



DREAMS TO FULFIL Version .2020

VISION/MISSION

Creating an attractive urban district which will refer to the significance and values of the multi-layered cultural heritage of the former Gdansk Shipyard, including - first of all - social and dialogue-based solidarity (I) and industrial shipbuilding production (II), in a creative and sustainable way, which will also meet the cultural challenges of the future, especially in the field of ecology (III).

(I) HERITAGE OF SOCIAL AND DIALOGUE-BASED SOLIDARITY

Strategic Aims / Tasks

1. Development and implementation of a coherent system for presentation of the history and cultural heritage of the former Gdańsk Shipyard, in reference to the idea of social equality, dialogue and solidarity:

- ▶ collecting and providing public access (in a form of integrated public archives) to individual stories of former Shipyard workers (and their families), artists, activists and other people who have participated in the research and protection of the cultural heritage of the Shipyard

- ▶ providing secure and proper use, marking and describing the particular places, buildings and objects in reference to the heritage of the Solidarity, particularly:
 - the guardhouse at the Gate No.2 and the former workshops of Lech Wałęsa
 - correction of the *Road to Freedom* through:
 - a change in its route that will incorporate the square in front of the former Management Office building
 - supplementing the concept of the apple-tree orchard with the organisational (participatory) issues related to the social *Solidarity Garden*
 - providing secure and proper use of artistic installations by Grzegorz Klaman in the forms of gates in the arrangement of the *Road to Freedom*

SHIPYARD ANEW

- ▶ implementing an education programme on the heritage of Gdańsk Shipyard for children, young people and adults, through:
 - providing direct public access to the cultural heritage (including on-line access)
 - organising workshops, tours with local guides, meetings, symposiums on historical topics related to the history of the place, including:
 - restoring seasonal operation of the Subjective Bus Line by Grzegorz Klamana, as an educational and tourist attraction

- ▶ expanding areas of freedom and allowing brave experimental interventions and projects to take place and to popularise the ideals of the Solidarity such as tolerance, freedom of speech, critical thinking etc. through:
 - developing a new district of Gdańsk, which will meet various needs expressed by people of different material status in a sustainable way (without a possibility of building gated office and residential areas) and which will provide people with the sense of closeness, intimacy and community
 - re-viving a symbolic entrance to the Shipyard area i.e. Brama Oliwska Bridge (so called "Yellow Bridge"), creating an attractive public space there, endowing it with new functions which would attract and integrate Gdansk inhabitants
 - securing 1-2% of the budget of the (public and private) investment implemented in the area of the former Shipyard for art, in order to create and to maintain the collections of permanent works of art presenting high quality, which are intended to encourage reflection and to stimulate discussion in reference to the history of the place, local character and social relations (not just to decorate the space)
 - leaving a selected shipyard building, an element of technical infrastructure and some places at the Shipyard to undergo changes brought by time and wild nature which symbolises freedom and independence (also rebellion against control, regulation, standardisation, etc.).

2. Providing the forum for an open and free dialogue in order to continue the tradition of the Solidarity through:

- ▶ collecting and providing public access (in a form of integrated public archives) to individual stories of former Shipyard workers (and their families) as well as artists, activists and other people who have participated in the research and protection of the cultural heritage of the Shipyard

- ▶ obtaining the technical and technological documentation of the shipyard objects from the property owners and handing it to the State Archives (providing access to the documents to all the interested parties)

- ▶ establishing a new branch of the National Maritime Museum in the former Gdańsk Shipyard area that will be dedicated to the history of Polish shipyard industry, with displaying the s/s Sołdek as the first Polish sea-going vessel constructed at the Polish shipyard
- inviting former Shipyard workers and interested inhabitants of Gdańsk to a discussion

► referring to the cultural context of the Shipyard as to a collective piece of art and using it as a lever for a cultural project of the whole region, based on its historical legacy but oriented towards the future challenges, which can exert influence in global politics.

(II) HERITAGE OF SHIPBUILDING PRODUCTION

Strategic Aims / Tasks

1. Providing a coherent and attractive system of public spaces and undertaking proper activities (including on-line ones) to display and to present the cultural heritage of Gdańsk Shipyard in reference to the shipbuilding production, based on identified and socially acceptable local stories and tradition as well as on the identity of the place (not copying other solutions) through:

- collecting and providing public access (in a form of integrated public archives) to individual stories of former Shipyard workers (and their families) as well as artists, activists and other people who have participated in the research and protection of the cultural heritage of the Shipyard
- obtaining the technical and technological documentation of the shipyard objects from the property owners and handing it to the State Archives (providing access to the documents to all the interested parties)
- establishing a new branch of the National Maritime Museum in the former Gdańsk Shipyard area that will be dedicated to the history of Polish shipyard industry, with displaying the s/s Sołdek as the first Polish sea-going vessel constructed at the Polish shipyard
- providing descriptions of the particular buildings and objects, with texts and illustrations (a repeated site map where the objects and their location in the shipbuilding technological line will be marked)
- providing visitors with free access to the inside of the shipyard halls; it can be achieved by inserting independent structures inside the hall buildings with the proper distance from the existing outside walls and the original roof construction (with some possible horizontal partitions inside those structures)
- implementing an educational programme addressed to children, young people and adults to present the industrial heritage of the former Gdansk Shipyard (cf. point I).

