



“... 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**

## **Dorna at the Barcelona Boat Show**

*DORNA project present in this important international event*



From the 6th of November until the 14th, Barcelona hosted the **49th Edition of the Boat Show**, the largest in Spain and one of the largest in Europe. The Boat Show is one of the main points of contact and discussion forum for professionals and amateurs. It also includes activities for the whole family: sailing and fishing simulators, pool for beginners to sailing, traditional marine workshops, lectures, performances, outings to navigate, among others.

In this context Dorna project has been present, with its Basque partner **Oarsoaldea**. The stand of DORNA project, located in the subject area of **Traditional Marine**, has been visited by professionals and lovers of traditional boats, school groups and various authorities, as the president of Marinas de Euskadi,

arousing the interest of media. The Basque association **Albaola** also went with the support of Oarsoaldea. Albaola is an entity that collaborates with Dorna and it was responsible for opening acts of the traditional marine area of the event with the presentation of his documentary Apaizac Obeto.

We must also mention the presence of the **Federacion Galega pola Cultura Maritima e Fluvial** (Galician Federation for Culture Maritime and Fluvial), associates of Dorna project. The federation had its own stand and developed activities such as workshop “Rigged traditional boats de Galicia”, besides presenting the upcoming “X Encuentro de Embarcaciones Tradicionales” (10th Meeting of Traditional Boats) to be held in Carril (Galicia) in 2011. **Agalcari** was also present, bringing six Galician traditional boats to Barcelona, the “dorna Sara” became in one of the best attractions of the Boat Show.



Stand Dorna in the Barcelona Boat Show

The presence of all these entities in this international forum has been a unique opportunity to raise awareness of the maritime heritage of the Atlantic Coast more beyond their respective regions. The Barcelona Boat Show became an exceptional showcase for the dissemination of DORNA project, as well as for the work of affiliated entities in different ways to the project.

More information <http://www.salonnautico.com/>

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## Training: wooden boatbuilding and traditional boats

*The future of the sector requires adequate training programs*

When DORNA project refers to the conservation and enhancement of maritime heritage, which implies that this is a **forward-looking heritage, a heritage** which itself aims to become a true **economic stimulus** for the Atlantic Coast regions involved in the project. Part of this future will be determined by the existence of adequate training programs, capable of transmitting the knowledge of traditional construction, without giving up modernization and implementation of new technologies.

Currently there are programs of professional training, as taught by the Training Center **“A Aixola”** of Marin (Galicia), but also small initiatives aimed at the general public, allowing a first contact with the wooden boatbuilding, such as the **II Course Introduction to wooden boatbuilding** by the cultural association and seafood “Os Patexeiros” from Sada (A Coruña). In this newsletter we take a closer look at this and see the scene of the different regions of the Atlantic area involved in the project.

In this issue of the newsletter we dig a little deeper on this fundamental pillar for the development of the sector, training, and analyze the current situation in different regions of the Atlantic Area which participate in the project.



New generations of wooden boatbuilders

### SCOTLAND

In Scotland we find some interesting training experiences, precisely one of them lead by the partner of DORNA project, **GalGael Trust**.

Govan (Glasgow), the district where GalGael works, was for years a prosperous economy based in shipbuilding. But the sector suffered the fall that left many families without work and Govan turned in an area impoverished and lack of resources. GalGael set out to change this situation, recovering the idea of community work and the old trades, linked to boats and, of course, to the sea.

The idea was articulated through a project called **“Navigate Life”**, partly financed with European Funds, they prefer to define as “learning community” rather than “training program”. The project is aimed at people of Greater Govan and Craigton who have been unemployed for at least six months and to demonstrate their motivation to learn and want to improve their

chances of securing meaningful employment. The program includes, as one of its policy, traditional boatbuilding, providing the support needed to learn the craft, set goals and design a training plan for the future that includes further employment and learning opportunities. To Galgael the future is the Govan Traditional Boatbuilding Centre, one step closer to Glasgow to regain its place as one of the centers of the shipbuilding industry worldwide, one of the cornerstones is this training workers idea.

