

**The interaction between port heritage objects
and urbanization projects in the Port of Hamburg**
*Éléments d'interaction entre le patrimoine portuaire
et les projets d'urbanisation dans le port d'Hambourg*



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résumé

Le patrimoine portuaire, comme l'apparition du conteneur et la croissance constante de la taille des navires, ont depuis toujours façonné la topographie du port maritime d'Hambourg. A la fin du 20^{ème} siècle le patrimoine portuaire n'a reçu que très peu d'attention et les moyens de protection étaient rares. Au tournant du 20^{ème} siècle, de plus en plus de personnes ont pris conscience des profondes mutations liées à l'abandon et à la perte de fonctions dans les zones portuaires historiques. Les bateaux traditionnels disparaissaient ainsi que les grues, docks et chemins de fer historiques. L'économie portuaire moderne s'est finalement délocalisée à l'extérieur de la ville. Des grands espaces à proximité immédiate du centre sont devenus de ce fait accessibles, permettant ainsi la construction de nouveaux bâtiments et donc d'une nouvelle vie urbaine. Toutefois, la perte d'anciennes fonctions maritimes et le processus de reconquête urbaine ont des conséquences néfastes sur la préservation du patrimoine portuaire. Pour la première fois à Hambourg, le développement urbain essaie de respecter la topographie de l'ancien port et les vieux bâtiments industriels liés à l'histoire du port sont sauvegardés et respectés comme des éléments structurels de leur environnement architectural moderne.

Cette présentation fait état des objets les plus importants du patrimoine portuaire d'Hambourg tels que : "Speicherstadt" (warehouse city), "Alter Elbtunnel" (old tunnel below river Elbe), "Fischauktionshalle" (Altona fish auction hall) et "50er Kaischuppen" (historic quay sheds no. 50-52) et de leur bonne interaction avec les projets de développement urbain comme "HafenCity", le programme gouvernemental "Wachsende Stadt" (growing city) et le village Olympique.

abstract

In Hamburg, port heritage has been shaping the present topography of the seaport as well as the container and the permanent growth of ships. Up to the end of the 20th century, maritime or port heritage monuments often had only hesitatingly been taken care of, if ever. Around the turn of the century more and more public attention was drawn to the matter, that vast areas of the evolved historic port had lost (or are losing) their function for ever. The traditional seagoing ships vanished away as well as the historic cranes, quay sheds, railways. The modern port economy finally stepped away from the heart of the city. Vast areas closely situated to the city will enable a new evolution, sites for new buildings to be filled with new life, a new atmosphere to be created. But both the loss of function and the expansion of urbanization always meant a danger to maritime and port heritage. For the first time in Hamburg, urban development begins to respect the evolved topography of the harbour, and industrial age buildings connected to the history of the port are maintained and are used as shaping elements in neighbourhood to new architecture.

The paper / lecture gives a overview about the most important port heritage objects like "Speicherstadt" (warehouse city), "Alter Elbtunnel" (old tunnel below river Elbe), "Fischauktionshalle" (Altona fish auction hall) and "50er Kaischuppen" (historic quay sheds no. 50-52) and their interaction with urban development projects as "HafenCity", the governmental program "Wachsende Stadt" (growing city) and the Olympic Village.



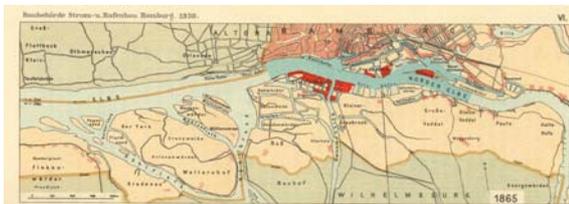
The interaction between port heritage objects and urbanization projects in the Port of Hamburg



GENERAL TOPOGRAPHY OF RIVER ELBE AND THE PORT OF HAMBURG

Because of his narrow borders, Hamburg had very few possibilities to enlarge its port. The only solution to build docks and basins in order to receive the future port of Hamburg on the Elbe River, was to dig out the soil.

HISTORICAL DEVELOPMENT OF THE PORT OF HAMBURG IN THE INDUSTRIAL AGE – A GROWTH IN CLOCKWISE DIRECTION AWAY FROM THE CITY



If you observe the topography of Hamburg you can see that its harbour development (in red) is quite different from the English harbours development.

