes, which means that 30 people could row the ship. Other fittings include a broad steering oar, iron anchor, gangplank and a bailer. The [bow](#) and [stern](#) of the ship are elaborately decorated with complex woodcarvings in the characteristic "gripping beast" style, also known as the [Oseberg style](#). Although seaworthy, the ship is relatively frail, and it is thought to have been used only for coastal voyages.

## ***Human remains***

The [skeletons](#) of two women were found in the grave. One, aged 60–70, suffered badly from [arthritis](#) and other maladies; the second was aged 25–30. It is not clear which one was the more important in life or whether one was sacrificed to accompany the other in death (see [human sacrifice](#)). The opulence of the burial rite and the grave-goods suggests that this was a burial of very high status. One woman wore a very fine red wool dress with a lozenge twill pattern (a luxury commodity), and a fine white linen veil in a gauze weave, while the other wore plainer blue wool dress with a wool veil, showing some stratification in their social status. Neither woman wore anything entirely made of silk, although small silk strips were [appliquéd](#) onto a tunic worn under the red dress.

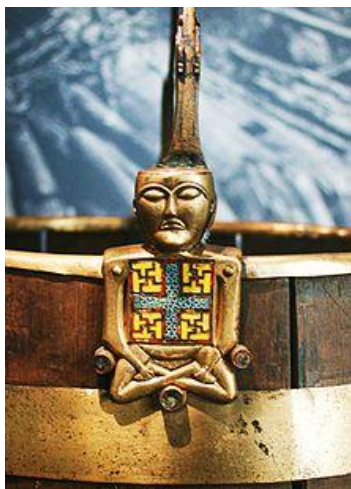
[Dendrochronological](#) analysis of timbers in the grave chamber dates the burial to the autumn of 834. Although the high-ranking woman's identity is unknown, it has been suggested that it is the burial of [Queen Ása](#) of the [Yngling](#) clan, mother of [Halfdan the Black](#) and grandmother of [Harald Fairhair](#). This theory has been challenged, and some think that she may have been a [völva](#). There were also the skeletal remains of 14 horses, an ox and three dogs found on the ship as well.

Still, recent tests of the women suggest that they lived in [Agder](#) in Norway, just as [Queen Ása](#) of the [Yngling](#) clan.

According to Per Holck of [Oslo University](#), the younger woman's mitochondrial [haplogroup](#) was discovered to be [U7](#). Her ancestors came to Norway from the [Pontic](#) littoral, probably Iran. Although this fact has not been proven, artifacts recently found have provided new insight into the discovery.

Examinations of the skeletons have provided more insight into their lives, though much remains a mystery. The younger woman had a broken collarbone, initially thought to be evidence that she was a human sacrifice, but a closer examination showed that the bone had been healing for some time. Her teeth also showed signs she used a metal toothpick, a rare 9th century luxury.

The older woman appeared to have cancer, which was the likely cause of death. She also suffered from [Morgagni's syndrome](#), a hormonal disorder that would have given her a masculine appearance, including a beard. Both women had a diet composed mainly of meat, another luxury when most Vikings ate fish. However, there was not enough DNA to tell if they were related, for instance a queen and her daughter.



*The so-called "Buddha bucket", brass and [cloisonné enamel](#) ornament of a bucket handle in the shape of a figure sitting with crossed legs.*

The grave had been disturbed in antiquity, and precious metals were absent. Nevertheless, a great number of everyday items and artifacts were found during the 1904-1905 excavations. These included four elaborately decorated sleighs, a richly carved four-wheel wooden cart, bed-posts and wooden chests. The so-called "Buddha bucket" (*Buddha-bøtte*), brass and [cloisonné enamel](#) ornament of a bucket (pail) handle in the shape of a figure sitting with crossed legs. The bucket is made from yew wood, held together with brass strips, and the handle is attached to two anthropomorphic figures compared to depictions of the [Buddha](#) in [lotus posture](#), although any connection is most uncertain. More relevant is the connection between the patterned enamel torso and similar human figures in the [Gospel books](#) of the [Insular art](#) of the [British Isles](#), such as the [Book of Durrow](#). More mundane

items such as agricultural and household tools were also found. A series of textiles included woolen garments, imported [silks](#) and narrow [tapestries](#). The Oseberg burial is one of the few sources of Viking age textiles, and the wooden cart is the only complete Viking age cart found so far. A bedpost shows one of the few period examples of the use of what has been dubbed the [valknut](#) symbol.

[http://en.wikipedia.org/wiki/Olaf\\_Geirstad-Alf](http://en.wikipedia.org/wiki/Olaf_Geirstad-Alf)

## Olaf Geirstad-Alf

**Olaf Gudrødsson**, or as he was named after his death **Olaf Geirstad-Alf**, was a legendary Norwegian king of the [House of Yngling](#) from the [Ynglinga saga](#). He was the son of [Gudrød the Hunter](#) and the brother of [Halfdan the Black](#). Gudrød and Olaf conquered a large part of [Raumarike](#).

Gudrød died when Olaf was twenty years old and he and Halfdan divided their kingdom between them. Olaf took the southern part and resided in Geirstad. They only inherited [Vestfold](#) because Alfgeir took [Vingulmark](#) for himself and made his son [Gandalf Alfgeirsson](#) its king.

The [Ynglinga saga](#) relates that Olaf was a skillful man and a great warrior. He was also handsome, big and strong. He was the father of [Ragnvald the Mountain-High](#).

During the reigns of Olaf and Halfdan the Black, [Värmland](#) started to pay tribute to the Swedish king [Erik Anundsson](#) instead.

He died of illness. [Tjodolf of Hvin](#) sang about him:

*Long while this branch of Odin's stem  
Was the stout prop of Norway's realm;  
Long while King Olaf with just pride  
Ruled over Westfold far and wide.  
At length by cruel gout oppressed,  
The good King Olaf sank to rest:  
His body now lies under ground,  
Buried at Geirstad, in the mound.*

After his death, he was worshipped as an [elf](#), and was called the *Geirstad-alf* (the "elf of Geirstad").

A hypothesis identifies Geirstad with Gjerstad near Gokstad, and his burial with the [Gokstad Ship](#).

