

The Naval City of Karlskrona

– an active and vibrant World Heritage Site –



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“Karlskrona is an exceptionally well preserved example of a European naval base, and although its design has been influenced by similar undertakings it has in turn acted as a model for comparable installations. Naval bases played an important part during the centuries when the strength of a nation’s navy was a decisive factor in European power politics, and of those that remain from this period Karlskrona is the most complete and well preserved”.

The World Heritage Sites Committee, 1998



Foreword

In 1972 UNESCO, the United Nations Educational, Scientific and Cultural Organisation, ratified the Convention concerning the Protection of the World Cultural and National Heritage with the aim of protecting and preserving natural or cultural sites deemed to be of irreplaceable and universal value. The list of World Heritage Sites established under the terms of the Convention has been received with considerable interest by the international community and has greatly contributed to the strengthening of national cultural identity.

The Naval Town of Karlskrona was designated as a World Heritage Site in December 1998 and is one of 12 such Sites that to date have been listed in Sweden. Karlskrona was considered of particular interest as the original layout of the town with its roots in the architectural ideals of the baroque has been extremely well-preserved and for its remarkable dockyard and systems of fortifications.

The first four years of the World Heritage Project in Karlskrona has been directed mainly at achieving a broad level of involvement within the local community. This has included intensive work with schools and youth organisations and similar efforts have been undertaken regarding the development of tourism and the strategic marketing of the town. Karlskrona's position as a World Heritage Site and the quality of life provided by the environment of the town itself has undoubtedly been particularly advantageous both nationally and internationally.

The challenge facing us is considerable and much remains to be done. We must secure a long-term administrative structure for our plans, create the optimal conditions for the sound and durable development of tourism and gain greater understanding for our common cultural heritage. In addition, it is vital to ensure that the centre of the town remains a living entity and sites of interest to the visitor are easily accessible. However, a prerequisite for the realisation of our aims is that the town continues to have a fully operational Naval Establishment and shipbuilding industry at the dockyard.

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This is a World Heritage Site – The Naval City of Karlskrona

The World Heritage Site of the Naval City of Karlskrona consists of fortifications, the naval dockyard and harbour, the town itself and installations in the surrounding district that have been important sources of supply and support for the base.

The principal sites in the World Heritage town are:

- The layout of the town itself and the old buildings on the island of Trossö
- The islands of Stumholmen and Björkholmen
- The naval dockyard and harbour
- The fortifications: Kungsholm fortress, the Drottningkär citadel, Kurrholmen, Godnatt, Koholmen, Ljungskär and Mjölnaireholmen
- The manor house at Skärva which was built as a country residence for the Admiral Superintendent of the Navy Yard, Fredric Henric af Chapman.
- The Crown mill at Lyckeby with the millpond and stone bridge





Pehr Hilleström: Karl XI steps ashore on the island of Trossö 1679

The Historical Background

Why Karlskrona was established

At the end of the 17th century Sweden was a major European power and had managed to acquire territory in parts of northern Germany and what is now Finland, Estonia and Latvia. The Baltic Sea provided the link that united the various parts of the kingdom. Danish attempts in the 1670's to regain lost provinces were successfully thwarted by King Karl XI (1655–97).

The Navy was the principal instrument by which Sweden could exert effective control of her new territories on the other side of the Baltic, and after years of deliberations it was finally decided to establish a new base for the Navy in the eastern part of the Blekinge archipelago. Unlike Stockholm, this naval base was free from ice for large parts of the year, and furthermore would be able to assist the policy of Swedification in the former Danish provinces.

The rugged terrain of Trossö and the other nearby islands provided an extremely favourable location for a naval base. In addition, there was a narrow and deep fairway, which could easily be defended and sufficient room in which to construct a large protected dock.



View from the north. Elias Martin, water-colour from the 1780's.



The Great Square.

Growth and expansion

In the late autumn of 1679, the King and his retinue stepped ashore on Trossö. Without delay the Kingdom's foremost shipwrights, architects, fortification engineers and builders began their labours. Streets, Squares and the various quarters of the future town were marked out, and in 1680 Karl XI granted a charter to Karlskrona. The whole undertaking was carried out with single-minded energy and determination.

