



## The Schooner *Bonavista* preserved in Europe

by Mr. Arne Gotved, chairman of the EMH Cultural Council

When someday the story of the latest decades of ship preservation work in Europe - securing the floating maritime heritage - is written, it will be filled with examples in which the very best intentions were shipwrecked and the heritage was lost. Lost in spite of the most energetic attempts by the involved enthusiasts. Luckily there will also be successes to write about, and the following story of the Danish schooner *Bonavista* is absolutely one of them. Lucky in terms of preserving this particular ship, and also because it shows the growing understanding of the fact that ships are just as important parts of the national - and the European - history as castles, mansions, and old industrial sites. The EMH has established a new council - the Cultural Council - which is presently planning its future work, and it is our hope that passing on concrete success stories from various countries will inspire and give ideas to people involved with ship pre-

servation throughout Europe. For that reason the EMH Cultural Council invite readers to contribute good stories to be published in coming EMH Newsletters.

### Historical Danish schooner for sale

The twin-masted schooner *Bonavista* was built in Denmark in 1914 for the Newfoundland trade, trans-

porting dried fish - mainly cod - from Newfoundland to Spain and Portugal. Privately owned, and registered at Rungsted Port north of Copenhagen, she has just been sold and will continue to sail under Danish flag.

The captain - who also owned the ship - decided to retire after 30 busy years at the helm. When he purchased the ship, he was (continued on page 2)



*Bonavista* with Kronborg Castle on her starboard bow. Kronborg Castle guards the entrance to the Øresund Strait just 20 nautical miles north of Copenhagen. To Danish seamen "having Kronborg on your starboard bow" for centuries has been synonymous with coming home safe from far-away countries.

## Saint Nicolas in Dalmatia

by Mr. Thedo Fruithof, EMH Secretary

In many northern European countries the celebration of the birthday of Saint Nicolas on December 6<sup>th</sup>, takes place the evening before by giving presents to young children. In The Netherlands some weeks before this event, the Holy Saint comes to the low countries from Spain in a steamboat filled with presents. In The Netherlands children should be lucky that so many tugboats are restored!

In Dalmatia - on the island of Vis - Saint Nicolas gives presents to children too. Last year the present was very

special ceremony in the fishing village Komiža.

For the World Exhibition in Lisbon - EXPO 98 - the nonprofit cultural institution Ars Haliutica built a traditional *Gajeta Falkuša*. The *Gajeta* is a fishing boat which for centuries was used for sailing to the island of Palagruža, the richest fishing area of the Adriatic. Rich is also the tradition of the fishermen in Komiža. They developed a ship with a double function: For transportation of salt, barrels and gear they use a (continued on page 3)

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## The Schooner Bonavista...

(continued from page 1)

chased the ship in 1971 she had only one mast left, but subsequently she was re-rigged to the original schooner rig and refitted for charter purposes. Since then she has been cruising Danish waters - in the summers as well as during the winters - for the benefit of the guests on board as well as for by-standing spectators.

When *Bonavista* was advertised for sale, many expected that she would become yet another ship in the "string of pearls" which has disappeared from Denmark through the years. Bought, for example, by wealthy foreigners and exported to the Caribbean or to other remote destinations for good. "Cultural export" some of us name it.

### Danish legislation on preservation

In 1918 the Building Conservancy Act was introduced which made it possible to preserve and protect real estate of particular historical interest. Today more than 9.000 buildings around the country are protected, and another 300.000 are listed as being worthy of preservation. The Conservancy Act doesn't include ships - they are movable and therefore not to be compared with real estate. The beautiful old warehouses are protected, but the ships which gave the reason for building warehouses may be sold abroad - and have been even though there are so few left.

Then in 1987 a legislation was introduced in order to protect artefacts and other movable cultural assets. Many countries throughout the world have such legislation, and among the Nordic countries, Denmark was in fact the last to introduce such an act. Sweden has had this law since 1927, Iceland since

1969, and Norway and Finland since 1978.

