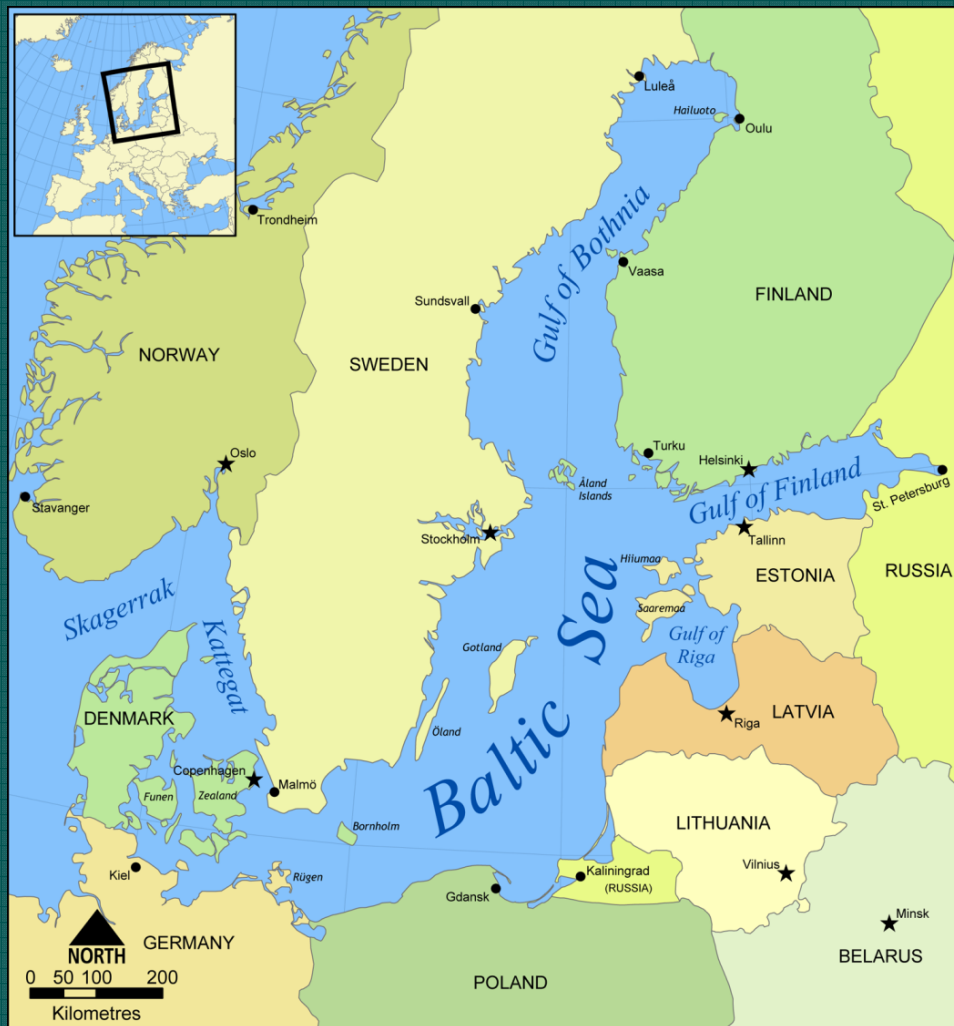


Abraham Ortelius: 1579
Theatrum Orbis Terrarum

Regional cooperation between national cultural heritage agencies: – a good practice

EHHF. Amsterdam May 2011
Monitoring Group on cultural heritage
in the Baltic Sea States
Alfredas Jomantas, Chair

MONITORING GROUP ON CULTURAL HERITAGE IN THE BALTIC SEA STATES



The intergovernmental network of the Council of the Baltic Sea States involves national cultural heritage agencies in 11 countries;

