

TU Delft

Changing perspectives on Gdańsk Shipyard redevelopment

-

Story of the complex and dynamic interrelation of interests in
the area of fallen industry.

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1. Introduction

Anyone who has been to Gdańsk will probably remember the view of the big cranes in the city skyline. Those giant landmarks visible even from the old town are reminders of recent history. It is the shipyard that became known as a place of resistance against the communist regime which eventually (1989) brought about changes in Poland's economic and political system. Despite such historical relevance and the image of cranes remembered and appreciated by many, it was not always clear that those cranes, along with the shipyard itself, will remain forever safe at that location. The history of the past 25 years proves that although the places such as Gdańsk shipyard have deep value and are a container of physical, historical, and emotional heritage, the path to preservation was not always an easy one. The decisions of what stays what goes, and what is going to be built are influenced by many stakeholders with different interests. The 25-year period is long enough for the city's vision and strategies to evolve dramatically.

As the area is of great importance a lot has been written about it, mostly on its recent historical relevance in the 1980s. The starting point of the research is finding out what happened after collapse of communism, revealing in 1996 that shipyards could not continue to function as before. For analysis of the economical transitions and ownership situation "Fall and Rise of Polish Shipbuilding industry" (Wrobel & Frankowski, 2016) was used as primary source. Besides the economical context, it is important to track the shipyards historical background. "Młode miasto Gdańsk. Laboratorium miejskich procesów rozwojowych" (J. Lipiński, 2016) lays out the events back from medieval times to current history, marking the relevance of the shipyard history for city of Gdańsk. The third main source written by E. Ratajczyk (E. Ratajczyk- Piątkowska, 2018) tackles the political perspective. It comments on various

governmental and economical stakeholders that took part in planning till 2015. Besides the research work done by some of the mentioned authors, the essay will use sources proving the importance of the the public debate as well as the engagement of the citizens and organizations formed by them. To date, their resistance to specific actions and plans has only been briefly mentioned in the texts found for the study. All those complicated relations happening in time were the motivation for this thesis. It aims to draw a concrete timeline and map the actions of various parties that influenced the planning of the shipyard area between the years 1996-2022. A research question has been proposed:

How did the actions of stakeholders over the past 25 years shape the plans for the redevelopment of the Gdansk shipyard?

Various sources were gathered to fill in the gaps in the existing material. For example including the public as one of the stakeholders. The thesis also fills the gap in documentation of the history of planning between the years 2015-2022. There has been a lot of momentum happening during those years together with the attempts to sign the area on the UNESCO list. The goal is to construct a timeline that would help in comparing the decisions, actions, and approaches. The timeline will also showcase how the ideas and mindset changed during this period. Going further such analysis could then help to answer the questions present currently in the public debate such as: Are current plans better than before, or is it simply a disguise of profit-oriented development? Will the historical, physical and emotional heritage be preserved? What are the key aspects of focus for improvement of the process for redeveloping the area?

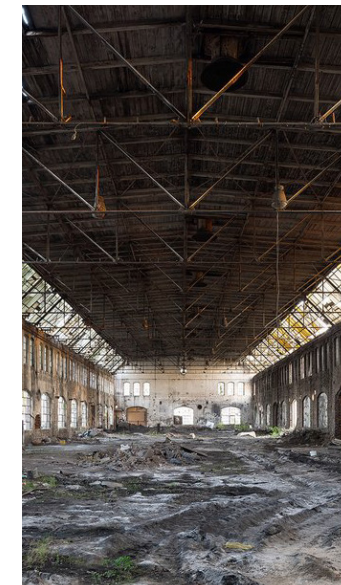


Fig. 2 Hall 38A interior 2020. It looks like this to this date.
Author: Maciej Leszczyński

Fig. 3 Edge of the shipyard area. Image shows the old U-boat hall and tower of 'Bastion Wałowa'.



Fig. 4 Overview of the Imperial shipyard area.

2. Historical context

To understand the complexity and difficulty of planning in the shipyard area it is important to understand its history. It then becomes clear what value does this place bring for Gdansk, Poland and Europe.

From the beginning till the times of Imperial Shipyard

The beginning of the Gdańsk shipyard reaches back to the 1460s, the times of struggles between the Teutonic Knights and the Polish Kingdom in gaining power over this important Hanseatic city – Gdańsk (J. Lipiński, 2016). However, it was not until 1800 that the shipyard gained real relevance in this trading port city.

At that time, Gdańsk was already a part of the Prussian Kingdom. In 1827 Johann Jacob Klawitter enlarged a rather small area of the shipyard and privatized it under the name “Julius Wilhelm Klawitter Werft” also known as J.W.Klawitter Werft Danzig (M. Gawlicki, 2015). Two decades later, in 1844, a training area with a ship storage base was created – Korvetten Depots der Navigationsschule (Royal Corvette Works). Although at that time the base was reasonably small, it began to grow after the Prussian marine war with Denmark in 1849. The country decided to improve its navy, and so between 1849-1854 the shipyard became Königlich-Preussische Werft Danzig (J. Lipiński, 2016). As Prussia became the German Empire and North Prussia’s fleet became a part of the navy, the shipyard enlarged and developed and in 1871 was called Die Kaiserliche Werft Danzig – The Imperial Shipyard – 1871. (M. Gawlicki, 2015).¹ Being an imperial shipyard meant more money for development and scaling up the production potential.

This development period was significant from an architectural and urban perspective.

Many old buildings were demolished and a new, precisely tailored arrangement, was created instead. The new spatial design worked well with growing production. The streets were built parallel to the wharf and were given specific names corresponding to particular jobs and functions. For example ‘ulica Narzędziowców’ – ‘Toolmakers street’ (J. Lipiński, 2016). Another distinct element is a dock basin with three slipways. The production halls were positioned perpendicular to the wharf. The architecture was detailed, with much care put into the design of the structures. One of the most prominent buildings from that time is a ‘Budynek Dyrekcji’ (Director’s office) which was recently restored.

Times of great production and expansion

In the 1880s as Germany was preparing for conflicts with Great Britain, the shipyard continued to produce the most modern warships. Till 1989, The Imperial Shipyard was able to build submarines – typically U-2 boats. With new inventions and higher production, more space was needed. It continued to expand at some point incorporating part of the de-fortified area known as bastion Holzraum (bastion Drewnica) (J. Lipiński, 2016). After the de-fortified areas, a part of the Holm Insel – Wyspa Ostrów was acquired. The new location was used for the construction of torpedo boats. Some other buildings at that location featured the ammunition magazines, artillery department, and administration and supply areas. In 1890 Ferdinand Schichau, an entrepreneur from Elbląg bought more land and added a modern extension with a Wagonfabrik in the north of the area. The Schichau Werf was highly skilled and in 1893 the first cruiser “Gefion” was launched (W. Borzestowski, 2020). Till now Schichau Werf area is known under the name of Stocznia Schichaua.

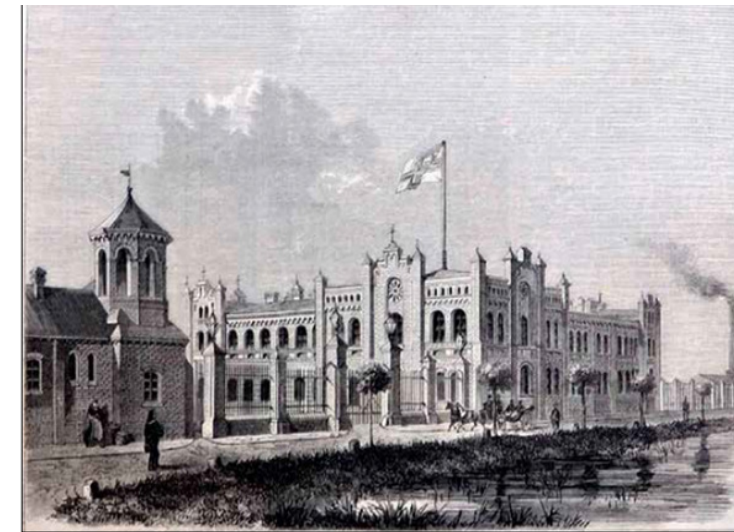


Fig. 5 Director’s office Imperial Shipyard in 1878.

