



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



Dorna at full sail

The catalogue of traditional boats and shipyards

Two volumes are the fruit of the work of the experts working with the project

For months DORNA project experts have had to move from side to side of the Atlantic coast to identify the most significant maritime heritage of the regions involved in the project, the tangible on which sits a long cultural heritage wider, which is a real meeting point for them and a defining element of their identity. In their work they were born, as we saw in the previous newsletter, a database can be accessed via the project website (<http://dorna.coag.es/>) but also two printed volumes, in addition to collecting the data sheets of the boat and shipbuilding catalogued, in providing a voice to the authors of this laborious inventory.



Boats catalogue opens with articles by some of Dorna project partners such as Scottish, Martin Hughes, training director of GalGael Trust, Oscar N. F. Mota, Naval & Mechanical Engineer and as such, a member of “Associação das Indústrias Navais” – AIN- (Naval Industries Association of Portugal), Pedro Taboada, Secretary of the “Colegio Oficial de Arquitectos de Galicia” of A Coruña – COAG - (Official Association of Architects of Galicia) and the “Federación Galega pola Cultura Marítima e Fluvial” – FGCMF – (Galician Federation for the Maritime and Fluvial Cultural). Other experts who offered their views are Gerardo Triñanes, President of Agalcari, and Pablo Carrera, Director of the Museo do Mar de Galicia (Museum of the Sea of Galicia). But particularly noteworthy is the participation in this section of Staffan Mörling, anthropologist, to which we dedicate the next article in this newsletter.



As the **catalogue of shipyards**, it count on Lino Lema, Head of the fisheries development of the Consellería do Mar (Department of the Sea of the Regional Government of Galicia), Oscar Fuertes and Pedro Taboada, architects of the COAG and John Kissack, of GalGael Trust, they represent all entities which are partners of DORNA project. Also work with their articles, Henrique Otero, coordinator of the training center “A Aixola” and Erme Pedroso, from Albaola Basque Association.

Of course, the catalogues are opened with individual introductions of the heads of the two entities that are leading this activity in the project: Salvador Fernández Moreda, President of the County Council of A Coruña, and Celestino García Braña, dean of COAG.

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Staffan Mörling, wisdom and experience on board the catalogue of DORNA project

Mörling was a pioneer in advocating the maritime heritage of the Atlantic coast

“Dorna, the boat can be called smart”, this is the title of the article which Staffan Mörling has wrote for the catalogue of traditional boats and shipyards of the DORNA project. In this article, the catalogue has been privileged to have the participation of one of the key figures in the recovery and enhancement of the maritime heritage of the Galician coast. Staffan Mörling born in Sweden and a BA in Latin and Art History, specializing later in Cultural Anthropology. In 1964 Mörling reached the Faroe Islands to investigate the traditional Scandinavian culture, and a little later to the island of Ons, with the intention of doing the same with respect to traditional Spanish Atlantic culture. Ons was in where he awakened his concerns about the study of traditional boats and the lives of the people of the coast.



“Dorna polbeira”, traditional boat of Galicia

Staffan Mörling toured the Galician coast collecting data on traditional craft (photography, drawings, terminology ...), which enabled him, in 1989, publish **“As Embarcaciones tradicionais en Galicia”** (“Traditional Boats in Galicia”), a true reference to the recovery movement of maritime heritage in the region. In 2003, Mörling published in English his work “Lanchas y Dornas. La estabilidad cultural y la morfología de las embarcaciones en la costa occidental de Galicia” (“Lanchas and Dornas: cultural stability and boatshape on the West coast of Galicia”) which was translated into Galician two years later, work in which he discusses the value of the “dorna” on the island of Ons and the “lancha” of the “Costa da Morte”, impeccable ethnographic work of enormous value.