A state authority - the Council for Cultural Values - decides on which artefacts and movable cultural assets should be regarded as being inalienable and therefore to be preserved in Denmark. In particular the council keeps an eye on privately owned objects which are offered for sale.

### *Bonavista* remains under Danish flag

Luckily there was no "cultural export" in this case. Firstly because the common awareness of the value of maritime heritage has grown enormously over the last decades.

Secondly because awareness in this case meant that the leading Danish auction house - Bruun Rasmussens Art Auctions in Copenhagen - were willing to take *Bonavista* into their sales catalogue before a planned auction on maritime antiquities. A clear manifestation that the art of ship building when at it's best is.... ART. It had become obvious that the ugly duckling actually was a beautiful swan.

At the auction *Bonavista* - not surprisingly - was knocked down to a financially strong American, but the Council for Cultural Values intervened with the necessary capital, stopped the sale, and secured her for Denmark, rating her

as an inalienable national cultural asset.

### A joyful salute

An old historical full-size schooner (not a painting or a model) at an art auction - and an immediate public action in order to secure the ship for preservation in Denmark. These are two milestones for Danish ship preservation work ...and for European cultural perspective within the EMH - European Maritime Heritage.

During the coming years *Bonavista* will be carefully restored under the supervision of the Danish National Museum and the Danish Ship Preservation Trust. The ship has been secured as a national monument in Denmark, and in future she will sail as a distinguished example of European maritime cultural history, a living example of the time when Danish schooners traded cod from Newfoundland to the markets of Southern Europe.

### BONAVISTA

Built 1914 at *L. Johansens Shipyard* in Marstal, Denmark, for the Newfoundland Trade.

Twin-masted fore-and-aft schooner.

Loa: 84 feet. Beam: 22 feet. Draft: 8 feet. 95 GRT.

Owner: The Danish National Museum.



## Saint Nicolas...

(continued from page 1)

lateen sail and raise the bulwark, and for catching fish they row the same ship without the detachable washboards. The name *Falkuša* is based on *folke*: that means washboard. In this part of the Adriatic there are mainly two directions of the wind: the NW wind - the maestro - which blows the gajeta's to the island 42 miles from Vis, and the South wind - the Jugo - which blows them back. Around the island Palagruša they row to the rich sardine grounds and drop fine-meshed nets in hope for a good catch. On the shore of Palagruša the fish was salted and during some months there was a whole settlement of fishermen.

The Gajeta Falkuša is a wonderfully good designed sailing vessel, and a fast rowing vessel as well. A perfect product of experiences and human ingenuity, developed and possibly used for more than a thousand years. In the middle of the 19<sup>th</sup> century the inventive fishermen of Vis started on conserving sardines in tin cans. A huge sardine canning industry was developed. That resulted in seven factories and about 800 women working in the heydays. Since the twenties - for political and economical reasons - this industry decreased and a lot of fishermen searched for prosperity in the United States. In San Diego nowadays you can find the largest sardine canning industry in the world, founded by Croats.

In 1936 the last fishing regatta under sail took place. Every year on Saint Nicolas

Day the fishermen burned their old wrecks for the salvation of all other boats and mariners, and so the ancient fishing boats vanished and existed only in the memory of the oldest fishermen.

Ars Halieutica researched for many years and decided to build a reconstruction. With financial help of UNESCO they completed this quite ingenious boat and sailed her to Lisbon in order to present her at the EXPO 98. Again they caught fish around the island of Palagruša, and they recorded everything on video. And in July of 2000 they were guests in Brest during the international maritime festival. Transported by truck, Joško Božanić Velimir Salamon and Nikola Bogdanović - the initiators - showed this Adriatic vessel in the South-European section of the festival. It was there, and I met this enthusiastic group from Croatia. We all shared the positive collective feelings for the maritime heritage, and they invited me to come to Vis in the beginning of December for the celebration of Saint Nicolas Day.