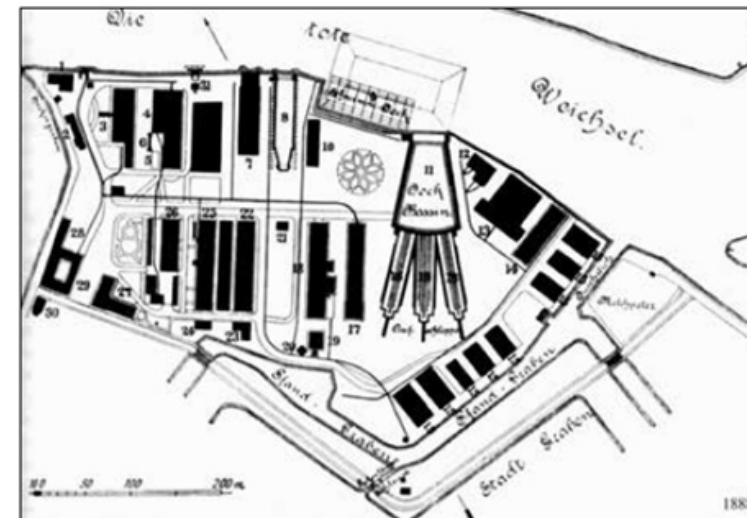


Fig. 6 Imperial Shipyard after 1855. Source: (Janusz Lipiński, 2016)

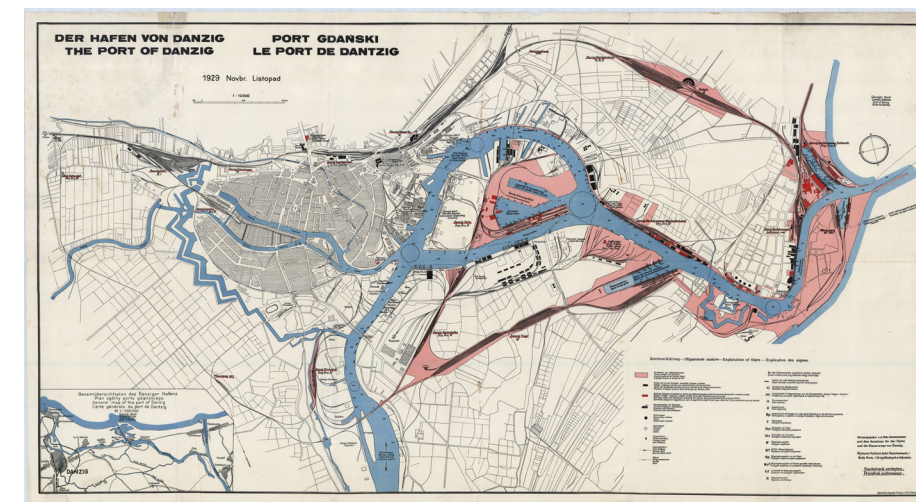


Fig. 7 Imperial Shipyard after 1855. Source: (Janusz Lipiński, 2016)

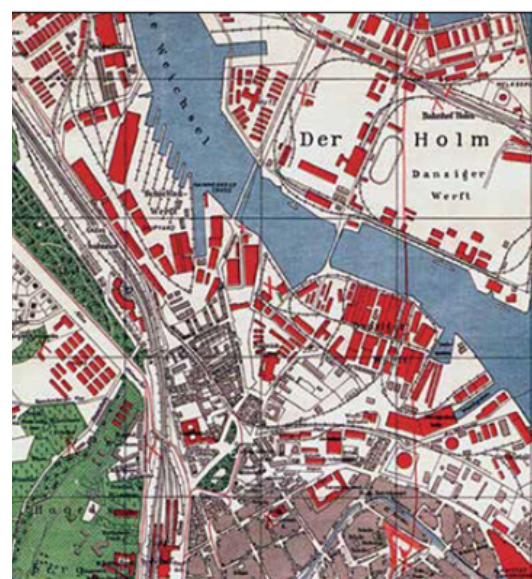
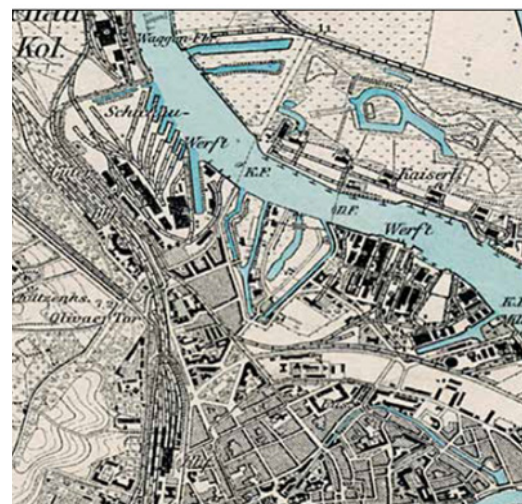
1- In recent years this name regained its status and is now being called ‘Stocznia Cesarska’ and regained its historical spatial identity.

World War I and II

During the first world war, the Imperial shipyard served the German navy. It was responsible both for the production and repair of warships. Those were mainly U-boats types SM U20 and SM U135. At that period, around 7000 people were working in that shipyard (J. Lipiński, 2016). When the war ended, Germany was banned from producing any kind of war machine. As part of German property demilitarisation, the shipyard readapted for production that was tied more to the local needs and utility purposes. In terms of ownership, the shipyard was divided between 4 different stakeholders.² The company was officially called The International Shipbuilding & Engineering Co Ltd. However, most called it Gdańsk Shipyard (in polish: Stocznia Gdańska or in german: Danziger Werft (Stocznia Cesarska Development 2018). As Germany was defeated and based on the Treaty of Versailles (1919), Gdańsk became a free state. The city was still mostly populated by Germans, but there was a strong influx of Polish and Jewish citizens. As Gdańsk became a free state, it was in Poland's interest to build other autonomous access to the sea. Therefore, Gdynia was built just 25km near Gdańsk. It had a military port and access to the sea just next to Gdańsk.

The times of peace and coexistence of various nationalities within the city were unfortunately interrupted by World War II that started on Westerplatte in Gdańsk. The Gdańsk shipyard was then used for producing ships for the German Navy. Between 1939-1945 the shipyard served the German war attempts under the name of Die Reichswerft Danzig till 1940 as Danziger Werft AG. Yet again, the most modern U-boats were being produced for Kriegsmarine. Besides production, the shipyard served as a space for spreading Nazi propaganda, for example by hosting events like support demonstrations of Bund Deutscher Mädel (J. Lipiński, 2016). The laborers working there at that time were mostly prisoners from various concentration camps, mainly Stutthof Konzentrationslager and Außenarbeitslager Danziger Werft.

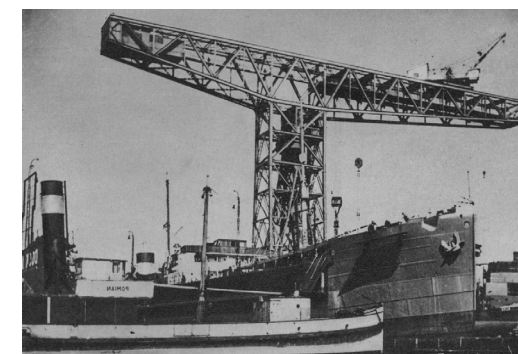
At that time production of machines was essential. Hence, extensive investments were made, both for production and new constructions. One of the main buildings preserved to this day is a U-boat hall. A four-story-high hall, constructed in 1940 served as a production magazine. At the same time, the area of Stocznia Drewnica (Holzraum) gained a few halls, one of them being the B90 production magazine.³ Another building worth mentioning located in the same area (Stocznia Drewnica) is a big production hall Trasernia (Mold loft).⁴



End of the war era and the Beginning of the communist regime

With new reality, a new chapter of shipyard history started. This chapter however became the one by which the shipyard got recognition around Europe. It is a story of a movement against the communist regime that started from labor unions and spread across the eastern block.

