



Traditional craft of the Tagus Estuary

Museu de Marinha on the path towards preservation of Portugal's maritime heritage

by Mr. Adriano Beça Gil, Director of the Maritime Museum in Lisbon

The study, safeguard and disclosure of cultural heritage constitute the basic goals of any museum. In Portugal, the preservation of a cultural heritage linked to its nautical history and to the traditions of a people whose history is anchored in the history of shipping, whose lives are interwoven with the sea, goes beyond the mere objectives of museological activity, to stand as a duty and a mission, particularly in the case of a maritime museum.

The **Maritime Museum**, located in Lisbon, is honoured by this mission and it is in this connection that it is heavily engaged in initiatives at national level designed to create an awareness of the need to preserve and study Portugal's maritime heritage. A good example of this is the Itinerant Exhibition that the Maritime Museum has taken to various parts of the country, from North to South, in keeping with its responsibility for divulging a historic

and cultural maritime legacy in which the Portuguese identity has its roots.

As a part of this identity, regional specifics constitute one of the areas of activity that must be undertaken in terms of education in heritage. This means that the study and disclosure of traditional craft and of the entire cultural heritage linked thereto constitute, for the Maritime Museum, the subject of a series of activities and one that we have adopted for our involvement in the *European Maritime Heritage Newsletter*.

For this presentation of the tradition craft of the Tagus Estuary, we have selected two models which are among the items on display in the Itinerant Exhibition: the *Muleta* and the *Fragata*.

The river Tagus is one of the longest in Portugal and, allied to its good navigability, this has meant that it has

always played an important role as the gateway to the city of Lisbon and, indeed, to Portugal, fostering a great diversity of economic activities and influencing social dynamics not only in Lisbon but also in the riverside communities that spread out along its banks.

The *Muleta* and the *Fragata* are two of the most characteristic craft of the Tagus, and they form part of a wide range of craft of very diverse functions, morphology and use that appeared to meet specific

needs. These included: the *Faluas*, *Canoas*, *Catraios* and the *Botes Cacilheiros*, which crossed the Tagus carrying passengers; the *Fragatas*, *Varinos*, *Barcos de Água Acima* and *Botes do Pinho* that were used to carry cargo, the *Barco dos Moinhos*, used to carry cereals; and the *Barco dos Moios*, used in the salt trade. All these lent a special colour to the Tagus. Adding to these river traffic boats, there were also several kinds of fishing boats, such as the *Bateiras*,
(continued...)



The Muleta

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(...continued)
the *Botes Tapa Esteiros*, the
Buques, the *Muletas* and the
Enviadas.

The *MULETA* was used by
the fishermen of Seixal,
Barreiro and Cascais, using
fishing gear known as the
tartaranha, a trawl net towed
off the beam. The exuberance
of its sails made it one of the
most spectacular of the boats
sailing on the Tagus and outside
the bar, between Cape Roca and
Cape Espichel. It had a large,
flat bottom, a rounded, curved
bow studded with salient points.
The average boat had a length of
about 12 metres, a beam of 3.8
and a draft of 1.5.

The earliest documentary
references to the *Muleta*
date from the 16th century.
They were in use on the Tagus
until 1930, when they finally
came to an end on account of
laws enacted prohibiting the
use of the *tartaranha* nets. The
Muletas were then replaced by
craft of another type that
gradually adapted to the new
technology: steam.

The *FRAGATA* was used in
loading and discharging ships
anchored in the port of Lisbon.
It was a heavy, wide-beamed
vessel with two cabins, one
forward and the other aft, their
bulkheads richly decorated. She

was lateen rigged, with a loose-
footed gaff mainsail and staysail,
though in still weather the
Fragata would be pulled by the
small rowing boat that they
usually towed along.

The intense movement of
Fragatas on the Tagus gave rise
to curious identification strategies:
the masthead was painted with
various colours (usually three)
for the crews to be able to
distinguish the owner to which
each vessel belonged, for each
owner had his own colour code.
They were to succumb around
1950 when the increase of the
rail and road networks made the
Fragata redundant.

With the extinction of the
traditional craft, the Tagus
lost a great deal of its brilliance
and grace, but they continue to
live on in the work of writers,
musicians, and artists, in which
the memory of these craft is

plain to see; they are perpetuated
in the minds of the elderly whose
life histories merge with the
history of the Tagus; they are
reborn through the will and
enthusiasm of all those who
are devoted to their study and
disclosure, of whom we would
underscore the local authorities
that, in recent years, have
recovered and preserved the
last examples of some of these
craft, giving back to the
community the possibility of
getting to know something about
these boats - now in their
recreational and didactic role -
and have brought back to the
Tagus a little of the splendour
of days gone by.

