



To be completed by Europa Nostra

ME-2013/ /

NOMINATION FORM

Deadline for nomination: **15 March 2013**

This form should be filled out **in English** and sent in digital form by e-mail to the attention of

Elena Bianchi, at eb@europanostra.org

Nominator

Nominator 1:

Name (title - first name - last name) drs. Adriaan J.J.A. LINTERS, MA

Function president

Organisation **Vlaamse Vereniging voor Industriële Archeologie vzw** (Flemish Association for Industrial Archaeology)

Address

- Seat : c/o Noeveren 67, B-2850 Boom (Belgium)
- Office / postal address : PO Box 30, Postkantoor Stationswijk, Kortrijksesteenweg, B-9000 Gent (Belgium)
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Telephone +32.496.377791 (mobile)

Mobile phone +32.496.377791

E-mail: administratie@vvvia.be

Website (if any) <http://www.vvvia.be>

– for the Charlesville see: <http://www.vvvia.be/Standpunten/Charlesville.htm>

Nominator 2:

Name Jozef Van Waeyenberge

Function president of Europa Nostra Belgium

Organisation **EUROPA NOSTRA BELGIUM**

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Email: info@europanostrabelgium.be

website: www.europanostrabelgium.be

Endorsements: (letters joined)

- Thomas Werner, Head of 'Amt für Kultur und Denkmalpflege', Hansestadt Rostock
- Geert Bourgeois, vice-minister president of the Flemish Government and minister in charge of heritage conservation
- Johan Thibaut, president of m/s Charlesville vzw, Antwerpen

Name and complete address of the Nominated Site

Name **m/s Charlesville – now m/s Georg Büchner**

Address

Am Stadthafen 72

D-18057 Rostock (Germany)

Website (if any)

- Webpages on the website of the VVIA, Flemish Association of Industrial Archaeology – starting at: <http://www.vvia.be/Standpunten/Charlesville.htm> , index of these pages at <http://www.vvia.be/Standpunten/Charlesville/index.htm>
- under construction: <http://www.charlesville.be>
- campaigning in Germany to save the ship:
 - <http://ms-georg-buechner.de>
 - <http://www.rettet-schorsch.de>

Type

- ☐ Historic buildings and their ensembles, with their surrounding townscapes or landscapes.
- ☐ Places of Worship
- ☐ Archaeological sites, with their surrounding landscapes
- ☐ Industrial buildings and areas
- ☐ Parks, gardens and cultural landscapes
- ☐ Heritage sites of historical importance (« Lieux de mémoire »)
- ☐ Movable heritage
- ☒ Other (please specify) : **ship**

GPS co-ordinates of the Nominated Site

N54°05'40.71" E012°06'58.52"

Brief description of the Nominated Site and its significance in the European context
(max. 150 words)

The Charlesville / Georg Büchner is the last remaining combi-liner, an ocean liner which carried passenger as well as goods. She is a representative of post-war maritime transport as well as of post-war social, economic, technical and political history of Europe.

The ship is not only a unique monument for Belgium but also for Germany, as she played a vital role in both countries, bearing witness to the once famous but now completely vanished Belgian shipyards, its colonial history and de-colonization (1951-1967). But for the second part of her lifetime she also bears witness to the maritime economy of the former GDR and the training of its seamen (1967-1977, until the end of the 1980s), but also to the changes that occurred in 1990 and new functions (cultural, hotel, educational) and the struggle to make her survive since.

She can thus be considered to be an important transnational monument in danger, and could become an important example of cross-border European heritage co-operation.

Owner

☐ Public ☐ Private ☒ Other (please specify)

Has the owner endorsed this nomination? ☐ yes ☒ no, because -

The owner, the association *Förderverein Traditionsschiff Rostock e. V.* declared its bankruptcy; the ship and the assets of the associations are now under guardianship by a trustee,

Ecovis Grieger Mallison - Wirtschaftsprüfer Rechtsanwälte

Dr. Tobias Schulze, Rechtsanwalt

Postfach 10424

D-18010 Rostock

Insolvenzverwalter des Vermögens des

Fördervereins Traditionsschiff Rostock e. V.