In order to encourage trade and settlement in the new town, the King rescinded the charters of the neighbouring boroughs of Ronneby and Kristianopol and their burghers and tradesmen were more or less compelled to move to Karlskrona. Almost from the very beginning Karlskrona had a markedly international character. A considerable number of Germans, in particular tradesmen, took up residence in the town and experienced craftsmen were brought from the Finnish province of Österbotten and the Skeppsholmen yard in Stockholm to work at the Navy Yard.

The naval city of Karlskrona attracted much attention from abroad and provided a model for a number of similar installations throughout Europe.

Models and ideals

It is probable that the planners of Karlskrona were influenced by the naval bases of Chatham in south-east England, established in 1547, of Rochefort on the French Atlantic coast from 1666 and of the arsenal in Venice. However, Karlskrona was not solely created to meet the needs of the military, for it is the architecture of the baroque with its wide streets and monumental buildings that dominates the town. Equally, the spacious Squares and the grid-net layout is clear evidence that the planners have striven to follow the classical ideals of Greece and Rome.

At the end of the seventeenth- and the beginning of the eighteenth century Karlskrona was both a wholly new conception in town planning and a symbol of Sweden's Great Power status in Europe.



"The Great Square in Karlskrona was Sweden's most extravagant attempt to create a public space able to bear comparison with the very finest of the magnificent Squares in France and Italy."
Anders Friberg: The architecture of the Great Square (1995/4)

The af Chapman era

When Gustav III (1746–92) took over power in 1771, the Navy Yard entered a new period of prosperity.

The first decades of the century had seen a change in the military balance in the Baltic. Russia had extended her borders to the Gulf of Finland where she established the future capital of Saint Petersburg and the naval base of Kronstadt, and in 1748 Sweden began to build the Sveaborg fortress outside Helsinki to protect her eastern frontiers. The Swedish Navy was reorganised in two parts, the Main Fleet based on Karlskrona and the Archipelago or Army Fleet, based in Stockholm and at Sveaborg.

A major problem was that warships had a relatively short working life, a difficulty the Navy tried to resolve by the construction of huge dry docks in which ships could be built, repaired or simply stored there during the winter months.

In 1782 a new era was ushered in at the Karlskrona Yard when Fredric Henric af Chapman was appointed Admiral Superintendent and commissioned to create a completely new fleet for Gustav III's coming war with, as it turned out, Russia. Chapman, who came from an English family of shipwrights, was born in Göteborg on the west coast of Sweden. He had studied at French, Dutch and English shipyards and in Finland acquired a sound knowledge of the wood and timber needed in shipbuilding. Chapman brought new mathematical methods to ship design, and had previously worked with Augustin Ehrensvärd at the Swedish bases of Stralsund and Sveaborg where he had built new types of vessels for the galley fleet. Chapman had previously built various ships for the Navy as well as drawn up plans for the major warships that would later be launched in Karlskrona.

As Admiral Superintendent, Chapman reorganised the entire shipbuilding process at the dockyard. He introduced the principles of standardised production and the amazingly short time of three years saw the construction of no less than 10 ships of the line and 10 frigates. Until then it had taken several years to build but a single vessel.

In 1784 Augustin Ehrensvärd's son, Admiral Carl August Ehrensvärd, was appointed C-in-C of the Karlskrona Naval Base. A man of letters, well versed in philosophy and art history, he had travelled to Italy where he had been inspired by the classical ideals of Greek and Roman architecture and together with Chapman he created several impressive buildings at the Navy Yard. These included the Plans and Ships' Models building, the Sculptors' workshop and the No. 1 Storehouse.



Above: Christian Gosselman, water-colour of the inner dockyard harbour and Lindholmen Island, from the time of af Chapman. Inset: The "Five finger" docks. Below: Auguste Mayer, litograph of the "Five finger" docks from the middle of the 19th century.

A **dolphin** was used to moor a vessel, and consists of a sheaf of poles driven into the sea bed and held together by a heavy iron band.