### IRELAND

In Ireland there are also training initiatives in the field of wooden boatbuilding. Is the case of the many experiences offered by **AK Ilen Company**, Irish nonprofit Association that provides **educational programs** based on the construction of wooden boats and sailing. Some of these programs are aimed at young people, for example those that take place in



*“The calm seas do not make skillful sailors”*

*(African proverb)*

Limerick, and involving the recovery of teaching traditional techniques of wooden boatbuilding that were once common throughout Ireland but are now all lost. These programs include the use of hand tools, awareness of the attributes of different woods and boat construction techniques.

AK Ilen Company also offers **three-day workshops** that allow an introduction to the traditional construction of wooden ships, working in one of the few traditional shipyards which are still standing. There, professionals offer a brief overview of this traditional craft in the region, including in its program technical issues such as traditional wooden boat terminology, what are the basic elements that make up a wooden boat, what woods are used in boat construction, making moulds, shaping new oak frames and bevel cutting and a brief history of the boats in the region.

## FRANCE

In Brittany there are a number of shipyards dedicated to building traditional boats and there are “quality marks” that support that will provide the sector of some importance. The existence of this interest has led to expect some major training initiatives. This is the case of the training program linked to the **“Les Ateliers de l’Enfer”** (Hell’s shipyards) located in Douarnenez (Finistère). These boatyards were created by the **“Federación Regional de la Cultura Marítima”** (“Regional Federation of Maritime Culture”), founded in 1986 with the intention of preserving the traditional know-how traditional of the wooden boatbuilding and employment in the region, enabling the training and professional guidance in the sector of shipbuilding.

## EUSKADI

There is currently no training program in the field of wooden boatbuilding in Euskadi. However, within the recovery objectives of the maritime heritage of the association Albaola is the creation of a vocational wooden boatbuilding training school in **Ondartxo Center of Maritime Culture of Pasaia (Gipuzkoa)**. Along with this vocational program which will have international dimension, with students from different countries, will also be created in collaboration with Oarsoaldea draft occupational workshops for professional and social integration of wooden boatbuilding and related trades with it.

Despite have no and have not yet established a training center, Albaola for ten years, regularly hosted trainees who have sought training in the wooden boatbuilding. Most have come attracted by the information posted on the website of the association, and others from European training programs such as Leonardo Da Vinci. Experience in all cases has been very positive and the majority of learners, who have passed through its **workshops**, have repeated.

At this time the Ondartxo Center of Maritime Culture of Pasaia, has the presence of Jake, from Maine (USA) and Kasper, from Denmark, who visits them for a second time, in addition to Lorenzo, an architect from San Sebastian, who comes weekly to learn the trade.

## GALICIA

The prime example of what constitutes training in Galicia is the Training Center **A Aixola**, to which we devote the next article in this newsletter. However, there are modest initiatives of the associations



Lavishing attention on details

with important impact. The case of the *II Course Introduction to wooden boats building*, conducted by the cultural association and seafood of Sada “Os Pataxeiros” which these days is being developed in Lorbé (Oleiros) and in which, besides a theoretical part is working on the restoration of a boat, “Pulpeiro.” All these small initiatives represent a motivation to get close to wooden boatbuilding

## PORTUGAL

Already in 2004, João Baptista wrote an article in the journal *Ardentia* n. 1, publication of the Federación Galega pola Cultura Marítima e Fluvial (Galician federation of maritime and river culture), which reflected the poor state of training in wooden boatbuilding. Although there are schools of naval carpentry in *FORPESCAS* centers are few students who enroll in these courses and the graduates can not find work in the shipyards.



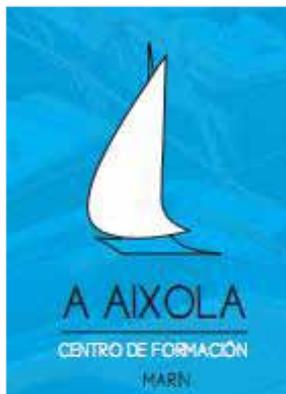
Working in the workshops



Building future

## A Aixola, Training Center of Marin (Pontevedra)

It is the Galician bet in the professional training sector



The Training Centre A Aixola, located on the premises of the Port Authority of Marin and Ria de Pontevedra, began in 1997 as Workshop, later becoming the Training Center. In 2004 began a new phase, following the signing of an agreement between **Centro Tecnológico del Mar - Fundación CETMAR** (Sea Technology Center- CETMAR Foundation) and **Consellería**

**de Pesca y Asuntos Marítimos** (Regional Department of Fisheries and Maritime Affairs of Galicia), which articulated the collaboration between the agencies to administer a program of courses for workers maritime and fishery sector. Currently, therefore, the center belongs to the Regional Department and CETMAR is in charge of task management.