On the 6<sup>th</sup> of December I was there, in a Mediterranean atmosphere, with fine weather and a blue sea around the island. In the morning they brought some old and mouldered boats uphill near the wall of the St. Nicolas Church. Josko, my host, walked with a piece of wood on his shoulder and together with a group of inhabitants they made a bonfire. Even this activity was so natural that I felt like being a part of an old tradition.

They made a stack stowed of three boats and a mast with a branch of a tree in the top. Then the whole stack was ready. They asked me, as a champion of the anti-scrapping EMH group, to kindle the boats! It was a very emotional moment for me, to know that this sacrifice was for the salvation of all other boats and mariners, and that from the ash a new boat would be launched after the procession and the Mass. A heap of smouldering ash

was the only thing left after the Mass. We passed it walking downhill to the stone beach near the village. There, on the beach, in front of St. Marija Gusarcia's Church the priest and all the citizens came together for a launching. A launching of the "Molo", a half sized boat of the Gajeta Falkuša, special built within the frame of the "Baby Boat" programme (see EMH-Newsletter No. 7). I was

(continued...)



(...continued)

asked to baptize this baby, again a worthy moment in my life. The boat was pushed together to the corner of the beach and was committed to the sea. Sitting in the new built type, especially developed for teaching the young generation how to handle such a boat, four boys rowed me around to the harbour in the centre of the village. I never will forget this special invitation and this very old and basic ceremony. Vis is an island where a new living maritime heritage rises from the ash of the old one.



## PRE-REGISTRATION FORM

for the joint congresses:

### 1<sup>st</sup> Congress of European Maritime Museums 4<sup>th</sup> Common Maritime Heritage Congress

**Yes, I am going to attend the joint congresses  
27-28-29-30 June 2001**

Family Name

First Name

Position – title

Institutional address (name, street, city, postcode, country)

Telephone, fax & e-mail

Home address (street, city, postcode, country)

Telephone, fax & e-mail

Date

Signature

Accompanying persons:

1) Family Name

1) First Name

2) Family Name

2) First Name

**Please return this form to:**

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**PROGRAMME**  
of the joint congresses:  
**1<sup>st</sup> Congress of European Maritime Museums**  
**4<sup>th</sup> Common Maritime Heritage Congress**

**27 June 2001**

09:00 Opening speech

**1<sup>st</sup> SESSION - Funding Networks and Partnerships in Europe** Chairman: Mr. Georges Prud'Homme, *Musée National de la Marine*

09:15 Culture 2000. Mr. Antonios Kosmopoulos, *Directorate-General for Education and Culture, European Commission*

09:30 European Financing. Mr. Gilberto Zinzani, *Marco Polo System G.E.I.E.*

10:00 Interreg. II. Mr. Richard Holdsworth, *Chatham Historic Dockyard*

10:30 European Project: Mediterranean. The Maritime Heritage as a Way of Communication among Cultures. Ms. Elvira Mata, *Museu Maritim de Barcelona*

11:00 Coffee Break

11:30 Mediterranean Programme. Mr. Gérard de Puymège, *UNESCO*

12:00 Presentation of the *European Maritime Heritage*, Mr. Michael vom Baur, *EMH*

12:15 Co-operation Framework: Technical and Industrial Museums in Catalonia, Mr. Eusebi Casanellas, *Museu Nacional de la Ciència i la Tècnica de Catalunya*

12:45 Co-operation Framework: The biggest Museum of Catalonia. Mr. Carles Vicente, *Oficina de Patrimoni cultural de la Diputació de Barcelona*

13:05 Discussion

13:30 Lunch

**2<sup>nd</sup> SESSION - Diffusion and Education** Chairman: Ms. Mireia Mayolas, *Museu Maritim de Barcelona*

15:00 Preservation vs. Operation. Mr. John Keaton, *Merseyside Maritime Museum*

15:30 Maritime Festivals as a Sensitising Tool. Mr. Thedo Fruithof, *European Maritime Heritage (EMH)*

16:00 Coffee Break

16:30 Scholar Education. Mr. Henk Dessens, *Netherlands Maritime Museum*

17:00 Activities as an Educational Tool. Mr. Klas Helmersen, *Vasa Museum*

17:30 SERC: Sea Educational Resources Centre. Mr. Mikel Asenio, *Universidad Autónoma de Madrid* and Mr. Ismael Garcia, *Museu Maritim de Barcelona*.