After the war ended, Poland became a USSR republic. In 1944 Gdańsk was bombed by Russians even though the German forces were not a threat anymore. In 1947 the Schichau Shipyard and area of Danziger Werft (Stocznia Gdańska) were combined into one state owned organism and called Stocznia Gdańska im. Lenina. Internally it was divided between Stocznia 1 and Stocznia 2 (K. Knocha et al. 2018). The old names were supposed to be forgotten since Russians saw the shipyard as a war trophy. It took many inconvenient discussions and conversations, between USSR and the Polish side to keep as much equipment as possible at the location. For Gdańsk, preserving any type of production machinery was a key to rebuild the city and providing economical growth. Still, a great amount of valuable equipment was sent to Russia. The demolition of some particular machinery was especially heartbreaking for the citizens that remembered the times before the war. One of the examples that shows the struggles at that time is a case of the disassembly of a gigantic 60m high hammerhead crane called "Grandpa". This giant machine had a lifting capacity of 250 tons, an undeniable symbol of the shipping industry in Gdańsk. The disassembly done by russians came down to cutting Grandpa into pieces using simple industrial burners. When the crane was finally cut, the pieces were placed on floating docks that sank on the way to Leningrad due to probable weight miscalculations (S. Bruna et al. 2021). After many hardships the shipyard began to slowly renew the production.



Times of labor unions' resistance

As mentioned earlier, the beginnings after the war were hard, but soon the shipyard began production, almost only for the needs of the USSR. Till nowadays it is very vague how the payment system and control over transactions had functioned. The shipyard grew but due to the centralized economy and poor management, the situation was only getting worse. The first breaking point happened on 14.12 1970. Till 1988 Lenin' Shipyard hired around 15000 people (Wrobel & Frankowski, 2016), so resistance of workers just from shipyard was significant. Laborers formed a strike committee and started the protest. It was a reaction to poor working conditions and rising food prices. The crowd spread to the city and gathered near the Voivodeship Committee of the Polish United Workers Party. The communist police- ZOMO was involved. The strikes continued for two days until on 16 December the army intervened (J. Lipiński, 2016). Hundreds of people were arrested by the police between those days, hundreds got injured with majority on protesters' side. It is estimated that to suppress the protests in the North are of Poland the government used around 27 000

Fig. 10 Hammerhead crane- 'Gdandpa' (Dziadek)

Fig. 11 Hammerhead crane 'Gdandpa' in the city skyline 1930s

2- 30% was owned by British carriage producer 'Carvens', 30% by French Groupement Industriel pour Danzig, 20% for Free city of Gdańsk by Danziger Privat-Aktien-Bank, and 20% by Polish State Treasure by the Merchant Bank in Warsaw. (J. Lipiński, 2016)

Fig. 8 Schichau and Imperial Shipyards 1918 (J. Lipiński, 2016)

Fig. 9 Schichau and Imperial Shipyards 1944 (Janusz Lipiński, 2016)

3 - The place preserved its name till now and it functions as a concert space/club.

4 - This large building was a place where the lines of the ships were laid down, full size, and molds and templates were made from them (Merriam-Webster Dictionary n.d.).

soldiers, 550 tanks and 750 transporters 2000 cars. From official data just 45 people were killed and 1165 injured, but not all the deaths were documented and the number known by officials was latent (J.Eisler, 2012). Citizens remembered it as an act of aggression from the government. Since that time there continued to be unrest against the regime. In the following year, 61 strikes were documented in Pomeranian voivodeship. Around 28 000 laborers were a part of those 61 strikes (K. Knocha et al. 2018). On 20.05.1970, the biggest protests resulted in a confrontation between several thousand people and the communist police.

In the following years, the shipyard's financial situation, working conditions, and wages got drastically worse, despite an increase in production. It also did not help that the government saw Gdańsk shipyard as one of the locations where the resistance from the workers was particularly strong and because of that, many people working there experienced injustice. They were expelled from work often because of political reasons. Due to the actions of the government, another big strike happened in 1980, this time led by Lech Wałęsa. This time however, other shipyards joined in an act of solidarity. Together they developed 21 postulates and in the end signed a resolution with the government on 31.08.1980. A first nongovernmental labour union was created – "NSZZ Solidarność" (J. Lipiński, 2016). The labor union led to the erection of a monument that is still a symbol of the area. The three crosses were raised on 16.12.1980 in remembrance of protests in 1970. Researchers estimate that about a million people gathered in the square during the ceremony (J. Lipiński, 2016). The year 1980 was important for history as martial law was introduced by the government. The government feared losing power over the people that resented them more and more harshly. On the night of 12.12.1981, the protests started in the whole country. Particularly in the Gdańsk shipyard, the protests were violently repressed by ZOMO – the communist police. The strikes continued until on 16.12 the ZOMO tank entered the shipyard area through the main gate (Brama 2). Many

workers leading the strike have been arrested. After the martial law ended the protests continued until in May 1988 the PZPR – the leading party was forced to talk with the union. 31.08.1988 Lech Wałęsa met with general Czesław Kiszczak to find a resolution. Unfortunately, the result was that on 1.12.1988 the decision was made to close the shipyard. This decision was purely political as no sufficient economical reasons were seen at that time to undertake such actions. This was seen as wrath against the place where the leadership of the resistance was most dominant. The protest began again and finally between 6.02-4.04 1989 the negotiations happened between the government and the public side represented by "Solidarność" later that in the end meant a change in the political system in Poland.



Fig. 12 16.12.2022
The day of erection
of the Monument to
the fallen shipyard
workers in 1970.
Author: Zenon Mirota



Fig. 13 Gdańsk
Shipyard in 1970s
Author: Janusz
Uklejewski

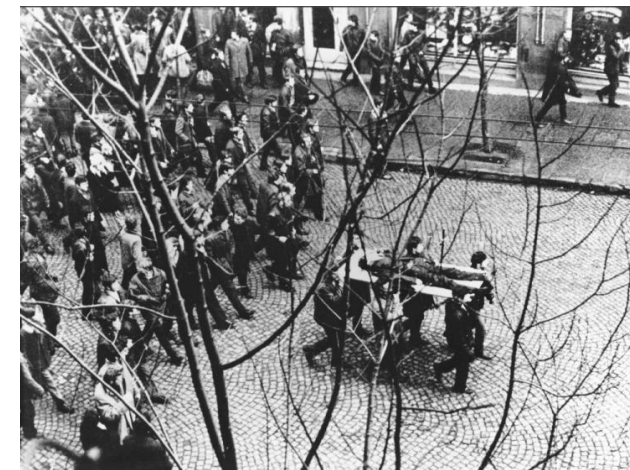


Fig. 14 17.12.1970
Walk in Gdynia with
a dead body of
teenager Zbigniew
Godlewski shot by
communist police.
Author: PAP/E.
Pepliński



Fig. 15 Lech Wałęsa
after strikes in 1980.
Director's office
building in the
background.
Author: Stanisław
Skladanowski / KFP

3. Analysis

Post-communism changes

The new political and economic system meant a new beginning for many sectors in Poland, but unfortunately, it was a difficult time for shipyards. According to (Wrobel & Frankowski, 2016) despite having contracts ‘the shipyard found it difficult to operate in a period of transition from centrally-controlled economy to free market’. The former government-owned industry lacked funding and big orders. The new system no longer allowed to finance the hardships of underpaid shipyards by draining public money from other sectors anymore. Despite economical difficulties, the place had an enormous value to the citizens of Gdańsk and Poles. It was clear that the area should be treated with respect to its history. The main goal was to keep the spirit of the place alive.

The first step for acknowledging the history was to give 40% of the company stakes to laborers and leave 60% to the state. Unfortunately, this did not influence the shipyard’s finances positively. Although this move was supposed to act as a benefit for the workers in reality such dilution of stakes dissolved the responsibility for the company. Further on, the propositions were to either merge the shipyard with the Gdynia shipyard or seek some international investor (Wrobel & Frankowski, 2016). Both ideas did not work.

Timeline

The bankruptcy of the shipyard became a starting point of timeline research. The idea was to combine textual and graphical information into one graphical representation that would show peaks of actions and involvement of different parties in time in a more approachable way. The information presented bases on scientific

material, publications, and research papers but also sources information from articles or podcasts organized by ECS - European Center of Solidarity. It uses facts from various local newspapers and portals, and information provided by non-governmental organizations such as “Inicjatywa Miasto”. Some of the comments have been based on a combination of those elements as well as interviews or quotes of some stakeholders.

After the analyzis of the info-graphic it has been concluded that the actions taken by various stakeholders could be grouped into 6 periods. Those periods resemble the shifts in attitude towards the shipyard location. The periods mentioned below will be analysed more in depth.

1 Early documentation of heritage

2 Period of an extensive demolition and administrative stagnation

3 Citizens’ resistance

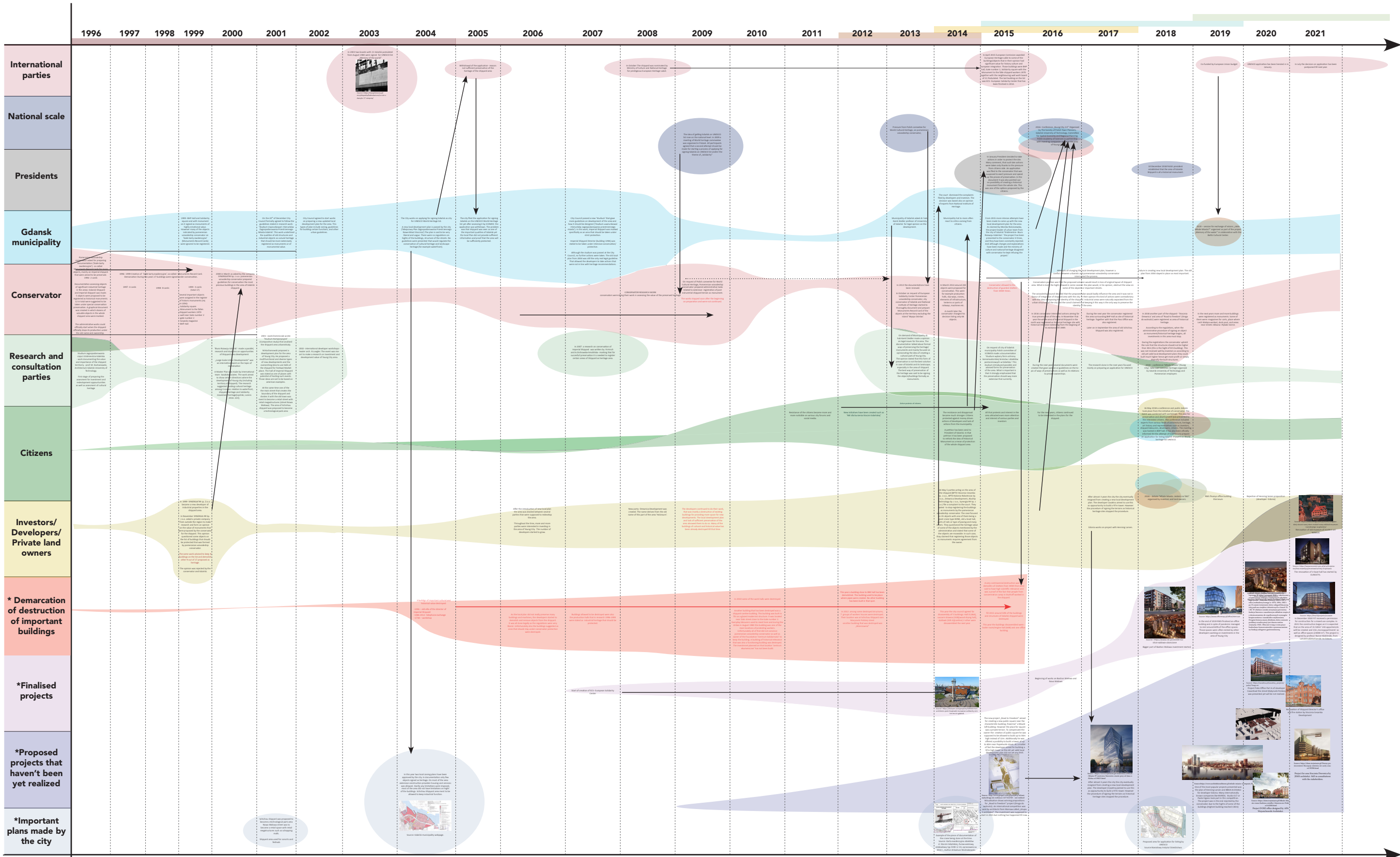
4 Period of intensive conservation

5 Intensive planning

6 UNESCO application



Fig. 16 Overview of the area waterfront and most important historical and cultural places. Own work.



1996 – 2004

1. Early documentation of heritage

General context

The timeframe between 1996-2004 is a chaotic period in which attempts were made to find the best way for preserving the shipyard and keeping the area economically viable. Part of the shipyard managed to stay in the industry as a private company. The company was directed in a completely different direction and focused on areas and niches that made it profitable till now. The rest of the location continued to be an inconvenient burden for the city. In 1998 the shipyard was partially sold to EVIV Progress (M. Gawlicki, 2015). The new sub-company started production on around 50% of the former area. Privatization of the shipyard was seen as a solution that could free the state from the financial burden. At the same time, it was believed that private capital could provide a re-birth of the place. Unfortunately, by doing so the city agreed to partially lose control over the area.

Documentation and Research

Besides financial difficulties, a series of documentation took place. The conservator and researchers worked on defining various layers of heritage and documenting them. The final aim was to document the monuments and try to figure out sustainable and accurate strategies for redevelopment. Experts from around the world were invited to share their expertise. From today's perspective, it seems that it was difficult to get a good overview of the area with such recent historical events and to come up with a complete plan. It is quite prominent that such planning processes need time. Unfortunately, at that time, too narrow preservations and the preference of the city to get rid of responsibility, did not offer much time for in-depth planning. The proposed plans were not always sustainable or tailored to the location. Despite that, there were some ideas worth recognition. One of such plans was a general conceptual idea made by Aasaki Associates. The proposition was to divide the heritage into three topics. First – relation to the waterfront, second – shipyard heritage, third – Solidarity movement.

