



# Heading for the Baltic Sea

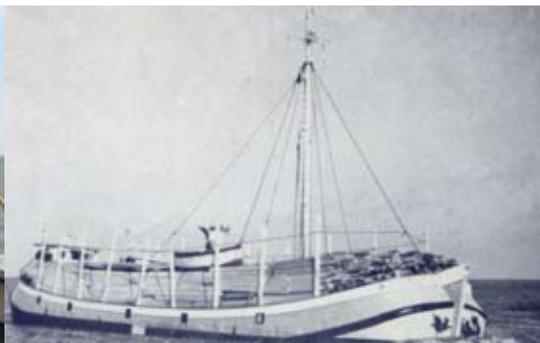
**sailing on economic and historical grounds**

project plan

# Heading for the Baltic Sea

sailing on economic and historical grounds

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in association with Museum Kapiteinshuis Pekela te Nieuwe Pekela



# New opportunities round the Baltic Sea



## Introduction

The 19th century is a Golden Age for the Groningen Veenkoloniën (Peatland Villages). Baltic maritime trade is flourishing and generating prosperity. Around 1860 more than 60% of the Dutch fleet originates from places like Veendam, Wildervank, Oude- and Nieuwe Pekela. The surrounding area also benefits. Ship builders and marine insurers have offices here. Employment and prosperity increase. Lloyds from London opens an establishment in Veendam in 1868. In the 20th century the places Harlingen, Delfzijl and Groningen as well as Gasselternijveen play an important role. From there coasters head to the Baltic Sea.

As a tribute to sailing and coaster shipping in 2005/2006 the Veenkoloniaal Museum organises the exhibition 'Greetings from Riga', a reminder of the many commercial contacts that there have been. The exhibition takes place simultaneously in Veendam and Riga. The spin-off is enormous. In 2006 employees of the Mencendorfa nams museum in Riga visit Groningen and Friesland. That was a surprise for the Latvians but also an eye-opener!

Maritime museums in the North of the Netherlands are home to a wealth of Baltic silver spoons, once a promotional gift to captains when a freight contract was closed. But also souvenirs like porcelain from Riga, old Riga balsam bottles and Russian bells. Just as important are the freight letters and commercial contracts that remind us of the once so successful shipping in the Baltic Sea.

Fortunately some ships have also been preserved, a witness to our maritime past. One of those is the Groningen "zeetjalk" (Dutch sailing barge) De Tromp.

# Project plan Heading for the Baltic Sea - mission and target

Are we still aware of those 19th century trade relations? In those days Dutch gin is brewed with grain from the Baltics. Skippers from Groningen bring the grain to Schiedam. Shoes are produced with Polish hides. Houses in the North are built with Scandinavian and Baltic wood. In the 19th century trade relations start flourishing. Freight letters can testify to this. Contacts were partly lost as a consequence of the Second World War and the Cold War. The project aims to renew those relations on economic and historical grounds.

## Sailing on economic grounds

The Baltic Sea is still appealing. Are there new opportunities for companies from our region? There are! We do not just look back but also ahead. Prosperity in the Baltic region is increasing. There is a growing market and economy and agriculture are rapidly developing after independence was regained in the 90's. By sailing this historical "zeetjalk" De Tromp from port to port we follow in the footsteps of the once flourishing Baltic maritime trade. The ship is literally and figuratively the binding factor. Not only can we board it, we can also present products and stories at various historical locations. In close cooperation with the Dutch embassies we will organise meet & greets where companies are brought into contact with potential business partners.



sailing on historical grounds



# Baltic Sea Shipping Trade

De Tromp is a symbol of old, but also of new trade relations. The ship is the binding factor. Symbolically with this sailing- and motor ship we connect the North of the Netherlands with Gdansk, Klaipeda, Liepaja, Riga, Tallinn and Helsinki.

We stay on the Baltic Sea for about two months, dock at historical quays and close to maritime museums. From Tallinn we will also travel to Helsinki. In a travelling exhibition we tell the story of Dutch shipping in the Baltic Sea and the story of participating companies in the port cities that are visited.

In close cooperation and supported by the embassies we organise "Meet & Greets" in these cities. An excellent opportunity for businesses to highlight their (innovative) products. During this journey De Tromp is the historical eye-catcher.