The Old Mast Crane

The Naval base

Apart from the harbour, the dockyard and the fortifications, the naval base includes various other buildings such as barracks, official residences, workshops and storehouses that have been built down the years. The workshops and storehouses were built on Stumholmen, and a Crown mill at Lyckeby outside Karlskrona.

The naval dockyard and harbour

The Karlskrona yard is one of the few dockyards in the world where it is still possible to see buildings and docks specifically designed for the construction of sailing warships. The most important of these buildings and installations are the Rope-walk, the Wasa Shed, the Polhem dock, the “Five finger” dock and the Old Mast Crane. Shipbuilding is still carried out in the western dockyard. At first the Navy Yard was situated on the island of Vämö but was moved to the southern part of Trossö in 1684.

By the beginning of the eighteenth century, Karlskrona had become a centre of technical innovation. If the most striking of these installations is the Polhem dock, less eye-catching constructions at the yard such as the quays, slipways and dolphins are also worthy of note.



The Main Guardhouse

The Main Guardhouse.

Built in 1821–26, the neo-classical Main Guardhouse dominates the background to the Admiralty Plain, and is the only old building at the Naval base that faces towards the town itself. This was the main entrance into the base.





Below: The Chapman Gate.
Inset: The Chapman residence.

Above left and right lower: The Ships' Models Room and Mustering Hall.
Above right, upper: The No. 17 Gate.

The No. I Storehouse. Designed by af Chapman and Ehrensvärd, this building is from the 1780's. In the winter months the warships were moored at nearby quays and their sails, cordage and various other equipment were stored here in accordance with a carefully organised procedure. The interior of the storehouse was so disposed that the fleet could be prepared for sea in the shortest possible time. The rational architecture with few superfluous details reflects the practical nature of the building.

The Ships' Models Room and Mustering Hall. Designed by af Chapman, the Ships' Models Room building is from the 1780's. A Royal decree from 1752 called for the establishment of a Models Room to house models of all the ships and constructions produced at the Yard. The Hall is housed on the upper floor of a handsome neo-classical extension, with a pediment bearing the monogram of Gustav III surrounded by flying pennants in the Swedish national colours of blue and yellow. The monogram is the work of the Admiralty Sculptor Johan Törnström (1743–1828). The Mustering Hall is on the ground floor and was large enough to contain the assembled crew of an entire warship at the same time.

Furnishing Sheds Nos. I and III. It was in these buildings from the 1780's that af Chapman's principles of standardised production were put into practice. Together with the Models Room building the *No. I Furnishing Shed*, which also housed a compass workshop and sheds for oars and copper, the building formed an impressive facade on this street. The *No. III Furnishing Shed* is at the end of this row of buildings, and contains the carpenters' and painters' workshops, a lead foundry, a weights and measures room and workshops in which nails, cleats, wedges and models were made.

The Chapman Gate. The rather theatrical *Chapman Gate*, situated between the I and III Furnishing Sheds, leads into the Yard Superintendent's residence. Designed by Chapman and erected in the 1780's, it was rebuilt in the Empire style in 1830. The fronton of the gate has been embellished with the stern ornament of the former ship of the line *Vasa* and a balustrade has been added to the terrace above the fronton.

The Chapman residence. The Admiral Superintendent's residence is from 1781–2. It resembles a typical Swedish manor house of the period and Chapman lived there until his death in 1808. The main building was the official residence of the Yard Superintendent until 1961, and thereafter of the Commanding Officer of the Naval Base.



The No. I Storehouse



In 1682, the first warship, the 70-gun *Blekinge*, was launched at the Värmdö Yard. With an overall length of 42 metres, she was 11.6 metres over the beam and had a draught of 5.4 metres. Four years later the first warship, the 70-gun *Carlskrona*, was launched at the Trossö Yard.



The Sculptor's workshop. The building in its present form dates from the 1780's when it became the workshop for the newly appointed sculptor to the Admiralty, Johan Törnström. A classical temple pediment has been superimposed onto a simple construction in red ochre and decorated with a grotesque grimacing mask carved by Törnström himself. The building originally lay somewhat to the west but was moved to its present site when the new Ship Construction Hall was erected there in the beginning of the 1960's.