With their jobs, their personal involvement in the enhancement of the Galician Atlantic heritage and sensibility to appreciate what many despised and



Staffan Mörling (to the right)

discredited, the Swedish researcher won the respect and admiration of all regional actors involved in recovery maritime heritage, becoming a true example of commitment to the rich heritage of the Atlantic. In 2006, Staffan Mörling was appointed **“Hijo Predilecto de Bueu”** (Pontevedra) and received an emotional tribute sponsored by the Asociación de Amigos das Embarcacións Tradicionais “Os Galos” (Friends of Traditional Boats Association “Os Galos”)

Internet browsing, we found a mini-documentaries on Staffan Mörling and Ons Island and we think it's worth viewing. In it, we see the anthropologist talking about life is the island and the “dornas”, with footage from his own brother, Mikael Mörling. The assembly of the documentary is the work of Diego Torres, on behalf of the Masso Foundation from Bueu, dating back to January 2006. This work can be found at:

<http://vimeo.com/3962842>

and the “Consellería de Pesca e Asuntos Marítimos” (Department of Fisheries and Maritime Affairs of the Regional Government of Galicia), in collaboration with the City of Bueu , and joined by various institutions involved in the field of research and teaching, as the “Escuela Naval Militar de Marín” (Naval Academy of Marin), the “Consello da Cultura Galega” (Galician Culture Council) and the Federación Galega pola Cultura Marítima e Fluvial (Galician Federation for the Maritime and Fluvial Cultural).

Proyecto DORNA Balance de ejecución de actuaciones



Project Results 2010 - 2011

The year 2010 has been an excellent year in terms of execution and delivery of project objectives. Then accompany a brief summary of the results achieved, according to the **different areas of project intervention**:

• **Preservation and restoration of traditional nautical heritage of the Atlantic Area:**

Inventory of traditional maritime heritage of the four regions which take part in the project (Scotland, Basque Country, Galicia and Portugal)

Cataloguing types of traditional boats and shipyards

Architectural Survey traditional shipyards

Developing a Recovery Plan for traditional shipbuilding infrastructure study proposal uses

• **Sustainable coastal development:**

Initiatives for innovation in the sector, based on eco-construction and eco-navigation (development activity in 2011)

• **Sector development in the field of wooden boatbuilding:**

Creation and development of the Community Trade Mark (CTM) BATE (Atlantic European Traditional Boat) for the regulation of traditional boatbuilding.

• **Sector development in the field of tourism:**

Realization of 4 regional exhibitions of traditional boats

Realization of 1 transnational exhibition of traditional boats in Scotland

Design of an integrated tourism product development to enhance local economies (currently under development in 2011)

• **Promotion and dissemination of maritime culture:**

Presence of the project in numerous events to promote the maritime culture, such as the one held in Galicia on the occasion of the European Maritime Day 2010 "Un Mar de Saberes" ("A Sea of Knowledge"), the Barcelona Boat Show, the 7th Congress of European Maritime Heritage or the Day wooden shipbuilding "Un Mar de Madeira" ("A sea of Wood"), among others.

Constant presence of the project in press, both print and digital.

Dissemination of maritime culture through the project website www.projectodorna.eu, where the number of visits has been on the gradual rise, exceeding twenty thousand visitors measurable in recent months.

Dissemination through the distribution of the newsletter, which is one of the main instruments of communication of project activities.



Pablo Carrera, director of the Museo do Mar de Galicia (Museum of the Sea) and expert of DORNA Project

He is one of those responsible for the compilation of the Atlantic maritime heritage of the area involved in the project

"If we do not know who build and manage it, nothing serves a boat", said Pablo Carrera during the presentation of the third edition of the Conference of the Asociación de Museos y del Centro de Patrimonio Cultural Marítimo (Museums Association and Maritime Heritage Center) in Spain. With these words, Paul Carrera intended to highlight the value of wooden as a fundamental part of the intangible heritage of the Atlantic Area. The Museo do Mar de Galicia (Museum of the Sea of Galicia), which he heads for years, is a living space in which the heritage will not be content with being a mere reflection of the past, but rather to become a future investment. Thus, Pablo Carrera, a biologist by profession, has been one of those responsible for heritage listing Atlantic (boats and shipyards) for the project and want to know as the experience with the DORNA project has been.

Q.- What is the current diagnosis of the situation of wooden boats building and the Atlantic heritage?

A.- At European level, wooden boats building is in a very sensitive time. Their number is decreasing and in some countries and regions is a profession merely testimonial. A series of aphorisms on the wood, promoted during the twentieth century, with the emergence of new building materials, has branded wooden boats, to be regarded as obsolete and unsafe. But I think it has potential in the medium term: wood as building material, is regaining prominence, which together with the new policy of containment of energy consumption, environmental friendliness and combating climate change and new products timber and the improvement in the



Pablo Carrera (to the right) during the working day DORNA project

conservation treatment will improve the image of the wooden boats and thus their use. Course, for when this scenario arrives we hope that there are still teachers carpenters that can transmit their know-how ...