Throughout his thirteen years of existence, A Aixola has earned a **reputation regionally, nationally and internationally**, becoming a reference in the field of training in the maritime and fishing sector. The program

design is done taking into account the real needs of businesses and investing in innovation and development to remain competitive in the markets. Also underlined its commitment to vulnerable groups and cross-application of the principle of equal opportunities.



Workshop of wooden boatbuilding



Vocational training of sail construction



Group of students during a visit

Within its training program provides training in the area of wood and includes a specific course of wooden boatbuilding, which represents a significant commitment to the future of the sector. Their work is further reinforced by **other activities** such as collection and dissemination of literature pertaining to the maritime and fishery sector, the reception of groups of students doing study visits to see first hand the trade, and performing exhibitions, among others.

More information: [www.cetmar.org/aixola](http://www.cetmar.org/aixola)

A Aixola have built a navigation pool child to awaken in children an interest in the sea, navigation and tradition. The DORNA project has received this pool in some of its activities and has seen the great expectations aroused among the child



## Henrique Otero, training coordinator of A Aixola

*He advises as expert to the DORNA project team*

The current training coordinator of A Aixola, Henrique Otero Barberena, collaborates as expert in DORNA project and has extensive experience in the field of training and wooden boatbuilding. He was also director of several editions of the Training Workshop “Mar de Vigo”.

**Q.-** From your experience, what would be the diagnosis of the current situation of wooden boatbuilding and traditional boats in Galicia?

**A.-** I think we are living a crucial moment, with a generation of carpenters who has taken over the survival and updating of trade through the Asociación de Carpinteiros de Ribeira “AGALCARI” (Association of Wooden Boatbuilders), an Administration that is taking steps in support of this activity artisan / industrial and a growing awareness around the maintenance and preservation of maritime heritage. Around the “Federación Galega pola Cultura Marítima e Fluvial”, a growing number of associations working for the conservation of our heritage. But I think we should be clear that the survival of the bank carpentry should be tied to a stake in the global shipbuilding market to extend to other fields besides the traditional craft. If this fails to interest other sectors concerned to foresee the qualities of wood and wood as building material there is no way to prevent the disappearance of the sector.



Henrique Otero, coordinator of A Aixola

**Q.-** And the situation of training in this field?

**A.-** Training is inevitably linked to the survival of the shipyards working wood craft. Serve as an example the Portuguese partners of DORNA project who passed us the impossibility of implementing training activities for lack of students. If successful refloat the sector updating their offerings with wood products and new materials, including coverage of recreational sailing and maintaining the growth of the shares in the heritage field, could have a demand for professionals to enable the continuation, improvement and even increased training activities.

**Q.-** What are the guidelines to follow and forecasts the future for training?

**A.-** We assumed that training in wooden boatbuilding is a long process, so that the centers are dedicated to impart to students started in the basic knowledge and skills of the trade. The main lines of work in “A Aixola” are:

- Free training and no financial benefits to students. This dual concept determines which students approach the course from a real interest in the job
- Flexible training programs and eminently practical
- Meaningful learning through real construction
- Introduction into all courses of new materials and techniques
- A growing concern for good professional practice and environmental aspects (certification of wood, waste management, prevention ...)

Regarding to the future, precisely in this month launches WOOBTA project (Grundtvig Learning Partnership, Life Long Learning Program of the European Union) which pursues the contact between training in wooden boatbuilding in order to exchange experiences. It involves schools in Cornwall, Britain, Sweden, and Galicia. These



Experimental prototype built by A Aixola

are: Cornwall College, Falmouth (UK); Skeppsholmets Folhögskola, Stockholm (SV), Les Ateliers de l'Enfer - Bretagne Douarnenez (FR) and the Centro Tecnológico del Mar - CETMAR and A Aixola, Galicia (ES). Given the variety of types of organization of the training, we hope to learn much from others and make our modest contribution.