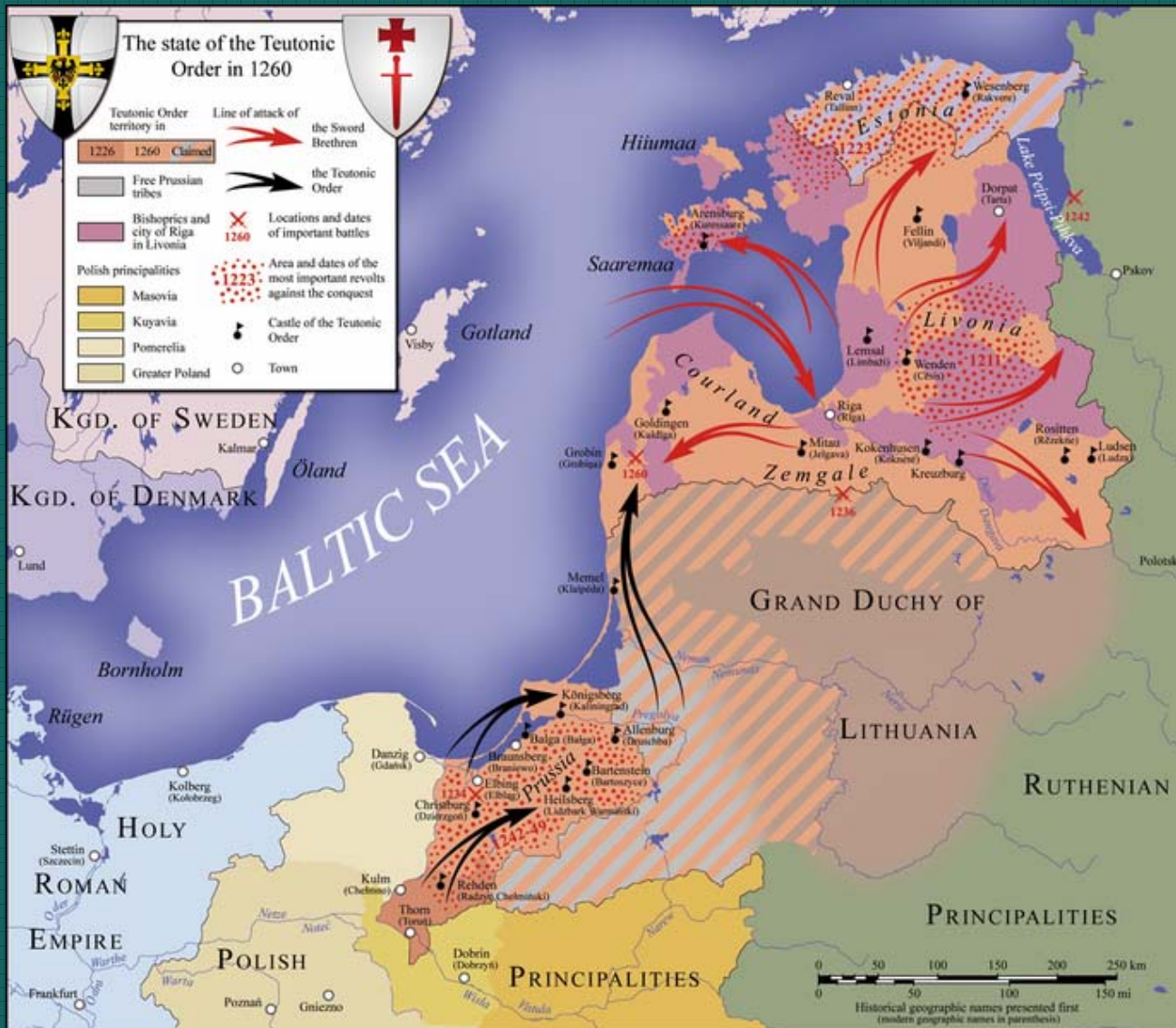
Iceland, Norway, Sweden, Finland, The Russian Federation, Estonia, Latvia, Lithuania, Poland, Denmark and Germany.

...to understand the region...



trade routes of Vikings, late 8th to 11th centuries

...to understand the region...



the Teutonic Order during the 13th century

...to understand the region...



the Hanseatic League in 1400

...to understand the region...