2. Creative re-using of the multi-layered identity of the Shipyard, including the spatial layout (with the proper use of historical streets and squares, cultivated and wild greenery) and architectural and technical monuments from all the periods of the Shipyard operation (the

19th century, the Interwar period, the Nazi period, the After-war period) in order to continue the comprehensive, industrial, visual identification of the former Shipyard area which determines the unique character of this place through:

- ▶ resigning from the construction of the 4-lane road of the total width of nearly 50 meters, with an additional lane of tram tracks in the middle (which is included in the local spatial development plan), which will disturb the historical urban layout of the former Shipyard
- ▶ clarifying the area and relics of the former slipways, next to the trapezoid dock basin of the former Imperial Shipyard (e.g. in a form of a public square)
- ▶ applying contextual architecture which will provide harmonious relations between newly-constructed buildings and historical buildings located in their direct vicinity (in terms of their size, character of architecture, materials, etc.)
- ▶ restoring a flower garden in the area located next to the former Gdańsk Shipyard Management Office and clarifying the area where departmental garden allotments were located with their new re-arrangement to continue the tradition of small, cosy gardens which were once set up and cultivated by the Shipyard workers (among others by Anna Walentynowicz) in the vicinity of the shipyard halls where they used to work.

3. Providing conditions for the continuation (also intangible and intellectual) production in various forms, including even short-term activities (lasting even for one hour)

- ▶ supporting establishment of entrepreneurship incubators, start-ups, etc.; non-disturbing production facilities (including handicraft business), co-working spaces, open spaces for workshop and artistic events (also for long and short-term rent) in the former Gdańsk Shipyard area
- ▶ applying shipbuilding know-how and technologies in contemporary production
- ▶ developing various forms of social and independent food production (fruit orchards and fruit-vegetable gardens)
- ▶ setting up the *Solidarity Orchard and Garden* of the participatory character, which will be publically accessible, in the vicinity of the historical BHP Hall
- ▶ establishing a brand to mark products (including pieces of art etc.) manufactured or created at the Shipyard in order to provide a unique, recognisable trade mark which will become a characteristic brand of Gdańsk with an impact on the character and perception of the city.

(III) ECOLOGICAL HARMONY OF THE FUTURE

Strategic Aims/ Tasks

1. Developing a coherent and attractive system of ecological public spaces open and friendly to all living creatures (including plants and animals) as well as revitalising/restoring the Shipyard's green heritage through:

- ▶ defining the required spatial features for all the urban spaces and the (former and planned) network of the streets in that area

- ▶ providing human-scale architecture (residential, service and office buildings which can be easily adjusted to some new functions and easily adopted for new situations) with commercial and service facilities at the ground-floor level, accessible from the streets and boulevards

- ▶ proper maintaining and using the present and historical streets and squares, including the original (wild) greenery and restoring the very green character of the Shipyard areas through:
 - restoring and rearranging former flower beds and departmental garden allotments
 - restoring the former Shipyard garden with a greenhouse (in the vicinity of the historical BHP Hall) through arranging a social open garden and orchard (the Solidarity Garden)
 - providing inhabitants and users of the future buildings with an opportunity to create and to cultivate small, cosy, flower gardens – also on the roofs (and setting up beehives there)
 - providing low and high greenery arrangement to the new public squares
 - creating “micro- nature reserves” of educational value
 - leaving a selected Shipyard building, an element of technical infrastructure and some places at the former Shipyard to undergo changes brought by time and wild meadow greenery (to allow wild flora species characteristic for these areas to develop there, attracting bees and other pollinating insects)
 - using greenery to mark the layout of the non-existing Shipyard buildings

- ▶ including the Steffens Park into the system of the transformed public areas of the former Gdańsk Shipyard with the use of currently existing and new ecological bicycle overpasses and footbridges over the railway tracks, covered with greenery (the so called yellow bridge near Brama Oliwska and another one in the vicinity of the Gdańsk-Stocznia train stop) and at least one more footbridge constructed in the area of the northern edge of the Steffens Park

- ▶ providing ecological playgrounds for children, inspired by supportive behaviour of herding animals who learn how to cooperate, to support each other, to share (information/experience), etc.

- ▶ restoring selected historical water reservoirs and water courses (e.g. fragments of former moats and the Siedlecki Creek, etc.)

