

Working group "Coastal Culture and Maritime Heritage"

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Presentations

Kristine Brike	<i>The Cultural Heritage of the Littoral of the Baltic Sea and the Gulf of Riga in Latvia (presented by Randi Ertesvåg)</i>
Marcin Gawlicki and Jerzy Litwin	<i>Fundamental Problems in the Conservation of Poland's Maritime Heritage</i>
Harald Hamre	<i>Three projects: Baltic Herring Trade in the Nineteenth Century The Rogaland Boat Project North Sea History Conferences</i>
Päivi Maaranen	<i>Coastal Cultural Heritage - Finland</i>
Marja Pelanne	<i>The Coastal Culture and Maritime Heritage - Finland</i>
Per-Olof Remmare	<i>The Swedish archipelago project Förslag till svenska projekt som referens - och samverkans projekt i ett nationellt samarbete kring Östersjön</i>
Lisen Roll	<i>The Directorate for Cultural Heritage in Norway: Projects concerning the conservation of the coastal and maritime cultural heritage</i>
Annette Schou	<i>Coastal Cultural Heritage - the challenges and proposals</i>

*The Cultural Heritage of the Littoral
of the Baltic Sea and the Gulf of Riga in Latvia*

Kristine Brike

The present coastline of Latvia and the Baltic Sea and the Gulf of Riga is approximately 500 km long. The coast of the Baltic Sea and the Gulf of Riga – the Littoral Lowland extends from 2-3 km to 45-50 km in width, which, at the end of the glacial epoch and the post-glacial epoch, lay under the waters of the ancient Baltic Sea basins. As a result of the water activities in the ancient basins, a vast sandy flatland with discriminatory sea littoral relief has formed there – with abrasion rocks, coastal waves, different shoals, and, in lagoons and gulfs – with flatlands of clay and sludge silts. In the mentioned Littoral Lowland, which could be regarded as a sightseeing object within this project, several protected nature areas have been marked out – three nature parks, two national parks, and twenty-three conservancy areas.

As to the cultural heritage, in Latvia, as in many places in the world, the littoral was first used as a relatively convenient line of communication (apart from being a fishing place). Only afterwards, daring to overcome the fear from the uncustomary environment – the sea, people established new contacts with “the other coast”.

Historically, the littoral of the Baltic Sea has been inhabited since the end of the Stone Age when the first settlements were identified. The development of the seafaring provided not only bigger catches, but also an opportunity to engage in an exchange trade with “the other coast”. Beginning with the Bronze Age, the settlements and inhabited localities fearing from looters were set up farther in the dry land.

In Latvia, along the whole littoral territory of the Baltic Sea and the Gulf of Riga, the inhabited localities were comprised by the fishing villages. This was due to the geographical and climatic circumstances, that is, the land in the littorals was not fertile enough for agriculture; however, the life close to the sea encouraged the development of the seafaring, which was the basic engagement of the littoral’s inhabitants.

In the southern part of the littoral of the Baltic Sea, the structure of the former fishing villages has been disassembled. Here, separate fishing farms are under the state protection, whereas in the northern part, where the first inhabitants were the Liivs, the places of the fishing villages have remained in a much more concentrated organisation. Besides, the local traditions and ethnography formed and is greatly based on the cultural base of the Liivs. Here, a protected cultural area has been established – Liivian coast, for which a development plan with the cultural heritage considered has been worked out. There have remained two fishing villages on the coast of the Gulf of Riga - both in the present territory of Jūrmala city, thus creating an original symbiosis with a resort that has formed from the end of the 19th century through the beginning of the 20th century. In the other part of the gulf’s littoral, there have remained only separate old fishing farms, though, on the former village base in the north-eastern part of the gulf, there formed new fishing farms during the 20th century. At Kuiviži, there originated (sailing vessel) shipyards, whereas at Ainaži the naval educational school was established. In total, in the state-protected territory there can be visited nine folk architecture objects – fishing farms and fishing villages.

Speaking about the development of the estates in the coastal territory, obviously geographical and climatic circumstances played a significant role. Therefore – we have to admit – there are only a few estates along the whole coastline, and they are not of great importance.

The navigation systems play a special cultural role in the coastal territory – especially the lighthouses. The records on the first lighthouses in the territory of Latvia date back to the 16th century; however, the oldest of the existing lighthouses was built in 1814. The nine most important lighthouses for the navigation in Latvia are placed all along the seacoast; there are two of them in the gulf. Latvia's lighthouses are simultaneously considered to be cultural monuments.

There are ten towns situated on the Littoral Lowland; their history is closely bound with the sea, seafaring, or navigation. Six of them are town planning monuments of the state significance – the biggest are Riga, Jūrmala, Liepāja, Ventspils. From the point of view of the history of technics, the most interesting harbours are in Riga, Liepāja, Pāvilosta. During the times of Kurzeme Dukedom, the most significant harbours were at Saka, Jelgava, and Ventspils where there were also shipyards – unfortunately, their original substance has not remained. From the fortification constructions, the most expressive one is Daugavgrīva Fortress in Riga built by Swedes in the 16th century. It is a town planning monument of the state significance. Other important fortifications are the naval harbour in Liepāja built at the of the 19th century through the beginning of the 20th century and the ones established by the Russian Empire. The 20ties-30ties of the 20th century are characteristic for the development of resorts in Latvia - the town planning monuments of the state significance lie in the territory of Jūrmala city.

In the present circumstances of the market economy, the littoral cultural heritage is rather endangered in total because it has become fashionable (especially for wealthy people) to purchase land in the coastline of the Baltic Sea and the Gulf of Riga for building villas without respecting the natural and cultural requirements of the environment.

