



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



Investing in our common future

Dorna at full sail

European Maritime Day in Galicia: A sea of things

The Museo Massó (Bueu) became the center of the regional celebration

Three projects involving partners from Galicia, Dorna, NEA2 and Fishernet, and three museums, Museo Massó, Museo do Mar de Galicia and Museo do Pobo Galego, and also Federación Galega pola Cultura Marítima e Fluvial, wanted to take the European Maritime Day to organize the local event **A sea of things**, which assert the importance of the sea in the region and its role as an element of economic, social, cultural and ethnographic. The conference also served



to mark the twentieth anniversary of the appearance on a beach Caldebarcos (Carnota) of the “lancha xeiteira” Marina, the only vessel of this type to be preserved and believed missing, and one of the milestones in the recovery of Galician maritime heritage.

Numerous people attended the various conferences and activities. Among the participants was the architect Oscar Fuertes presented the work done within the **DORNA project** for inventory and cataloguing of the maritime heritage of the Atlantic coast. Oscar also stressed the importance of wood boats building and spaces in which it operates, explaining the specific case of **O Charango** (Muros), shipyard about which DORNA has produced a study of uses-improvement plan.

Besides the work of Dorna, A sea of things served to learn about **projects of diverse nature** and the historical record of the brotherhood of Burela, the traditional sailing school of Association Dorna (Cultural and Sports), the Central Folque experience in music traditional marine-related or social integration initiatives of Náutico A Coruña through recreational boating to people with disabilities. The Museo do Pobo Galego also released the funds at the disposal of the artist, which was the main Galician company in the development of cans for the canning industry, which includes 700 pieces lithographed. The visit O Purro shipyard and Massó Museum’s permanent collection ended the day.



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

Dorna: which we call, smart boat

"Why are the traditional boats arousing so much interest?"

My wife Josefa and I were in Santiago, having coffee with an official of the Regional Ministry of Fisheries. He gave his opinion with a smile that reflected his sincerity.

- Because they are so pretty.

*Our dorna **Anduriña** could be seen floating on the water through the dining room windows.*

- How many times have we stopped to admire the smooth curve of the stem, the soft sheer and the elegant launch of stern's transom, from which we had removed the plug to mount an outboard?

The traditional color of the freeboard, black, increased the impression of sensuality that seemed to radiate the beauty of the boat. It was not just Josefa and me that found Anduriña beautiful. When we beached her on the Beluso beach, a resident of the Island of Ons approached, to express his desire to make a template of the entire stem and tumbler, the two pieces of the curve of the bow.

*Norwegian Professor **Asbjørn Klepp** states that beauty is an important factor in maintaining the characteristics of a traditional boat. Klepp speaks of some cases in which the beauty of the boat is considered more desirable than one which is physically safer.*

Tied to the mooring buoy, the Anduriña is a natural target for our swimming and sometimes I get on board. I am surprised that although only 42 meters long, 1.6 wide and just over half a meter in draught, the small hull supported my ninety-odd kilos of weight on the side without heeling. I was impressed by the lateral stability achieved without ballast, due only to the proportions and lines of the underwater hull. Anduriña has that marine quality which Klepp Asbjørn explains is the result of the experience



of many generations of sailors and shipwrights. This experience has been gained through the exchange of ideas and experiences to produce these satisfactory results. Based on this empiricism the dorna has evolved through a process that could be called intelligent design and expresses stability in accordance with an advanced application of the laws of physics.

Some have suggested that the dorna should be ballasted to improve stability. This would be counterproductive because the dorna would sink after capsizing. Without ballast, the dorna will continue to float, but be filled with water. A sailor from Ons Isle capsized and lost the mast. With the sail still attached to the bow the boat headed into the waves and the crew lay in the bottom of the boat. They were saved by the buoyancy of the wood, the boat floating although the water filled it.