[http://en.wikipedia.org/wiki/Gokstad\\_Ship](http://en.wikipedia.org/wiki/Gokstad_Ship)

## Gokstad ship



*The Gokstad ship at the [Viking Ship Museum](#) in [Oslo, Norway](#)*

The **Gokstad ship** is a [Viking ship](#) found beneath a [burial mound](#) at Gokstad farm in [Sandar](#), [Sandefjord](#), [Vestfold](#), [Norway](#). Excavation of *Gokstadhaugen* or *Kongshaugen* (from the Old Norse words *kóngr* meaning king and *haugr* meaning mound) revealed a [ship burial](#) dating back to the 9th century. The site was excavated in 1880 by [Nicolay Nicolaysen](#).

The Gokstad ship is [clinker-built](#), constructed largely of [oak](#). The ship was not intended for long voyages but for warfare, trade, and transportation of people and cargo. The ship is 23.24 m long and 5.20 m wide. It is the largest in the [Viking Ship Museum](#) in [Oslo](#). The ship was steered by a quarter rudder fastened to a large block of wood attached to the outside of the hull and supported by an extra stout rib. The block is known as the wart, and is fastened by osiers, knotted on the outside passed through both the rudder and wart to be firmly anchored in the ship.



The ship was built to carry 32 oarsmen, and the oar holes could be hatched down when the ship was under sail. It utilized a square sail of c. 110 square meters, which, it is estimated, could propel the ship to over 12 knots. The mast could be raised and lowered. While the ship was traveling in shallow water, the rudder could be raised very quickly by undoing the fastening. [Dendrochronological dating](#) suggests that the ship was built of timber that was felled around 890 AD. The Gokstad ship was commissioned during the reign of [Harald Fairhair](#) at the end of the 9th century. The ship could carry a crew of 40 men but could carry a maximum of 70.

*Gokstad Viking ship excavation. Photographed in 1880*



The ship's design has been demonstrated to be very seaworthy. [The Viking](#), an exact replica of the Gokstad ship, crossed the [Atlantic Ocean](#) from [Bergen, Norway](#) to be exhibited at the [World's Columbian Exposition](#) in [Chicago](#) during 1893.

During the excavations, the skeleton of a male aged between 50–70 years was recovered. The skeleton was found in a bed inside a timber-built burial chamber. Although the identity of the person buried is unknown, it has been suggested that it is that of [Olaf Geirstad-Alf](#), a petty king of Vestfold. He was of the [House of Yngling](#), and died about this time, according to the [Heimskringla](#).

### ***The grave goods***

The grave was furnished with grave goods. Apart from the ship itself, they consisted of three small boats, a tent, a sledge and riding equipment. It is believed that the mound was plundered in ancient times. The excavation in 1880 showed that valuables of gold and silver had been removed. In the Viking period, weapons were considered an important part of a man's grave goods. In the case of the Gokstad ship, any such weapons were probably taken by grave robbers.



*Gokstad ship replica [Viking](#) at the [World's Columbian Exposition](#) Chicago in 1893*

Currently the ship, the reconstructed burial chamber, two of the small boats and two tent boards from the burial chamber are displayed in the [Viking Ship Museum](#) in [Oslo](#). Some other artifacts that survived the plundering are also on display in the museum.

# Henry the Navigator

**The Infante Henrique, Duke of Viseu** ([March 4, 1394](#) – [November 13, 1460](#) in [Sagres](#)) was an *infante* ([prince](#)) of the [Portuguese House of Aviz](#) and an important figure in the early days of the [Portuguese Empire](#), being responsible for the beginning of the European worldwide explorations. He is known in [English](#) as **Prince Henry the Navigator**.

*Portuguese infante and patron of the Portuguese exploration*



Prince Henry the Navigator was the third child of King [John I of Portugal](#), the founder of the [Aviz](#) dynasty, and of [Philippa of Lancaster](#), the daughter of [John of Gaunt](#). Henry encouraged his father to conquer [Ceuta](#) (1415), the [Muslim](#) port on the [North African](#) coast across the [Straits of Gibraltar](#) from the [Iberian](#) peninsula, with profound consequences on Henry's worldview: Henry became aware of the profit possibilities in the [Saharan](#) trade routes that terminated there and became fascinated with [Africa](#) in general; he was most intrigued by the Christian legend of [Prester John](#) and the expansion of Portuguese trade.

It is a common conception that Henry gathered at his Vila on the [Sagres](#) peninsula a school of [navigators](#) and [map-makers](#). He did employ some cartographers to help him chart the coast of [Mauritania](#) in the wake of voyages he sent there, but for the rest there was no center of navigational science or any supposed [observatory](#) in the modern sense of the word, nor was there an organized navigational center. In “Crónica da Guiné” Henry is described as a person with no luxuries, not avaricious, speaking with soft words and calm gestures, a man of many virtues that never allowed any poor person leave his presence empty handed.

Henry was born in 1394 in [Porto](#), probably when the royal couple was being housed in the old [mint](#) of the city, nowadays called [Casa do Infante](#) (Prince's House). He was the third son born to [Philippa of Lancaster](#), the sister of [King Henry IV of England](#). Henry was 21 when he, his father and brothers conquered the [Moorish](#) port of [Ceuta](#) in northern [Morocco](#), that had been for a long time the base for [Barbary pirates](#) that assaulted the Portuguese coast, depopulating villages by capturing their inhabitants to be sold in the [African slave market](#). This attack was successful, as it inspired Henry to explore down the coast of [Africa](#), most of which was unknown to [Europeans](#). The desire to locate the source of the [West African](#) gold trade, find the legendary Christian kingdom of [Prester John](#), and stop the pirate attacks on the Portuguese coast were three of his main interests in the region. The ships that sailed the Mediterranean at that time were too slow and too heavy to make these voyages. Under his direction, a new and much lighter ship was developed, the [caravel](#), which would allow sea captains to sail further, faster and much more efficiently. In 1419, his father appointed him the governor of the province of the [Algarve](#).