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Muleta model



Fragata model



Fragata on the river Tejo



From the President's Log

by Mr. Anders Berg, EMH President

As you will learn from a different report in this newsletter EMH has lost its *Président d'Honneur, Jacques Chauveau*. In addition to what is said in that report I would like to put one general remark into my log. Jacques Chauveau as a person represented an extremely rare combination of industrial businessman on international level on one hand and passionate collector, protector and fighter for the Maritime and Fluvial Heritage on the other. By using our hearts as well as our brains together we will keep the memory of an unusual active, warm and generous man alive. Jacques Chauveau deserves that.

Heading for its fifth Congress the EMH vessel can depend upon a solid, enthusiastic and well-trained crew recruited from "old" full member national organisations. But the current and future conditions for our ships, boats and crafts call for further missions and tasks. That means - the crew is too small!

From the bridge we can see encouraging reinforcements standing waiting on the quayside. We are now preparing our books for representatives from Finland, Belgium, Ireland, Portugal and further Mediterranean countries to sign on for the voyage to come.

In the hold on board we have **The Barcelona Charter**, now properly signed

and together with an explanatory letter ready to be distributed as a general guideline in the broad field of restoration and operation of traditional ships. Main consignees: the national representatives of ICOMOS, Maritime museums, ship operators and ship owners.

In the same hold we bring the **Memorandum of Understanding on the Mutual recognition of Certificates for the safe Operation of traditional Ships**. Having been in force for some years the signatory states have appointed the EMH Safety Council as their secretariate, which gives the entire EMH an almost official status collecting an indeed important part of information on safety at sea.

Another hold contains something brand new: *The EMH Environment Group*. The, in itself, indeed praiseworthy initiatives taken by governments and organisations to reduce the use of biocides do mean a serious problem for the wooden ships. They must be protected from the attacks of the shipworms, teredo navalis. And today it is a fact that the only means for that is antifouling including biocides. Further problems are earlier unknown fungal attacks on oak trees and wooden ships probably due to atmospheric changes. EMH is looking forward to international Cupertino of museum professionals, sci-

entists, shipbuilders and ship owners.

In the Radio cabin there is intense communication with shore side going on. **The EMH Congress 2004** planning group has an open line to Per-Inge Lindqvist, Karlskrona Maritime Museum in Sweden. What can be overheard up till now is, that one main objective is to attract as many traditional ships (under sail, steam, petrol, oars...) as possible. Further overheard keywords are "attract ships to the public or

vice versa" (?), "scrapping of fishing boats", "replica building"... I am sorry not being able to tell you more here but there is more information in this newsletter. We hope we can present the full programme in the next edition.

You are most welcome on board. But if you are not prepared to sign on as member of the crew today we are looking forward to see you on the quay side in Karlskrona taking our lines in less than a year.

CLASSIC BOATS & SHIPS 2003



The seventh edition of the Boat Show Classic Boats and Ships will be held on October 31st, November 1st and 2nd 2003 in Medemblik, The Netherlands.

Classic Boats & Ships is the only specialised exhibition in Europe dealing with the management, preservation, building and maintenance of traditional and classic craft built in wood, iron or steel.

You will find: - all information about materials and products - presentations by experts - relevant clubs and preservation organisations.

Place of action: Regatta Center Medemblik, Vooroever, Medemblik. Easy accessible by car and public transport. Possible to stay overnight on board charter vessels

Opening hours: Friday 31 October 10:00 - 20:00
Saturday 1 November 10:00 - 18:00
Sunday 2 November 10:00 - 17:00

Entry fee: €9,-. (Youth age 6-17: €5,-)

For more information: CLASSIC BOATS AND SHIPS 2003
Dijkweg 222, 1619 JC Andijk, The Netherlands

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Website: www.klassieke-schepen.nl

The EMH at present

Full national members (national umbrella organisations):

- **Denmark:** Træskestovens Selskab (The Danish Wooden Boats' Association)
- **Finland:** Skutförening Kustkultur i Finland rf / Suomen Perinnepurjelaivat ry (Traditional Sailing Ship Association in Finland)
- **France:** Fondation National du Patrimoine Maritime et Fluvial (National Foundation for Maritime and Coastal Heritage)
- **Germany:** Gemeinsame Kommission für Historische Wasserfahrzeuge (Common Commission for Historical Vessels)
- **Netherlands:** Federatie Oud Nederlandse Vaartuigen (Federation of Old Dutch Vessels)
- **Norway:** Norsk Forening for Fartøyvern (Norwegian Association for Ship Preservation)
- **Sweden:** Sveriges Segelfartygsförening (Swedish Sailing Ship Association)
- **United Kingdom:** Heritage Afloat

Advisory members (maritime museums and institutions):

