

# UNESCO INTERNATIONAL MEMORY OF THE WORLD REGISTER

## NOMINATION FORM

### 1.0 Title of item or collection being proposed

Gustaf Erikson Shipping Company archives in the Åland Islands from the era of the Last Windjammers in Global Trade 1913-1949

### 2.0 Summary (max 200 words)

Gustaf Erikson Shipping Company archives tell the story of the time, when the last commercial sailing ships (windjammers) in global trade 1913–1949 disappeared from the oceans. The fleet of Gustaf Erikson was the biggest and most well known in the world. The windjammers sailed between Europe and Australia and South America. The archives are at the Provincial Archives of Åland Islands and at the Åland Maritime Museum. These concise collections are used by researchers from around the world and are available also for the public. The documentary heritage consists of the records of the company, correspondence, logbooks and a big quantity of photographs and films. They are kept professionally under good conditions and coordinated by the Provincial Archives of Åland and the Åland Maritime Museum to guarantee best preservation and access to this unique collection of world documentary heritage.

### 3.0 Nominator contact details

#### 3.1 Name of nominator (person or organisation)

The Government of Åland

#### 3.2 Relationship to the nominated material

The Provincial Archives of Åland, under the Government of Åland: Custodian and owner of the Shipping Company Gustaf Erikson Archives 1913-1947

Åland Maritime Museum Trust: Owner of major archives and collections of the era of the last windjammers

### 3.3 Address

Ålands landskapsarkiv (The Provincial Archives of Åland), Ålands landskapsregering (The Government of Åland), Självstyrelsegården, Strandgatan 37, Mariehamn, Åland

Stiftelsen Ålands sjöfartsmuseum (Åland Maritime Museum Trust), Hamngatan 2, Mariehamn, Åland

### 3.4 Telephone

### Email

The Provincial Archives of Åland: +358 (0)18 25 344;  
arkivet@regeringen.ax

Åland Maritime Museum Trust: +358 (0)18 19 930;  
info@sjofartsmuseum.ax

## 4.0 Declaration of Authority

I certify that I have the authority to nominate the item, or items, described in this document to the Memory of the World Register.

Signature

Full name and position

Hanna Hagmark, Executive Director, Åland Maritime Museum Trust

Signature

Full name and position

Åke Söderlund, Chief Archivist, The Provincial Archives of Åland

Date 26 Nov 2021

## 5.0 Legal information

### 5.1 Name of owner (person or organisation)

The Provincial Archives of Åland, The Government of Åland

Åland Maritime Museum Trust

## 5.2 Address

Contact details given in 3.3

## 5.3 Telephone

Contact details given in 3.4

## Email

Contact details given in 3.4

## 5.4 Name and contact details of custodian IF DIFFERENT from the owner

Ålands landskapsarkiv (The Provincial Archives of Åland), Ålands landskapsregering (The Government of Åland), Självstyrelsegården, Strandgatan 37, Mariehamn, Åland  
Email: arkivet@regeringen.ax; Tel. +358 (0)18 25 344

## 5.5 Legal status

Some parts of the Gustaf Erikson Shipping Company's archives are owned by the Åland Maritime Museum Trust. In addition, photographs, audiovisual materials, logbooks, correspondence and other documents are kept and displayed at the museum, as well as an extensive collection of objects relating to the era of the windjammers in global trade 1913 -1949. The archival facility provides controlled humidity and temperature.

The major part of the Archives is either deposited at or owned by the Provincial Archives of Åland, where they are catalogued and preserved by professional archivists under controlled humidity and temperature. The Provincial Archives of Åland provides the customer services to these materials.

All of the most important holdings from the era of the windjammers in global trade 1913 – 1949 belong to these archives, giving thus a concise picture of the phenomenon of the last commercial sailing ships in global trade – a phenomenon that is a well known and a legendary part of global maritime history.

## 5.6 Copyright status

To the extent the donator has copyright to the material, the donator gives the Provincial Archives of Åland permission to digitize, edit, translate and publicize material and information about it and about the donator. Digitizing, editing, translation and publication will occur to the extent law and morality allow, and according to the purpose of the Provincial Archives of Åland.

