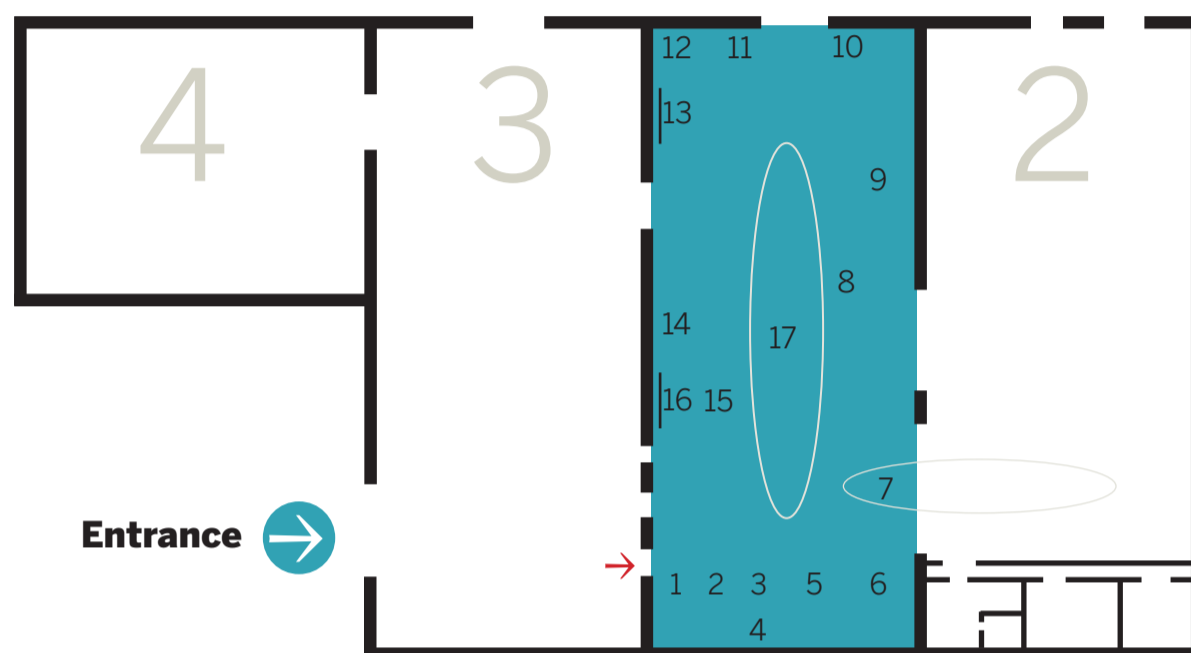


1. First section of the building

Boats of different kinds and craftsmanship from the middle of the nineteenth and twentieth century are on display in the main part of the building, arranged along the four sides. The majority are traditional boats from the Venice Lagoon that were made in the boat building yards in Venice and Chioggia, but there are also some other Italian boats from different regions. The central area is dominated by the magnificent *Scalé Reale*, the official boat built in the Venice Arsenal in the nineteenth century during the period of Habsburg rule.

A series of plaster casts by the Trento archaeologist Giuseppe Gerola (Arsiero 1877 – Trento 1938) are displayed on the walls; they include coats-of arms, lions, inscriptions and decorations that the archaeologist discovered and photographed on the island of Crete. After the period of Ottoman rule, the *Istituto Veneto* sent Gerola to the Mediterranean island for two years to study the surviving testimonies of the monuments from the period of Venetian dominion from 1204 to 1669.



On the shorter side you can see:

1) **TOPO**, A fishing boat from Chioggia, around middle twentieth cent.

This is a fishing boat from Chioggia (called *batèlo*) that was suitable for fishing as a past-time and was used with a sail in the nineteen fifties. It was donated to the Naval History Museum in the middle of the seventies by the widow of its owner, Doctor Guido Zanovello.

2) **SICILIAN FISHING BOAT , "LUNTRO"**, 1920 - 1930 ca.

3) **"TOPETO"**, 1935

Built in Chioggia for fishing in the lagoon, it was later used in Venice as a leisure sailing boat. Its dimensions are 2/3 of the normal ones. It was donated to the Naval History Museum by its owner Silvio Battagliarin in 2010.

4) **STERN OF A SICILIAN FISHING BOAT** , Palermo, 1935

5) **SICILIAN FISHING BOAT, 1921**

Fishing boat in the traditional local colours. The date of its construction is engraved and coloured in yellow on the *trasto* of the bow.

6) **A LAKE BOAT CALLED "NAV"**, 1954

A typical boat from Lake Como built in the Mostes boat building yard in Como and used on the lake to ferry people or different kinds of goods. A rounded hull with a flat bottom and four oar pegs; there is no rudder and the movement of the sail is assisted and modified by the oars. The three-arch structure (beech wood) was needed as a support for the canvas that protected the cargo.

7) **MAGANO FROM THE FERRARA AREA AROUND THE RIVER PO**,

built in the Ferrara area; *end of nineteenth cent.* (length 18.80 m. – width 4.50 m.)

