

BE PART OF THE BIGGEST  
DISCOVERY SINCE COLUMBUS  
LANDED IN THE  
NEW WORLD.

ABORA III SETS SAIL JUNE 2007



## WAS INTERCONTINENTAL TRADE POSSIBLE 14,000 YEARS AGO?

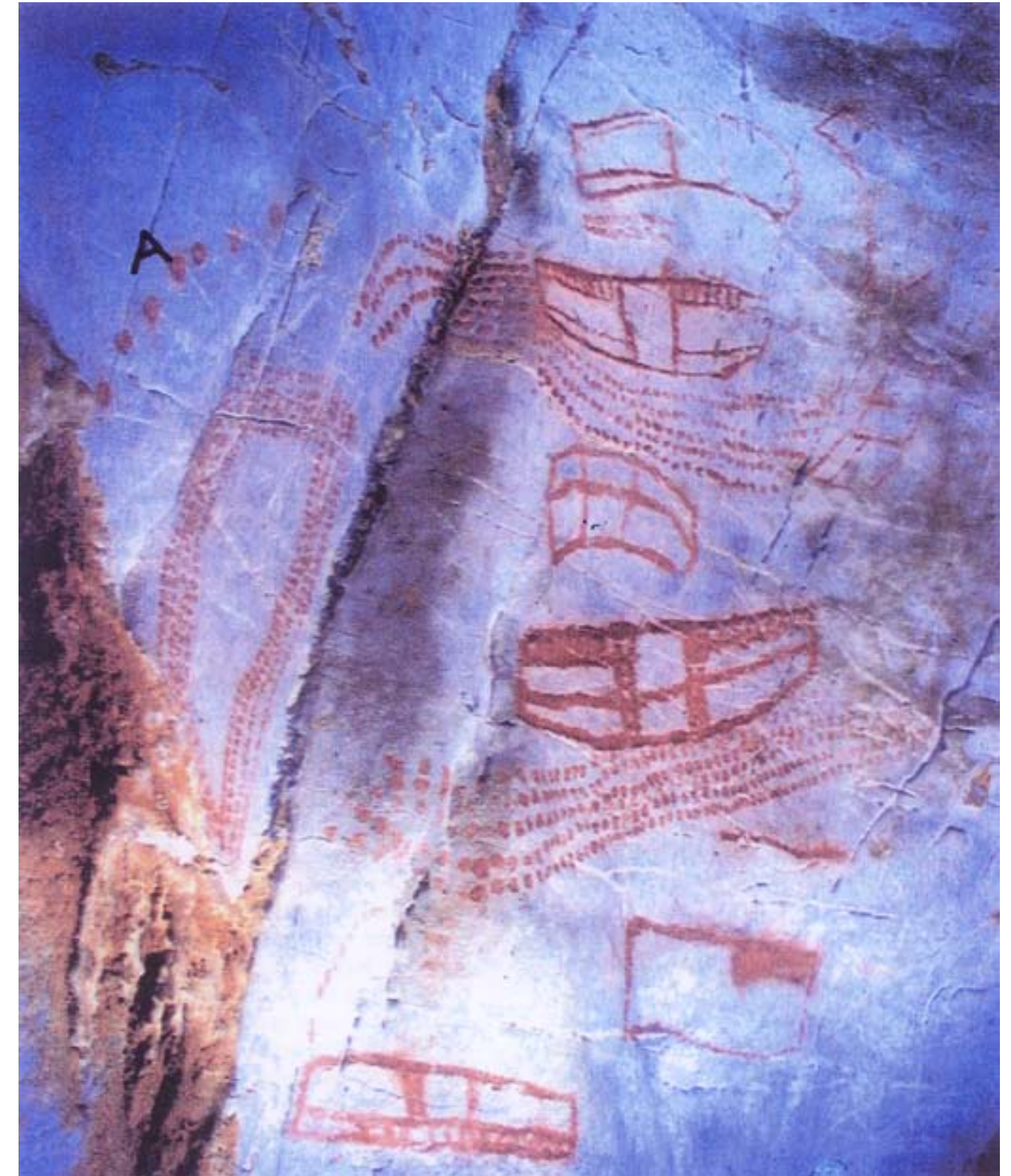
There is growing evidence that before Columbus or the Vikings made their maiden voyages to the New World, people were regularly crossing the Atlantic to trade goods. Scientists have discovered traces of nicotine and cocaine in the mummy of Ramses II. Neither drug became popular until after Columbus returned to the Old World. Moreover, remains of tobacco beetles, which could not have flown from the Gulf of Mexico to the Mediterranean, were discovered in Egyptian graves. The discovery of the same cultivated plants on both sides of the Atlantic is further indication that Stone Age Man made these transatlantic business trips. How did they do it? Cave drawings from the Magdalene Old Stone Age cultures in France and Spain point to the advanced nautical knowledge of these pre-Ice Age seafarers.