To the extent the donator has copyright to the material, the donator will give the Provincial Archives of Åland the right to give their customers permission to digitize, edit, translate and publicize the material and information about it, provided that they commit to following legislation and rules regarding the use of the material. The Åland Maritime Museum Trust owns the rights to the material in its collections, and is thus free to digitize, edit, translate and publicize material and information about it according to the policies set out by the trust. The Åland Maritime Museum Trust

further owns the rights to give its customers permission to use the material in the trust's collections according to the rules and policies set out by the trust.

### **5.7 Accessibility (note any restrictions, including cultural restrictions)**

The Åland Maritime Museum is open for researchers and to the public.  
The Provincial Archives of Åland is open for researchers and customers.

Digitalization of this material has already begun in order to give better public access to the material. The intention is to have the material digitally available within the coming years.

## **6.0 Identity and description of the documentary heritage**

### **6.1 Name and identification details of the items/collection being nominated**

Gustaf Erikson Shipping Company archives in the Åland Islands from the era of the Last Windjammers in Global Trade 1913-1949.

Nominator: The Government of Åland.

### **6.2 Type of document**

Ship's logbooks from Gustaf Erikson's sailing ships, covering the years 1914 to 1949, appr. 120 books. The logbooks contain notes from the captain and officers onboard about the ships' voyages, their positions, loading ports, events and work during the voyage, air and water temperature, air pressure.

Skeppsrollor from Gustaf Erikson's sailing ships, covering the years 1920 to 1937, appr. 75 books. The skeppsrolla was the Captain's official ship's book with notes of crew members, loading ports and visited harbors.

Ship's accounting books from Gustaf Erikson's ships, appr. 80 books, covering the years 1913-1949. The books were kept onboard by the captain and contain notes on expenses onboard regarding the crew and purchases made.

Ship's drawings of Gustaf Erikson's ships, appr. 70 blueprints or old copies.

Photographs and other audio-visual material from 1913 to 1949 from Gustaf Erikson's sailing ships.

Copybooks. Copies of outgoing letters, covering the years 1893 to 1939, 18 volumes.

Letters to Command. Five volumes of copies of letters sent to commanders between 1928 and 1948. The letters are arranged alphabetically by commander's name.

Letters from Command. 19 volumes of letters from the commanders, sent to Gustaf Erikson between 1909 and 1948. The letters are arranged in alphabetical order by the ship's name.

Business letters. Includes 13 volumes of business letters, covering the years 1906 to 1949.

Circular letters to Command. Two volumes, covering the years 1945 to 1949.

Clarkson letters. Includes 24 volumes of letters from Gustaf Erikson's agent, H. Clarkson & Co. Ltd., spanning the years 1913 to 1948.

Folkböcker from Gustaf Erikson's ships. The series consists of appr. 40 volumes of accounting books over the ship's crew, ship's journals and more, covering the years 1902 to 1941. The books were kept onboard by the captain and contain notes on wages and debts regarding the members of the crew.

Gustaf Erikson's accounting books. Appr. 10 books from years 1924 to 1949.

Gustaf Erikson's accounting ledgers, listing individual transactions by date. A total of 16 books, covering the years 1936 to 1949.

Clarkson's accountings. Includes six volumes of accounting reports from Gustaf Erikson's agent, H. Clarkson & Co. Ltd., covering the years 1917 to 1936.

Documents regarding ships. 32 volumes of ship documents, spanning the years 1910 to 1949. The series is arranged alphabetically by the ship's name.

Charterparties and other documents regarding chartering, including six volumes of charterparties, spanning the years 1910 to 1947.

Miscellaneous documents, including guest books, telegrams, congratulations and thank you cards as well as newspaper articles, photographs and maps collected by Gustaf Erikson.

### **6.3 Catalogue or registration details**

Åland Maritime Museum Trust:

The archival documents are registered manually in the trust's archive register. Drawings are catalogued in the trust's database for drawings. The major part of the collection, e.g. objects and photographs, is catalogued in an internet-based database that provides a platform for future digitalization. The plan is to start cataloguing also the archival materials in a database in the near future.

The Provincial Archives of Åland:

The archival documents are catalogued in the digital archive management system of the Provincial Archives of Åland.

