



“... 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 project presents its catalogues of boats and traditional shipyards

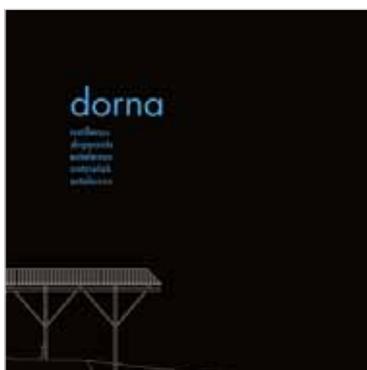
The event took place in the headquarter of Diputación de A Coruña



On the 13th of April, the President of the County Council of Diputación de A Coruña, Salvador Fernández Moreda, with his counterpart, the President of the delegation of the College of Architects of Galicia (COAG) in A Coruña, Manuel de la Iglesia, formally presented the catalogues of boats and traditional shipyards that has developed the DORNA project. The event was also attended by Manuel Vázquez Sesmonde, Head of Planning,

Land Development and EU of the County Council of Diputación de A Coruña and Oscar Fuertes, architect and expert of DORNA project, who is one of the responsible of the catalogue process.

Fernández Moreda, explained that the aim of Dorna project, which also involved Euskadi, Galicia, Portugal and Scotland, is to “avoid the loss of cultural heritage” derived from the closure of many of the traditional shipbuilding and the consequent disappearance of Ship models typical of the Atlantic Area, “and making an **important endogenous local development**”. Fernández Moreda also emphasized the importance of maintaining a craft with roots undoubted identity, it also generates wealth and jobs.



The catalogues, published in five languages and enriched with a series of opinion articles from experts working on DORNA project, pick the most significant elements of database of traditional boats and shipyards produced from the project, a selection of **22 shipyards** with sheets on their characteristics, photographs and architectural structures.

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The voice of experience: Space dedicated to the voice of DORNA experts

Rivers and traditional boats in Portugal



Until 100 years ago the Portuguese rivers were an important channel of communication with the interior. The size of the vessels using the rivers was relatively small, with the notable exceptions of the rivers Douro, Tajo and Guadiana. With the advent of competition from the railways and roads there came the near demise in the use of river navigation for the transportation of goods. However, during the last twenty years have witnessed the explosion of nautical tourism, which has had the most impact for the navigation of the Douro River, is developing on the Guadiana and there are initiatives to harness the potential of the river Tajo.

We confine ourselves here to a brief historical note, not trying to do justice to the richness of traditional river navigation.

Old glory

It's curious how the old references to our inland waterways sometimes give us a sense of what is happening today. The Lima River had its first troubadour before the Christian era, who tells of the journey up this river and how the first Roman legion overtook him. The Greek geographer Estrabon, who lived in the reign of Emperor Tiberius, tells us how the River Douro was navigated by "magnis scaphis". The River Guadiana was navigable as far as Mértola 75 km from the mouth during the Roman occupation. Later during the Arab period this city became an important commercial and cultural centre. From the writings of the famous Arab traveller Edrisi, we know that the River Miño was navigable as far as Tui with various ports on its shores. The same traveller describes the importance of navigation in the rivers Vouga (the Ria de Aveiro only began to form in the twelfth century) and the Sado up to the important town of Alcacer do Sal. In the Algarve the splendid city of Silves on the Arade River dates from the Arab period and it was still visited by commercial vessels in the thirteenth century. At the dawn of nationality (XI century) navigation was possible because not only were the boats smaller,

but the rivers had a much lower sedimentation than today. It is surprising that in the time of the first king of Portugal, Afonso Henriques, boats and barges were able to go up the river Mondego to Coimbra, and even in XV century caravels were armed in Ponte de Lima (now a beautiful and historic town) and traded with Ireland and the Mediterranean. Santarém, 100 km from the mouth of the Tajo, maintained a substantial trade between the XIII and XV centuries with Flanders, France and Seville. In the seventeenth century we must mention the curious attempts to open the navigation of the Tajo to Madrid by Philipinos. Despite the difficulties, this enabled the marble of Pero Pinheiro (near of imposing Mafra Convent) to be transported to Madrid for the construction of the Escorial.

