



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



**Dorna** at full sail

## Master Plan for the infrastructure recovery of the existing traditional boatyards in the European Atlantic coast

*Has been presented to members at the 7th Steering Committee*

The 7th Steering Committee of DORNA Project allowed the presentation finished products to all partners, among which was the **Master Plan for the infrastructure recovery of the existing traditional boatyards**. The plan, drafted by the Department of the Sea (Regional Government of Galicia) and presented by Lino Lema Bouza, Head of the Fisheries Development and coordinator of the activity, is to define the strategies, needs and priorities of the institutional support that the sector demands and also serve as a document for discussion and reflection both the authorities and institutions and to the carpenters on the future of shipbuilding in wood.



Astillero “O Charango”

The Plan is a thorough **analysis of the situation of the wooden boats building** on the Atlantic shore regions involved in the DORNA project, taking into account the multiple factors with which it relates. From issues such as places and structures of the facilities, management models and commercial aspects and applicable laws, cultural and heritage value of the activity or the need for an association of builders, the Plan aims to cover all aspects affecting the sector in order to provide appropriate policy proposals that serve to make the wooden boats building by a factor of economic and social development and to develop its character and cultural heritage as part of the Atlantic identity.



The Master Plan has been further enriched by the contribution of the Architects Association of Galicia, through the implementation of an improvement plan for the specific case of the shipyard “O Charango”, which aims to set an example for the recovery of other traditional shipyards.

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## DORNA celebrates its 7th Steering Committee

*The headquarters of the COAG welcomed the project partners*

**Days 3 and 4 February**, A Coruña was attended by DORNA project partners with the intention of putting on the table the balance of it, with a balance of actions carried out by each partners in recent months and a forecast of future activities. Throughout the meeting also discussed the project's financial situation as well as aspects related to communication and dissemination and developed several external evaluation sessions, including surveying, presentation of results of interim monitoring report and quality circles. There was also a bilateral meeting by the leader with each of the partners who helped to bring positions and answer questions.

The Steering Committee was also the stage for the presentation of some of the most anticipated **products** of the project. The Architects Association of Galicia presented the traditional boats and shipyards catalogue, two volumes collected through technical cards and



Grupo de trabajo del Proyecto DORNA en A Coruña

collaborated with the provision of a case study of shipyard “O Charango”. Finally, there was the presentation of the brand BATE by the Portuguese partner AIN and INGESMAR.



Presentación de la Base de Datos del Patrimonio Marítimo

photographs much of the Atlantic maritime heritage. For its part, the Department of the Sea presented the Master Plan for infrastructure recovery, which COAG has also

Once again the cultural site of Consello da Cultura Galega (Galician Culture Council) echoes DORNA project work. If during the month of January, the protagonists were the shipyards, in the month of February is Time's own traditional crafts. For this article have benefited from the project experts, Gerardo Triñanes, president of AGALCARI and Pablo Carrera, director of the Museo do Mar de Galicia (Galician Museum of the Sea), who spoke of the inventory of traditional boats and have also exposed some of the problems facing wooden boats building and the defense and protection of maritime heritage.

Full article can be read in <http://www.culturagalega.org/noticia.php?id=18368>

The meeting also served to conduct a **workshop** on Innovation Activity 6: “**Spaces of innovation in wooden boat building**”. The workshop, led by Erme Pedroso, Basque Association Albaola, served to present key issues related to the eco-boating and eco-construction, a line of work that are already working in parts of the European Atlantic coast.

## Lino Lema, Head of the Fisheries Development of the Department of the Sea - Regional Government of Galicia

*He is primarily responsible for Master Plan for the infrastructure recovery*

In a region like Galicia, broad maritime tradition, the importance of the involvement of institutions in the development of projects connected with this tradition is essential. In this line has been working Lino Lema, from the Department of the Sea of the Regional Government of Galicia, as Head of the Fisheries Development, trying to exploit the full potential of coastal development, taking into account not only their local character but its european scale, as part of the Atlantic arc. Because of his extensive experience, it is a real privilege that the DORNA project has been able to count with him.

**Q.-** The Department of the Sea is involved in several European projects such as NEA2, WOObTA and FISHERNET, addition to Dorna, What is your opinion on the region's participation in such projects?

