



## PROGRAMA / PROGRAM

### 22 de Setembro / 22<sup>nd</sup> September

**18:00 / 20:00** - Recepção aos participantes no Congresso, na Sociedade de Geografia de Lisboa  
Reception for the Congress participants at Lisbon's Geography Society

### 23 de Setembro / 23<sup>rd</sup> September

#### **9:00** - Recepção / Reception

#### **10:00** - Abertura / Opening

- Jorge Raposo (Director do Ecomuseu Municipal do Seixal [EMS] / Director of EMS)
- Capitania do Porto de Lisboa / Maritime Lisbon Port Authority [a confirmar / to be confirmed]
- João Brigola (Director do Instituto dos Museus e da Conservação / Portuguese Museums Institute)
- Per Jessing (Presidente do European Maritime Heritage [EMH] / President of EMH)
- Vanessa Silva (Vereadora do Pelouro da Educação, Cultura, Turismo e Juventude / Councillor for Education, Culture, Tourism and Youth)
- Alfredo Monteiro (Presidente da Câmara Municipal do Seixal / Mayor of Seixal)

#### **10:40** - Pausa / Break

### **Sessão 1. Colocando questões sobre património marítimo / Raising questions about maritime heritage**

*Moderador / Chairman: Jorge Raposo (EMS)*

#### **11:00** - Per Jessing | European Maritime Heritage

#### **11:20** - Elisabete Curtinhal | Ecomuseu Municipal do Seixal

Desafios da transmissão de património marítimo no estuário do Tejo: a experiência do Ecomuseu Municipal do Seixal / Challenges in conveying Tagus estuary maritime heritage: the Seixal Municipal Ecomuseum experience

#### **11:40** - Alan Edenborough | International Congress of Maritime Museums

A transmissão do património marítimo é vital / Handing down maritime heritage is vital

#### **12:00** - Debate / Debate

#### **12:30** - Almoço no Núcleo da Mundet do EMS / Lunch at Mundet Ecomuseum Unit



## Sessão 2. Dimensão e economia da frota patrimonial / Size and economics of the heritage fleet

*Moderador / Chairman: Michael vom Baur (EMH)*

### **14:00 - Per-Inge Lindqvist | European Maritime Heritage**

Dimensão e economia da frota tradicional / Size and economics of the traditional fleet

### **14:20 - João Barbas | Associação Portuguesa de Património Marítimo (APPM)**

Embarcações tradicionais portuguesas a navegar / Traditional portuguese boats in operation

### **14:40 - Tom Bade | Triple E**

“A água flui e o dinheiro flui”. A nova economia do património marítimo e aquático / “Water flows and cash flows”. The new economy of water and maritime heritage

### **15:00 - Jorne Langelaan | Projecto Tres Hombres**

Ganhar a vida, o futuro do património marítimo! / Making a living, the future of maritime heritage!

### **15:20 - Debate / Debate**

### **15:50 - Pausa / Break**

## Sessão 3. Classificação de património marítimo / Classification of maritime heritage

*Moderadora / Chairman: Graça Filipe (Instituto dos Museus e da Conservação)*

### **16:10 - João Martins Claro | Jurista / Jurist**

Enquadramento jurídico da protecção e valorização do património cultural: os saberes, as tradições náuticas e as embarcações típicas / Juridical framework for the protection and enhancement of cultural heritage: traditional nautical practices, knowledge and vessels

### **16:30 - Georges Prud'homme | Fondation du Patrimoine Maritime et Fluvial**

Uma nova forma de transmitir o património marítimo francês às gerações futuras: os BIP / A new way in handling french maritime heritage down to future generations: the BIP

### **16:50 - Olga López Miguel | Museu Marítim de Barcelona**

A salvaguarda e protecção de embarcações tradicionais e navios históricos na Catalunha. Acções promovidas pelo Museu Marítimo de Barcelona / The safeguarding and protection of traditional boats and historic vessels in Catalonia. Actions promoted by the Barcelona Maritime Museum

### **17:10 - Fernando Carvalho Rodrigues | Associação dos Proprietários e Arrais das Embarcações Típicas do Tejo (APAETT)**



Classificação das embarcações típicas do Tejo / Classification of traditional Tagus boats

**17:30 - Lourens Touwen | Proprietário de embarcação tradicional / Owner of traditional boat**

Uma Questão de estatuto / A matter of status

**17:50 - Debate / Debate**

**24 de Setembro / 24th September**

**Sessão 4. Os jovens e o património marítimo / Youth involvement in**

*Moderadora / Chairman: Carla Costa (EMS)*

**09:30 - Monique Touw | At Sea Sail Training**

A importância do treino de vela e dos Tallships / The value of sail training and tallships

**09:50 - Ricardo Costa, Carlos Costa e António Zinkermann | Escola de Actividades Náuticas de Cascais**

Bons ventos / Good winds

**10:10 - João Martins | Ecomuseu Municipal do Seixal**

“Marinheiro de Museu”: uma profissão de futuro? / “Museum sailor”: a profession of the future?

**10:30 - Pausa / Break**

**10:50 - Xabier Agote | Projecto Dorna (Desarrollo Organizado y sostenible de Recursos en el Noroeste Atlántico)**

Projecto DORNA / DORNA Project

**11:10 - Vladimir Martus | Projecto Shtandart**

Fazendo com que os jovens liderem projectos de património marítimo / Making young people lead maritime heritage projects

**11:30 - Debate / Debate**

**12:00 - Almoço no Instituto Hidrográfico, na Azinheira / Lunch at Navy's Hydrographical Institute**

**Sessão 5. Património imaterial marítimo / Maritime intangible heritage**

*Moderadora / Chairman: Cláudia Freire (Rede Portuguesa de Museus)*

**14:30 - Carla Queirós | Departamento de Património Imaterial do IMC**

O inquérito património imaterial em Portugal: arquivos, agentes, projectos / The intangible maritime heritage survey of Portugal: archives, actors, projects

**14:50 - Dragana Lucija Ratkovic | Associação dos Museus Marítimos do Mediterrâneo (AMMM)**





Património imaterial marítimo – práticas e desafios na região do Mediterrâneo / Intangible maritime heritage in mediterranean region – practices and challenges

**15:10 - Pablo Carrera | Museo do Mar de Galicia e Federação Galega pola Cultura Marítima e Fluvial**

Interpretar o património imaterial através das embarcações tradicionais / Interpreting intangible heritage through traditional vessels