**COLUMBUS DISCOVERED AMERICA IN 1492 – AN ASTOUNDING ACHIEVEMENT IN HIS TIME. BUT THERE IS EVIDENCE THAT INDICATES STONE AGE PEOPLE BEAT HIM TO IT BY OVER 14,000.**

The most remarkable example of this originates from the „Cueva del Castillo“ in northern Spain, dating back to 12,000 BC. It refers to the Canary Islands Gulf Stream System, a forewind course – much easier than traveling the windy Mediterranean. Even the types of stylized boats used to cross the Atlantic from East to West with the North Equatorial Current as well as from West to East on the Gulf Stream are clearly depicted. The dotted circles on the left is most likely referring to the Caribbean Current, from which the Gulf Stream rises.



Scientists have found chaffed tobacco leaves inside the mummy Ramses II that were used to preserve the mummy.



Large sailing ships with filled-out sails westwards and eastwards travel on the map of El Castillo. Sailing ships still travel today across the Atlantic this way. Source illustration: Migration & Diffusion

## WAS THE NORTHERN ATLANTIC ROUTE ALREADY TRAVELED IN THE STONE AGE?

The trip from Africa to America across the South Route is relatively simple: the powerful Equatorial Current and permanent trade winds carry everything that swims across the Atlantic, even without crew and sails. But the compelling question is, how did the seafarers sail East, back to Africa, which is the most challenging leg of the journey? The Atlantic passage from America into the Old World travels along the Gulf Stream, through the North Atlantic. This North Route is not reliably supported by steady winds. If an East wind picked up, ship and crew had to tack for many days or they would be pushed back by the wind to the starting point of the journey. It is precisely this tacking ability of the Stone-Age seafarers and their vehicles that today's shipping experts dispute.

**EXPERTS DISPUTE THE TACKING ABILITY OF THE STONE-AGE SEAFARERS AND THEIR SHIPS.**

Therefore, the prevailing opinion is that the North Atlantic passage was not conquerable 14,000 years ago. And if the return journey from America into the Old World was impossible, so too, was regular commerce between the two continents.

But every assumption is valid only when the opposite is proven to be untrue. If the presence of tobacco and cocaine in Egyptian mummies are strong indicators that regular trade was being conducted between the two civilizations, it means that the timeline of the global economy concept needs to be reconsidered. The time for a change in views has come.

The reed-boat ABORA II tacked against the difficult Mediterranean winds with a 60 m<sup>2</sup> sail area.



Experts believe that deep-sea shipping originated as early as 5,000 years ago in Old Egypt or in the Two-River Land. However, the ships from this period depicted here are much too complex to mark the beginnings of shipping.



The famous Waldseemüller Map of 1507 is the first map of the modern age to show the American double-continent and the Pacific. But European seafarers did not discover its shores until decades afterwards.



People may have already used these sea routes before the last Ice Age. They sailed with large boats, as the cliff photos (drawings) of the North Spanish Solutrean and Magdalenia prove.

**SAILING AGAINST POPULAR OPINION:  
THE KON-TIKI, RA AND ABORA II PROVED  
IMPORTANT FORERUNNERS.**

*of modern shipping archeology. We have his expeditions to thank, for supporting the maritime abilities of prehistoric civilizations. Heyerdahl strove to prove that a close cultural exchange, took place across the seas as early as the Stone Age. His groundbreaking expeditions with the Kon-Tiki (1946/47), with Ra I und II (1969/70) and with the Tigris (1977/78) showed that ocean-crossings even over thousands of miles were not insurmountable barriers.*

*However, Heyerdahl's successes did not trigger any rethinking among scientists. Their criticism that his boats sailed only across the seas downwind and with the currents. Nor have any other experimental archeologists attempted to return to the starting point of an expedition against the wind, the critics claim.*

*This supported their view that no regular commercial transactions were conducted across the sea in prehistoric times.*

*The German experimental archeologist, Dominique Görlitz, is sailing against this expert opinion. In 2002, his project group, ABORA II was able to prove on the demanding Mediterranean, that Stone-Age yachtsmen were not only able to tack up to 70° against the wind, but were also able to sail back to the starting point of the trip again in a closed arc. Though no scientist believes that*

*a primeval rush-raft could sail against the wind, Görlitz expeditions make a strong argument for such maneuvering.*

**AMAZINGLY, A REED-BOAT CAN LAST UP TO TWO YEARS WHEN CONSTRUCTED PROPERLY. THIS WOULD HAVE ALLOWED ENOUGH TIME FOR TWO COMPLETE VOYAGES BETWEEN THE OLD AND NEW WORLDS.**



ABORA II close-hauled under full sails.



Thor Heyerdahl amazed professional experts with the Kon-Tiki as early as 1946/47 when he sailed from Chile to Polynesia with the prevailing winds.

RA II, which sailed in only 57 days from Africa into the Caribbean in 1970, was also only a downwind sailing boat.

ABORA II achieved the breakthrough: With a „high-tech system“ – consisting of 14 movable side-swords – the crew achieved unbelievable close-hauled sailing courses up to 70°.



**A SHIP THAT DRINKS. KEEL SWORDS ON THE BOW ALLOW THE BOAT TO SAIL INTO THE WIND.**

„A ship that drinks“ is viewed skeptically by shipping historians, as the water absorption would sink the ship before completing a journey across the Atlantic. Thor Heyerdahl may have already supplied the counterevidence 30 years ago on the South Atlantic route, but experts attribute the ship not sinking to the floating properties of papyrus. It must therefore be irrefutably proven, once and for all, that this difficult North Route from the New World into the Mediterranean was traveled in prehistoric times! Dominique Görlitz found the key while studying prehistoric cliff photos (drawings) from Upper Egypt. The ancient artists portrayed reed-boats with conspicuous „lines“ on the bow and stern which Görlitz boldly interpreted as keel-swords. These keel-swords on the bow move the lateral plan under water, far enough in front of the mast to allow a boat to sail into the wind.

For over 15 years, Görlitz collected and analyzed prehistoric images of ships, assessing them for their serviceability in scientific experiments. This painstaking research resulted in an idea for a new ship, the Abora III, to be built strictly according to these prehistoric models. The Abora III, named after a Canary divine power, born at the moment the sky and sea merge at sunset, protector of these ancient people in their lives and travels. Amazingly, in Egypt, the word Abo-Ra means „Father of the Sun God Ra“. Görlitz could not have chosen a more appropriate name for his most important expedition.

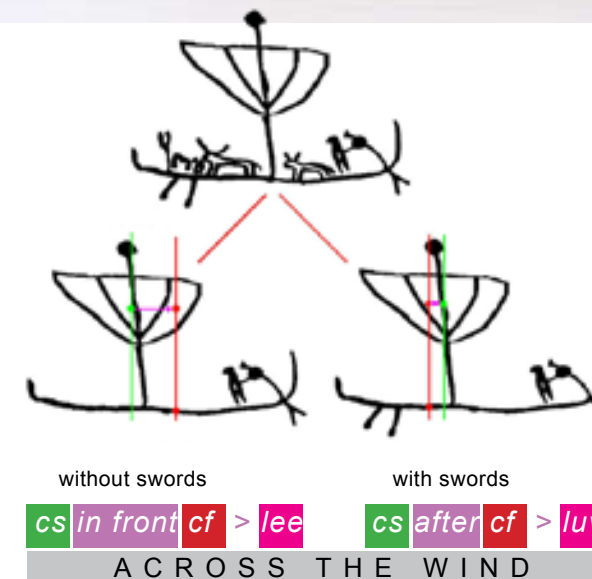
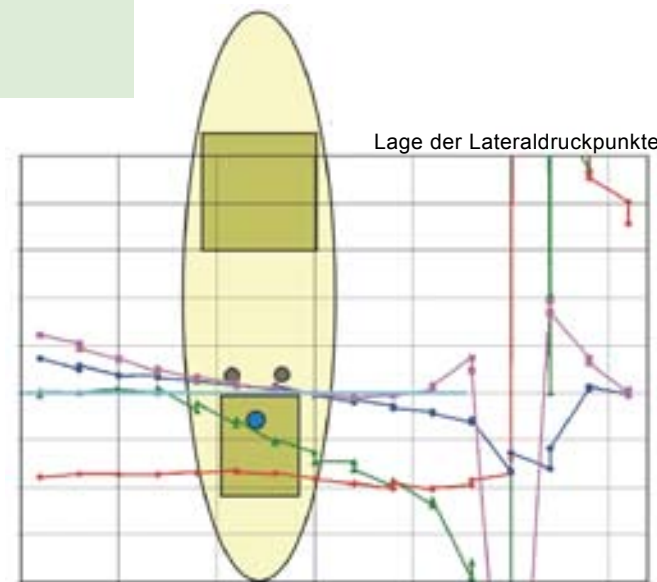
**KEEL SWORDS ON THE BOW ALLOW THE BOAT TO SAIL INTO THE WIND.**



The positions of pre-Egyptian side-swords were calculated exactly according to their positions and tested positively in Kiel University's flow channel.



