

Check the ship!

Kai Selmer Simonsen alternates between being the captain of the ship Jack in London, and his own tugboat-inspired heartbreaker.

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See the video at the bottom of the article

Kai Selmer Simonsen from His  $\text{H}\ddot{\text{e}}\text{r}$  ya in Arendal are raised with fiberglass boat manufacturing and lived close to the Norwegian boating since boyhood. The son of Alicraft-odd Selmer Simonsen, he has b  $\text{H}\ddot{\text{e}}\text{r}$ nteressen in large doses, and the boat has been the origin of life. Sailing boat, motor boat, plastic boat or wooden play a minor role. The urge to the sea, he always had. When the opportunity arose to muster at Captain Sabertooth ship in Abra port of Kristiansand Zoo, he was not hard to pray. Summer is throughout his pirate in full mundur, and when he comes home to His  $\text{H}\ddot{\text{e}}\text{r}$  ya, is his own ship at the pier below the house and lures. And Kai is not the only one who is sore about the bottom of my heart when your eyes fall on the harmonious creation of 30 feet. It is in fact life's work to the sea captain Arild Gundersen on Narest  $\text{H}\ddot{\text{e}}\text{r}$ , who spent twelve years building the hull before it was about to end up on the fire.

Happy output

It's a very special story, admits Kai. We have benches us with your morning coffee on the dock at his His  $\text{H}\ddot{\text{e}}\text{r}$  ya, one meter from the glossy 30-footer.

-The hull was built by Arild Gundersen, a retired captain, who went into retirement with the dream of building their own boat. He got hold of drawings signed the American designer Tad Roberts ([www.tadroberts.ca](http://www.tadroberts.ca)), enlarged them up to 1:1 scale, built a tent in the garden of Narest  $\text{H}\ddot{\text{e}}\text{r}$  and started.

The boat is kravellbyggget and strip-plank, first with kvistfri pine on the 22 laminated timbers, then two layers of mahogany surface above the waterline and four layers below the waterline. On top of this we have two layers of epoxy, so in reality we had been able to remove all the ribs. It is powerful as a battleship and will keep for generations, says Kai.

Kai Selmer Simonsen enjoys working with his new craft from Eikeli Treb  $\text{H}\ddot{\text{e}}\text{r}$ ntbyggeri. PHOTO: ATLE KNUTSEN

After twelve-year, skipper of Narst  $\text{H}\ddot{\text{e}}\text{r}$  unfortunately health problems and had to give up the project. Then the hull finished, but the deck, superstructure, fittings and all technical remained. The skipper went to Odd-Bj  $\text{H}\ddot{\text{e}}\text{r}$  rn J  $\text{H}\ddot{\text{e}}\text{r}$  rgensen Eikeli Treb  $\text{H}\ddot{\text{e}}\text{r}$ ntbyggeri and asked if he would take it and find a customer. The worst thing he could think of was that an amateur would put together a superstructure of the boat that he had put so much time and effort in. But Odd-Bjorn was skeptical and could not be persuaded so easily. But the year after J  $\text{H}\ddot{\text{e}}\text{r}$  rgensen on the slide, took over the hull, without any further plans for when it could be done. The main thing was that the boat escaped the fire with a cry of distress, the captain looked rather dream go up in smoke than someone to vandalize it with poor workmanship.

A cigar on the steps of the boat

Wooden boat building J  $\text{H}\ddot{\text{e}}\text{r}$  rgensen and Kai are good friends, and sometimes takes Kai trip up B  $\text{H}\ddot{\text{e}}\text{r}$ ntbua to have a chat and have a cigar on the stairs. When his cigar was smoked, Odd-Bj  $\text{H}\ddot{\text{e}}\text{r}$  rn careful fore.

-Now you have to get into the booth and look at the hull. In it I can build a boat for you in the winter, Kai.

-I was tempted, but could not. I've always wanted a ship like this, but it was too hard to tackle. June and July went, and I did not get the boat out of the head. Such hulls can only get the once in a lifetime, and I should have ordered it from a boat builder would have been too expensive. So I went a round with the bank and with his wife, and one night she said the magic words:

-You just do it, Kai. Next day I was with Odd-Bjorn again and we went to work. The original design was a good starting point and then the boat builder added and subtracted by daily form and inspiration, chuckling Kai.

-I have had many ideas and along the way, but when I come back always Odd-Bj  $\text{H}\ddot{\text{e}}\text{r}$  rn done something else. And he never gave that I had to have the bow thruster, though I stubbornly believed it was unnecessary on a 30-footer. However, I am

very pleased with the end result. The purchases I've stood for and have run shuttled into B |Ñtboa with equipment. The last thing that was installed was 1, 2 tons blyballast that I got from a fish processing plant in Western Norway. Originally the boat was designed for a 65 hp Perkins, but I went up a little power and put a Nanni diesel at 85 hp. An almost mechanical engine strolling virtually forever at 1-500 - 1700 rpm, providing a cruising speed of between six and seven knots. The dream was to have a completely dry exhaust with closed cooling system and exhaust out through a chimney, but we could not get on this Nanni engine. The big advantage here is that even with only 400 liters of diesel on board, I have a radius of about 600 nautical mil, so the planned long trip to Stockholm should be able to be done at least one way on a tank.

#### Skagen next

-I have always dreamed of such a ship where one can stand in the Skagerrak. Skagen is wonderful, and the ride over is about the best I can think of. When I lose Torungen of sight and sees only the sea, I am a happier person. With good heat on board, I'm going to pull the season far out at both ends with this boat, and a maiden trip to Skagen is just around the corner. The boat is an incredible communicator and attracts a lot of attention. An older man came up to me in Pollen and said it was the most beautiful boat he had ever seen. It is part of the joy of having such a boat, it also.

-When the weather is good enough, I slip over to Skagen. But first I'll take with me Arild Gundersen, the old captain who built the hull, on a trip so he can experience the boat he sacrificed himself when he landed. When he saw the first time this spring, there was not much he said, but it was obvious that he was very touched. It adds an extra dimension to this boat, says Kai Selmer Simonsen.

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