It has to be admitted that there have been carried out no deepened investigations that would reveal the collection of the cultural heritage in the littoral of Latvia, however, the characterising division of the themes could be as follows:

1. Settlements, burial and cult places on the coastline of the Baltic Sea and the Gulf of Riga until the 13th century;
2. The development of fishing villages, shipyards, and harbours, 13th -17th centuries;
3. The development of the fortification constructions (fortresses, littoral fortifications) and hydro-technical constructions (lighthouse piers, boles, buoys, coast navigation system), 17th-20th centuries;
4. The genesis of the littoral estates, fishing villages, and fishing farms, 18th-20th centuries;
5. The development of the littoral towns, 13th-20th centuries;
6. Latvian naval academies, 19th-20th centuries;
7. Cult (sacral) buildings and cemeteries in the littoral zone, 18th-19th centuries;
8. The investigation and localisation methodology in the protected cultural territories and cultural landscapes;
9. The sea coast as a place of military operations in the history (the Vikings, the Capers, the Cours, naval blockages, the activities during the World Wars I and II, etc.);
10. Latvian refugees 1944-1945;
11. The history of Latvian sea resorts;
12. The history of Latvian navigation.

May 24, 2000

Fundamental problems in the Conservation of Poland's Maritime Heritage

Marcin Gawlicki and Jerzy Litwin

HOW THE CONSERVATION OF POLAND'S CULTURAL HERITAGE IS ORGANISED

- **State administration**

The preservation of historical monuments in Poland is the responsibility of the Heritage Conservation Service, which is run and supervised by the General Conservator of Historical Monuments, a governmental office directly subordinate to the Ministry of Culture and the National Heritage. At the provincial level (there are 16 provinces, or voivodships), the preservation of historical monuments is in the hands of the provincial conservators of relics, responsible to the relevant provincial governor. They keep a check on the state of preservation of the cultural environment and of historical relics, maintain records, and play a consultative role in town-planning procedures. They also coordinate and supervise the activities of the local conservation service. As far as the Polish coast is concerned, the relevant offices are those of the Conservators of Historical Monuments of the Province of West Pomerania in Szczecin and of the Province of Pomerania in Gdansk.

- **Local authorities**

The law provides for the possibility of transferring some of the tasks and powers relating to the preservation of historical monuments and relics to local authorities. In practice, however, only the larger cities have the organisational and financial means to do so.

- **State Museums**

The Polish Maritime Museum (PMM) is a national institution, subject to the Ministry of Culture and the National Heritage. Besides the usual functions of a museum, such as collecting, safeguarding and making publicly available the relics of maritime history, the PMM has an underwater archaeology department and a laboratory specialising in the preservation of multifarious artefacts excavated from the sea bed. Also under the Museum's auspices are operations carried out to remove wrecks from endangered sites, as well as regular archaeological explorations in deep and shallow water, and in land areas below sea level. On display in over a dozen buildings scattered throughout the Gdansk region, the exhibits constitute the richest collection of relics not only of Poland's maritime history but also of her cultural heritage.

- **The largest local authority museums**

The Maritime Department of the National Museum in Szczecin conducts field work, while its exhibitions include an open-air museum of historic fishing boats, wrecks of early-medieval Slavic boats, and relics of maritime technology.

The Historical Museum of the City of Gdansk has collections relating to the history of Gdansk; it also administers the maritime fortress at Wisloujscie and the remains of the military installations associated with the outbreak of the Second World War at Westerplatte.

- **Other local authority museums**

There are smaller local authority museums at Elblag, Puck, Slupsk, Darlowo, Kolobrzeg and Swinoujscie. Some of their collections and historical interests involve the preservation of Poland's maritime heritage.

- **The Polish Naval Museum in Gdynia**

The exhibits include maritime or coastal armaments from the eighteenth century to the present. The Museum has in its possession the *Blyskawica*, a veteran destroyer from the Second World War. Furthermore, it looks after six Halls of Naval Tradition in various garrisons around the country, as well as historically valuable coastal fortifications.

THE STATE OF RESEARCH AND PRESERVATION OF POLAND'S MARITIME HERITAGE

- **Polish ports**

The histories of the ports of Gdansk, Szczecin and Elblag have long been of interest to historians, and there is a correspondingly impressive list of publications. Other ports, such as Kolobrzeg, Darlowo, Swinoujscie, Ustka, Gdynia and Puck, have not received so much attention.

With its numerous historic buildings and industrial installations, the port of Gdansk has the most extensive bibliography. Of particular value is the oldest (medieval and Renaissance) section of the port on the river Motlawa(Mottlau). This is dominated by the fifteenth-century port Crane (Zuraw, Krantor), which in its heyday doubled as a defensive gate. It is unique to the city of Gdansk. Nearby there are other gates where, in medieval times, ships would tie up. Lastly, putting the finishing touch to the ambience of the former port are the granaries, some of which have been adapted to the needs of the Polish Maritime Museum. Other buildings in the city were associated with the running of the old port: the Main City Town Hall (Ratusz Głownego Miasta, Rechtstäisches Rathaus), which housed the office for the collection of port dues and custom duties, the Artus Court (Dwor Artusa, Artushof), which was a corn exchange and the traditional meeting place of the merchants' guilds, and the churches, where the various altars belonging to the seamen's and merchants' guilds were accommodated.

The town of Puck is no mean tourist attraction, known as it is for its remains of its medieval ports and wrecks, which were discovered in 1977, and for the hamlet of Rzucewo, the home of seal hunters and amber gatherers.

Other small historic ports in the area include those at Hel, Wladyslawowo and Jastarnia. The destruction sown in the ports of Szczecin, Kolobrzeg and Swinoujscie by the hostilities in 1945 did not spare the historic buildings, the remains of which during post-war reconstruction were either removed altogether or converted for other purposes. Nevertheless, historians have

by no means neglected the historical significance of the ports on the western Polish coast, having published their findings in monographs and occasional articles. A few buildings of historical interest have also survived at Darlowo and Ustka. Among the more modern ports, the one at Gdynia takes pride of place in Polish maritime history. Construction began in 1922, and even before 1939, Gdynia was considered one of the most modern ports anywhere on the Baltic.

- **The lighthouses of the Polish coast**

The history of the lighthouses of the Polish coast is one of the most thoroughly researched aspects of Polish maritime history. One of the most interesting lighthouse is the one at Rozewie, with its permanent exhibition of the history of Polish lighthouse-keeping. Most of the lighthouses along the Polish coast are open to visitors during the summer.