A river boat that was either used to transport heavy, bulky goods down the River Po, for example sand, gravel, grain or as a ferry: there was room for livestock and wagons under a cover. It was only used with oars or long poles in shallow waters. Its characteristic flat, broad bottom at the bow made it suitable for sandbanks. Until the beginning of the past century the family of the man in charge of the boat used to live in the cabin at the stern. On the bow hull one can read part of the number plate 2L 3158 while on the other, the name of the boat S. ANNA. A red and white chequered flag is painted on the same side.

Its function is similar to the *rascona* and *burchio* (models of which are preserved in the Naval History Museum): these are two large river boats that would travel down the Po River into the Veneto Lagoon where they went back up the Grand Canal in Venice and stopped at Rialto.

These boats were often painted in the eighteenth century Canaletto and Bellotto and in the nineteenth century by the English painter Turner, all of whom painted countless views of Saint Mark's Basin and Rialto market.

On the long side, which opens up towards the section of the building where some sailing boats are on display one can see a gondola with its *felze* [cabin] and the *disdotona*, an extremely large gondola.

8) **GONDOLA**, 1930

This beautiful, well-preserved gondola belonged to the gondola park as did the other two on display in the Ship Pavilion; they were used as a means of transport for important officials of the Italian Navy and were kept inside the Venice Arsenal. They were certainly made by a *sotil* boat building yard that was active in the city at that time. On the *portèla da prova* (a moulded panel that closes the bow end, and was very often carved or decorated) the Savoy coat of arms with the cross and anchor of the Italian Navy are carved.

The *ferro di prua* is worked in iron; it is not in one single piece but rather the result of joining the various pieces that were prepared first and then welded together. According to the expert Gianfranco Munerotto it is datable to 1930 but it might go back to the beginning of the century.



There is a *felze* on the boat; this is a characteristic removable cabin that offered protection from bad weather (but often also from indiscrete onlookers) but in this case it was not an original part of the gondola. Next to the door a small oval window with a brass and gilded bronze frame allowed the light of a hand lantern (*feràl codega*) to enter and it was fixed to a hook (note the hole above the window). There is a *manina*, a kind of handle, below the window, and this was used to stop the lantern from swinging. The small opening was called a *santìn* because a religious image used to be hung on the little door, as can be seen here with the "Crucifix". A similar example of *felze* (from the 1920s) is on the gondola that is kept on the ground floor entrance hall in Ca' Rezzonico Museum in Venice.

9) **THE PIERO FOSCARI "DISDOTONA"**, 1926 (length 24.17 m. width 1.72 m.)

This is a large parade boat that Venetians call *disdotona* since it has 18 rowers.

It was built for the Querini Rowing Club as their official boat for maritime events. The boat was called *Piero Foscari*, who was president of the Club at that time, and his name can be seen on the left side of the boat.

This boat took part in every parade of the Regata Storica and other lavish events that were organised for the arrival of important guests in Venice, such as the Regata Storica parade in 1946 in honour of Queen Elizabeth II of England and the parade on 16 September 1972 to welcome Pope Paul VI.

Only three *disdotone* were built in Venice: The first was called *Francesco Querini*, and goes back to 1903 but was demolished just after 1923; the second, on display was built in 1926, and the third, today's and called *Piero Foscari*, was built in 1973 by the local shipwright Giovanni Giuponi (1910 – 2002) and its still used today for the Regata Storica parade, the Vogalonga, the Sensa and other important events.

On display on the shorter side, going towards the interior of the Arsenale are two traditional fishing boats from the Venice Lagoon: On the right a *bragagna* and on the left a *bragozzetto*

10) **BRAGAGNA**, A fishing boat from Chioggia, built in Chioggia, 1940

According to the expert Luigi Divari this is the only extant example of a Chioggia *bragagna*, it was only used for fishing in the lagoon and had a special net (that has not survived) that would be dragged along the side, which had the same name as the boat and lasted until 1961.

Because of the characteristics of the hull (flat bottom with very light draught) and its characteristic rudder (short and very wide in the part under the water), *bragagne* boats could fish in the vast lagoon areas that were called *palù* where the water was hardly ever more than a metre deep during normal tides. The two crew members would often be away from home for weeks at a time, fishing around Venice and selling their catch at Rialto; they lived aboard and slept in the space below the bow. The *bragagna* caught crabs, eel (*bisati*), goby (*gò*), and small cuttlefish.

At the bow one can see a *marota*; this was a small closed perforated boat that was used to keep the catch alive.

11) **BRAGOZZETTO**, A fishing boat from Chioggia

This is a smaller version of the Chioggia boat called *bragozzo* [lugger] and is only 10.15 metres long; it basically remained unchanged from the end of the seventeenth century when it was used for fishing out at sea until the 1960s. The normal dimensions of open sea *bragozzi* were 36 Veneto feet, the equivalent of 12.60 metres but some were also 40 or at times even 42 feet; the Chioggia fishermen would fish along the eastern coast, even going as far as the ports in Albania or Corfu (Luigi Divari).

A common characteristic of these *bragozzi* and *bragozzetti* are the lively painted decorations on the hull and sails, depicting winged figures playing trumpets, religious subjects, symbols of peace such as doves, and geometrical patterns (*barochi*). An identification mark was painted on the stern sail so that the owner could be recognised at a considerable distance at sea.