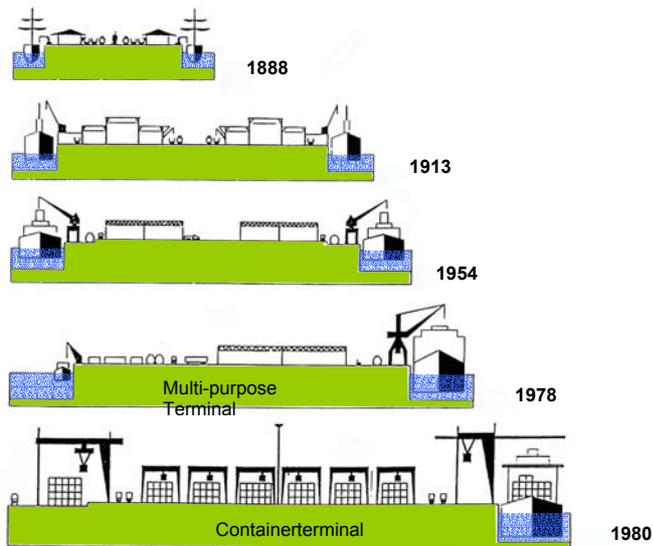
In this period the principle of the "open tidal harbour" was developed with long "finger piers" and narrow docks.



Preindustrial transport and cargo handling at the waterfront: As long as sailing ships were predominant, only little harbour equipment was necessary.

The ships had moorings right in the river and the cargo was handled by the ships crew into barges and from the barges to the warehouses. There are only few examples left of these times. Today they benefit of special conservation programmes.

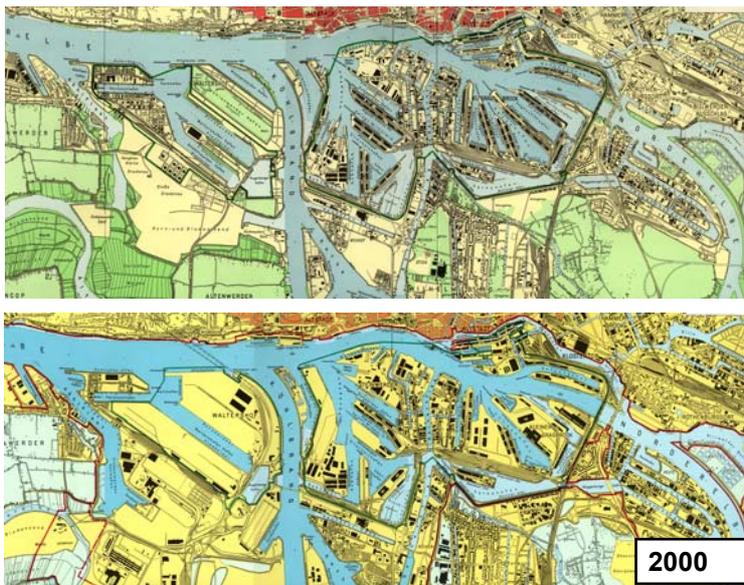




Development of General Cargo Terminals in the Port of Hamburg

In the industrial times there was a significant growth of terminals, with important developments of "finger piers". These long piers offered quay sharps on both sides and a scree in the middle, as well as railways for the transport of the merchandises. With ships on both sides of these "finger piers" the port had very efficient terminals for loading and discharging the goods coming all over the world.

Extension of Development Areas by filling up Obsolete Docks with Spoil



With the growth of the port, the authorities tried to obtain new land in order to develop modern terminals. The arriving of Container terminals changed completely the character of the old port.

The idea was of course to fill up the old port areas in order to create new land and develop new port activities. These proceedings were very harmful for port heritage because a lot of elements got demolished during this period.



Remnants of Port Heritage - Endangered Objects.

The reason why we decided to create the "Maritim Foundation" was to save and conserve the remaining objects, ships, buildings and port structures of the old industrial times (1860 -1960). Having become completely obsolete since the arriving of new industrial techniques they were abandoned or demolished.

THE FIRST PORT HERITAGE OBJECT RE-EVALUATED: ALTONA FISH AUCTION HALL



The preservation and conservation of port and maritime heritage in Hamburg was done very hesitatingly in the earlier 90. One of the first objects to be saved was the so called Altona Fish Auction Hall. She lost function because fishery went out of the town. The building was affected by strong tides and therefore very difficult to protect.