- **Pilots' stations and the safety of the shipping**

A number of old buildings have survived that once belonged to the harbour pilots and the other services responsible for the smooth running of ports and for safety at sea. Several such buildings, e.g. pilots' stations, can be seen in the ports of Darlowo and Ustka. In the fishing port of Leba the building of the former lifeboat station has survived, as has a similar one at Jastarnia. Not only lighthouses served to maintain safety at sea: several less conspicuous devices were used, like beacons, azimuth mirrors, semaphore signals and buoys. Quite a number of these are no longer extant.

- **Traditional boats and boatyards**

The Polish Maritime Museum has completed a full inventory of folk boats built along the coast, as well as a list of the various boatyards. Examples of all the typical but declining types of traditional boats are on display in the various museums. Recent years have seen the first attempts in Poland at constructing replicas of early-medieval craft. Under the expert gaze of the National Museum in Szczecin, the first such boat was built at Wolin in 1996; another one is currently in the course of construction. A boat of similar size was built in Gdansk Pomerania for the thousandth anniversary celebrations (in 1997) of the earliest source mentioning Gdansk by name. The Jung Brotherhood is intending to build a replica of a nineteenth-century schooner.

- **Traditional fisheries**

The National Museums in Gdansk, the Polish Maritime Museum (with its specialist branch at Hel), the Ethnographic Museum in Torun, the Fisheries Museum in Swinoujscie and the National Museum in Szczecin have all made signal contributions to the study and documentation of relics and traditions associated with fisheries along the Polish coast. They have also been the subject of investigation by scholars from the universities of Torun, Lodz and Warsaw, and of researchers from the Sea Fisheries Institute in Gdynia and the Maritime Institute in Gdansk.

At present a monograph on the history of traditional sea fisheries and a guide to the new permanent exhibition at the Fisheries Museum at Hel are being prepared for publication.

- **Historic shipyards**

The best known of all the shipyards on the Polish coast is the Gdansk Shipyard (Stocznia Gdanska). It is also the oldest, its construction having been begun by the Prussian administration in 1844. Originally named the "King's Shipyard" (Königswerft), it was rechristened the "Emperor's Shipyard" (Kaiserwerft) in 1871. Between the wars it was initially a nationalised concern under Allied administration; later, as the Gdansk Shipyard (Danziger Werft), it became a joint-stock company. At the present time (2001) the company is being restructured. In the not-too-distant future, part of the shipyard area and some of the old shipyard buildings are to be converted for the administration and services associated with the historic centre of Gdansk. The so-called "Health and Safety at Work Auditorium", regarded as the cradle of the Solidarity Trade Union, where the historic agreement between the shipyard workers and the communist government was signed in 1980, is to become a museum. Owing to wartime destruction, and subsequent rebuilding and modernisation, the other shipyards on the Polish coast are not of any significant cultural value.

- **Museum ships**

The Polish Maritime Museum in Gdansk is the leader as regards the conversion of vessels for museum purposes. One such ship is the *Soldek*, an ore-and-coal carrier, the first ship built in a Polish yard after the Second World War; it has been on display since 1981. A year later, the Museum took over the *Dar Pomorza*, Poland's first sail-training ship. Apart from these large vessels, the Museum also has two historic yachts which, together with a few large fishing boats, are in storage.

Not only merchant vessels have been preserved; warships have also escaped the breaker's yard. The largest of these, the *Blyskawica*, is a destroyer built in 1936, and is now the Polish Navy's museum ship. The Naval Museum in Gdynia also has an open-air museum of armaments and ship's equipment. In the naval port at Hel, a motor gunboat, the *Batory*, lies tied up as a historical monument. A few years ago navy enthusiasts at Kolobrzeg decided to save a patrol boat stationed in that port from being scrapped. Another vessel, a motor torpedo boat, has been preserved at Skarzysko-Kamienna in southern Poland. Mention should also be made of the fishing cutter preserved by the National Museum in Szczecin and the small cutter added to the collection of the Fisheries Museum at Hel.

- **Coastal fortifications**

Several groups of fortifications, erected between the sixteenth and twentieth centuries, have survived to the present day. The largest of them, and at the same time the historically and architecturally most valuable, is the fortress at Wislouwjskie. Located in the sixteenth century at the then mouth of the river Wisla (Vistula), it protected the entrance to the port of Gdansk. The work of a Dutch builder, this fortress had lost its significance by the end of the eighteenth century: the beach between the fortress and the sea had become very much wider, and the river mouth had shifted seawards by some considerable distance. The basic form of the fortress has come relatively unscathed through various wars that have afflicted this region; none the less, it was in a very dilapidated condition on being taken over some fifteen years ago by the Historical Museum of the City of Gdansk. Its reconstruction and restoration is proceeding slowly. Even so, it is open to visitors in the summer. Because of its uniqueness and the fact that it is constantly under threat from the expanding port, it has been placed on the American list of the one hundred most endangered old buildings in the world.

Another set of buildings of the utmost significance are the defensive installations of Westerplatte, the object of the attacks of the Nazi Kriegsmarine and Wehrmacht at dawn on 1 September 1939 which started the Second World War. Like Westerplatte, another area intended for preservation is that at the tip of the Hel Peninsula, which before 1939 was a fortified area known as the Reinforced Area of Hel. Polish military installations from the inter-war period have survived there, as have the reinforcements brought in during the Nazi occupation, which were subsequently modernised and extended during the so-called Cold War. Nowadays, part of this area is occasionally made accessible to organised parties. In the future, it is hoped to turn the whole area into an open-air museum generally accessible to the public.

During the period when Poland was a member of the Warsaw Pact, coastal batteries, radio watches, radar stations and observation towers were erected at many points along the Polish coast, especially on high cliffs. Now in the process of being taken over by the civilian authorities, some of these areas are of interest to tourists.