*Panel of glazed tiles by Jorge Colaço (1922) representing Henry the Navigator at the Promontory of Sagres. Lisboa*

The first contacts with the African slave market were made by expeditions to ransom Portuguese subjects enslaved by pirate attacks on Portuguese ships or villages. Henry justified this on the grounds that he was converting these captives to Christianity. As Sir Peter Russell remarks in his biography, "In Henry's speak, conversion and enslavement were interchangeable terms." The view that Henry's court rapidly grew into

the technological base for exploration, with a naval arsenal and an observatory, etc., is believed by some historians, though not actually proven. Henry did possess geographical curiosity, though, and therefore employed cartographers. [Jehuda Cresques](#), a noted [cartographer](#), received an invitation to come to Sagres and probably make maps for Henry, a position he accepted. Henry was somewhat interested in profits from his voyages. From the first Africans that were brought to Lagos for sale in 1444, he received from the merchants the value corresponding to the fifth part (o quinto) as the expedition had been sponsored by the ship owners.

### **Early results of Henry's explorers**

[Bartolomeu Perestrelo](#) and [Tristão Vaz Teixeira](#) rediscovered the [Madeira Islands](#) in 1420, and at Henry's instigation Portuguese settlers colonized the islands. In 1427, one of Henry's navigators, probably [Gonçalo Velho](#), discovered the [Azores](#). Portugal soon colonized these islands in 1430.

*Henry and the navigators in the monument to the Portuguese discoveries, Lisbon*



He functioned as a primary organizer of the Portuguese expedition to [Tangier](#) in 1437. This proved a disastrous failure; Henry's younger brother [Fernando](#) was given as a hostage to guarantee that the Portuguese would fulfill the terms of the peace agreement that had been made with [Çala Ben Çala](#). The agreement was first broken by the Moors, who attacked the Portuguese and captured the Portuguese wounded when they were being carried to the ships, killing those who tried to resist. The [Archbishop of Braga](#) refused to approve the terms in the reunion of the *Portuguese Cortes*, thus condemning Fernando to remain in miserable captivity until his death eleven years later.

Using the new ship type, the expeditions then pushed onwards. The Portuguese sighted the [Bay of Arguin](#) in 1443 and built an important fort

there around the year 1448. By this stage the explorers had passed the southern boundary of the desert, and from then on Henry had one of his wishes fulfilled: the Portuguese had circumvented the Muslim land-based trade routes across the western [Sahara Desert](#), and slaves and gold began arriving in Portugal. From 1444 to 1446, as many as forty vessels sailed from [Lagos](#) on Henry's behalf, and the first private [mercantile](#) expeditions began.

By 1462, the Portuguese had explored the coast of Africa as far as the present-day nation [Sierra Leone](#). Twenty-eight years later, [Bartolomeu Dias](#) proved that Africa could be circumnavigated when he reached the southern tip of the continent. This is now known as the "Cape of Good Hope." In 1498, [Vasco da Gama](#) was the first sailor to travel from Portugal to India.

*Scenes from Ferdinand's captivity and death in Fez (from the Bollandist's Acta Sanctorum, 1695). The only known depiction of Ferdinand with a saint's halo.*



## Cronoholmens skeppsvarv på Jouxholmen

1673-1704

År 1673 lät prosten Jacobus Brennerus i Kronoby bygga skutan Cronelund för svenska amiralitetets räkning. Skeppet godkändes i Stockholm och på varvet som grundades vid Jouxholmen i Kronoby byggdes närmare 70 fartyg.

Vid varvet byggdes främst lastfartyg som krejare, bojorter och kattor.

Varvet hade stor ekonomisk betydelse för bygden. Behovet av arbetskraft, virke och material var stort.

Verksamheten avslutades 1704 främst p.g.a. övergången till användande av ekvirke vid fartygsbyggen. Även de oroliga tiderna före och under stora ofreden påverkade situationen, senare orsakade landhöjningen försämrade sjösättningsmöjligheter.

Idag finns på Jouxholmen ett besöksområde med visningshus som beskriver områdets historia och berättar om forna tiders vedermödor och de skeppstimmermän som tjänade kronan såväl i Kronoby som i Karlskrona.

Beläget i Bråtö by, Jouxnabbavägen 20. Visare från Brätövägen, ca 3,5 km från riksväg 8. Från Kronoby centrum ca 8 km. Öppet enligt överenskommelse. Kontakt: Eva-Marie Backnäs, tel. 045-1100476.



Visningshuset vid Jouxholmen. Foto av Kåge Ahlsved, Jakobstad (copyright)



### Anteckningar om Jouxholmens skeppsvarv

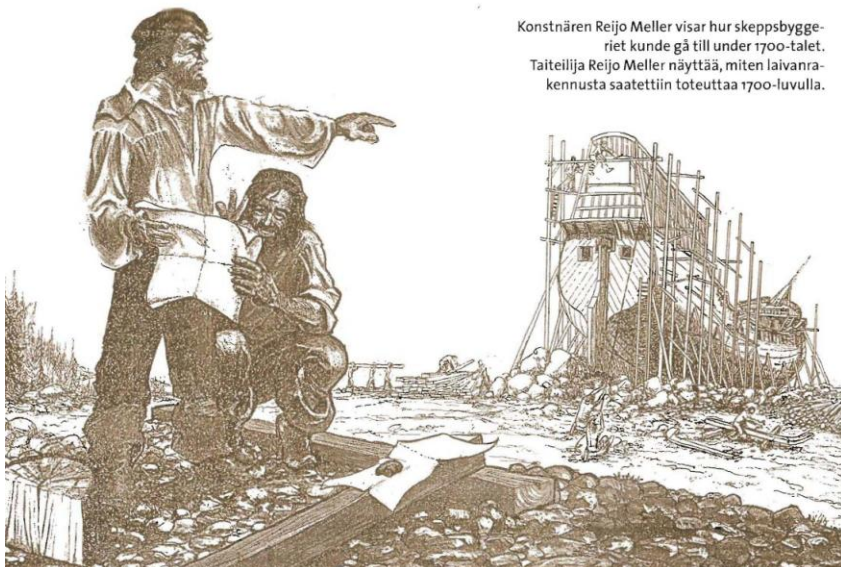
Kartor över skeppsvarvsområdet och skeppsbyggplatser i nejden, lista över skeppstimmermän, memorial till Mästerknekten Sande, virkeslista till skepp, mm.