The situation and apriority mentioned for the carpentry also hampers the situation of the boats, especially the fishing, because the fact of being tools, hardly get recognition heritage.



Both diagnoses are in part linked. On the one hand, the wooden boats building have a niche working for

commercial vessels and yachts which share work with the niche of heritage interest boats which both can be used in recreational lists as coasting. Almost all European countries, both the Atlantic and the Mediterranean, are beginning to take steps to safeguard its maritime heritage, helping to maintain the activity of the carpenters. However, the degree of development of these measures is uneven and even harmonious, as in some cases, policies to promote cultural value, that encourage their use in response to intangible aspects of seamanship knowledge, conflict with regulations on the use (safety measures required by the competent authorities in the clearance of ships and boats).

The potential for change can be noticed already in countries like Norway, where strong support from the administration has improved the status and social status of the technical professions. And within them, those related to the handling



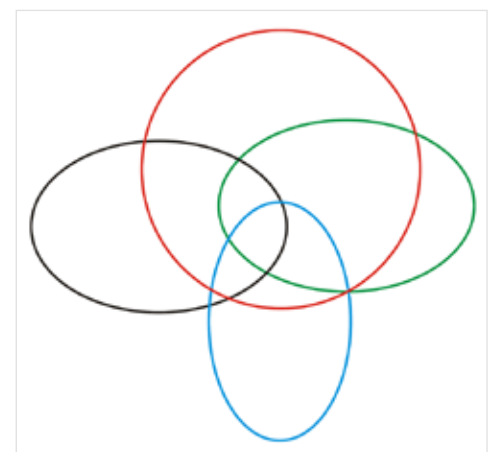
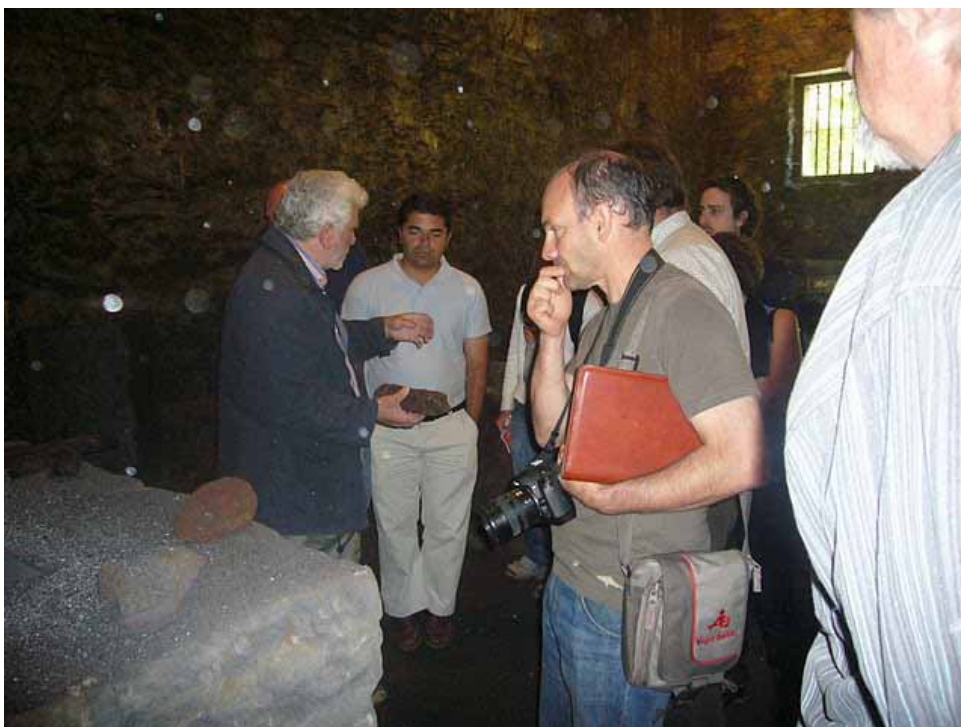
and timber processing. A country with important forest resources is normal to promote its main assets. In addition, educational level of traditional knowledge is within the curriculum runs the first few cycles at the level of scientific knowledge. I think the Norwegian example can be perfectly extrapolated, and in particular Galicia, among other countries of the Atlantic Arc brings some characteristics similar to the Norwegians. It is a challenge that requires us to develop strategies that promote the changes needed at European, national and regional levels.