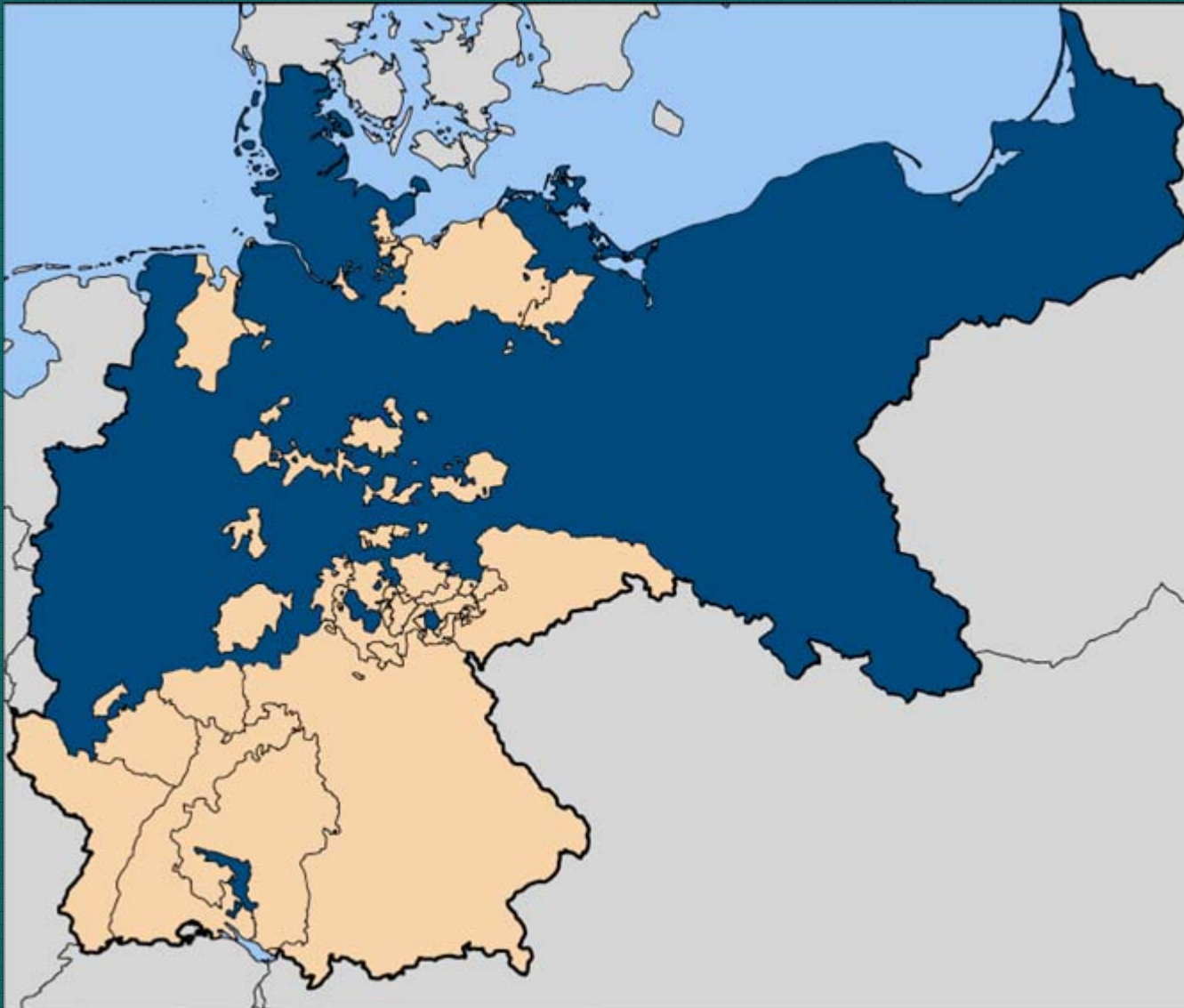
the Polish-Lithuanian Union 1635

...to understand the region...



the Swedish Empire 1620

...to understand the region...



