

Elemental ageing

Our Chief Editor has been lately earning his spurs in all things whisk(e)y. What is unique about this spirit is that it has to age in barrels for an excessive amount of time to get its name. There are all sorts of barrels and warehousing types (representing anything from loving artisan to vulturine corporate practices), all of which profoundly impact the end result. Bearface, a Canadian whisky brand, has harnessed the elements

themselves to age their make. Yet, it wouldn't be possible without a shipping container. The company has repurposed the good-ol' box by getting it outside in the Canadian wilderness and placing barrels with whisky inside. Out there in the Bear Country, the rapidly changing weather – from minus ten centigrade to plus 40 within one day under steel – plays its part in how wood and spirit interact. Cheers!



Photos: Bearface

Three bridges – three eras

A vintage postcard with three bridges from the Swedish village Håverud symbolically depicts the chronology, likewise, the hierarchy of modern transportation. The infrastructure situated the lowest is an iron aqueduct on the Dalsland Canal built in 1868. In the middle, there's a railbus on a steel railway bridge from 1925. Topmost, we have a road bridge made from reinforced concrete and finished in 1937. Modern technologies were coming

to remote corners of Sweden delayed. Then again, the periods between their arrivals were shorter. Anyhow, the bridge elevations show & tell the importance of each mode. Take Germany as an example: some 85% of cargo traffic goes by road, 10% by rail, and the remaining part by inland waterways. The picture of a ship crossing the aqueduct from the rail bridge could very well be queening it over: "Oh, those wheel-less, soggy, poor buggers."



Motiv vid Håverud.

Foto: K. Andersson, Järnvägmuseet.



Photos: Konstantin Andersson/Järnvägmuseet

Another joins (leaves?) the Forgotten Fleet

Marine archaeologists from the Museum of Wreck found *Äpplet* ("The Apple;" [click here to watch the footage in Swedish](#)), the 1629-launched one metre-wider sister ship of *Vasa* (the 'fudge' warship that sunk after sailing 1.3 km on her maiden voyage on 10 August 1628...). In December 2021, another shipwreck was discovered near Vaxholm, an island outside the Swedish capital (in 2019, *Apollo* and *Maria* from 1648 were found there). Parts of the ship's sides had fallen to the bottom of the sea, but the hull was otherwise preserved up to a lower gun deck (the dipped sides had portholes on two different levels, evidence of a warship with two-gun decks). Spring of 2022 saw a more thorough survey: "The dimensions, construction details, wood samples and archival material all pointed in the same direction – amazingly, we had found *Vasa*'s sister ship *Äpplet*," the Museum's Patrik Höglund said. Convincingly, the same Mälardalen oak from 1627 was used to build the two (the other sister ships were composed of different timber). The discovery was made within the Stockholm University's Center for Maritime Studies-led The Forgotten Fleet research programme. As for *Äpplet*, she (along with other contemporary Swedish ships) ultimately found other employment, though still (sort of) naval: as underwater spike strips.

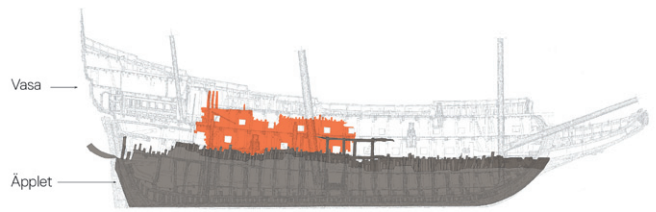


Photo: Alexander Rauscher/Museum of Wrecks



Photos: Jim Hansson/Museum of Wrecks

The first-born left behind?

Shipowners gave birth to Norway's modern air transport industry. Between 1933 and 1935, Fred. Olsen, Det Bergenske, and five other shipping companies formed Det Norske Luftfartselskap, Fred. Olsen & Bergenske A/S (DNL in short; a dot, a comma, and an ampersand in a company's name, some creative piecework there!), one of SAS founders after WWII. The company's history brings to the fore the first three-engine passenger seaplanes of the Junkers Ju-52 model, chartered in 1936. Still, DNL launched

a postal service one year earlier, employing on the Oslo-Gothenburg-Copenhagen route the one-engine Junkers W 34hi named *Ternen*. Later, the seaplane plied across the domestic line Bergen-Sogn. According to Rob J. M. Mulder's book about this particular aircraft (which explicitly reads "DNL's First Airliner"!), it also flew during the last summer before WWII in northern Sweden on aerial photography. It was also used for ambulance sorties, instrument flying courses and training, and joy flights.



Photos: Norsk Luftfartsmuseum



Photo: Norsk Teknisk Museum