- **Protection of the cultural landscape of the coast**

A crucial question concerns the protection of the cultural landscape of the Polish coast during the on-going political and economic transformation. Loopholes in the law, urban planners and architects with little experience in town planning, and the lack of professionally trained administrators have all rendered ineffectual many activities striving to protect valuable areas of the cultural landscape. In the next few years all the objects of cultural interest in the towns and fishing villages on the Polish coast will have to be documented in detail and the principles for their conservation laid down.

- **Underwater archaeology**

As far as underwater archaeology is concerned, the Polish Maritime Museum in Gdansk reigns supreme. Apart from carrying out regular underwater studies, the Museum keeps records of archaeological sites, acquires artefacts for its collections, and coordinates conservation activities in the Polish coastal zone. The Department of Underwater Archaeology at the Nicholas Copernicus University in Torun, which specialises in the schooling of underwater archaeologists, also has considerable achievements to its credit in this field. The National Museum in Szczecin is also carrying out a research programme in underwater archaeology; it has focused its activities on the exploration of the inland waters around the island of Wolin and of the adjacent areas of dry land.

1. BALTIC HERRING TRADE IN THE NINETEENTH CENTURY

West-coast spring herring was Norway's number one export throughout the first half of the 19th century and almost the only Norwegian product which had a market in Sweden, Prussia and Russia. The enormously rich herring shoals that came to the coast every year between 1808 and 1870 were the basis for a shipping traffic involving hundreds of vessels between South-West Norway and the coasts of the Baltic Sea. Stavanger was the most important export town.

Spring herring exports reached their peak in the 1840s, when in some summers more than 700,000 barrels were exported - an enormous quantity of highly-nutritious food.

The most important market for the Norwegian spring herring was Sweden, closely followed by Prussia and Russia. To simplify, each of these countries took a third of the exports, the other markets being insignificant.

It was not only Norwegian vessels that carried the herring from Western Norway to the Baltic markets. Lots of Baltic vessels were also involved. For instance: At Reval (Tallinn) most of the salted herring was imported on the town's own ships.

The herring fisheries and the herring trade were the engine of the vigorous economic growth and urbanisation process in South-West Norway throughout the first half of the 1800s.

This trade must also have been important to the importing countries. When England blockaded the Russian ports in 1855 the Swedish-Norwegian consul in Memel (Klaipeda) wrote that "Our town is suffering" from the lack of Norwegian herring.

Most of the vessels returned to Norway with Baltic grain, hemp and flax. Many skippers received gifts from their trading partners, often silver spoons. Sailors visiting Baltic harbours several times every summer brought souvenirs, ideas and impressions back home. The herring trade was not only an exchange of goods, it was also a forum for cultural contacts.

Both Norwegian, Swedish and Baltic archives contain quantities of information on these maritime contacts involving mainly Norway, Sweden, Poland, Lithuania, Latvia and Estonia.

19th century maritime trade and cultural contacts

- a topic for further research?
- seminars
- network of maritime museums, archives, individual researchers
- scholarships for students?

Harald Hamre, Stavanger Maritime Museum

2. THE ROGALAND BOAT PROJECT

A NUMBER OF AIMS:

1. To develop an overview of the number of open boats in the county.

We are engaged in active fieldwork, in order to show those boats, which continue to be found on sea and land. For the fieldwork we use standard forms in order to record measurements, photographs and collect key information about individual boats. The information on each boat is entered into a database, which will form the basis for further research.

2. To develop knowledge of the boat builders and the different types of boat form and use.

In order to identify areas where boat building was carried out and the areas where the boats were used, we must investigate written sources. Fortunately there are also many people who can tell us about individuals and traditions.

3. Assess protection interest/value.

We wish to contribute to the preservation of these important boats for posterity. Therefore we will prioritise individual vessels or types which merit a distinct value. Perhaps the project could form the basis for a protection plan for boats in Rogaland.

4. Select a range of boats for further documentation.

The most typical, and perhaps the most special of the boats which have been used in Rogaland ought to be measured in detail. We will research in depth in order to develop all possible information about builders, users and regions where the boats were used.

5. Build a replica of selected types.

We would like to contribute to the building of copies of selected boats. Systematic testing of the copies can teach us more about the originals without adding unnecessary wear and tear to them.

6. Publish a book "Rogaland Boats".

We hope that this project can be published in book form and show that Rogaland, like other regions in Norway, also has a rich tradition of boat building and usage. Our county should no longer be "the blank spot" on the map of Norway within this subject area.

- A project that can easily be copied

Harald Hamre, Stavanger Maritime Museum

3. NORTH SEA HISTORY CONFERENCES

Initiated by the Stavanger Maritime Museum 1980

Supported by the Association of North Sea Cities:
Aberdeen, Hull, Dunkerque, Antwerp, Bremerhaven, Esbjerg, Stavanger
Amsterdam will hopefully join this year

- 1989 First North Sea History Conference in Stavanger: "Social History of Maritime Labour"
- 1991 Second North Sea History Conference in Esbjerg: "History of Ports and Harbours – Adaptions to Change"
- 1993 Third North Sea History Conference in Aberdeen: "The North Sea. Seaway and Resource"
- 1995 Fourth North Sea History Conference in Stavanger: "Maritime Industries and Public Intervention"
- 1997 Fifth North Sea History Conference in Rotterdam: "Financing the Maritime Sector"
- 1999 Sixth North Sea History Conference in Hull: "Concentration and Dependency: The Role of Maritime Activities in North Sea Communities, 1299-1999"
- 2002 Seventh North Sea History Conference in Dunkerque: "Bridging the North Sea"

PUBLICATIONS:

Bang-Andersen A., Greenhill B., Grude E.H. (ed.): "The North Sea. A Highway of Economic and Cultural Exchange. Character – History", 278 p., Stavanger 1985

Fischer L.R., Hamre H., Holm P., Bruijn R.(ed.): "The North Sea. Twelve Essays on Social History of Maritime Labour", 216 p., Stavanger 1992

Holm P., Edwards J. (ed.): "North Sea Ports and Harbours – Adaptions to Change", 264 p., Esbjerg 1992

Scholl L.U., Edwards J. (ed.): "The North Sea. Resources and Sea Way", 448 p., Aberdeen 1993