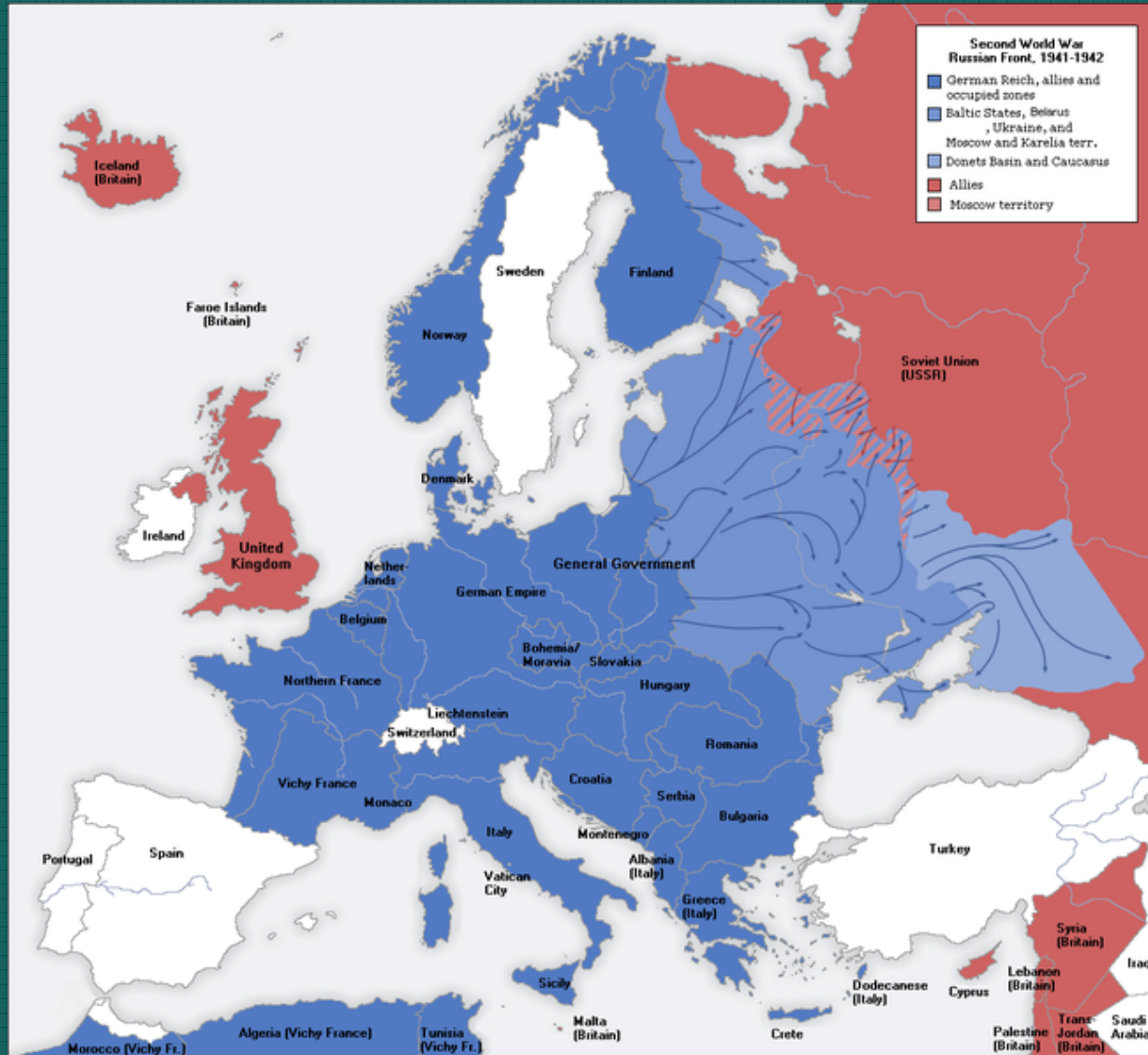
Prussia around 1880

...to understand the region...



Russian Empire 1912

...to understand the region...



the II WW 1941-42

...to understand the region...



”Republics” of the Soviet Union 1956-1991

THE BALTIC SEA REGION

has at the same time

- a lot of common heritage
- although a remarkable diversity of ethnic groups, religions, languages etc
- one example;

the estimated number of wrecks in the Baltic Sea is around 100 000

**→ THE MONITORING GROUP
ON CULTURAL HERITAGE
IN THE BALTIC SEA STATES**

The MG members meet 2-3 a year à 2 days to share information, to monitor current approaches and to plan joint activities. The Chairs of the thematic Working groups join the meetings.