Q.- What is the role of an institution like the Museo do Mar (Museum of the Sea) in the future of maritime heritage?

A.- In 2007, coinciding with the opening of the Museum's permanent exhibition, we edited a book that was invaluable collaborations with heritage experts in all disciplines whose title was "Tendendo Cabos" ("Tending ends"). I think that this title succinctly defined the purpose and vision of our institution. Tender ends between society and associations working for the heritage and cultural institutions and governments, disseminate, firstly, the richness

and variety of our heritage, raising awareness of the need to preserve and finally, integrating new "recruits" in the safeguarding of heritage.

This is a role that must be developed gradually and sequentially, and that, in my view, the best way to protect one's own heritage is pressure from society, recognizing in it a cultural identity and urges the administration to take legal measures of protection. A "bottom-up" system, which needs an initial boost "top-down" because we found a significant lack of awareness on the part of the Galician society, and Spanish, by extension, on the cultural value of maritime heritage. So we need, first, to make visible that heritage through the coordination and development of research projects on heritage to catalogue and make a diagnosis of its current, second, to disseminate results of projects by communication strategies to promote awareness of society about the need to protect this heritage, and in which the museum plays a fundamental role, and finally develop activities that promote the use of this heritage. We must not forget that the maritime heritage has a unique collection of empirical science, whose realizations are the fruit of knowledge of ocean and coastal environment, which includes the knowledge passed down from generation to generation.



Schematic representative of society (green), associations (black), government (blue) and the Museum (red)

Q.- We know that in addition to its exhibits, and host events of various kinds, the Museo do Mar (Museum of the Sea) is involved in the meetings of traditional craft in Galicia and carrying out projects such as “A Memoria do Mar” (The Memory of the Sea), What are the lines of work of the Museo do Mar (Museum of the Sea) in the coming years?

A.- The lines of work of the Museum will aim at realizing the role described in the previous question. On the one hand, the Museum will actively work to achieve a regulatory framework more conducive to safeguarding the maritime heritage. That is, we have to play an advisory role, both to the administrations and to associations and institutions concerned with this safeguard, providing the knowledge gained over the past years which we have had exchanges with institutions in other countries and can be picked up future updates of existing legal texts (laws, rules and regulations of culture and merchant marine). It will promote the exchange of experiences with other museums, libraries and visitor centers visited Galician coastal maritime theme, with the aim of coordinating actions and standardize criteria for research and conservation. To do this we will begin to develop tools treasured heritage management in these institutions that also allow the dissemination and understanding by society.

In



“In calm seas we are all captains.”
John Ray (English naturalist)

this work, certainly more “gray” and, therefore, less visible, the museum will begin a gradual change of the discourse of its permanent exhibition, incorporating appropriate museographies by a greater number of intangibles related to the maritime culture coast of Galicia. Among the actions to be taken to implement this change, the Museum has created the “Arquivo Audiovisual do Mar de Galicia” (“Audiovisual archive Galicia Sea”), an initiative to collect life stories and testimonials about careers and events of special interest in the maritime history of Galicia. Also, improve the dissemination of their contents to convert guided tours in participatory workshops, promoting awareness of the audience on the value of this heritage and the need to safeguard it.

We will continue to address additional topics of exposure through the program of temporary exhibitions, as well as specific workshops on important anniversaries, such as World Meteorological Day, International Museum Day, World Environment Day or Week of Science and others, lecture series and even movies.



Finally, more utopian goal we want to create a School of Traditional Seamanship. Elaborating on the foregoing, we understand that the traditional knowledge of oceanographic and meteorological phenomena, especially its effects, is as accurate and even more accurate than the scientist, but I lack knowledge of the causes. In any case, both are complementary, so that the creation of this school, would provide basic knowledge on these phenomena, together with specifics as hidroponimias and thalossoimias. Theoretical basis to be complemented with practices to develop on small wooden boats which even have to build, maintain and navigate. A synthesis, ultimately, of the Galician coastal culture which will increase the value of it.

All these objectives and future challenges are undoubtedly conditioned by the economic situation not conducive to their realization in the short to medium term, but we understand that gradually may be developing.

Q.- From your expert role, how the process of inventory has been promoted by the DORNA project?