- **Belgium:** Nationaal Scheepvaartmuseum (National Maritime Museum)
- **Denmark:** Skibsbevaringsfonden (The Ship Preservation Trust)
- **Denmark:** Handels- & Søfartsmuseet (The Danish National Maritime Museum)
- **Finland:** Suomen Merimuseo / Finlands Sjöhistoriska Museum (Maritime Museum of Finland)
- **France:** Musée National de la Marine (National Maritime Museum)
- **France:** Musée Portuaire
- **Germany:** Deutsches Schifffahrtsmuseum (The German Maritime Museum)
- **Netherlands:** Nederlands Scheepvaartmuseum (The National Dutch Maritime Museum)
- **Netherlands:** Maritiem Museum Rotterdam (The Rotterdam Maritime Museum)
- **Netherlands:** Zuiderzeemuseum Enkhuizen (The Zuiderzee Museum in Enkhuizen)
- **United Kingdom:** National Maritime Museum Greenwich
- **United Kingdom:** Merseyside Maritime Museum
- **Sweden:** Statens Sjöhistoriska Museer (The National Maritime Museum)
- **Spain:** Museu Maritim Drassanes de Barcelona (The Maritime Museum in Barcelona)
- **Spain:** Untzi Museoa - Museo Naval (The Naval Museum in San Sebastián)

Associate members (other bodies):

- **Belgium:** Maritieme Site Oostende
- **Denmark:** Sæmmentlutningen af Mindre Erhvervsfartøjer (Danish Association of Small Passenger Vessels)
- **Europe:** European Classic Yacht Union
- **Europe:** European Steamboat Federation
- **Europe:** Sail Training International

Still important: Get your EMH Newsletter on-line

As probably all idealistic organisations the EMH frequently has to review its economy, and - wanting to keep up a high level of activities with limited means - cost reductions are always looked for.

One of the major costs on the EMH budget is the mailing costs of the EMH

Newsletter. The newsletter is mailed to around 1.000 recipients with an average cost per recipient per issue of € 1,00. In an attempt to save money on mailing costs we are offering our readers the possibility of receiving the EMH Newsletter per e-mail. Information of which web-adress

the newsletter can be downloaded from will be e-mailed to those who sign up for the electronic version. Reading the newsletter requires the software "Acrobat Reader". Acrobat Reader can be downloaded from the internet on: www.adobe.com/products/acrobat/readstep2.html

Sign up for the electronic version of the EMH Newsletter by e-mailing your **name**, your present **postal address**, and your **e-mail address** to:

newsletter@sejlskib.dk

Welcome to the 5th common European Maritime Heritage Congress 28 July - 1 August 2004 in Karlskrona, Sweden

In 1992 delegates from thirteen European countries convened in the Netherlands Maritime Museum in Amsterdam. The second congress was held 1995 in Rochefort in France, the third in Elsinore in Denmark 1998 and the fourth congress 146 delegates from twenty countries, including the USA met for four days in Barcelona 2001.

Today EMH has developed into a real European network. EMH links together people and institutions involved in preserving and operating traditional ships. The fifth congress will continue this work and now focus will be placed on e.g “How to make the floating heritage available to the public”, “Scrapping of historic fishing boats within Europe” or “Merits and hazards of building replicas”.

Karlskrona in Sweden has been chosen to host the congress at the same time as a number of steamers and sailing’s vessels are visiting the harbour for the festival Baltic Sail 2004.

Thus - beside the congress - there will be old historical ships and a lot of maritime activities in the port of Karlskrona.

The National Maritime Museum of Sweden invites EMH to the Naval Museum in Karlskrona for the fifth common European Maritime Heritage Congress 28 July - 1 August 2004.

The congress offers unique opportunity to show the public wide range of the common European floating heritage.

Even if you can’t come with your ship you are most welcome.

Per-Inge Lindqvist
Director
Naval Museum Karlskrona

Jacques Chauveau 1925 - 2003

European Maritime Heritage lost its founding President, and the whole Continent one of its most effective and widely-respected advocates of maritime culture, with the death on 29 June of Jacques-Henri Chauveau in St. Petersburg, where he had just presented a Maritime Heritage Award, on behalf of the World Ship Trust, to the 1900 armoured cruiser *AURORA*. Jacques was tireless in his support for maritime heritage, and his absence will be sorely missed by a large community of organisations on whose behalf he campaigned.

As a young soldier with the Free French Forces, Jacques took part in the battle of Saverne and in the liberation of Strasbourg, continuing with the Allied advance as far as Berchtesgaden. Possibly these experiences nurtured the strong commitment to European cooperation that infused much of his later work in the industrial and maritime spheres. Following studies at the *Ecole des Sciences Politiques*, he was awarded Doctorates in Law and in Economics. His business career centred on the manufacture of, and novel applications for, high-grade steel and aluminium tubes, and he was seconded for a time to the Steel Tube Division of Tube Investments Ltd in England. In 1967 he was involved in creating VALTI, a joint venture company between the French tube manufacturer Vallourec and Tube Investments, where he was Vice-Chairman until the end of 1989.