The Careening Wharf and Old Ships' Stocks. These installations near the passage, from 1685-6, are among the oldest ones at the Yard. A ship was keeled over to one side so that her hull was exposed for cleaning and repair work. Of the two careening wharfs, the western one has been restored to its original condition.

Timber pens. This was originally one of several pens in which shipbuilding timber was stored in water. It was in use until the latter part of the eighteenth century when timber was taken up on land for storage. The pens were later roofed over and used to house the Navy's small boats.

The western dockyard

The "Five finger" docks, erected in 1758-1856, were the result of Augustin Ehrensvärd's proposal for the Navy's warships to be kept in roofed dry docks when not needed for active service. In 1757 plans were drawn up for the construction of a massive naval arsenal and 31 docks in Karlskrona. The docks, spread in a fan formation, were to include two berths and two large mast cranes, but in the end only the "Five finger" docks were built.

The Old Mast Crane. The mast crane was built to serve the Five finger docks and work on the construction was begun in 1803. The main structure of the 42 metres high crane is of brick and the top section of wood covered with copper sheeting. It was used to demast the ships before they were taken into dock and a team of 96 men working on four capstans was needed to draw up the heaviest loads. The crane machinery is still intact.

The dockyard walls. When the Five finger docks were constructed and the dockyard area extended to the west, a plank wall was erected between the new dockyard and the town. This was later replaced by the massive present-day wall.



The Old Mast Crane.

Above left, upper: The grimacing mask on The Sculptor's workshop. Above left, lower: The Careening Wharf. Above right: The Sculptor's workshop. Below left: The "Five finger" docks. Below right: The dockyard walls.



The islands of Lindholmen and Söderstjärna

There are a number of old installations on Lindholmen that have been used for the construction, repair and fitting out of the Navy's warships. In 1910 Sweden's first wireless telegraphy station was erected on the island.

The Vasa Shed. The Vasa Shed from 1763, originally known as the Great Ship Shed, was spacious enough to allow the construction of a 70-gun warship. This could take up to five years and in the eighteenth century the shipwrights recognised that during construction the hull and building materials had to be protected from the ravages of wind and rain. The intricate roof structure is supported by stout stone pillars along the outer walls. The shed is on a natural slope, which the designers were able to use to their advantage when planning the slipway. The present name derives from the 60-gun ship of the line *Vasa* which was launched from the Shed in 1778.

The Rope-walk. The Rope-walk from the 1690's is one of the oldest buildings in Karlskrona and the longest wooden building in Sweden (300 metres, about 1,000 feet). All of the many types of ropes and cordage for the sailing Navy were made there and it was still in use at the beginning of the 1960's. At each end of the rope-walk there is a stone building in which raw materials were stored and prepared for the rope-maker.

The Polhem Dry Dock. Hewn out of massive bedrock, the Polhem dry dock was built between 1716–24. It created considerable interest from abroad owing not the least to its size and its innovative technology and contemporary accounts describe it as being a quite remarkable feat of engineering. In tidal waters the ebb and flow of the tide was used to fill and empty the docks but as the Baltic lacks tidal waters the Polhem dock had to be pumped dry. It was inaugurated in 1724 when the *Kung Karl*, the Navy's largest ship of the line was taken in for repairs and is still in use although the pumping machinery is now driven by electricity.

The "Finnish Church". On Söderstjärna, originally an island, this brick building was built for the treatment of cordage and ropes with tar and pitch at a safe distance from other buildings.



Above: The Polhem Dry Dock with a view of Trossö around 1850 by Lorentz Wilhelm Brandenburg.
 Middle row, left: The Rope-walk: the west anchoring point. Middle row, middle: The Rope-walk: exterior.
 Middle row, right: The Vasa Shed. Below: The Rope-walk: interior.



Stumholmen island

From the very beginning it was planned that the various units of production and supply together with workshops and storehouses should be located to the eastern part of Karlskrona. The military installations on Stumholmen date from the eighteenth century to the 1950's.