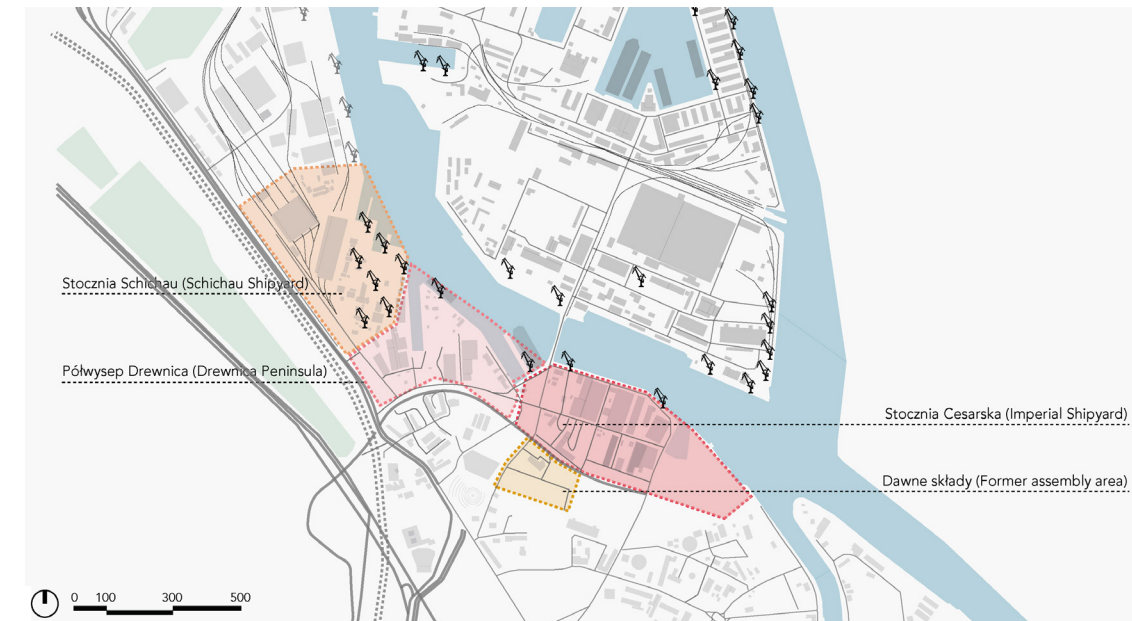


Fig. 17 Map showing most important areas of the shipyard redevelopment. Own work.

Local development plan 2004

Another plan developed within this timeframe was one proposed by Jacek Dominiczak, who is still active as an expert in the topic of shipyard development. It is interesting to see that throughout the years some parts of his proposition became reality. The idea of introducing 'entertainment' into the area came to fruition, as now parts of shipyards became food halls, concert halls, and party spaces. The underlying concept is 'temporality': the new infill should not interfere with the old building structures. The planned infill was culture-related and till now culture is an inherent part of shipyard. Besides those aspects, the plan of Jacek Dominiczak is a good example of shifts in views on urban planning. His idea of retail megastructure is completely misaligned with the urban visions of today. To put things into perspective, the 90s and early 2000s were times of fascination with capitalism in the whole country (O. Drenda, 2018). Profit and investments were a priority and in many cases overshadowed the historical or cultural relevance of many buildings. It is that period when many shopping malls have been created and segregation of functions was still a common way of planning. Fortunately, no investors were allowed at that time to interfere and build it.

From the city actions perspective, it seems that in early 2000 there was a lack of vision for the location. In addition to that, land ownership became more and more complicated. The documentation of heritage did not align with the profit-driven vision of the investors. At that time the investors aimed to undermine some of the heritage documentation or suggestions. The main landowner - SYNERGIA 99 at one moment hired parties from outside of the region that would prove them right. The city court dismissed all the complaints. The real problem for both the municipality and investors was the lack of strategy for development. Finally, at the end of 2004, a new local development plan was approved. The document that had the potential to solve the problem turned out to be very vague (E. Ratajczyk- Piątkowska, 2018). It imposed functional segregation without even providing a high limit on future designs. This plan had and still has a direct influence on what some of the developers were allowed to do. Although its outdated vision, it continues to be one of the most important formal documents for the location.

2004 – 2014

2. Period of an extensive demolition and administrative stagnation

General context

In the next years, the aspirations for preservation diminished. Most of the objects suggested as monuments were not taken under active preservation. The biggest project that the city focused on at that time was attempting to get Gdańsk on the UNESCO list. The city however forgot about one of the biggest qualities – the shipyard. The applications were dismissed and the main reason was the lack of solid proof of protection of the shipyard area (J. Lipiński, 2016). UNESCO has already praised the board with 21 Postulates of shipyard workers and enlisted it on the “Memory of the world list”.

Along with that in 2007, a new important project started- European Solidarity Centre. The building was positioned near the Monument of fallen shipyard workers, UNESCO 21 Postulates, and a big square that had historical and sentimental value. The project was finished in 2014 and is an example of good architecture and space that along exhibition on the Solidarity movement hosts many pro-democratic events conferences and entertainment activities. The project was co-funded by the European Union. (Europejskie Centrum Solidarności, 2017)

Demolitions

While these processes were happening the shipyard was already experiencing some major demolitions. Not only the buildings but many industrial objects like for example cranes were destroyed. Despite several researches emphasizing the heritage value of the buildings, for the developers free land in a prominent location seemed much more valuable. It is important to notice that although the shipyard was separated from the city for years, it is still located close to the old town in the center of the city. To put it into perspective, till 2020 there were around 10-13 parties financially involved in the area (Młode Miasto- Przyszłość dzielnicy Raport z procesu konsultacyjnego, 2021). The city had little control over what was happening or rather seemed to turn away from the events. A bright future of the area became questionable as the attitude of the developers and investors and the vague local plan did not project anything good.



Fig. 18, 19 20
Photos showing
the demolition
of the Shipyard
buildings.
Author: Michał
Szłaga.

DEMOLITION



Demolitions between 2000-2015 that happened despite the buildings being registered as monuments.

2015

Demolitions from early 2000 till around 2015.



PRESERVATION

2003

Building and square registered early on.

**2014 -**

Buildings waiting for registration from 2014

**2021**

Buildings registered till 2021

**2021-**

Building currently in the process of registration.

2012 – 2015

3. Citizens' resistance

General context

As the destruction continued the public unrest was more and more visible. Many forums and local web pages were full of negative comments from citizens, dissatisfied with the state of events (E.Ratajczyk- Piątkowska, 2018). Eventually, some initiatives have been created and protests organized. In 2012 citizens created “Rada Interesariuszy dla Młodego Miasta” a collective that aimed for creating a platform for open discussion on the future of Young City (Młode Miasto- Przyszłość dzielnicy Raport z procesu konsultacyjnego, 2021). This organization existed till 2017, and has recently been reactivated in 2021. A significant part in showcasing the damage was played by artist like for example Michał Szlaga that documented the destruction of the shipyard. People were angry and it started to show. (J. Knera, 2012) At some point signatures were collected under the petition addressed to Paweł Adamowicz – Gdańsk president. Additionally, another letter was also sent to Bronisław Komorowski – president of Poland. People's resistance finally paid off as it led to significant changes during the years 2014-2015.



Fig 21. Official post from the organisation against the shipyard demolition documenting demolition of Hal 27B in 2014.

Fig 22. Walk organised to protest against the demolition of the Shipyard buildings and cranes. (2012)

2014 – 2018

4. Period of intensive conservation

General context

As mentioned in the previous chapter, in 2014-2015 a shift in attitude could be seen. Pressure from both presidents helped in getting momentum and actions were undertaken faster than before. It was emphasized that administrative organs need to act and preserve more extensively. More objects were to be included in documentation such as infrastructure, rails, machines. The street naming, after the naming of certain functions like “Toolmakers street or Electricians street’ was also to be preserved. Although such things seem small, they are all essential for keeping the spirit of the place. At first, the city asked for more research and expertise as to what should be signed and what are the legal issues associated with land ownership. Additionally, the city asked experts for opinions and analysis on possible ways and strategies of preservation. In the meantime, the conservator started to prepare the documentation for registering the structures. The overarching ‘preservation attitude’ unfortunately did not stop from allowing the destruction of guarded shelters from WWII that had a scientific value. At first, the conservator proposed 240 objects to be registered as monuments but in the end, this number was scaled down to 60 (E. Ratajczyk- Piątkowska, 2018). Advanced actions were taken to register the objects as monuments resulting in developers being unable to demolish or build in the area.

This caused a lot of resistance from those parties. They joined forces and filed a complaint to the city court. Not only did they question the heritage value of the objects but also claimed that the city does not have the right to start the process of registering the monuments without the agreement of the owner of the property. The city reached out for experts’ opinions and dismissed the complaints (E. Ratajczyk- Piątkowska, 2018).



Fig. 23 Director's office, image from article announcing signing the building as a monument.

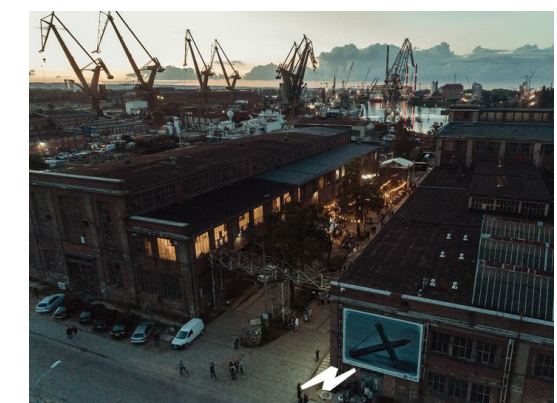


Fig 24 Under the preserved name - 'Electricians street' became a characteristic space for young citizens.

2015 – 2019

5. Intensive planning

General context

During the next years, conservator continued to register objects, buildings, and even whole areas as monuments. Parallely, the city tried to develop a new local development plan that would set new, up-to-date guidelines for the location. Unfortunately, as many sources claim, there was a big problem in collaboration between the city and conservator council on that project (E. Budnik, 2019). The main reason was the completely different visions of those parties. The city was opting for integration and was willing to allow for investments that would bring life to the area. On contrary, the conservatory and its council weren't opting for such integration. The council decided that the proposed plan would badly influence the area. In their opinion, these kinds of actions were contradictory to the idea of exposing the identity of the shipyard. Industrial areas were naturally separated from the urban structure of the city and the council claimed that keeping it this way is the only way to preserve the identity of the area. Sadly both parties could not find a common ground (K. Koprowski, 2017).⁵

Failures

In the meantime, a new investment started on the outskirts of the shipyard. Bastion Wałowa is an investment that became an example of bad planning within the city center (Młode Miasto- Przyszłość dzielnicy Raport z procesu konsultacyjnego 2021). The developer DEVELIA (earlier LC CORP) made use of the outdated local plan. Besides two lower buildings surrounded by parking, 4 towers were created. Neither they fit the old town build-up nor to shipyard atmosphere. The area around the buildings was completely not taken care of and the towers seem completely secluded from the street as if they were raised only for ones that can afford a 'modern' lifestyle within them. The project became a prominent example of a lack of control and vision for the center of Gdańsk. In the end, despite the existence of a new local development plan, somebody in the city had to agree to the construction of the project, yet a better, more strict development plan could diminish the possibility of this type of project going through.



5- 'Rada stwierdziła, iż ukazane w przedłożonym miejscowym planie zagospodarowania przestrzennego dążenie do integrowania przestrzeni miejskiej z przestrzenią poprzemysłową jest działaniem niekorzystnym i zaprzeczeniem tak pożądanego wyeksponowania stoczniowej tożsamości. Tereny rzemysłowe z natury swojej były obszarami wyłączonymi z tkanki miejskiej takim winny być odbierane w przyszłości.' (Krzysztof Koprowski 2017)

Fig. 25 Image of one of the 4 towers of Bastion Wałowa built between 2016-2018.



Fig. 26 Henning Larsen proposition for the Imperial Shipyard 2018

Higher quality

Besides this inglorious project, a lot of other work has been done by various developers. Many competitions were held and many plans were presented by both Polish and Internationally known architectural companies. In the years 2017-2019 architectural and city forums were full of visualizations and news on planning possibilities. Few meetings with the citizens were held and a lot of discussions took place. It seemed as if a lot of care started to be put into what was supposed to become a new district. One of the oldest plans that became widely discussed with citizens was a plan for Stocznia Drewnica by the architecture office: JEMS Architekci. Although the plan is one of the oldest, even the designers admit that the long time period only helped them to learn more and understand the context. It improved the spatial and architectural quality of the project.

Another project worth mentioning is the collaboration of architecture studios BBGK Architekci and Henning Larsen, led by developer Edonia. The project proposed a high-quality diverse architecture concerning the older buildings of Imperial Shipyard. Higher structures were proposed outside of the area of Imperial Shipyard to make the whole integration more financially feasible. The project was rejected by the conservator due to particularly those high buildings (K.Krause-Bacia, 2021).

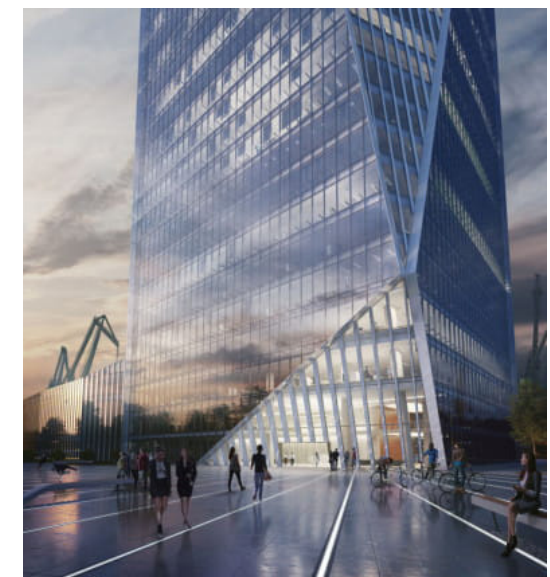


Fig. 27 Visualisation of the tower planned to be built near Street Jana z Kolna. 2017

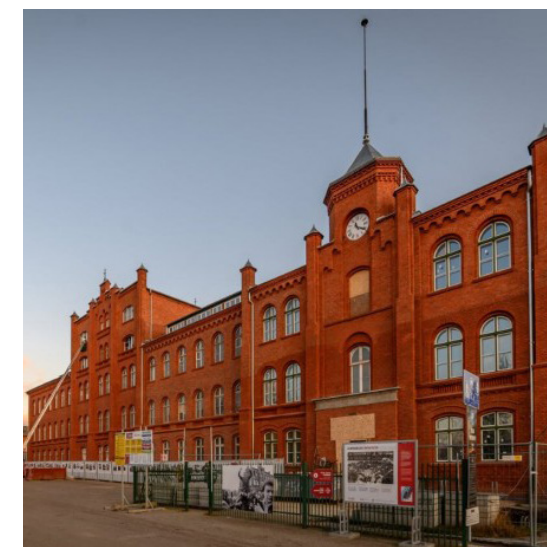


Fig 28 Renovation of the Director's office. 2019-2020.

2018 – 2022

6. UNESCO application

General context

Till 2019 a lot has been proposed and discussed but not much has been approved or built. Few projects however have been constructed and are worth mentioning. One of them is a restoration of one of the oldest buildings in the Imperial shipyard – budynek Dyrekcji 128 A (Shipyard directors building) and remiza strażacka 150A (fire station). The project was held by company ‘Stocznia Cesarska Development’ and was finalized in 2020/2021 (M. Sarniewicz, 2020). The project was done with great care and exposed to the old qualities of the building. Next to that, the construction of a housing project started at the beginning of 2021. It’s a design by architecture office Rainer Mahlamaki. An apartment building was one of not many that are currently being constructed as it got permission in 2020. Soon after that, the procedure for signing the area on the UNESCO World Heritage list began.

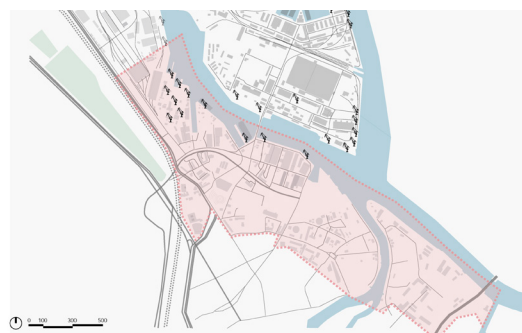


Fig. 29 Area of Young city. Own work.