EXHIBITIONS:

"Harvest from a Common Sea. The North Sea Fishery 1870-1940".
Travelling Exhibition made by the maritime museums of Vlaardingen, Hull, Esbjerg and Stavanger 1977

- Informal organisation, run mainly by maritime museums, a network of app. 100 maritime historians
- Membership fee £ 1500 and running costs £ 1000 per city per year

Abstract: COASTAL CULTURAL HERITAGE/FINLAND

Päivi Maaranen

1. A geographical glance

A Finnish coastal zone covers many different kinds of geographical zones according to geographers. From north to south these zones are following:

<i>area:</i>	<i>short description</i>
- Kemi-Tornio riverland	wide fields, <i>chain villages</i> by the roads and rivers, small villages on moraine ridges in the middle of the fields
- Oulu plain	fields, plain agricultural landscape, big industrial and harbour town Oulu
- Keski-Pohjanmaa plain	open coastal zone, low river valleys, fields by the rivers and mouth of the rivers, <i>chain villages</i> by the rivers and roads, small <i>group villages</i>
- Merenkurkku coastal zone	open plains, large fields, <i>chain villages</i> by the roads and rivers, <i>group villages</i> by fishing harbours, coastal meadows
- Satakunta coastal zone	plain terrain, small-scale agriculture, summer cottages, medium-scale industrial towns
- Turku coastal zone	archipelago, fields of clayey valleys, harbour and school town Turku, summer cottages
- Suomenlahti coastal zone	archipelago, small islands, small fields and meadows, summer cottages, individual farm houses

2. A historical glimpse

Baltic sea has been a very important route for people over thousands of years. Monuments and sites tell about wide and lively connections. Coasts of the Baltic sea have always been most populated areas of Finland partly because of the favourable conditions for agriculture and maritime economy, partly because of the good water routes. Nowadays it is possible to notice traces of prehistoric and historical human action everywhere on the Finnish coastal zone.

Satakunta, Turku and Suomenlahti coastal zones are the richest area concerning **archaeological cultural heritage**. Especially the Bronze Age, Iron Age and Middle Ages as well as modern times are presented. North from Merenkurkku area the archaeological cultural heritage covers mainly period from Bronze Age to Early Iron Age and historical times.

Many ancient monuments are presenting cultural effects between Baltic sea countries. For example, Bronze Age cairns of Finnish coastal zone and historical rock carvings by ship routes present lively contacts between Scandinavia and the area of Finland. In addition, many cemeteries of the Early Iron Age by Finnish southern coast give knowledge of immigrants of Estland.

Build cultural heritage is presented both by medieval towns (f.e. Turku, Porvoo, Naantali) and coastal countryside (farms and estates). Medieval stone churches, country villages, iron works and other industrial monuments are also valued as part of the cultural heritage. Medieval towns are connected to coastal zone as well as many of the oldest medieval villages - many of them situated in Satakunta, Turku and Suomenlahti coast. Medieval stone churches, fortresses and castles as well as historical iron works are most common in southern and southwestern coasts. The build cultural heritage is usually more known than archaeological cultural heritage, mainly because it is more easy to notice and experience as part of a cultural landscape.

Cultural landscape of coastal zone is moulded by human action from the Bronze Age at least. However origins of the nowadays cultural landscape is often possible to trace back to the end of the Iron Age and Middle Ages. The cultural landscape of countryside is mainly produced and changed by agriculture and light industrial development. Rural landscapes began to change rapidly in the middle of the last century because of the urbanization process and giving up of agricultural economy. Cultural landscapes of towns - town landscapes - have changed strongly because of industrialization, 2nd World War and economic growth under last century. Nowadays most severe problems concerning the cultural landscape are disappearance of traditional rural landscapes and strong change of the landscapes of provincial towns and villages.

3. Aims and problems of the management of the cultural heritage

Concerning the Finnish coastal cultural heritage there are **some aspects** which must be taken into consideration:

- 1) changing economy and migration from north to south and from countryside to towns. Results are following:
 - a) depopulation of countryside,
 - b) abandonment of farmhouses and villages,
 - c) change of the land use,
 - d) rapid and ongoing development projects in and around bigger cities

Results are:

- the change of the cultural landscape
- menace to preservation of the cultural heritage

- 2) lack of resources to plan and carry out large scale site and landscape management projects
- 3) lack of research and education concerning the cultural heritage management
- 4) raising public interest and need to develop free time activities and tourism
- 5) growing need amongst public to get knowledge concerning the cultural heritage
- 6) need to encourage local people to take care of the cultural heritage and landscape

Projects concerning the cultural heritage of coastal zone are focusing on several themes, for example:

- 1) preserving and studying of iron works and industrial monuments (ININ Iron and Man - Innovative Network -project)
- 2) developing cultural tourism on sites and monuments (The Kings Road -project)
- 3) developing cultural tourism on prehistoric sites (Louhi-project concerning the prehistory tourism on Southwest Finland)
- 4) developing the consulting of the site management of the archaeological cultural heritage (The National Board of Antiquities/Section for Site Management)
- 5) developing the preservation and management of the cultural landscape (Ministry of the Environment, the National Board of Antiquities)
- 6) developing the maintenance and use of the fortifications from 1700-1800 centuries and 1st World War military history (Chain of Baltic Sea fortifications -project)

4. Proposals for co-operation and activities:

- 1) site management
 - exchange of knowledge and experiences
 - study of the site management
 - questions concerning resources and financial planning
 - consultation of the site management
- 2) tourism
 - problems and solutions concerning the cultural heritage tourism
 - questions of "quality rather than quantity"
 - risk preparedness (*tourist erosion* for instance)
 - cultural tourism of the archaeological cultural heritage
- 3) public education
 - means of dissemination of information
 - "learning by doing"
 - raising awareness of the value and need of the protection of the cultural heritage

5. A short presentation of Finnish working group member: MA Päivi Maaranen, curator the National Board of Antiquities

Curator Päivi Maaranen has experience of different tasks of the Department of Archaeology since 1990. Years 1990-1995 she was the project worker of archaeological excavations for the Section for Research and Protection. As a coordinator of the archaeological excavations of the Board she worked from 1995 to 1997 under the same Section. Since 1997 she has been in charge of duties of a site manager concerning the management of prehistoric and historic archaeological cultural heritage and cultural landscape in the Section for Site Management. Curator Päivi Maaranen is specialized in research of landscape development and human impact on environment.

