



The Barcelona Charter signed

by Mr. Ole Vistrup

At the EMH Working Group meeting 29-30 March 2003, on board the museum frigate *Jylland* in Ebeltoft, Denmark, the Barcelona Charter was signed by the EMH President Anders Berg and the EMH Cultural Council chairman Arne Gotved.

At the EMH Congress in Barcelona (thus the name of the Charter) in August 2001, a need for a common European philosophy and approach towards ship preservation was expressed. The EMH Cultural Council, chaired by Arne Gotved, responded to the challenge of creating such a common fundament for the preservation of historical ships in operation. Inspired by the Venice Charter concerning preservation and restoration of historical buildings, the Council formulated the Barcelona Charter through discussions and debate with maritime museums as well as with owners and operators of historical ships.



EMH President Mr. Anders Berg (left) and EMH Cultural Council Chairman Mr. Arne Gotved (right) signs the Barcelona Charter.



The Frigate Jylland built 1860.



The Barcelona Charter was signed in the Captain's Cabin of the frigate Jylland in the presence of EMH officials.

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The Barcelona Charter

European Charter for the Conservation and Restoration of Traditional Ships in Operation

Preamble

The VENICE CHARTER was created in 1964 as a statement of principles for the conservation and restoration of monuments and sites. It opens with the preamble:

“Imbued with a message from the past, the historic monuments of generations of people remain to the present day as living witnesses of their age-old traditions. People are becoming more and more conscious of the unity of human values and regard ancient monuments as a common heritage. The common responsibility to safeguard them for future generations is recognized. It is our duty to hand them on in the full richness of their authenticity.

It is essential that the principles guiding the preservation and restoration of ancient buildings should be agreed and be laid down on an international basis, with each country being responsible for applying the plan within the framework of its own culture and traditions.

By defining these basic principles for the first time, the ATHENS CHARTER of 1931 contributed towards the development of an extensive international movement which has assumed concrete form in national documents, in the work of ICOM and UNESCO and in the establishment by the latter of the International Centre for the Study of the Preservation and the Restoration of Cultural Property”

Both Charters focus on monuments and sites ashore. Maritime heritage is not covered despite its close affinity. Therefore the 4th EMH Congress, meeting in Barcelona in 2001, resolved to adapt the VENICE CHARTER for maritime heritage in Europe, to be known as the “BARCELONA CHARTER”.

Definitions

ARTICLE 1. The concept of maritime heritage afloat embraces the single traditional ship in which is found the evidence of a particular civilisation or significant development as well as traditional sailing, seamanship and maritime workmanship. This applies both to larger ships and to more modest craft of the past, which have acquired cultural significance with the passing of time.

ARTICLE 2. The preservation, restoration and operation of traditional ships must have recourse to all the sciences, techniques and facilities, that can contribute to the study and safeguarding of the maritime heritage afloat.

Aim

ARTICLE 3. The intention in preserving and restoring traditional ships in operation is to safeguard them whether as works of art, as historical evidence or for perpetuating traditional skills.

Preservation

ARTICLE 4. It is essential for the continued survival of traditional ships in

(continued...)

operation that they be maintained on a permanent basis.

ARTICLE 5. Making use of traditional ships for some socially useful purpose always facilitates their preservation. Such use is therefore desirable but it must not significantly change the exterior layout of the ship. Modifications demanded by a change of function should be kept within these limits.

ARTICLE 6. A traditional ship is inseparable from the history to which it bears witness and from the waters it sailed. Therefore its homeport and area of operation ideally should be in the regions of its former usage.

Restoration

ARTICLE 7. The process of restoration is a highly specialised operation. Its aim is to preserve and reveal the aesthetic, functional, and historic value of traditional ships and is based on respect for original material and authentic documents. The restoration in any case must be preceded and accompanied by a historical study of the ship.