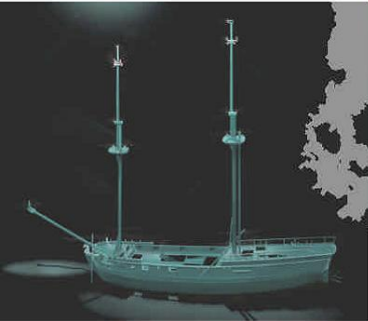
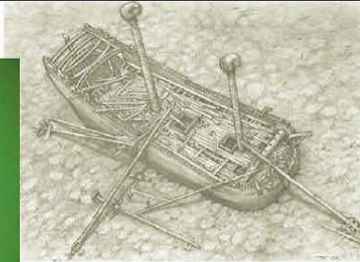


Monitoring Group meeting in Wilanow Palace in Warsaw 2006

BSR working group on underwater heritage

OUTCOME:

- the Rutilus-project
- the 100-list of most valuable sites of underwater cultural heritage in the Baltic Sea
- The Code of Good Practice for the Management of the Underwater Cultural Heritage in the Baltic Sea Region (COPUCH)



BSR working group on coastal culture and maritime heritage

Baltic Harbours: Heritage and Monuments

***HARBOR**, any place which affords good anchorage and a fairly safe station for ships, or in which ships can be sheltered by the land from wind and sea.
2. In Eastern Hemisphere Maritime Dictionary (182)

The different cultural monuments related to harbour activities can be categorised as:

- Navigation aids – leading lights, buoys etc.
 - Breakwaters
- Quays and wharfs with fenders, bollards and mooring rings
- Cranes and other loading and unloading equipment
- Buildings – ship's chandlers, warehouses, coalbunkers, grain silos, oil tanks, ticket offices, harbour pubs, shipping offices, passenger terminals, buildings for customs, pilots and harbour authorities

Historic vessels are also found in harbours, but since they are mainly mobile and not permanent constructions they are seldom connected to one individual port. Exceptions include specific harbour service vessels such as tugs, dredgers and fire fighting vessels.



Gdańsk, 2004
 © National Maritime Museum, London
 Svanöy Harbour, Lithuania, 2005
 © The Maritime Heritage Museum, Vilnius
 Gdansk, 2005
 © Baltic Centre for Coastal Heritage, Gdansk

www.baltic-heritage.eu

Fig. 1. © Maritime Heritage Museum, Gdansk

Baltic Ships contemporary challenge

Historic Ships – what are they?

A historic ship is a ship which has survived its purpose. If any of its ships ever built has been destroyed, often the structure or rig was. Only the few have survived. Some of them might be wrecks; others are preserved more or less in their original condition.

A historic ship is an old lady; no matter whether she is called *Arco* or *Arbut*, *Pleasant* or *Edward*. Most historic ships are beautiful, charming, lively, distinguished – and expensive.

Historic ships are a unique monuments of cultural heritage. You find them in the open sea, in harbours or lakes or in rivers. But as they have always been mobile, these monuments have often been regarded as less valuable than buildings ashore. There is no reason for that. Ships have connected people; they have brought us our food, traded our clothes and opened incomes to many societies. Seafarers of every culture influenced across the seas. The maritime cultures and traditions united people; linking far away from each other. The historic ship is a book for reading and understanding cultural exchange and development.

Historic ships attract people.

John C. Coatsworth, *The Maritime Museum of the World: Planning and Development*, 1998, p. 100
 Baltic Centre for Coastal Heritage, Gdansk
 © Maritime Heritage Museum, Vilnius
 Baltic Centre for Coastal Heritage, Gdansk
 © Baltic Centre for Coastal Heritage, Gdansk
 © Baltic Centre for Coastal Heritage, Gdansk

