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NAVAL MUSEUMS

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nucleus around which one's fancy, helped vastly by Christian Møller, may raise a sea-castle of the same royal builder to fill the foreground of the picture.

NOTE.—It seems probable that the ship of Møller's engraving is the *Tre Kroner* (Three Crowns) which was flagship of the squadron of seven ships that brought King Christian IV. to England in 1606. This squadron consisted of the *Victor*, *Argo*, *Gideon*, *Raphael*, *Tre Kroner*, *Peniens* and *Markat* (Danish Archives; Sj. Reg. XV., 118). We are told that "the Danish ships and especially the flagship *Tre Kroner* excited great interest." I acknowledge that I have no real proof that this is the *Tre Kroner*. I do not even know the exact date of that ship's building, though it must have been between 1596 and 1606, so it is possible that she was not in existence in 1600 when the engraving was made. It is a pity that Møller did not show a little more of the stern; if he had done so its decoration would have given a clue to the ship's name. If this is not a portrait of the *Tre Kroner*, I should imagine it is a fancy picture. At any rate it seems as if the other ships mentioned in 1596-1600 were not of more than about 30 guns.—R. C. A.

NAVAL MUSEUMS.

I.

HOLLAND.

BY G. C. E. CRONE.

FEW countries contain so many waterways as Holland. Although these have been extended by the making of canals in recent years, the actual area of water has been reduced by the draining of many lakes; the best known, for instance, being that near Haarlem. Shipping and shipbuilding have been of importance from the earliest times. The important place taken by Holland among the European states of the sixteenth and seventeenth century was due to its flourishing trade, its large mercantile fleet, and its strong navy. In the seventeenth century the Dutch fleet could meet those of other states on the North Sea on equal terms; this was only possible because the strength of a navy was not yet governed by the size and strength of its country. In this period Holland was ahead of other states.

Evidence in the form of writings, prints and actual relics shows the importance of Dutch seafaring in former years. These

objects are now preserved in several collections, some national, some municipal, some in private hands.

First comes the "Nederlandsche Museum van Geschiedenis en Kunst" at Amsterdam (the "Rijks Museum"). It contains a collection of great historical and technical value. There are trophies from the glorious days of the seventeenth century; relics from the winter-quarters of Heemskerk and Barents in Nova Zembla in 1596-7, such as tools, books and instruments; important models of locks, dry-docks, pontoons and other works connected with shipping; gilded stern-lanterns; guns of the East India Co. with the initials of its various Chambers; and finally a fairly extensive and very important collection of ship-models.

These last belonged originally to the Department of Marine, but have been transferred to this Museum. Most of the models are of warships, and the most noticeable is the very large scale-model of 1698 (the "*William Rex*"). This very complete fully rigged model is important as illustrating the transition from the type of about 1670 to the much altered shape of the early eighteenth century. There are other battleship models of 1750 and later years, besides those of frigates, brigs, cutters and gunboats. The oldest model in the collection is an East Indiaman of 54 guns dated 1651, the *Prins Willem* of the Chamber of Middelburg. Considering its age this model is very well preserved; for masts, yards, tops, most of the sails and much of the standing rigging are still complete. The model is beautifully ornamented, even in the cabin, and the carved-work is richly painted. On the stern is a statue of Prince William, and below a view of Middelburg. Besides the warships there are a few models of merchantmen, such as an East Indiaman of 1730, a "polacca" and a "hooker" of the latter part of the eighteenth century; also some vessels for inland navigation and yachts. On the walls there is a good collection of half-models. There are also some models of modern warships of the end of the nineteenth century.

Upstairs in the picture gallery hang the works of the great Dutch marine painters, the Van de Veldes, Bakhuysen, Nooms (Zeeman), Storck, Verschuier, Vroom and others, all illustrating important events in Dutch naval and mercantile history. Besides the oil paintings the many black and white drawings with their wonderful wealth of detail are particularly valuable.