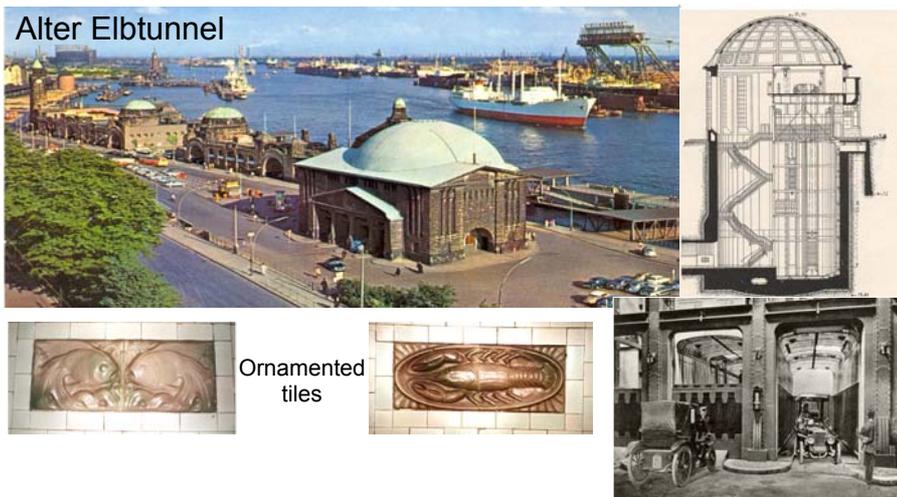
The city decided to demolish the building but because of a large number of protestations, they accepted to take part in the renovation. Today a new function occupies the Auction Hall, principally festivities and cultural events.

Altona Fish Auction Hall

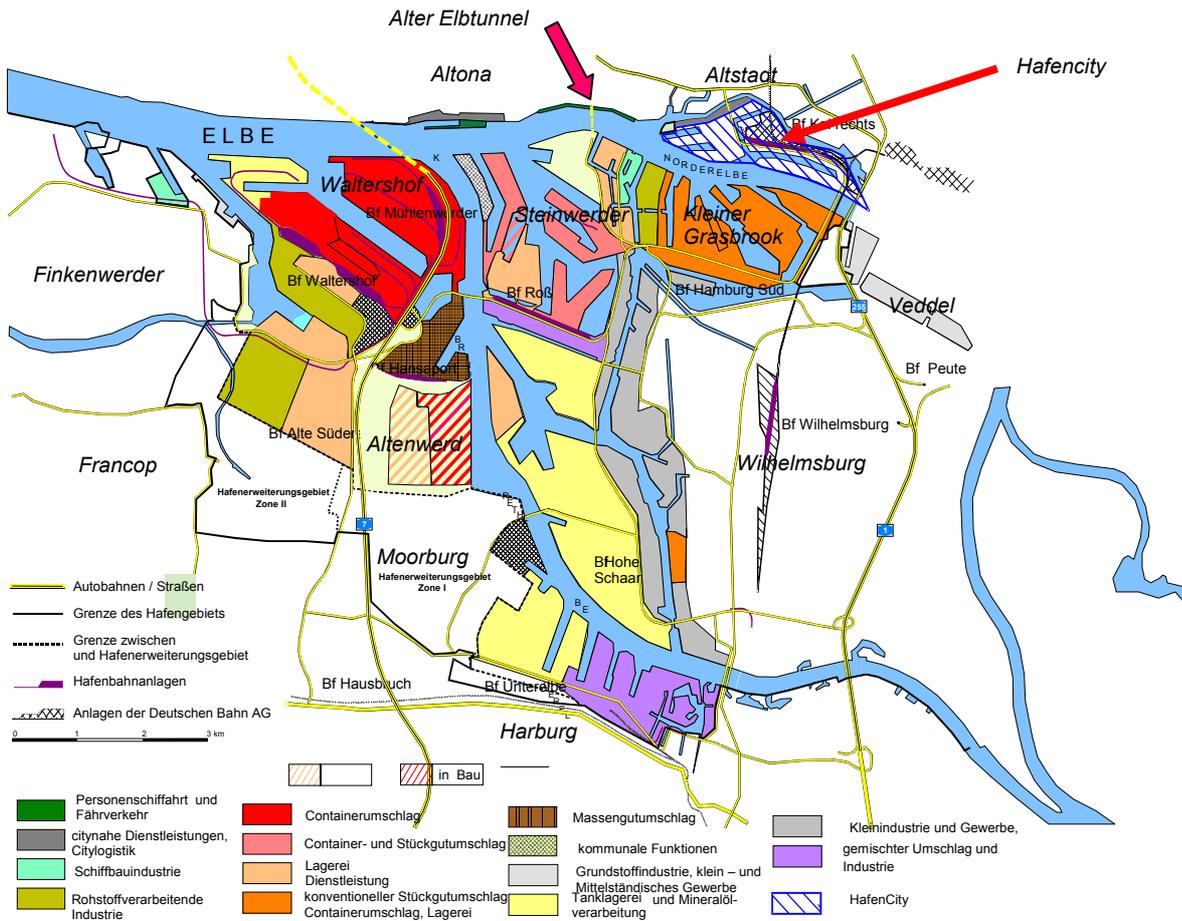
Built: 1894-96
Ownership: Public
Area: 3.800 m²
Expenditure: 3,3 Mio €
Status: In full service