The religious scenes painted on some parts of the boat are a traditional characteristic: On the stern a "Crucifixion" is depicted while on the *mancoi* at the bow (on the right) is *Supper at Emmaus*. Angels playing instruments with flowery garlands are depicted on the hull at the bow, and one can see doves with the words "W la pace" and the same coats of arms as the sail. As we can see, the boat is called *Astemio*.

12) **BATELA FROM BURANO**, Venetian boat, 1940s – 1950s.

Typical Venetian boat used to transport goods in the city

13) **A WHERRY OAR**, end of seventeenth century (7 metres long)

Made of pinewood. Note the pommel on the handle and the iron ferrule to *parare* (push) and protect the ends of the pole when travelling down a river. The ancient technique of moving a boat consisted in pushing and sticking the oar on the bottom. The oar rested against the rower's shoulder, and holding it firmly they walked from bow to stern to make the boat move slowly.

14) **GONDOLA**, beginning twentieth cent.

This gondola also belonged to the Italian Navy, as can be seen from the carved anchor on the *portèla de prova*. Of all the gondolas preserved in the Ship Pavilion, without a doubt this is one of the most elegant, as can be seen from the gilded decorations on some of the wood-carving. Both the *ferro di prua* [high steel prow] and the small, extremely elegant oar lock are the originals.

15) **FELZE**, end of twentieth cent.

Of more recent construction, this *felze* is made of plywood and is of little value. It was probably made for one of the Venice Carnivals.

16) **ANCOR**, seventeenth-eighteenth cent.

An anchor from a square sail ship

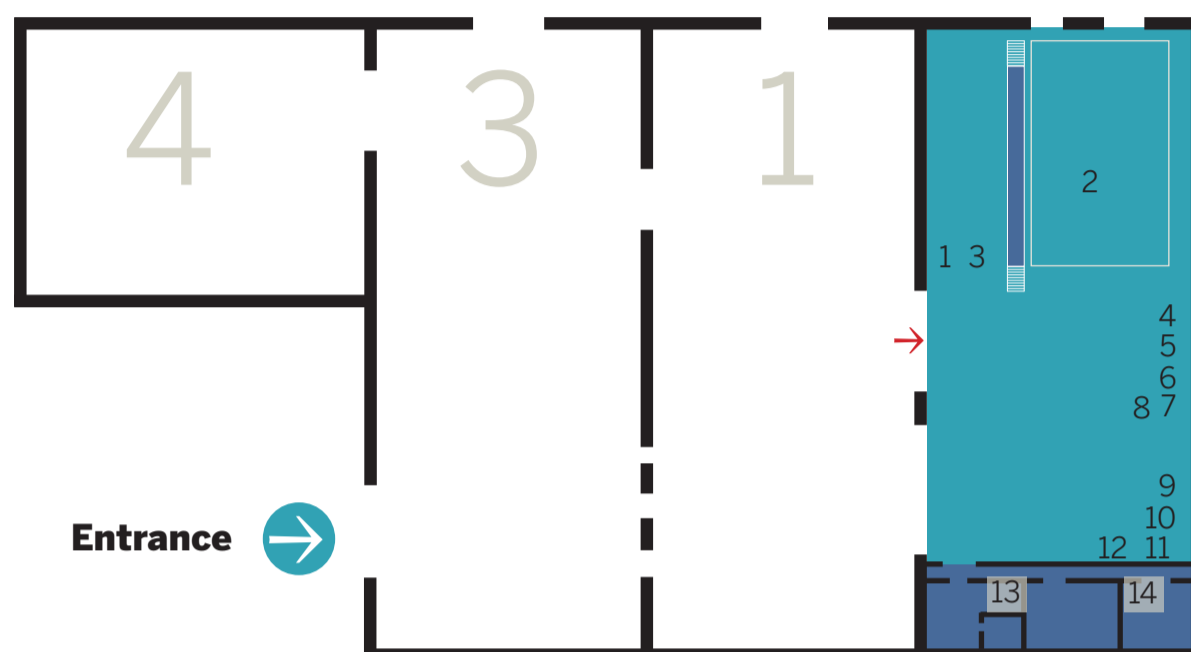
17) **SCALÉ REALE**, first half – middle nineteenth cent (18 metres long; 2.20 metres wide)

This splendid parade vessel is extremely impressive to look at and was built by Venetian craftsmen in the Arsenale, probably between the first half and the middle of the eighteenth century during the period of Hapsburg rule. The vessel was used in Saint Mark's Basin for festivities, historical and social events in the city. The semi-circular stern forms a small platform for a wooden group of sculptures, decorated with gold leaf depicting *The Coronation of Italy by the Venetian Republic*; this was completed after King Vittorio Emanuele II's visit to Venice on 7 November 1866.