Författare Matts-Erik Nynäs, 2007.

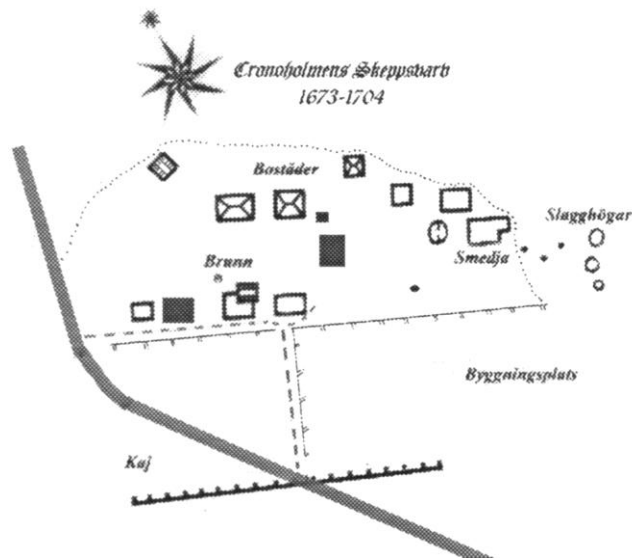
Anteckningar om skeppsvarvet vid Jouxhol

Text Document [4.2 MB]

[Download](#)



Konstnären Reijo Meller visar hur skeppsbygget kunde gå till under 1700-talet. Taiteilija Reijo Meller näyttää, miten laivanrakennusta saatettiin toteuttaa 1700-luvulla.



## Örlogsvarvet på Jouxholmen

Anteckningar sammanställda av Matts-Erik Nynäs,  
Kronoby 2007.

En kartskiss som visar hur Jouxholmen ser ut idag. De helt fyllda byggnaderna är de hus som hembygdsföreningen uppfört på området. De övriga är gamla husgrunder som kan spåras i terrängen.

### Memorial Hvarefter Mästerknechten Erich Andersson Sigh skall hafva att rätta:

1:

*Alldenstunds Amiralitetets Collegium hafver nödigt befunnet att låta på den orten uti Cronoby sochn i Österbotten hvarest skutan Cronelund bygd är. Ännu optimbra nogre Fuhru Skutor, som beffinnes till Kongl. Majj. och Cronans tjenst, för denne tiden hvara nödige och nyttige, och till den ände därhän affärdat bemälte Mästerknecht som ett sådant Skutebyggerij där sammanstädes anställe och förrättas skall.*

*Hvarföre måste han sig nu på bemälte Skuta Cronelund dit öfver begifva, och strax dervid sin ditkomst så vjida tienligt virke der till finnes i förråd begynna att oppslå een Skuta till längdh öfver Nijttio foot, så lagandes att både den först sedan den andre derefter, väll och starckt blifve byggda, och med det snaraste som skee kan efter handen färdige.*

*Efter som honom efterlåtes med vederbörandes samtycke att låta på berörde ohrt byggia een stugu, enn kammar att förvara Matrialer och Redskapen uti sampt een smedja.*

2:

*Sedan och så som allmogen där i sochnen sigh hafver låtet förljuda, vele Ammiralitetet åhrligen opplåta icke allenast Ett tusende tolfte Bräder å Nijo alnar långa för Två daler kmt tolfte, utan och een ansenligh post Tiäru som allt medh Cronans Fahrkoster kan afhämtas.*

*Alltså måste Mästerknechten medh Allmogen uti Cronoby derom tahla, och därhän befordra, att man samme Bräder i tillkommande Våhr och Sommar, för ett sådant prijs tolfte som ofvan bemält ähr må bekommas.*

*Jämväl och hoos dem förnimma, huru mycken Tiäru man af dem åhrligen kan hafva att förvänta, och hvad besta köpet der oppå in loco hvara kan.*

*Gifvandes sådan Collegiumet strax efter erhållen viss besked derom tillkänna. På det man om dess hijtbringande medh Cronans Fahrkoster, så och om betalningen deraf må kunna giöra tidigh anställning.*

3:

*Elliest och emedan Skepparen på Cronelundh, tillijka med tvenne styrmän, Een wintervackts båtsman och een Poike, skole öfver wintern blifva der liggandes, och niuta deras underhåll utaf dee medell som Amiralitetet till beerörde Byggerij i Cronoby sochn lærer anslå och förordna dijt. Måste Mästerknechten sigh sådant ställa till hörsamt eftervittelse, och bemälde Personer af berörde medell bekomma låta, och hvad tillsammans för deras oppehälle behöfva. Havarom och huru mycket hvar Person månatligen bör bestås, han hafver att taga besked hoos bookhållaren och Regementz skrifvaren der vid Amiralitetet hvad nödvändigt behöfves, så länge dee der wistas.*

4:

*Där så skulle hända att han i een och annan måtte till wärckets fortsätijande sampt sitt berörde folkz underhåld nogon adsihtens och undsättning behöfde, förutan det som dertill allerede kan wara, eller blifva förordnat, Då hafver han derom att söka och tillijta Befallningsmannen Gabriel Wahl hvilken Collegium och uti medgifne bref derom anmodat och påmint hafver.*



5:

*Sidst måste han denne sinn ställning, i synnerhet vidh Skutbyggeriet medh all flijt Tvo: och acktsamhet förätta, och icke på det sättet som Allmogen der i landzorten äre vahna att byggia sina Skutor, utan på samme maner som här brukligt och honom muntligen befallt är. Berättandes hijt e som oftast, huru medh det Wårcket den ena och andra tiden lijder, och hvad fortgång det vinnandes Warder.*

*Actum utsupra*

Vem var denna Erich Andersson som till att börja med fick uppdraget att som arbetsledare se till att skutor upptimrades på Jouxholmen.

Erich Andersson var son till bonden Anders Olofsson på Sandbacka i Påras som var hemma från Enaperä i Evijärvi. Erich Andersson hade fyra kända bröder. Äldsta brodern Simon var bonde, timmerman och skutbyggare, brodern Olof borgare i Gamlakarleby samt bröderna Lars och Mårten också de hade anknytning till handel och sjöfart.

