



## 25<sup>th</sup> Mediterranean Maritime Heritage Forum

### **Heritage Harbours, Festivals and Events with the Aim of Preservation and Promotion of Cultural Heritage**

Museum of Wooden Shipbuilding, Betina, 6 – 9 June, 2019

The current popularisation of cultural heritage programs has led to a constant increase in the number of festivals and events aimed at preserving and supporting maritime cultural heritage in the Mediterranean. Consequently, the number of interested individuals is growing. Public, private, nonprofit organisations maintain conservation efforts of maritime heritage, and raise awareness of its value in the public sphere. This is done by daily undertakings, preparations for exhibitions, long festivals, forums, education, and mutual networking.

Of particular importance are the ports and seaside towns, which are inherently marked by maritime heritage. The ports and seaside towns bear considerable meaning to people, which in their own significant way, are characterised by maritime heritage. The locals identify with their town's maritime tradition, particularly their own boats; this is a result of the cultural heritage we see and that they are proud of and want to protect. Resulting from this are today's great seaside festivals, which fill the harbours and towns with historic boats.

From initial local ideas to the project realisation, and due to the many years of up-keeping boating traditions, there have been many obstacles. Original ideas come from individuals, boat enthusiasts, special associations and nonprofit organisations, and subsequently museums, ecomuseums, and social centres. The goal is to preserve and protect unique artefacts and cultural traditions from today's world, to make them available for tomorrow's generation. A large share of the work of activists is volunteer work. Collaboration with related organisations is needed as well as a presence in the public eye.

A preservation and promotion movement of maritime cultural heritage came about in the 1980's, and the trend continues today. The number of activist community boards is growing and have taken a step forward. Without this advance in preservation movements and awareness, many boats would have disappeared or been written off, understood as not worth the investment to repair. Now the value of wooden boats is commonly felt throughout the population of the countries with coastlines and waterways. In past, economies with historical ports, artefacts and wooden boats might have been replaced by commercial commodities.

### **Maritime Festivals and Events - Examples of Good Practice**

Maritime festivals and naval tradition harbours are an environment which welcomes and encourages sailing and rowing regattas, sailors, merchants, traders, local business owners in folklore costumes, and an atmosphere of thriving shipyards and traditional fisheries. Local food specialties and wines can be consumed, to the sound of song, dance and the clutter of local customs. Cultural manifestations come in the form of one day regattas to multi-week events, which among festivities and socialising, include the participants in professional lectures, workshops and presentations.

All festivals began with a small number of participants, and within years some of them have become international events that attract a large number of participants and audiences. Much creative expertise is required to organise such events. Interest groups invest much enthusiasm and coordination efforts; the most complex preparation being financial. Apart from the number of visitors, success is measured in the sustainability of the project, resulting consequences, and whether or not it had an impact on the society from which it came.

(Lecturers please give examples of good practice in funding and sustainability models.)



## **Networking with Organisations to Preserve and Protect Maritime Heritage**

Today a large number of micro-organisations are operating in the field of maritime heritage. Everything is based on local efforts, but often their success is minimal when acting solely for themselves. Networking contributes to the interaction, reflection and critical thinking of one's own practice; and this practice is taught in partnership using other examples as new ideas develop. Local resources are better used if their value is compared to other established exercises.

Via networking, knowledge is exchanged, a knowledge network is built up, and valuable contacts can be made that help with future projects. Mutual help and support within networked organisations increases visibility in the market. There is a large number of subjects studied in the field of maritime heritage. Various kinds of communication in networking depend on the field of action taken, and the territory to which they belong and common interests.

(Lecturers please display results achieved by networking.)

## **Historical Ports - Reconstruction and Valorisation**

Over the last decades, interest in protecting traditional boats has been present throughout Europe. Apart from the boats themselves, the space where they are used is important and protected, along with the people who use those boats and the buildings associated with maritime heritage. There is a large number of port harbours that have traditional boats on display in their foreground. They represent the heritage and identity of the area they are sailing in, and thus become an important cultural element. They also play an important role in tourism.