**A.-** Very positive. EU projects allow, on one hand, to develop actions which from common policies is very difficult to implement and, secondly, to have a framework to assess the situation. In fact, the experience of working in European projects on issues related to the sea and fishing tells me that we tend to think that our



Lino Lema Bouzas

situation is always worse. Contact with other realities allows us to adjust this estimate to more weight. We always learn things from our partners and we always teach things,

of that exchange was born the great wealth of European projects.

Moreover working with project partners can build a sense of belonging to Europe on differences of nationality and language, to work and share common objectives of the projects and establish a network of relationships that usually lasts beyond the end of project.

**Q.-** One of your contributions to the project has been to encourage synergies between DORNA and other projects that are managed from the Department. What extent do you think this will affect the outcomes?

**A.-** One problem that exists in European projects is, in some of them, overlaps of activities, leading



to duplication or inefficiencies in the use of resources. This is because communication between projects is difficult and also must be said, is

management of projects, expanding the network of the project itself beyond the level that corresponds to its objectives.

are essential to make known to the institutions and society, the reality of invisible sector to the public which is not interested. These events allow citizens to enjoy the boats and everything revolves around them, know them, know the work of individuals and entities which make possible the conservation and use and finally, be included as an active commitment to the Galician heritage but also European.

For the more involved these events are a meeting place, exchange of ideas and projects, to see the result of work of the various entities and individuals. Specifically, in Day "Cultural heritage Boats: Navigating through a sea of doubt", the possibility of, for the first time in Galicia, hear and speak with representatives of the Directorate General of Merchant Marine and the Department of Culture and Tourism of the Regional Government of Galicia is an opportunity to take steps forward in the consideration of traditional boats as cultural heritage and for use.

The X Meeting of traditional boats are now the great Feast of the Sea of Galicia and it shows the strength of associations to recover our traditional boats and so well has run



not very energized by the European bodies responsible for their approval.

On the other hand, it is true that products of a project may have, on others, interesting uses or encourage the dissemination. The synergies between projects must be sought through the multiplier effect on results. The fact that the Department of the Sea participate in four European projects related to wooden boat building (Dorna and Woobta), the yachting (NEA2) and culture fisheries (FISHERNET), in which I represent, motivates the coordination of activities, information transmission, the complementarity of objectives and activities in common, as the European Maritime Day.

So in the coming Day "Cultural heritage Boats" organized by the NEA2 project, will be released inventory on boats and shipyards produced by Dorna to authorities and public, linked to the management and operation of heritage boats.

In my view, sessions and information sharing between projects only provides benefits and optimizes the

**Q.-** Throughout this year will take place some important events for which there is already dated, in some cases related to projects referred, as Day "Cultural heritage Boats: Navigating through a sea of doubt", organized since the project NEA2, and in other cases, promoted by associations, such as the X Meeting of Traditional Boats in Carril,



organized by the FGCMF, among others. What is the significance of these events?

**A.-** From a broader perspective,

by the Galician Federation for the Maritime and Fluvial Cultural.

I think it is interesting to note that this year marks the twentieth anniversary

of the recovery of the wreck of the boat “xeiteira” Marina, (now part of the Massó Museum’s collection of Bueu ) unearthed from the sands of “Birbiricheira” Caldebarcos (Carnota), which replicates the “Nova Marina” by



the school of the wooden boats building “A Aixola”, is fundamental to the whole recovery movement of vessels in Galicia. It is his flagship and still serves as a training ship in the School of traditional sailing of A Illa.

**Q.-** And focusing strictly on the project scope DORNA What do you think is the current diagnosis of the situation Atlantic wooden boats building and heritage?

**A.-** Wooden boat building can say, generally, that the situation is in total decline, with reduced activity within the scope of artisans and institutional initiatives. Yet this situation must be tempered by countries and regions of the Atlantic Area. We are fortunate that in Galicia, we have the core of the wooden shipbuilding in the entire European Atlantic area, with 23 active installations and organized into an association, AGALCARI, very dynamic and with initiatives that have built commercial vessels. In France there are many shipyards dedicated to building yachts and traditional boats and with interesting and dynamic projects such as the L’Recouvrance or Hermione. A less optimistic situation in Portugal, Ireland and the UK, but also in these countries there are exceptions.