### **6.4 Visual documentation (if available and appropriate)**

Photos from the Collection of the Åland Maritime Museum.  
ATTACHMENT: SCGEA\_nonexclusiverights\_photos\_video

Promotional film: Gustaf Erikson and his windjammer legacy.  
<https://www.youtube.com/watch?v=zZOrvmsaHxM>  
ATTACHMENT: SCGEA\_nonexclusiverights\_photos\_video

Videos on YouTube related to the era:

Gustaf Erikson's Shipping Company and ships of Åland:  
<https://www.youtube.com/watch?v=Ft3EPJC-FtU>

The most famous ship of Erikson's fleet, the Herzogin Cecile and its shipwreck:  
<http://www.oldsaltblog.com/2017/02/the-fatal-shore-the-loss-of-the-herzogin-cecilie/>

The Grain Race: [https://www.youtube.com/watch?v=kEdcTbF-K\\_o](https://www.youtube.com/watch?v=kEdcTbF-K_o)

TOR LINDQVIST, one of the last Cape Horn sailors. Part 1 of his story.  
<https://www.youtube.com/watch?v=yP1f3Df6SXE>

The Last Sailing Ship - The Diary of Josie Choate Spencer:  
<https://www.youtube.com/watch?v=CwkaohCEJmQ>

## 6.5 History/provenance

Gustaf Erikson Shipping Company emerged as a big player in the shipping business right after the First World War when Germany was forced to sell its shipping capacity as a part of the peace treaty. Gustaf Erikson and some other entrepreneurs bought these second hand, large sailing vessels relatively cheaply, refitted them in their own shipyards and operated them with cheap local seamen.

Gustaf Erikson Shipping Company was the last and largest shipping company operating with sailing ships. Business was truly global, as these sailing ships were mainly used in routes from Australia to Europe to carry grain. These trades meant in practice circumnavigation.

Gustaf Adolf Mauritz Erikson (1872-1947), master mariner and shipowner, was the founder of the shipping company called "Gustaf Eriksons rederiaktiebolag". His fleet of windjammers was the largest in the world in the interwar period. His ships were also the last in the world to be deployed in commercial trade on a global scale. When Erikson died in 1947, his son Edgar Erikson took over the business, gradually modernizing the fleet. In 1949, Gustaf Erikson's ship "Pamir" sailed from Australia to Europe. That was the last time a cargo-carrying commercial sailing vessel rounded Cape Horn en route. That year also marks the end of the windjammer era.

The archives are comprised of the business papers from that time when Gustaf Erikson founded the business in 1913 up until 1949, when the last windjammers rounded Cape Horn. To financially protect his business, Gustaf Erikson founded ship-specific companies, thus minimizing the impact of market fluctuations and losses of ships. In 1936 his business consisted of 25 different companies. We are therefore utilizing the secondary provenance principle, where the last form of organization has given name to the archives. To Gustaf Erikson, it was merely a technical reason for having separate companies for his ships. He maintained full control and ownership of them.

Gustaf Erikson's relationship to the ships was personal, which is clear from the correspondence between Erikson and the ships' masters kept in the archives. No subject was too insignificant for him to comment or decide on. He was frugal but it was also important to him that his crew was treated well, which is evident from his letters. The masters were expected to write a report of the voyage to the owner from every port they called on, and if the reports were too short, Erikson was quick to criticize. Erikson kept a close eye on where in the world his ships were, and decisions were made by telegrams and letters to the masters and agents in the various ports.

The archive is authentic. It comprises original documents created and kept by the company in the company's office in Mariehamn. The documents have at various instances been donated to or deposited at the Åland Maritime Museum Trust and the Provincial Archives of Åland. The archives are arranged according to Finnish archival principles in the same order as they were in the company. A large part of the archives was moved to the Åland Maritime Museum Trust in 1984-1985 and then immediately deposited in the Provincial Archives of Åland as the trust at that time lacked suitable facilities. The 1984-1985 material was kept in the order the shipping company left them in. Another part of the archives was saved and transferred to the Provincial Archives of Åland when Gustaf Erikson's private home in Mariehamn caught fire in 1990. Material that has been acquired by the Åland Maritime Museum Trust later than 1985 have been kept in the trust's own facilities. Since 2012, the trust is in possession of archival facilities that meet the Finnish national standards set out for professional archives. Documents relating to Gustaf Erikson's shipping company have also been acquired from secondary archive creators, such as from Mariehamn's seamen's house, master mariners and crew in Gustaf Erikson's fleet and the company's business partners.