MS "Georg Büchner"

Am Stadthafen 72

D-18057 Rostock

Administrative and legal responsibility for the Nominated Site, if other than the owner

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Am Stadthafen 72

D-18057 Rostock

The ship is on the 'Denkmaliste' of Rostock – and thus subject to administrative and legal supervision by

- the 'Amt für Kultur und Denkmalpflege' in Rostock
- the 'Landesamt für Kultur und Denkmalpflege' of the Landesregierung Mecklenburg-Vorpommern.

A. Detailed description of the Nominated Site (max. 1000 words)

Please also include historical background with dates, value and significance

Not long ago colonial liners sailed the oceans. But by the late 1960s, thanks to the jumbo jet and the containerization of cargo, most of these ships were sold off for scrap metal. The handful that survived were rebuilt for cruising and in recent years, all of their likes were finally destroyed

The ‘**Charlesville**’ is the last remaining Belgian colonial liner, which sailed for years between Antwerp and Matadi (Congo). Built in 1951 by Cockerill Yards for the Compagnie Maritime Belge (CMB), it was one of five sister ships, of which the other four already have gone since years. She originally carried 248 passengers and measured 10,901 gross tons. Her main purpose was to fulfill the mail service between Belgium and Congo, transport the colonial workers and return Congolese products such as palm oil and wood.

It is probably the world’s last remaining passenger/freighter combi-liner - and certainly it is the last one still in existence in Europe.

In 1967 the ship was sold to the East German Deutsche Seereederei and renamed “Georg Büchner” . At first, she was used as a training- and cargo vessel on the “Cubalco-line” to Cuba, shipping agriculture equipment and products from the GDR and taking back sugar and rum. In 1977, she was berthed at Rostock-Schmarl to be used as a stationary training ship. After German unification it came into the ownership of the city of Rostock for the symbolic sum of 1 Deutsche Mark.

At the beginning of this century there was already a danger of scrapping the ship, but this was prevented after public protest. The city handed it over to a non profit trust, the “Förderverein Traditionsschiff Rostock e.V.” for new public use. Till the end of last year it was used as a youth hostel and hotel in the harbour of Rostock. In 2004 it was granted the heritage status under the German law (‘Denkmalschutzgesetz Mecklenburg-Vorpommern’). A lot of public money was used in these years to support important and essential repairs to the ship, and to adapt it to its new functions: hotel, youth hostel and for educational, training and cultural activities. When the last activities gradually fell off, all income was needed to sustain the hotel and hostel business, but also this declined. At the end of 2012 the “Förderverein” was loss-making, nearly insolvent, and - without success - appealing for public money to be able to continue. The only alternative they could think of was selling the ship - but the new buyer apparently (although never confirmed) planned to tow the ship to a scrapyard in Klaipeda.

B. State of conservation of the Nominated Site, including current use (max. 1000 words)

Please also specify whether the Nominated Site is currently under human habitation.

Although some changes have been made to the ship - to adapt it to its new functions (training ship, hostel) - most of its outfit is still in its original form and actually in very good condition. The changes that have been made reflect its history and the different styles of the late 1960s and early 1970s, and thus can be considered to have become part of the actual monument.

The ship is protected by the Rostock 'Denkmallist' (list of protected monuments).

C. Threat(s) to the Nominated Site and of any damage that has already occurred

(max. 1000 words)

Please also specify what is the likely deterioration path if corrective measures are not taken.

Unfortunately the youth hostel last year got into financial problems and tried to sell the ship. Although the identity of the buyer has never been made public, rumour had it that the ship would be towed to a scrapyard in Klaipeda (Lithuania), and there be scrapped.

