Contacts along the Wadden Sea Coast (1600-1800)

Local communities and regional economies with a global touch

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Outline

• Shipping in the Danish part of the Wadden Sea 17th and 18th century
• Amsterdam’s attraction
• Traces in the landscape
• Research projekt: Trade and social life – Danish Dutch contacts
The South West Coast of Denmark...
...but also the northern-most part of the Wadden Sea Coast
Three towns behind Barrier Islands

Access via the inlets
Grådyb
Riberdyb
Listerdyb

Among the very few Danish province harbours with direct contact to Dutch Harbours

Meyer c. 1650
Many minor harbours
17th-19th century

- Privileged town with harbour
  - Varde
  - Ribe
  - Tønder

- Minor harbours /places of embarkation
  - Janderup
  - Ho
  - Sønderside
  - Hjerting
  - Fanø (Nordby)
  - Roborghus
  - Hviding Nakke
  - Sønderho
  - Rømø
  - Ballum
  - Højer
"Grådyb Harbour" 18th century – Varde and Hjerting
The northernmost Wadden Sea Harbour
Destinations
From
Varde/Hjerting

Primarily:
”Øster Risør” (Norway)
”Elben”
”Holland”
## Alphabet Register over alle udgaaende Wahrer ved Wahrde toldstæd pro anno 1763

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Unit</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aal salted</td>
<td>pund</td>
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<tr>
<td>Kampestene Wærdie</td>
<td>rdl.</td>
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<tr>
<td>Boghvæder</td>
<td>tønder</td>
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<tr>
<td>Kiød, Oxekjød</td>
<td>tønder</td>
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</tr>
<tr>
<td>Byg</td>
<td>tønder</td>
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<tr>
<td>Flynder Tørre</td>
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<tr>
<td>Gris levendes</td>
<td>stk.</td>
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<tr>
<td>Handsker barkede</td>
<td>dusin</td>
<td>370</td>
</tr>
<tr>
<td>Haure</td>
<td>tønder</td>
<td>32</td>
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<tr>
<td>Humle</td>
<td>lpd.</td>
<td>27</td>
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<tr>
<td>Hvilling</td>
<td>?</td>
<td>100</td>
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<tr>
<td>Ister</td>
<td>tønde</td>
<td>1½</td>
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<tr>
<td>Tøyrudear blaae og linned</td>
<td>stk.</td>
<td>140</td>
</tr>
<tr>
<td>Tøy ulden og linnen</td>
<td>stk.</td>
<td>1</td>
</tr>
<tr>
<td>Wox</td>
<td>skp.</td>
<td>14</td>
</tr>
</tbody>
</table>

In all ca. 25 items

**Goods for export**

**Fish**

**Agricultural products**

**Coarse, homemade products**

**Labour**
Speciality from Varde: Black Pots - Jydepotter
Speciality from Ribe: Fish

Johs. Meyers Kort 1650
Speciality: Oxen

Declining from early 18th century
Speciality: Sailors

- Passengers spring and autumn
  - Sailors to and from Amsterdam.
  - Could be over 50 at a time

- Crew on local ships:
  - One skipper/captain and one sailor
  - If over 10 lasts (c. 20 tonnes) also a boy
Goods for import

From Norway:
Wood and iron
From Holland and Hamburg
Luxury products, colonial goods, salt, wine, building materials

In all 200 items
Import via Varde/Hjerting for most of Northern Jutland in the 18th century
Specialities from Amsterdam:
Spices from East Asia

- Nutmeg
- Cardamom
- Cloves
- Cinnamon
- Mace
Second hand goods from Amsterdam

Medical Jars
Clothes
Clay pipes
Metal

“There is hardly 10 dozen of unbroken pipes in a barrel almost all in bits and pieces. The merchants are using them to give to the farmer to pull him to their shops”
Detalis from ego documents
Memoirs of Rasmus Toxen – an 18th ctr. merchant from Jutland

- The merchants went to Holland themselves
- ”Holland” means ”Amsterdam”
- Transport time between four days and several weeks
- The skipper acted as middleman
- Helped each other with contacts
- Sought knowledge and established networks and markets

“This small and poor town has only a little trade with the peasants, the farmers and the inhabitants of the town carried out by few of the inhabitants”. Number of inhabitants 1769: 957
Meeting Amsterdam

- Between 225,000 og 240,000 inhabitants in 1730
- Exotic goods from all over the world
- Merchants from all over the world on the exchange.
- Flourishing shipping, trade and craft
- Paved streets with footpath on each side.
- Public street lightning since 1650.
  - In 1689 every night 2400 lights were lit in the streets of Amsterdam.
    - Ribe got one light in 1779
- Beautiful streets and impressing buildings
No wonder...

“...In the coastal parishes, their inclination is mainly to go to sea, and many leave for the Netherlands, some with permission, but a large number stow away. Some do come back, but many are never seen again, not only because many die on the voyage to either India or Greenland, where they go fishing, but also because many settle in Amsterdam or other places. Many young women from the western part go to Amsterdam as servant girls, and many of these settle there and do not return.”

Thomas Bredsdorff, Lunde, mid 18th century
Sailors from Denmark and Schleswig-Holstein in Amsterdam 1780

**Wadden Sea Coast**  78 %
Present Schleswig-Holstein  51 %
Sønderjylland  21 %
Denmark  6 %

**Rest of Denmark and S-H**  22 %

Total: 1800

Waterschout Archives, Amsterdam

© Asger Nørlund Christensen
7,000 Danish immigrants married in Amsterdam 1600-1800

Amsterdam marriage banns, first marriage only

© Max Pedersen
25% from the Wadden Sea coast

Danes in the Amsterdam marriage banns, first marriage only
Immigrants from Danish Wadden Sea to A’dam 1600-1800 distributed by origin

Total: 1731

Amsterdam Marriage Banns

© Max Pedersen
Settling pattern among early Wadden Sea immigrants

Dispersed spatial distribution om Amsterdam before 1650
Settling pattern among later Wadden Sea immigrants

*Dense spatial distribution in Amsterdam after 1650*

*Lastage* with Jonkerstraat og Ridderstraat - an area with a radius of few hundred meters.

Western harbour district at Harlemmerdijk and Jordaan.

© Max Pedersen
Lower crime ratio among Wadden Sea Migrants

Number of prosecuted immigrants in Amsterdam per 10 immigrants in marriage banns

© Max Pedersen
Higher citizenship ratio

Number of immigrants who acquired citizenship in Amsterdam per 10 immigrants in the marriage banns.
Shift of centre from Amsterdam to Hamburg

• Import from Holland 17th century
  • Materials, only few ready made things
  • Spices and other colonial goods
  • Flavours and additives, less substantial food
  • Textiles
  • Bulk: salt, lime, building materials

• In the 18th century also
  • Tools for home use and urban crafts
  • Recycled goods: Metal, clothes, containers, pipes.

• Import from Hamburg 18th century
  • Similar to the goods from Holland
  • More ready made things
  • More luxury goods

• End of 18th century
  • Most foreign goods from Hamburg
  • Very little – and very traditional – goods from Amsterdam

• Today
  • Only few memories of the close contact to Amsterdam.
Building place for the ships in Varde
Number of ships

<table>
<thead>
<tr>
<th>Year</th>
<th>Place</th>
<th>Number</th>
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<tbody>
<tr>
<td>1733</td>
<td>Friesland</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Holland</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Altona</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>Two whalers</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(England/Eckernförde)</td>
<td></td>
</tr>
<tr>
<td>1769</td>
<td>Altona</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>Holland</td>
<td>1</td>
</tr>
<tr>
<td>1798</td>
<td>Local</td>
<td>7</td>
</tr>
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</table>

Varde toldbøger
Ships from Friesland

Frisian smack
early 18th
century

Only few built harbours

Ribe Harbour from 15th Century
Loading and unloading on the tidal flats

"Ane Cahtrine" losser Hø
Niels M. Gerald 1901.
Fiskeri- og Søfartsmuseet.
Esbjerg (1868)
Traffic, offshore, ferry, fisheries

Nordby (18th century)
Ferry

Havneby (1964)
Ferry, fisheries

The present harbour structure leaves long stretches of coast unaffected by maritime activities.

The maritime activities of early modern time have left few traces in the present landscape.
Maritime continuity around Graadbyb

- 16-17th ctr.
- 17-18th ctr.
- 18th-19th ctr.
- 19th ctr. onwards
Reading the landscape

Roborg - former place of embarkation south of Esbjerg
Reading the landscape
Town of Tønder: former harbour, now 15 km inland
Reading the landscape
Amsterdam: former Wadden Sea Harbour

From Zuiderzee to IJsselmeer

"The Southern Sea"
"A shallow bay of the North Sea"
"A branch of the Wadden Sea"

North See Kanal 1875
Afsluitdijk 1927-1932

The southernmost Wadden Sea Harbour?
Research project

• “Trade and social life in the seventeenth and eighteenth centuries”
  • A research and communication project based on Danish–Dutch contacts
    • What did it mean to the individual to have direct contact with a globalised economy like that of Amsterdam?
  • Partners: Fisheries and Maritime Museum, University of Southern Denmark and Museum Sønderjylland.
  • Project period: 1/9 2015-31/8 2018
  • Supported by VELUX FONDEN
Scientific Board

• Wilma Gijsbers, Enkhuizen
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• Lasse Hollbaum Vinther, Center for Undervisningsmidler, UC Syddanmark
• Diederick Wildeman, het scheepvaartmuseum, Amsterdam
Two major, five minor projects

1. Asger Nørgaard Christensen: *Maritime-cultural exchange between Denmark and the Netherlands.*
3. Mette Guldberg: *Shipping and harbour structure.*
4. Christina Folke Ax: *Danish dress customs and Dutch influences.*
6. Martin Rheinheimer: *A seaman's family's contact with Amsterdam.*
7. Asbjørn Holm: *Interpretation of life-stories at museums and in the landscape.*
Same theme, different sources

- Customs accounts
- Wedding banns
- Court records
- Citizens records
- Baptism records
- Parish records
- Census papers

- Waterschout archives
- Ego documents
- Museum objects
- Material culture
- Traces in the Landscape
- Etc. etc.
Perspectives of the project

• Research
  • Knowledge of history
  • Historical perspective on current phaenomenon
    • Globalization
    • Migration patterns
    • Contacts, networks

• Communication/education/interpretation
  • How was life in the Wadden Sea Region earlier?
  • How can we read the historic traits in the landscape?

• Managing cultural heritage in the Wadden Sea Region
  • Traces of human activities
  • What is typical, what is rare?
  • Cultural history as an asset alongside with the natural values
Research
"History"

Communication
"To the public
to decision makers
To tourists"

Management
"Cultural Heritage"
Thank you!

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