

en SØMANDS passion

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Foto: Stefan Almers

Lige præcis dér hvor de gamle skonnerter ankrede op i det gamle Stockholm, ligger himmerige for dén som elsker havet.

Freddy Braun, ejer af antikvitet-butikken »Fartygs-magasinet«, har fyldt sin butik med ting fra gamle strandede skibe. Skulle det måske være en galionsfigur? Eller en styrbordlanterne i grønt, som det hedder i det maritime sprog til søs.

At indehaveren af »Fartygsmagasinet« er en vaskeægte sø-ulk afsløres allerede ved kaffen – Den er sort som natten! Han siger det er en gammel vane fra dengang han havde hunde-vagten, hvor det gjaldt om at holde sig vågen. Freddy Braun ser ud som en vejrbidt skotte, med sit flotte røde skipperskæg, men hans hjemstavn ligger langt fra de store oceaner. Han er schweitzer.

I 1958 mønstrede han ombord som matros i Rotterdam og via diverse eventyr sejlede han med sin »Colin Archer« lige midt ind i den svenske midsommer. Ombord på »Alka av Ljusterö«, Strandvejens perle, som lå for anker midt i Stockholm fandt han en køje i begyndelsen af 60'erne – blandt trosser og træpaneler mødte han sit livs passion. – Jeg indså hurtigt, at jeg befandt mig i slutningen af en epoke, hvor der stadig



Lokaltелефon fra første verdenskrig, fra maskinrummet op til broen.

■ Telephone extension from the engine room to the bridge from the first world war.

fandtes gamle både at få fat på. Skibe der var lavet efter de gamle traditioner, man byggede efter før krigen. Men som ingen tog sig af. Ofte blev de bare slæbt ud på reden, hvor man satte dem i brand og lod dem ligge og brænde i 14 dage.

■ *The historical part of Stockholm, where the old schooners are anchored, is exactly where Paradise is for somebody who loves the sea. Freddy Braun, who owns the antique shop "Fartygsmagasinet", has filled his shop with objects from old shipwrecks. Would you like a figurehead? Or maybe a green starboard light, which is its maritime name?*

The owner of "Fartygsmagasinet" is revealed as an old salt by the extremely black coffee.

Semanden Freddy Braun havnede i Stockholm ved et tilfælde. Nu er han gået i land, men rejser stadig jorden rundt i sin søgen efter ting til »Fartygsmagasinet«.

■ *Freddy Braun, the sailor, landed in Stockholm by chance. Now he has gone ashore, but is still travelling around the world looking for objects for "Fartygsmagasinet".*

A Sailor's Delight

He tells us that it is a habit from his sailing days where it was essential to keep himself awake during the middle watch. Freddy Braun, with his impressive red beard, looks like a weather-beaten Scotsman, but his native home is far away from the big oceans. He was born in Switzerland.

In 1958 he shipped before the mast in Rotterdam and by way of several adventures he sailed with his boat "Colin Archer" right into the middle of the Swedish midsummer.

At the beginning of the 60's, on board the gem of the seaways "Alma of Ljusterö", which was anchored in the heart of Stockholm, he found a berth amongst hawsers and wooden works. This is where he found the passion of his life.



Man fristes af det skinnende messing. For nogle årtier siden solgtes tingene pr. vægt. I dag er prisen steget i takt med det lille udbud.

■ *The shining brass is tempting. A few decades ago it was sold by weight. Today the prices have gone up in accordance with the small supply.*



Alle søfolks skræk – brand ombord. Denne røgdykker fra 30'erne er af skind.

■ The fear of all seamen – fire aboard. This fireman's uniform from the thirties is made of leather.

I soon realised that the era where old boats were still available was coming to an end. Especially boats built according to the old pre-war traditions. And nobody cared for them. They were often towed into the roadstead to be set on fire and left burning for a couple of weeks.



Gallionsfiguren »Theodor« kommer fra en tremastet bark, som blev bygget i Nova Scotia 1868. Den blev minesprængt i den svenske skærgård i 1919, men figuren overlevede.

■ The figurehead »Theodor« originates from a three-masted bark built in Nova Scotia in 1868. The bark ran into a mine in 1919 in the Swedish skerries, but the figurehead survived.

Butikker i Stockholm, Basel og London.

De mange usædvanlige maritime »fund« Freddy har gjort gennem årene, findes i hans butikker i Stockholm, Basel og London, men her er ikke plads til det hele, så store lagre tages også i brug for at rumme det hele.

