



“... to develop from the perspective of sustainable economic growth and cultural diversity the conservation and recovery of traditional nautical heritage”



Dorna at full sail

DORNA, creating synergies

DORNA project presented in transnational events of other projects

DORNA project has been invited to participate in various events held by other trans-European projects, with which it shares some thematic way, interests or goals. The purpose of these exchanges is to **create synergies** between different projects and enhance the dissemination of its objectives and results to other agents and other areas involved in the sector concerned.



First meeting of the project WOOBTA

On this occasion, Dorna has been submitted to the transnational partners of the **ANCORIM** project - Atlantic Network for Coastal Risk Management, Atlantic Area Programme project, of which is part the County Council of A Coruña, and **WOOBTA** - Wooden Boatbuilders Association Training, Project Lifelong Learning Programme (Grundtvig sub), whose leader is the Foundation CETMAR.



Project partners of WOOBTA visit A Aixola

The ANCORIM project's main challenge is the recovery of Atlantic maritime heritage by improving the management and prevention of natural risks that could affect the integrity of coastal systems, and consequently the economic development of coastal areas. The project is coordinated by the Regional Council of Aquitaine (FR) and has the participation of a total of 19 partners: in Ireland, Spain, Portugal and France.

The WOOBTA project (Wooden Boatbuilders Training Association) is funded by the European Union under its program LLP (sub Grundtvig) that aims to create an association of organizations involved in adult training in carpentry and riparian enhancement and revitalization of the trade. In the section “Dorna in the Atlantic Area” of the newsletter featured a space dedicated to this project and in future newsletters we will talk more in detail of ANCORIM

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Inventory of traditional boats and installations

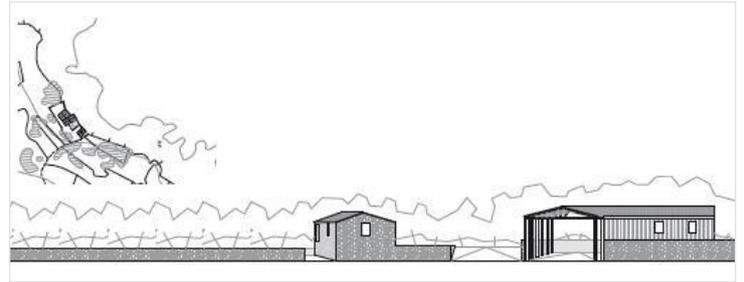
The database will be accessible from Web DORNA

The **inventory of the maritime heritage of the Atlantic Area** has been one of the biggest bets DORNA project as a necessary starting point for recovery.

This activity has been deployed in all participating territories in the project and there are two products that have been inferred from this painstaking work: the **database** of maritime heritage of the Atlantic Area, which includes boats and installations existing in the Atlantic Arc, which will be available through the website <http://dorna.coag.es>



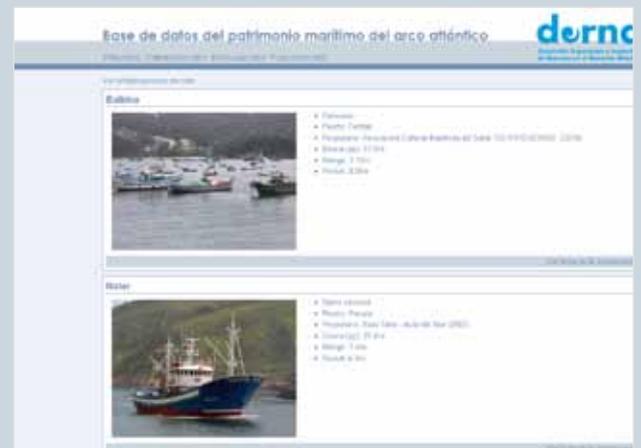
In the other hand, the **Catalogue** of traditional boats and shipyards, published in two volumes by the Colegio Oficial de Arquitectos de Galicia (Official Association of Architects of Galicia), DORNA project partner, which includes in addition to numerous technical boats and shipyards, a series of informative prepared by experts who have advised the project in carrying out this inventory and other renowned personalities in the study of the Atlantic maritime heritage, as Staffan Mörling.



Elevation of shipyard "O Charango"

In the next newsletter will offer more detailed information about these publications.

