

Pre-visit Activity: Using Sources to Construct an Account

Carefully consider each of the sources on the following two pages:

- What kind of source is this?
- Whose perspective is represented?
- How are all these sources connected? What story can you piece together?



THE HERALD, MONDAY EVENING, MARCH 12, 1934

Miss Pamela Bourne, daughter of Lady Bourne, who will sail in the wheat race as an apprentice in the Finnish barque, Herzogin Cecilie. The vessel will leave Wallaroo, Spencer's Gulf (S.A.) for England at the end of the month.

3 August, 1934

Mr Erikson,
The trip home went reasonably well, with all of 12 days of total calm off Australia. At 90 degrees west we had a bad storm and lost a life boat and a new sail which blew to bits, but no sheet has been lost. In the North Atlantic we had no wind at all, so it took us all of 119 days to get up to Ireland.

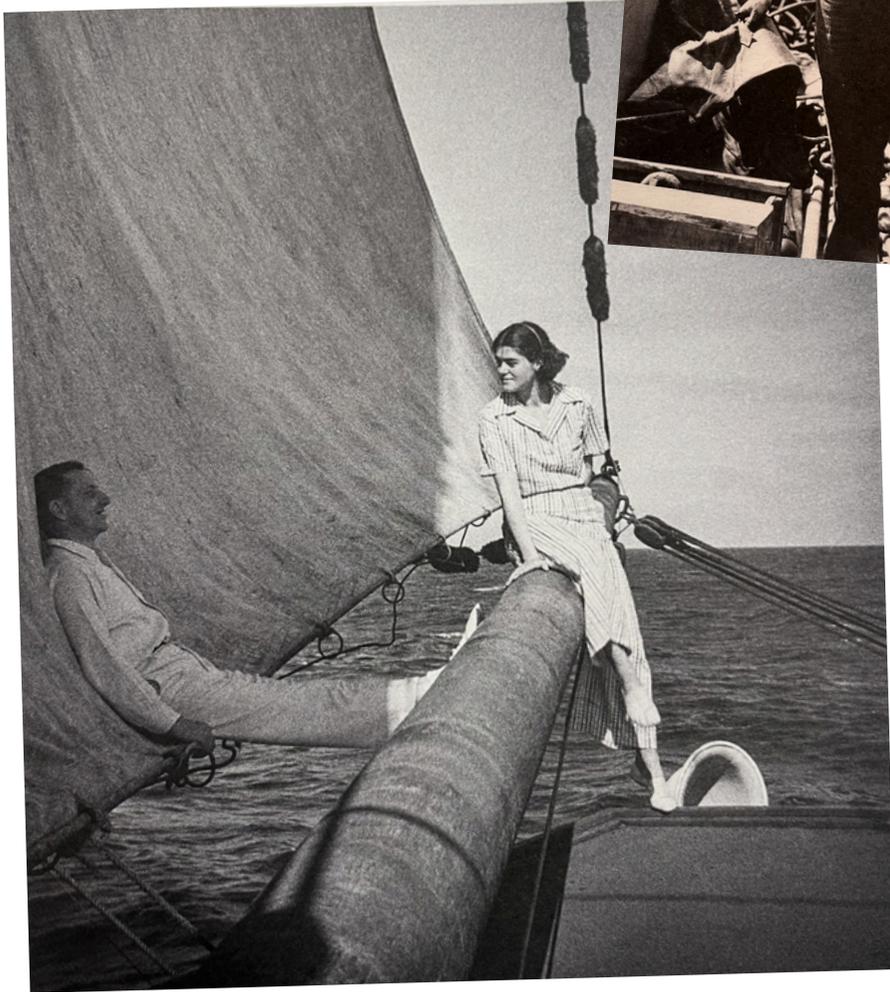
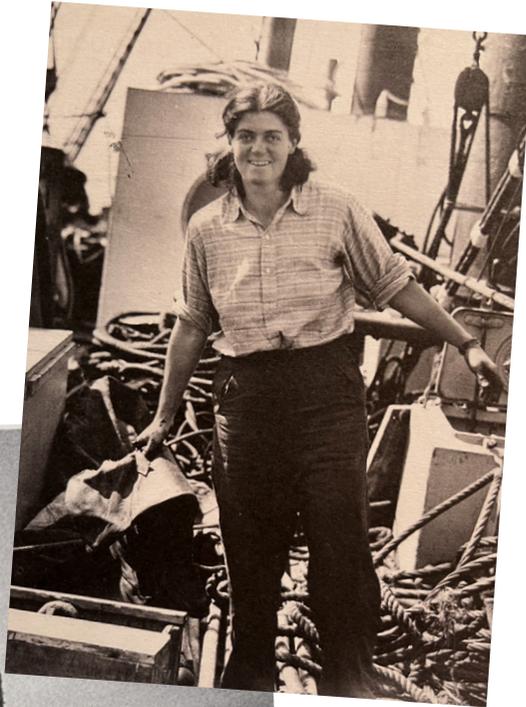
Captain Sven Eriksson
Belfast

My child, I am desperately unhappy about you. I know only too well that I count for nothing now, that there is no love in your head for me, that your four months' association with that dishonourable Finn has wiped out almost 17 years of love and devotion, and all sense of loyalty!

I am your mother, I love you, even he cannot alter that fact, you are my child, but I can have nothing to do with such a marriage. You can't get away from the fact that S.E. has the same blood as his rough family. He merely has acquired a veneer through meeting better people in his travels.

Don't resent this letter, I don't mean to be nasty, it is my last heartfelt warning to you, which I must give you, though in your present state of mind, you'll ignore it I know.

The desk from Gusaf Erikson's famous ship, Herzogin Cecilie, which sank under Captain Sven Eriksson's command in 1936. The desk was used by Sven at his home in Aland, Finland between 1936-1945 and is currently on display in the museum on that site. (Source: [Skeppargården Pellas](#))



Sven,
First I must say that it seems remarkable to say the least that you find the time to make a trip through half of England but not to send a written arrival report from the first port of call. Surely the shipping firm should be put before both government ministers and all kinds of other fancy acquaintances.

The report that finally came seems stumbling, perhaps because the smell of land has already clouded the memory of the sea. If you know that your sails are not up to it and you see a gale coming, you should in the name of reason gather them up before they blow to bits.

Gustaf Erikson