Erich Anderson var född ca 1635 och gift med sin styvmorsdotter Caren Larsdotter hon var troligen hemma från Hästbacka i Terjärv.

Var Erich Andersson fått sin utbildning som mästerknekt och båtbyggare är inte känt troligen hade han haft kontakter med amiralitetet och timmermansyrket var något som bygdens manliga befolkning behärskade. Erich Andersson Sander arbetade på Jouxholmens skeppsvarv från starten och hela 1670-talet. Mästerknekten Erich Andersson Sander var en färgstark personlighet det finns bl.a ett tingsprotokoll där han är inblandad i ett präktigt gräl med en annan skeppsbyggare från Påras nämndemannen Nils Mattsson Holgers. Mästerknekten Erich Sander arbetade på Jouxholmen till ca 1680 då han lämnar varvet. Ungefär samtidigt fanns det vissa planer på att upphöra med skeppsbyggeriet på varvet. I mitten av 1680-talet återfinns Erich Andersson Sander i Kristinestad där han arbetar som byggmästare och båtbyggare. År 1692 nämns han som stadfiskal, han levde ännu 1702 då han är anklagad för att ha uppehållet sig på Syrens hemman 2 mil från Lappfjärds kyrka, från lördag ända till måndag då Mariebebådelsedag inföll, Erich undgick dock straff hänvisande till det svåra snöfallet som rådde.

Erich Anderson och hustrun Carin Larsdr hade tre kända barn. Dottern Anna Erichsdr född 1658 och gift med Anders Olofsson Björk, henne kan många av dagens kronobybor räkna in bland sina anmodrar. Sonen Johan Erichsson blev borgare i Kristinestad 27.9 1699. Ytterligare nämns sonen Erich Erichsson Sander vars döttrar Karin 18 år Anna 11 år och Margeta 9 år blev tagna av ryssen i Yttermark skogen 1713. Detta är ett sammandrag av de uppgifter som finns om Mästerknekten Erich Anderson Sander.

Under den tid Mästerknekten Sander arbetade på varvet byggdes varvet upp med stugor för dem som arbetade där, smedja och olika förrådsutrymmen.

Kyrkoherden Jacob Brenner sålde holmen strax efter det verksamheten kommit igång till amiralitetet för de tio tunnor salt som just då råkade finnas i lager på Jouxholmen.

*Till Kyrkoherden i Cronoby Sochn Herr Jacobus Brennerus om hans del uti den holmen hvarrest Cronans skute byggerej inrättat är:*

*Helsar medh Gudh Alzmächtig.*

*Alldenstund Collegium hafver förnimmt at Probsten och Kyrkoherden Herr Jacobus Brennerus äre sinnade at Celera och opplåta Ammiralitetet emoot enn skälig acognita och vedergällning den deel som the hafver uti den holmen hvar på Cronans Skutbyggerei nu inrättat och anstält är uti Cronoby sochn: Hvarföre och såsom Collegium hafver aasolverat at öfverlåta eder efter edert förslagh för eder rättighet i samma holme dee Tijo tunnor salt som der finnes och Amiralitetet tillhörige ähr. Alltså är härmed Colegije begäran at så sampt dermedh the äre förnöjde och tillfreds, the då färdige at medh det första hijtsända ett sådant köp och Consessions bref derpå som Wederbörts, att dermedh sedan för rätta procederas, som lagh förmår.*

*Gudh befallandes*

# Fletcher Christian

**Fletcher Christian** (25 September 1764 – 20 September 1793) was [master's mate](#) on board the *Bounty* during [William Bligh](#)'s voyage to [Tahiti](#) for [breadfruit](#) plants. In the [mutiny on the Bounty](#), Christian seized command of the ship from Bligh on 28 April 1789.

Christian was born on 25 September 1764, at his family home of Moorland Close, [Eaglesfield](#), near [Cockermouth](#) in [Cumberland](#). Fletcher was the second youngest son of Charles Christian of Moreland Close and of [Ewanrigg Hall](#) in [Dearham](#), Cumberland, an [attorney-at-law](#) descended from [Manx](#) gentry, and his wife Ann Dixon.

Charles's marriage to Ann brought with it the small property of Moorland Close, "a quadrangle pile of buildings ... half castle, half farmstead." Charles died in 1768 when Fletcher was not yet four. Ann proved herself grossly irresponsible with money. By 1779, when Fletcher was fifteen, Ann had run up a debt of nearly £6,500 (equal to £697,277 today), and faced the prospect of [debtors' prison](#). Moorland Close was



Postage stamp, UK issue for Pitcairn Islands (1940) showing [King George VI](#) and an artist's interpretation of Fletcher Christian.

In 1787, Christian was appointed [master's mate](#) on the *Bounty*, on Bligh's recommendation, for the ship's [breadfruit](#) expedition to [Tahiti](#). During the voyage out, Bligh appointed him acting lieutenant. The *Bounty* arrived at Tahiti on 26 October 1788 and Christian spent the next five months there.

The **Mutiny on the *Bounty*** was a [mutiny](#) aboard the [British Royal Navy](#) ship *HMS Bounty* on 28 April 1789. The mutiny was led by [Fletcher Christian](#) against commanding officer Lieutenant [William Bligh](#). According to most accounts, the sailors were attracted to the idyllic life on the Pacific island of [Tahiti](#) and were further motivated by harsh treatment from their captain.

From all accounts, Fletcher Christian and several of his followers entered Bligh's cabin, which he always left unlocked, awakened him, and pushed him on deck wearing only his nightshirt, where he was guarded by Christian holding a bayonet. When Bligh entreated Christian to be reasonable, Christian would only reply, "I am in hell, I am in hell!" Despite strong words and threats heard on both sides, the ship was taken bloodlessly and apparently without struggle by any of the loyalists except Bligh himself.

Eighteen mutineers set Lieutenant Bligh afloat in a small boat with eighteen of the twenty-two crew loyal to him. The mutineers then variously settled on [Pitcairn](#) Island or in [Tahiti](#) and burned the *Bounty* off Pitcairn Island, to avoid detection and to prevent desertion.