Up until the 1970's the Navy employed a considerable number of people on Stumholmen, but the whole district is now fully integrated into the civilian life of Karlskrona. Opened in 1997, the new Naval Museum on Stumholmen contains a comprehensive permanent collection and presents numerous temporary exhibitions relating to the history of the Navy and the dockyard.

The Naval Barracks from 1847 was used to house 500 or so of the seamen who had enlisted in the Swedish military tenure system. On each floor there was a spacious open room large enough for 250 ratings to hang their hammocks and the quarters were designed to resemble those on a warship, complete with scuppers, sloping floors of oak planking and sturdy mast-like pillars in the centre of the building. The building is now an Art Gallery.

The **Corps de Garde**, the guardhouse, is one of the few surviving guardhouses in Sweden from the eighteenth century.

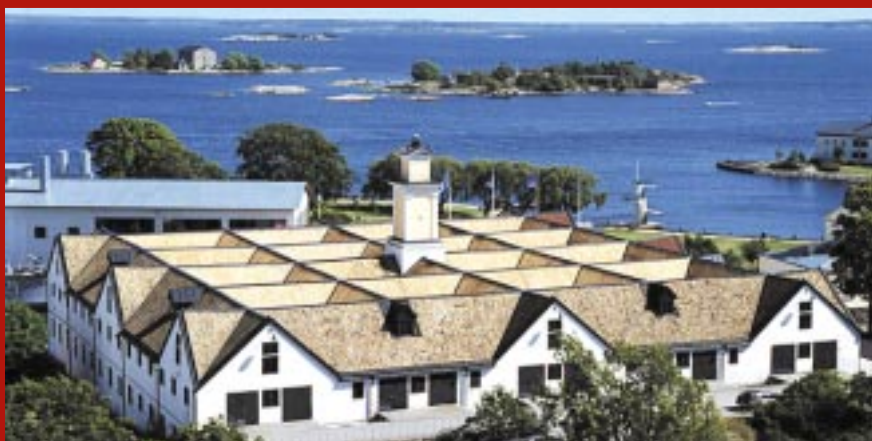
The Coopers' Storehouse was built in 1718 to house the enormous numbers of barrels that the Navy needed for its water and provisions. It is now the Operational Headquarters of the Swedish Coastguard.



Above right: Corps de garde.
Below right: The Naval Barracks.



Above: Stumholmen Island from the south-east. The Kungshall Bastion in the foreground.
Below: View from Stumholmen Island. Elias Martin, water-colour from the 1780's.



Above: The Crown bakery. Middle left: The Crown bakery. Middle right: The Sloop and Longboat Shed. Below: The Sloop and Longboat Shed.

The Crown bakery. The three storey high bakery is from the 1730's. It was here that "hardtack", the Navy's sea biscuits were made and the ships laden with rye flour from the Crown Mill at Lyckeby could tie up at the nearby quay. In 1908 an extra floor was added to the building and it was used as a clothing storehouse. The present-day building has retained its somewhat severe appearance, and in 1990 was converted into residential apartments.

The Sloop and Longboat Shed is one of the most remarkable buildings in Karlskrona. Erected in the middle of the 1780's for the Navy's small craft, it is built on an incline that provides a natural slipway for the boats. The ingenious roof structure is made up of ten intersecting saddle-backed roofs that lead rainwater through converging channels and 16 drainpipes down into water butts. Boats are still stored in the building.

The Military Gaol from 1910–11 is extremely well preserved and was in use as a goal until the 1970's.

The Kungshall bastion. This site of the bastion was decided in the proposals drawn up in 1683 for the fortification of Karlskrona. The bastion itself was erected soon after. In 1787–92 a brining shed, storehouse and butchery were built at the bastion. The guns at the bastion belong to one of the three permanent batteries in Sweden from which ceremonial salutes are fired on occasions of national importance.

The Main Clothing Manufactory. The Navy's Main Clothing Manufactory was housed in this building from 1921, and became a prototype for similar industries in Europe. The former Manufactory has now been converted into flats, and with its clear classical lines is a fine example of industrial architecture from the 1920's.