The remaining part of Gustaf Erikson company archives kept by the ancestors of Gustaf Erikson was donated to The Provincial Archives of Åland in 2021.

## 6.6 Bibliography

Apollonio, Spencer (Ed.): *The Last of the Cape Horners. Firsthand Accounts from the Final Days of the Commercial Tall Ships.* Brassey's. Washington D.C. 2000.

Carter, Robert: *Windjammers The final story.* Rosenberg Publishing. Australia 2004.

Cormack, Neil: *Herzogin Cecilie The flagship of the Gustaf Erikson Fleet of Mariehamn.* Gillingham Printers. Adelaide, 1996.

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Eriksson, Pamela: *The Duchess The Life and Death of the Herzogin Cecilie.* Secker & Warburg . London 1958.

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Greenhill, Basil & Hackman, John: *The Grain Races, the Baltic background.* Conway Maritime Press, 1986.

Hackman, John: *Purjelaivojen suurvarustaja Gustaf Erikson.* In *Navis Fennica. Suomen merenkulun historia.* 1993.

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Jacobsen, Betty: *A Girl Before the Mast.* C. Scribner's Sons, New York & London, 1934.

Hedenström, Harry: *Runt Hornet som kock.* Oscars Byrå, Lidingö 1997.

Heikkinen, Helge: *Runt Kap Horn med Herzogin Cecilie.* Ekenäs Tryckeri Aktiebolags Förlag. Ekenäs, 1967.

Karlsson, Elis: Mother Sea. Oxford University press, London 1964.

Koivistoinen, Eino: Gustaf Erikson. Purjelaivojen kuningas. Porvoo & Helsinki & Juva 1981.

Kähre, Georg: The Last Tall Ships. Gustaf Erikson and the Åland sailing fleet. Conway Maritime Press, Greenwich 1977.

Newby, Eric: The Last Grain Race. Secker & Warbur. London 1956.

Matikka, Hannu & Mäenpää, Sari. Repairing traditional ships in the light of two examples / Hannu Matikka. Woman at sea - women on the sailing ships of Gustaf Erikson 1913-1937. Nautica Fennica 1995. Suomen Merimuseo, Helsinki 1996.

Stark, William F.: The last time around Cape Horn, the historic 1949 voyage of the windjammer Pamir. Carroll & Graf Publishers, New York 2003.

Svensson, Björn O.: De sista fraktseglarna. Bokförlaget Signum. Lund 1982.

Wilkinson, Clive & Vasquez-Guzman, Mariela: Åland Ships and Climate Research in the Southern Ocean. In Sjöhistorisk årskrift för Åland, 2017:30. Åland Maritime Museum and the Nautical Club, Mariehamn 2018.

Villiers, Alan: Falmouth for orders. Geoffrey Bles. London 1928.

Villiers, Alan: By way of Cape Horn. Hodder and Stoughton. London 1930.

Örjans, Jerker, Skogsjö, Håkan: Boken om Pommern (The Book of Pommern). Mariehamns stad. Mariehamn 2002.

**6.7 Names, qualifications and contact details of up to three *independent* people or organisations with expert knowledge about values and provenance of the nominated material.**

| <b>Name</b>    | <b>Qualifications</b>  | <b>Contact details (email)</b> |
|----------------|--|--------------------------------|
| Malcolm Tull   | International Maritime History Association (IMHA), President | m.tull@murdoch.edu.au          |
|                | ATTACHMENT: support_malcolmtull                              |                                |
| Matthew Tanner | International Congress of Maritime Museums (ICMM), President | matthewt@ssgreatbritain.org    |
|                | ATTACHMENT: support_matthewtanner                            |                                |
| Leos Müller    | Stockholm University, Professor in History, Maritime History | leos.muller@historia.su.se     |
|                | ATTACHMENT: support_leosmuller                               |                                |



## 7.0 Assessment against the selection criteria

### 7.1 Primary criteria - significance value to the world. Comment on one or more of the following significance criteria.