Bligh navigated the 23-foot (7 m) open launch on a 47-day voyage to [Timor](#) in the [Dutch East Indies](#), equipped with a [quadrant](#) and [pocket watch](#) and without charts or compass. He recorded the distance as 3,618 nautical miles (6,710 km). He then returned to [Britain](#) and reported the mutiny to the Admiralty on 15 March 1790, 2 years and 11 weeks after his original departure.

Following the mutiny, Christian attempted to build a colony on [Tubuai](#), but there the mutineers met with conflict with natives. Abandoning the island, he stopped briefly in Tahiti where he married [Maimiti](#), the daughter of one of the local chiefs, on 16 June 1789. While on Tahiti, he dropped off sixteen crewmen. These sixteen included four Bligh loyalists who had been left behind on the *Bounty* and two who had neither participated in, nor resisted, the mutiny. The remaining nine mutineers, six Tahitian men and eleven Tahitian women then sailed eastward. In time, they landed on [Pitcairn Island](#), where they stripped the *Bounty* of all that could be floated ashore before [Matthew Quintal](#) set it on fire, stranding them.

The mutineers turning Lt. Bligh and some of the officers and crew adrift from His Majesty's Ship *Bounty*, 29 April 1789.



The American seal-hunting ship *Topaz* visited Pitcairn in 1808 and found only one mutineer, [John Adams](#) (who had used the alias Alexander Smith while on the *Bounty*), still alive along with nine Tahitian women. The mutineers who had perished had, however, already had children with their Tahitian wives. Most of these children were still living. Adams and Maimiti claimed Christian had been murdered during the conflict between the Tahitian men and the mutineers. According to an account by a Pitcairnian woman named Jenny who left the island in 1817, Christian was shot while working by a pond next to the home of his pregnant wife. Along with Christian, four other mutineers and

all six of the Tahitian men who had come to the island were killed in the conflict. One of the four surviving mutineers fell off a cliff while intoxicated and was killed. Quintal was later killed by the remaining two mutineers after he attacked them.

Christian was survived by Maimiti and his son, [Thursday October Christian](#) (born 1790). Besides Thursday October, Fletcher Christian also had a younger son named [Charles Christian](#). Thursday and Charles are the ancestors of almost everybody with the surname Christian on [Pitcairn](#) and [Norfolk](#) Islands, as well as the many descendants who have moved to [Australia](#), [New Zealand](#) and the [United States](#).



**Thursday October Christian** (14 October 1790 – 21 April 1831) was the first son of [Fletcher Christian](#) (leader of the historical [mutiny on the Bounty](#)) and his Tahitian wife Mauatua. He was conceived on [Tahiti](#), and was the first child born on the [Pitcairn Islands](#) after the mutineers took refuge on the [island](#). Born on a Thursday in October, he was given his unusual name because Fletcher Christian wanted his son to have "no name that will remind me of [England](#)."

When the British [frigates](#) *Briton* and *Tagus* arrived at Pitcairn on the morning of 17 September 1814, Thursday and George Young paddled out in canoes to meet them. Both spoke [English](#) well, and gave a good impression to the officers and men of the ships as they met on the deck of the *Briton*. Their demeanor helped persuade the two captains that [John Adams](#) had created a civilized society, and did not merit prosecution for the mutiny. This was when the only surviving portrait of Thursday was drawn.

Captain [Philip Pipon](#), commander of the *Tagus*, describes Thursday as being "*about twenty five years of age, a tall fine young man about six feet high, with dark black hair, and a countenance extremely open and interesting. He wore [no clothes](#) except a piece of [cloth](#) round his loins, a [straw hat](#) ornamented with black cock's [feathers](#).*"

## IMCI chairman selected as NMMA Chapman Award winner



Press release; CHICAGO, February 11, 2004 - - National Marine Manufacturers Association (NMMA) has recognized Lars Granholm's lifetime contributions to the marine and recreational boating industry by honoring him with the Charles F. Chapman Award. Granholm will receive his award February 12 during a special ceremony at the Miami International Boat Show in Miami, FL.

The Chapman Award recognizes individuals or groups that have provided consistent promotion and

protection of the sport of boating, resulting in benefits to both the industry and the public. Granholm has been involved with the recreational boating industry for more than 40 years, joining Outboard Marine Corporation (OMC) in 1961.

Later, he served as the project manager for standards development at the U.S. Coast Guard (1974-1981), where he authored small boat regulations. He then joined NMMA's staff in 1981, establishing the NMMA Certification programs.

He founded the Recreational Marine Agreement Group, and later, at his initiative, expanded the organization into the European-mandated Recreational Craft Sectoral Group, which oversees all small boat certification in Europe today.

"Lars has truly been one of the framers of modern recreational boat industry rules and regulations. The work he did when with the Coast Guard is still being used today, as is all his work in producing the concept of boat certification in Europe. He is a true industry giant," says NMMA Engineering Standards director Tom Marhevko.

Granholm also established the International Marine Certification Institute (IMCI), serving as its managing director until 1999. IMCI is now the largest certifying organization in Europe, having certified products in 33 countries. Lars still serves as the group's Chairman of the Board.

"Lars' efforts in building the International Marine Certification Institute have been instrumental in helping U.S. boat manufacturers grow their exports to Europe. IMCI has become the largest CE Certification body in the world under his leadership," says NMMA president Thom Dammrich. "Lars has also played a key role in facilitating US manufacturer input in the development of ISO standards for boats under the Recreational Craft Directive."

As the Chapman Award winner, Granholm will be honored with an engraved crystal medallion. A \$1,000 will be donated to the American Boat and Yacht Council (ABYC) in his name.

See [http://en.wikipedia.org/wiki/International\\_Marine\\_Certification\\_Institute](http://en.wikipedia.org/wiki/International_Marine_Certification_Institute)

## Sonja Lillvik's place

Our second cousin (småkusin) Sonja Lillvik certainly has no problem having to wait for ice to melt before going to her villa shore. Her marine genes and her business genes from our common great grandfather, Jonnas-Ant Granholm, have given her an ideal business background. Some of this entrepreneurship no doubt came from her grandmother Olga Granholm, sister to my grandfather Karl Johan. At the age of 19 Olga with her older sister Alina, 23, immigrated to USA in 1896. The journey was on the ship shown here, so it can well be said that they sailed across the ocean. Quite different from Heimsjön in Terjärv!