This historic event is documented by Girolamo Induna's painting, which is preserved in the Museo del Risorgimento in Milan (see caption). The painting depicts the *Scalé Reale* sailing through Saint Mark's Basin; a crowd standing in the Piazzetta and in front of the Doge's Palace is watching the luxurious vessel with its tricolour flags go past. Wearing the doge's ducal hat, the statue of Venice is standing up and placing a laurel crown on Italy's head (the seated figure), surrounded by a crenellated crown. A small angel is walking in front of the two statues with its arms upwards. Below the stern is an elegant crimson red velvet train that reaches down into the water. The canopy that protects the illustrious guests is completely glazed and supported by four Doric columns; a frieze decorated with gold leaf with mock-classical racemes and lions' heads runs down the entire length of the boat. The side of the hull is painted red while the lower part is white. Placed at the bow, the statue of Saint Mark's Lion was also made when the King visited Venice. The Savoy coats of arms have been replaced by those of the Italian Navy and can be seen on the bow hull. The last time this magnificent vessel sailed was in 1959 for the funeral of Pope Pius X, who had been patriarch of Venice and whose funeral was held in the Basilica of Saint Mark. He was buried in Saint Peter's Cathedral in Rome. The *Scalé Reale* was the source of inspiration for the shape of the eighteen-oar bissona *Serenissima*, built by the local shipwright Giovanni Giuponi between 1958 and 1965 that we can admire each year during the Regata Storica procession in Venice.

2. Second section of the building

Different kinds of vessels are housed in this section of the building: Two gondolas datable to the end of the nineteenth and beginning of the twentieth century and several felze, a large river barge, an 1890 diving boat that was used in the Venice lagoon, three sailing boat hulls, two in wood and one in fibreglass. The construction structure of a gondola can be seen on the mezzanine on the right while in the left area of the warehouse one can admire the impressive engine room of the Eletttra steamer.



1) **DINGHY**, 1910

Dinghy 12' was designed by the Englishman George Cockshott in 1913 with the aim of combining all the characteristics of the different hulls used at that time by boat lovers in one single boat so they could go sailing or take part in small regattas in the ports and roadsteads of northern Europe. Cheap, easy to handle and suitable for pleasure boating the Dinghy became so popular that in 1928 it was chosen for the Olympics and built in Italy in 1929. In 1931 the first Italian championship took place and for over thirty years it was to play a decisive role in national sailing sports, in particular regarding the training of the younger generation. Every year more than 200 sailors take place in the national, regional and local regattas (from Lugano to Palermo) on wooden or fibreglass hull boats.

The vessel on display here was clinker-built, a construction system that is widespread in northern Europe.

2) **"ELETTRA" STEAMER ENGINE ROOM**, Launched in 1904 with the name "Rovenska" (length 67.40 metres; 1 propeller, 2 masts, steam engine with two boilers, speed 12 knots)

This elegant yacht was designed by the engineers Cox and King in London, commissioned by the Archduke of Austria, Karl Stephen; it was called *Rovenska* in memory of the place where the Archduke had a magnificent villa on the island of Losinj. Purchased by the English in 1910, it was used during the First World War in the Channel as a patrol vessel and escort. Put up for auction in 1919, it was purchased by Guglielmo Marconi who transformed it into a ship-laboratory equipped with transmitters, receivers and antennae masts. The result was *Eletttra*, the mobile station where Marconi discovered radio waves. When he died in 1937 the ship was bought by the Ministry of Post and Telecommunications and then transferred to Trieste when Italy entered the war. It was then bought by the Germans who transformed it into a warship and all the radio equipment and instruments Marconi had used was taken ashore and packed up in 19 crates. In 1947 nearly everything was sent to the Science and Technology Museum in Milan. The *Eletttra* was bombed and sank in 1944 near Zara where it remained semi-submerged until 1962, when Marshall Tito gave it back to Italy. In 1977 the ship was sectioned into diverse parts that were sent to museums in different regions. The engine room, including the propulsion equipment with boilers and triple-expansion steam engines (an invaluable example of maritime industrial archaeology) were donated to the Naval History Museum in Venice.

3) **FELZE [CABIN]**, beginning twentieth cent.

Simple *felze* that probably belonged to a more Spartan kind of gondola that was either for everyday use or hired.

4) **CENTRE BOARD VARNISHED WOODEN BOAT WITH POLISHED EDGE**, Built in Venice in 1943 (length 5.65 metres – width 1.95 metres, with mast 9.30metres)

Donated to the Naval History Museum by Dr. Maurizio Zanetto in 1989

5) **FIBREGLASS HULL "ZENTIME"**, 1990 ca. (length 8.50 metres)

The boat belonged to Alex Carozzo, born in Genoa but who adopted Venice as his native city; for years he worked as a Captain navigating the seas and was in love with the sea. Having taken part in ocean crossings and regattas, he is considered the first Italian solo sailor. Carozzo retrieved the abandoned hull of a fibreglass boat that was being demolished in La Spezia and adapted and equipped it with salvaged materials. It was with this boat that he set sail from Las Palmas (Canary Islands) in April 1990 and after 42 days' solo sailing in the Atlantic Ocean the *Zentime* reached the coasts of San Salvador, the island Cristoforo Colombo had discovered on 12 October 1492.

6) **GONDOLA**, probably end of nineteenth cent., attributed to the Tramontin boat building yard

Of all the ones preserved in the Ship Pavilion, this gondola is without a doubt the oldest and boasts the most valuable carving and decorations. It may be datable to the end of the nineteenth century and was probably built in the Tramontin *squero*; as the symbol of the anchor is missing, unlike the other gondolas this one was not made for the Arsenal Military Navy. The relief depicting the Savoy coat of arms, which is part of the decorations behind the backrest of the seats (*sentâr*), was done later, as can be seen from the different style and inferior quality.