18:00 - Cultural Contribution and Maritime Heritage in the *Musée du Bateau* and the *Port-Musée de Douarnenez*. Ms. Françoise Mousset-Pinard, *Musée de Bateau*

- The Race-Boat of the Lateen-rigged Vessel: Dissemination of the Mediterranean Maritime Tradition. Mr. Piero Ajello, *Regata della Vela Latina*

18:40 Discussion

19:10-20:30 Visit to *Museu Maritim de Barcelona*

22:30 Musical evening at the gardens of the *Drasanes Reials de Barcelona*

**28 June 2001**

**3<sup>rd</sup> SESSION - From Research to Operation** Chairman: Mr. Flavio Bonin, *Pomorski Musej Sergej Masera*

09:00 The Role of Research in the Restoration of Historical Vessels. Dr. Ingo Heidbrink, *European Maritime Heritage (EMH)*

09:30 The Schooner *Santa Eulàlia*. Mr. Enric Garcia, *Museu Maritim de Barcelona*

10:00 Materials and Techniques of Preservation, or: Have we lost our instinctive sense? Dr. Boye Meyer-Friese, *Altoaner Museum in Hamburg*

10:30 Coffee break

11:00 Safe operation of Traditional Vessels in Today's Shipping

- Operational conditions and Safety Philosophy, Capt. Jan Fock, *European Maritime Heritage (EMH)*

- Tailored Instruments for Traditional Ship Operation, Capt. Hendrik Boland, *European Maritime Heritage (EMH)*

11:40 - A Catalan Traditional Ship *Sant Isidre*. Mr. Quico Despuig.

- Research of Ships and the Paintings of the Maritime Museum of Pirana. Ms. Duska Zitko, *Mestni muzej v Piranu*

12:20 Discussions

12:50 Visit to the schooner *Santa Eulàlia*

14:00 Lunch

**4<sup>th</sup> SESSION - Preservation and Conservation** Chairman: Capt. Jørgen Josephsen, *The Danish Ship Preservation Trust*

15:30 Classification and Recording of the Floating Maritime Heritage in the United Kingdom. Mr. Stephen Riley, *National Maritime Museum in Greenwich*

16:00 Classification and Recording of the Floating Maritime Heritage in France. Mr. Georges Prud'Homme, *Musée National de la Marine in Paris*

16:30 Coffee break

17:00 Classification and Recording of the Floating Maritime Heritage in Greece. Mr. Kostas Damianidis.

17:30 Restoration of Traditional Danish Ships Afloat. Mr. Jes Kroman, *The Danish Ship Preservation Trust*

18:00 - Protection and Conservation of the Floating Maritime Heritage in the Basque Country. Ms. Soko Romano, *Untzi Museoa*  
- *Commission for Ship Classification, Generalitat de Catalunya*  
- A Catalan Traditional Ship: *Rafael*. Mr. Joan Santolaria

19:20 Discussion

21:00 Dinner hosted by the organizing entity

## 29 June 2001

**5<sup>th</sup> SESSION Promotion of Maritime Heritage and Public Benefits Therefrom** Chairman: Mr. Anders Berg, *European Maritime Heritage (EMH)*

09:30 The Venetian Tradition of Maritime Spectacles.

10:00 From a Naval Shipyard Town to a World Heritage Site. Mr. Per Inge Lindqvist, *National Naval Museum in Karlskrona, Sweden*

10:30 Coffee break

11:00 Lateen-rigged sailing in Catalonia. Mr. Miquel Martí, *El cau de la Costa Brava*

11:30 Maritime Events: a Journalist's Viewpoint. Mr. Pit de Jonge.