ARTICLE 8. The restoration of traditional ships will best be accomplished by means of traditional materials and techniques. Where traditional materials or techniques prove inadequate, the consolidation of traditional ships in operation can be achieved by the use of modern materials for conservation, the efficacy of which has been shown by scientific data and proved by experience.

ARTICLE 9. The restoration of a traditional ship does not require that the ship shall be restored to the original building year. Some ships have a great historical value in a later period of their former time of working. Restoration to any period should be executed only after thorough consideration of the quality of the historical and technical documentation available for the chosen period.

ARTICLE 10. Obligatory navigation- and safety equipment must integrate harmoniously with the whole, but at the same time must be distinguishable from the original so that restoration does not falsify the artistic or historic evidence.

ARTICLE 11. Additions cannot be allowed except in so far as they do not detract from the interesting parts of the ship, its traditional setting and the balance of its composition.

ARTICLE 12. In all works of restoration there should always be precise documentation in the form of analytical and critical reports, illustrated with drawings and/or photographs and other appropriate media. Every stage of the work of dismantling, treatment, reassembly and addition of new parts, as well as technical and structural features identified during the course of the work, should be included.

The BARCELONA CHARTER as adopted by the EMH Working Group

28th of September 2002 in Enkhuizen.

Arne Gotved
(Chairman EMH Cultural Council)

Anders Berg
(President EMH)

Signed March 30th 2003

on board Fregatten *Jylland*, Ebeltoft DK

**The 5th EMH Congress
will be held
Wednesday 28 - Saturday 31 July 2004
in Karlskrona, Sweden**

Further details will follow.

See also: www.european-maritime-heritage.com

English trawler restored in Sweden

A unique restoration and documentation project is taking place around the sailing trawler *Lord Nelson*

by Mr. Tom Fjeldstad

On the west coast of Sweden on the island Orust, some few miles north of Gothenburg, the English sailing trawler (smack) *Lord Nelson* built in Grimsby 1885 by Smith & Stephenson, (official number: 91549. Entry number: 64/1885), is now undergoing a major restoration at Hälleviksstrands Shipyard. Her hull is restored back to how she was after the shipyard had rebuilt her hull in 1938 into a Swedish Bohuslän (Bohus County) sailing trawler.



Lord Nelson

trips to Iceland 8 persons would be working on board. During World War II *Lord Nelson* was engaged in the smuggling of oil from Norway to the west coast of Sweden.

Lord Nelson is probably one of the very few sailing trawlers still existing in Sweden, and maybe also the one with the longest period of active cargo trading and fishing (from 1899 to 1960), and because of that she has been declared a National Landmark by the Swedish Maritime Museums.

Her owners

Already in 1899 her owner Samuel Gidley, Great Grimsby, sold *Lord Nelson* to a Swedish party of four partowners, Anders Stefanus Kristiansson, Nils Schröder, Henrik Frank, and Peter Tobiasson in Gullholmen, Sweden, for 282 pounds & 10 shillings.

Gullholmen was the home port until 1928 when she was sold on to partowners Oswald Birger Olausson and Olaus Osborn Olausson in Rossö. This year she also had her first engine installed, a 30 HP Avance. Six years later the second engine was installed, a 2 cylinder Laval 72 HP.

In 1960 she was sold to partowners Erik Valdemar Carlsson, Ivan Lars Eric Ericsson, and Allan Jan-Åke Ericsson in Hamburgsund. Same year the engine was replaced by a 6 cylinder 130 HP Volvo Penta diesel. Hamburgsund was the home port until 1966, when she was sold to Leif Bjuw in Stockholm. During his ownership *Lord Nelson* was

used as a private yacht for the owner and his friends (20 families), but in 1989 she was sold back to the Swedish west coast to Håkan Tolleson in Gullholmen.

In 1993 her present owner, Strömstad Maritima Förening (Strömstad Maritime Association), bought her at an executive auction.