#### 7.1.1 Historic significance

Sailing ships began to give way to engine-powered shipping in the late 19th century. Their profitability declined relative to steamships, which were not as dependent on wind conditions and were able to carry larger cargo than sailing vessels. Only the largest sailing ships could compete with them financially. The advantage of large sailing vessels was lower operating costs and the ability to sail long distances without having to stop at intermediate ports to refuel. The most important competitive factor was the wage costs of the crew.

For these reasons, the Åland Islands, an autonomous region of Finland since 1921, became the home of the world's last fleet of tall ships, completely dominating international commercial sailing ship operations from the interwar period to the end of this era in 1949. The primary trade route was the Australian grain trade, carrying grain from South Australia to Europe, primarily to the UK. These operations gathered a lot of public interest due to the significant media attention the ships received in the ports they arrived in. This interest was further enhanced through the Grain Races, an unofficial race where the winner was the ship that made the voyage in the least number of days. The fastest time ever was recorded by the four-masted steel barque *Parma* owned by former Gustaf Erikson captain, Ruben de Cloux, sailing from Port Victoria, Australia to Falmouth, England in 83 days.

Åland's large sailing ships were deployed in global shipping, crossing the world's oceans with cargoes from one continent to the other. They are an important and well-known part of the history of world-wide commercial shipping.

#### 7.1.2 Form and style

The documentary cultural heritage of the Åland windjammer era consists of extensive and very comprehensive archival as well as pictorial material, including photographs as well as authentic audio-visual material. The core of the Åland Archives is the extensive and intact archive of the Åland Shipping Company Gustaf Erikson, owned by the Åland Maritime Museum Trust and the Provincial Archives of Åland. The documentary cultural heritage is complemented by rich material collections relating to Åland's merchant shipping from 1913 to 1949 and the four-masted barque *Pommern*, once owned by Gustaf Erikson and now managed by the Åland Maritime Museum Trust. *Pommern* operated on the Australian grain trade between 1923 and 1939 and won The Grain Race twice.

The materials owned by the Åland Maritime Museum Trust and the Provincial Archives of Åland are exceptionally comprehensive. These include materials relating to the company's sailing, finances, purchase and sale of vessels. Ship logbooks have been extensively preserved. Official documents from the two Åland seamen's houses, including muster rolls, as well as a large body of letters, photographs and similar material from private archives, are also included in the trust's collections.

Gustaf Erikson's Shipping Company in the Åland Islands owned the single largest fleet of commercial sailing ships in global trade. Its archives and the complementing material collections are an internationally unique body of data from an era when the

time of sailing ships, that had been operating in the global trade for several millennia, was finally over. Apart from containing important information concerning international business transactions, the material in the GE-archives contain unique climatic information from the Southern Oceans, information that cannot be found elsewhere.

### **7.1.3 Social, community or spiritual significance**

Maritime heritage as a whole, and the windjammer legacy in particular, run very deep in the Åland community. Mariehamn was the home port of the world's last fleet of commercial windjammers and the legacy of the last tall ships is an integral part of the heritage of the islands. Åland is perhaps the only remaining community in the world where most of the inhabitants, even the young ones, have heard stories of crossing the world's oceans in cargo carrying sailing ships told in first person. The shipowner Gustaf Erikson is held in high regard for his contribution to Åland's prosperity, the shipping industry and as founding father of many important institutions, of which the Åland Maritime Museum and the Åland Nautical Club are two. The historic vessel Pommern, the last remaining ship in his fleet, is an Åland landmark and the most beloved symbol for the Island.

## **7.2 Comparative criteria. Comment on one or more of the following comparative criteria:**

### **7.2.1 Rarity**

The fleet of large sailing ships owned by the small Åland Islands was the most important part of the last phase in the history of global commercial shipping by sail. The documentary cultural heritage preserved in the Åland Maritime Museum and the Provincial Archives of Åland forms an internationally significant body of data that describes this phenomenon most extensively and deeply, and as such is completely unique.

### **7.2.2 Integrity, completeness, condition**

The full content of the Gustaf Erikson shipping company's business papers (1913-1949), as they were kept by the company, is still intact and currently kept at two sites; the Åland Maritime Museum and the Provincial Archives of Åland. The collection is in good condition under professional care and kept in stable conditions.