CONNECTING THE CITY WITH THE SHIPYARDS - A PORT MONUMENT AND ABSOLUTE NECESSITY

A very special monument inside the harbour is the "Elbtunnel", which benefits of special protection today. This monument is not only beautiful, but it was also very important for the survey and the conservation of port heritage of Hamburg in general. The harbour authority got aware in the beginning of the 90ies that container traffic development could not be realized in the eastern part of the harbour because the Alter Elbtunnel did not allowed to ditch the river to the depth it should have to authorize container transport.



This is the reason why container transport and other ship traffic with big drags has been mainly developed in the western part of the harbour. For the first time in our history, we were able to take care of harbour territories (in the eastern part) which normally were separated from the city. After this manifestation of growing public awareness, one of the main projects of revitalisation in Hamburg, the "Hafencity" got started.



HAFENCITY - A HUGE URBAN DEVELOPMENT PROJECT IN A PORT HERITAGE DOMAIN

First buildings to be completed in 2004

Project development: Gesellschaft für Hafen - und Standortentwicklung (GHS)

Area: 1.550.000 m²

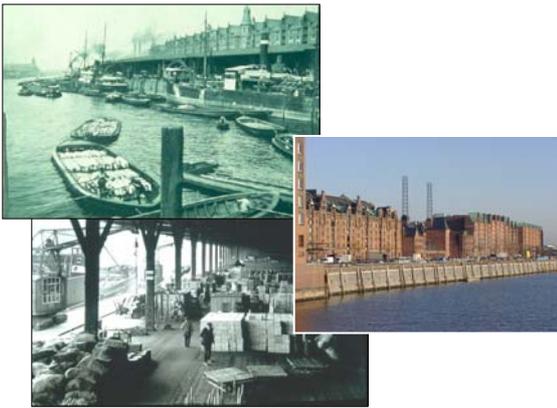
Expenditure: Unknown

Status: Investment project



This area dropped out of the economic trade because ships with deep drag where not able to accost. This area was completely excluded from the active harbour, not only from a technical point, but also from a juridical point of view. The project consisted in developing a huge urban project to enlarge the city.

Hafencity does not include important port and maritime heritage (except of the Speicherstadt), but for the first time in the history of Hamburg the topography of the historic port has been kept. The old basins have been restored and the old harbour structure respected. You will also find there the original quay of the first modern basin in the port of Hamburg (Sandtorhafen) where modern port development and traffic has started. Today this part of area benefits of a large financial support and one of the projects consists in developing a museum for maritime and port heritage.

SANDTORHAFEN – NUCLEUS OF THE "MODERN HARBOUR"

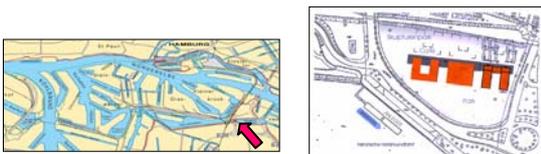
Opened in 1866, the last freighters were dispatched here in the 1980ies. Embedded in the growing HafenCity, the Sandtorhafen is to become a homeport for Maritime Heritage.

RESTORATION OF PORT HERITAGE OBJECTS

...to be created in the Sandtorhafen at a later date. A never ending task for Job Creation Schemes...



Being confronted to this large urban development project, our foundation decided to take care of port heritage object, because there were vanishing rapidly in Hamburg. We tried therefore to propose sustainable projects for preservation and restoration of port heritage. One of them, with job creating schemes, consisted in restoring historic cranes (1950-1960), old bridges and ships.