12:00 Other Public Benefits Derived from Operation of Traditional Vessels. Mr. David Morgan, *European Federation of Museum & Tourist Railways*

12:30 Promotion of Floating Maritime and Fluvial Heritage of the Tagus Estuary - a Museological Point of View. Ms. Graça Filipe, *Ecomuseu Municipal do Seixal*

13:00 Discussion

13:30 Lunch

**6<sup>th</sup> SESSION Management and Finance of Large Maritime Spectacles** Chairman: Mr. Michael vom Baur, *European Maritime Heritage (EMH)*

15:00 The Impact of Maritime Festivals on Local Economies. Mr. Yannik Michel, *Brest representative*

15:20 Merchandising and Finance for Maritime Festivals. Mr. Bernard Heppener, *Former Director of Sail Amsterdam*

15:40 Managing and Financing a smaller Maritime Festival. Mr. Andy Wrate, *former Director of the Scottish Boat Festival in Portsoy*

16:00 Discussion

16:15-16:45 Closing session

16:45-17:00 Intermission

17:00-18:00 General Assembly of the *European Maritime Heritage (EMH)*

## 30 June 2001

Activities related to lateen-rigged sailing vessels at the port of Barcelona.

# Knowledge Partnership in Northern European Traditional Boat and Ship Building

A maritime project, financed by EU, the Culture 2000 program.

Partners: Scottish Maritime Museum in Glasgow, Fregatten *Jylland* in Denmark, *Jeanie Johnston* in Tralee, Ireland and Hardanger Fartøyvernssenter, Norway.

by Mr. Sverre Nordmo, Project Leader

The project was initiated by Hardanger Fartøyvernssenter, one of the three national ships preservation centres in Norway (see [www.fartoyvern.no](http://www.fartoyvern.no) for link to the project and partners). Hardanger Fartøyvernssenter started in 1984 with the acquisition of the then 100 year old Hardanger Jakt (sloop) *Mathilde*, which was to be sold by forced auction in Nordland. The goal was to restore the old vessel and bring her back to her original glory.

On September 26th 1984 Stiftinga Hardangerjakt (The Hardanger Sloop Foundation) was born with support from eight Hardanger communities and a few hundred shareholders. Work started at the old Solheims Møbelfabrikk (furniture factory) in Norheimsund. The starting point was a local authorities' project where the aim was to combine the renovation of old boats with the rehabilitation of youth with social behaviour problems. After a great deal of work - 5 years

and 50,000 man-hours - the *Mathilde* could once more head out the Hardanger fjord, 105 years after her maiden voyage. A management plan for the sloop, by which camp-school voyages, tourist trips, hire arrangements and travelling exhibitions, ensure that this jewel of Norwegian coastal culture is kept alive and thriving in accordance with sound economic principles. When the *Mathilde* first set sail in 1989 on her exciting voyages, there were many

enthusiasts watching from the shoreline, ready for new projects. Through the restoration of *Mathilde*, the centre had built up valuable expertise and a new restoration project was initiated. 1988 saw the conception of a plan for permanent activities in Norheimsund under the name Hardanger Fartøyvernssenter (the formal change of name did not happen until 1994). The main elements were to be a centre of expertise for the preservation of all sorts of wooden craft, the reha-



*Mathilde*

bilitation of youth, apprenticeships and tourism. The Directorate of Cultural Heritage gave the Centre status as a national centre of expertise for ships preservation from 1996 and on. Hardanger Fartøyvernssenter became one of three national ships preservation centres in Norway. The prerequisite was that one would be able to take on restoration and documentation tasks, mainly financed by the Directorate of Cultural Heritage.

The inspiration and ideas for the blueprint of the Centre were gleaned from maritime-historical organisations in many countries, and Hardanger Fartøyvernssenter will find its niche in the interaction between the public and private sectors. Financing of operations is based on around 75% earned income and 25% public grants

What started as an initiative for socially disadvantaged youth with one project leader and three youths has developed over time into a national driving force for



ship preservation. Slowly, but surely, we have gained knowledge and expertise in a number of fields. In excess of 40 man-years are put into the Centre, with assistance from skilled craftsmen, seamen, apprentices, youth workers, production & service staff, professional staff members, students and the Centre's administration.

#### **Background for the project**

All over Europe there is an awakening interest in, and consciousness of the fact, that European maritime heritage is one aspect of culture that most have in common. It is the area where cooperation has been the strongest throughout history. New ideas, knowledge and collaboration have long been presented and exchanged by means of sea travel. Discoveries have occurred from the decks of ships. In spite of the importance of the sea, nowhere is there prioritisation of maritime traditions mirrored in the work involving cultural preservation. Churches, buildings and monuments are all protected with tremendous national efforts, while maritime heritage has been neglected in almost all countries. In areas where cultural preservation is prioritised, competency in

related crafts has been maintained, but within the crafts related to maritime traditions one must research to recover lost expertise.

The sharing of competency between lands and environments, involved in maritime education and preservation work, is essential to ensure the quality and sufficient numbers of craftsmen in the field, and to increase interest and shape positive attitudes towards preservation work amongst youths who receive such educations.

Traditional products used in the building and operation of boats and other vessels is lost as well, because the market in each land becomes too small. Through a common database, the market for such products expands to encompass all of the participating countries, and any others who have access to the Internet. In this way, production of specialized products be sustained through the increase in market size.

#### **Summary of the project**

*Purpose:* To improve competence in craftsmanship and knowledge of traditions and techniques, related to building and running traditional vessels among professionals and the general public.

*Objectives:* To improve quality of education and ensure high quality of workmanship through cooperation; to regain lost knowledge in the field of preserving our common European maritime heritage; to contribute to versatility of skills among youth involved.

*Methods:* Seminars and personnel exchange on all levels in organizations. From each partner three apprentices, craftsmen or others can go to work with one of the others for two weeks and one up to two months. Compilation of a database of relevant information.

*Anticipated results:* Increased quality of work, knowledge



and awareness regarding historical values and common maritime traditions.

*Start/finish:* October 2000 to November 2001.

*Economy:* The European Commission, through the programme Culture 2000, has granted the project the sum of 90.000 EURO, which is 60 % of the total budget.

Hardanger Fartøyvernssenter and partners intend to send a new application for an extended project over 3 years, with more partners, both Norwegians and other countries involved. Our hope is that as many as possible of European countries and projects will take part in cooperation, exchange and seminars in the future, and will benefit from the database available on internet soon. And also add information to it.

The first seminar is planned to be held in Denmark on the Frigate *Jylland*, in September 2001, and will deal with questions concerning replica building.





# What is a steamboat?

by Tommy Asklund, Secretary General of the European Steamboat Federation

It was then quite a revolution when some engineers in the end of the 18th century succeeded in putting steampowered propulsion on a boat. In fact already Archimedes, in the 3rd century before Christ, philosophized about using that white smoke coming out from boiling water as a power source. About a century later Heron constructed the aelophile, a sphere containing water put up over a fire started moving around when the steam poured out through nozzles on the side.

Then nothing happened until the Frenchman Denis Papin in 1690 constructed an atmospheric steam-engine. The Englishman Thomas Savery in 1698 patented a separate boiler, which in turn resulted in usable water pumps for mines. Bright engineers, such as Thomas Newcomen, John Smeaton, James Watt, Matthew Boulton and Jonathan Carter Hornblower then further developed the construction. In 1786 the American John Fitch tested a paddlewheel steamboat, which in 1807 was further developed by Robert Fulton. In 1858 the *Great Eastern* carried 4000 passengers at 15 knots across the Atlantic. It was a steam-schooner with paddle wheels. 207,3 meters long. 18 915 tons. It transported tens of thousands of emigrants from Europe to America.