Maritime Heritage status is a bit better. In all countries

there are numerous initiatives for conservation and recovery through its use in cultural activities, sports or leisure, generating social and economic resources for society. To cite some examples, we can name in Galicia “Intramar” in the recovery of fishing boat “Chasula”; in Brittany the “Les balades and recitals nautiques” in traditional boats, the Eco Museum Municipal do Seixal in Portugal and the galleons sailing in the estuary Tajo, the opening of the shipyard “Azkorreta” in Ondartxo by Albaola association with the support of the County Council of Gipuzkoa as recovery center maritime heritage, the Ilen Project in Ireland. Still much to do and work for the maritime heritage becomes an asset of the society, preserved and being used daily in the leisure time and cultural activity.

**Q.-** One of the most important products of the DORNA project is precisely Master Plan for the infrastructure recovery of the existing traditional boatyards that you yourself have written. Can you talk a little about the plan?

**A.-** The situation of wooden boats building in the Atlantic area demand urgent action on the part of society and government if we are to avoid their loss. The effort of the builders is necessary but not sufficient, we must accompany them at work to recover a role for activity in accordance with the realities of contemporary society and its problems. At this raises several questions: What can make wooden boats building by today’s society? Does social viability, economic and environmental, that is sustainable? Do you have critical mass for incorporation as a productive sector in a globalized market economy?

The master plan for infrastructure improvement wooden boats building tries to answer these questions and to suggest lines of work to get incorporated as wooden



boats building with a full sense of production and trade while retaining its important cultural value and heritage assets

For the preparation of the Plan organized a group

of experts appointed by the project partners, they developed a plan of visits to shipyards where wooden boats are building, knowing the views of the builders on their activity and reality in each country, then proceeded to the preparation of the Plan.

The Plan is basically a simple introduction, an analysis of the whole situation and proposals for action.



The situation analysis begins by reviewing the status of the wooden boats building in European countries which are in the Atlantic Area, followed by a simple analysis of the shipyards visited as leading to a characterization of firms into three groups. The study of business functional areas to define the current situation in detail, complete with a SWOT analysis of the wooden boats building. An examination of the wooden boats building as cultural element, and the need for sector organizations from local to European completed this section.

The purpose of the plan section provides a philosophy of action based on maintaining and enhancing the activity, while retaining their cultural values and strengthening its future as a supplier of goods and services for sustainable use of the sea for work and recreation of European citizens.

The proposals are grouped into three different but complementary objectives. The first so-called “social recognition of the activity” with actions aimed at recovering wooden boats building activity status of the knowledge society is based on the knowledge of people, job-generating, environmentally friendly, both the conservation of the environment as a contribution to the fight against climate change.

The second, “economic revitalization and productive,” frames the actions aimed at improving the productive and commercial shipbuilding in wood in the dual purpose of, first, make it a profitable and, second, with full ability to operate in all sectors of maritime activity.

The latest, “Protection and conservation of cultural value”, focuses on preserving their cultural values and its value as a resource for tourism and recreation.

Personally I think the plan responds appropriately to problems that arise in all countries of Dorna project partners, who have regulatory, administrative structures and different management cultures, as well as starting positions wooden boats building very different. I think all these elements combine to make a proposal that was not Galician, Scottish, Portuguese and Basque, which in turn, benefit all its peculiarities, was the most difficult part of developing the plan. In that sense I think that has a real dimension of the Atlantic area.

**Q.-** What is your opinion on the project in general?

**A.-** The overall assessment of the project is good, although I have to say that as in all European projects, is at the end when you see all the potential of the project and always regretted not being able to start now.

On the negative side, small difficulties in preparing some of the products of the project, the little mistakes of understanding between the partners and the initial delay the project due to its late adoption and caused it to be impossible to start work until the end of year .

The more positive the project is for me, building a network of relationships between partners to ensure collaboration beyond the end of the project, the environmental mainstreaming as a strategic line for wooden boats building, incorporating the concept of eco-navigation to the design and construction of ships to facilitate their economic use and disposal without causing pollution, lay the foundation for an inventory of boats and the tool generated for this.



