

October 2019

# “Ships, Vol. 2” Beyond Transport, Combat and Tourism: A Study into Ships on Postcards

Janos Jalics

*The University of Akron*, [jmj130@uakron.edu](mailto:jmj130@uakron.edu)

Please take a moment to share how this work helps you [through this survey](#). Your feedback will be important as we plan further development of our repository.

Follow this and additional works at: <https://ideaexchange.uakron.edu/spa>

 Part of the [Archival Science Commons](#), [Digital Humanities Commons](#), and the [Public History Commons](#)

---

## Recommended Citation

Jalics, Janos (2019) "“Ships, Vol. 2” Beyond Transport, Combat and Tourism: A Study into Ships on Postcards," *Student Projects from the Archives*: Vol. 2 , Article 4.

Available at: <https://ideaexchange.uakron.edu/spa/vol2/iss1/4>

This Article is brought to you for free and open access by IdeaExchange@UAkron, the institutional repository of The University of Akron in Akron, Ohio, USA. It has been accepted for inclusion in Student Projects from the Archives by an authorized administrator of IdeaExchange@UAkron. For more information, please contact [mjon@uakron.edu](mailto:mjon@uakron.edu), [uapress@uakron.edu](mailto:uapress@uakron.edu).

# **“Ships, Vol. 2”**

## **Beyond Transport, Combat and Tourism: A Study into Ships on Postcards**

Janos Jalics, *University of Akron, Department of History*

**T**he ship is one of the most crucial inventions in human history. Throughout its existence, it has been used to bring people from place to place and fight wars. Over several millennia, ships have been displayed in all sorts of media ranging from commercials to diaries and newspapers. When the postcard was invented in 1869, various ships began appearing on them. Postcards with ships became far more than a way to message. They became advertisements, showcases of paintings, and repositories of information. Postcards gave ships a new purpose and unique audiences in the name of advertisement, art, and knowledge, as this essay will show by examining “Ships, Vol. 2” of the David P. Campbell Postcard Collection at The University of Akron.

### **Postcards with Battleships: Images of National Pride**

The postcard was invented during the dawn of the battleship era that lasted from the late nineteenth century until after the Second World War. Battleships are powered by oil or steam engines heated with coal. They have steel plating for defense and are bristling with cannons and torpedoes. Battleships were the evolution of wooden sailing ships or steamships. Naval combat depended heavily on ships dealing the most amount of damage while being able to withstand damage taken from the opposing ship without sinking. Having steel plates allowed a ship to take more damage and spreading out the steel over a large area allowed the ship to have the increased durability without sinking from the steel being denser than water. Turrets were relatively new, allowing ships to fire at different targets from different angles without having to install new guns. Having enough guns along the sides for a successful broadside was emphasized less than in previous eras, as shown by battleships having fewer guns along the side than ships of previous eras.

The first battleship was the USS *Texas* launched in 1892. It served admirably in the Spanish-American war but as it became obsolete, it was used as target practice until its demolition in 1912.<sup>1</sup> The HMS *Vanguard* was the last

---

<sup>1</sup> “Texas”. NavSource: Battleship Photo Archive. April 11, 2019.  
<http://www.navsource.org/archives/01/texas1.htm>

battleship and it was commissioned in 1947. It was built with World War II in mind, but the war was already over at its completion, leading to a speedy retirement.<sup>2</sup> Battleships ran into a major problem in both world wars that led to their obsolescence: airplanes. Anti-aircraft guns were somewhat rare on battleships and planes found them easy targets to bomb.

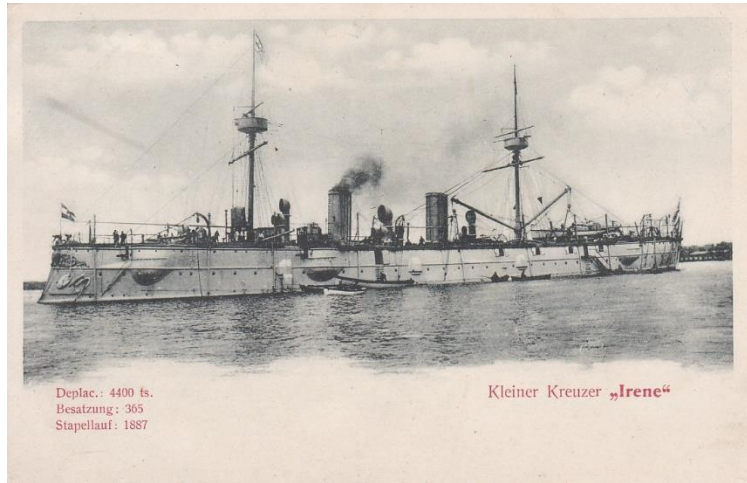


Image of the *Irene*

The first postcard with a battleship that will be discussed here is a German postcard displaying the cruiser *Irene*. It shows an old photograph of the battleship and displays many of the statistics known about the cruiser. The card has no message and is not addressed to anyone. According to the postcard, the *Irene* displaced 4,400 tons and had a crew of 365 men. It was built in 1887 and saw extensive service in East Asia. Germany had substantial power there, including a sphere of influence in China's Shandong peninsula. This sphere of influence was created by an unequal treaty between the two nations that gave Germany some exclusive trading privileges. With increased trade came the need for security and therefore Germany built battleships and cruisers to protect their merchants and sphere of influence from other nations and pirates. The *Irene* served under Admiral Tirpitz the large cruiser *Kaiser*, the *Prinzess Wilhelm* under Commander Dubois, sporting four 15-cm guns, eight 10.5 cm guns, and a speed of 18.5 knots.<sup>3</sup> It was clearly a powerful ship and saw much of late 19<sup>th</sup>-century imperialism. The ship spent most of its service under Kaiser Wilhelm II (1888-1918) of the Second

<sup>2</sup> "HMS Vanguard (23)". Military Factory. April 11, 2019. [https://www.militaryfactory.com/ships/detail.asp?ship\\_id=HMS-Vanguard-23](https://www.militaryfactory.com/ships/detail.asp?ship_id=HMS-Vanguard-23)

<sup>3</sup> Patrick J. Kelly. *Tirpitz and the Imperial German Navy* (Indianapolis, Indiana: Indiana University Press), 119

German Empire, a man that always felt inadequate. In order to compensate for his inadequacy, the Kaiser enlarged the German armed forces with large battleships and a great deal of military and navy spending.

The *Irene* was built well before Kaiser Wilhelm II came to power but continued as a symbol of German power and masculinity, and this is clearly conveyed on the postcard. There are two possible audiences for this postcard: those who want to know more about battleships and those who were affected by German nationalism. Obviously, these audiences were existing at the same time and likely shared members. German nationalists of the late nineteenth century would show off this postcard as the manifestation of German power and battleship nerds would show this postcard as a manifestation of what they knew about the ship. This postcard served its purpose by showing knowledge to attract battleship nerds and power to those who were affected by German nationalism.

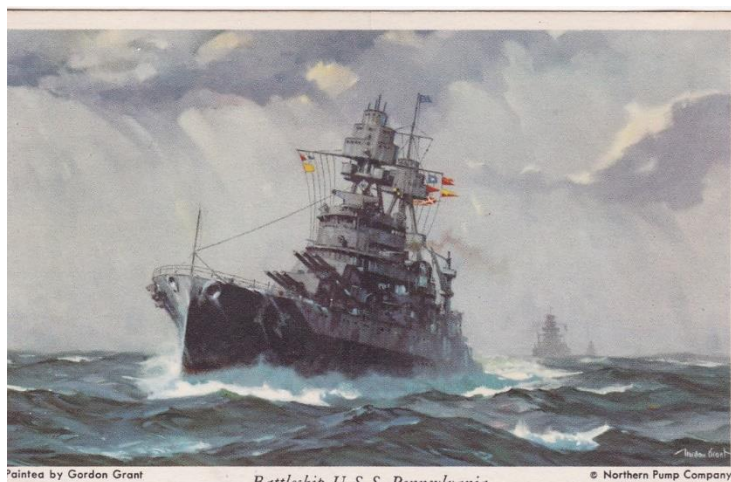


Image of the U.S.S. *Pennsylvania*

The next postcard shows a painting of the battleship U.S.S. *Pennsylvania* by Gordon Grant distributed the Northern Pump Company of Minneapolis, Minnesota. Much like the previous postcard, it is not addressed and has no message. Unlike the previous postcard, it features no information on the subject and the image is significantly more abstract.

The U.S.S. *Pennsylvania* was an extraordinary battleship even by the standards of its time. Built in Newport News Navy Yard in 1916, the ship participated in every action on the World War II Pacific Front from Alaska to Okinawa, receiving eight battle stars and a Navy Commendation Award. It sported

a length of 608 feet, twelve 14-inch guns, sixteen 5-inch guns, forty 40-mm guns, fifty-two 20-mm guns, and eight 50 caliber guns. It was the lead ship of the “super-dreadnought” class battleships and was used in two atomic bomb tests in July 1946.<sup>4</sup> Thanks to the radiation it got from these tests, it was deemed not seaworthy and sunk soon thereafter. It was a powerful ship that eventually fell apart when it became used for a purpose other than what was intended as battleships became obsolete.

Equally fascinating was the life of the artist Gordon Grant. Born on July 7, 1862 in San Francisco, California, he studied art at the Heatherly and Lambeth Schools.<sup>5</sup> It was clear that not only he had talent, but that it was recognized and expanded upon. The artist was 13 at the beginning of his education. He took on several jobs throughout his career, working for the magazine companies “Examiner,” “New York World,” “Puck,” and “Harper’s Weekly.” The U.S.S. *Pennsylvania* was far from his first painting related to sea or war, as shown by his painting of the U.S.S. *Constitution* in 1906 and coverage of the Boer War and the Mexican revolution.<sup>6</sup>

The painting on this postcard was created in 1920 and was sold after some time at the Vallejo gallery. It is a 28x36 inch oil-on-canvas painting and is called *Freedom of the Seas: U.S.S. Pennsylvania*.<sup>7</sup> This title and its date make the art quite political for its time. The U.S. spent a great deal of its time in the previous decade, losing many ships to German U-boats during the First World War. It was also frustrating to President Woodrow Wilson that U.S. ships were unable to get to all countries because of the British blockade around Germany, including Germany. He proposed the freedom to ship wherever, otherwise known as Freedom of the Seas in his famous Fourteen points to end the war.<sup>8</sup> The Northern Pump Company was found in 1929 and specializes in rotary gear pumps.<sup>9</sup> I am unsure why they would market this postcard other than the possibility that the battleship had rotary gear pumps.

<sup>4</sup> “USS Pennsylvania”. Pennsylvania Military Museum. 18 April 2019. <https://www.pamilmuseum.org/uss-pennsylvania>

<sup>5</sup> “Gordon Grant”. The Annex Galleries. 18 April 2019. <https://www.annexgalleries.com/artists/biography/862/Grant/Gordon>

<sup>6</sup> “Gordon Grant Biography”. California Watercolor. 18 April 2019. <https://www.californiawatercolor.com/pages/gordon-grant-biography>

<sup>7</sup> “Gordon Hope Grant. Freedom of the Seas: U.S.S. Pennsylvania. Vallejo Gallery. 18 April 2019. <https://www.vallejogallery.com/item.php?id=624>

<sup>8</sup> “Freedom of the Seas- WWI: a critical turning point”. *American Foreign Relations*. 18 April 2019, <https://www.americanforeignrelations.com/E-N/Freedom-of-the-Seas-World-war-i-a-critical-turning-point.html>

<sup>9</sup> “Northern Pump”. Northern Pump Company. 18 April 2019. <https://www.northern-pump.com/>

This postcard likely is sold to mainly two audiences: Those who love to collect art but can't afford it and Wilsonians. Battleship nerds could be attracted to this, but the card does not say much about the ship making this not nearly as attractive to them as the previous card. There was only one painting done by Gordon Grant of the ship and the painting is likely too expensive for many, leading perhaps some to buy postcards like these. Wilsonians agreed with many of the points of the president and especially in this case, Freedom of the Seas. This postcard served its purpose by reminding a politically active group of their goals and allowing some people who couldn't afford a fairly beautiful painting from a famous artist.

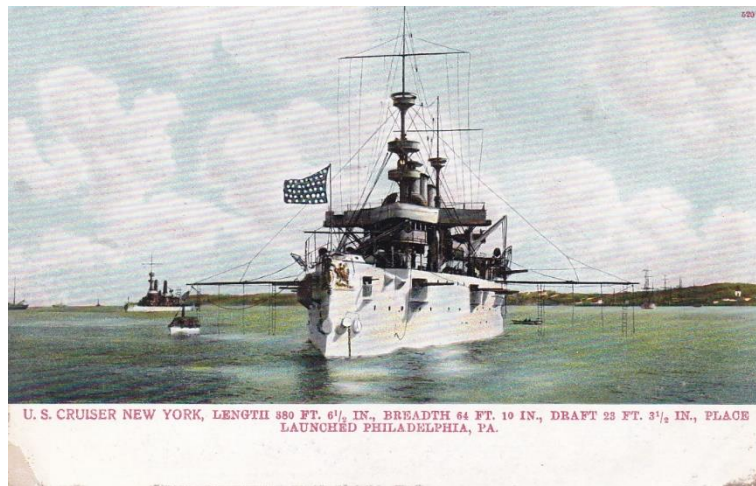


Image of the U.S.S. *New York*

Another interesting postcard is a surprising return to form for battleship postcards. This postcard's primary feature is a realistic frontal painting of the U.S. Cruiser *New York* with several crucial statistics on the ship, including its length of 380 ft. 6 1/2 in. and its draft of 23 ft. 3 1/2 in. It was made in Germany like many postcards during the late nineteenth century or early twentieth century. In sharp contrast to the other battleships discussed here, I was unable to find any information on the guns that it carried. The ship was an armored cruiser with a long and successful career, faithfully serving the U.S. Navy from 1893 to 1933. Much like the USS *Texas* from 1892, it was part of the major efforts to modernize the navy. This was an armored cruiser commissioned on August 1, 1893 at Philadelphia, Pennsylvania. It served on several assignments throughout the Atlantic in its first years including both the North and South Atlantic Squadrons



and the West Indies. It led the North Atlantic Squadron into the Battle of Santiago in 1898 during the Spanish-American War.<sup>10</sup> It was clearly an extension of U.S. Imperialism and helped expand U.S. influence into Latin America.

It is hard to properly date this postcard, but it was likely made before 1911. This is likely because the ship changed names twice over the career, first being renamed the *Saratoga* in 1911 and later the *Rochester* in 1917.<sup>11</sup> Considering the card's German origins, it may have been made in 1895, shortly after the opening of the Kiel Canal. When the Second German Empire opened the canal, the cruiser was there to represent the United States.<sup>12</sup> Relations between Kaiser Wilhelm II of Germany and the presidency weren't always at their best, but this postcard was a sign of the quality of those relations in the years leading up to the First World War. It also served as an escort ship for many convoys throughout this war. Convoys were groups of battleships designed to protect U.S. Merchant Ships from U-Boats. After the war, the USS Rochester continued serving in the Caribbean until 1932 when it became the flagship of the Asiatic fleet.<sup>13</sup> This redeployment may have been to combat Japanese aggression in the Pacific. Japan was unsatisfied with the results of the Treaty of Versailles and was devastated with its resource problem during the Great Depression. It invaded an industrialized Manchuria in Northern China in 1931 to combat its resource problem. The U.S. Navy guessed correctly that it was one of the few armed forces with the strength to combat Japan's aggression. This speculative reason is consistent with it being scuttled in 1941 to avoid Japanese capture but it is also inconsistent with its retirement in 1933. It would stay at Olongapo in the Philippines until its scuttling.<sup>14</sup>