UNESCO

The UNESCO application was an idea that was talked about since 2018, yet preparations of documents for such applications take usually almost a year. The application in process meant that all actions done in the area must stop (S. Bruna et al. 2021). On 28.07.2021 UNESCO postponed making final decision to the next year. This was mostly due to Chinese and Russian disagreement on the value of the anti-communist resistance of “Solidarność”. The decision was also not favoured by countries like Hungary, Bosnia and Herzegovina, and Uganda. The final statement from the Interim Report claimed that (ICOMOS) approving to signing shipyard and Solidarność heritage on UNESCO list “could cause conflicts of memories or raise questions in other East-Central European countries” (Platform of european memory and conscience, 2021). This decision was widely criticized by various Western European countries.

While the application is pending, various parties use the time to improve the projects. Some investors became the host of meetings, debates, and workshops with citizens, architects, and city representatives. One of such events is currently being organized (Stocznia Centrum Gdańsk, 2022). Those events often involve both meetings

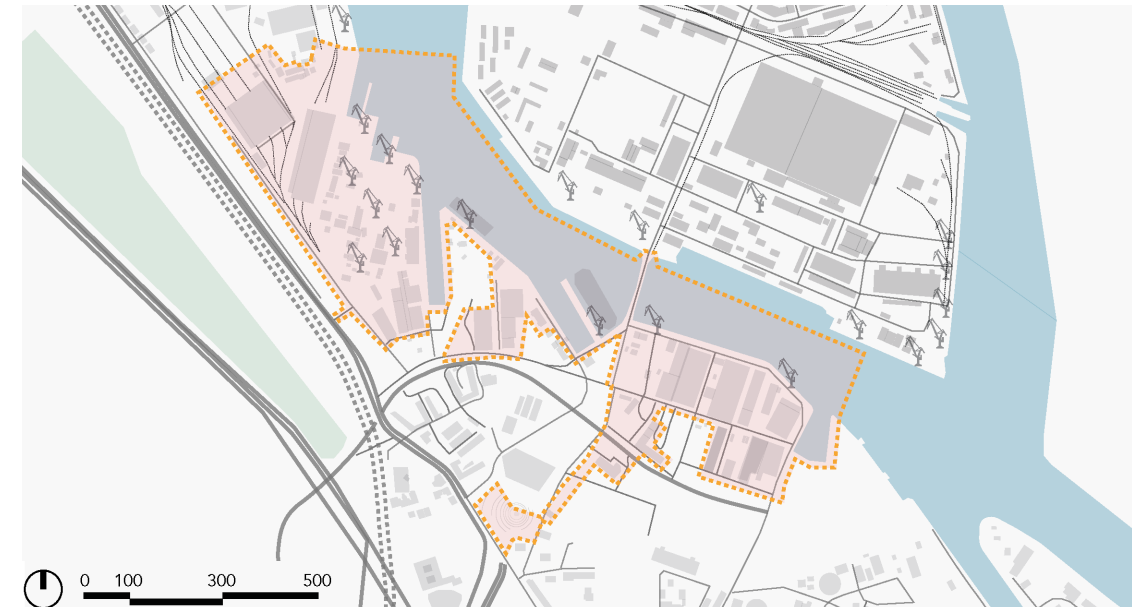


Fig. 30 Area proposed for UNESCO preservation. Own work on basis of information provided by National Heritage Institute.

Cooperation

and workshops where all parties could work together on various solutions. During the past years, it was the city that hosted those meetings. This time, it is the developer that invites a non-governmental urban initiative “Inicjatywa Miasto” as mediators and organizes the talks (SCG, 2022).



It seems like the cooperation among various stakeholders greatly improved throughout the years. The same can not be said about cooperation between the city, land owners and voivodeship conservator. In 2019 the conservator changed and since then the situation continued to get tense. A lot of articles and forums mention various comments of different parties complaining on the conservator. This hardships in cooperation and often lack of response is confirmed also by organisers of public debates and non-governmental urban initiatives. It seems that some lessons from the past have not been learned. Personal disagreements or incompetence of single personas keeps the future of the location remains uncertain.

Fig. 31 Photo from workshops with citizens 2022.

4. Current situation

Although the UNESCO application process slowed down the decision making in the area, it is a perfect moment to reflect on what has already been done, what are the current problems and how can the future look like. After the analysis made in previous chapter it seems that there are a few aspects that are the key for the success and bright future of the area. Some of them are quite long-term problems like lack of coherent vision shared by many stakeholders, yet some issues are possible to be solved more short term. The main distinguished problem were grouped in topics listed below.

1. Preservation of the heritage

2. Public engagement

3. Architecture and spatial planning

Fig. 32 Map showing general plans and developers areas of interest and plans. Own work.

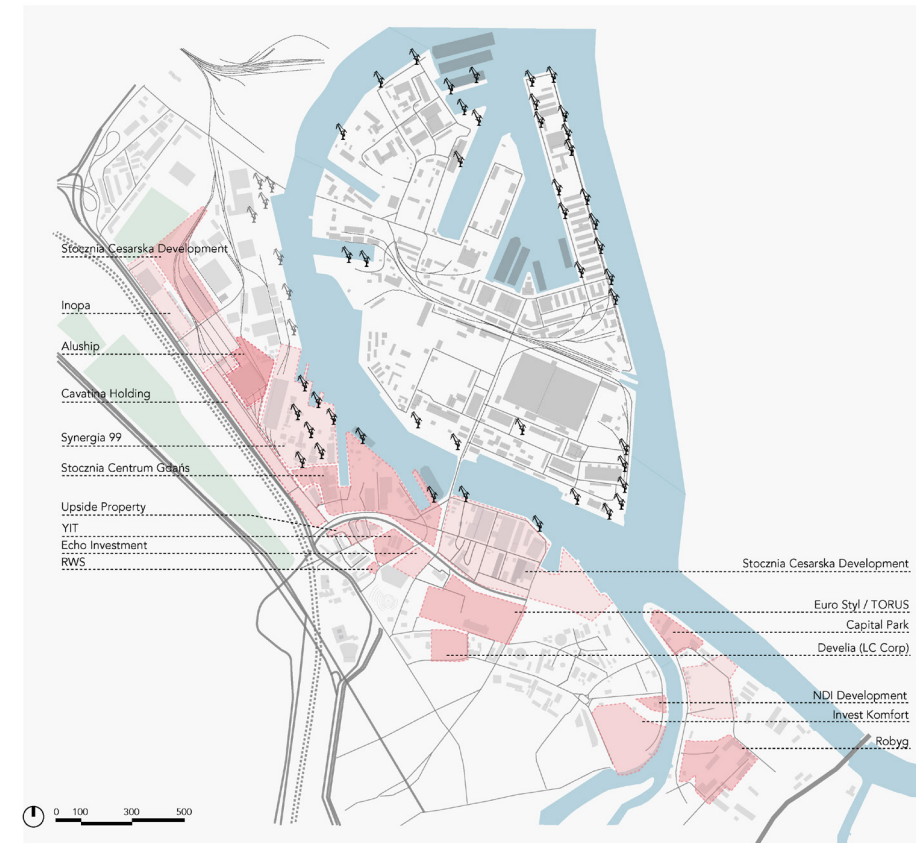


Fig. 33 Areas of developers and landowners. Own work.



Fig. 34 Demarkation of buildings with cultural function and of heritage value. The map also shows the waterfront and proximity to the old town. Own work.

1. Preservation of the heritage



Fig. 35 Hall 42 Ironworks building from the beginning of XX century. Author: Maciej Leszczyński

Administrative preservation

From the analysis it can be concluded that in the period of last 25 years, a positive shift happened in terms of preserving the heritage in shipyard. The UNESCO application is a proof of those attempts. It were however the citizens that pressured on the city the initial changes and citizens are a party that is being more and more engaged in the planning. It is important however that in the future the city becomes a guard of the preservation and does not allow for low quality projects. In the past it was already seen that often the city and conservator initialised certain actions, but did not finalise them. Many buildings were demolished due to such negligence. Another aspect is that the preservation of the heritage will not only include building but also objects or waterfront.

