

EXCURSION MARITIME MUSEUM ROTTERDAM

SECOND FLOOR

'From the simple clay'

In a room which looks like an enormous incubator, a flatbottomed river barge from the third century A.D. is being constructed.

Make a drawing of what the ship will look like when the restoration has been finished.

Next to the coffeeshop, which, by the way, we will not enter, you can see a periscope.

What is the function of a periscope?

.....

What can you actually see through it?

.....

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MUSEUMSHIP 'THE BUFFEL'

What function did this ship formerly have?

.....

Have a good look around on the BOVENDEK, because there are so many interesting things to see.

Moreover, you can also take a good look at all the ships which are surrounding 'The Buffel',

Make a rough sketch of the TUSSENDEK; for example think of what kind of rooms there were on board of the ship.....

On the KUILDEK there are various kinds of games. You might for instance try to dress the sailor and the officer properly.

Watch it !!! The steam engines are really working at certain times of the day!!

In what part of the ship was the crew being locked up, and what was the name of this place?

.....

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GROUND FLOOR

Maritime Cartoons

What kind of person is Captain Rob?

.....

And.... what do you think of the cartoons?

.....

VADEMECUM

Near the entrance of the Vademecum are six display cases. What do you see in each of them?

1.....

2.....

3.....

4.....

5.....

6.....

Pay attention to the video films which are shown at different places in the Vademecum!!!

Name the nine elements which are required for the functioning of every form of shipping.

1.....

2.....

3.....

4.....

5.....

6.....

7.....

8.....

9.....

There is a very interesting slides show near the Harbour and Shipping routes !!!

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SECOND FLOOR

'Shipwreck'

What actually was the reason for the 'Shipwreck' exhibition?

.....

What are the names of the four Dutch merchant ships which were bound for the Indies and which foundered on the Western Australian coast?

.....

The Dutch merchant ships carried a variety of people during their journeys. How many people were there usually on board?

.....

And what kind of goods did these V.O.C. ships take during their trips?

.....

What was the name of the English naval ship on which mutiny broke out in 1789?

.....

How many masts does the V.O.C. ship 'The Batavia' have?

How many parts do these masts consist of?

.....

.....

V A D E M E C U M

tical knowledge of the importance of currents and decolorations of the sea, of cloud formations and other natural phenomena helped the sailor find his way across the water. Later he would use calculations based on the position of the sun and other stars. Today radiobeacons and space satellites help him to fix his position on the globe. All this practical know-how and technology for navigation at sea we call **navigation**.

It seemed to be needed to enable anyone to use the sea. Rules concerning the use of the sea as a source of food and raw materials, rules concerning the use of the sea as a highway for ships. A complexity of rules and agreements: **maritime**

CULTURE

This is part of our Vademecum we would like to make clear to you that the history of sailing by man, in its many forms; is not a single and uniform phenomenon. Sailing always and always will form part of all

the doings of people, of their culture. In their maritime activities people often use elements from their customs or habits ashore, or the other way around. Often this can no longer be traced.

SOURCES

The museum intends to offer its visitors a part of the history of shipping in each of its exhibitions. Such an exhibition includes a story, illustrated and supported by objects from our own collection or from those of others. The story and the choice of objects represent the view of the person who arranged the exhibition. This person takes as a starting point a number of sources and literature, looks at it with his knowledge and his views, arranges and groups the source-material, formulates his views, and constructs all this into an exhibition. Then the visitor is confronted with a small part of shipping history, reconstructed by the arranger of the exhibition on the basis of and coloured by this person's view of it. It might very well be that you, as a visitor,

considering the same sources and literature from a different historical viewpoint, would have arranged a somewhat different exhibition. In the Chapter SOURCES of the Vademecum we draw your attention to the fact that the museum only tells a story, not *the* story of a part of the history of shipping, starting from the wreck of an 18th century catship and two reconstructed models based on it.

There is plenty of water on earth. One glance at the globe shows us, that the oceans alone take up a much larger part of the surface than the continents. Apart from that, there are many large and small lakes and countless rivers. Some of those rivers end in vast deltas and estuaries. Therefore, throughout all of history, large numbers of people have lived and worked near water.

Often people felt the water to be a threat. On many and unexpected moments their living-areas were flooded, their work destroyed, and victims claimed.

Apart from that, the water was also kind to man. From early days he learned that water could be a rich source of food. From the banks or in shallow water he could catch fish and other water creatures with the aid of spears, hooks, fish-traps and nets. Somewhere along in history man also learned that he could carry himself across the water. Man's horizon was literally enlarged enormously by this discovery. People started meeting

other groups of people. They lived differently, ate other things, and sometimes also made things they only knew about, but which other people also considered worthwhile to possess. Some of those people also went onto the water to fish.