Fortunately, as the ship is protected under the heritage status, its being towed away and being scrapped was prohibited (Jan. 23rd 2013) after a joint inspection of the ship by the Heritage Departments of Mecklenburg-Vorpommern and Rostock.

Recently the “Förderverein Traditionsschiff Rostock e.V.” declared its bankruptcy and the ship is now under guardianship of a legal trustee (‘Rechtsanwalt’).

At present the situation seems to be in a deadlock and - although protected and in spite of the overt intention - in Flanders and in Germany to save it - its future is very uncertain

- Due to the financial problems of the ‘Förderverein’ maintenance and repair seem to have been neglected or reduced to a minimum: a general diagnosis of the condition is urgent and necessary. It has been asked to be carried out by the Flemish ‘Monumentenwacht Varend Erfgoed’ (Monument Watch for Maritime and Fluvial Heritage) in cooperation with the maritime heritage advisor of the Flemish Heritage Department
- Due to the bankruptcy of the ‘Förderverein’ the ship is not under adequate surveillance anymore, and there is now an immediate danger of vandalisme and theft, while climate conditions can cause fast decay: the interior has not been heated this winter, leaks are not controlled, etc.
- The scale of the ship actually makes it difficult to foresee and calculate costs of preservation, adaptive re-use, and later of its maintenance. This scares away both potential private sponsors as well as public authorities - neither of them being prepared to sign a blanco cheque.
- There is also little experience around the world about how to preserve, interpret and open these kind of ships to the public. Most of the protected large ships are navy ships, part of museum initiatives.

- As in Flanders there is a campaign to return the ship to its original home port (although funding for this is not yet available) and German authorities do not seem to decline such a solution, the ship should keep its protected status when in Flanders. However there is not yet any experience in transferring a legal protection status from one country to another. The procedure to protect the ship in Flanders can only be started once the ship is on the territory of the Flemish Region and takes about 18 months - while the ship has to be towed through the territorial seas of other countries where neither the German neither the Belgian (Flemish) heritage laws are in force.

D. Specific value of the Nominated Site for the affected community/communities

(max. 500 words)

Please also specify if the Nominated Site, as it currently stands, is of special environmental/biodiversity importance.

Internationally, the ship is considered to be extremely important for the following reasons:

- it is a rare witness of former transoceanic passenger lines;
- it is the last existing combi-liner (a ship which carries passengers and goods) in Europe and probably in the world;
- the ship has a unique Burmeister & Wain 7200 HP diesel engine, built under licence by Cockerill Liège (the only engine of this type remaining). Students of Rostock University made a 300/page study about this engine in 2003, in collaboration with the B&W Museum in Copenhagen (Dieselhouse).

In **Belgium** the ship is considered to be important because:

- it is one of the last examples of the once famous shipbuilding industry of Flanders, at least the largest example of ships being built in this country;
- when it was built the ship was known as very innovative and progressive, including the most modern technology and passenger comfort of those years;
- it is the last of the once famous Congo-boats, who maintained regular connection between Belgium (Antwerpen) and its colony (Congo, harbour of Matadi), thus being an important part of colonial history. The ship recalls vivid memories not only to the seamen and its crew members, but also to all those who travelled to and from Africa;
- it still has many original fixtures and fittings, including furniture and decorative elements from the years when it was built, representing the then 'colonial' and 'modern' styles in Belgium;
- it is the only large Belgian ship still having its original machine room and bridge, including its command and navigation instruments.

In **Germany** the historical value of the ship and her remaining original mechanical and interior equipment, machinery and fixtures and fittings motivated the listing of the Charlesville / Georg Büchner in 2004 as a technical monument.

The ship is considered to be

- historically very exceptional as being one of the last motor ships (m/s) in the world that survived an epoch of shipbuilding, closely connected with the Post-War European history. The ship is a unique witness of merchant shipping in the European history after the Second World War, so different from today's shipping and ocean transportation.