**15:30 - Debate / Debate**

**15:50 - Pausa / Break**

### **Sessão 6. Encerramento / Closing session**

*Moderadores / Chairman: Per Jessing e Elisabete Curtinhal*

**16:20 - Apresentação das recomendações resultantes do congresso / Recommendations**

### **Encerramento / Closure**

- Per Jessing (Presidente do EMH / President of EMH)

- Vanessa Silva (Vereadora do Pelouro da Educação, Cultura e Juventude / Councillor for Education, Culture, Tourism and Youth)

- Jorge Raposo (Director do EMS / Director of EMS)

- Instituto dos Museus e da Conservação [a confirmar / to be confirmed]

**17:30 - Passeio a bordo de uma embarcação do EMS com destino a Cacilhas. Jantar a bordo da fragata “D. Fernando II e Glória” / Traditional boat trip to Cacilhas for dinner on board the frigate “D. Fernando II e Glória**

**25 de Setembro / 25<sup>th</sup> September**

**10:00 - Assembleia-geral do EMH / EMH General Assembly**



**Elisabete Curtinhal**

**Researcher on maritime heritage and culture**

**Ecomuseu Municipal do Seixal | Seixal Municipal Ecomuseum**

Graduating in Anthropology from the Faculty of Social and Human Sciences, Nova University of Lisbon in 1999, she gained her Master's Degree in Anthropology specialising in Multiculturalism and Identities from the Higher Institute of Working and Business Sciences in 2008 and has been a researcher at the Seixal Municipal Ecomuseum since 2000. She carries out research and projects on fluvial-maritime heritage and culture and correspondingly engages in field study across the Tagus estuary region. Her main research interests are maritime ethnography, tangible and intangible maritime heritage and heritage processes. Undertaking programming activities and the production of exhibition projects and content for the EMS Naval Unit, she is the author of various works including the exhibition catalogue *Boats, memories of the Tagus* (CMS, Seixal, 2007).

### ***Challenges in conveying Tagus estuary maritime heritage: the Seixal Municipal Ecomuseum experience***

The Tagus estuary is currently one of the most significant Portuguese regions in terms of safeguarding and preserving traditional boats and fostering their utilisation for recreational activities. Within this scope, a series of civil society and local council initiatives, launched as from the 1980s, have proven determinant. Seixal Municipal Council contributed towards this movement with the restoration of three boats that, under the direct management of Seixal Municipal Ecomuseum, are now in public service and seeking to reconcile educational and leisure objectives with boosting knowledge and our understanding of the vast Tagus estuary fluvial and maritime heritage.

Based upon this almost thirty year track record in the conservation and reutilisation of floating heritage for cultural purposes, this paper seeks to highlight some of the most pertinent challenges that we currently face regarding the operation of Tagus boats of heritage importance, in particular those deriving from municipal governance.

Parceiro  
Partner



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# 7.º CONGRESSO EUROPEAN MARITIME HERITAGE

23-25 de Setembro de 2010  
Auditório Municipal do Seixal, Portugal

Seixal Municipal Auditorium, Portugal  
23<sup>rd</sup>- 25<sup>th</sup> September 2010

# 7<sup>TH</sup> EUROPEAN MARITIME HERITAGE CONGRESS



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## Alan Edenborough International Congress of Maritime Museums

Alan Edenborough is a member of the Executive Council, and co-ordinator & spokesman, Heritage Fleet Affairs, for the International Congress of Maritime Museums (ICMM).

Based in Sydney, Australia, he is project director and specialist consultant with Sydney Maritime Museum, which operates under the name **Sydney Heritage Fleet**. He is also editor of the Fleet's quarterly magazine *Australian Sea Heritage*.

Alan has had a 40-year involvement with the Fleet. He has served several terms on the Board of the Museum and is still an active Fleet volunteer. During his long involvement with the Fleet, Alan discovered and led the salvage of the now fully restored 1874 barque *James Craig* from remote southern Tasmania.

Alan is a member of the Steering Committee and the Council of the Australian Register of Historic Vessels, a major maritime heritage project of the Australian National Maritime Museum in association with Sydney Heritage Fleet.

He is also a committee member of the Australian Maritime Museums Council (AMMC).

### *Handing down maritime heritage is vital*

To protect the future of our 'traditional ships' I believe we must accept a challenge. The challenge is to capture the interest and imaginations of our younger generations – wherever they may be - first, by linking their language, history, traditions, and so many customs, to their seafaring origins. Then, if we are clever and careful in the way we go about it, we can create a path that leads to the ships themselves. Young people, with no previous exposure to the sea, can want to know what was it about the ships of our past which generated so many things we take for granted in our daily lives. Curiosity!

And if we think about it; if it works with young people, why not with the community at large, for whom maritime experience is unknown or rare? Can we find ways to weave the fabric of the maritime experience into something which stimulates even the most jaded adult mind? Which sparks curiosity? Which gives us the opportunity to say "come and see"? "Come and share" the experience with us?

And the experience? Traditional ships. Traditional ships which catch the imagination. Inland, coastal, offshore, it doesn't matter. It is the linking of culture and custom, the realisation that so much that we take for granted has its origins in the sea – and its ships. That this is what maritime heritage is all about. The interweaving of history with the artefacts – the ships – which made so much of it possible.

That is the challenge if we are to justify our traditional ships. That is the challenge if we are to save our traditional ships.

It is the challenge we must face today. If we do not, or cannot, inspire and create the curiosity to explore what we mean - and can demonstrate - by 'maritime heritage' the generation which will inherit our traditional ships will cast them aside. And with it so much richness, history, tradition, and meaning. It is a challenge we cannot ignore.





**Per-Inge Lindqvist**

**Chairman of the Cultural Council**

Per-Inge Lindqvist was born in Lund, Sweden in 1948.

After graduating and working as a Marine Archaeologist in different parts of the world during two decades, he embarked as a Director of The National Swedish Air Force Museum. In 1990 he was appointed as the head of The Swedish National Naval Museum and between 2001-2010 chairman of the Swedish Sailing Ship Association. He is a member of the Royal Swedish Society of Naval Sciences.

### *Size and economics of the traditional fleet*

The importance of the traditional fleet is growing. Both of economical and political reasons...