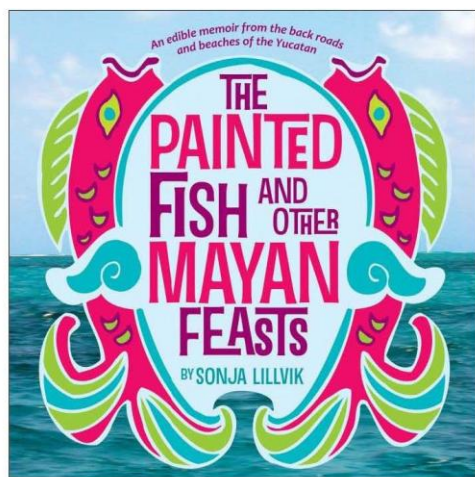
Sonja has an almost unbelievably nice place in beautiful peaceful area in Mexico. Here her customers can fish and relax in comfort. It is of little use for me to describe this in words. I am including some pictures, but for a more complete picture, check out her homepage and the video at <http://www.flyfishmx.com/>. Could be a nice place for a family reunion when there's a meter of snow in Finland!

## The History of Cuzan

Black-coral-diver-turned-lobster-fisherman Armando Lopez, and life in Punta Allen, changed forever the day that a friend of Armando's introduced him to Sonja, sometime in 1984.



Sonja Lillvik, Finnish of blood, New Jersey bred and California based with several "Family Sauna Shops" to her name, had been working the last 6 months at the Kai Lu'um luxury tent-camping resort north of Playa del Carmen. She came to Mexico for a breath of life-change, and was reluctant to return home without learning the language and exploring the area. So, bravely allowing herself to be taken in tow by a Mexican acquaintance who claimed to know "just the person" to teach her Spanish, Sonja ventured for the first time down the road to Punta Allen.



Foodie Sonja Lillvik has written her romantic cookbook of authentic Mayan recipes and an amazing pictorial of photographs that will capture your yearning for an adventure to the Mexican Caribbean a.k.a. the Riviera Maya. Heat up your diet naturally with delicious dishes collected from the jungle back roads that lead to the Caribbean Sea.

From Armando's thatched palapa in the village, to a first lot "on the beach" which is now the stucco, two-story house Sonja and Armando still live in, the Cuzan Guest House was born. At first just a few tipis, designed and built by Armando (who is nicknamed "the Artist") and set in the backyard, were available for anyone hardy enough to show at the end of the road. With no other available lodging, food, or anything in town, Sonja felt it her responsibility to be sure that people were taken care of. They were fed from her kitchen with Armando doing the best of the cooking, so meals were, right from the start, "Mayan/Yucatecan style." And the bay was so beautiful, the villages so undeveloped, that people wanted to stay a few days, explore by boat, and just relax in those fabulous hammocks, hand-woven by Armando's father and other family members.

Check out her cook book at <http://www.thepaintedfish.com/>



Eventually, Cuzan was listed in a few guidebooks, and people began to come down counting on somewhere to stay. So, another lot next door was acquired, then another, and another. A separate restaurant building was built, better bathrooms, more boats and motors. The goal, right from the start was to develop a business that would offer alternative work for some locals, in order to preserve the village life.

When Cuzan started offering fly fishing, they were the only ones in Ascension Bay doing so. Cuzan has been at the forefront not only of development, by turning lobster fishermen into knowledgeable fly fishing guides, bringing solar power to the town and creating options and standards for how to open Punta Allen to tourism - but also in working actively towards conservation and "limited development concepts" within the Sian Ka'an Biosphere Reserve.



Cuzan has a wonderful restaurant and new full service bar. Dinners feature seafood, with local lobster (in season), fresh fish, tropical fruits and vegetables flavored with indigenous herbs and spices. Many exotic foods and herbs of the ancient Maya are home grown to assure savory and zesty meals with distinctive local flavors. The menu also consists of other Mexican standards like sopa de lima and tacos de pollo.

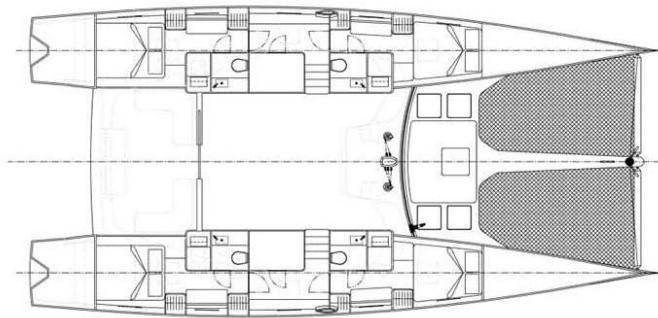
# The Ocean Explorer C-60 by Ingmar and Peter Granholm

<http://www.oqs.fi/>

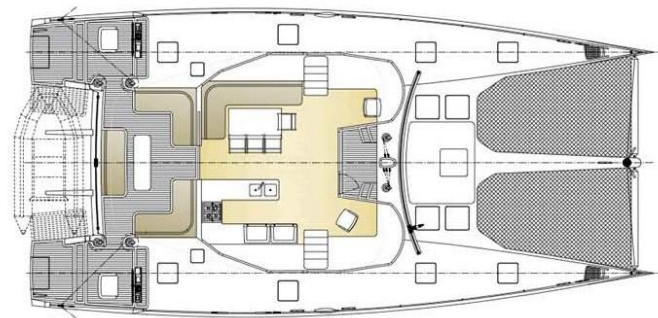


## The Ocean Explorer C-60

### General Arrangement



### Deckplan



### Technical specifications

L.O.A: 18,30 m  
L.W.L: 18,30 m  
Max beam: 9,00 m  
Draft b. up: 1,00 m  
Draft cb. down: 3,00m  
Bridge deck clearance:  
1,00 m @ half load  
Displacement light/full: 19/ 21,5 tonnes

OQC - Ocean Quality Systems Ab Oy

***Click below to see a fantastic gallery of pictures of this boat***

[http://www.oqs.fi/index.php?option=com\\_igallery&view=igcategory&id=1&Itemid=434](http://www.oqs.fi/index.php?option=com_igallery&view=igcategory&id=1&Itemid=434)

# Shore-Villa Stranden i Öja

**Shore-Villa Stranden i Öja** ~ Listen how Kaj and I remember the shore where we played as children while living on the lake during the short Finland's summer. See the [Lyrics in English and Swedish](#), listen to the [Thorson's Arrangement](#) or to my [Granholm Arrangement](#). You can also see my [Music Notes](#).