The **database** of Atlantic heritage has led to the development of a series of **detailed cards** that reflect the characteristics of traditional boats and shipyards that have been devoted to the construction and repair of these boats. Through these records we can realize the immense heritage treasure with specific data and photographs, constituting a necessary and unique collection.



The catalogue figures:

- Total number of traditional boats inventoried: **46 boats**, 34 typologies and 4 subtypes
 - Galicia: 14 boats, 9 types y 4 subtypes
 - Euskadi: 12 boats, 10 types
 - Portugal: 8 boats, 5 types
 - Scotland: 12 boats, 10 types
- Total number of traditional shipyards inventoried: **22 shipyards**
 - Galicia: 11 shipyards
 - Euskadi: 4 shipyards
 - Portugal: 3 shipyards
 - Scotland: 4 shipyards

Óscar Fuertes, architect and expert of DORNA project

He is one of those responsible for the inventory and cataloguing of traditional shipyards and other installations of Atlantic Area

As partners of Dorna project, the "Colegio Oficial de Arquitectos de Galicia" (Official Association of Architects of Galicia), has brought his own vision of wooden boats building and, especially, the situation of traditional shipyards. It is a professional vision has been instrumental in the documentation of the shipyards and the detection of their needs ahead of their recovery. Their work will be accessible through databases and catalogues published by the project which will be submitted shortly. Oscar Fuertes is one of the experts who collaborated on this important work and we want to know more about his experience in the project.

Q. - From the viewpoint of an architect, what is the value of traditional shipyards?

A. - I believe in the importance of each of these traditional shipyards built practically in wood, are architectures result from the collective experience of people working in them.

Each building is specific to each geographic area, and it is the immediate environment which gives the peculiarities. The power of these architectures is to become irreplaceable parts of their immediate environment, bringing a new character, since it reminds the viewer the result of a trade, a tradition.

The buildings stand out for some constructive solutions that provide



Óscar Fuertes, arquitecto del COAG

a constant example of coherence between the built form and materials used. Architectures without pretending to be an example, create

processing of timber technology and material, establishing a permanent dialectic between form and function, resulting in a characteristic

atmosphere, in the beginning are mere covers, which are just turning in confined spaces of a single specific function, the construction of wooden boats.

Today I have to focus my sights on the few buildings that remain to this day along the Galician coast, barely over 10, and therefore we have to evaluate them in turn as a whole, since they are a living example of our architecture cultural

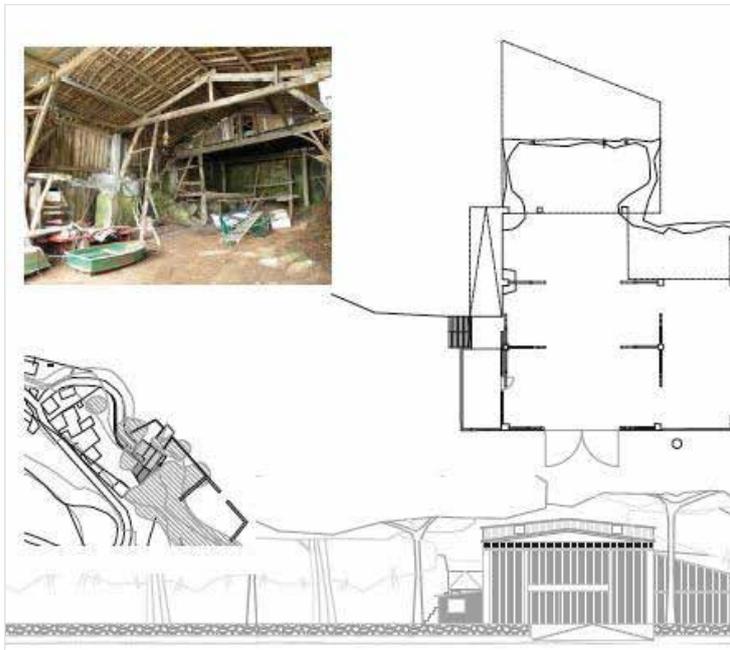
identity, so as a whole, elements of great historical value and heritage.



their own spirit, soaking up the integration logic in the middle of his respect for this, in its rational use and

Q. - What is the diagnosis of the current situation in traditional shipyards of Galicia?

A. - We should clarify some aspect; therefore focus my diagnosis in two parts: the traditional shipyards of wood,



mostly in disuse, and the constructive evolution of other shipyards.