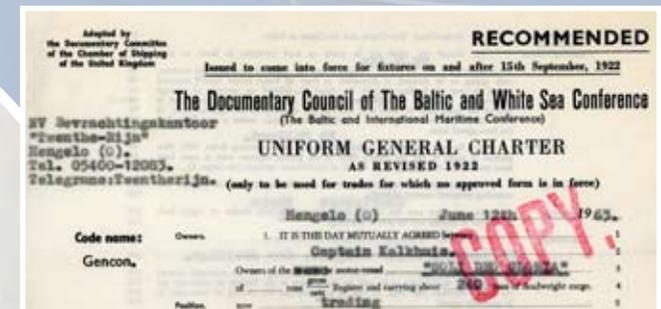
## Sailing in 2018

Three reasons to sail in 2018:

- \* The Baltics celebrate their 100 years anniversary
- \* The Netherlands and Finland celebrate 100 years of bilateral cooperation
- \* The 20th Maritime Congress will take place in Riga

## Project "Heading for the Baltic Sea" - short description

- \* Symbolically De Tromp is the binding factor
- \* Sailing on historical grounds: Connecting museums
- \* Sailing on economic grounds: Trade missions in port cities
- \* Meet & Greets in Gdansk, Klaipeda, Liepaja, Riga, Tallinn and Helsinki
- \* Presentations on board and ashore of products and companies
- \* A travelling exhibition with testimonials of historical trade relations, such as freight letters, insurance contracts and nautical souvenirs
- \* Supported by the Dutch embassies
- \* A photo shoot of the journey



sailing on historical grounds

## Funding

Klaipeda



Of course we want to be well prepared. We sail with a professional crew and get support from embassies and enthusiastic historians. To get the project financed we address funds and companies.

Heading for the Baltic Sea, new opportunities, new markets, sail with us. Meet business partners in a historical ambiance, on location. For you as a company a chance to make new contacts tapping into new markets. You can choose between three different boarding options to make this trip financially viable.

Good to know; The organising foundation Veenkoloniaal Museum and the Tromp foundation both have a cultural ANBI status (Public Benefit Organisation).

Your contribution is 125% tax deductible as a gift. With a special contract donators will be eligible for tax reduction.

Tallinn



Gdansk



Riga



Helsinki



# De Tromp

De Tromp is the last remaining seaworthy "zeetjalk" which can still be used as a merchant vessel. The hold is still intact. The "zeetjalk" is built as De Tromp in 1912 at the Verstockt shipyard in Martenshoek. During the First World War the Netherlands are still neutral and profit from the fact that trade has come to a standstill in other countries. The ship carries timber to Kiel. After the First World War De Tromp is sold to the Kalkhuis family. In 1945 she is sunk by the Germans, but after liberation she is salvaged and restored. After the Second World War De Tromp continues as a motor ship - no sails- but she is still recognizable as a sailing barge. In Italy in 2002 De Tromp is declared unfit for use as a freight ship. Inspired by shipping history, Chris Woestenburg buys De Tromp and brings her back home to the Netherlands but does not succeed in restoring her.

In 2006 Andre Hamstra from Alartec Employment Agency and ship builder Jelle Talsma establish De Tromp Foundation. By turning the restoration job into a work- experience project they succeed in transforming a piece of junk into a seaworthy "tjalk". During the summer months De Tromp sails for the Maritime Academy in Harlingen and is the setting for students to experience life on a robust ship.



## EXHIBITION HEADING FOR THE BALTIC SEA

In close cooperation with the Kapiteinshuis Pekela the Veenkoloniaal Museum in Veendam organises an exhibition on board De Tromp and travelling exhibitions in aforementioned port cities. The old trade connections that were maintained between the North of the Netherlands and countries around the Baltic Sea must of course be the focal point. We also invite the Latvian photographer Andris Koslovski to sail with De Tromp. Koslovski also joined the Volvo Ocean Race and shot some beautiful photo's that were printed directly on paper with the earliest photo technique. Afterwards his photoshoot will be exhibited at several locations and can also be presented in your company.



*Left: Photo print in cyanotype  
Under: Photographer Andris Koslovski*

