

## Bergen Energy Lab onboard Statsraad Lehmkuhl 8 - 12. August

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Thursday the 8th of August, the tall ship Statsraad Lehmkuhl sailed out from the Bergen harbour, headed for Arendal, and the political festival called Arendalsuka. This year, the crew of the ship was filled through a collaboration between the Bjerknes centre for climate research and the Statsraad Lehmkuhl Foundation, with the aim to merge a voyage on board a tall ship with a climate outlook and renewable energy conference. Because of this initiative, I was able to join the voyage through my work with Bergen Energy Lab.

Considering that we weren't on board for more than three days, everyone definitely made the best out of the time. As part of the conference aspect of it all, Finn-Gunnar Nilsen had a talk on offshore wind, and Meike Becker introduced us all to the world of chemical oceanography through the carbon cycle. We discussed energy supply and new solutions as well as our ever increasing consumption in contrast to the need for us to consider to say goodbye to a few of the luxuries we've gotten so used to in rich countries like Norway. You often get a little bit too used to talking about these issues with the same people from the



same backgrounds every day, so to get the opportunity to actually get some new points of views really does increase the level of the discussion. It's important for all different sectors to communicate, and how better to do this than to bring them all, scientists and science administration, people from large businesses, consultants and also an engaged group representing the coming generation, on board a ship with no way out for three days.



However, we did not just discuss climate change, trends and renewables, we also learned about the ship. The crew of Statsraad Lehmkuhl could truly answer close to any question you could possibly have regarding the ship, whether you were wondering about the best way to steer through a patch of messy waves, currents and winds, all seemingly moving in opposite directions, or navigation, or even why the different sails are called what they are. It's only in Norway we call sail nr 2 from the bottom "Stumpen" and it's called this because sail nr 2 and 3 were originally one huge sail, "Brammen", but due to saving money and cutting crew numbers it was cut in two (as in "splitte mine bramseil"), and the lower part, the "rest" was from that point on just referred to as "Stumpen" (as in "det går på stumpene løs"). And the sail on the very top is called "Røjl", which is just how sailors who didn't know english pronounced