- an important monument of the history of technology (see: Ronald PIECHULEK: *MS "Georg Büchner"*, in: *Denkmale und Erbe der Technikgeschichte in Mecklenburg und Vorpommern* (1997), p.49ff. and Sven BARDUA: *Denkmäler von europäischem Rang : Museumsschiff "Dresden" und "Georg Büchner" in Rostock*, in: *Mecklenburg-Magazin* (2002), 46, pp. 23ff.

- An important piece of social history in the former GDR: almost 15,000 seamen from the DSR ('Deutsche Seereederei') have been trained through the years on this ship, many still have vivid memories about of their first ocean trips, of exotic Cuba and Mexico and of the ship's many memorable captains. An extensive community around this ship has been formed in Rostock, with regular meetings.

Conclusion

The ship can be considered to be an important transnational monument in danger, and could become an important example of cross-border European heritage co-operation.

E. Actions planned or already being undertaken to save the Nominated Site in question
(max. 500 words)

When at the end of 2012 news reached Belgium that the ship was endangered, immediately campaigns were set up to salvage and find adequate solutions to preserve the ship (see overview on the webpages of VVIA:
<http://www.vvia.be/Standpunten/Charlesville.htm>)

Early January 2013 a report was broadcast on the Flemish TV news (VRT), later also on the Walloon and on German channels. The national and the local press published a large number of articles (see: <http://www.vvia.be/Standpunten/Charlesville/persoverzicht2013.htm>). As a result Facebook groups called for support, online petitions were started, blogs were opened.

On January 8th the Flemish Association discovered through a German press article that the 'Georg Büchner' was included in the Rostock Denkmallist - and thus they contacted the heritage departments of Rostock and of the regional state of Mecklenburg-Vorpommern. They also informed the Flemish Minister in charge of heritage conservation (Minister Geert Bourgeois) and the Flemish Heritage Department (Agentschap Onroerend Erfgoed), who contacted their colleagues in Mecklenburg-Vorpommern.

On January 16th Minister Bourgeois could confirm - during a hearing in the Flemish Parliament - after the message he received from Schwerin, that the ship was a protected monument and that in principle towing it away and scrapping it would not be allowed. On 23rd of January a joint inspection of the ship by the heritage departments of Rostock and Mecklenburg-Vorpommern confirmed the heritage value of the 'Georg Büchner'. Selling of the ship to the unknown buyer, without any guarantee upon its conservation or its future, was thus declared unlawful. As a result the ship is still moored in the Rostock harbour.

The 'Förderverein' who owns the ship has declared its bankruptcy.

In **Flanders** the situation is carefully monitored by the Flemish Heritage Department (Agentschap Onroerend Erfgoed) and the Flemish Government.

There are also a number of associations campaigning to save the ship and, if possible and suitable, to return it to Antwerpen (not only associations dealing with industrial

and maritime heritage, but also a number of organisations who care about the Belgian colonial history and heritage)

Recently a non profit trust of friends of the Charlesville, the *m/s Charlesville* vzw, was established to bring together and coordinate the numerous individuals and volunteers who support the preservation initiative.

In **Germany** the heritage departments of Rostock (Amt für Kultur und Denkmalpflege, Rostock) and Mecklenburg-Vorpommern (Landesamt für Kultur und Denkmalpflege, Schwerin) keep an eye on the ship.

Moreover, in Rostock volunteers have also started campaigns to save the 'Georg Büchner' with small demonstrations near the ship on Friday evenings, a Facebook group, webpages, and recently also the establishment of an association "Freundeskreis Maritimes Erbe Rostock".