This postcard is likely marketed to two audiences: battleship nerds and those who favored cooperation between the U.S. and Germany. Battleship nerds would likely find the statistics on this ship mostly satisfying. This postcard is a clear sign of good relations between the U.S. and Germany, being a German

---

<sup>10</sup> "USS *New York* (Armored Cruiser #2, later CA-2)". National Museum of the U.S. Navy. 25 April 2019. <https://www.history.navy.mil/content/history/museums/nmusn/explore/photography/ships-us/ships-us-n/uss-new-york-ca-2.html>

<sup>11</sup> "USS *New York* (Armored Cruiser #2, later CA-2)". National Museum of the U.S. Navy. 25 April 2019. <https://www.history.navy.mil/content/history/museums/nmusn/explore/photography/ships-us/ships-us-n/uss-new-york-ca-2.html>

<sup>12</sup> "USS *New York* (Armored Cruiser #2, later CA-2)". National Museum of the U.S. Navy. 25 April 2019. <https://www.history.navy.mil/content/history/museums/nmusn/explore/photography/ships-us/ships-us-n/uss-new-york-ca-2.html>

<sup>13</sup> "USS *New York* (Armored Cruiser #2, later CA-2)". National Museum of the U.S. Navy. 25 April 2019. <https://www.history.navy.mil/content/history/museums/nmusn/explore/photography/ships-us/ships-us-n/uss-new-york-ca-2.html>

<sup>14</sup> "USS *New York* (Armored Cruiser #2, later CA-2)". National Museum of the U.S. Navy. 25 April 2019. <https://www.history.navy.mil/content/history/museums/nmusn/explore/photography/ships-us/ships-us-n/uss-new-york-ca-2.html>

postcard showcasing a prominent U.S. cruiser that was present at the opening of a German canal. This postcard, like many before it, had excellent marketing towards its audiences.

### **Postcards with Passenger Ships: Images of Industrial Success**

Postcards with passenger ships are another interesting category when it comes to postcards. They will likely feature a painting or photograph with the ship in the center, but these pictures are not meant to advertise armed success or nationalism. While these ships are important accomplishments for their nations, they are more presented as company products. This is often represented by having the company name prominently displayed on the front of the postcard. This often means that these ships are known as industrial successes rather than anything else.

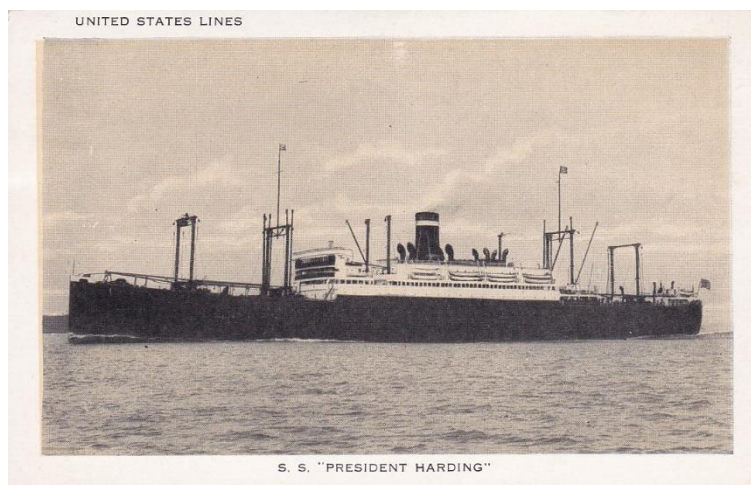


Image of the S.S. *President Harding*

The first postcard that will be examined here provides a picture of the SS *Harding*, a United States Lines passenger ship that was launched in 1923 and ran aground in 1940. Naming a ship after a president is nothing to write home about. What is unusual is naming one after Warren G. Harding, one of the most corrupt presidents in U.S. history. Harding lived from 1865 to 1923 and served as president from 1921 to 1923. Upon his death, he was succeeded by his Vice President Calvin Coolidge. He was known for standing up for minorities and women.<sup>15</sup> He was also a notorious womanizer.<sup>16</sup> However, Harding was most famous for the Teapot

<sup>15</sup> “Warren G. Harding”. White House. <https://www.whitehouse.gov/about-the-white-house/presidents/warren-g-harding/>. (accessed January 29, 2019)

<sup>16</sup> “Fact vs. Fiction about Warren G. Harding”. Harding Home. <https://www.hardinghome.org/fact-vs-fiction/>



Dome Scandal. The scandal was named after a Wyoming oil reserve embedded in a rock formation. This had come about because the U.S. Navy was switching from coal to oil to fuel their ships and wanted to have oil reserves stockpiled for the next World War. However, Harding's cabinet was full of friends to big business and had their bank accounts lined with many bribes. They transferred the oil reserves from the U.S. Navy to the Department of the Interior. Its secretary Albert Fall quickly transferred these reserves to large corporations, nearly ruining the navy.<sup>17</sup> Harding's involvement in the scandal is not known since he died during investigation.