The statement from the Parliamentary Assembly for the Council of Europe 2000 recommend –preserve-use-educate-enjoy and safe operation, The EU Blue Book, the Atlas of the Seas, The Barcelona Charter and Memorandum of Understanding, is evidence for this.

The different areas and countries on the European peninsula have very different base for the size and condition of the heritage and traditional fleet, depending on history, geography, policy and economy.

But every part of Europe with some kind of traditional fleet is as important as anywhere else, for preserving the vessels, the seamanship and the craftsmanship.

It is now, more than ever, important that our own European organization EMH organize the tools for promoting this Heritage and that we contribute not only with our own specific, often technical and economical problems, but also by offering the enormous source of knowledge that our members persist.

We can do that in our own countries or areas, we can do it by cross-border cooperation and we can do it through EMH.

We can do it by supporting the big events by our presence, but also by disseminating exhibitions and information about some specific ship or boat and we can and must definitely organize cooperation with national and local Maritime Museums and institutions.

What more is, that we must be better in promoting the practical importance for our society of for example school sailing, as a base for future officers of different categories in maritime affairs.

And I think that we shall do it together in the frame of EMH.

Three main questions must be clarified, which means:

A stringent definition of the different categories of traditional ships in operation and traditional vessels, such as originals, replicas and rebuilt vessels.

Development of The Atlas of the Seas, showing all that Cultural Heritage which is depending on a traditional fleet in operation

A forum and Encyclopedia for knowledge, based on the Barcelona Charter, open and easy accessible for everyone.

And of course:

Efforts to make this possible, an open-minded dialogue with the Maritime Administrations

If we could accomplish all this we could also show that future European Maritime Policy is based on the Cultural Maritime Heritage.



**João Barbas**

**President of the Portuguese Maritime Heritage Association**

*Traditional Portuguese Boats in Operation*

Two examples of heritage restoration:

- The *Zé Mário (Galeão)* - protocol with the ICN-B Institute of Nature Conservation and Biodiversity 2007
- The *Marselhesa* (a tuna trawler) - protocol with the ICN-B Institute of Nature Conservation and Biodiversity 2010

Practical Examples. Self-sustainability?

- Troiacruze - Navegação Costeira de Cruzeiro Lda. 1989-2010
- The *Riquitum (Galeão)* (Year of construction - 1943) 1992-2010
- The *Pego do Altar (Galeão)* (Year of construction - 1943) 1995-2010

Brief summary:

- Restoration of vessels  
Wood. Labour.  
Masts  
Legislation
- Seven critical years  
Maintenance Costs.  
Seasonality. Labour. Docking Fees. Inspections.  
Maritime Tourism Market Activities.

Recommendations for the European Union Maritime Policy Green Paper.





## **Tom Bade**

### **Director of Triple E**

Tom Bade (1961) is director of Triple E, a knowledge centre on Economy, Ecology and Experience. He has worked for KPMG for twelve years and started Triple E in 2006. The company now has 23 people working on different subjects, among which the economic benefits of nature conservation, watermanagement and the safekeeping of cultural heritage. Concerning the last subject Triple E has performed studies on the economic benefits of maritime events. Triple E is more and more asked not only to study on the economic benefits of nature conservation but also to put the knowledge into practice. This has lead to Triple E owning two large ships (maritime heritage) on which they give education to children on sustainable watermanagement throughout the Netherlands.

*“Water flows and cash flows”*

### *The New Economy of Water and Maritime Heritage*

In his presentation Tom bade will show a new way of establishing the benefits of conservation of heritage in general and the economic benefits of maritime heritage in particular. With a new model, called the FEDS-model (Financial Economic Decisions Support model) he has established the economic benefits of maritime events an has shown that they have a significant effect on the local and regional economy. However none of these benefits is used for the safekeeping of this heritage.

Parceiro  
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### Jorne Langelaan

#### Seaman, boatbuilder, shipbroker, carpenter, entrepreneur, artist and writer

Jorne started sailing at the age of 12 on one of the cargo ships of his uncle. Throughout his schooling, he sailed the European coastal waters on board this ship and other commercial vessels. His career developed further as seaman, on a wide variety of ships: schooners, ketches, a brigantine, two barques, a research vessel, pilot boats and several tugs and cargo ships. A highlight was the rounding of Cape Horn. He studied at Enkhuizen Nautical College for his tickets, commercial sail and power. The career at sea, finally lead him to become chief officer of the bark *Europa*, on expeditions to Antarctica. He was involved in different wooden boatbuilding ventures, and showed his paintings in galleries in the Netherlands, Belgium and the USA. The previous years were spent, co-founding, the Atlantis Merchant Sailing Ship Company, Fairtransport B.V. and the Partenrederij Tres Hombres S.A. Currently he is in charge of Fairtransport Shipbrokers and the R&D department of Fairtransport B.V. He lives on a gaff rigged Danish mail boat, in the Dutch naval port of Den Helder.

#### *Making a living, the future of Maritime Heritage!*

Captain Gustaf Erikson, the famous last owner of a fleet of square rigged sailing cargo ships said: “I love those ships, when I go, they go, but while I stay, they stay”. History proved this was true, at least for a while... because times are changing now.

With the rising awareness towards environmental issues and the realisation of the limited resource of oil, more and more individuals are realizing that, in trusting in a high tech future, we are approaching a dead end - fast. Our future lies not in unknown inventions, but proven traditions. Like the tradition of the merchant sailing vessel; more than 3000 years of evolution culminating in a highly effective sustainable commercial vehicle, to carry cargo across the world oceans.

I hear your thoughts: too many crewmembers, slow, unsafe, not economical... Welcome to the new world. The last big windjammers, able to carry more than 3000 tons cargo at a time, could be sailed with 20 hands before the mast. Modern ships like the Maltese Falcon can harness the wind by pushing a button. The world's biggest shipping company, Maersk, is slowing her ships down to reduce on fuel costs. Safety comes with knowing where you are and what you can do with your ship, not by what sort of propulsion you have. A recent business research report, of the Amsterdam University, shows that sail assisted cargo ships can be run more economical than ships solely propelled by engines. These are the facts.

Is the message clear? Tradition goes economical, back in business, business as usual. And yes tourists and leisure has its place, museums have their place. But to really preserve traditions, we will have to live those traditions! After all, taking into account the environmental and personal gain, this might be a far more economical road than we are following right now. So remove your bunks and cabins, sail cargo, go fishing. I will, I love those ships, when I go, they go, but while I stay, they stay...