The training forecasts are linked to the consolidation of wooden shipbuilding in the professional sectors, patrimonial field and leisure. If this is done the training should take lines like:

- Needs assessment by contacting the active boats builders
- Programming refresher courses for active boats builders
- Creation of new centers for decentralize geographically the training offer
- Possibility of providing travel grants to students who demonstrate their interest in learning the craft
- Technical Update
- Research on processes I + D + i
- Environmental sustainability
- Agreement possibility to continue training in the shipyards (Galician shipyards are currently accepting wooden boatbuilders from Brittany in training who come to Galicia supported from the Administration of their country).

**Q.-** One of the issues raised in recent years and is also raised in DORNA project is innovation from tradition. How innovation is incorporated into the training processes?

**A.-** Primarily through two lines of action: materials and techniques. With regard to materials and regard both as the solid wood products, is imposed to ensure traceability allowing their sustainable origin enabling the main argument in favor of wooden shipbuilding, its "ecological PLUS ". In this regard the commitment of primary and



Training Center of A Aixola

secondary sectors of the timber is heading in the right direction, as we expressed at the III Jornadas de Construcción Naval en Madera (3rd Conferences of Wooden Boatbuilding) held in A Illa de Arousa (Galicia). Today we still have to buy raw materials certified in other countries.

I should also note the need to incorporate knowledge from other materials such as polyethylene and polypropylene which are used in a growing on the premises of the boats. In Aixola we understand that training in these materials helps professionals to close all aspects of the concept "ship turnkey" and in any case facilitate repair work.

On the other hand, it is essential update on new construction techniques that are coupled to the new material. In this field would be important that the professionals can access new skills through specific training activities.

**Q.-** From your advice as expert of DORNA project, how is the experience with the project?

**A.-** Contact with other realities such as Portugal, Scotland or Euskadi has served, first, to place and realize the potential that still exists in our land and also makes us aware that we must not lose a minute in meeting the challenges of future or still active shipyards can not weather the storm.

Much remains to be done to reach a situation in which society demands on the job training as it does in other countries where, for example, leisure and cultural sector there are a broad representation of wooden boats. However, from what I have seen, concern for education is common in all countries visited and demand issues as the decentralize of the training centers, updating and the actual offer of jobs are common to all.

We thank Henrique Otero and A Aixola for their collaboration in this newsletter and sharing their experience and impressions with us.

## Upcoming events

### Workshop on projects in the UK and exposures in Galicia

#### Workshop on Project Development

The Welsh European Funding Office and the UK Contact point have organized a workshop to assist promoters in developing projects to apply for the Atlantic Area. The workshop was held on 24th of November in Bristol.

More information: <http://atlanticarea.inescporto.pt/news/workshop-on-project-development>

### Exposures in the Museo do Mar (Museum of the sea)

The Museo do Mar de Galicia (Vigo) is hosting two exciting exposures which will be open to the public until next year.

The first one, which will run until the 9th of January of 2011, entitled "Hijos del Océano" (Sons of the ocean) and its author is Javier Teniente, who through his photos makes a homage to the artisanal fishing communities from five continents. Another photographer, the Germany's Peter Schneider, rescued the tragedy of the Prestige through its exposure "Tempo Escuro" (Dark Time), with the objective of the biggest ecological disaster suffered by the Galician coast not be forgotten. Exposure, which is complemented by a Francisco Leiro's sculpture, will be at the Museum until the 27th of February of 2011.

More information: <http://www.museodomar.com/es>



Water is one of the elements of nature with which man engages the strongest relationships. As communities of the Atlantic Area are defined largely by its relationship with the sea, in Cambodia found a village called Kompong Luang, which is built literally on the water. Their houses are built on wooden platforms that move freely, so that by the time of year and weather conditions they "move" with the entire house. The only stable building is a hospital built on land.

Source of the photograph: <http://www.flickr.com/photos/gogap/425326975/>



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

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

<http://europa.eu/>

## Partners



## Associates