*In 1964 there were 78 houses on the Ons Isle. Only 15 or 16 people knew how to sail a dorna. To sail a dorna one has to be sensitive to the movement of the boat and have the motor reflexes to react accordingly. The father-in-law of the author, **Aurelio Otero Acuña**, was filmed in 1971 by **Mikael Mörling** sailing a dorna. The dorna was sailing fast over the waves in a way*

that left the observers on the beach with their hearts in their mouths. At times the keel was visible above the waves. The author was frightened and wanted to stop, but Aurelio did not. Despite the waves he had still not managed to get the floorboards wet. In this way he had wanted to demonstrate what a seaworthy craft is the dorna in the hands of an experienced skipper.

*Staffan Mörling.
Anthropologist*

DORNA opens a Exhibition “Embarcações Tradicionais - Arte e Engenho”

The exhibition is hosted by the Museo da Marinha (Lisbon)

From June 18th to 18th September the Museo da Marinha in Lisbon will host the Exhibition “Embarcações Tradicionais – Arte e Engenho”, promoted by the DORNA project, of the hand of his Portuguese partner Associação das Industrias Navais (AIN) and the Museum itself. The exhibition aims to be a living testimony to

the extraordinary richness of Portuguese naval art through a tour of the traditional boats, sea and river, the country.



The **official proceedings** of the exhibition opening, on June

18, will begin with a statement by President of Directors of the Friends “Museo da Marinha” (GAMMA), and the conference Bateiras da Ria de Aveiro, by Ana María Lopes and the commander Marques da Silva. Then will be the turn of DORNAproject: AIN engineer, Ventura da Sousa will present the project and its tourism product, designed to promote local development of the Atlantic coast; on the other hand, another of the engineers of this entity, Filipe Duarte, will talk about the trading platform for the sale of traditional boats, one of the products obtained from the project. Finally, the Gallery “Seixas” will be held the official opening of the exhibition.

The complete program is available on

www.proyectedorna.eu

18 Junho > 18 Setembro 2011
Exposição | Museu de Marinha

EMBARCAÇÕES TRADICIONAIS PORTUGUESAS

Arte & Engenho

A Associação das Industrias Navais (AIN) e o Museu da Marinha apresentam a Exposição “Embarcações Tradicionais – Arte e Engenho”, um testemunho vivo da extraordinária riqueza de arte naval portuguesa.

Viaje ao longo da costa de Portugal e conhece algumas das mais emblemáticas embarcações tradicionais que cruzaram em tempos as águas dos rios de nosso país.

Descubra toda a criatividade e engenho das populações costeiras na construção de embarcações que fazem parte da nossa História.

In 1991 a group of scholars and lovers of traditional crafts found in Caldebarcos (Carnota) the remains of the last boat “xeiteira” Marina, which marked a major milestone in the enhancement of traditional maritime heritage of Galicia. Twenty years later this remarkable discovery will be remembered in many of the events related to the traditional sea over these months will take place in the region. Currently, the “Marina” is deposited at the Museum of Bueu Masso, pending the start of its restoration process, while its replica Nueva Marina sailing of the hand of “Asociación Cultural y Deportiva Dorna”



DORNA in Semaine du Golfe de Morbihan (Bretagne)

The project will be present at the event in the hands of Basque partner Oarsoaldea



From **May 30 to June 5** in the Gulf of Mor Bihan south of Britain there will be a merger of major traditional craft of Europe: “La Semaine du Golfe du Morbihan”. With over 1,000 entries, more than 5,000 sailors and more than 200,000 visitors, will also have a major impact at the international media.

DORNA Project will participate at this event Oarsoaldea hand, a project partner who, in collaboration with **Albaola Association**, has spent several years participating in such meetings of international significance in order to spread the Basque maritime heritage.