Her trade

While operating from the Swedish west coast *Lord Nelson* was engaged in general cargo trading, mainly between Denmark, Germany, Norway, Poland, and the Baltic countries. But in between the cargo trade she was engaged with fishing, mainly herring fishing in Icelandic waters, but also fishing for mackerel in the North Sea. For the fishing trips to Iceland she would leave her Swedish home port in July, and in September she would return with 700 barrels of ready seasoned herring. During the cargo trading periods

the crew would consist of 4 persons, but on the fishing

(continued...)



Lord Nelson at Hälleviksstrands Shipyard 1994



Lord Nelson heading out for the Iceland fishing in 1947

(...continued)

Sweden have received this declaration, and the Strömstads Maritime Association regards it to be a great honour. The Swedish Maritime Museums state further in the declaration that the history of the ship is well documented in text and photos, and thus it is of great national and international cultural historical value to preserve her for future generations.

Her restoration

Strömstad Maritime Association is a society of around 200 members, and since *Lord Nelson* was bought in 1993 they have been struggling to raise money enough to start the restoration which was already badly needed then.

Finally, in August 2001, as an EU project, the restoration began at Hällevikstrands Shipyard on the Orust island. The EU project, which will be finished by the end of June 2003, is a joint venture project with Strömstad Maritime Association, the shipyard, and the Swedish Unemployment Administration being the active partners. The project is unique for the shipyard in that the main task - aside the restoration of *Lord Nelson* - is that the shipyard's people will teach the old skills of how to restore an old wooden ship to unemployed persons in a training programme, and this will be done following the same old work procedures and using the same tools as have been used on the shipyard for five generations. The Hällevikstrands Shipyard celebrates its 100 years anniversary in 2004.

Every work procedure, and all the verbal expression related to the work procedures, are documented in writing together with digital photos of the procedures, and all data are stored in a special

computer programme for educational use. In this way the shipyard hopes to have documented all their old work procedures and secured that this knowledge is kept available for the shipyard's future work force.

Another aspect of the restoration is that the hull will be kept in the shape of a Swedish "Bohus County" sailing trawler, which she has had since the shipyard rebuilt her in 1938. During the period from the late 1890's until well into the 1920's around 300 English built sailing trawlers were owned on - and operated from - the Swedish west coast. Many of these were rebuilt at Hällevikstrands Shipyard into what was called "Bohus County Cutters". In total the shipyard rebuilt around 25 English sailing trawlers during the period 1915-1944. In the case of *Lord Nelson* her planking was scrapped down to the water line, and the square aft stern was cut off. Then she was rebuilt with new planking, and the hull was raised approx. 60 centimeters in the stem and in the stern. Furthermore the stern was rounded, and a halfdeck was added. *Lord Nelson* was ready on 1 January 1938 after 10.903 workhours, and at a total cost of SEK 21.478,-.

The reason that these changes were made to so many English trawlers was that the Swedish shipowners wanted to reduce the amount of sea water flushing over the deck in rough waters, f.ex when fishing in Icelandic waters.

Even though *Lord Nelson* will maintain the 1938 hull, she will be rigged as an English sailing trawler and without a wheelhouse, and after the restoration she will be used for sailing training



Lord Nelson 1931



December 2002: most frames changed.

purposes.

The total restoration budget is 7-8 million SEK (around EUR 700.000-800.000). The goal is to have the restoration completed and the ship sailing by 6 June 2004 which is Sweden's National Day. However this goal is completely dependent on the success of raising funds from private companies, various trusts, and private persons. Strömstad

Maritime Association is also planning to launch an EU project within the Interreg IIIB North Sea which among other regions include the east coast of England, and thereby also Grimsby.

Hopefully they will succeed, since the loss of this ship and her history would be an important piece of the European maritime heritage missing.

Further information on *Lord Nelson*:

www.lordnelsonsmf.com

or

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Scrapping rules slightly loosened in Denmark

But will it have much effect?

by Mr. Ole Vistrup

In Denmark it is now possible to save fishing boats from scrapping, when they are taken out of the fishing fleet with support from the EU. There are, however, some conditions that have to be fulfilled.