In the 1960's, Jacques enjoyed some competitive success with his Sparkman & Stephens 34 racing yacht, and was elected to the Royal Ocean Racing Club. As Chairman of the *Yacht Club de Dinard*, he organised several Cowes-Dinard races, and received the British Prime Minister, Edward Heath, as a competitor in those events. He was elected to the Royal Yacht Squadron in 1991, a singular honour for a non-British yachtsman. As a Board Member of the *Yacht Club de France*, he chaired its *Comite du Patrimoine*.

Jacques deplored the destruction, through war or neglect, of so much of France's maritime history. When revolution briefly shook Portugal in April 1974, Jacques narrowly failed to persuade the French Government that the historic Le Havre pilot cutter *JOLIE BRISE*, newly escaped from Lisbon, should come back to France; it was bought instead by the Exeter Maritime Museum in England. From 1976 he campaigned for the creation of *Amerami*, a voluntary organisation that, since 1981, has saved more than 80 French vessels for the nation, ranging from an 1850 sailing yawl to the 1957 diesel-electric submarine *ARGONAUTE*, displayed ashore at La Villette in Paris. The Linz-built steam river tug *PASTEUR*, displayed today at the French river port of Strasbourg, owes its return from Romania to Jacques. Recently he persuaded the *Fondation pour le Patrimoine Maritime & Fluvial* to organise the repatriation from Sweden of the last surviving French-built Grand Banks cod schooner *MARITE*. Her return to France next year after restoration will serve as a reminder of Jacques' tenacity and passionate commitment to maritime conservation.

He was an outstanding connoisseur of maritime relics and treasures. His office in Paris, like his home, was filled with evidence of his passion for collecting. When his friend Eric Tabarly came to stay, the household would sometimes be

woken in the middle of the night by the creak of floorboards, as Eric crept around admiring his host's latest acquisitions. Jacques knew personally the Directors of most of the world's principal maritime museums. From 1994, he served on the Management Committee of the *Musee National de la Marine*. When that museum was threatened in 1996 with removal from its long-term home in the *Palais de Chaillot* for short-term political reasons, Jacques worked successfully with Eric Tabarly to overturn this proposal. Recently he agreed to chair a specialist committee advising the museum on the conservation, display and occasional demonstration of full-size vessels in its collections. Characteristically, he took care to complete a policy paper for this specialist group just before he travelled to St. Petersburg.

Internationally, he was known and respected wherever historic vessels are cherished. Soon after European Maritime Heritage was established at a meeting in Rochefort in 1995, Jacques proved to be an ideal choice as its first President, with his perspectives both on Northern European seafaring and his love of Mediterranean culture. In 1997, he was elected a Vice-President of the World Ship Trust, which campaigns world-wide for the proper preservation of historic ships. When he took over the Chair of that organisation the following year, he quietly and effectively introduced a broader perspective to what had hitherto been a largely Anglo-American initiative. In the final few months of his life, he travelled more than 25,000 miles representing the Trust, presenting Awards on its behalf in England, France, New South Wales and Tasmania and the USA. He was due to present further Awards in Italy and India later this year. On the Trust's behalf he worked with the Executive Council and the Scientific Council of UNESCO to develop a cultural network linking the historic dockyards all around the Mediterranean where galleys had been built or serviced in earlier centuries, under the title *La Navigation du Savoir*. In recognition of his exceptional service, the Trust recently offered Jacques its Individual Achievement Award.

This catalogue of high achievements should not allow us to forget his genial modesty, and the gentle humour with which he presided over the many meetings he was called upon to chair. His exquisitely-furnished house in Normandy was a refuge from the pressures of a demanding schedule, where he enjoyed the support and encouragement of his wife Madeline, and periodic visits from his three children, in whose achievements he took great pride. To the end of his life, he continued to race his 6metre *JI VERT GALANT*, built by Anker & Jensen in 1934. At his funeral in the Cathedral of St. Malo on 7 July, some of his many orders and distinctions were carried in procession, among them *Chevalier dans l'Ordre de la Legion d'Honneur*, *Chevalier dans l'Ordre des Palmes Academiques*, *Chevalier dans l'Ordre du Merite Maritime* and Officer of the Order of the British Empire.

His compatriot Marc Pabois, head of maritime culture at the Ministry of Culture & Communication in Paris, summed up our sense of loss when he wrote of Jacques "he was a friend on whom we could always count". We extend our sincere sympathies to his wife Madeleine and to his family.

John Robinson