The ship was a steel passenger ship launched on January 6, 1923 and has digitized records until 1927.<sup>18</sup> It had a sister ship in the form of the SS *President Theodore Roosevelt* in a great example of historical irony. It was propelled by two steam turbines which was unusual in the era where oil-fueled ships were becoming more and more prominent. Its speed was 18 knots and its tonnage was 18639 grt (gross registered tonnage). Its dimensions were 157.3 x 21.9 x 8.5m. It ran aground after an air raid on May 17, 1940 and it came under the ownership of the Belgian Société Maritime Anversoise of Antwerp.<sup>19</sup> The back of the card makes clear that its printers want to reach a certain audience. It includes information about the mechanics and function of the ship. This suggests that the people who would buy this card are interested not so much in the history but care about the engineering of the ship.

The next postcard is from 1980 and features probably the oldest ship covered on this paper: the S.S. *America*. It appears in a painting on the front and it was a late 19<sup>th</sup>-century steamship. It has sails so it can propel itself when the steam engine is not in use. The S.S. *America* was the largest steamship operated by The National Line at 6,000 tons and the company operated thirteen steamships. This meant that many sailed on it throughout its history. It has voyage lists from 1883 to 1925 and was built in 1883 in Glasgow. It later was sold to the Italian fleet in 1887 and scrapped in 1925.<sup>20</sup> It was truly an international ship primarily used in Atlantic, Mediterranean, and Adriatic. Its primary routes were from Liverpool to

---

(accessed January 29, 2019)  
<sup>17</sup> Roberts, Phil. "The Teapot Dome Scandal". Wyoming History. <https://www.wyohistory.org/encyclopedia/teapot-dome-scandal>. (accessed January 29, 2019)

<sup>18</sup> "S.S. Harding Passenger lists". Gjenvick-Gjonvick Archives. <https://www.gjenvick.com/Passengers/Ships/PresidentHarding-PassengerLists.html> (accessed January 29, 2019)

<sup>19</sup> "President Harding SS (1929-1940)". Wreck Site. <https://www.wrecksite.eu/wreck.aspx?169140> (accessed January 29, 2019)

<sup>20</sup> "SS America (1), National Line", Norway Heritage, [http://www.norwayheritage.com/p\\_ship.asp?sh=amec1](http://www.norwayheritage.com/p_ship.asp?sh=amec1) (30 April 2019)

New York City, likely to get immigrants to Ellis Island.<sup>21</sup> This also happens to be consistent with The National Line, a company known for transporting immigrants.<sup>22</sup>



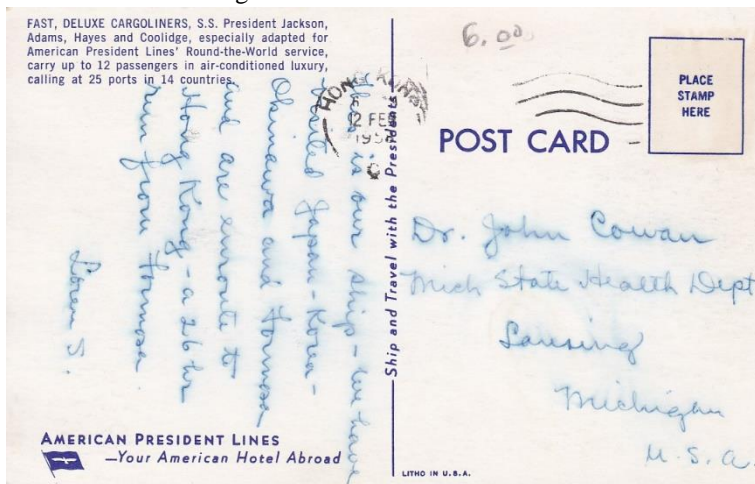
Image of the S.S. *America* while with the National Line

It is harder to understand to whom this postcard is advertised to. Unlike the previous postcards, this postcard was likely made without any chance for the person to see the ship advertised. It likely did not have sails by 1910. Steamships with sails were obsolete long before this along both naval and commercial lines. It was also scrapped in 1925, leaving little physical evidence beyond its records and postcards like this one. This makes this postcard attractive as one of the few pieces of physical evidence for the ship and one that communicates so much information on it. It is also attractive to those who treasure their past or the past of their families as immigrants who came from Europe. This postcard shows a ship as an interesting piece of history and an instrument of transport and commercialism.