**ABORA 3**



**NEW SHIP CONSTRUCTION BASED ON ANCIENT DESIGNS BEGINS IN BOLIVIA.**

*The Abora III is being built by the Bolivian Aymara Indians in a traditional way. They make their reed-boats with a twin-hull, exactly like the ancient Egyptians where a large number of small reed-rolls are tied up into a scaffolding to make two large compact bundles, between which a smaller, third roll is laid. All three main rolls are then pulled together with two twisting ropes, pressing the two big rolls firmly against the thin one in the middle. The boat's amazing unsinkability is attributable to this unique construction method!*

*The Abora III is 12-meters long, 4 meters wide and weighs around 10 tons. The yard sailing vessel is rigged up with an 11-meter high mast and a 60 m2 large linen sail. Two basket huts are erected in front and behind the mast in which the 9-man crew will live for two months. The maiden voyage of the Abora III intends to settle the scientific community's decades-long controversy of prehistoric man's ability to cross the sea.*

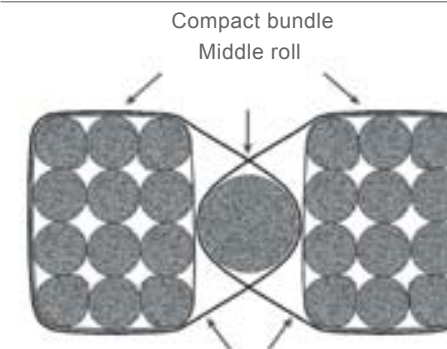
**BUILT ACCORDING TO EGYPTIAN-SUMERIC METHODS, THIS TYPE OF REED-BOAT STILL CARRIES FISHERMAN ACROSS LAKE TITICACA.**

The Aymara Indians still sail today with reed boats, as portrayed on very old cliff pictures all over the world.