The modern era

Despite the increased sedimentation of rivers, river traffic maintained some importance until the 1950's. We can find examples in the cargo vessels of the rivers Miño and Lima which are economic, practical and safe. Special mention must be made of the rabelos of the Douro River, which in ancient times was notorious as a bad river for navigation. These boats have been adapted for what might be considered almost a mountain river with a round hull without keel, and secondary rudder for the transport of Oporto wine. Their capacity is measured in barrels (it is a more convenient measure for liquids than tons). Most boats had a capacity of 50 barrels vessels, but there were some built with a capacity of 100 barrels. As late as 1939 there were 339 rabelos registered in the captaincy of Porto. The Tajo was very rich in specialized vessels whose shape was dictated by their use and the part of the river in which they operated. Among the fishing boats special mention must be made of the extraordinary "muleta", a lateral drag. These boats operated in the estuary of the river where they are still built and cherished by those who lived with them and whose memory they want to keep. It was the transport truck, door to door service, which ended what remained of commercial shipping in the Portuguese rivers. But this is not the end of the story. The explosion of recreational boating and nautical tourism is bringing back to the rivers a significance that was difficult to predict twenty years ago. A new golden age for the national rivers is beginning.

Óscar N. F. Mota.

Naval and Mechanical Engineering. DORNA project expert.

10th Meetings of Traditional Boats of Galicia

With the slogan “20 years recovering heritage”, the meeting will be held in Carril (Vilagarcía de Arousa) from 30 June to 3 July 2011



9th Meeting of traditional boats - 2009 in Muros (Galicia)

The Meeting is the most outstanding activity organized by the Federation Galega pola Cultura e Fluvial (FGCMF). **Since 1993**, every two years meet, in a fishing village, traditional boats and crews arrived from Galicia and other peninsular ports and Europe to hold this great festival, exhibition and vindication of maritime and fluvial heritage. Around the concentration of traditional boats and sailing, there are numerous activities such as samples of boats related to the sea, exhibitions, theater and street performances, musical events, technical seminars, the atmosphere, etc.

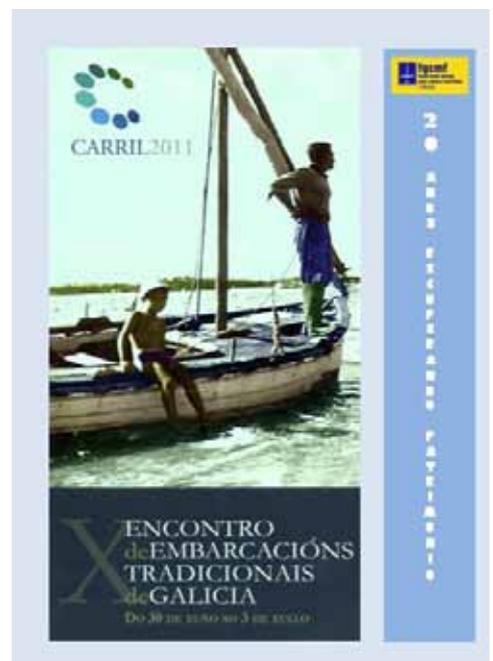


Rompetimóns Association from Carril (Member of the FGCMF), put forward as a candidate for the 10th Meeting of Traditional Boats of Galicia to be held in this seaside town, with its bid backed by the full City Council of Arousa, as well as numerous Vilagarcía associations. The FGCMF assembly, in view of the merits of the candidate Carril, decided to choose it as the venue of the Meeting. Other issues that were valued in the selection of Carril, was taken into account the link between this town and its port to the marine culture, will be considered in the nineteenth century as the natural harbor of Santiago de Compostela. Besides the great boats of goods and passengers, the sea has always been populated Dornas, Bucetas, lateen sail boats, galleons ...

One of the peculiarities of the 10th Meeting, and as part of the framework into which to develop, is the presence of **Cortegada Island**, belonging to the National Park of the Atlantic Islands and possessed of exceptional botanical importance, as it retains a of last European

Atlantic forests of laurel, as well as the remains of the ancient seaside town. Over time, the people of Carril lived in the port, but especially of shellfish cultivation, which remains an important source of income. Today, Carril is also an important point of interest.

Another unique feature of this 10th Meeting is to conduct a **preliminary conference** on 25th and 26th of June in another seaside town of Vilagarcía, Vilaxoán. During these days prior in Vilaxoán will start the arrival of the participating boats in the 10th Meeting on the weekend prior to the beginning and so be starting to heat up the atmosphere.