F. Potential solutions that would eliminate or reduce the threats in the short or long term
(max. 500 words)

As the ship is very large, we think that a solution can be found only if:

- one tries to solve the problems along the same lines as finding a good adaptive re-use of large (industrial and other kind of) buildings - deciding on what functions are adapted to the site, how to interpret it and how to open it to the public, etc. In principle there is no difference in methodology between finding a good new use for a large textile mill or a ship of this scale;
- one looks for public private partnership, based on a sound management and business-plan (still to be developed)
- cooperation between Belgian (Flemish) and German (Rostock, Mecklenburg-Vorpommern) public authorities, organisations, financiers and sponsors is brought about.

In common consultation between Flanders and Mecklenburg-Vorpommern one should decide where the ideal location of the ship will be: should it be kept (if possible) on its actual location in Rostock and if not, is it possible to tow it to Antwerpen and to give it a new life in its original harbour of departure ?

The Flemish Association for Industrial Archaeology has forwarded the idea of setting up a company with charitable status (limited company or cooperative society) under the Belgian law, which could take over the ship, and which could be financed (by shares) as well as by private financiers and public authorities, maybe even using some crowdfunding. Public authorities have to control and guarantee the safeguarding of the heritage aspects of the ship.

If the ship is towed back to Antwerpen, its protected status has to be guaranteed by the Flemish Government.

G. Partners in the Campaign

(max. 500 words)

Include information about any additional partners (public or private) involved in any existing, past or ongoing campaign to save the Nominated Site, both financial and otherwise.

Please include contact details.

In Belgium the Flemish Association for Industrial Archaeology (**‘Vlaamse Vereniging voor Industriële Archeologie’**) works in close cooperation with a series of associations as the Belgian Ships Archives vzw (a non profit volunteer trust) and volunteers in Antwerpen.

Recently VVIA helped volunteers to set up a friends’ association (*m/s Charlesville vzw*) to coordinate volunteer initiatives and to make them more effective

- (see letter of endorsement by Johan Thibaut, president of the association)

We work closely together with **Europa Nostra Belgium** - who is **co-nominator** of this dossier.

VVIA developed and wrote an extensive vision and strategy document, which was discussed with the cabinet of **Flemish Minister Geert Bourgeois** (Flemish Vice-minister-president and minister in charge of heritage conservation) and the Flemish Heritage Department (**‘Agentschap Onroerend Erfgoed**). VVIA also kept close contacts with these agencies since then. Moreover we have been able to discuss the topics in a meeting with the section ‘Maritime Heritage’ of the **Royal Commission of Ancient Monuments for Flanders**.

- (see letter of endorsement by Minister Bourgeois)

The cabinet and the Flemish Heritage Department are in direct contact, discuss the matter and negotiating with the state government of Mecklenburg-Vorpommern (Landesregierung Mecklenburg-Vorpommern) and with their Heritage Department (**‘Landesamt für Kultur und Denkmalpflege’**)

VVIA is in contact and exchanges information with the Heritage Department of Rostock (**‘Amt für Kultur und Denkmalpflege’**), with whom this document was discussed.

- (see letter of endorsement by Thomas Werner)

J. Future potential of the Nominated Site in the economic / social / educational field, in particular at the regional and local level

(max. 500 words)

Examples of other large ship conservation projects – as the ss Great Britain in Bristol and the ms Cap San Diego in Hamburg – show how they can strengthen the identity and image of harbour towns and communities, bringing heritage conservationists with former seamen and harbour workers, young and old people. Both in Rostock and in Antwerp extensive communities of seaman and maritime enthusiasts have been formed around the history and the heritage of the ship, with regular meetings. In Belgium also former colonial managers and employees, traders and missionaries do care for the ship: they have organised meetings and posted hundreds of messages on blogs and in Facebook-groups.

An important aspect of the ship should thus be embedded in her future functions and her interpretation from a social-economic, historical and cultural viewpoint.