As the scholar Gianfranco Munerotto pointed out, the iron at the front (*fêro da prova*) does not appear to be as old as the gondola, as can



be seen from the joints (the iron teeth on the iron at the front of the gondola). The *parécio*, or rather the gondola furnishings including the cushions and mobile metal finishings are original.

7) **WOODEN BOAT**, 1930s – 1940s (length 6.70 metres – width 2.30 metres)

Sailing boat built in the Venetian boat building yard Triantaphinis that was popular in the Venice lagoon in the 1930s and 1940s. The property of the lucky few, it was also thanks to this kind of boat that sailing became popular as a sport in the city in the 1940s. The mast can be adapted and lowered so that the boat can sail along the canals. It belonged to Dr. Angelo Benzoni who donated it to the Naval History Museum in 1988.

8) **FELZE**, end of nineteenth beginning of twentieth century?

The *felze* [cabin] was placed over part of the gondola. It belonged to one of the Italian Navy's gondolas, preserved inside the Arsenale as can be seen from the carved anchor on the door. The cut glass windows with black curtains are situated along the side walls.

9) **MAGANO FROM THE FERRARA AREA AROUND THE RIVER PO**, end of nineteenth cent.

A river boat that was either used to transport heavy, bulky goods down the River Po, for example sand, gravel, grain or as a ferry: there was room for livestock and wagons under a cover. It was only used with oars or long poles in shallow waters. Its characteristic flat, broad bottom at the bow made it suitable for sandbanks. Until the beginning of the past century the family of the man in charge of the boat used to live in the cabin at the stern. On the bow hull one can read part of the number plate 2L 3158 while on the other, the name of the boat S. ANNA. A red and white chequered flag is painted on the same side.

Its function is similar to the *rascona* and *burchio* (models of which are preserved in the Naval History Museum): these are two large river boats that would travel down the Po River into the Veneto Lagoon where they went back up the Grand Canal in Venice and stopped at Rialto. These boats were often painted in the eighteenth century Canaletto and Bellotto and in the nineteenth century by the English painter Turner, all of whom painted countless views of Saint Mark's Basin and Rialto market.

10) **GONDOLA**, beginning twentieth cent.

This beautiful, well-preserved gondola belonged to the gondola park as did the other two on display in the Ship Pavilion; they were used as a means of transport for important officials of the Italian Navy and were kept inside the Venice Arsenale. It was made by one of the *sotil* boat building yards that were active in the city at that time.

11) **DIVING BOAT**, 1890

This characteristic, extremely robust boat was built in the Venice Arsenale in 1890 for divers. Its structure has been adapted to the divers' needs. In fact, at the bow, more precisely on the wheel is a fairlead that was used to haul up heavy objects from the seabed. Below the wooden cover, on the other hand, is a hand pump that was used by two assistants to supply the diver with the air he needed up to a depth of 12 – 13 metres. The diver's suit also has a headpiece. The boat was also used to carry out maintenance and clean the ship hulls.

12) **FELZE**, twentieth cent.

This relatively recent plywood *felze* was probably made by the Crea boat building yard on the Giudecca for the 1990 Carnival. Below the little window is a decoration with a noble coat of arms.

13) **CONSTRUCTION FRAME OF THE GONDOLA**

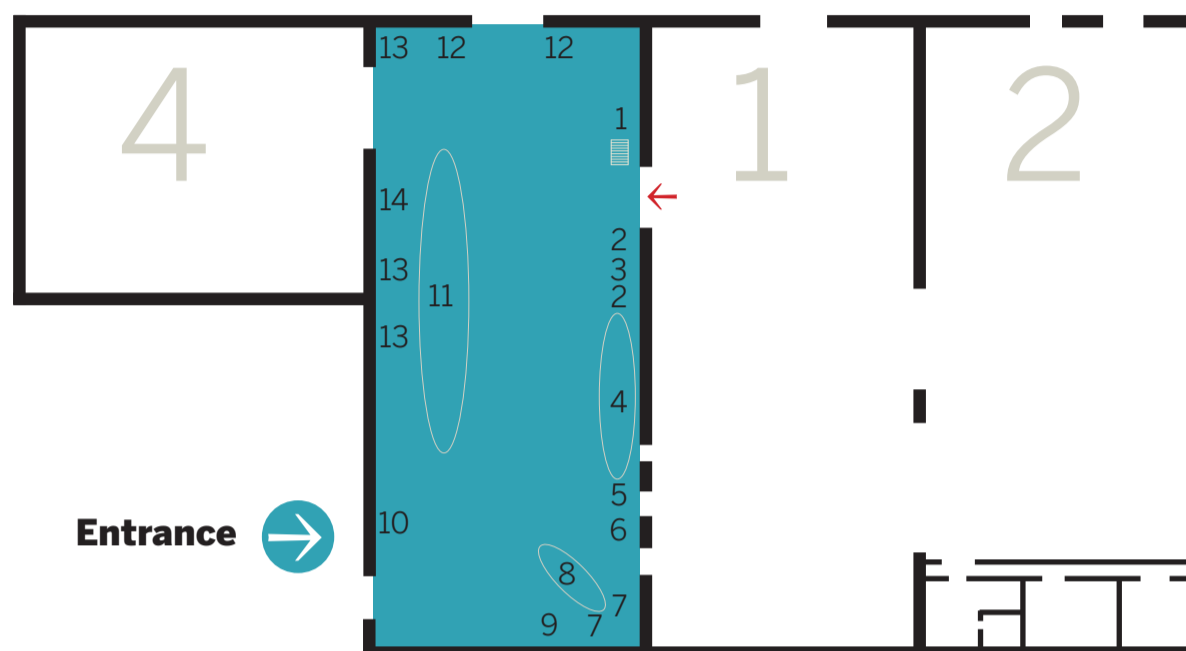
Towards the right part of the building, on the mezzanine is a simulation of the construction of a gondola including its main structural elements. On the *cantiere* [worksite] is a moulded beam upon which the boat is placed, with the first three *corbe* that are a reference point for the others in the construction of the hull structure. At the end of the worksite the bow and stern *aste* are the end points of the boat where the planks end and the *ferrì* are attached.