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## **João Martins Claro**

### **Master's Degree in Law, University Lecturer and Lawyer**

Undertook functions at the Ministry of Culture as legal adviser and Director of the Department of Legal Affairs of the Portuguese Cultural Heritage Institute.

A member of the working groups that drafted the legal framework for Portuguese museums and the regulation that developed into core Culture Heritage Legislation.

Runs the Cultural Heritage Law Program on the Master's Degree in Museology, Faculty of Social and Human Sciences, University of Lisbon.

Author of various articles on the law and cultural heritage.

### ***Juridical framework for the protection and enhancement of cultural heritage: traditional nautical practices, knowledge, and vessels***

- The flexibility of the cultural heritage concept: the plurality of means of protection and promotion.
- Protective instruments: classification and inventorying.
- Intangible cultural heritage: the role of maritime museums and associations in defending heritage.
- Maritime cultural heritage: searching for an operational concept for protection and promotion.





## **Georges Prud'homme Fondation du Patrimoine Maritime et Fluvial**

Born in Alsace, France, in 1940 during the Second World War into a non-military family. Schooled in Alsace, then in Paris, before joining the Navy in 1961. After 3 years training at naval school and on board the Joan of Arc around the world, he served as a lieutenant in Tahiti 2 years. In 1966, he returned to Europe and began a long career in the submarine service, becoming commanding officer of 4 subs (both diesel and nuclear).

In 1986 he became director of the Naval War College in Paris, then in 1990 in charge of the French Navy in the Indian Ocean. In 1992, he worked on the staff of the Minister of Defense, heading the Naval Tests Commission in charge of testing all the new ships built for the French Navy.

From 1994 to 1997 as an admiral, he was deputy to the admiral in charge of operations in the English Channel, overseeing the construction and testing the new «Triumphant » SSBN class.

He retired from the Navy in 1997 to become head of the French National Maritime Museum in Paris.

Working with the biggest Maritime museums in the world, he was appointed as deputy of the ICMM president (International Council of Maritime Museums) and trustee of the board of AMMM (Mediterranean Maritime Museum Association). He left the museum in 2004 and retired in Hyères on the French Riviera.

Presently Vice President of the FPMF (French Maritime Heritage Fondation), and national member in EMH organisation and member of the cultural council.

He is married, the father of three and grandfather of nine.

### *A new way in handling French maritime heritage down to future generation: the BIP*

The work carried out in France by the «Fondation du Patrimoine Maritime et Fluvial», in the past years, led to the decision of the French Government agreeing to the new category for boats: «Bateau d'Intérêt Patrimonial (BIP)», in English: «Traditional Ship or Boat of Heritage Interest». This decision could also be useful for European Maritime Heritage Preservation.

Since 1992, the “Fondation du Patrimoine Maritime et Fluvial”(FPMF), has had the task to save and develop the French maritime and river heritage that do not come under French government laws. The Foundation is a non-profitable organisation and maritime member of the “Fondation du Patrimoine” which is in charge of property heritage. The aim of the FPMF is to be a go-between the French cabinet administrations (Finance, Culture and Sea ministries), and the federations or associations comprising all owners of traditional boats

The French Parliament voted in 2005 for the modification of annual navigation taxes. The consequence of which, all French “monuments historiques” and over 7 meter traditional ships (BIP), were unfairly penalized. Our foundation reacted against such modifications and succeeded in having the Parliament pass new legislation. The vote occurred in December 2006, and eventually all taxes for historical and traditional boats were cancelled. The Foundation is presently the only body in France authorized to grant traditional boats the” BIP status” which is recognised by the French administration.

Currently, there is a move underway to demand support from local administrations and port authorities to provide the necessary funds and facilities for the upkeep, maintenance, berthing and port calls of all BIP vessels. Presently 400 boats have the BIP status.

Our suggestions therefore for the Maritime Heritage Congress would be:

- To work together so that the “traditional ship concept” (BIP) is recognised at European level;
- To support all preservation initiatives for BIP, as for shore built property heritage;
- To introduce common European rules for passenger carrying heritage ships.

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**Olga López Miguel**

**Technical Assistant Director of the Barcelona Maritime Museum (MMB)**

BA degree in Modern History from the University of Barcelona (1985) and Postgraduate by the Polytechnic University of Catalonia on “New Technologies for Management and Access to Information (1999).

Curator of the Barcelona Maritime Museum since 1986. In this museum she has been Head of Research & Collections (1997-2001), Head of the Maritime Documentation Centre (2001-2005), Head of Museographic Management & Activities (2005-2008) and, since 2008, Technical Assistant Director. She has participated in the design of various permanent exhibition projects for the MMB, the latter currently under development. She was also coordinator for the Census of Maritime Heritage of the Catalan coast (1997-1999), and she participated in the development of museum Web sites (2004 and 2008 -), and in the design and implementation of museum audio guides (2007).

### *The safeguarding and protection of traditional boats and historical vessels in Catalonia. Actions promote by the Barcelona Maritime Museum*

The Maritime Museum of Barcelona is an institution dedicated to the preservation, study and dissemination of maritime heritage in Catalonia. Since its establishment in 1936, has expressed a special interest in floating heritage as an expression of the maritime culture. For several years the museum has pursued a policy to safeguard, study and dissemination of floating assets consisting of several lines of action:

1. Recover and safeguard traditional craft of great heritage value that are unique and emblematic pieces of our floating heritage (schooner Santa Eulàlia, pilots' boat Pòl·lux, Dragon class yacht Drac, llagut Lola);
2. encourage debate on the conservation of floating heritage assets between the Public Administration and owners of vessels, whether institutions or individuals (seminars and congresses in 200, 2007 and 2009);
3. Promote initiatives for the classification of traditional boats and historical vessels under the maritime heritage legislation in force in Catalonia (llagut Lola, sardine fishing boat Santa Espina, schooner Santa Eulàlia);
4. Foster and support legislative action to facilitate the preservation of traditional craft and historical vessels dedicated to cultural uses (amendment to the Spanish Navigation Act);
5. Collaborate on research and restoration of traditional vessels projects promote by cultural institutions and other associations in our country (restoration of the trawler Teresa, restoration of llagut quitllat Sant Ramon);
6. Coordinate an inventory of historical and traditional vessels to create a reliable and efficient management instrument for implementing both present rules as well as future regulations that may be established by the Administration;
7. Support national and international dissemination activities, including the creation of a traditional marine space in the SalóN Náutico Internacional de Barcelona (since 2007).