Although the scale of the ship may seem to be frightening, it is exactly this scale and its spatial division which also offers huge opportunities for multi-functional re-use. In any way the ship, also because of its scale, the ship certainly can be turned into a major attraction in any harbour where it is moored. It can also act as a beacon for trans-national cooperation between Belgium (Flanders, Antwerpen) and Germany (Mecklenburg-Vorpommern, Rostock) along the lines of the Hanze (Antwerpen is already twinned with Rostock since 1963, both are Hansa-cities once belonging to the Hanseatic League)

Solutions which are discussed and studied now include a mixture of tourism, historic and heritage interpretation, social and educational functions. It is this kind of a mixture of functions combined to a good accessibility for the public, which can guarantee the future of the ship.

Much attention thus also should be devoted to the embedding of the ship within the regional and local communities and their needs, combined with functions tuned to a larger audience.

At the moment all solutions are still open, with the exception of having the ship sailing the seas again: this is economically and financially not realistic anymore.

Some contents which one can think of are for example :

- The ship can play an important role in the interpretation of ocean travel and transport to and from Africa, the history of ship building and the rapid development of navigation technology in the second half of the 20th century, European post-war economic and political evolution, the relationship between Europe and its overseas territories and colonies (including decolonization), and so many other relevant themes.
- As in Europe one is still missing formal theoretical and practical training and education in the conservation, restoration and maintenance of industrial and technical heritage, the

ship could become a permanent training object for the skills and knowledge (metal, wood, paints, machinery, - including 20th century materials, fixtures and fittings and construction techniques).

If the ship is towed to Antwerp, this aspect could be developed in close cooperation with or through the already in Antwerp at university level existing formations both on conservation-restoration of art and cultural heritage and on architectural heritage. The ship can also be used for testing new technologies for the conservation of large objects.

- As the ship also carried passengers it already has facilities and accommodation for residence, meetings and recreation – which till recently have been in use by the 'Förderverein' in Rostock. These functions can be upgraded and continue functioning in any new destination. When the ship becomes a training and/or interpretation and/or a tourist centre, these facilities can be used to accommodate researchers, students, foreign visitors, etc..., as lecture and exhibition rooms, even as test and research laboratories. It is also possible to re-use part of the ship as hostel/hotel, but this always should be linked to functions filling in the other spaces (where once the goods were transported), while a mere hotel/hostel function is proved not to be economically viable
- Maintenance and repairs of old ships have been proved to be excellent training opportunities for unemployed and early school leavers and in social economy. As well in Antwerp as in Germany, often co-funded by ESF, projects and trainings of this kind do successfully operate. In Antwerp the 'Werkvormm' social training centre (www.werkvormm.be) is providing educational and re-integration facilities for 'difficult' youngsters and unemployed, already repairing old harbour cranes and working on a (small) ship, training them in metal- and woodworking, hotel and catering industry, tourism and maritime and fluvial heritage.

K. List of captions and credits of the fifteen submitted digital images
(subject, description, name of the photographer)

In the Dropbox you will find two maps with digital images, both as **high resolution**, but also reduced to **lower resolution**

1) old pictures :

1. werfHoboken: the Charlesville during its construction on the Cockerill shipyards at Hoboken (archives VVIA, illustration from 'La Revue Maritime Belge - Wandelaer et Sur l'Eau', oct. 1950 - journal not published anymore)
2. CMB_Archive_VertrekAntwerpen: photo from the CMB - Compagnie Maritime Belge archive: - the Charlesville leaving from the quays in Antwerp
3. CMB_Archive-vetrek schip 25-8-56: photo from the CMB - Compagnie Maritime Belge archive: departure of the Charlesville from Antwerp to Congo, August 25th 1956
4. CMB_Archive_GB_020869: photo from the CMB - Compagnie Maritime Belge archive: the Charlesville sailing under the name 'Georg Büchner', ca. 1967-68
5. PH_CV_Dining room_1_1951: photo from the CMB - Compagnie Maritime Belge archive: the old dining room for passengers
6. PH_CV_Interieur_Cafe_1951: photo from the CMB - Compagnie Maritime Belge archive: the officers' mess in 1951, to be compared with the recent photo
7. PH_CV_Stairs_1951: photo from the CMB - Compagnie Maritime Belge archive: the original situation of the staircase, to be compared with the recent photo
8. PH_CV_Electropanel_1965: photo from the CMB - Compagnie Maritime Belge archive: the original electrical switchboard in 1965, to be compared with the recent photo
9. PH_CV_Kitchen_1_1951: photo from the CMB - Compagnie Maritime Belge archive: the ship's original kitchen in 1951
10. PH_CV_Swimmingpool_1951 : photo from the CMB - Compagnie Maritime Belge archive: the now covered but in essence still existing swimming pool