Larger port areas along the coastline, especially those abandoned or devastated by human impact, often provide unpalatable scenery. Highly involved projects are required to rebuild and present such spaces in a positive way, prevent aggressive activity, and preserve original form. Harbour cities and settlements abound with industrial architecture, can hold good examples of well-known reconstructions or prove that space revitalisation has been minimal. The transformation process of former port areas into functional space must be well thought out with preservation of its identity kept in mind.

## **The Future of Traditional Wooden Boats - Examples of Good Practice**

Today, traditional wooden boats are being used for different purposes from when they were built. Apart from those still used to carry out simple daily activities, most of them are used for educational purposes, promotion, tourism, or leisure. Because maintenance is demanding for a wooden boat, old owners often discard them. New boats are being built exclusively for the love of traditional construction methods. Maintaining a wooden boat requires time and money. Through examples of good practice, individual states can be seen protecting and subsidising traditional shipbuilding, the number of traditional boat owners is increasing, their use for commercial purposes is being exercised, the availability of free berths is increasing, and a good contribution to the exchange of knowledge in shipbuilding and naval skills can be seen.

(Lecturers please share finance and maintenance methods for boats, and how support is acquired from governing bodies.)

Lectures may not be longer than 10 minutes. To ease communication, lectures and PowerPoints cannot be in the same AMMM language (French, Italian, Spanish or English). If the lecture is in English, the PPT presentation must be in another AMMM language and vice versa.

## Preliminary programme

### Thursday, 6 June 2019

Arrival and accommodation of participants

Visitors centre, Trg na moru 1, Betina (*Prezentacijski i informacijski centar Betina*)

**18.00** AMMM Executive Committee meeting

### Friday, 7 June 2019

Visitors Centre (*Prezentacijski i informacijski centar Betina*), Trg na moru 1, Betina

**8.30 – 9.00** Registration of participants

### **25<sup>th</sup> Mediterranean Maritime Heritage Forum Opening**

**9.00 – 9.30**

Opening greetings from:

- Kate Šikić Čubrić, Director of Betina Museum of Wooden Shipbuilding
- Maria Paola Profumo, President of Association of Mediterranean Maritime Museums (AMMM)
- David Morgan, President of European Maritime Heritage (EMH)
- Authorities representatives

**9.30 – 9.50**

#### **Introduction speech**

Keynote speaker: Jadran Kale, Croatia, University of Zadar, Šibenik City Museum, Ethnologist

**9.50 – 10.00**

#### **Coffee break**

#### **Section I**

#### **Maritime Festivals and Events - Examples of Good Practice**

**10.00 – 11.30**

Moderator: Tea Perinčić, Croatia, Maritime and History Museum of the Croatian Littoral, Curator

**11.30 – 11.40**

#### **Coffee break**

#### **Section II**

#### **Networking with Organisations to Preserve and Protect Maritime Heritage**

**11.40 – 13.00**

Moderator: Davide Gnola, Italia, Museo della Marineria Cesenatico, Director

**13.00 – 14.30**

#### **Lunch break**



**Section III**                    **Historical Ports - Reconstruction and Valorisation**

**14.30 – 16.00**

Moderator:                    Elvira Mata i Enrich, Spain, Museu Marítim de Barcelona, Director

**16.00 – 16.15**

Coffee break

**20.00**

**Dinner at the shipyard** in collaboration with the Folklore Society Zora and Betina Gajeta 1740 Association

**Saturday, 8 June 2019**

**Section IV**                    **The Future of Traditional Wooden Boats - Examples of Good Practice**

**09.00 – 11.00**

Moderator:                    Miquel Martí Llambrich, Spain, Museu de la Pesca de Palamós, Director

**11.00 – 11.15**

Coffee break

**11.15 – 13.15**

AMMM Annual General Assembly

**16.00**

**Lateen sail regatta for the participants with dinner**, in collaboration with the Betina Gajeta 1740 association

**Sunday, 9 June 2019**

**08.00 – 15.00**

Boat excursion to the Kornati National Park

*(Betina Museum of Wooden Shipbuilding offers free of charge coffee breaks, dinner at the shipyard and dinner following the lateen sail regatta.)*

*The price for the boat excursion to the Kornati National Park is 200KN (~26€) per person, and includes boat ticket, lunch and entrance ticket to the National Park.)*