14) **FELZE**, nineteenth cent.?

On the mezzanine to the left of the gondola structure.

3. Third section of the building

This part of the building houses military vessels, the royal boat used when the Savoys visited Venice, war objects, navigation instruments and shipyard equipment.



1) **ROYAL MOTORBOAT**, Built in 1920 in the S.V.A.N. ship building yard in Venice (length 14 metres – width 3.2 metres) 2 motors, 2 propellers
The official motorboat of S.M. the King of Italy and the Royal princes of Savoy for official visits in Venice. In 1946 the cabin furnishings were replaced when the motorboat was to be used for the President of the Italian Republic; the last president to use it was Einaudi in 1947.

2) **BINNACLES FOR A MAGNETIC COMPASS**, *twentieth cent.*, used by the war units (Incr. Montecuccoli – Motozattera Costiera 1003)
The casing for the compass binnacle is a tea column that is around 130 cm high, fixed to the ship and with internal illumination so the compass can be read in the dark. The upper part in brass is usually in the shape of a dome that can be opened and inside is a graduated magnetic compass with a glass bottom (so light can filter through at night and to read the gradation). On the sides of the metal dome, attached to the wood are two brass poles (non-magnetic metal) on which the two iron spheres are placed; one is usually green and the other red, and they compensate the magnetism created by the metal of the hull.
The Italian name “*chiesuola*” comes from the form and function of this container: protecting the compass that, in the past, was one of the few, invaluable instruments available in navigation.

3) **COMMON LOG**, an ancient instrument that was used in sailing boats to calculate their speed.

The word *solcometro* comes from the metaphor ‘sailing the seas’, an expression that refers to the ship that creates a trail on the sea surface with its movement.

It consists of a line with marks or knots along it every 15.43 metres; an hourglass that measures time intervals of 30 seconds; a hard-wood triangle (called *barchetta* in Italian because it looks like a boat), attached to one end of the line and weighed down so it remains vertical in the water; a reel the line is wound around.

It is thrown into the sea from the stern to measure the boat’s speed so once it is in a vertical position it becomes a ‘fixed’ point.

The speed of the boat is then calculated by the length of line that is unreeled in a given time interval.

4) **STEAMBOAT P.E. 48**, Service vessel with steam engine, wooden hull (length 14.30 metres – width 3.40 metres)
(see captions for general characteristics)

Built in Genoa in 1902 and in service until 1978, the steamboat was used for various port activities and as a tugboat for the big ships moored there. The particular shape of the hull and the triple expansion motor meant it could reach a speed of 13 – 14 knots.

The construction system of the hull and the solid keel typology with carvel ribs and planking with clinched nails is similar to the wooden construction system.

Three people would work on the boat: a pilot, cabin-boy and stoker. A bucket filled with coal is in the steam boiler room

5) **BALANCE WINCH**

A special kind of winch that was used to weigh the ship anchors.

The winch or windlass (used to weight anchor) is made of two bells at the sides of a system of toothed wheels that impart the rotation with a system of rockers.

6) **SHIP BELL FROM THE COLONIAL SHIP ERITREA**, 1937

As can be seen from the inscription on the plate, this is the “*ship bell from the colonial ship Eritrea, Italian Navy unit that worked in seas in the Far East in the 1940 – 1945 war*”.

This bell was used to inform the crew when meals were ready, when it was time to get up and all the other activities during the day; over the years, these bells were replaced by whistles or trumpets.

7) **BLOCKS**, nineteenth – twentieth cent.

A series of different sized blocks can be seen on the wall. These were hard wood, egg-shaped pulleys with one or more sheave-holds to which the wheels or pulleys for the cable were hinged. Of diverse shapes and sizes, they were used for a funicular system to change the direction of the stay or to reduce the effort needed to raise or lower an object. They were used on sailing boats or, as in the samples on display here, to tow heavy boats.

8) **“GALILEO” BOAT**, second half of nineteenth cent.

Typical rowing boat used in the Tyrrhenian Sea. It might have been used aboard a brig that sailed the Naples - America line. It has an experimental motor dated 1898. Of particular note is the care paid to the decorative details and the use of oar pegs and not oar locks for the oars.