2) recent pictures, taken by Bjorn Aerts, VVIA (03.01.2013)

1. Georg Büchner - Charlesville: the Georg Büchner, moored in Rostock
2. Georg Büchner - Charlesville (2) - idem
3. Starbord deck - present situation
4. The bridge
5. Stairs - the original staircase
6. Stair with original B-W pictures - idem
7. Stairs detail
8. Exit from dining room to gangway
9. Passenger dining room - the actual situation of the original dining room
10. Cabin to the entrance view - the present situation of one of the passenger cabins
11. Electro operator position - the original electrical switchboard
12. Engine room - the original engine room with its diesel engines
13. Engine commands - the original commands in the engine room
14. Officers Mess - the old officers mess with original pictures referring to the colonial era
15. Officers Mess (1) - - the old officers mess with original pictures

Additional information

- A extensive list of articles in the Belgian and German press is regularly updated on the webpage:
 - <http://www.vvia.be/Standpunten/Charlesville/persoverzicht2013.htm>
- An overview of pictures and films can be found at:
 - <http://www.vvia.be/Standpunten/Charlesville/fotofilm.htm>
- The full discussion of the hearing "Congoboot Charlesville" in the Flemish Parliament and the explanations by Minister Bourgeois, 16.01.2013, was published online by the VVIA Flemish Association for Industrial Archaeology, and can be consulted at:
 - <http://vimeo.com/57520960> - in Dutch

TV programmes about the saving of the Charlesville/Georg Büchner to be viewed online (unfortunately we cannot download these)

- [Was wird aus der "Georg Büchner"?](http://www.ndr.de/fernsehen/sendungen/nordmagazin/media/nordmagazin14653.html), NDR Fernsehen, German TV report, 03.01.2013 – in German
<http://www.ndr.de/fernsehen/sendungen/nordmagazin/media/nordmagazin14653.html>
- [Laatste Congoboot moet naar de schroothoop](http://www.deredactie.be/cm/vrtnieuws/videozone/archief/programmas/journaal/2.26023/2.26024/1.1517909): report in the TV News, VRT (Flemish Television), 04.01.2013
<http://www.deredactie.be/cm/vrtnieuws/videozone/archief/programmas/journaal/2.26023/2.26024/1.1517909>
- [Laatste Congo-schip dreigt te worden gesloopt](http://nos.nl/video/458383-laatste-congoschip-dreigt-te-worden-gesloopt), NOS, Dutch TV news, 04.01.2013
<http://nos.nl/video/458383-laatste-congoschip-dreigt-te-worden-gesloopt.html> - in Dutch
- [Dernier voyage du Charlesville](http://www.rtbef.be/video/detail_dernier-voyage-du-charlesville?id=1789017), Journal RTBF (Walloon Television) , 06.01.2013
http://www.rtbef.be/video/detail_dernier-voyage-du-charlesville?id=1789017
- [Was wird aus der Büchner?](http://www.mmv-mediathek.de/sendungen/rok-tv/7962-was_wird_aus_der_buechner.html) – a programme made by the local Rostock ROK-TV (programme 'Atrium'), 14.02.2013 which summarizes all the problemse and questions and which gives a good overview of the situation in Rostock – in German:
http://www.mmv-mediathek.de/sendungen/rok-tv/7962-was_wird_aus_der_buechner.html