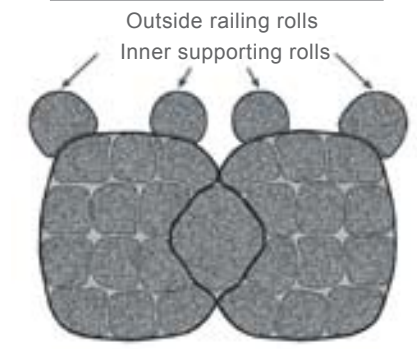


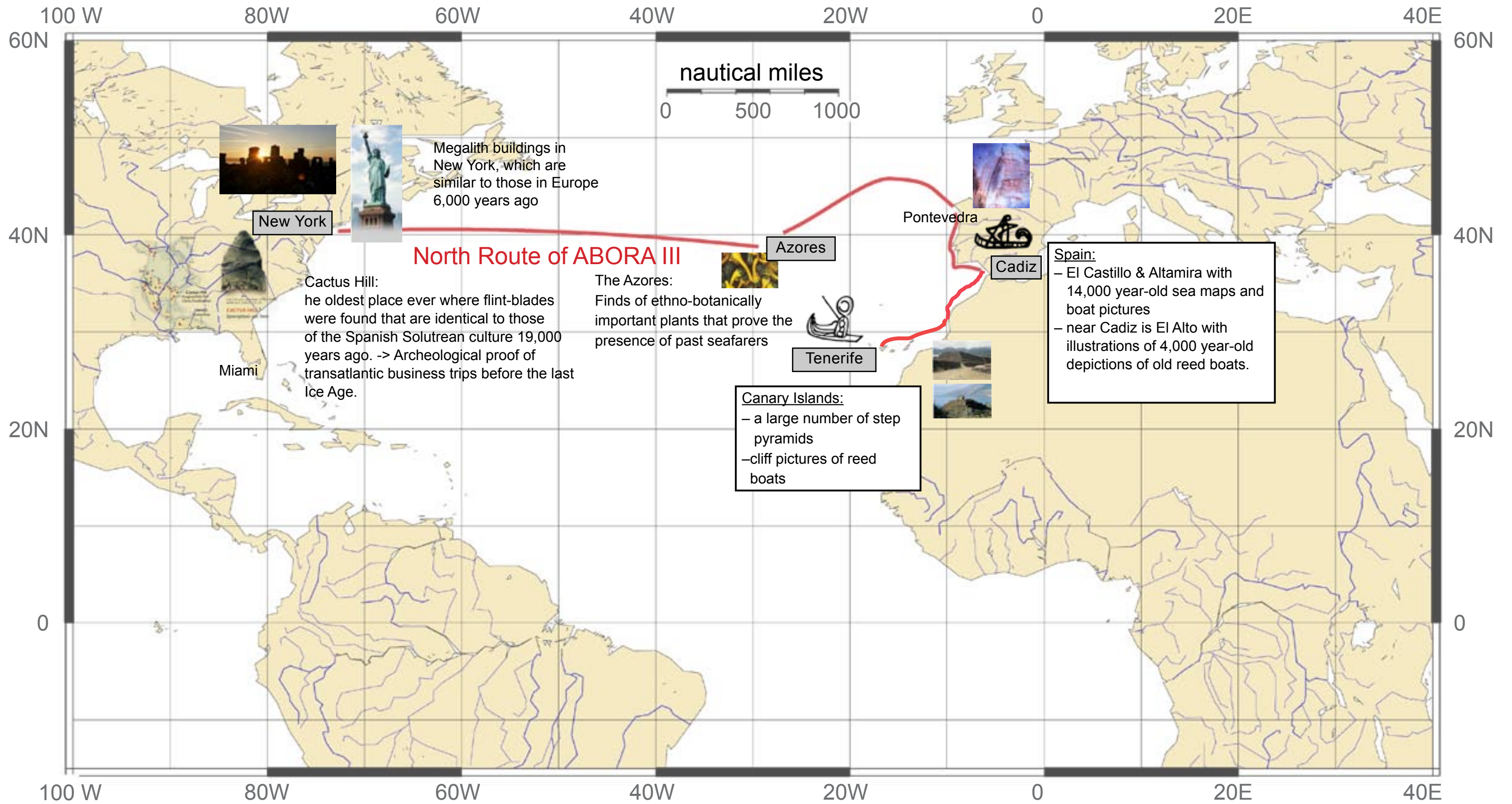
The boat is created in the center of New York before the eyes of thousands of onlookers. The experienced boat builders of Lake Titicaca, who already built the RA II and the ABORA II, will also create the ABORA III.

Cross-section of the structure in the scaffolding



Cross-section of the reed-boat hull





DOMINIQUE GÖRLITZ is a member of the New Yorker Explorers Club, which has supported important expeditions since 1904. The Abora II Expedition was even officially equipped with the flag of the Explorers Club, a privilege only granted to very few expeditions.



The BERLINER FRIEDENSUHR (BERLIN WATCH OF PEACE) is presented every year by a UNESCO Committee to a personality who has committed him- or herself to peace in the world. The peace-watch will accompany the „time journey“ of the Abora II across the Atlantic in 2007 in recognition of the significance, before it is then awarded in Berlin in November.

**THIS IS YOUR CHANCE TO BECOME PART OF ONE OF THE MOST AMBITIOUS ARCHEOLOGICAL ADVENTURES OF MODERN TIMES.**

The ABORA III is a wanderer between cultures and times. Just as time breaks through all barriers, the ABORA III will burst open all ideas about time before time. Prehistoric man's long distance business trips that science refutes, were actually the norm. Those high-seafarers crossed the Atlantic in both directions without GPS, nautical charts and engine support, eons before Columbus and the Vikings. But, in order to prove this conclusively, we are building a new expedition ship – the ABORA III.

The team of the ABORA III is offering an exclusive partner, the unique opportunity of being part of what may be the most ambitious archeological adventure of our time. Comparable to the first Atlantic flight, the first private flight into space or the first circling of the earth in a balloon. The building of ABORA III isn't fiction. The necessary reeds are already harvested, dried and ready for the construction of the ship's hull. With the import license from the appropriate authorities in the USA, the last obstacle to the realization of

The project is divided up into three project phases that will be carried out on three continents:

... the preparation with the harvest and bundle construction at Lake Titicaca in Bolivia from April 2005 to June 2006.