All these actions are testimony of the commitment of the Museu Marítim de Barcelona to the conservation, study and dissemination of the floating maritime heritage, both in order to provide a living testimony of the skills and know-how of the men and women of the sea, and with the aim of enabling the whole of society to participate in its values and promoting access to this sector of the culture.

Parceiro  
Partner



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**Fernando Carvalho Rodrigues**<sup>1</sup>  
**José Manuel Fernandes**<sup>2</sup>  
**Paulo Andrade**<sup>3</sup>

### *Classification of traditional Tagus boats*

We set out here the research results generated by the classification of traditional Tagus boats by focusing upon the Portuguese fiscal legislation. There was a particular emphasis on Lisbon Council where, since 1322, such procedures had established tables and even formula for the calculation as well as the specific measures introduced by the founder of Portugal, King D. Afonso Henriques, and perhaps the oldest of all estuary taxes.

This research project came about due to the fact that all other studies and especially books featuring pictures of “all” Tagus boats did not base themselves on reality as may be seen, studied and confirmed by the thousands of photographs that are, for example, in the excellent City of Lisbon Photograph Archive along with other such entities of this type and standard.

The most complete studies and diplomas regulating the taxation on vessels date back over two hundred years and they were a particular focus of the study presented here. They justify the public classification granted by the 2009 government decree that the Tagus Marina is taking great advantage of in terms of the sixty-seven listed vessels with different degrees of conformity that we also take into consideration and which were generated by orally recorded data gathered from a generation that still worked the river by a purpose founded Commission working with the support of the Naval Museum.

<sup>1</sup>Member of the Board of the Moitense Nautical Centre, Member of the Sarilhense Naval Association, President of the Association of Owners and Captains of Traditional Tagus Vessels, Owner of the “Ana Paula” *Canoa* registered as number thirteen in the 2010 Tagus Marine Book record, [www.fernandocarvalhorodrigues.eu](http://www.fernandocarvalhorodrigues.eu)

<sup>2</sup>President of the Sarilhense Naval Association, Director of International Relations, Tagus Marina

<sup>3</sup>Member of the Board of the Moitense Nautical Centre, President of the Parque das Nações Marina Nautical Association, President of the General Assembly of the Association of Owners and Captains of Traditional Tagus Vessels, General Secretary of the Tagus Marina



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Lourens Touwen

### Psychologist

Lourens Touwen (1965) studied both Psychology and Business Administration. After having worked for several consulting companies, he started his own business in 2003 named BEAUFORT. He works as an independent consultant for various companies and organizations in the northern part of the Netherlands, focusing on organizational development and interim management.

In 1987 Lourens became a member of the LVBHB, the largest of the Dutch associations for the preservation of historic commercial vessels. In 1995 he bought his first historic vessel, a 23 meter former commercial barge or “tjalk” called “De Hoop”, built in 1898. The vessel was restored into a convenient home for a family of four.

In 2003 Lourens bought the tjalk “Trijntje” (1896), which is under restoration at the moment. The restoration of this ship is seen by experts as an example of a rare and very precise restoration process. When finished “Trijntje” will begin a new life as an office for Lourens’ business.

The board of the LVBHB asked Lourens and three other members, including the famous Bart Vermeer, to write a discussion paper on the “hot and explosive” matter concerning the classification of historic vessels in the so called ABC-system. The board of the LVBHB will use the note in defining a new course in the delicate matter of the classification and valuation of a large part of the Dutch Maritime Heritage.

Lourens is also member of another LVBHB-team that is organizing the yearly summer meeting of the association. In July 2011 a fleet of around 200 historic vessels will meet on the famous Frisian canals and lakes, a big event for participants and public.

### *A matter of status*

Some 20 years ago the world of historic vessel preservation in the Netherlands saw the birth of a classification system in which our historic fleet is ranked into 3 mayor categories:

A-status ships are classified as monuments,

B-status ships are called historic vessels,

C-status ships are labeled historic hulls.

In my presentation I will not discuss this ABC classification system in detail, but focus on the unforeseen effects and dangers of this system in which the classification of historic ships is based on the perceived degree of their historic significance.

Within the LVBHB, the largest of the Dutch associations on the preservation of historic commercial vessels, the discussion on “the status of the ships” is sensitive. Right from the start there was serious opposition to the introduction of the ABC-system. It was predicted that the preservation and restoration of historic ships for their unique history and original characteristics would change into a competition to get the A-status. And it is true that receiving the A-status has become a goal in itself. As a result C-ships are often seen as “hopelessly ruined hulls”. In the competition to get a higher status characteristics that are unique for a specific ship are often removed resulting in the loss of unique historic details.

The debate within the LVBHB at the moment is on how to proceed with the classification system without causing more damage than has already been done.

Contributing to the complexity of the matter is the fact that the outside world (that is, the wide world surrounding the small group of preservationists) has discovered the value of our historic fleet in “decorating” city harbours and quaysides. These outsiders, usually not very knowledgeable town officials, have thankfully embraced the ABC-classification. It offers good grip on a slippery matter. Local governments, for example, use it as a simple tool to assign berth places and the danger exists that they will only allow A-vessels to berth in their harbours.

It’s time to change. We think we should be concerned with the preservation of the original characteristics of ships and change the dictate of classification criteria that many see as not right. But how can we do this, without causing an internal war in our shipping family between those who already received a high ranking position against those with a B- or C-ranking?

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## Monique Touw

### At Sea Sail Training

Monique Touw (1973) started sailing as a small child, and never stopped. Nowadays she has extensive experience as captain and first officer of some of the world's biggest Tall Ships. Ms. Touw has served as captain and executive officer on vessels such as "Clipper Stad Amsterdam", "Swan fan Makkum", "Marie Galante" and "Jacob Meindert", with several ocean crossings under her belt and sailing experience in varied waters from the Mediterranean to the Baltic Sea, from the Cape Verde Islands to the Caribbean. Monique Touw holds a degree in Human Resource Management from Katholieke Universiteit Brabant, and earned her captain's papers from the "Enkhuizer Zeevaartschool". In 2004 Ms. Touw started her company "At Sea Sail Training", enabling her to combine both capabilities in providing young people from all over the world with the opportunity to sail at sea and experience the adventure of a lifetime. When she's not traveling from one sailing event to the next, Monique Touw is based in Amsterdam.