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The Maritime Museum of Finland / Marja Pelanne

THE COASTAL CULTURE AND MARTIME HERITAGE

Meeting in Oslo 14.-15.8.2000

THE PRESENT SITUATION IN FINLAND

The central authority for the antiquities administration in Finland is the National Board of Antiquities, which is attached to the Ministry for Education. The Maritime Museum of Finland works under the supervision of the National Board of Antiquities and is responsible for the collections and the exhibitions of the museum. The duties include also the investigation, protection and care of the underwater constructions and shipwrecks protected by the Antiquities Act.

I will present here shortly what is the situation in the maritime heritage field in the Maritime Museum of Finland, in what kind of project the museum participates.

THE REGISTER OF TRADITIONAL SHIPS

A Museum Ship Committee estimated in 1988 the amount and condition of the vessels valuable for the history of Finnish seafaring. According to the estimates of the Committee report, about 200 such vessels still existed in Finland. The figure only includes ships that have been used professionally.

The Ministry of Education decided in autumn 1993 to found the Register of Traditional Ships. The Register started its work in February 1994 under the supervision of the National Board of Antiquities, its headquarters being located in the Maritime Museum of Finland.

A traditional ship is defined as a vessel that is valuable in the context of maritime history and whose current use and condition matches its historical value. Museum ships are excluded by this definition. To get a vessel listed in the Register, her owner has to fill in an application to the National Board of Antiquities. An Expert Committee within the Register will report on the application, and the decision to include a vessel in the Register is made by the National Board of Antiquities.

The factors considered in the process include the vessel's age, its previous history in Finland, originality, uniqueness and the vessel's value as a source and a piece of documentation.

The National Board of Antiquities can grant financial support towards repairing or restoring privately owned vessels listed in the Register of Traditional Ships. According to the set of rules of the Register, the repairing and restoring of the vessels registered is based upon the owners' own initiative, and the owners are also required to keep the vessels shipshape. There are no set limits for the financial support but the Expert Committee has so far followed the principle that the support cannot exceed 33% of the whole budget of the work. Exceptions can

be made if the vessel is in danger of destruction or the methods used in repairs are exceptionally costly.

The guidelines for granting support composed by the Expert Committee state that the owners are qualified for financial support only for repairs that will be useful for the preservation of the vessel, or for restoring work that aim to give the vessel back her original appearance.

The funds granted for the Register of Traditional Ships by the Ministry of Education in 1994 - 2000 has been FIM 3.450.000 to be used in financial support for historically valuable vessels. Today there are 57 vessels in the Register.

The object for the documentation and the repairing reports is to build a data bank of shipbuilding and repairs, materials and working methods to make sure the skills needed will not be lost. This will also help the Expert Committee to guide the work carried out on the vessels.

The direct financial support for the vessels is only one factor in preserving the vessels. Another, at least as important, is to support the shipyards and to ensure that a high quality restoring work can be done. The importance of training in repairing and restoring old wooden and metal hulled vessels cannot be ignored. The Register has played an active role in this area.

The Register of Traditional Ships is having a central role in preserving traditional vessels in Finland. The representatives of the National Board of Antiquities, the Finnish Maritime Administration, the Association of Finnish Maritime History, the Association of Finnish Steam Ships, the Association of the Viapori Dockyard and three local museums concentrated in the history of Finnish seafaring in the Expert Committee of the Register do not only discuss the applications for registering or financial support, their activities also include drawing guidelines for the preservation of the whole Finnish fleet of historic vessels.

The Register has good qualifications to act as a messenger between the Government, the towns and municipalities, the private owners of vessels and the shipyards. It is also possible to work in close association with universities, research centres and the authorities supervising seafaring and navigation in Finland. The object of the Register's work is to raise the level of awareness concerning traditional ships and their value - and to preserve the maritime cultural heritage for the future generations.

THE WORKING GROUP FOR YACHTING CULTURE

The working group was founded in 1999 by the Finnish Yachting Association (Finlands seglarförbund rf.), maritime museums (Helsinki, Turku and Pietarsaari) and by the most active yacht clubs.

The aim of the working group is to create a data bank which includes all information joined to the history of Finnish yachting and pleasure boating.

Besides the boats, all information on, for instance buildings owned by the yacht clubs, the prizes, books, photographs, manuscripts, flags, music - not to forget the fashion, habits and practices linked to certain eras or regions will be included in the databank.

The inquiry made by the working group will be sent to every Finnish yacht club, and within a couple of years the Sports Museum of Finland will create and publish the databank in the www-form open to every person or organization interested in the history of Finnish yachting.

The working group has just started its work so there's a lot to be done yet. One of the main goals of the working group is to create for yachts and pleasure boats alike system compared to the Register of the Traditional Ships. The first thing to do is to start make the inventory of all valuable preserved pleasure boats in Finland. This will take time indeed and the work preconceives a lot of activity in the yachting clubs and organizations dealing with classical boats.

OTHER DOCUMENTATION PROJECTS

The National Board of Antiquities, namely the Department of Monuments and Sites which is responsible for historic sites in Finland, and the Finnish Maritime Administration began on 1996 to make a survey of Finnish lighthouses and former pilot station buildings. The aim of the survey is to identify the buildings that are valuable concerning the history of culture and define their need for protection. This survey covers at the moment the whole Finnish coastal area excluding Åland archipelago and the work is still going on this year. In the near future the same kind of survey will be done on inland lakes.

Including to this lighthouse project the Maritime Museum of Finland is planning to make interviews in the near future with the former lighthouse keepers and their families living on these lighthouse places. The work is planned to do together with the marine ethnology students of the University of Helsinki. The last lighthouse keepers worked in 1986.