We thank Lino Lema and Department of the Sea of the Regional Government of Galicia its collaboration in this newsletter and for sharing with us his experience in DORNA project.

## ERA-NET MARTEC II - Maritime Technologies II

Proposals may be submitted until April 29



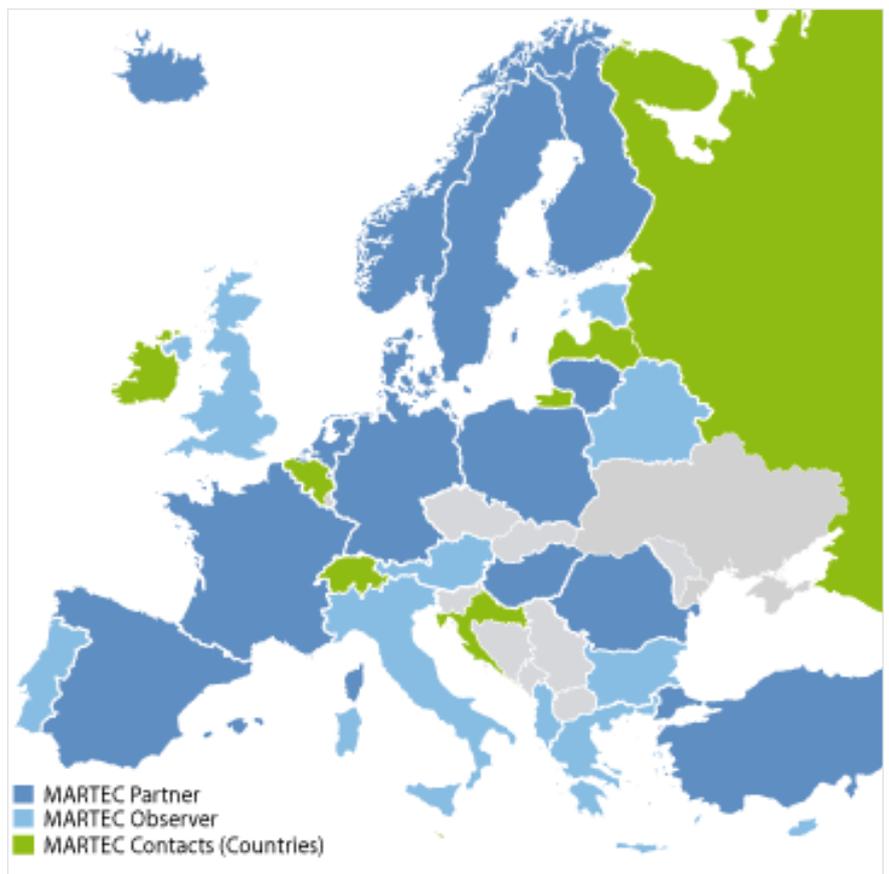
MARTEC opens a trans-national call up to 29th April 2011 for **collaborative research projects** in different areas of maritime technologies. This call is initiated by partner institutions from eight European countries from the ERA-NET MARTEC consortium. Each country has own national maritime programmes and the financial support will be awarded by the national funding institutions for project duration of up to 36 months. Priority funding is for projects which include at least two independent industrial participants from two partner countries. Only

projects, which receive funds from at least two countries, will be supported by MARTEC.

This announcement represents the second MARTEC call and it is meant to establish transnational collaborative research projects in eight European countries on maritime technology areas within: shipbuilding; ship and port operation; maritime equipment and services; inland water and intermodal transport; offshore industry/offshore technology; offshore structures for renewable energy; polar technology; fishing/aquaculture. There are also additional topics, which can be included in several priority areas: safety and security; environmental impact; human elements.

National regulations and contact persons can be looked up in the MARTEC website by each country. The proposal form has to be completed in English and requires some project information. The proposal form can be downloaded from the MARTEC website. Registered project coordinators have to upload the completed form to the MARTEC website. It has to be submitted by **29 April 2011** (17:00 CET).