This year the Basque Maritime culture have a prominent place since the year 2011, **Euskadi will be guest of Honour**. On Friday April 29 was held at the Maritime Cultural Center Ondartxo (Pasaia) presentation of Euskadi's participation in Morbihan, with the participation of Ana Izaguirre, Director of Basquetour, Ernesto

Murgiondo, Director of Tourism of the Provincial Council of Gipuzkoa, Azurmendi, Director of Culture of the Provincial Council of Gipuzkoa, Maider Ziganda, Mayor of Pasaia, Ander Poza, President of the Regional Development Agency of Oarsoaldea and Deputy Mayor of Pasaia, and Xabier Agote, President of Albaola.

The presence of Euskadi in the event will be dramatic: in the water will have 10 boats Albaola Association (Pasaia), 5 vessels

Euskal Bateleroak (Lekeitio), 4 vessels Egurra Itxas Haize (Getxo) and a pair of trawlers Lapurdi. On land there will be an exhibition in the port Quiosque Culturel de Vannes, “El Batel, traditional Basque boat rowing and sailing”. In the same port

of Vannes is also the space “Basque Village”, a theme on fishing for cod and general Basque presence in Newfoundland in the sixteenth century. Likewise, several groups responsible for the animation on the ground: Basque traditional songs, music and various traditional Basque dances. In addition there will be several tents for promotional use of the partners and the Basque maritime culture.

Thus, taking into account the great presence that will Euskadi this year, Oarsoaldea will use the event to publicize and promote Dorna Project among the many visitors and media echoed this great event of a transnational nature. To do this, install the **stand Dorna**, which will report on the project and will promote it through information media and merchandising items Dorna.

More information:

<http://www.semainedugolfe.asso.fr/>



Ventura de Sousa, President of the Associação das Industrias Navais (AIN)

AIN is one of the partner of DORNA project

The Associação das Industrias Navais (AIN) is a nonprofit organization that brings together those companies engaged in activities related to the Portuguese shipbuilding industry to defend their interests. AIN performances are varied and among highlights its commitment to European projects such as AUX-NAVALIA and Dorna, involving as partners. The launch of the trading platform of traditional boats (<http://www.dorna.biz>) and the inauguration in June the exhibition “Embarcações Tradicionais - Arts & Engenho” in the Museo da Marinha in Lisbon are the upcoming events that AIN offers us in his work on the project DORNA. To discuss these issues and the overall experience of AIN as a member institution of the project, interviewed the President of the Association, Ventura de Sousa.

Q.- What is the current diagnosis of the situation of the boats and riverside joinery in Portugal?

A.- The long decline of the construction of traditional wooden boats back to the 60’s and has been a recent acceleration.

She has contributed mostly to the technological stagnation, the popularization of plastic construction fiber reinforced aluminum alloy, and in recent years, the traditional



Ventura de Sousa

market shrinking fishing vessels, due to restrictions imposed by the European Union .

The necessary renewal of the markets and the application of technical and marketing efforts to reach segments emerging in Portugal and abroad has not been completed. Thus, we have a traditional shipbuilding industry wastewater, and with few examples of renewal, which can only be accomplished through the use of new technologies and materials, such as plywood, glulam and use of bonding resins and waterproofing.

The data in the table below, illustrate the assertions made.

Year	Nº Shipyards	Shipyards building
2001	30	23
2010	16	7

It should be noted that from 2001 to 2009 were built 112 ships.

However, in terms of strictly traditional construction, it is necessary to cite the scarcity of wood quality and quantity due to reduced planting of

native species and the devastation caused by forest fires. The solution has been found in the import of exotic woods (Africa and Brazil).

The plan to improve the infrastructure of traditional shipyards, the project developed by Dorna, included two companies that we believe may be an example for the maintenance of knowledge and the art of timber construction.

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

A.- DORNA project has enabled relations and collaboration between many entities and the exchange of experience among many traditional boaters. The acceptance by the various actors involved in the matter has been excellent and we believe that the information collected and processed in the scope of the project will enrich our knowledge of our culture.

Q.- Dorna will have a platform for marketing and sale of traditional craft, which includes a cultural and tourist sections. Can you talk about this platform?

