

# Trade rules the world

Trade rules the world – doesn't it?

The Water Transport of goods was a brilliant idea of mankind. It was always difficult to move large weights over land! And the water's drag or resistance could be overcome with much less traction or thrust force than that required by wheels on land.

This idea became really effective when wind power was used for propulsion. Rivers, lakes and the sea changed from just being obstacles into connecting waterways.

Under sails we have discovered the world and connected it through trade. Our horizon was widened and progress and technology received new opportunities.

Imagine where we would still be today without shipping and sea trade!

Two types of sails developed side by side and were used on sailing ships:

Fore-and Aft Sails which have their neutral position in the longitudinal centre plane of the ship And Square Sails which are suspended symmetrically under horizontal yards transversely to the ship's centre when running downwind. Fore-and Aft Sails were preferred in short-range inland and coastal shipping. Sail handling was easier and one could sail closer to the wind.

Square Sails became standard on long-range ocean routes with favourable wind conditions, since square rigs performed more stably under heavy ship motion in rough seas.

The shortcomings of the square-riggers were their inability to point close to the wind and the complex handling of yards and sails, requiring a large and well trained crew.

This crew requirement was quite expensive compared to just few stokers on the new steamships.

The development of aeronautics also brought a much deeper understanding of fluid flow effects, today enabling the design of sails with efficiencies, which we wouldn't have dared to dream of.

The enormous aerodynamics lift forces, carrying a Jumbo-Jet in the air, can be similarly used as propulsion forces for ships.

Today's technology allows the mechanical and even automatic setting and furling of sails. We have already implemented these features.

See our web site: [www.modern-merchant-sailing-vessel.com](http://www.modern-merchant-sailing-vessel.com)

This quite simply means that the shortcomings of the old sailing ships have been removed and that the free and environmentally friendly wind power can be utilized again. We can return to this proven and reliable mode of ship propulsion, which is: Free of charge Extremely efficient Environmentally friendly And helping to save the climate. However we will focus here on: Specific Routes and Selected Cargoes.

The world's attention is focused to Containerships, but the most important and biggest quantities of all sea transports, are bulk.

To produce steel, ore and coal are needed.

Both represent more than 50% of all sea transported cargoes in the world. Including grain these facts guarantee a long term business in bulk: Bulk goods like ore, coal, grain. Liquid Cargo like wine, oil and oil products. General cargo like steel and other metals. Many of the selected cargo flows are moving within reliable wind systems, so that neglecting wind power would be imprudent, stupid and wasteful.

Especially because modern sailing ships can reach comparable voyage speeds with the same crew complements as current motor ships, but they don't need fuel. Fuel, the significant, biggest part of operating costs.

Wind systems will continue to circulate our atmosphere as long as the globe continues to rotate and the sun to shine. (Only, when Joshua will come back and stop the sun, things will change.)

We are planning to begin by building and operating two types of sailing vessels: A prototype, carrying cargo as well as passengers. Proving around Cape Horn the quality of modern merchant sailing vessels. A Bulkcarrier operating in the ore trade between Brasil and China, to demonstrate that even on the longest trips – 11.422 nautical miles – modern sailing ships make a better profit than motor ships. With world trade recovering from the current crisis, those who are taking the lead will be at the front edge of heading the progress and sailing away from the mass.

Furthermore fuel prices will rise, due to the peak of oil and the political crisis in Arabic countries.

Using bunker (dirty residuary oil) will no longer be allowed, to protect against climate changes.

All these facts will harm the normal shipping business, - while our ships can be operated with considerable profit.

Last but not least, the environmentally friendly performance will enhance the reputation and business climate for future wind ship companies and assure political support. Â

History will be written! Â Â Â

April 2011

HBS Â Â Â Â