## **7.3 Statement of significance**

The Gustaf Erikson archives is of importance to the world because the activities it represents was a global phenomenon and unquestionably a part of world maritime history. It impacted on and united cultures and people in many different parts of the world. The small grain ports in South Australia still honor Gustaf Erikson and his ships through public murals, historical societies and street names. The name Gustaf Erikson is still remembered in port cities all around the UK and maritime museums as far apart as Chile, Canada and New Zealand feature Gustaf Erikson and his fleet of windjammers in their exhibitions.

Although the business was conducted from a small office on a small island in the Baltic Sea, the enterprise was global in scale and the ships were deployed in traffic between continents. The cargoes were carried for agents and brokers from different

countries, and thus the archives are of global significance. However, the archives reach further than business and maritime history. They are also a unique source of information for climate research as they contain weather information from the Southern Oceans, an area of the world where no other ships operated in the interwar period.

## 8.0 Consultation with stakeholders

### 8.1 Provide details of consultation with relevant stakeholders about this nomination

Relevant national and international stakeholders have been consulted.

The Erikson archives are of utmost importance for the international scientific community. The fact that the company was the last and largest sailing ship operator would alone put these archives to the top of the list of any maritime, economical or environmental historian. Moreover, as the operations of the fleet were truly global, also the demand for using the archives is global. The world heritage status would for sure increase the use of these archives.

Information about the nomination has been disseminated to the maritime history research community via personal contacts, international networks and social media. The media and thus the public have been made aware of the nomination. The preparations for the nomination have gained interest and support especially amongst people of Åland, many of whom have contacts with the theme of the proposal.

National stakeholders supporting the bid:

The Forum Marinum Maritime Centre. A center for maritime activities, comprising a national special nautical museum, and the Finnish Navy Museum. It is also a cultural heritage preservation site, a maritime place of interest and a venue for meetings and public events. The center cooperates with universities, colleges, museums and other public and private organizations. CEO Tapio Maijala, tapio.maijala@forum-marinum.fi  
ATTACHMENT: support\_forummarinum

The Finnish Association for Maritime History. Brings together Finnish maritime cultural heritage researchers, maritime professionals, advocates, and enthusiasts. PhD Chair of the Board Sari Mäenpää, pj@smhy.fi  
ATTACHMENT: support\_smhy

University of Jyväskylä. Professor of comparative business history, specializing in economic, business and maritime history. Vice Dean responsible for Research and Innovations Jari Ojala, jari.ojala@ju.fi  
ATTACHMENT: support\_jariojala

The Institute of Maritime History at Åbo Akademi University. Arranges seminars, publishes works in its field, and maintains an extensive archive and library specialized in maritime history and ethnology. Chief Curator Kasper Westerlund, sjohistoriska@abo.fi  
ATTACHMENT: support\_aboakademi

International stakeholders supporting the bid:

We have approached widely maritime history community and asked their support to the application. The reactions have been very positive. Most importantly, the leading association in the field, the International Maritime History Association (<https://imha.info/>) sent a formal letter of support to the bid, signed by the president of the society, professor Malcolm Tull (Murdoch University, Australia). Also other executives of the IMHA do support the application; vice-president, professor Amelia Polónia (University of Porto, Portugal) has separately stated her support to the bid.

The International Maritime History Association (IMHA). Aims to promote maritime history globally and to facilitate collaboration between maritime researchers.  
<https://imha.info/contact/>

International Congress of Maritime Museums (ICMM). An international professional association of maritime museums, organizations and individuals sharing maritime interests - a guild of colleagues and friends dedicated to maintaining world-wide professional contacts, providing a forum for the free exchange of ideas, improving the quality and standards of maritime preservation and nautical archaeology, and fostering a network of friendship and mutual support. [sarcher@rmg.co.uk](mailto:sarcher@rmg.co.uk)

The International Commission for Maritime History (ICMH). Established in 1960 to promote international cooperation and the exchange of ideas in the field of maritime history. It is affiliated with the International Committee of Historical Sciences.  
[https://en.wikipedia.org/wiki/International\\_Commission\\_for\\_Maritime\\_History](https://en.wikipedia.org/wiki/International_Commission_for_Maritime_History)

Below a list of scholars supporting the bid:

Vice-rector, professor Stig Tenold from the Norwegian Business School (Bergen, Norway) supports the bid. Professor Tenold is among the most known scholars in maritime history in the world, and has authored seven books and over 30 journal articles on maritime history. He has been on editorial boards of two main journals in the field. His publications deal also the Eriksson's fleet.  
<https://www.nhh.no/en/employees/faculty/stig-tenold/>. [Stig.Tenold@nhh.no](mailto:Stig.Tenold@nhh.no)

Professor Leos Müller, the director of the Center for Maritime Studies at Stockholm University (Sweden) has stated his support. Leos Müller is among the most notable maritime historians in the Nordic countries. <https://www.su.se/english/profiles/lml-1.187463>

Professor Werner Scheltjens from the Bamberg University (Germany) supports the application. Prof. Scheltjens is especially known from his long-run studies on shipping between Baltic Sea and other areas. <https://www.uni-bamberg.de/digihist/team/prof-dr-werner-scheltjens/>

Lecturer, Dr. Christopher Miller from Glasgow University also supports the bid. (<https://www.gla.ac.uk/schools/socialpolitical/staff/christophermiller/>). Dr. Miller has especially studied the 1930s maritime history.

Professor David J Starkey from University of Hull supports the bid. Professor Starkey undertakes research into the character and significance of the interaction of human societies and the marine environment.  
<https://web.archive.org/web/20150428052609/http://www2.hull.ac.uk/fass/history/our-staff/david-j-starkey/david-j-starkey.aspx>; [d.j.starkey@hull.ac.uk](mailto:d.j.starkey@hull.ac.uk)  
ATTACHMENT: support\_davidjstarkey

## 9.0 Risk assessment

### 9.1 Detail the nature and scope of threats to the nominated material

Material storage facilities cover international storage requirements for documentary heritage.

## 10.0 Preservation and access management plan

### 10.1 Describe, or attach as a scanned document, any existing plans. If no plans exist, provide details about proposed conservation, storage and access strategies.

As a whole the documents are in good condition and kept in a safe and controlled environment. A process for transferring the part of the Gustaf Erikson archives kept by the Åland Maritime Museum Trust will start in the near future, if it is agreeable according to the terms set out by the original donator. The aim is to keep the Archives at one site in Mariehamn, in the Provincial Archives of Åland.

## 11.0 Any other information that may support the nomination

### 11.1 Note below or attach scanned documents as appropriate.

Support letters from national and international supporters attached in 6.7 and 8.1.

Finnish National Commission for UNESCO support letter.

ATTACHMENT: Support\_Letter\_Finnish\_National\_Commission\_for\_UNESCO

Finnish National Committee for the Memory of the World support letter.

ATTACHMENT: Support\_Letter\_NC\_MoW\_Aland\_2021

Skanned news items relating to the documentary heritage.

ATTACHMENT: News\_Aland1

ATTACHMENT: News\_Aland2

Brochures used in promoting the documentary heritage.

ATTACHMENT: SCGEA\_brochure\_eng

ATTACHMENT: SCGEA\_brochure\_fra

If the documentary heritage is inscribed, plans for promoting are as follows:

- Press conference and press release
- Attaching the item to:  
<https://www.maailmanmuisti.fi/index.php?page=memory-of-the-world-programme#finnish>
- Social media campaign through 12 National Committee member organizations
- Information sharing globally through maritime history organizations and experts participating in Åland's nomination project (international conference planned in Åland 2024, social media, personal contacts)
- Article in the planned Finnish Memory of the World digital newsletter
- Online exhibition describing the item and phenomenon planned

The documentary heritage provides opportunities for multidisciplinary academic research, as well as an inspiring source for teaching the youth about the era deeply rooted in the Åland Islands' history. The documentary heritage can be used for education and research first and foremost by increasing awareness of the item and by digitizing the material and thus supporting easy access to it.

## 12.0 CHECKLIST

Summary completed (section 2);

Nomination and contact details completed (section 3);

Declaration of Authority signed and dated (section 4);

If this is a joint nomination, section 4 is appropriately modified, and all Declarations of Authority obtained;

Legal information (section 5);

Details of custodian if different from owner (section 5);

Details of legal status completed (section 5);

Details of accessibility completed (section 5);

Copyright permission for images completed (section 5);