... the boatbuilding at an exposed point in New York from May to June 2007

... the trip across the North Atlantic from July to October 2007

**YOU CAN HELP REWRITE THE HISTORY OF MANKIND. WON'T YOU SUPPORT US ON THIS INCREDIBLE JOURNEY?**

the project has been overcome. Become a partner of ABORA III. Help rewrite history.

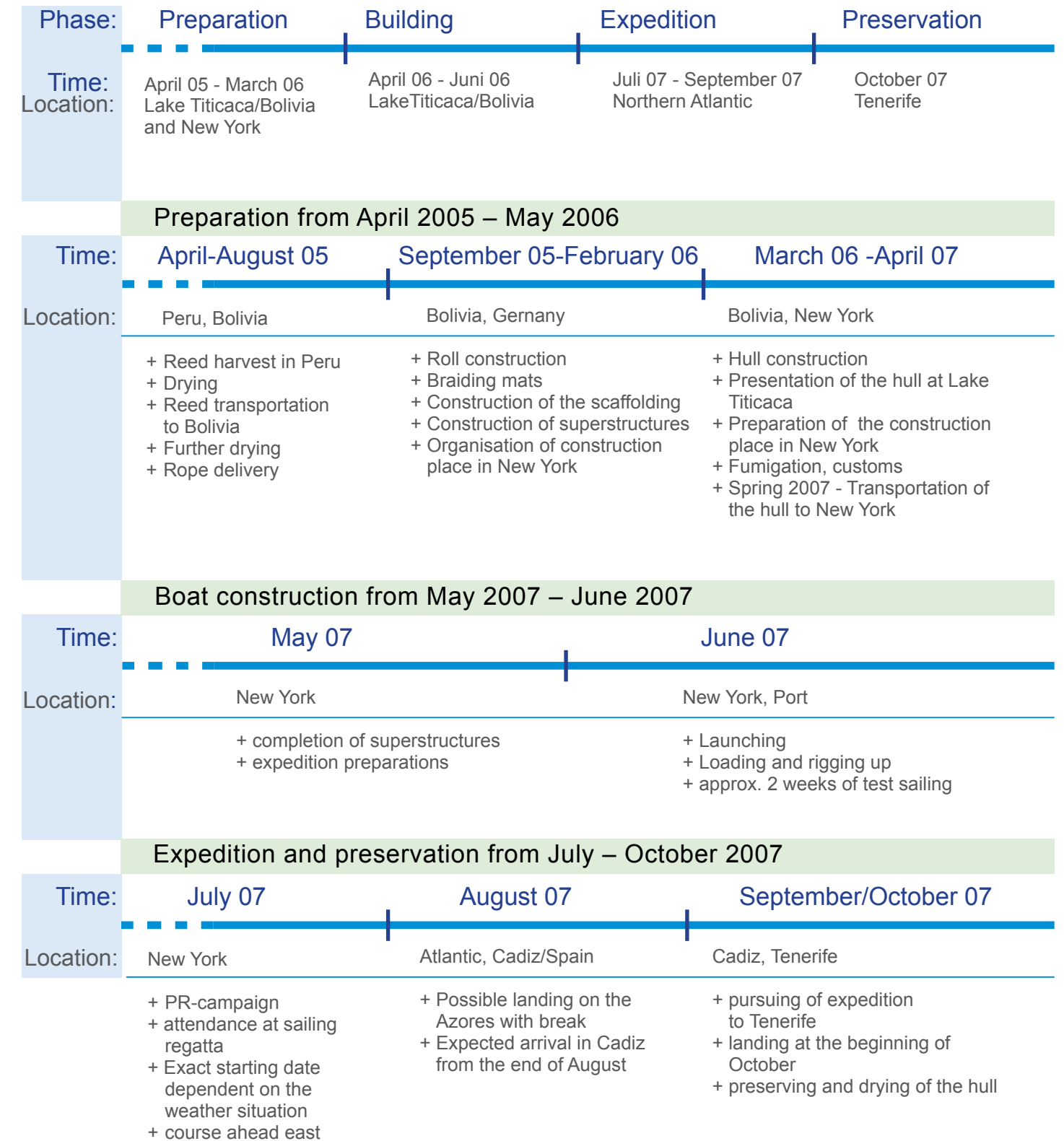
The ABORA II also proved its seaworthiness in strong winds.



**ABORA 3**

**PROJECT SCHEDULE OF THE ABORA III EXPEDITION**

General overview of the project phases from 2005 – 2007



## Scientific Management and Overall Coordination ABORA III

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