The next postcard is one from 1984 proudly displaying a ship of the company American President Lines. The ship's name is not presented on the card, but there are several possibilities on which ship it could be. The postcard caption specifically mentions the S.S. *President Jackson, Adams, Hayes, and Coolidge*. After a short Google search, one might find a link to buy a blank identical copy of

<sup>21</sup>“SS America (1), National Line”, Norway Heritage, [http://www.norwayheritage.com/p\\_ship.asp?sh=amec1](http://www.norwayheritage.com/p_ship.asp?sh=amec1) (30 April 2019)

<sup>22</sup>“The National Line”, Norway Heritage, [http://www.norwayheritage.com/p\\_shiplist.asp?co=natio](http://www.norwayheritage.com/p_shiplist.asp?co=natio) (April 30, 2019)

Image of the S.S. *President Jackson*Image of the back of the S.S. *President Jackson*

this postcard listing it as the S.S. *President Jackson*.<sup>23</sup> It is clearly considered a valuable antique postcard. The S.S. *President Jackson* was likely powered by oil since this was the trend of ships that began in the early twentieth century. Uniquely, this ship served time as both a passenger ship and a naval ship, serving the navy until it was retired in 1952. It was later scrapped in 1973, making the postcard another depiction of a ship that is no longer operational.<sup>24</sup> It is actually fitting for its namesake that it saw action in both World War II and the Korean War. Both wars were extensions of American power, something that President

<sup>23</sup>“American President Line”, TheShipsList, <http://www.theshipslist.com/ships/lines/americanpresident.shtml> (1 May 2019)

<sup>24</sup>“USS President Jackson”, Navsource, <https://www.navsource.org/archives/10/03/03018.htm> (1 May 2019)

Jackson may have approved of considering his heavy involvement in such expansionist events as expelling Native Americans along the Trail of Tears. During its naval service, the S.S. *President Jackson* was briefly renamed the S.S. *Zeilin* (Later reverting back to S.S. *President Jackson*) and sported a variety of anti-aircraft guns, meaning that it likely saw service on the Pacific Front against Japanese planes.

The card is addressed to a Dr. John Cowan of the Michigan State Health Dept. of Lansing. The message comes from his friend Lauren who said that she traveled on the depicted ship to Japan, Korea, Okinawa, and Formosa (now called Taiwan) and was on her way to Hong Kong. Cowan must have been a valued doctor with traveled friends. This postcard was likely marketed to passengers who traveled on the ship and it is interesting to send personal correspondence alongside a photo of the ship.

### **Replica Ships on Postcards: Tourism and History**

Replica ships on postcards pose another interesting category concerning ships on postcards. The postcards typically show replicas of famous wooden ships of the past such as the *Golden Hind* or the *Santa Maria*. These ships that the replicas are modeled after have accomplished famous voyages in the past. The replicas typically show visitors what life was like on that ship to some extent. The postcards often advertise these replicas as pieces of history that should be visited and sometimes leave some information on the construction of the replica. These postcards are not advertising naval might or the successes of a shipbuilding company. They are advertising history and tourism.

The first postcard that will be shown here is one depicting replicas of the caravels *Nina*, *Pinta*, and *Santa Maria* docked without their sails in Jackson Park, Chicago. These were modeled after the famous ships that Christopher Columbus used in his mythologized voyage to the Americas across the Atlantic. Columbus famously proposed a plan to sail to India and modern-day Indonesia and take riches previously only available to Muslims, Africans, and Portuguese to the Spanish court of Ferdinand and Isabella. He famously ended his first of several American voyages in a small island in the Bahamas. His voyages and those made by explorers who came after him led to colonies and wealth for some and genocide for many Native Americans. Caravels were an important step in ship evolution in the fifteenth century that featured three masts and a mix of triangular and square

sails.<sup>25</sup> These could make longer voyages than the Medieval European ships that preceded them and created opportunities for Columbus and his contemporaries. The *Nina* was Columbus's favorite and served him on his first and second voyages, but it mysteriously disappeared after 1501. The *Pinta* is only known by its nickname and was the fastest, disappearing after Columbus' first voyage. The *Santa Maria* was the largest and slowest ship, running aground in Haiti during Columbus' first return voyage. It was scrapped to build a fort.<sup>26</sup>



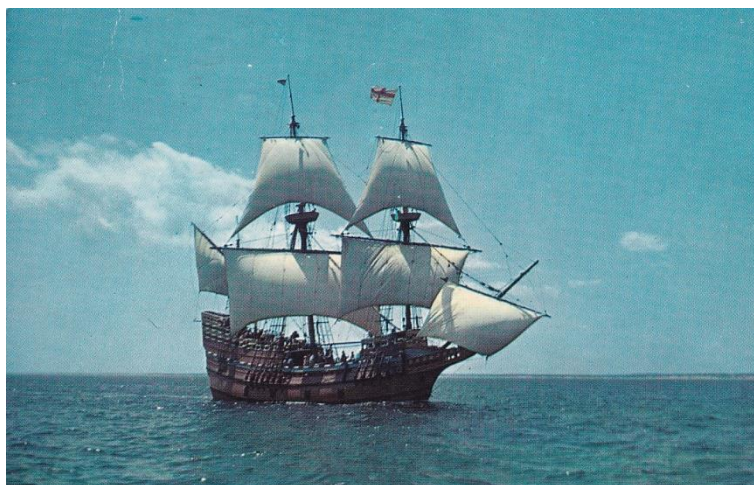
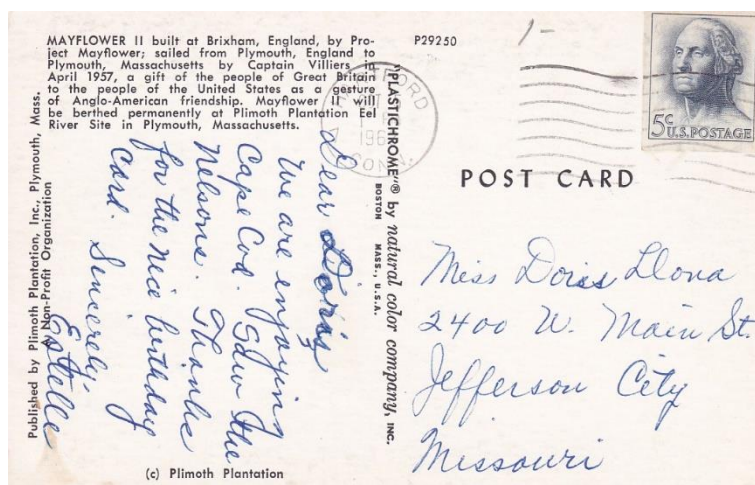
Image of the *Nina*, *Pinta*, and *Santa Maria*