Although there are few traditional shipyards, their state is in decline, disuse, lack of maintenance and direct exposure of wood to various weather conditions, without treatment, cause life is reduced. We need to bet more than your maintenance, is needed recovery and conservation, bringing new applications in the cases that do not have, and enhancing the use of wooden boat building in those who remain.

As for the rest of shipyards have suffered some major transformations due to the needs arising from his work, but have lost the character and atmosphere of the above, or else that once were themselves. Hence the need to re-understand the workspace shipwright as a private space with his character, his body, are far from industrial prefabrication and betting again on wood as sustainable material applied to new construction techniques, as well recreated architecture that deserve to be maintained and will reflect culture of the profession in coming years.

Q. - Tell us a little of the heritage listing process you have developed during these months

A. - I think that during these months that has lasted for the cataloguing process of the shipyards on the Galician coast, I have lived a thousand and one experiences. In each building we discovered something new, a story, a family, demonstrating the memories attached to each

building, the passion with which they were conceived and technique with that had been built.

During this activity has done a thorough job. First was to assist in the development of installation cards, the ultimate goal was to produce a database of maritime heritage in giving all shipyards-installations and boats. To carry out this task, the team began field work on all those facilities that remained in operation and were associated with AGALCARI. Reconnaissance visits were made, raising graphically and gathering all information about its history, the work done in each shipyard, boats building that have had some relevance, the characteristics of the building, and any other relevant information that would accommodate the card. In a second stage was gathered from various facilities, the so-called traditional shipyards, while not in use, are in place and are relevant to the study, their spatial, architectural and construction. This initial work allowed a clear view of the situation of work spaces where you create and shape traditional boats, perceiving the state of decay found in many of them, with the urgent need of maintenance and commissioning value.

Q. - What are the guidelines to follow and the future prospects for the recovery of the shipyards?

A. - The creation of these lines of strategy will be the result of collaboration of a multidisciplinary team, where we aim to create a clear diagnosis and come to the realization of objectives.

More generally, the lines go from the proposed strategy of developing tools for structuring, analyzing each traditional shipyard: from territorial level to its immediate environment, not to mention the constructive analysis of the building itself, the particular diagnosis, research and development for proposed uses or asset evaluation, among others.



“The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails.”

(William George Ward)

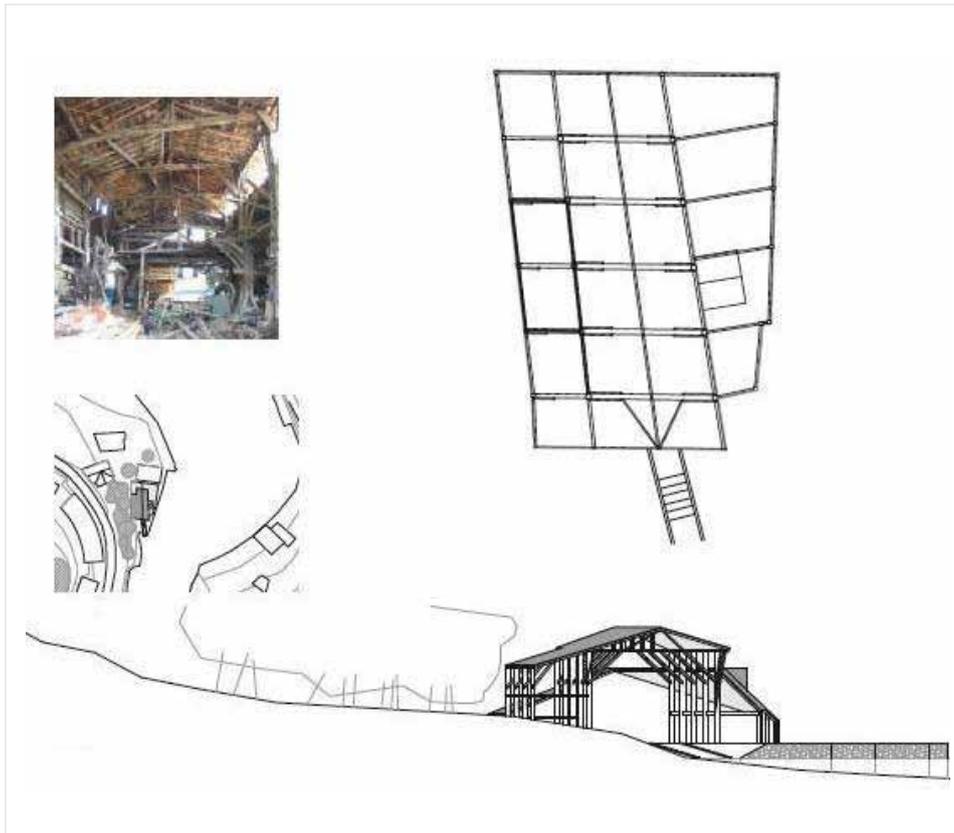
Understanding these lines as a process of articulating a way forward, almost like a cultural action based on areas that hold a reinterpretation of the past, considerations in the present and future value.