Lack of resources has prevented the maritime museum to make wider documentation programs. The curators of the museum have of their different activities and interests made own research and documentation projects. One of these is the documentation work of the Finnish steam icebreaker crew. We made interviews with those who once served on the steam icebreakers, both the officers and the other members of the crew. The documentation aimed to produce information on the seamen's work on the Finnish steam icebreakers and the way they spend their leisure time, their values, their way of life. The last steam ice-breaker was on use on 1970. The aim of our museum is to widen this documentation work to the modern Finnish ice-breakers and their staff in the near future.

The Swedish archipelago project

Per-Olof Remmare, Riksantikvarieämbetet

In the autumn of 1997 the Swedish government demanded seven county administrative boards to prepare resource management programmes for their coast and archipelago areas. The counties that were asked to prepare those programmes are concentrated to the southern part of Sweden. The following counties have been involved in the project:

- Uppsala län
- Stockholms län
- Södermanlands län
- Östergötlands län
- Kalmar län
- Blekinge län
- Västra Götlands län

The programmes are action programmes created to achieve ecologically sustainable development in the coast and archipelago area. The programmes were developed in co-operation with municipalities and local organisations. Also the appropriate state authorities have been involved, supporting the county administrative boards in their work with the programme.

The government decided that the Swedish Environmental Advisory Council should follow and support the county administrative boards in their work with the programmes.

The Council was also instructed to evaluate the programmes and if needed propose further measures.

The archipelago report "Levande skärgård" (SOU 2000:67) is right now the subject of consideration until the 16th of October.

The National Heritage Board has been supporting the county administrative boards through a network and we have also arranged four conferences for people that were working with the commission.

As a result of this support and of the county administrative boards' excellent work we can notice that the cultural heritage has been given an advanced position in the report. We can also notice that we have moved our position forwards, because the results are focused on strategies, structures, sustainable goals instead of small areas and single objects.

The next step for the government is then to give the county administrative boards - and some of the state authorities - special co-operation demands to continue with (according to the results in the different programmes) towards an ecologically sustainable development. Some of those demands are suggested not to be finished until year 2005. The National Heritage Board is mentioned in four of them.

FÖRSLAG TILL SVENSKA PROJEKT SOM REFERENS – OCH SAMVERKANS PROJEKT I ETT NATIONELLT SAMARBETE KRING ÖSTERSJÖN

Från Sveriges sida och RAÄ vill vi föreslå följande projekt som vi på olika sätt funnit lämpliga att främja den framtida utvecklingen av vår kustkultur kring Östersjön;

Stödformer för äldre nyttofartyg

Utredning om att finna olika stödformer för ett aktivt bevarande av äldre nyttofartyg. (Ingår i skärgårdsuppdraget, miljövårdsberedningens betänkande). Det finns också en koppling till de baltiska ländernas önskemål om att kunna identifiera och rekonstruera äldre nyttofartyg.

Badortsliv och kurortsturism

Projekt badortsliv och kurortsturism i Halland. Dokumentation av bad- och kurortsliv i Halland från 1700-talets slut fram till våra dagar. Resultaten ska utgöra ett underlag dels för fysisk planering och skyddsvärda miljöer och dels vara ett underlag för utveckling av en hållbar badortsturism med beaktandet av områdets natur- och kulturarv. (Interreg IIc-projekt).

Traditionella kustnäringar

Inventering och utredning om traditionella kustnäringar som t.ex. handel, sjöfart, samfärdsel och hamnverksamhet samt framtagandet av en nationell strategi för hur dessa traditionsvärden långsiktigt ska kunna bevaras, utvecklas och säkerställas för framtiden inom ramen för ett samhälle under ständig utveckling. (Ingår i skärgårdsuppdraget, miljövårdsberedningens betänkande).

Modell för hur framtida övergripande samverkan mellan olika aktörer i kust- och skärgårdsområden kan gå till

Söka former för utvecklandet av en lämplig samverkan och uppbyggnad av ett nätverk kring olika långsiktiga utvecklingsfrågor, planering, bevarande och säkerställande av kulturarvet i kust- och skärgårdsområden. En utgångspunkt kan vara det svenska skärgårdsuppdraget och de erfarenheter som kan göras utifrån de 7 länsstyrelsernas arbete med uppdraget.

Det marinarkeologiska kulturarvet

Inventering och kunskapsuppbyggnad kring det marinarkeologiska kulturarvet. Former för inventering, registerhållning m.m. En utgångspunkt kan vara de fyra pågående regionala projekten där behovet av kunskap kring det marinarkeologiska kulturarvet lyfts fram.

Historiska militära anläggningar i kust- och skärgårdsområden

Inventering och kunskapsuppbyggnad kring kust- och skärgårdsområdets historiska militära anläggningar. Former för inventering m.m. (Jmf. det nyligen avslutade norska exemplet).

Kulturturismprojekt som "Blå Skagerrak" och "Kung Valdemars segelled"

Vidareutveckling av kulturturismprojekt som Blå Skagerrak och Kung Valdemars segelled både i Sverige och i andra östersjöländer. Blå Skagerrak är ett projekt i norra Bohuslän som delvis finansierats via EU i syfte att öka kunskapen och tillgängligheten om besöksmål i kust- och skärgårdsområdet. Inom ramen för projektet har hitintills framtagits en vägbeskrivning och guidebok. (Interreg IIC-projekt).

Nordiska Ministerrådets skärgårdsarbete – kustkulturens särart och livskraft

Ett internordiskt samverkansprojekt initierat av Nordiska Ministerrådet i syfte att kartlägga, presentera och lyfta fram den traditionella kustkulturen och dess nationella särarter med betoning på internationell samverkan mot en långsiktigt hållbar utveckling av kust och skärgårdsområdet.

Fyr- och lotsplatser

I Sverige har under året en fyrintivering avslutats. Nu saknas ett uppföljande åtgärds- och handlingsprogram för att kunna gå vidare med resultatet från inventeringen. Inventeringen och handlingsprogrammet bör kunna tjäna som förebild för andra Östersjöländer där detta kunskapsunderlag saknas.