More info: <http://www.martec-era.net/opencall/>



*“Na outra banda do mar constrúen o navío*

*o martelar dos calafates resoa na mañá,  
e non saben*

*que están a construír a torre de cristal  
da miña infancia.*

*Non saben que cada peza, cada caderna  
maxistral*

*é unha peza do meu ser...”*

*Antón Avilés de Taramancos, poeta galego*



*“On the other side of the sea they build  
a ship*

*the hammering of caulkers echoes in the  
morning,*

*they do not know that they are building  
the crystal tower of my childhood*

*They do not know that each part, each  
magnificent rib*

*is a part of my being...”*

*Antón Avilés de Taramancos, galician poetry*

## Third call for projects 2011

### Atlantic Area: launch third call for proposal



The Transnational Cooperation Programme Atlantic Area 2007-2013 has just opened the deadline for submission of new projects in its third edition, which runs from **14 February to 30 April 2011**. Applications must be submitted through the forms available in the application made available for the call.

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 “

To submit the application form (3rd Call for Projects - Applications), prior **registration** on the website is required.

More info: [Atlantic Area Websit](#)



## European Maritime Day will be held this year in Poland



### Another year, Europe enhances its connection with the sea

As every year since 2008, the European Maritime Day is celebrated annually across Europe on 20 May. It shows the importance of the sea and oceans for everyday life, both in coastal communities and in landlocked areas across Europe. It also highlights the opportunities and challenges currently facing maritime regions and sectors.

If the place chosen last year to celebrate the main events was Gijón, this year it is the turn to the city of **Gdansk**, Poland, during the days 19 and May 20 will host a conference jointly organized by European Commission’s Directorate-General for Maritime Affairs and Fisheries, Ministry of Infrastructure of Poland, Office of the Marshal of the Pomorskie Voivodeship, and the City of Gdańsk.

In parallel, as in previous years, those interested can organize their **own events** to commemorate Europe’s maritime identity with activities related to the sea, throughout Europe and in addition to the main events of Gdańsk. Until March 31, 2011 may propose the organization of such local events for which is available to those interested an **online form**.

The **program** of the event in Gdańsk is now available on the web Maritime Day and includes sessions on how to make maritime careers attractive or lessons learned from the experience of the Baltic Sea region, among others.

More info: [http://ec.europa.eu/maritimeaffairs/maritimeday/index\\_en.htm](http://ec.europa.eu/maritimeaffairs/maritimeday/index_en.htm)

# NEA2 project promotes a Day on traditional boats

We further emphasize Congress M.O.D.E.L.O, recently presented, and a exposure on A Costa da Morte



“**Cultural heritage Boats: Navigating through a sea of doubt**” Day, was held on 25 February in Cambados (Galicia). Galician, catalan and french speakers spoke about the situation of maritime heritage in their respective regions. DORNA project has been invited to participate and make it through the COAG architect and project expert, Oscar Fuertes, who presented the inventory of ships and wooden boat building, done since the project itself.



**M.O.D.E.L.O. Congress.** Congress, organized by the Finisterrae Association of Professional of Local Development (AFIPRODEL), was presented on 3 February at the Town Hall Carnota and will take place in Vimianzo (25 and 26 March) and Corcubiión (1 and 2 April). DORNA

project has been selected to be part of the initiatives that will be posted on the website as examples of local development, as **REDE XIANA** project, on employment promotion. For its part, **PARNET-tic** project, to promote e-administration and e-government tools in rural areas has also been selected for the **Congress-face** communication in the area ICT in local development. This presentation will take place on Friday April 1, 2011 in the House of Culture of the City Council of Corcubiión. The above three projects are managed from the Project Management Unit of the Planning, Spacial Development and EU of the County Council of A Coruña.



**Exhibition “Costa da Morte”.** The Museo do Mar de Galicia (Museum of the Sea) receives from the February 4 at its temporary exhibition gallery is a photo exhibition in which three artists put their sensitivity to vision service in the area of the Galician coast known as **Costa da Morte**. These artists are Fran Herbello, Gabriela Sacco and Luis Gonzalez Palma. The exhibition will run until May 8. More info: : <http://www.museodomar.com/>

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

[www.proyectedorna.eu](http://www.proyectedorna.eu)

<http://europa.eu/>

## Partners



## Associates