A.- The e-commerce Web platform <http://www.dorna.biz> main objective is to promote the marketing of traditional crafts.

In the decision process of buying a traditional boat, the emotional component is very important significance. When developing the platform we had in mind that an informed buyer is a good customer. Thus, when navigating the platform is possible to obtain reliable information on traditional crafts. This information is divided into several areas, from technical drawings, the history of ships, existing ships to the places where to build, ship photos and videos historical and technical books.

The platform also contains information on culture and tourism in each region, connected with traditional vessels.

Q.- A mid-June, will open the exhibition of traditional crafts in the Museum da Marinha in Lisbon: what will this exposure to the enhancement of the riverside and joinery traditional craft?



A.- This exhibition is part of a series of exhibitions held in each of the countries participating in the Dorna project.

On this occasion, the Associação das Indústrias Navais, in collaboration with the Museu da Marinha in Lisbon presented the exhibition “Embarcações Tradicionais - Arts & Engenho”, a living testimony to the extraordinary richness of Portuguese naval art.

The opening of the exhibition will be animated with the “informal talk of the Friends of the Museo da Marinha” Bateiras da Ria de Aveiro, then will

be the presentation of the tourism product and platform marketing web <http://www.dorna.biz> (products developed by DORNA project) and will culminate with the inauguration of the exhibition. The event program is available at <http://www.projectodorna.eu>

Thanks to Ventura de Sousa and the Associação das Indústrias Navais to their collaboration in this newsletter and for sharing with us their experience in DORNA project.



*“Hil leihorrear
Ala urean,
Deus ez du erran nahi azkenean.
Dudalarik arima bakean,
Ehortz arrain baten sabelean,
Ez dut axola!
Marinel ona kontent da hola.*

Betiri Olhondo, 1863 (poeta vasco)

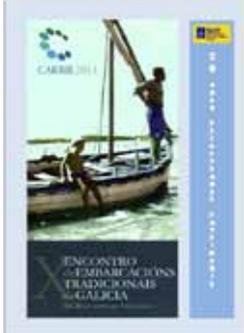


*Dying land
Or at Sea
After all the same.
If my soul is at peace,
Bury me in the belly of a fish
A I do not care!
So happy living the good sailor*

Betiri Olhondo, 1863 (basque poetry)

Meetings and exhibitions in Galicia and a new website on the launch of Portugal “Poveira”

Furthermore, the “xeiteira” Marina will have a special role in the coming months as a symbol of the recovery of the maritime heritage of the Galician Atlantic coast



X Meeting of Traditional Boat in Carril. Continues to organize the most important meetings in the region, which already 89 boats entered, and whose program is slowly closing. It confirms and documentary films as “Memorias do salazón”, “Bueu, unha bota de altura”, “Galeóns na Arousa” and “20 años recuperado el patrimonio”, which addresses the recovery of the boat “xeiteira” Marina and the construction of the replica Nova Marina. You can see various exhibitions and attend technical conferences on tourism and traditional crafts, as well as the status of traditional craft. There will races, concerts, entertainment for young audiences, performances and all sorts of cultural events related to the sea. Web Meetings: <http://www.carril2011.es/>



Temporary Exhibition on the boat “xeiteira” Marina. Recovered twenty years ago on a beach Caldebarcos (Carnota), the Museum Masso (Bueu) , an organization that keeps on deposit the ship, organized a temporary exhibition to commemorate the find. The exhibition can be visited during the month of July. Massó Museum website: <http://museomasso.blogspot.com/>



New website on the boat “Poveira do Alto” Fe Em Deus. May 31 officially launched the website dedicated to this traditional craft, which can already see the timing of the recovery of the boat, the literature and other relevant information. With the creation of this page is intended to commemorate the twentieth anniversary of the construction of the “Poveira” following local traditional models and with the participation of the wooden boat builders in the region.

Web: <http://web.cm-pvarzim.pt/lanchapoveira/index.php>

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

www.proyectedorna.eu

<http://europa.eu/>

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