Baltic Ships
 contemporary challenge

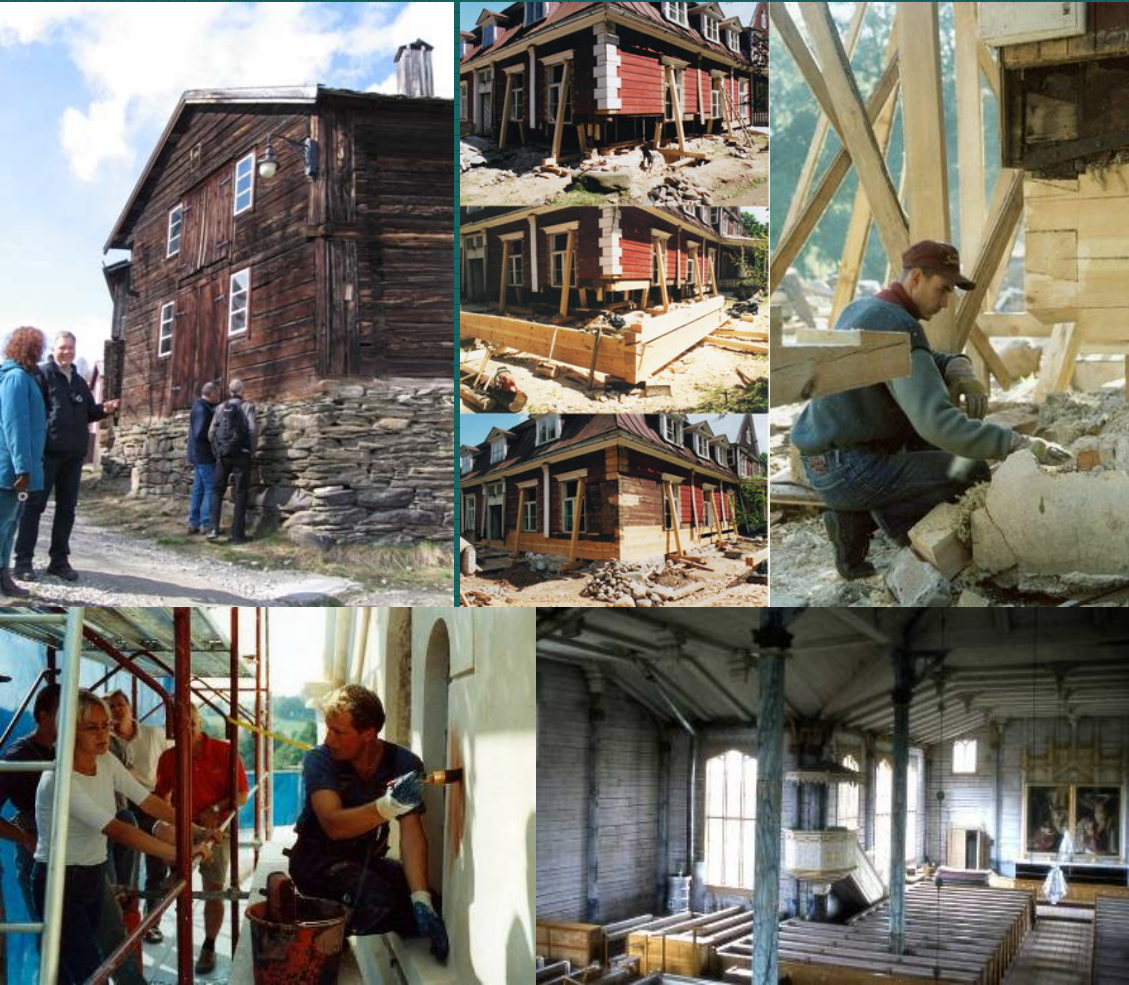
2009/2010, April 21

OUTCOME:

- poster
- exhibitions
- on Baltic Lighthouses,
- on Historic Harbours,
- on Historic Ships



BSR working group on building preservation and maintenance in practice



OUTCOME:

- reports on traditional building materials in the Baltic Sea region,
- BSR Workshop on plaster conservation,
- Managing traditional buildings report

ADDITIONAL EXPERT NETWORK DEALING WITH INDOOR CLIMATE IN UNUSED CHURCHES

BSR Working group on sustainable historic towns



OUTCOME:

-Report on urban heritage management tools in BSR

-”Sustainable Historic Towns – Urban Heritage as an Asset of Development”-project