Additional documents in Dropbox folder “documents”

- ***Hanzestadt_Forderverein20130116.pdf***: letter of the Denkmalamt Rostock to the Förderverein explaining that they have to observe the regulations concerning protected monuments
- ***MailKrug20130115.jpg***: extract from the mail of the Denkmalamt Mecklenburg-Vorpommern to the Flemish Government, 15.01.2013
- ***Protokoll 23.01.13.pdf*** : report and conclusions of the inspection of the Denkmalamten Rostock and Mecklenburg-Vorpommern, 23.01.2013
- ***Pressemitteilung20130123.pdf*** : press release by the city of Rostock after the inspection by the Denkmalamten, 23.01.2013
- ***NNN 231.01.13.pdf***: article from the Schweriner Volkszeitung, after the inspection of 23.01.2013
- ***OZ_20130221.pdf***: article from the Schweriner Volkszeitung on the bankruptcy of the ‘Förderverein’, 21.02.2013

Declaration of nominator

I wish to nominate the above-named entry to the 7 Most Endangered 2013. I confirm that I have obtained permission from the owners of the copyright in order that Europa Nostra and partners can freely use the photographs and material submitted (and others subsequently requested) for all purposes of publication and promotion of the 7 Most Endangered Programme. Any reproduction rights, releases and/or permissions are my responsibility.

Date: **13-03-2013**

Name and digital signature of the nominator

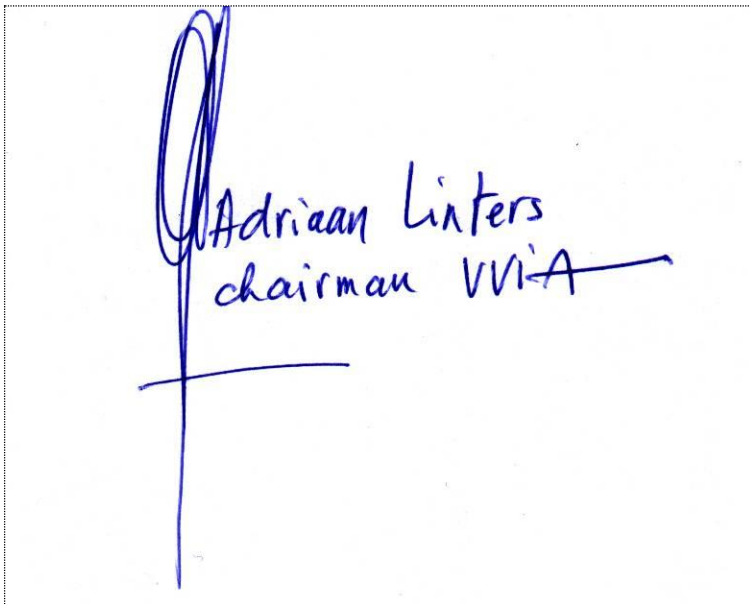
Adriaan Linters – chairman VVIA

Belgian ID Card N° 591-3152936-53

Identification number of the National Register: 51.04.24-293.86, Kortrijk

For the digital signature, see:

- DigitalSignature.jpg (scan)

A handwritten signature in blue ink. The signature consists of a large, stylized initial 'A' followed by the text 'Adriaan Linters' and 'chairman VVIA' on two lines. A horizontal line is drawn below the text, and a vertical line extends downwards from the initial 'A'.

Checklist

OK Nomination form in word format, filled out in English and with the digital signature of the nominator

OK Up to 15 digital images (about 1024x683 pixels each, jpeg format) (e.g. actual or historic photographs, maps or drawings) as listed at section K of the nomination form

OK A limited amount of additional or larger supplementary information (such as publications, press clippings or press releases) may be sent in digital form only. This material may be in other languages than English.