Firstly, one must get the Danish Ship Preservation Trust to declare the ship a culture historical landmark. This is (of course) only done if the ship honestly appears as a fishing boat, and if the new owners are willing to keep it that way, so anyone who might have the idea of turning an old trawler into a fancy topsail schooner should go looking for a ship somewhere else. As a matter of fact it is said in the conditions that the ship's character as a fishing

vessel must be maintained ... it must not in its appearance look as a private yacht. This will probably mean that replacing winches etc with deck chairs and an outdoor bar is not an option.

Secondly, one has to sign a declaration stating that the ship will never again be used commercial fishing - nor for carrying sports-anglers.

In the period January 2002 - February 2003 fifteen former fishing boats have been saved from scrapping thanks to this development, which indicates that the arrangement is a success. But one could wonder, for how long the success will continue. A fishing boat

needs maintenance, and maintenance costs. With limited possibilities of changing the vessel, and without the possibility of making trips with sports anglers, there are not many ways left for making an income which can support the maintenance of the ship.

A use for educational purposes is a possibility, but counties and municipalities, who in Denmark are the bodies that take care of these tasks, are not loaded with money ... at least they say they are not ... so probably only a few boats will be saved through such arrangements.

Then there are of course private groups of enthusiasts who would take upon

themselves to keep an old fishing boat floating in order to preserve the ship and the culture which it represents. But Denmark is a small country with only 5,2 million inhabitants, so there are limits to how many preservation enthusiasts one can expect to find.

Therefore it will be interesting to see, whether the 15 boats saved so far are the beginning of a trend, or if it turns out that they more or less fulfil the demand for old former fishing boats.

So when it comes to avoid scrapping, one can say that a door has been opened, but the perfect solution may not be found behind it.

Where to see the maritime heritage this summer

A list of maritime festivals compiled by Mr. Thedo Fruithof (*examples only - lots more festivals to be found on www.european-maritime-heritage.org*)

23-26 May: International Festival of the Sea, Edinburgh, UK.
www.festivalofthesea.co.uk

23-26 May: Oostende voor Anker, Oostende, Belgium.
www.oostendevooranker.be

26 May - 1 June: Semaine du Golfe Morbihan, Morbihan, France.
www.semainedugolfe.asso.fr

28 June - 6 July: l'Armada Rouen, Rouen, France.
www.armada.org

28-29 June: Scottish Traditional Boat Festival, Portsoy, Scotland.
www.thebpl.co.uk/boatfest

3-6 July: VI Encontro de Embarcacoes Tradicionais, Ila de Arousa, Galicia, Spain.
www.acdorna.com

19-21 July: Thames Traditional Boat Rally, Henley-on-Thames.
www.tradboatrally.com

1-3 August: Trebåtfestival Risør, Risør, Norway.
www.risor-woodenboat.no

15-17 August: Fête du Chant Marin, Paimpol, France.
www.paimpol-2003.com

23-24 August: Regata di Sant'Elm, Algehero, Italy.
www.velalatina.net

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As probably all idealistic organisations the EMH frequently has to review its economy, and - wanting to keep up a high level of activities with limited means - cost reductions are always looked for.

One of the major costs on the EMH budget is the mailing costs of the EMH

Newsletter. The newsletter is mailed to around 1.000 recipients with an average cost per recipient per issue of € 1,00. In an attempt to save money on mailing costs we are offering our readers the possibility of receiving the EMH Newsletter per e-mail. Information of which web-adress

the newsletter can be downloaded from will be e-mailed to those who sign up for the electronic version. Reading the newsletter requires the software "Acrobat Reader". Acrobat Reader can be downloaded from the internet on: www.adobe.com/products/acrobat/readstep2.html

Sign up for the electronic version of the EMH Newsletter by e-mailing your **name**, your present **postal address**, and your **e-mail address** to:

newsletter@sejlskib.dk