9) **WINDLASS**, 1789

A wooden object used ashore to hoist boats or medium-sized ships out of the water and on to the ramps in the Arsenale. They were worked by hand with poles (or capstan bars) in the upper crown and arranged in a radial pattern: One or more men would work on each pole.

10) **RACING MOTORBOAT “BAGLIETTO – CATTANEO” ASSO**, Construction SpA C.A.B.I. – Cattaneo, Milan, 1932, engine Isotta Fraschini. Asso 1000, 250 cv, donated C.A.B.I. Cattaneo, 1982 (length 5.4 metres – width 2.5 metres)

Racing boat with the mythical Isotta Fraschini Asso – 1000 engine, holder of world speed records in the 1930s with Italian Navy pilots.

11) **MOTOR-TORPEDO BOAT 473**, C.R.D.A. – Monfalcone (Trasformazione Cantieri Baglietto – Varazze), Ex MS 613 – Ex MV 613 – Ex MS 31, Launched: 09.06.1942 Struck off: 01.10.1975 (see captions for general characteristics, engine and fitting-out)

Based on a German design, the 473 motor-torpedo boat was built by the Ship building yard Cantieri Riuniti dell'Adriatico in Monfalcone in 1942 together with a further 36, equipped with an Issotta-Fraschini Asso petrol engine.

It took part in the airship battle in the Middle of August (13 August 1942), when it sank the British steamboat Glenorchy and in 1944 when it damaged some ships in a German convoy.

At the end of the Second World War the nine surviving boats were used by the Italian Navy in the Adriatic and Ionian Seas. Downgraded to motor patrol boats in 1949, when Italy entered the NATO four of them were reclassified as motor-torpedo boats, forming the 42nd Squadron and were used as gunboats, torpedoes and mining ships. The Motor-torpedo boat version was fitted with one forward 40/56 cannon and two torpedo tubes, 450 mm and lateral impulse. The stern cannon was removed to make room for the torpedoes.

On 10 June 1972 together with the others, the 473 Motor-torpedo boat sailed up the River Po up to Piacenza carrying the Italian Navy Flag to greet the people.

One characteristics of this boat is that it has a wooden hull to avoid magnetic mines.

12) **NAVAL MINES**, twentieth cent.

Metal spheres that look like a hedgehog with explosives inside, they were used to defend the ports during the First and Second World War, sinking any ship that came into contact with them. A steel cable connecting the mine to an anchor on the seabed prevents it from drifting away, keeping it just a few metres under the surface (between 5 and 10 metres).

13) **MACHINE-GUNNER, BRED A PRODUCTION**, 1930s

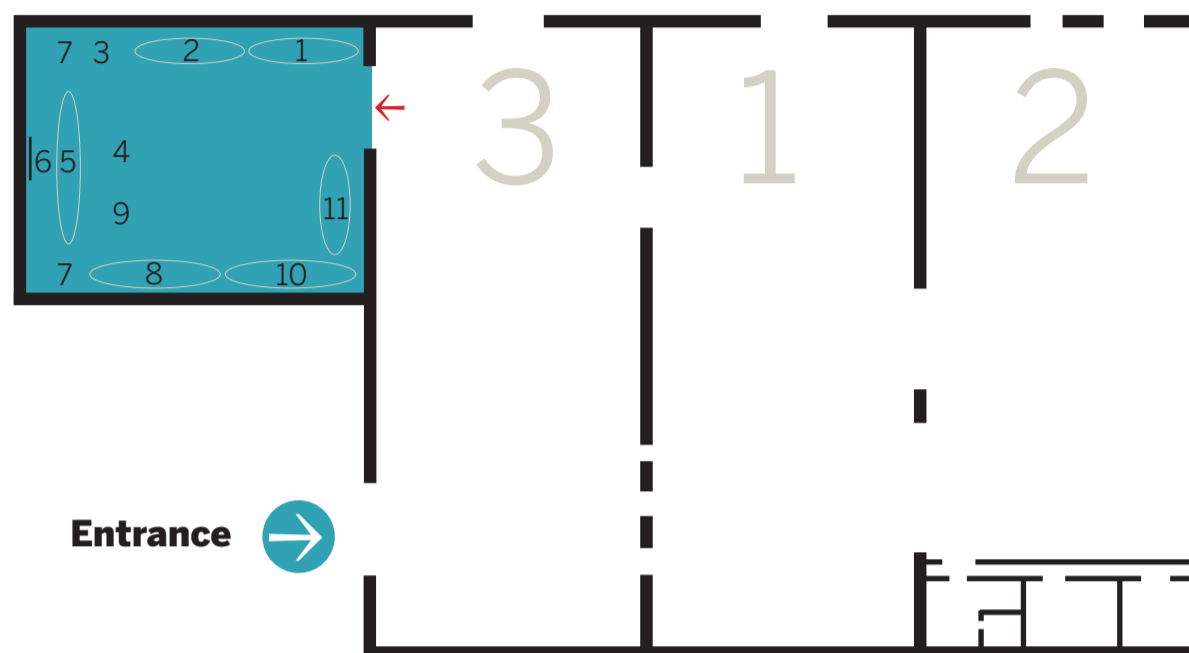
Complete with gun-carriage to be taken aboard ships.