Looking ahead, the forecast is that we can carry out all the work being done, not only from Dorna project, if not earlier. I think they will understand the real value of

traditional yards, and that we get to see the recovery of any of them, as well as improving the sector. Together we are making the steps to achieve.

Q. - From your help as an expert in the DORNA project, how is the experience with the project?

A. - Being able to work in the coastline, understanding the fictitious line of separation between the earth and the sea, is something I've been looking for long time and and I've met more fully through the project Dorna. Contact with wooden boats builders me along the coast has ratified the cultural potential of our land, which so closely for so many years has been and will remain linked to the sea. Contact with other realities such as Euskadi or Scotland



has allowed us to compare and realize what we have and positions of responsibility to preserve it. So I can only be welcomed my experience in the Dorna project, and thank all the people we've met along the way and taught us so much.

I think now we must continue without pause, since much remains to be done, and today more than ever are difficult times but we will fight together for our goals within the

project become a reality. It is our responsibility.

We thank Oscar Fuertes and COAG their collaboration in this newsletter and for sharing with us his experience in DORNA project.



Atlantic Area: third call for projects

It will be launched in the first quarter 2011

On the last meeting held in Nantes on 27th and 28th October 2010, the Monitoring Committee of the Atlantic Area Programme decided that the next call for projects will be launched in **the first quarter 2011**. The final schedule will be validated and available in early January 2011. This third call for projects will be limited to the **following objectives**:

Priority 1

1.2 "Enhance competitiveness and innovation capacities in maritime economy niches of excellence"

Priority 2

2.1 "Improve maritime safety"

2.3 "Exploit the renewable energy potential of the marine and coastal environment"

Priority 3

3.1 "Promote interoperability and continuity of existing transport networks, and sea/road/rail/air intermodality"

3.2 "Promote short sea shipping and cooperation between port"

More information: <http://atlanticarea.inescporto.pt/>

Training in wooden boats building: start up of the WOOBTA project

It will create a network of training centers for transnational character

WOOBTA (Wooden Boatbuilders Training Association) is funded by the European Union within the **Lifelong Learning Programme** (Grundtvig Sub) that aims to create an association of organizations involved in adult training in wooden boats building and commissioning value of the trade. The project will run until 2012 and is coordinated by the **Centro Tecnológico do Mar - Fundación CETMAR**. Also participate in the Falmouth Marine School from UK, Les Ateliers de l'enfer from France and Skeppsholmens Folkhögskola from Sweden.



Among its **objectives** is the establishment of a network of collaboration and communication between centres of training and the sharing of the same on the status of training in this area in the countries involved in this



Los socios de WOOBTA en A Aixola

initiative. They will exchange also plans traditional boats, so that schools can conduct small-scale reproduction of the same and so do four exhibitions end. Moreover, it is intended that the project will serve as a basis for exchange of educators and students that will lead to closer collaboration between the participating entities and to promote training in new technology workers in naval carpentry.

During **24 and 25 November** took place in Galicia the **first meeting of project implementation** with the presence of all members. The headquarters of this initial encounter was the Training Centre A Aixola and project partners were able to see firsthand the shipyard Lagos, the traditional boat dock in Bouzas and the Museum Massó in Bueu (Pontevedra).

More info:

<http://www.cetmar.org/proyectos.aspx>



AULA DO MAR (Classroom of the sea), a successful local development project in Cariño (A Coruña)

This has involved the rehabilitation and reuse of an old purse-seine fishing boat



Purse seine fishing boat rehabilitated for the project

The Town Council of Cariño (A Coruña) has rehabilitated an old fishing boat purse to give the opportunity for public **recreational and educational activities** related to the **marine ecosystem of Ortegal**. The “Aula do Mar” is a successful project which is open to the use and

enjoyment of the whole society, can make reservations for the boat not only individual citizens but also tourist groups, scientific associations of ornithologists and geologists, informative, educational institutions or government.