### *The value of Sail Training and Tall Ships*

The presentation is about the value of sailing on sailing tall ships for young people and the effects of it. The effects not only on the personal development of youngsters, but also on their awareness of the maritime heritage and industry.

Sail Training deserves a special place within all activities organized for young people with regard to seafaring, the maritime industry and maritime history. What Sail Training is, the effects of sail training and the improvements in the last 3 years on the professionalism of sail training vessels and their crews will all be outlined in the presentation.

At Sea Sail Training combines the Sail Training Program with International Youth Exchanges. The International Exchanges have given us a lot of insights in how to maximize the effects of sail training and involve youngsters. We can apply these lessons in other parts of the maritime industry/ heritage to attract young people.

Last but not least - a not scientific overview of the effects of Sail Training voyages on the maritime awareness of the (young) people involved.

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## Coordinators of “Este Mar” Project

### Ricardo Costa

Graduated in Physical Education, ISEF. Secondary school teacher since 1986.

Engaged in canoeing, rowing, sailing and windsurfing since 1976. Competed in European and World Windsurfing Championships between 1980 and 1984.

Trainer in nautical sports at various universities and continuous teacher training.

### Carlos Alberto do Nascimento Saraiva da Costa

Graduated in Law, Classical University of Lisbon and is currently a fulltime teacher at the Carcavelos Primary and Secondary School. Teaches, within the framework of school sports, activities at the Cascais Nautical Activities School.

Launched the multidisciplinary “Este Mar” (This Sea) project in partnership with Ricardo Costa. Founding coordinator of “Este Mar”, which runs the “Dia do Mar” (Day of the Sea) project under the auspices of a protocol signed with Cascais Municipal Council.

Founding member of ADN – Atividades Desportivas Náuticas (Nautical Sporting Activities).

Sits on the board of the Friends of the Naval Museum Association, responsible for the “Boneca” canoe and the teaching-learning of traditional sailing at the Cascais Nautical Activities School.

## Good winds

The Cascais Nautical Activities School was founded in 2000, following a one year trial period. The School’s objective was to engage young people in nautical activities and provide effective support for the canoeing, sailing and windsurfing events. Around 150 students now undertake such activities on a weekly basis. Furthermore, around 1,500 students participate in the canoeing and sailing events run by the school throughout each academic year. We count upon the following fundamental partners for the continuity of this project: Cascais Municipal Council, the Ministry of Education, the Cascais Naval Club and members of the Nautical Activities Club.

This academic year, we are involved with a total of thirteen schools from the councils of Cascais and Sintra and one from the council of Lisbon. This dynamic program of activities is carried out by a group of teachers committed towards nurturing these sports out of a mission to convey to future generations the pleasures of taking to the sea as an environment for learning and training.

The positive coincidence of the arrival in the bay of Cascais of the “Estou para Ver” (a salt *galeão* built in 1920 and acquired by Cascais Municipal Council) and the “Boneca” (a Tagus canoe built in 1926 and belonging to the Friends of the Naval Museum Association) in the late 1990s, enabled new paths and future perspectives to be opened up.

Within the scope of the Cascais Nautical Activity School, located in the Carcavelos Secondary School, the “Este Mar” (This Sea) project was launched before evolving into “Estou Para Ver” in its own permanent classroom open to students from across the council. As regards school sports, the “Boneca” made the regular teaching of traditional sailing possible.

In summary, the “Este Mar” project has been afloat since 2005 and, on board, we have the following goals:

- Foster and enhance the sea of Cascais as an educational environment and nautical sports as an integrative pole of learnings;
- Publish educational texts related to the sea and nautical activities within a multidisciplinary perspective in support of different school programs;
- Structure the project around the “Estou para Ver” vessel as a multidisciplinary “classroom”.

Are we proving “able to convey maritime heritage to future generations?”

As regards this objective, there are good winds blowing in Cascais.





## João Martins

### Coordinator of the Seixal Municipal Ecomuseum Maritime Heritage Service

A member of the Seixal Municipal Ecomuseum (EMS) team since 1995, he is coordinator of the Maritime Heritage Service and holds management responsibility for technical-administrative and operational procedures, projects/actions in the fields of navigation, maintenance and conservation of traditional boats on which he is a permanent crew member, as skipper. Furthermore, he runs the traditional boat activity program under the auspices of the Ecomuseum Education Service and undertakes research and documents maritime heritage and is currently a member of the team responsible for the inventory of traditional Tagus estuary boats.

He sits on the multidisciplinary working group for internal EMS coordination.

Within the scope of the Municipal Ecomuseum Naval Unit Workshops, he monitors the technical coordination and management of work involved in the construction and conservation of traditional river Tagus boat models.

Represents the EMS, as an advisory member, in the EMH Cultural Council.

### *“Museum sailor”: a profession of the future?*

From a perspective based upon the experience of managing a traditional fleet under the auspices of a museum in which the vessels themselves represent part of its collection, this paper seeks to outline the idea that there is the rather enticing career that I would tentatively suggest may be called “museum sailor”. Such a profession incorporates responsibilities extending far beyond the mere sailing of such vessels to involve the performance of far more important functions including promoting and supporting not only maritime culture and tradition but also dynamic heritage conservation actors, individual trainers and educators across all generations, among others.

Currently, there is once again significant investment being made by some of the council authorities adjoining the Tagus estuary in the restoration and maintenance of traditional vessels. This raises the question of the continuity of their reutilisation/navigation which necessarily involves targeting the training of new crews. However, given the majority of the operational Tagus estuary fleet, managed by municipal council authorities and other public institutions, a series of restrictions are posed as to the performance of such a profession including the lack of recognition of a specific career structures and low wage levels, among others.

Hence, we are left with the question, “Museum sailor”: a profession of the future?

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## Xabier Agote

Xabier Agote is born in Donostia in 1964. He graduated at the traditional boat building school The Apprenticeship of the Maine Maritime Museum in the USA in 1989. Since then, he has dedicated his career to the renewal of Basque maritime heritage. In 1997 he founded Albaola, Basque Maritime Heritage Society. He has founded as well the Center of Research and Construction of Traditional Boats of Pasaia, and now he is the director of the new Center of Maritime Culture Ondartxo located in the same town.