»Fartygsmagasinet«, maritim antikvitetsbutik, ligger i Stockholm »Gamla Stan«, her hvor skonnerterne lagde til i 1500-tallet. Fugten her i huset minder om den tid, da jorden var søbund – metal irrer og kælderens fyldes med grundvand, når havet stiger.

Her i butikken kommer bådfolk og folk med interesse for det maritime fra hele verden. Det er som om tusindvis af stemmer hvisker i de gamle rum; fra det lille fyrskip blinker lanterneerne fra trosser, fra blokke og billeder.

Lanternerne kaster et mat skær over kirkeskibet, sømandens gave til hans menighed og »scrimshaws«; krigsfanger fra Napoleonskrigen, der skar kunstværker ud i hvaltænder. Tjærede reb sælges i metervis, ligesom saddelegjorde og trosser af kokos og bomuld. Intet syntetisk kommer ind over dørtærsklen! – Ikke engang i form af en plasticpose eller et plastic kreditkort, siger Freddy. Og det er et princip.

»Herald of Peace« – et ægte sømandsarbejde fra London, 1860.

■ »Herald of Peace« – a genuine seaman's piece of work from London, 1860.

Maskintelegraf fra et svensk dampskib af ukendt dato.

■ Engine-room telegraph from a Swedish steamship of unknown date.



Shops in Stockholm, Basel and London

Freddy has made many unusual maritime »finds« in the cause of time which are placed in his shops in Stockholm, Basel and London. Furthermore, he is using big stores to hold what there is no room for in the shops.

The maritime antique shop »Fartygsmagasinet« is situated in Stockholm's »Gamla Stan« where the schooners moored in the 1500's. The houses in this area are very damp and remind you of the time when the land was the sea bed – metals become coated with verdigris, and the cellar is filling up with ground water when the sea rises.

Boat people and others who take interest in maritime things from all over the world visit his shop. You can almost hear thousands of voices whispering in



the old rooms, where the light flashes from the little lightship. You can feel the atmosphere from the hawsers, from the pins and the pictures. The lights gleam over the votive ship which is a present from the seaman to his church and »scrimshaws«, prisoners from the Napoleonic wars carving works of art in whale teeth. Freshly tarred robes are sold by the metre as well as saddle girths and hawsers in coconut and cotton. Nothing synthetic is allowed over the doorstep!

– Not even in the shape of a plastic carrier or a plastic credit card, says Freddy. That is a principle.

»The Rose of England«

Interessen for det ægte nautiske er konstant, men prisen stiger, fordi udbuddet er begrænset.

En gallionsfigur koster f.eks. 300.000 svenske kroner! »The Rose of England«, gallionsfiguren, som gennem generationer har været i en skotsk skibsfærdslægt, købte Freddy for nogle år siden, efter syv års overtalelse, mod et løfte om ikke at sælge den videre. For et par år siden kom familien ind for at se, om han havde holdt sit løfte.



Styrbord- og bagbordlanterne fra dengang man brugte petroleum i 20'erne.

■ Starboard and port lights from the days of kerosene.

– Og her stod den, Rosen. Familien var lykkelig. En mindre synlig del af forretningen er hans mange rejser rundt om i verden, hvor han finder tingene fra dødsdømte både. De sælges til firmaer og privatpersoner, som søger atmosfære og ægte håndværk.

Men det er hverken klenodierne fra svundne tider eller indretningsdetaljer, der vækker flest spørgsmål fra kunderne. – Det er tjæren, siger Freddy

Braun. Næsten alle der kommer ind i butikken stopper op og dufter og siger: – Men hvad er det, der dufter så herligt? Frisktjæret tovværk naturligvis...

■ »The Rose of England«

The interest for the genuine nautical things is invariable, but the prices are going up because the supply is limited. For instance, a figurehead costs 300.000 Swedish Kronor!

Some years ago, Freddy, after 7 years of persuasion, bought »The Rose of England«, a figurehead belonging to a Scottish family of shipowners for generations, and he had to promise never to sell it. The family came to his

shop a couple of years ago to see if he had kept his promise, and there it was, the Rose. They were very pleased.

A less visible part of his business is his travelling around the world to find objects are sold to companies and private persons seeking atmosphere and good workmanship.

But what is causing most questions is neither treasures from bygone times nor the details of the design, says Freddy Braun. It is the fragrance of tar. Nearly everybody entering the shop pauses to smell and asks »What is this delightful fragrance?«

Freshly tarred ropes, of course.



I et hjørne står en gammel redningsakrans fra 1949, fra det italienske fartøj, »Vardi«.

■ In a corner you find a life buoy from 1949 from the Italian ship »Vardi«.