Difficulties with finding a coherent vision

The aspirations for the area are high as it is to become a district that is modern yet concerned about its historical and industrial heritage. Time passes and beyond the important points mentioned on the timeline, there have been dozens of debates, talks, seminars, and publications on what the area should be like. It is said that for years there was and still is the lack of clear vision of developers, city, conservators, and citizens. The increasing conservation of the area seemed to be a good move but it also stops many plans and investments (E. Karendys, 2020).

2. Public engagement

The timeline analysis exposed what a big influence did the citizens have for guarding the shipyard preservation. That is why its extremely important that they will be continuously engaged in the discussion of land owners developers and the city. Organization of consultations with citizens⁶ are extremely important also for people to have possibility to take part in development of their city. The recent report on such consultation is a great documentation of various ideas but also fears that citizens have in relation to the shipyard redevelopment. In line with all preservations done in the shipyard its important that it becomes a part of the city. Some key aspects need to be taken care of in planning to provide it.

Key aspects for the citizens

From the report- 'Młode Miasto- Przyszłość dzielnicy Raport z procesu konsultacyjnego' it seems as the citizens would hope that the infrastructural barriers could be reduced and shipyard could become more accessible. People also fear that the new plans will favour separation of the social groups and will provide housing only for the rich or tourist. This would make the area a desolate place without true locals. This could further lead to what was called a 'disneylandisation' of the area (Stocznia Centrum Gdańsk, 2022). One of another important concepts is a concept of 'democratic space'. The area should give for public discussion and space for various groups of people. This can be done by providing the space for culture and smaller initiatives like already existing initiatives 'Plony', 'Kolektyw Pagoda' or 'CUMY'(SCG, 2021)⁷. Besides the building scale it can be also done with planning. An example of such project was competition for 'Droga do Wolności' where the aim was to provide a public space that would symbolically remind of the gatherings and the historical power of having right to protest. All in all people see the importance of balance between public, semi-public and private spaces.

3. Architecture and spatial planning



Although plans for the Young city and shipyard are widely discussed already for years, only a few buildings have been built till now. Fortunately, all the years of waiting seem to benefit the quality of the proposed projects and the type of constructions proposed. An example of such a developing project is one for the Drewnica area by JEMS Architekci. The architecture offices attempt to understand the spatial conditions and the growing awareness of the heritage has a direct influence on designs. Many international and well-known offices are often invited for creating more ambitious plans. Some of the architects make attempts to discuss the designs with the citizens. It seems like during recent times there has been a greater understanding of the value of the place. Both the designers and investors claim that they try to work on the adaptation of the guidelines made by the conservator. The guidelines mentioned are for example to align the new urban tissue to the historical arrangement of the streets, waterfront, and inner structures like rails. There is an attempt of consolidation in the urban layout of the DNA of the former Gdańsk Shipyard. There are unfortunately obstacles that make the process of planning and cooperation quite hard.

Local Development Plan

The first aspect having negative influence on the plans proposed is lack of new local development plan for the area. This plan follows separation of functions yet has no important regulations on for example

heights of the buildings. Current way of urban planning opts for the diversity of function and concept of a 15-minute city (G.Balletto et al. 2021) that is desirable for citizens, city and developers. Although the procedure to change it is expensive, it would be beneficial. What is more, attempts have already been made to make such plan. Substantial amount of energy, time and money was however wasted for no results. To change it a better cooperation and openness between the parties is needed, especially in relations between municipality and conservator.

Cooperation

As mentioned in previous paragraph the difficulties in cooperation of the municipality and the conservator were present already earlier on. Previously the parties could not find common ground because of completely different visions on preservation. Recently the poor relations arose due to alleged incompetence of the conservator. Not only the city but also developers and nongovernmental initiatives share an opinion that there is lack of fruitful discussion with the conservator also because there is often almost no response from that party (Pomorski Urząd Wojewódzki w Gdańsku, 2021). It seems as the strategy is not to allow anything which means no risk is taken. Unfortunately, such actions are not indifferent and they influence the process greatly.

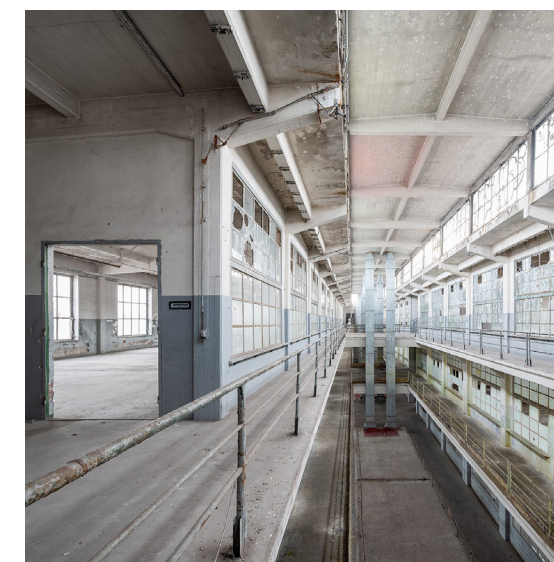


Fig. 36 In the background, the tower of the gentry crane no. 52. Author: Maciej Leszczyński

1- „Załatwianie spraw z opóźnieniem, bałagan i braki w dokumentacji, uchybienia w procesie decyzji o dotacjach i przy zatrudnianiu oraz nagradzaniu[...] Lista wykrytych nieprawidłowości jest długa i liczy blisko 60 punktów.” (Ewelina Oleksy and Michał Stąporek 2022) based on control document made by Pomeranian Regional Authority (Pomorski Urząd Wojewódzki w Gdańsku, 2021)

Fig. 37 Interior of the hall 89A from 1941. Author: Maciej Leszczyński

6- For example „Dziedzictwo Kulturowe Stoczni Gdańskiej” (2018) (Ewa Budnik 2018) or “Młode Miasto. Przyszłość dzielnicy” (Izabela Biała 2021)

7- The mentioned initiatives are public gardens and spaces for artists and designers.

5. Conclusions and reflection

The research drew a timeline of the events in the planning of the shipyard area during the last 25 years. The stakeholders' actions were marked and a graphical visualization helped to understand the dynamics of certain decisions and shifting perspectives. In the end, six periods have been distinguished. Those periods are all phases of certain changes in attitude towards the planning in the area. Throughout those periods it seems that a long path was taken from the state of total neglect to the stakeholders becoming more aware of the heritage value of the place. From the combination of timeline analysis and findings based on analysis of recent events, it seems that the level of preservation, as well as awareness and quality of proposed projects, got a lot higher. The purely profit-driven projects without contextual aspects are not probable to be approved. Additionally, the idea to create a 'democratic space' was fully brought to the discussions and is a part of the guidelines for providing a balance between public and private space. More events involving discussion of various stakeholders are organized, and more often they involve the citizens. This is a good example of a shift towards a more democratic approach to urban planning. It is important that those parties not only meet but also take into account what is being said by others. This unfortunately still does not entirely work. It seems like this became a reoccurring issue. The problem lies very often in a conflict between particular personas. In the timeline, there were cases where certain actions were undertaken but were not finalized because of certain negligence or a complete lack of common ground. If at least one link (stakeholders) blocks the process and there is a lack of cooperation then the whole future becomes questionable.

The research documented and analyzed a large amount of diverse material, yet the difficulty lies in the fact that the topic of research involves quite many areas of expertise. A more in-depth knowledge would be required to extract even more smaller bits of information that could be influential for understanding even more layers of interrelations. The experience and professional understanding of legal documents and administrative legislations and processes would be very beneficial for a full understanding of the topic. What is more, the accessibility of certain documents also imposed some research limitations. Very often the design process is confidential hence, it is difficult to acquire all the documents. The thesis attempts to answer certain questions and understand the processes, yet for even more in-depth analysis, many more conversations should be held with authorities or journalists specializing in those topics. Without it, the research could still contain gaps and lack some documentation or explanations that could result in changes in judgment.

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