Xabier is specialised in the construction of replicas of historical boats that he submits to an archaeo-sailing process with the aim to learn long lost sailing techniques.

He has organized maritime expeditions based in historical re-enactments, participated in many maritime festival as well as many cultural events.

He has published articles and studies concerning boat building and maritime heritage.

He is currently participating in the Dorna project as a boat building and maritime heritage expert.

## DORNA Project

DORNA promotes the conservation and recovery of the traditional nautical heritage of the European Atlantic coastal regions as an endogenous element for local development. It is based on the recommendations established by the ‘Green Paper – Towards a future Maritime Policy for the Union: A European vision for the oceans and seas COM (2006)’, starting from a necessarily global approach on the different problems posed by conservation and valorisation of the Atlantic nautical heritage.

Aware of the importance of cultural heritage in the Atlantic space, the Dorna Project has identified a series of problems that are common to all the European regions with Atlantic coast: the loss of boatyards of traditional vessels. Their gradual close-down goes parallel to the loss of the models of traditional boats in these regions and with them the common features that could categorize an “Atlantic model of traditional boat” will also be lost. The recovery of these boatyards and the valorisation of this sector not only aims at the conservation of the maritime cultural heritage, but also to exploit its environmental and social potential as an internal factor for economic regional development.

This project goes beyond the mere transfer of know-how. It aims to create a network of regions that elaborates a common multi-centric strategy for the recovery of the Atlantic traditional boats and that jointly promotes a specific element of the Atlantic cultural heritage, such as traditional vessels and boatyards.

The DORNA Project acts on 3 lines of action directly related to the objectives. These are economic development, environmental and socio-cultural. For each of the main priorities are designed to enable strategic lines to achieve the objectives. These strategic lines are: Competitiveness & Business, Research, Innovation, Diversification, and a Communications Plan. Under this strategic lines have been designed to make the project activities, each of which brings together different actions.

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**Vladimir Martus**

**Master builder and captain of replica frigate *Shtandart***

**Vice Chairman of Russian Association of Maritime Heritage**

Born and raised in a navy family; DOB 20/06/1966.

Started his sailing career when he was 14: for 15 years had been racing (sailboats and yachts). Shifted to sailing of wooden replica ships in 1989. Sailed around Scandinavia on replica 15<sup>th</sup> century hunting boat *Pomor Kotch*. In 1991 built his first own sailing schooner “St Peter” (*one could see her in “Pirates of the Caribbean”*).

Graduated from the St Petersburg University of shipbuilding as a naval architect in 1992. As master-builder, in 1994 he laid a keel, and in September 1999 launched an exact replica of the *Shtandart*, Peter the Great’s 28-gun frigate.

Since 2000, sailed as captain of the *Shtandart*. The ship participated in many maritime festivals all around Europe.

President of non-profit charitable organisation “*Shtandart Project*”.

Vice Chairman of the Russian Maritime Heritage Association.

Married. 4 children.

## *Making young people lead maritime heritage projects*

How to attract young people to preservation and promotion of their national maritime heritage – there are different answers for every maritime organization. The experience of replica frigate *Shtandart* in multiplying number of young people, involved and (most important) taking charge of projects with traditional ships and boats might be interesting for participants of the Congress.

As youth-training project, replica frigate *Shtandart* was built in 1994-1999. During those years around 200 young volunteers took part in the construction of the ship. They have learned the traditional skills and crafts, and also receive great experience in working in a team. Developing their leadership abilities was one of the main purposes of entire Project. Maritime knowledge and experience was promoted to the *Shtandart* building team by using Bantry Bay longboats (captain’s gigs). By this all shipbuilders knew both – shipbuilding and sailing.

Leadership training dimension of *Shtandart Project* allowed to choose most “promising” individuals and provide them with advanced training and wide opportunities (visits to shipyards (Batavia, Trincomalee), festivals (Brest), traditional boat’s competition (Atlantic Challenge)). As a result, after 10 years, we can see that former builders and sailors of frigate *Shtandart* are deeply involved in maritime, youth training and heritage projects. There are many names and projects to be mentioned in this respect:

*Michael Plekhanov, former construction engineer of Shtandart, now he is the Trustee of Atlantic Challenge International.*

*Galina Gerasimenko, was the youngest trainee on Shtandart (she was 12), become team leader and a coxswain on the captain’s gig which won first prize on Atlantic Challenge 2008 international competition.*

*Zlata Bredova, a trainee, and later a manager of Shtandart Project, took charge for City of St Petersburg’ program for placing young people on training voyages at sailing ships;*

*Nikolay Dunaev, former shipwright at Shtandart, has started new youth-training and shipbuilding project of the replica 18<sup>th</sup> century schooner;*

*Sergey Aktaev, a shipwright and a foreman at Shtandart, had built several replica ships in central part of Russia, and now initiating a big project of replica ship-of-the-line, “Poltava”.*

These examples will be illustrated with description how we developed the motivation for young people, what sort of knowledge we promoted, how *Shtandart Project* was helping to these young leaders to start/set heritage projects.

I have been asked by EMH to make a short overview or present situation of maritime heritage in Russia. Images with very brief annotation on most important projects, along with main aspects of related legislation, will be presented to audience.

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## Carla Queirós

### Department of Intangible Heritage, Institute of Museums and Conservation

After graduating in Anthropology from the Faculty of Social and Human Sciences, Nova University of Lisbon, she completed a post-graduate degree in Museology and Heritage at the same faculty. Working at the Institute of Museums and Conservation, in the field of intangible heritage since January 2010, Carla has previously carried out a range of roles across the field of research, documentation and the promotion of mobile and intangible cultural heritage since 2000. She participated in the founding projects of the Regional Museum of the West (2000-2002) and the Rural Museum of Elvas, in the latter case under the scientific supervision of the Portuguese Institute of Museums. In a consultancy role, she has worked with the Portuguese Museum Network, rendering technical support in the fields of inventorying and documenting the collections and museological programs, including to the National Railways Museum, the Municipal Museum of Santarém, UNICARO and to Arruda dos Vinhos Municipal Council.

### *The Intangible Heritage Survey of Portugal: Archives, Actors, Projects*

This paper provides an overview of the Intangible Heritage Survey of Portugal: Archives, Actors, Projects, designed and implemented by the Institute of Museums and Conservation between March and June 2010 and considers the relevance of this project to setting out an effective and thorough diagnosis of the institutional framework of action for the Intangible Cultural Heritage (ICH) sector.