In those days the seamen did not completely rely on the steam-engine. For mere safety reasons they kept the masts and sails. Then they found out that in case of good winds they could economize by turning off the steam-engine and go back to use the sails.

One example of such a steam-schooner is the Norwegian *SS Hansteen*, built in 1867 as a hydrograph. Today she is fully restored. After a long life in different shapes, latest

as an accommodation for workers in the port of Oslo, she is now taken care of by the city council of Trondheim.

100 years ago we got a very special type of passenger steamboats for the regular traffic between Stockholm and the islands in the



*The Archipelago Steamboat Day in Stockholm, first Wednesday in June every year*

archipelago. They were good workhorses all year around until in the 1960s the Waxholm Steamship Company wanted to scrap them, or change to diesel power. The locals, islanders as well as city people, protested! Today the few surviving "Waxholm-boats" are featured in brochures and posters published by the official Stockholm tourist authority. They are finally accepted!

A very special one of this type is the *SS Mariefred*. Since she was built in 1903 she is still in regular traffic on her original route from Stockholm westwards to Mariefred. The historical town, with the Gripsholm Castle, on the Lake Mälaren.

What are then the others of these old steamboats doing today? Once a year, in the evening of the first Wednesday in June, in Stockholm we celebrate the "Archipelago Steamboat Day". With both old and modern boats leaving the city centre for an evening cruise to the island town of Waxholm. With some 3000 passengers onboard! Sold out

months in advance. Out in Waxholm on the quay there are some 5000 people waiting for the traditional steamboats to arrive.

What are then these cultural landmarks doing today to survive? Two of them, *SS Blidösund* and *SS Saltsjön*,

have specialized in operating "Jazz Cruises" 4 or 5 evenings per week during the summer months. With up to 250 passengers onboard. Enjoying music, sunshine and a "steamboat steak" in the restaurant. Or a visit in the engine room. Or just relaxing...

*SS Blidösund* was built in 1911 by the local people on the island of Blidö to compete with the traffic operated by the Waxholm Steamship Company. During summer weekends she is now back on her original route. *SS Saltsjön* was built in 1925 by the Waxholms Steamship Company for year around traffic to the island of Utö in the outer archipelago. Today she is back on that route during summer weekends.

A similar type of archipelago steamboats can be found in Finland. Such as the *SS Figaro*, built in 1911 for the Turku archipelago traffic. Today she is doing sightseeing tours on the Lake Saima from Savonlinna. The town with the world famous Opera Festival.

The "Dampf Rundum" steam event in Flensburg in Germany is held every second year. With some 300.000 visitors during 3 days. Some arriving by special steam trains. Just to see the some 15 visiting steam boats. The Queen of Flensburg is the local "Salon Dampfer" *SS Alexandra*, built in 1908. Today making sightseeing cruises all summer.

In the same year, 1908, the *SS Schaarhorn* was built. It was the Senate of Hamburg which had ordered a "hydrographic vessel with two propellers". Which turned out to be a luxurious yacht with 2 steam-engines and a dining table seating 12 guests. It was a big scandal when some local politicians in opposition found out what kind of vessel it was.

The German icebreakers *SS Stettin* and *SS Wal* are today sailing around the North Sea and the Baltic as luxurious cruise liners. They have indeed found a prosperous new life.

What would the big lakes in Switzerland be without their old traditional boats? Today passengers are paying a surcharge to travel by a steampowered genuine wheelboat! Today we estimate there are here in Europe some 900 steamboats still in operation! All worth cultural preservation.

Finally, I would like to stick out my head by pretending that if we had not got the steam-engine 300 years ago, following a theoretical philosophy 2300 years ago, we wouldn't today have the computer technology! It was only with the introduction of the steam-engine that we became able - in a bigger scale - to produce small metal parts. Which helped the construction of gasoline, diesel and electrical engines. Which in turn resulted in the computer age!