14) **20 MM-CALIBRE MACHINE-GUNNER**, 1930s – 1940s

On ships as anti-air and anti-ship defence.

4. Fourth section of the building

In the last warehouse, which is perpendicular to the other three, on display are several lifeboats and an Italian Navy motorboat, canoes from different regions, a felze [gondola cabin] and the last extant boat for funeral transport.



1) **WHALESHIP FROM THE SHIP SCHOOL VESPUCCI**, built in 1929 for the “Colombo” ship school

It was transferred to the *Vespucci* ship school which was used as an official vessel by the captain and officers to reach the shore until 1975. It had frame floors on the furthest point of the stern.

2) **LARGE LAUNCH OR “YOLE”**, *twentieth cent.*

Navy launch with oars, slim and fast, for races.

3) **LIFEBOAT (?)**, *twentieth cent.*

Probably used by the Navy

4) **FELZE [GONDOLA CABIN]**, *beginning twentieth cent.*

Similar to the rest of the gondola, the *felze* was decorated with carving, in particular at the front, on the door and around the small windows. It was covered with a permanent canvas that was made waterproof with a coat of varnish to guarantee absolutely no water would go through. The *ràssa*, the very close-knit woollen cloth that made it waterproof, was placed over it so that it hung down at the back and the opening could be closed with a train. Up until the eighteenth – nineteenth centuries it was used as protection against bad weather but it then went on to become more of a decorative element for important occasions (Gianfranco Munerotto).

The eight decorative silk bows arranged in two rows are tied in pairs by a drawstring. In the middle is a row of smaller bows. The *ràssa* was usually placed over the structure and was either mobile or fastened with hooks. In this case it is fixed. The windows have Persian blinds and sliding cut glass windows.

5) **SOMALI BOAT**, *twentieth cent.* (length 5.90 metres – width 1.50 metres, height 88 cm)

Wooden boat with characteristic nailing of the planks on the frame with nails bent on the interior. Streamlined bow and square stern. Fitted out with lateen sail and four wooden oar pegs for rowers.

On the morning of 13th February 1926, returning from a blockade cruise to repress arms smuggling, near Bender Merario the R.N. “Campania” saw and captured a vessel that belonged to one of Osman Mahmud’s six children who was trying to flee towards English Somalia.

6) **SOMALI SHIELD**, (*Donated to R.C.T. artilleryman - 1910*)

Somali shield used in the native sections of the Royal Italian Army with the emblem of the artillery.

7) **HORSES**, *nineteenth cent.*

Pair of horses in papier-maché, inspired by the Quadriga in Saint Mark’s.

8) **SANDOLO**, traditional boat from the Venice lagoon, *twentieth cent.* (length 6.47 metres – width 1.35 metres)

Today this is still the most common and widespread boat in the Lagoon. It can be between 5 and 9 metres long.

The origin of the word probably comes from the Latin *sandalium* (sandal), a simple flat shoe that is like this boat.

The word *sandolo* does not refer to one specific boat but to many variations, and the characteristics vary according to its original purpose: The *sandolo sciopon* for hunting in the salt marshes; the *sandolo buranèlo*, *sandolo sampieròto* and *sandolo da fagia* for fishing in the lagoon; the *mascàreta* and *puparin* for pleasure boating and races; and the *sandolo da barcarìol* to transport people.

Just like the gondolas, the *sandolo* is also used to take tourists for rides.



9) **CANOE**

Used in Lake Orsitano in Sardegna

10) **BOAT FOR FUNERAL TRANSPORT OR “BOAT OF THE DEAD”**, 1870 ca. (length 11 metres – width 2.2 metres)

In the second half of the nineteenth century the Venice City Council had 4-5 rowing boats built to be used as a means of funeral transport for the Venetians going to the Cemetery of San Michele in Isola.

The boats had different kinds of decorations and were not all as luxurious as each other, to meet the diverse financial means of the family who wanted to hire it. Two large gilded wooden statues were placed at the stern and bow, one of winged angels and the other the lion of the Venetian Republic. The last “boat of the dead” was put to rest in the early 1970s.

The only surviving example, the boat on display was used until 1940 to transport the coffins of the Arsenale workers from the Church of San Biagio dei Marinai (the Navy parish) to the Venetian cemetery. In fact, ever since the days of the Venetian Republic this category of workers had enjoyed countless privileges from the local government.

The hull shape is similar to the *caorlina* and *batelon*, two traditional Venetian boats used to transport goods; the baldachin where the coffin was laid in the inside was hidden with black curtains with a yellow fringe.

A drape of the same colour decorated the external sides of the hull.

The boat had four oarsmen, the gravediggers, who wore a uniform that was the same colour as the boat.

The allegorical sculptures depict: At the stern the flame of faith coming out of a lantern to light the darkness; under the baldachin the winged sphere is the soul rising up towards the Kingdom of God; at the bow an angel with a trumpet heralding the day of reawakening.

11) **MOTORBOAT**, 1920 ca. (length 7.40 metres – 1.85 metres wide)

Traditional boat in the Venice lagoon, oar and sail, later transformed by the Italian Navy into a mechanically propelled motorboat, adapting the keel in the front for greater stability. The flat bottom at the rear remained the same. Used to transport people until 1980.