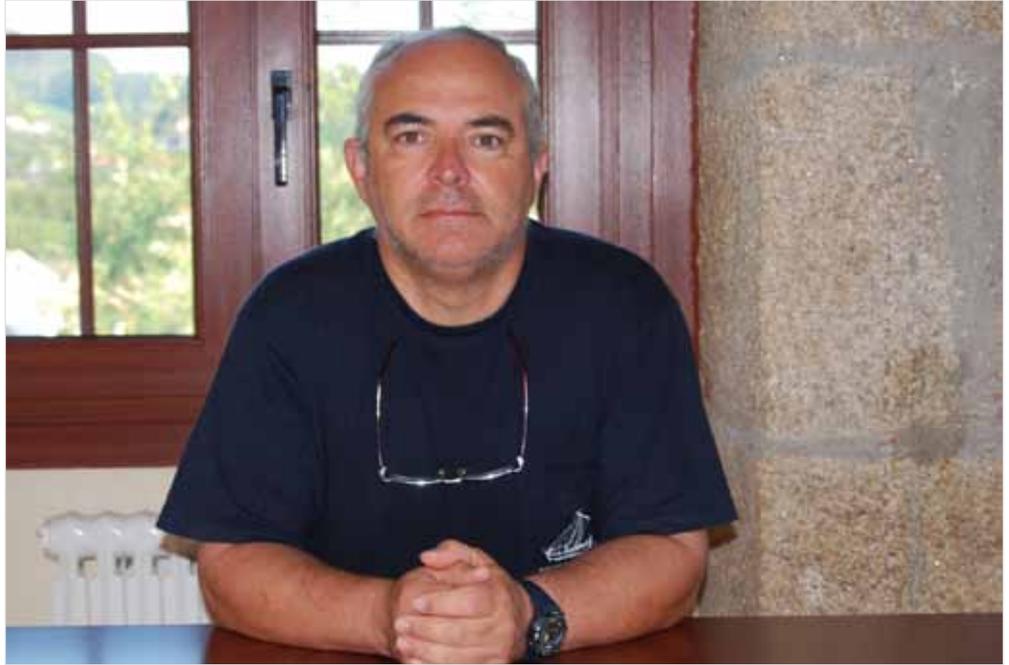
More information:

<http://www.carril2011.es/X-Encontro-de-Embarcaciones-Tradicionais-de-Galicia/gall/index.php>

Víctor Fernández, president of the Federación Galega pola Cultura Marítima e Fluvial (FGCMF)

The FGCMF is absorbed in the organization of the 10th Meeting of Traditional Boats of Galicia

Victor Fernandez is the current president of the Federation Galega pola Cultura Marítima e Fluvial (FGCMF), which was dedicated in the number 5 of the newsletter DORNA a small article. The FGCMF gathers many of the associations in the region dedicated to the preservation and revitalization of traditional boats, which led them to join the project DORNA, where as partners, thus providing a broad and valuable experience sector. One of the most important achievements is the organization of Meetings of Traditional Boats of Galicia, which take place every two years and involve the most important event in the Northwest Iberian Peninsula for the enhancement of traditional marine. Participate in these meetings, in addition to associations belonging to the Federation itself, other related entities both in Galicia and Portugal, Ireland, France, Euskadi, Catalonia, Andalucia, Valencia and Balearic Islands, as well as individuals and institutions of cultural and heritage. Two months after the conclusion of the 10th Meeting on Traditional Boat in Carril, Victor Fernandez answered a series of questions about the meeting and the project DORNA:



Víctor Fernández



Q.- From the point of view of FGCMF what is the diagnosis of the situation of the boats and wooden boat building in Galicia?

A.- In this case, the diagnosis coincides with the Galician maritime and fluvial heritage in general. We have two major problems: firstly, the lack of recognition and, on the other hand, the problem of the social use of that heritage.

With regard to the lack of recognition, should be noted that there is both socially and at government level. All we know that a stone cross, a granary, mill, etc., are elements of popular culture in Galicia, but when we speak of a wooden boats building, salting factory or a traditional boat, they have not the same assessment.

With regard to social use of the heritage, we have, the problem that those elements of popular culture that once had a use and function, but that no longer have it, tend to get lost unless you have security measures and have an assessment by the company, which currently does not occur in the case of the Galician maritime and fluvial heritage, therefore, we run the risk

of losing the short term.

