



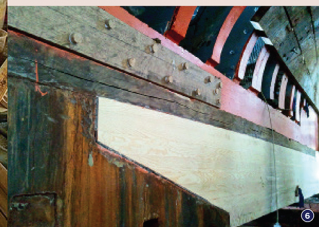
GENERAL ZARUSKI POLISH PRIDE

The restoration that captured
a country's imagination

When the gaff ketch *General Zaruski* was greeted by thousands of cheering members of the public at the head of a sailing parade in Gdansk, it marked the end of a restoration that captured Poland's imagination. The boat was built in 1939 on the initiative of General Mariusz Zaruski, a Brigadier-General in the Polish Army and a champion of sailing in the country. Zaruski secured private backers for the ketch, designed as the first of 10 sail training vessels for young people. She spent the war years in Sweden and came to Poland in January 1946. Over the next 60 years countless youngsters helped crew her, including a teenage Leonid Teliga, who later became the first Pole to singlehandedly circumnavigate the globe (1967-69). From 2003, however, the *General Zaruski* fell into disrepair. Then in 2008, City of Gdansk authorities became interested in rescuing the ship. After assessment by the Polish Register of Shipping, the *General Zaruski* was purchased and four years of restoration began. The job was hosted and hugely supported by the Remontowa Shipyard in Gdansk, while the work was undertaken by craftsmen from Complex Jacht, a private company based in Puck. The then Polish President Bronisław Komorowski was among the thousands watching as *Zaruski's* sails were set again in Gdansk harbour and she took her place at the head of the city's annual parade of sail. Today the boat is fully lock in commission as a sail training yacht. Krzysztof Debiski, Chief of Shipowner's Office, said: "Her importance for Polish sailing is huge. She is the last existing boat of her kind in Poland and one of only a few in Europe. The loss of the ship would have been unforgivable."

1 More than half of the oak planks were replaced initially, then ultimately all were replaced, due to a decision of Polish Register of Shipping, which found too much damage and decay

2 Constructing the gaff jaws. All the spars were of glued pine. The masts are partially hollow, notably higher up in the rig



3 Sealing the oak planks with traditional methods, oiled hemp oakum hammered in with a chisel

4 Decades of sail training trips had damaged the deck beyond repair. A pine deck replaced it

5 Blocks and ropes ready to rig. Blocks were by Polish company Metalmor and financed by public donations. Ropes are the classic look Liros brand

6 The Complex Jacht team replaced the rotting deadwood

7 A handful of the pine frames and beams were saved, but many were replaced

8 Hull almost ready to launch, from the Remontowa yard in Gdansk. The interior was fitted thereafter

9 Pine decking on oak. The deck was oiled with linseed oil. All the oak elements are varnished

10 2017 is the centenary of Zaruski's birth and will see many events across Poland in the Brigadier-General's honour

