



23. Foto Llanos
Passenger Dock
Vigo, c.1929–1939
Glass plate negative
Exhibition print
Museo Etnológico

The dock in this photograph was used to transfer passengers to and from large ships that could not dock in the harbour due to the lack of depth. The modern transatlantic pier, opened in 1939, made this intermediate transfer unnecessary. Behind the iron kiosk, installed in 1928, one of those ships can be seen anchored in the estuary. Today, the former dock area is occupied by the storage facility of the Royal Yacht Club of Vigo.

24. Unidentified Maker
Group Outside the Tretyakov Gallery
Saint Petersburg (Russia), August 1934
Paper
Exhibition print
Museo Etnológico

25. Foto Llanos
Ocean Liner Arcadia
Vigo, c.1997–2003
Plastic negative
Exhibition print
Museo Etnológico

The arrival of cruise ships to Vigo’s port intensified from the mid-1960s. In 2024, around 215,000 people arrived in 86 stops; projections for 2025 estimate 300,000 cruise tourists and 120 stops. The Arcadia, built in the late 1980s with eleven decks offering all kinds of activities, was designed exclusively for tourist cruising. Spain is the second most popular cruise destination in Europe.

26. Unidentified Maker
Aerial View of Postiguet Beach
Alicante, August 1982
Paper
Exhibition print
Museo Etnológico

The writing on the back of this snapshot describes the moment it was taken: “Alicante August 1982 / (From our hotel Meliá window / at 7 p.m.) (4th floor)”. This photograph, taken for personal use, closely replicates the framing of Alicante postcards from that same period. These emphasised the sun-and-beach vacation model, using the tourist presence itself as a promotional image.

27. Unidentified Maker
Portrait of Two Women
London (United Kingdom), c.1960s
Paper
Exhibition print
Museo Etnológico

28. Unidentified Maker
Portrait of Two Women
Alicante, September 17, 1981
Paper
Exhibition print
Museo Etnológico

29. Unidentified Maker
Family Group on a Beach
c.1960s–1970s
Paper
Exhibition print
Museo Etnológico

30. Foto Llanos
Ocean Liner Europa
Vigo, c.1930–1939
Glass plate negative
Exhibition print
Museo Etnológico

This German ship was one of the most advanced of her time. Launched in 1928, she broke the speed record between Bremerhaven and New York during her maiden voyage in 1930. With over 800 first-class cabins, she hosted prominent figures of the time such as filmmaker Leni Riefenstahl, magnate William Randolph Hearst, and designer Elsa Schiaparelli on their transatlantic crossings.

31. Ediciones PARIS J.M. - Zaragoza
Postcard: ORENSE
Ourense, dated July 19, 1969
Paper
Exhibition print
Museo Etnológico

The Torre de Ourense was inaugurated in 1968 to house a hotel infrastructure: the Hotel San Martín. In 1967, while still under construction, the émigré writer Eduardo Blanco Amor wrote: “La Torre de Ourense will be grandly inaugurated by emigrants from all over the world, gathering here to ponder aloud their concerns.” On the reverse, a grandmother writes to her grandson from a holiday rental on A Toxa island, in a typical example of domestic tourism.

32. Unidentified Maker
Group of Travelers Refueling
Saint Petersburg (Russia), August 1934
Paper
Exhibition print
Museo Etnológico

33. Benedicto Conde González «Bene» (1895–1987)
Postcard: Souvenir of the Voyage M/N “RÍO TUNUYÁN”
Vigo, c.1961–1971
Paper
Exhibition print
Museo Etnológico

The names of the emigrant ships remain etched in the memories of many who traveled aboard them. Built in Italian shipyards in the late 1940s or early 1950s, this ship joined the fleet of the Argentine Maritime Lines (ELMA) in 1961. From 1962 until her decommissioning in 1971, she completed voyages between Europe and the Americas, calling at Galician ports.

34. Foto Llanos
Vigo–Petelos Line
San Mamede de Petelos (Pontevedra), 1927
Glass plate negative
Exhibition print
Museo Etnológico

Between the late 19th and early 20th centuries, businessmen Enrique Peinador—father and son—promoted the construction of a direct link between Vigo and the spa town of Mondariz. The project faced technical and financial difficulties and was halted by World War I. In 1920, the Vigo–O Porriño line opened, the only section to become operational. The railway tracks are visible in the image, to the right.

This unfinished project aimed to boost visitor flows and currency exchange into inland Galicia. It was part of a broader wave of public and private interest in developing an early tourism industry.