HAMBURG EMIGRATION CENTER IN VEDDEL

the forgotten
Counterpart to Ellis
Island in New York



Originally Built: 1901-1907

Project management: Stiftung Hamburg Maritim

Planning Area: 16.200 m²

Estimate: 5 Mio €

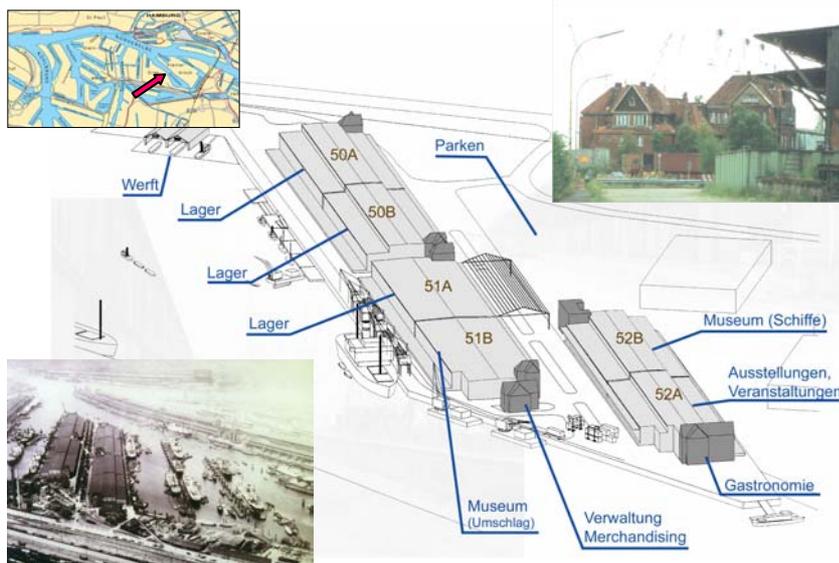
Status: Pending

Hamburg was a very important emigration port. More than 5 millions peoples went over Hamburg into the new world. In the beginning of the 20th century authorities build a complete "emigration city". Today there is only one building left, but there are projects to put up the Hamburg Emigration Center and reconstruct some of the destroyed edifices.

**Written Port Heritage**

In the Hamburg State Archives, registers with 5 Million names of immigrants are being computerized. This tedious task is being done by 30 partially disabled persons. This very interesting project will be on Internet in a few years.

THE LAST HISTORIC QUAY SHEDS – "DIE 50ER KAISCHUPPEN"



The Ultimate Port Heritage Challenge
Quay Sheds 50-52

Built: 1908-11
Ownership: Stiftung Hamburg Maritim
Planning Area: 81.000 m²
Estimate: 15 Mio €

Status:
- Partly in commercial use
- Extensive roof reconstructions
- A co-operation project of carpenters and unemployed people.

The quay sheds are the last remains of an important part of history in Hamburg: three buildings with wooden roof which were due to be demolished in order to get space for container terminals. These sheds which lost their primary function and had no use any longer, were in a terrific condition when we bought them for 1000 Euros.

The reason why we finally obtained the permission to save them from demolition was because we proposed to our municipality to restore and to functionalize this big area without using public money. This proposition in only partly truth, because one strategy consisted in using unemployed people in order to revitalise the quay sheds.

Within one year, the quay sheds were completely revitalized and one of them receives today a lot of different activities: exhibitions, forums, public and private events, cultural meetings and movie sets.

Monument day or How to draw public attention to a place right in the middle of the free port.

The rest of the buildings are partly used. We rented them for commercial use in a traditional way. Our main problem was to get publicity and press coverage for these specific monuments (now there are listed monuments) situated in the middle of the harbour. We decided therefore to open this area during the "monument day" which attracted 5000 to 10000 people in one day.

In conclusion, how did we manage to realize restoration and preservation of the quay sheds, although the foundation does not have a lot of money?

One half of the quay sheds were rented out in order to get the money for realizing our principal project in a couple of years: a port and maritime museum which has the aim to be different from a traditional museum. We intend to have a general historic cargo ship in a still operating harbour with cranes and railways in order to show in a coherent way the different port functions and the way they are implemented.



Vacant in 2001...

...the first event in September 2002



VISIONS OF THE FUTURE

Olympics 2016 in Hamburg or not – urbanization of obsolete port territories will continue. A big chance for Port Heritage Objects to flourish!

Something happened after we decided to restore the quay sheds and I would like to conclude with the following remark. When we started our project, people told us that we were crazy to imagine a project on this isolated and unknown port area. Today you can observe that since we took over half a year ago, Hamburg tried to get hold of the Olympic Games in 2012 and tries again in 2016. And it seems to me today like a miracle that in this situation all these areas in the eastern part of our harbour are planning areas for the Olympic village and the stadiums. I believe that the quay sheds 50-54, in direct neighbourhood to this planning area, will have a great future in the next years.