These replicas were constructed with the same purpose as several sites and replicas throughout the world throughout the centuries after Columbus: to praise and remember Columbus. Several nations and states in the Americas celebrate Columbus Day on October 14, the day he apparently made landfall. However, several have also dropped the holiday in favor of Indigenous People's Day. This postcard was made with the idea of having people in Chicago experience the ships used by Columbus and what living on them was like. People still travel to see ships like these and therefore, the postcard accomplishes its purpose of getting people to experience Columbus's story.

<sup>25</sup> "History of the Caravel", Nautarch, <http://nautarch.tamu.edu/shiplab/01George/caravela/htmls/Caravel%20History.htm> (1 May 2019)

<sup>26</sup> Jason Ponc, "Whatever happened to the Nina, Pinta, and Santa Maria?", Owlcation, <https://owlcation.com/humanities/Whatever-Happened-to-the-Nia-Pinta-and-Santa-Maria> (1 May 2019)



Image of the *Mayflower II*Image of the back of the *Mayflower* postcard

The next postcard features a picture of the tallship *Mayflower II*, a replica of the famous *Mayflower* of pilgrim fame. The original *Mayflower* is famous for taking the pilgrims across the Atlantic in 1620 and their first year of survival is commonly celebrated as Thanksgiving. This holiday is celebrated on the third Thursday of November. The pilgrims journeyed from the Netherlands to Plymouth, Massachusetts in the name of religious freedom. They were originally fleeing persecution in England and fears of assimilation in the Netherlands.<sup>27</sup> Their Puritanical beliefs included simplistic brown and black clothing and no

<sup>27</sup> "Pilgrim History", The Mayflower Society, <https://www.themayflowersociety.org/the-pilgrims/pilgrim-history> (1 May 2019)



celebrations, believing that going beyond a simplistic lifestyle was heretical<sup>28</sup>. Their colony remained independent until 1691, when it was absorbed by the Massachusetts Bay Colony.<sup>29</sup> The postcard states that the *Mayflower* replica was built in Brixham, England by Project Mayflower and was shipped to Plymouth, Massachusetts as a gift. It has been around on some voyages near the coast of Massachusetts and is currently in restoration.<sup>30</sup>

The postcard is addressed to a Doris Dora of Jefferson City, Missouri and the message comes from Estelle. The message is as follows: “We are enjoying Cape Cod Saw the Nelsons. Thanks for the nice birthday card.” I was unable to find Doris or her correspondent Estelle. The postcard is clearly meant to advertise the ship and the Plymouth historical site, and it accomplishes this purpose.



Image of the HMS *Bounty*

The next postcard presented here is one that shows an illustration of the tallship HMS *Bounty*. This is not portraying a replica, but it has much in common with postcards portraying replicas such as its purpose of advertising a piece of history for tourism. The HMS *Bounty* was a merchant ship that served during the 1780's. It was a three-masted ship, and its original name was the HMS *Bethia*. It was reoutfitted to pick up breadfruit shortly its purchase by the British Navy.<sup>31</sup> This

<sup>28</sup> “Plymouth Colony”, US History, <https://www.u-s-history.com/pages/h522.html> (1 May 2019)

<sup>29</sup> “Puritan Easter, or The Devil’s Holiday”, New England Historical Society, <http://www.newenglandhistoricalsociety.com/puritan-easter-devils-holiday/> (1 May 2019)

<sup>30</sup> “The Original *Mayflower*”, *Mayflower II*, <https://plimoth.org/mayflowerII-blog/about-mayflower-ii/> (1 May 2019)

<sup>31</sup> “HMS (HMAV) *Bounty* (ex *Bethia*)”, Pitcairn Islands Study Center, <https://library.puc.edu/pitcairn/bounty/bounty.shtml>

mission to Tahiti between 1787 and 1789 went horribly wrong. The crew mutinied about three weeks into the return voyage, crying out against the tough treatment from their captain and wanting to return to Tahiti.<sup>32</sup> The mutiny was successful, but it collapsed into rampant violence, leaving one lone survivor. Two replicas operate to this day to show information about this infamous mutiny.<sup>33</sup> This postcard was made to show history to its customers, something it accomplished.