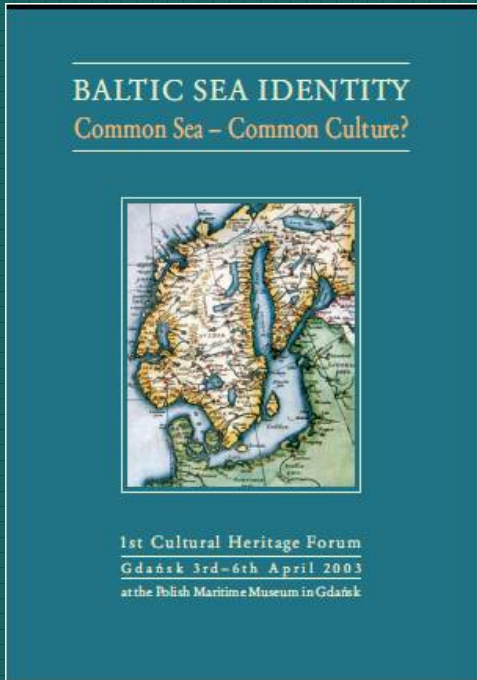
-”Communicating heritage”-project

-management tool box DIVE for urban heritage etc.

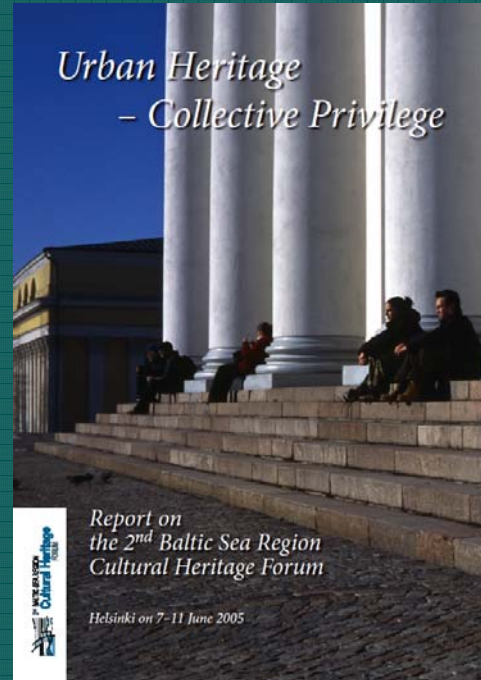
-”Urban heritage – Good for Climate”- project

PLATFORMS FOR REGIONAL COLLABORATION

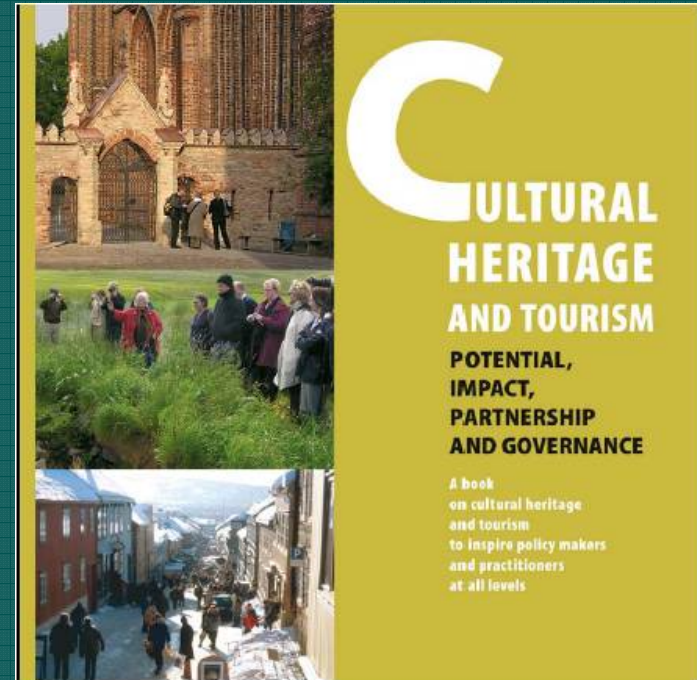
- 4 Baltic Sea Region cultural heritage Forum-events



Gdansk 2003



Helsinki 2005



Vilnius 2007

Riga 2010
in process

WELCOME TO THE 5TH FORUM IN TALLINN 2013!

<http://mg.kpd.lt/>



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