The project aims to combat the seasonality of tourism **activities beyond the summer**, when weather permits. The boat tours offer the chance to enjoy the view of a true “zero kilometre” natural where they cross the Cantabrian Sea and the Atlantic Ocean, navigate to the origins of the planet (as the complex geology of Cape Ortegal is the oldest Iberian Peninsula), breathtaking sight sea cliffs, and watch seabirds and cetaceans, as Cariño is an ideal place for bird watching (storm-petrel, Sabine gulls, skuas, shearwaters, terns, black tern or northern gannet). The boat has binoculars for users on request.

Thus, the percentage of bookings currently far exceeds the 80% of the bid. It is therefore essential, reserving in advance and to check availability of trips. More info in www.concellodecarino.com

Galician traditional boats landed on the small screen. In recent months several television series have claimed the presence of our traditional boats as part of the decor of your shoot. This is the case in the series Mar Libre (Free Sea) of the TVG (Television of Galicia) or Piratas (Pirates), a show of Telecinco. Among the “stars” were the Laranha (“buceta” boat) or Nova Marina (“lancha de relinga” boat), owned from the Asociación Cultural y Deportiva DORNA (Cultural and Sports Association) of A Illa de Arousa.

You can see images of the shootings in:

<http://acddorna.org/blog/>



The training center for the social integration of Nantes Motiv’Action visited in 2008 Ontziola Shipyard with the intention of learning the techniques of traditional Basque shipbuilding in recovery by the association Albaola. At that time, Motiv’Action was building a replica of a boat nineteenth century Basque who finally named as “Pasaia” in tribute to the people that inspired its creators. This past November, the boat “Pasaia” came to the Basque Country to navigate the bay Pasaia. Albaola representatives used this meeting to declare their intention to create a training program similar to the Motiv’Action, and promote exchanges between students from Brittany and the Basque Country.

Wooden boats building as a common theme

Something for everyone: books, documentaries, conferences



Recently, Consellería do Mar (Department of the Sea of the Regional Government of Galicia), has published the book about wooden boats building in A Coruña in the late eighteen century: "Labrando Carballos á beira do mar. A carpintería de ribeira na provincia marítima da Coruña a finais do Antigo Rexime" by the historian José Manuel Vázquez Lijó. Vázquez Lijó studies shipbuilding between Eume and Tambre since the late eighteenth century to the mid-nineteenth century.

More info: <http://www.culturamaritima.org/node/16430>



Azouta Association presented Saturday, December 18 at 19:00 hours, in the Museo do Mar de Galicia (Museum of the Sea of Galicia) the documentary 3rd GZ 10.01, which includes the personal story of eight professionals from the wooden boats building with his story makes a broad overview of the changes historical and current challenges faced by the handmade construction of timber vessels. The documentary is the brainchild of Noa García and Xavier Vieira and it was made with the collaboration of the Museo do Mar de Galicia.

More info: http://www.proyectodorna.eu/adjuntos/cNoticias/3_1_3gz110_1.pdf



Moreover, the Asociación Finisterrae de profesionales del Desarrollo Local-AFIPRODEL (Association Finisterrae of professionals Local Development) and the Grupo de Investigación Persona-Ambiente (Group of Human-Environment Research)

at the University of A Coruña organize the Congress M.O.D.E.L.O. (Framework of Opportunities for Local Development) in order to provide a forum for the exchange of ideas, concepts and perspectives involved in local development. The Congress will take place on 25 and 26 March 2011 in Vimianzo and on days 1 and 2 April in Corcubián.

More info: <http://congreso.afiprodel.org/>

ACKNOWLEDGEMENTS

The newsletter Dorna would like to thank the spreading which is being made of their work from other sites. In particular, the website of the Atlantic Area Programme, to our partners, the Federación Galega pola Cultura Marítima e Fluvial (Galician Federation for the Maritime and Fluvial Cultural) and European Maritime Heritage, which links our latest numbers from its twitter. Thank you!

<http://atlanticarea.inescporto.pt/>

www.proyectodorna.eu

<http://europa.eu/>

Partners



Associates