Only water-crafts could carry people across the water. The Maritime Museum 'Prins Hendrik' considers its field of activity to be the way in which people handled water and shipping. We call that the field of maritime history, or the history of shipping.

Essentially, the museum means to offer insight into maritime history as a whole, but it accentuates the history of shipping of the Netherlands and of Europe.

A stroll through time, from reed-boat and dug-out canoe to today's containerships, would have been a way to tell you the story of maritime history. We thought, however, that another way was to be preferred over this so-called chronological one. We have chosen for an analytical approach,

the thematical presentation
the story connected with that.

WHAT DOES THAT MEAN?

I have researched into the history of shipping for elements which are present at any given moment in time, anywhere in the world. Research, of course, bore fruit. It tells us, that maritime history can be analysed into a number of building-blocks, which one runs into continuously, whenever one considers the maritime history of a certain city or nation at a given moment. We have named those building-blocks in chapters. Under the main classifications PURPOSES – ELEMENTS – CULTURE, you will find them in the Vademecum. I use Vademecum (= come with me) which is what we have called our collection of building-blocks for maritime history.

PURPOSES

The purposes of shipping – and the various appearances that branch of history took – may be classed in a number of main categories. Those

purposes of shipping are encountered time and again, although in ever-changing forms.

- **Transport.** The transport of people and goods, across river, lake, canal and sea. Possibly the most important purpose of shipping.
- **The wielding of power.** The use of ships for the waging of war. Almost always this purpose of shipping is connected with another wider purpose of a more political or economical nature.
- **Gathering food and raw materials.** Together with transport, the gathering of food may very well be the oldest purpose of shipping. Fishing and whaling are part of this, and so is, nowadays, the winning of raw materials from the sea-bottom.
- **Research.** Geographical, ethnological, and oceanographical by nature. Much the same as wielding power, it often doesn't have an independent purpose, but fits into a larger purpose of human activity: the extension of economical or political

influence, in order to allow wielding of power, or the winning of food or raw materials.

- **Recreation.** Sailing for pleasure in all its manifestations. Rowing and sailing on the lake, river or sea. Individually or in contest with others.
- **Support.** Dredging, piloting, towing, life-saving etc. are purposes of shipping which allow other goals to be attained, or which offer a solution in times of trouble.

ELEMENTS

Within any manifestation of shipping, there are some nine elements, or building-blocks if you prefer, which are encountered continuously the presence of which is conditional to the functioning of that particular form of shipping.

In the first place we have the **ship** herself, the building-block which is the pivot of everything. Everywhere on earth form, construction and decoration differ. She has been subjected to developments in size, construction, propulsion. But she

always served the purpose for which the owner had intended her, plus a number of conditions imposed by natural laws.

Shipbuilding traditionally, always works on the basis of draughts and calculations. It has always been practised by people with a vast knowledge of the possibilities of the building materials and constructions in proportion to the forces of wind and water which their products were daily submitted to.

Considering the very long time in which people have been moving across the water, it wasn't until the 19th century that **propulsion** really developed rapidly. Then the steam-engine, and later the diesel-engine, offered attractive alternatives to oars and wind in the sail, which for centuries had been precarious sources of energy on which a ship depended for her propulsion.

The **harbour**, the point of departure and arrival for every ship. A point on

which very soon all kinds of subsidiary activities were concentrated. Shipbuilding and repairs, facilities for the transshipment of goods, trading companies, financial activities. Varying as to spaceconsumption and importance from a stretch of beach only dry at low ebb or a part of the riverbed only dry at low tide, to a complex of automatized loading and unloading facilities.

Between the countless ports of this world there is a network of routes, along which ships carry their goods. **Shipping routes**, invisible lines across the ocean, crowded with ships. But rivers, too, that penetrate from the oceans into the continents, and allow ships to carry their goods as far as the ports' hinterlands.

No ship ever sails without the support of an organisation ashore. No merchantman, no fishingboat, no towboat, no man-of-war. So much has to be arranged. The correct papers must accompany the ship on her voyage, cargo must be obtained,

supplies of victuals for the voyage are needed, a crew with the necessary qualifications must be hired, etc. For all of that, a **shipping company** is responsible. In most cases such a company is called of firm of ship-owners, or in the navy the Admiralty.

Only people are able to make a ship sail. From high to low, from skipper or captain to ordinary seaman, they are necessary for the ship to function as an efficient unit for a long or short period. Qualified or unskilled, together they form the **crew**, a group of people thrown on each other's ability and sense of responsibility, dependent on each other, preferring the isolated life aboard a ship at sea.

At sea there is always the question: where am I now, and how do I get where I want to be? Close to the shore, the seaman has points of recognition ashore, out at sea there is nothing within his range of vision to help him take his bearings. Many ingenious solutions have been found to this problem.