In this sense, from the FGCMF are moderately optimistic because we are beginning to offer valuable steps to correct this situation. On the one hand, the Carpenters' Association of Wooden Boats Builders (AGALCARI) is conducting a very important task facing the valuation of their work. In the same vein, Museo do Mar de Galicia, Consellería do Mar and FGCMF initiated contacts with the Directorate General of Historical Heritage in the recognition of maritime heritage in general and traditional boats in particular, with excellent acceptance Galician management skills in the areas of culture.

Q.- One of the main activities of the Federation is organizing the meetings of Traditional Boats, which have consolidated such the most important traditional nautical event of the region. What supposed to carry out such an important event?

A.- Since 1993, the FGCMF convenes every two years the completion of the Meeting of Traditional Boats, an event that in 2011, in Carril, will bring together 200 boats, 1,000 sailors and more than 15,000 expected visitors. It will reunite crew and boats that only coincide every two years at the

Meeting, as the 45 associations that make up the FGCMF.

Q.- This year marks the 10th Meeting in Carril. How FGCMF facing this new challenge and what do you hope to offer in this edition?

A.- The 10th Meeting of Traditional

that this is reflected in Carril clear commitment of both administrations.

Third, in Carril 2011 we will remember the 20 years of recovery in the sand, on a beach, the remains of a boat "xeiteira", a type of boat which, to the middle of the twentieth century, was common in the Galician Rías but disappeared. This action, which allowed that there are currently three replicates of that boat sailing xeiteira in Galicia, it is considered the beginning of the Galician associations working on behalf of traditional boats. For this reason the theme of 10th Meeting Carril 2011 is "20 years to recover heritage". In Carril will present a documentary made by the Museo do Mar de Galicia on the recovery of that boat xeiteira, the Marina, which includes interviews with those involved in that performance and numerous unpublished material.



Meeting. Associations also strive to have the boats ready for this event, the largest, and navigation of building or rebuilding the replica of original boats focus public attention and participants. But besides the finding is a unique opportunity to raise public awareness about the rich and varied maritime and fluvial heritage of Galicia. Some traditional boats are disclosed that organize people and traditions are followed by workshops and exhibitions of crafts related to the sea, boating activities, exhibitions, drama and atmosphere in the streets, music activities, technical seminars, etc. It is, therefore, the great festival of culture and heritage of Galicia Waterborne.

I want to highlight an important issue. Besides the economic contribution of institutions and companies, the realization of the Meetings is possible mainly thanks to the participation of volunteers, working on behalf of the Galician maritime and fluvial heritage, volunteers from both the population that receives the

Boats of Galicia will be done in Carril, between June 30 and July 3 and will be characterized, first, by the fusion of natural and maritime heritage. In this Meeting, the nearby island, Cortegada, will be present constantly, because it belongs to the National Park of Atlantic Islands, and because it settled an important seafaring community. So during the development of the 10th Meeting there will be guided tours to the island.



Secondly, we hope that Carril 2011 will be a milestone in the recognition by the Galician and Spanish authorities of the cultural value of traditional boats and we hope

Q.- The FGCMF is an associate DORNA project and as such has been actively involved in achieving some of its objectives, providing data for the documentation of traditional boats and shipyards in the region, participating in project events ... At this point "What assessment can be made of the results achieved so far?"

A.- The FGCMF is advising DORNA project on different aspects related to maritime and fluvial heritage, but its main contribution is focused on collecting the necessary data for the inventory of traditional boats in Galicia. A feature of the Galician associations belonging to the FGCMF, and working in the recovery and revitalization of traditional boats, is that they can ask to work tirelessly sanding a boat, painting, reconstructing or browsing in it, but ask them to translate written what they are doing with the boats is very difficult, it seems that it was against his nature. Therefore, the data obtained Galician traditional boats of these associations, as listed

in the catalogue of DORNA only possible through the perseverance and insistence from the direction of the FGCMF and linking partnerships with it.

Another important contribution was the travel of a sample of traditional Galician boats and their crews to Scotland. In this regard I thank the volunteers who volunteered for this work because many of them had to give up working days or to use vacation days of their work to participate to this experience.

Q.- From your cooperation as partners in DORNA How is the general experience with the project?



A.- The development of traditional boats and wooden boats building catalogues of Galicia seems to us an important step towards the recognition by governments and the general population of these elements of the maritime heritage of Galicia, as indicated above. We also find it very important sum of efforts between the entities involved in DORNA project, so that the results form a working platform that is based

on various supports.

Thanks to Víctor Fernández and the Federación Galega pola Cultura Marítima e Fluvial to their collaboration in this newsletter and for sharing with us their experience in DORNA project.