In addition to detailing the main objectives and questions asked of target entities (network member museums, research units, municipal and regional cultural departments) by the inquiry, this paper focuses on the interrelationship between this project and the mission and competences of the Institute of Museums and Conservation as regards safeguarding ICH.

Attention is also paid to the importance of this process within the scope of implementing the National Inventory of Intangible Cultural Heritage, a structural and structuring project to the Institute's actions in this field and which derives not only from the legislation in effect in Portugal since April 2010 but also in compliance with core obligations undertaken by the Portuguese state resulting from the 2008 ratification of the international normative framework for this sector: the Convention for the Safeguarding of Intangible Cultural Heritage (UNESCO, 2003).



## **Dragana Lucija Ratkovic**

**President of Association of Mediterranean Maritime Museums (AMMM) and coordinator of the ecomuseum**

### **The Batana House**

After finishing University of Zagreb and attaining BA University Degree in Art History and Comparative Literature, Dragana Lucija Ratkovic worked in Croatian Ministry of Culture as a spokesperson for illegal art trafficking during the war in Croatia, advisor for movable cultural heritage and inspector for cultural properties. In 1997 she was awarded six months UNESCO fellowship in the heritage protection field in Poland. From 2004 till today she works as a manager and coordinator of the ecomuseum The Batana House annual programs. In 2005 she attains European Diploma in Cultural Project Management and establishes Muses Ltd, company for consulting and managing projects in culture and tourism. From 2009 she serves as the President of Association of Mediterranean Maritime Museums (AMMM) and currently undertakes a role of consultant for ecomuseums for UNDP Croatia. She is the member of ICOM and ORACLE.

Mrs. Ratkovic collaborates with local communities, cultural and other institutions on developing various projects in the field of culture and cultural tourism, with an emphasis on ecomuseology and intangible heritage. The main motto and generator of her activities are spreading the awareness of the great developmental role of culture in the process of sustainable development of the local communities across Croatia.

### *Intangible maritime heritage – Mediterranean region practices and challenges*

On 17 October 2003, the 37th UNESCO General Conference in Paris adopted a new Convention for Safeguarding the Intangible Cultural Heritage. According to the Convention, the intangible cultural heritage is the mainspring of our cultural diversity and its maintenance is a guarantee for continuing creativity of mankind. Intangible maritime heritage represents a very fragile part, endangered by unpredictable socio-economic, climate and landscape changes that create a big challenge for different heritage organizations from the public, civil or private sector. That was the main reason for our professional network AMMM to provide in last few years opportunities for different maritime museums and like associations from the Mediterranean region to share their experiences and debate their work in this field during AMMM thematic day in Barcelona in 2008 and 15th AMMM Forum in Rovinj in 2009. Some of the best practices and challenges will be summarised and presented in the occasion of 7th Congress of European Maritime Heritage, Seixal 2010.

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## Pablo Carrera

**Museo do Mar de Galicia, on behalf the Federación Galega pola Cultura Marítima e Fluvial (The Galicia Federation on the Maritime and river culture)**

Born in 1963, in Vigo.

Degree in Biology (University of Santiago de Compostela), has worked at the Spanish Oceanographic Institute (IEO) from 1989 to 2002, mainly on sardine dynamics and their fisheries. Since 2002 is the director of the Galician Maritime Museum. As researcher, was author of more than 100 peer review articles, grey literature and opinion articles.

As director of the Galician Maritime Museum, he has prepared the permanent exhibition, mainly related on the socioeconomic and historical development of the Galician coastal and fishing industry, together with the strategic development plan which includes a broad temporal exhibition programme, cultural action and dissemination plan and the collaboration with other institutions, specially with the Galician Federation on the Maritime and River Culture, preparing every two years the Traditional Wooden Boats Meeting of Galicia.

### *Interpreting intangible heritage through traditional vessels*

UNESCO recognizes as intangible cultural heritage (ICH) the practices, representations, expressions, knowledge, skills – as well as the instruments, objects, artefacts and cultural spaces associated therewith – that communities, groups and, in some cases, individuals recognize as part of their cultural heritage. Besides ICH is constantly recreated, thus transmitted from generation to generation, on account the environment, as result of the interaction between nature and history, and providing a sense of identity.

In Galicia, most of the maritime cultural heritage (MCH) is directly linked with the fishing activity. Whilst the artisanal fishing activity (including both fishing and conservation processes/market places and routes) had a large influence on the coastal settlements, since the beginning of the 20th century, as the fishing activity became more industrial with the irruption of the cannery industry and the change from wooden and sail vessels by iron hulls and engine propulsion and the population increased, the maritime heritage started to lose elements both tangible and intangible. However, together with this slight but continuously loosing, traditional fishing activity was still alive in the small villages and new elements, related with the industrial fishing activities, arose.

In order to know the present state of the MCH, including ICH, a survey among different researchers in different field investigations has been made. The results of this investigation, mainly expressed as SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis is discussed and an alternative to safeguarding ICH through a forward stepwise system, from the dissemination of awareness to the integration of new people in a particular community or NGO related with the MCH, using traditional fishing vessels is presented.

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### **Recommendation from the EMH congress in Seixal September 23-24, 2010**

The attendance in Seixal was greater than at earlier congresses and we had representatives from 20 countries.

The theme of the congress was: **Are we able to hand over our maritime heritage to future generations?**

In order to achieve this EMH should for the coming years give priority to:

- Encourage all initiatives to include young people „to get onboard“ and to learn the history, the intangibles and skills of our maritime heritage.
- Stimulate the exchange of best practices between the EMH membership in general and of how young people are engaged especially.
- To sell ourselves better to „political Europe“ and the general public and in particular to young people.
- To gain better recognition of the value added by our maritime heritage activities to environment, economy and education and obtain a larger economic share.
- Change the mindset of regulators so that safety, of course must be given priority, but safety can be obtained in different ways. Important is that the maritime heritage can be maintained and not threatened.
- Enhance the knowledge and understanding of the various interpretations and classifications of our maritime fleet and promote the discussion between our members without specifying a definite EMH wording.
- Make sure that the traditional fleet is included in the minds of UNESCO, EU policy makers and IMO.
- Include the traditional fleet in DG MARE's European Atlas of the Seas.

Seixal, September 24, 2010