**The Directorate for Cultural Heritage in Norway:
Projects concerning the conservation of the coastal and maritime cultural heritage.**

Lisen Roll

The responsibility for the conservation of coastal culture and maritime heritage is divided between the Ministry of Culture and the Ministry of the Environment. Somewhat simplified, but for reasons of clarity, one may say that the Ministry of the Environment with the Directorate for Cultural heritage is responsible for the **in situ** conservation of the coastal cultural heritage and the conservation of historic ships that are still afloat and sailing.

Museums and boats on shore are the responsibility of the Ministry of Culture.

During the 1990ies the Directorate, Riksantikvaren (RA), has focused on the coastal cultural heritage. The task is to increase the awareness of the significance of this heritage among the general public and in all sectors and levels of authorities. As a result the campaign of the Norwegian Cultural Heritage Year 1997 had the conservation of the coastal heritage as one of the three main topics.

Besides the general work we have worked more specifically with three topics/projects:

1) The project “ Conservation of Monuments and Sites along the Coast”.

The project describes the coast and divides it in 6 physical-geographical regions to get an overview of the variations in landscape, the traditional exploitation of the natural resources and the cultural heritage as a result of this. 20 sites from different regions were listed for protection according to the cultural heritage act and grants for repair works were supplied.

2) The conservation of historic ships with the establishment of 3 national historic ships conservation centres.

The public interest in the conservation of historic ships started in the 1960ies. In 1989 RA got the responsibility for the conservation of historic ships. The work has been focused on the evaluation of ships, restoration with government grants, and collaboration with maritime authorities to achieve special rules and arrangements for historic ships.

Three national ship conservation centres have been established to secure professional documentation, repair according to traditional methods and the conservation of otherwise dying shipbuilding crafts.

With the recent amendments of the Cultural Heritage Act it is now possible to list historic boats for protection, and we are about to start work on criterias and selection for listing.

3) The national plan for the conservation of lighthouses.

With the automation of lighthouses this part of the maritime heritage became an endangered species. In collaboration with the Coast Directorate RA made a conservation plan for lighthouses. 84 lighthouses and 5 fogwarning signals were selected for listing according to the Cultural Heritage Act. The listing procedure will be finished this year, however, the problem of maintaining lighthouses out of use is still not solved. A range of alternative uses are at present tried out or under discussion.

Lighthouses are truly international objects and well suited for international collaboration.

These three “projects” all have elements in them that could be points of departure for the discussions on our meeting on August 14-15. I shall expand on this during our meeting.

Lisen Roll
Oslo, August 2, 2000

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Coastal Cultural Heritage

- the challenges and proposals

TemaNord 2000:528

Annette Schou

Summary

This publication has been compiled with the aim of drawing attention to a number of areas where joint Nordic measures can be implemented to promote the survival of coastal cultural heritage.

The survey is based partially on a working report describing coastal cultural heritage's diversity, problems and prospects in 3 specific coastal regions: *the North Atlantic region*; Skagerrak, Kattegat, the Sound, the Belts and the West Baltic, which together form "*the sea surrounding Denmark*"; and *the East Baltic Rim*. Obviously, these coastal regions have common features, especially with regard to technological development during different periods. But there are also marked differences in natural conditions, climate and the location of the regions in relation to the rest of Europe and the major markets. For example, there have been wide variations in the development of the fishing industry and its impact, depending on whether the area is in the North Atlantic region or on the eastern rim of the Baltic. There are also considerable regional differences in the density of population.

Coastal cultural heritage faces two main problems: 1) *the pressure on the cultural environment* in some regions/areas, and 2) *the depopulation and function-depravitation* that pose a threat to the cultural environment in other regions/areas. The proposal is to study the problems and possibilities via a number of inter-sectoral projects, possibly in co-operation with the so-called Adjacent Areas. There is a further proposal to conduct a comparison of the role of the cultural environment in national and international coastal policies and measures, with a view to produce a common Nordic profile in relation to international policy covering this issue.

The report describes the historical development, current trends, problems and possibilities pertaining to the most important *coast-related activities*. A number of joint Nordic measures, based on the report, have been proposed.

Fishing has been - and still is - one of the most important sources of income in the coastal areas. Many of the coastal cultural environments are based on fishing. But developments in the industry - centralisation, quota schemes, etc. - are exerting a decisive influence on the conservation and further development of fishing-based cultural environments. The role played by the fishing industry in the management of its own cultural assets, fisheries policy and international conditions are important issues for joint Nordic measures in this area.

Shipping, port and harbour operations and boat-and shipbuilding have been -and, to a certain extent, still are - important activities with an impact on Nordic coastal environments. The transition in modern times from maritime transport to land transport has had a dramatic impact on the cultural environment, while at the same time the development of traffic policy plays a key role in the development of coastal culture. But how can transport policy/ferry traffic serve as a means of safeguarding coastal heritage, and how can the cultural values of ports and harbours be conserved while a dynamic process of adaptation is taking place?

Lighthouse and pilotage services have left their distinctive mark on coastal regions in the Nordic region, in the form of lighthouses, buoys, pilots' huts, etc. Today, the lighthouses, buoys and pilotage services have, to a large extent, been replaced by satellite guidance systems, and these function-deprived traces of "shipping's highways" are in serious danger of decay and demolition. What conservation measures are being implemented in this area? How can authorities responsible for territorial waters safeguard their own cultural assets in the Nordic countries? Is there a possibility of alternative exploitation of these cultural environments? Is there a need for international co-operation in this area?

Recreational activities and tourism have been - and still are - closely associated with the coastal areas. These activities have produced cultural environments, but today in many places they pose a threat to these same environments. Tourism is generally perceived as making an important contribution to the local economy, but how much tourism can the coastal environments "withstand"? How can we ensure a balance between protection and utilisation? What is the economic and environmental impact of the development of tourism?

There are advantages to be derived from addressing these questions on a joint Nordic basis, possibly in co-operation with the Adjacent Areas.