Balbina, is the last ship “patexeiro”

left on the Galician coast, a typology that was virtually missing. The “patexeiro” is a type of ship that was used to collect the “patexo” (crab) trawling, a highly valued product as an agricultural fertilizer. Built in 1944 by shipwright of Bañobre, Don Constantino Garcia, “patexeiro Balbina” was saved from scrapping in 2009 by the Cultural and Maritime Association of Sada “Os Patexeiros”. The following year “Balbina” became property of the association. Then began the process of restoration, financed with the support of the County Council of A Coruña, which still continues and is expected to culminate with the recovery of its original appearance, holding his original sail as in the 50’s. You can follow the process of restoring the ship in the blog that Os Patexeiros has prepared for that purpose:

<http://abalbina.blogspot.com/>

“Balbina” has been recorded in the database of traditional boats of DORNA project, available at the following address: <http://dorna.coag.es/es/embarcaciones/1/>





European Commission European Maritime Day

European Maritime Day 2011 in Galicia

DORNA is preparing to participate in the regional event: the Conference “A Sea of things”

The preservation and transmission of maritime culture and fisheries is a **common goal** shared by the

sea, have agreed to jointly organize a **day of our maritime and fishing heritage** in the framework

the 21th of May at the Museo Massó of Bueu (Pontevedra).

Today the sea is the **first space entertainment and society** as a public domain belongs to everyone, but not all citizens have access to use both aspects of joy and entertainment and cultural ones. Democratize the use of the sea, making it accessible to all citizens by removing obstacles to any person, regardless of their circumstances, may find in it an area for leisure, culture and healthy living is the goal of many entities Galician being developed in different fields, conservation work, put into use and improving accessibility to our shared maritime heritage.

The conference **“A Sea of things”** wants to claim this gathering, making it visible to claim their accessibility for all citizens and groups, keeping it alive and present in the body social as well as production space in fishing, shipbuilding timber, tourism or boating, as in his other vocation of cultural space in use for leisure, sport and healthy living.

“A Sea of Knowledge” - European Maritime Day 2010

European projects Dorna - Organized and Sustainable Development of

of the European Maritime Day celebrations which, while claiming the sea as the common heritage of Galicia and Europeans, will serve to make visible the efforts of many groups in our community to keep the relationship with the sea and culture. This conference will take place on



Resources in the Northwest Atlantic, NEA2 - yachting Atlantic Area 2, both framed in the Atlantic Area Programme and Fishernet - Fishing Heritage Network, which is part of the Culture Programme of the European Union.

For the second consecutive year, members of these three projects and three museums with strong ties to the



*“Thus ever drawn toward far shores uncharted,
Into eternal darkness borne away,
May we not ever on Time’s sea, unthwarted,
Cast anchor for a day?”*

*Alphonse De Lamartine
(poeta francés)*

The marine sector continues to be the protagonist of different events

While the Catalan television is interested in the Atlantic maritime heritage, Galicia enhances its "Dornas" and NEA2 is preparing a big event for October



El patró d'Albaola. Catalan television station TV3 spent the last March a report to the president of Albaola, Xabier Agote, one of our experts DORNA project. In the report, Xabier talks about the situation of maritime heritage in Euskadi, the delicate situation facing and the efforts of Xabier and his association to recover it and turn it into an element of the region's economic revitalization. The report can be viewed at the following address:

<http://www.tv3.cat/videos/3424570/El-patro-dAlbaola>



Spring Regatta 2011 in Ribeira. Cultural and Sport Association "Lajareu por Barlovento" organized from 16 April, every other Saturday, and until May 28, this regatta, with which aims to bring the sport of sailing in dorna to the current regulations. For more information, visit the association's blog:

<http://lajareu.blogspot.com/>



Conferences NEA2 project "Challenges and opportunities for sustainable development in the marine sector of the Atlantic". The last meeting of project partners NEA2 in Nantes, during the days 23 and 24 March, has served to advance the organization of conferences to be held in Brest in the month of October. One of the main objectives of these will present the challenges, dynamism and potential of the European Atlantic marine sector based on their own NEA2. This is in addition to developing the main lines of a development strategy that makes the Atlantic marine sector in a reference to the international level. The conference aims to bring together some 300 participants and registration will open soon. For more information, visit the project website NEA2 (www.nea2.eu) or have any queries via e-mail conference@nea2.eu

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

www.proyectodorna.eu

<http://europa.eu/>

Partners



Associates