A.- Inventories are projects that you know when you start but can not determine when it ends, they often require upgraded systematically. In this sense, DORNA, as a project of limited duration, could hardly conduct a systematic and comprehensive inventory in Portugal, Scotland, Galicia and Euskadi. However, the conceptual foundations of databases, in particular the objectives of these are very solid and based on international experience of field work involving heritage. They are also databases for international use, allowing you to standardize criteria and thesaurus work to encourage, in the medium term, the development of comparative research. In the case of boats, the inventory will establish scales on internationally accepted criteria for determining boat listings of heritage interest to be protected by the relevant administrative figures.

Both contributions, research potential and a tool for

management and administrative protection of heritage, justify, in my view, a project like DORNA.

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

A.- Projects as DORNA make possible to establish contacts, learn of experiences and meetings with officials and people interested in maritime heritage internationally. In this sense DORNA brings a bit more



and not only allowed us to know the work of other institutions engaged in cultural management, but it also has opened the spectrum to professionals from other sectors such as carpenters, the association of architects and even associations like the “Federación Galega pola Cultura Marítima e Fluvial” (“Galician Federation for the Maritime and Fluvial Cultural”). Dorna is helping to improve the flow of information among a wider spectrum of the population, which translates into greater wealth of the project itself. Moreover, the circulation power will be higher, because of the presence of more diverse groups.

On the other hand, Dorna, plus major theoretical bases, will make a significant contribution in the form of “tangible products” of great interest as their own databases or brand BATE. In this sense, the standardization of criteria and processes internationally promotes the sharing of traditional knowledge, allowing direct comparisons and strengthening, ultimately, their own heritage, especially the living heritage treasured by knowledge of teacher carpenters.

Thanks to Pablo Carrera and the Museo do Mar de Galicia to their collaboration in this newsletter and for sharing with us their experience in DORNA project.

AFIPRODEL organises the Congress M.O.D.E.L.O.

Take place in Vimianzo (25 and 26 March) and Corcubión (1 and 2 April)



Finisterrae Association of Professional of Local Development (AFIPRODEL), which brings together professional actors involved in local development in order to manage their interest, promoting social recognition, held in collaboration with the Research

Group, People -Environment of the University of A Coruña, M.O.D.E.L.O. Congress (Framework for Local Development Opportunities) with the aim of creating a framework of meetings, exchange of ideas, concepts and perspectives involved in local development. Congress also has the support of several entities, among which is the Diputación de A Coruña.

Congress will have two main lines: the profession of local development agents, their tools and the global context in which it carries out its functions, on the one hand, and experiences and develop new initiatives and exemplary agents and public and private partnerships to leverage resources and opportunities of an area.

The program will be very varied, with lectures more focused on local development workers and others to a wider audience, including those that are developing innovative approaches to local heritage as a resource for sustainable development, ICT in local development and internationalization of companies, among others. The registration period ends on 15th of March.

More information: <http://www.afiprodel.org/>

Congress Program (PDF): http://7areas.com/afiprodel_files/congreso_modelo.pdf

Museo do Mar de Galicia (Museum of the Sea of Galicia), space for everyone

The Museum aims to reflect the major historical link between Galician people and the sea

Set in the Ria de Vigo (Pontevedra), in the old cannery Alcabre-Molino de Viento (1987), the **Museum occupies 14,000 m²** that the architect Cesar Portela, manager of design, defined as "... a constellation of sites makes it possible for visitors to find "their own place" (...).



Aquarium, "Museo do Mar"

The Museum aims to be the reflection of the enormous **historical link between the people of Galicia and the sea**, through their use and knowledge. To do so invites visitors to tour a permanent exhibition focusing on fishing and its historical development, fisheries, and aquaculture, conservation methods, technical advances in the vessels and marine biology. In addition, the Museum has an aquarium, where you can see the major ecosystems that are among the dock of the museum and the steep coast of the Cies Islands. The Museum also hosts **temporary exhibitions**, as "Darwin navegando no Beagle" ("Darwin sailing in the Beagle"), exhibition which was open to the public last year and achieved a huge success. Today you can visit exhibitions of

photography related to the sea, as "Hijos del Océano" ("Children of the Ocean") by Javier Teniente, "Tempo Escuro" ("Dark Time") by Peter Schneider or "Conservar a Memoria" ("Keep a Memory") by Xosé Anxo Fontela. But the museum also opens its doors to various cultural events: concerts, book presentations, documentaries ...