Ships have a unique presence on postcards mainly as different ways to represent ideas. Battleships on postcards manifest naval might and nationalism while often offering information such as its weight and construction. Passenger ships on postcards also offer such information but advertise the success of a company rather than that of a nation. Replicas on postcards advertise tourism and history. Postcards displaying ships are a truly commercial item, appealing to many audiences.

---

<sup>32</sup> “Mutiny on the HMS Bounty” The History Channel, <https://www.history.com/this-day-in-history/mutiny-on-the-hms-bounty> (2 May 2019)

<sup>33</sup> “HMS (HMAV) Bounty (ex *Bethia*)”, Pitcairn Islands Study Center, <https://library.puc.edu/pitcairn/bounty/bounty.shtml>

## Works Cited

- “American President Line,” TheShipsList,  
<http://www.theshipslist.com/ships/lines/americanpresident.shtml> (1 May 2019)
- “Fact vs. Fiction about Warren G. Harding”. Harding Home.  
<https://www.hardinghome.org/fact-vs-fiction/>. (January 29, 2019)
- “Freedom of the Seas- WWi: a critical turning point.”. American Foreign Relations. <https://www.americanforeignrelations.com/E-N/Freedom-of-the-Seas-World-war-i-a-critical-turning-point.html> (18 April 2019)
- “Gordon Grant”. The Annex Galleries.  
<https://www.annexgalleries.com/artists/biography/862/Grant/Gordon> (18 April 2019)
- “Gordon Grant Biography”. California Watercolor.  
<https://www.californiawatercolor.com/pages/gordon-grant-biography> (18 April 2019)
- “Gordon Hope Grant. Freedom of the Seas: U.S.S. Pennsylvania”. Vallejo Gallery. <https://www.vallejogallery.com/item.php?id=624> (18 April 2019)
- “History of the Caravel”. Nautarch.  
<http://nautarch.tamu.edu/shiplab/01George/caravela/htmls/Caravel%20History.htm> (1 May 2019)
- “HMS (HMAV) Bounty (ex *Bethia*)”, Pitcairn Islands Study Center,  
<https://library.puc.edu/pitcairn/bounty/bounty.shtml> (1 May 2019)
- “HMS Vanguard (23)”. Military Factory  
[https://www.militaryfactory.com/ships/detail.asp?ship\\_id=HMS-Vanguard-23](https://www.militaryfactory.com/ships/detail.asp?ship_id=HMS-Vanguard-23) (April 11, 2019)
- “Northern Pump”. Northern Pump Company. <https://www.northern-pump.com/> . (18 April 2019)
- Patrick J. Kelly. *Tirpitz and the Imperial German Navy*, Indiana University Press: Indianapolis, Indiana
- “Pilgrim History”. The Mayflower Society.  
<https://www.themayflowersociety.org/the-pilgrims/pilgrim-history> (1 May 2019)
- “Plymouth Colony”, US History, <https://www.u-s-history.com/pages/h522.html> (1 May 2019)

- Ponic, Jason. "Whatever happened to the Nina, Pinta, and Santa Maria?", Owlcation, <https://owlcation.com/humanities/Whatever-Happened-to-the-Nia-Pinta-and-Santa-Maria> (1 May 2019)
- "Puritan Easter, or The Devil's Holiday", New England Historical Society, <http://www.newenglandhistoricalsociety.com/puritan-easter-devils-holiday/> (1 May 2019)
- Roberts, Phil. "The Teapot Dome Scandal". Wyoming History. <https://www.wyohistory.org/encyclopedia/teapot-dome-scandal> . (accessed January 29, 2019)
- "SS America (1), National Line", Norway Heritage, [http://www.norwayheritage.com/p\\_ship.asp?sh=amec1](http://www.norwayheritage.com/p_ship.asp?sh=amec1) (30 April 2019)
- "USS President Jackson". Navsource. <https://www.navsource.org/archives/10/03/03018.htm> (1 May 2019)
- "SS America (1), National Line". Norway Heritage. [http://www.norwayheritage.com/p\\_ship.asp?sh=amec1](http://www.norwayheritage.com/p_ship.asp?sh=amec1) (30 April 2019)
- "Texas". NavSource: Battleship Photo Archive. April 11, 2019. <http://www.navsource.org/archives/01/texas1.htm>
- "The National Line", Norway Heritage, [http://www.norwayheritage.com/p\\_shiplist.asp?co=natio](http://www.norwayheritage.com/p_shiplist.asp?co=natio) (April 30, 2019)
- "USS *New York* (Armored Cruiser #2, later CA-2)". National Museum of the U.S. Navy. <https://www.history.navy.mil/content/history/museums/nmusn/explore/photography/ships-us/ships-us-n/uss-new-york-ca-2.html> (25 April 2019)
- "USS Pennsylvania". Pennsylvania Military Museum. <https://www.pamilmuseum.org/uss-pennsylvania> (18 April 2019)
- "Warren G. Harding". White House. <https://www.whitehouse.gov/about-the-white-house/presidents/warren-g-harding/>. (accessed January 29, 2019)