The "Maritiem Museum" at Rotterdam contains only models, but has a very important collection of these, especially

as regards deep-sea ships from 1700 to the present day, both warships and merchantmen. Its oldest model represents a warship of about 1665, but this is too roughly made, and too badly damaged to be of very great value. On the other hand, the model of an East Indiaman of 1723 is exceptionally fine and complete. The models are all rigged and give a complete survey of the changes in hull and rigging in the course of the last two centuries. There are important models of smaller vessels, such as brigs and cutters; there are also many inland vessels models of which are rare, such as Admiralty yachts and "boeiers" of the eighteenth century and many others.

The "Museum Boymans" at Rotterdam has the richest collection of Van de Velde drawings, though there are others in the Rijks Museum, and many in private hands. These are of two kinds:—first, sketches of the great battles of the English wars; second, drawings of the hulls of individual ships, Dutch, English, and Dutch-built French vessels. These latter are very important from the minuteness of their details of construction and decoration. They show us nearly all the best known Dutch ships, such as the *Eendracht*, *Goude Leeuw*, *Hollandia*, and others connected with the names of the great Dutch Admirals. Both these Museums are the property of the City of Rotterdam.

Many provincial and municipal museums contain a few quite important objects. Middelburg, Dordrecht, Zaandijk and Hoorn must be mentioned in this connection. At Dordrecht is a very fine East Indiaman of the early part of the eighteenth century; at Zaandijk many relics of the whale fishery besides some good models. There are important models of eighteenth century warships in the Royal Naval Institute at The Helder and the Naval College at Amsterdam. The Technical College at Delft contains several very good models of "tjalks," fishing boats, and other inland vessels.

Ship models are to be found in many churches of North Holland and Friesland, though many others have disappeared. They all date from the seventeenth century, and are mostly rough, though some are very important as representing old and rare types. In this class must be placed two ships of the early seventeenth century with the old-fashioned open stern balcony and also some old fishing boats.

All these publicly-owned relics are preserved in museums or other safe places; still they are only kept as part of general Archæological collections. They are well looked after, and are kept under glass. Most of them are well labelled and described.

In spite of the importance of these collections they do not contain by any means as much as they ought. The brisk ship-building and seafaring trade of Holland has been responsible for many prints, pictures and drawings and for a great number of models of almost every kind of ship. There is no need to deal with the inferior models made by amateurs and sailors for their own amusement; it will be enough to consider those made by experts, the reproductions of ships that really existed. Most of these models were at one time in the possession of families connected with shipbuilding and trade, but in the course of years many have changed hands. Often they have been neglected or entirely destroyed and many have been sold to foreign dealers and tourists. Still many remained and were well treated, so that they are still in very good condition, and require little or no restoration.

There were thus, in addition to the existing collections, a great number of models scattered all over the country. Nearly all are now in the hands of a few private collectors who make it their aim to keep these models in the country and to preserve them from neglect. The chief of these private collections are those of Mr. C. J. 't-Hooft and Mr. G. C. E. Crone. The majority of their models relate to inland navigation and illustrate the many different types produced by Dutch shipbuilders on the Zuider Zee, the lakes and the estuaries. They show the variations in the different groups; "tjalks" from various parts of the country, "poons," "koffs," "boeiers" from Friesland, Holland and Zeeland, yachts and other pleasure boats. These collections also contain some very fine models of deep-sea ships; Mr. 't-Hooft has a beautiful model of an East Indiaman of 1725 and Mr. Crone a very important scale model of a large Dutch warship of about 1665. This latter is almost certainly the *Hollandia*, flagship of Tromp and de Ruyter, and has a special historical and technical value since it is the only such model in Holland, and there are only two others known, in Berlin and Ghent. As regards books, prints and drawings there are several fine private collections, the most important being perhaps those of Mr. 't-Hooft and Mr. Mensing, of Amsterdam, and Dr. D. F. Scheurleer, of The Hague.

As a whole the collections here mentioned give what may be described as a complete survey of Dutch shipbuilding since about 1600. It would be a great advantage if they could be united and properly arranged under expert management.