Also important is the initiative of the Museum of the Sea in the development of **some projects** such as "A Memoria do Mar" ("The Memory of the Sea"), which has involved the digitization of photographic family related to the sea for the reconstruction of our historical past through images of the coast and its people, and can be accessed via the web. Another project is the Neuston project, which aims to stimulate dialogue between researchers and creators of art and literature. Also important is the support that the museum gives the organization of the biennial meetings of Traditional Boats of Galicia, in charge of organizing cultural activities on land.



View of "Museo do Mar"

To learn more about the Museo do Mar de Galicia visit: <http://www.museodomar.com/es>



"Museo do Mar" environment

Atlantic Network for Coastal Risks Management (ANCORIM)

It is integrated within the priority 2 of the Atlantic Area Transnational Programme: Protect, secure and enhance the marine and coastal environment sustainability



During last November, Diputación de A Coruña, lead partner of the DORNA project and partner in ANCORIM project, hosted the meeting of WP6 ANCORIM project and took the opportunity to present their project DORNA to transnational partners in order to **promote synergies** between them.

ANCORIM project, whose lead partner is the Regional Council of Aquitaine and has French, Irish, Portuguese and Spanish partners, aims to strengthen the operational capabilities of the officers and managers of the coast with the aim of dealing with coastal hazards in Atlantic regions, 33 regions that extend in a coastline of 2500 km and a total of 70 million inhabitants.

Among its policy, the ANCORIM project aims publishing network of **scientific and technical** resources on the European Atlantic area, and provide tools to support decision making, and enhance the existing good practice in different jurisdictions. The project is not to develop scientific research but to intensify exchanges operating in the scientific community and decision-makers to improve prevention and management of coastal hazards.

As for the **qualitative results** of the project, ANCORIM aims to facilitate access of coastal managers and administrators to a network of specialized skills and expertise throughout the Atlantic, a high-quality scientific information, translated and interpreted by a lay audience; a better understanding of the perception of risk by administrators and the coast, best practices for prevention and risk management, exchange of experiences in a transnational framework, and finally, a series of prospective case studies search towards alternative solutions to the problems identified in the areas addressed by the project.

More info: <http://ancorim.aquitaine.fr/>



Meeting of WP6 held in A Coruña

Acknowledgements

Dorna newsletter would like to thank again the distribution is being done of their work from other sites like that of our partners, Federación Galega pola Cultura Marítima e Fluvial and its partner ACD Dorna. Also this time, we have a special appreciation for the Consello da Cultura Galega (Galician Culture Council) for the extensive article devoted to the inventory and cataloguing of the Atlantic heritage held by the project, and for which they have had with our expert, Oscar Fuertes, member of COAG.

Look up the press report in: <http://www.culturagalega.org/noticia.php?id=18236>

What 2011 will bring

Brand new year, we already have on the calendar dates of the first magnitude

European Maritime Day will take place in **Poland** in the city of **Gdansk** from **19 to 20 May** in the Philharmonic's Music and Congress Centre on the island of Olowianka. The conference is jointly organized by the Directorate General for Maritime Affairs and Fisheries of the European Commission, the Ministry of Infrastructure of Poland, the Marshal Office of Pomorskie Voivodeship and the city of Gdansk. More information and a summary of the event program now available on the website:



http://ec.europa.eu/maritimeaffairs/maritimeday/2011/programme_en.pdf



X Meeting of Traditional Boats in Galicia will take place between **30 June and 3 July 2011** and the place chosen to host the event is **Carril**. The gathering of traditional boats, organized by the Federación Galega pola Cultura Marítima e Fluvial, on a biennial basis, is the most important event in the region and participating vessels inside and outside the Iberian Peninsula. There are many activities taking place for the enhancement of the Atlantic heritage and culture: workshops, exhibitions, music, technical conferences, among others. More info and brochure of the event: <http://www.culturamaritima.org/node/16463>



European Conference on Sustainable Marine: "Reflections and Sector Development Opportunities in the marine industry of the Atlantic Regions" will be based at the Cultural Center **Le Quartz in Brest (Brittany)** and held for **26 and October 27, 2011**. This event is organized by the Regional Council of Brittany and the General Council of Finistère in the field of transnational European project NEA2, and has the support of the project partners, the European Union, the Conference of Regions Peripheral Maritime Regions (CPMR) and the Atlantic Arc Commission. The program will be available shortly on the project website: www.nea2.eu

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

www.proyectedorna.eu

<http://europa.eu/>

Partners



Associates