2) Providing balance between (public and private) road and water traffic with pedestrian and bicycle traffic through:

- ▶ providing a communication lane dedicated to pedestrian and bicycle traffic and to ecological public transport only (e.g. electrical transport) in the area located between the waterfront and the Toolmakers St., excluding road motor traffic (with the exception of deliveries to service-providing premises during the early morning hours)

- ▶ providing three bicycle and pedestrian routes to access the waterfront
 - to the north, with a public square at the former Lofting building
 - to the central region, from the *Solidarity Square (Freedom Promenade)* with the historical square in front of the former Management Office building and a small park at the waterfront
 - to the south, with a public square at the historical trapezoid dock (with the display of the location of the historical slipways)

- ▶ providing a communication lane dedicated to pedestrian and bicycle traffic and to ecological public transport only (electrical transport) in the area located between the waterfront and the Narzędziowców St., excluding road motor traffic (with the exception of deliveries to service-providing premises during the early morning hours)

- ▶ constructing a modern (multi-modal) train stop for SKM (Fast Urban Railway) trains to provide efficient links to the metropolis, with the use of the historical railway footbridge adjusted to bicycle traffic (to compensate for the lack of a bicycle lane along the bridge at the Fr Jerzy Popiełuszko St.)

- ▶ resigning from the construction of 4-lane road of the total width of nearly 50 meters, with an additional lane of tram tracks in the middle (which is included in the local spatial development plan) and providing a balanced system of one-way streets (separated by urban blocks)

- ▶ restoring wild nature as before the industrialisation period (renaturation) along a section of the river bank and creating an urban beach and places for kayakers, etc.

- ▶ assigning the waterfront quays with freely accessible functions related to private water communication (kayak quays, marinas for yachts and motor boats) and public water transport (water tram stops and a maritime station for small and medium-size sightseeing vessels)

AUTHORS

Waldemar Affelt, Ph.D., a member of the Polish National Committee of International Council on Monuments and Sites (ICOMOS) and a member of the General Commission of Monument Preservation and the Committee for History of Science and Technology of the Polish Academy of Sciences

Marek Barański, Ph.D., Academy of Fine Arts in Gdańsk

Agnieszka Cichocka, Starter Incubator

Janusz Chilicki, a representative of the NO to Destruction of Gdansk Shipyard group of activists

Kamila Chomicz, a graduate of the Biology Department at Gdańsk University and Film and Television Academy in Warsaw

Jacek Dominiczak, Professor at Academy of Fine Arts in Gdańsk

Magdalena Zakrzewska-Duda, the Baltic Sea Cultural Centre

Zbigniew Dymarski, Ph.D. Department of Culture Studies at Gdańsk University

Aleksandra Fijałkowska, Board Member of Metropolitan Institute

Anna Gołędzinowska, Ph.D. an urban planner and a member of the Gdańsk City Council

Mona Rena Górska, a craftswoman specialising in philosophy and costumes

Filip Ignatowicz, a multi-media artist and a film director

Aneta Lehmann, an interior designer with culture studies background

Krzysztof Król, Ultra Relations, a PR agency handling the Young City project

Dominik Krzysiński, a sociologist, a doctoral student at the Institute of Pedagogy at Gdańsk University

Dorota Nieznalska, a visual artist

Tomasz Mania, Gdańsk University of Technology

Michał Mazurkiewicz, an artist and a photographer

Anna Miler, a Metropolitan Women

Paweł Mrożek, Forum for Development of Gdańsk Agglomeration

Grzegorz Klaman, the Wyspa Foundation

Klaudia Nowicka, Ph.D., Gdańsk University

Anna Orbaczewska, visual artist

Marek Rogulski, Ph. D., TNS / ICS in Gdańsk, University of Humanities and Economics in Łódź

Piotr Samól, Ph.D., Faculty of Architecture at Gdańsk University of Technology

Zbigniew Sajnog, a publicist

Roman Sebastyański, University of the West of Scotland, INTBAU Poland

Mateusz Smolana, Institute of Solidarity Heritage

Karol Spieglanin, Forum for Development of Gdańsk Agglomeration

Anna Szyrwelska, Centre for Contemporary Art Łaznia

Agnieszka Wołodźko, an artist and an art curator

Piotr Wyszomirski, Pomysłodalia Foundation and Pomeranian Council of Culture

Iwona Zając, visual artist and a former resident of the Colony of Artists

Dorota Kamrowska Załuska, Ph.D., Faculty of Architecture at Gdańsk University of Technology

Monika Zawdzka, Ph.D., Academy of Fine Arts in Gdańsk

Dr Monika Zawadzka, Akademia Sztuk Pięknych w Gdańsku

SHIPYARD ANEW

Organised by: The Baltic Sea Cultural Centre in Gdańsk

At the end of 2018 the European artistic project *Memory of Water* (MoW) was launched in cooperation with the Baltic Sea Cultural Centre in Gdańsk. In the framework of the MoW project we organised a participatory series of City Labs entitled SHIPYARD ANEW, in which all parties interested in the process of transformation of post-shipyard area in Gdansk could meet and freely present and discuss alternative visions of the future. In the process, we assumed the method which involved revealing dreams in public in order to imagine and to design the future we commonly desired for the former Gdańsk Shipyard areas, with respect for its glorious history and traditions.

www.stoczniodnowa.pl

www.memoryofwater.eu

Co-funded by the
Creative Europe Programme
of the European Union



Research Partner:



Strategic Partner:

