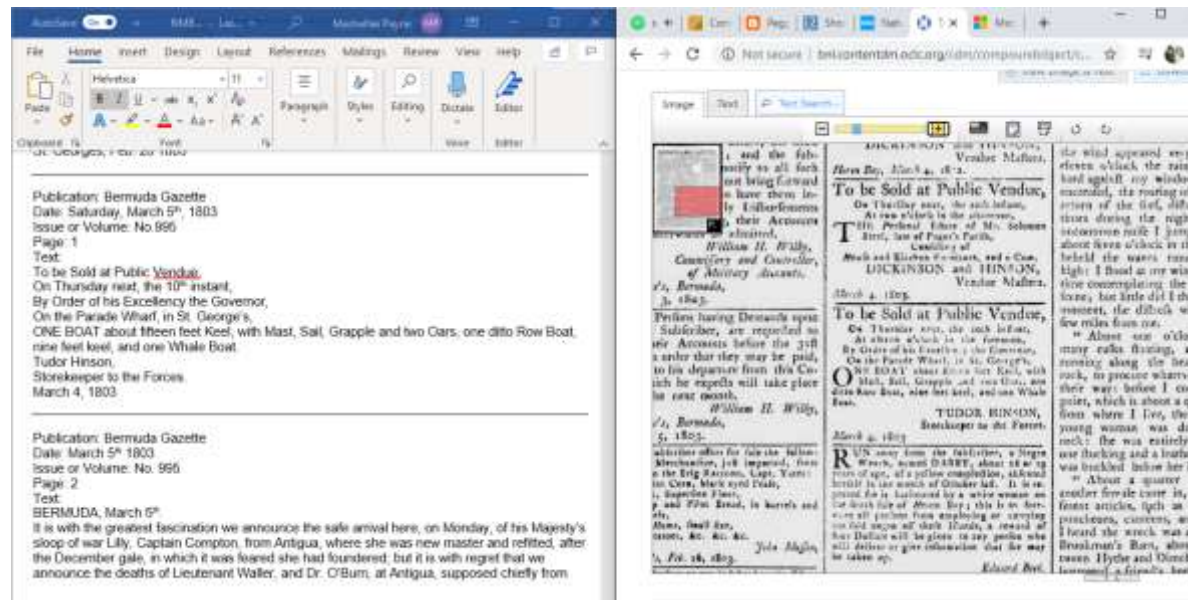


Preserving the Maritime through Transcription and Cataloguing

The screenshot displays two applications side-by-side. On the left is Adobe Acrobat Reader DC, showing a PDF document titled '21.09.10_ID256 - Huri @ 1to10_ID256 Huri.pdf'. The document contains a technical drawing of a boat hull, showing a side view and a top view with various annotations and a scale bar. On the right is Microsoft Excel, showing a spreadsheet with the following data:

Reference No.	Boat Reference	Size KB	Scale	inked/pencil	rolled/Flat	Ni
ISCA_5_27_2	ID256 Huri,Huri ID256 @1to10	29	1:10	na	na	
ISCA_5_27_3	ID256 Huri,ID256 - Huri @1to20	14	1:20	na	na	
ISCA_5_27_4	ID256 Huri,ID256 - Huri @1to20	29	1:20	na	na	

It keeps surprising me just how quickly the months seem to pass by whilst I've been working from home. One would imagine that the lack of outside work and variety would make the time drag, but the opposite seems to be true. I think I can thank the wealth of resources available online to the swift passage of time. There is always something different and new I can spend a bit of time researching and watching videos on, rather it be old BBC documentaries on sailing, or podcasts about Digitisation projects. Beyond these, this month I have gotten involved with two new projects that I'm very excited to be working on.



When reading through their Pandemic blog series, I found out that the National Museum of Bermuda was looking for volunteers to help with a transcription project they had started. The project involves going through the Bermuda National Libraries' digital archive of Bermuda's newspapers and transcribing any references to the islands' maritime activities. Working on this transcription project has been a great chance to get a glimpse into Bermuda's past.

As the island moves further away from the maritime culture that once characterised us, recording and highlighting the evidence of that culture becomes more and more important. Beyond that, many of the adverts showcase the Bermudian mindset, making it clear how long some of our habits have existed.

One thing I find particularly amusing is just how many adverts mention that if it was raining, they would wait until the weather was fair; showing Bermudians have never been inclined to do things in the rain! Living in England I've had to get used to the fact that people here do not care if it's raining and will go ahead with whatever they had planned for that day. Sailing through pelting rain and high wind during the induction for this traineeship was definitely a bit of a culture shock! I was surprised by how much I ended up enjoying myself actually, as throughout my childhood rain always meant any activities were automatically cancelled.

Although I guess if that were the case in England nothing would ever get done!

To be Sold at Public Vendue,
At the request of Messrs. Edward Goodrich
and Co.
On Wednesday the 9th of March,
At ten o'clock in the forenoon,
On the Wharf of the late Captain Anthony
Atwood,
Sundry Articles consisting of
BLOCKS,
Dead eyes,
Sheaves and pins,
Hanks,
Purchase blocks,
Balls of spynarn,
Cordage,
Sail duck,
Copper rod and nails,
Compasses,
Hand pumps,
Pump boxes,
Quadrants, &c. &c.
A Whale Boat, whale irons, &c. a luggage
boat, masts and sails, and one row boat.
Also a Tract of Land, at Mullet Bay.
Should the above Day prove foul, the sale
will take place the first fair day after.
JOHN SMITH,
Public Vendue Master,
St. George's, Feb. 26, 1803.

Later this month I became involved with the Traditional Boat Archive Project being run by the Nautical Archaeology Society (NAS). The project is working to catalogue the mass of plans, photos, and other records that have accumulated during the recording of the boats that were part of the International Sailing Craft Association (ISCA) collection. There were once 240 boats in the collection, with unique examples of sailing crafts from around the world. Unfortunately, after the museum housing the collection closed in 1997 the collection has been largely sold and dispersed to various private owners, and some heritage institutions. Thankfully, an effort to record the collection has been underway for a number of years, resulting in a large and unique archive of records in need of cataloguing.

NAS organised an online course for people interested in volunteering for the project, which I was able to get a place on. The one-day course involved listening to presentations about the ISCA collection and the cataloguing project, watching demonstrations of how the cataloguing process worked, and participating in practical cataloguing exercises. It was a really interesting day that made me extremely excited to get started volunteering.

The next week I was sent my first batch of cataloguing and able to get to work! We are sent a folder of files and pictures via WeTransfer and record the information from each file on an excel spreadsheet, describing what the file contains and assigning each with a unique reference number according to the guidelines set by the project. I've really enjoyed seeing the different types of records in the collection and all of the unique boats that make it up.



Reference No.	Boat Reference	Size KB	Scale	Description
ISCA_4_2_3	010 - Severn Coracle 2845, 023_14	373	na	JPG, colour, 023_14: Photograph of Severn Coracle, a small (single-person) watercraft. Its internal structure is visible and formed internally by wooden planks of dark colour covered by an unidentified watertight material of dark colour (possibly damaged in some places and rimmed in a wickerwork woven detail). One plank sits across the middle of the boat laterally to provide a weight-bearing thinner boards beneath this are cut to the shape of the hull and are fitted beneath the upper board. From this angle of image these lower boards align with 6 individual sustaining strips of unknown description. The upper painted white strip at each end with two material (possibly leather) straps. 'H10' or '01' is written in white chalk, a post-it note of unknown purpose and a description from previous collection display are also attached to the upper. Photograph is taken from the stern looking into the back half of the craft in a warehouse/boatshed setting atop a concrete floor. A 10cm scale bar is used. Laminated description. Date: 15/09/2002. Author: unknown.
ISCA_4_27_1	ID256 Huri, Huri ID256	749	1:?	JPG, black & white, ID 256 Huri, Huri ID256: pen line drawing for Huri. Plan sections (middle), longitudinal section (bottom). Notations showing datur sections, notation showing measurement of additional piece. Scale: no. 24/11/2004, Author: unknown
ISCA_4_27_2	ID256 Huri, Scan4	61	na	JPG, black & white, ID256 Huri, Scan4: pen drawing showing how a specific Huri joins together. 3 pieces shown, with arrows pointing out how they join. Scale: na, Date: 24/11/2004, Author: unknown

Along with these two new digitisation projects, I'm still working on the Navy Crew list digitisation project I mentioned in a previous blog. These projects have been a great way for me to still feel involved with the Maritime world over the lockdown and I feel incredibly lucky to get the chance to be involved with them.