## *Villa Shore*

*As a child we lived at the lake during the short Finland's summer. There was a place along our shoreline we used to call "Lilla Stranden," Little Shore. It was a wide area and ran out into the lake about twenty feet where the water was only about six inches deep, the bottom clay, and hard. A perfect place for us to play with our homemade boats.*

*I had the occasion to go back there fifty years later with my brother Lars and the Villa Shore tells of that encounter with my inner child. I could see myself playing in that water, like I did so many years ago. As I stood there memories came back to me, came forward from that place in my mind where I store all my precious childhood memories. Memories of our homemade boats anchored with bits of string tied to small rocks, a small toy sailboat bobbing on the gentle waves in a warm summer breeze, the lighthouse I made and set on a large rock I placed in the middle of Lilla Stranden. This was my world, our world; nothing existed outside of it when we played on Lilla Stranden.*

*The memories of the Villa Shore live on in our minds. Take a walk with Lars and me on the shore; that place we used to call Lilla Stranden so long ago.*

## *Lilla Stranden*

*Som barn bodde vi vid en sjö under den korta Finlands sommar. Det fanns en plats längs vår strand vi brukade kalla "Lilla Stranden," Det var ett stort område och gick ut i sjön flera meter där vattnet var bara cirka tjugo cm djupt, botten lera och hårt. En perfekt plats för oss att leka med våra hemgjorda båtar.*

*Jag hade tillfälle att fara tillbaka dit femtio år senare med min bror Lars och Lilla Stranden berättar om ett möte med*



*mitt inre barn. Jag kunde se mej själv leka i samma vatten, som jag gjorde så många år tidigare. När jag stod där kom minnena tillbaka till mej, kom fram från platsen i mitt sinne där jag lagrar alla mina dyrbara barndomsminnen. Minnen av våra hemgjorda båtar förankrade med snörena knutna till små stenar, en liten leksaksbåt som guppar på mjuka vågor i en varm sommar vind, fyren jag gjorde och satte på en stor sten som jag placerade mitt i Lilla Stranden. Detta var min värld, vår värld, ingenting existerade utanför den när vi lekte på Lilla Stranden.*

*Minnena av Lilla Stranden lever kvar i vårt minne. Ta en promenad med Lars och mej på stranden, det stället vi brukade kalla Lilla Stranden så länge sedan.*

*Kaj Granholm*



## Villa Shore

1

*I stand by the shore where the water meets land,  
I stand by the shore on the cool summer sand.  
I look at the lake where I played as a child,  
Where breezes blew gentle, and summers were mild.  
The sky up above is bright blue and clear,  
I left as a child, and yet I am here.  
I walk on the shore, turn around and I see,  
My footprints so small, it's the child within me.*

2

*I press down my hand in the cool summer sand,  
I leave a small print of a child's little hand.  
I close my sad eyes and look in my mind,  
I search for the child that I left here behind.  
The child that was here is not here anymore,  
He left long ago for a far distant shore.  
I hear a child's voice, I hear a child's laughter,  
It's the child within me, it's the child I came after.*

3

*I look down the shore, and there far away,  
I see a small child, a small child there at play.  
Is that how it was when I was a child,  
I played by the shore, in that summer so mild.  
The laughter now echoes within me you see,  
The child that is laughing, is the child within me.  
I linger a while in this place where I played,  
It's the place that I left, where my inner child stayed.*

4

*I see a child walking towards me on shore,  
Is it me come to play in this place just once more?  
He smiles as he slips a small hand into mine,  
He looked up at me, said, "I sure grew up fine.  
This is my home, where I want to be."  
My inner child said, he said to me.  
I walked up the hill, turned around and I see,  
My inner child waving his small hand at me.*

*I stood by the shore where water meets land,  
I stood by the shore, held my inner child's hand.*

Kaj Granholm, January 2006

## Villa Stranden

1

*Jag står vid en strand, där som vattnet möts land,  
Jag står vid en strand i en sval sommar sand.  
Jag ser på en sjö, där jag lekte som barn,  
Där brisar var ljumma, och sommarn hölls kvar.  
Och skyn upp så högt är så blå och så klar  
Jag for som ett barn, men än finns jag kvar.  
Jag går på en strand, svänger om mej och där,  
Ser fotsteg av barnet, som inom mej är.*

2

*Jag trycker min hand i en sval sommar sand,  
Och lämnar en bild av ett barns lilla hand.  
Med ögonen slutna, mitt inre jag ser,  
Jag letar för barnet, jag lämnade här.  
Det barn som var här, och som lekte på strand,  
För många år sen, for till främmande land.  
Jag hör ett barns röst och jag hör ett barns skratt,  
Från barnet i mig, jag försöker ta fatt.*

3

*Jag ser mot en strand, och där borta från mej,  
Jag ser ett barn, litet, som där leker för sej.  
Är det som de var, är det av mej en bild,  
Då jag lekte vid stranden, då sommarn var mild?  
Och ljudet av skrattet nu ekar i mej  
Av barnet som skrattar, så glatt som för sej.  
Jag stannar en stund, där jag lekte som barn,  
Vid platsen jag lämnat, var barnet blev kvar.*

4

*Jag ser ett barn kommer på stranden bland tång  
Är det jag som nu kommer, för att leka än en gång?  
Han leende sätter sin hand uti min,  
Ser upp på mej säger "Jag växte upp fin,  
Se här är mitt hem, var jag helst ville bli!"  
Mitt inre barn sade, han sa så till mig.  
Jag gick upp på kullen, svängde om mej och ser  
Mitt inre barn viftar sin hand ännu mer.*

*Jag stod vid en strand, där som vattnet möts land,  
Jag stod vid en strand, höll mitt inre barns hand.*

Översättning: Lars Granholm