Hangars nos. 3 and 4. Stumholmen was a seaplane base from 1914–49. Hangar no. 3 was erected in 1926 and no. 4, with the double-arched roof, in 1929 and are the last remaining hangars of wood in Sweden. The slipways of concrete or wood in front of the buildings were used to draw up the seaplanes from the water.

The Disinfection House, Quarantine hospital and Fumigation Shed were located on the former island of Laboratorieholmen. A cannon foundry had originally been sited on the island. On its return from the Russian campaign of 1788–90, ship's fever, a form of typhus, swept through the Fleet, and claimed some 10,000 lives in Karlskrona. A temporary, later a permanent, hospital was erected on Laboratorieholmen and was one of the first Cholera and Quarantine hospitals in Sweden.



Staff organisations, training establishments and barracks

From the very beginning training and education was carried out at the new naval base. The Boy Seaman Corps was established in 1685 to ensure a supply of qualified seamen for the regular navy and in the eighteenth and nineteenth centuries most of the Navy's Petty Officers and ratings had received their professional instruction in Karlskrona.

The Anckarstierna Boy Seamen Barracks. The *Anckarstierna* barracks from the 1870's was built to provide classrooms and accommodation for the Boy Seamen and remained in use until 1939. From the beginning of the 1950's the building housed the Naval Museum until it moved to Stumholmen in 1997. To-day the former barracks are used as offices and by the Municipal Art College.

The Sparre buildings. Rebuilt after the fire that ravaged the town in 1790, the present *Sparre* complex consists of four buildings surrounding a large parade ground. In the past, the buildings have been used as a barracks and thereafter to house administrative quarters, a drill hall, kitchen, baths and a laundry.

The barracks building with the restrained neo-classical facade from 1889-91 when it was renovated, extends along an entire block on Kyrkogatan.

The Naval Staff Building which faces onto Drottninggatan is from the 1820's, but the neo-renaissance facade is a later addition from the 1890's.

The Drill Hall on Östra Prinsgatan is from 1877 but various extensions have later been added to the building.

The Navy's West Bakery and the Crown Distillery used to be on the Stumholmen Quay, but they were burnt to the ground in the fire of 1790. In 1900-2 a two storey building was erected on this site.

The afTrolle buildings.

These are the only buildings still occupied by operative naval units and the present organisations have been there since 1955. The building itself is older, and houses the Naval Staff, classrooms, training facilities, workshops and the *Najaden* and *Jarramas* barracks.



Parade at Battalion afTrolle



Above: Battalion afTrolle. Below left and right: Battalion Sparre.



The Town

The layout of the town

The layout of Karlskrona and its fortifications are the result of the joint efforts of Erik Dahlberg, Nicodemus Tessin the elder and Carl Magnus Stuart. Although Stuart's proposal for the new town was confirmed in 1683 it was superseded 11 years later by a new plan. According to the 1683 plan, the naval harbour was to be in the south part of the town, a district for the burghers in the north, and the Navy's supply and support installations in the east. The Dutch influence in the planning of the western district with its harbour, canals, commercial buildings and modest dwellings is unmistakable. The residential dwellings for senior officers were on Alamedan, the eastern section of Amiralitetsgatan.

The main thoroughfare, running from north to south, was to be Drottninggatan and it was on this street near the present day Kapell Park that the town's first parish church, the Hedvig Eleonora, was built.

The principal axis of the town is from north to south and follows the two Kungsgatan streets over the Great Square and the Admiralty Square to the Main Guardhouse at the entry to the Naval base.



Above: Some 100 years after the foundation: map from 1797.
Below: Elias Martin: The Great Square before the conflagration in 1790.



Alameda: an avenue lined with poplars. This is quite common in the towns of Spain and Portugal.

Plan from 1813



Above: Wachtmeistergatan, Björkholmen. Middle left: Courting sailors in Hogland Park. Middle right: The German Church. Below: View of Björkholmen from Trossö.

Streets and Squares

It is the wide streets and the public buildings on the monumental Great Square that give a particular quality to Karlskrona. In this classic example of a grid net layout, a Great Square surrounded by buildings representing religion and the law, has been situated at the highest point on the island of Trossö and is the centre of the town. The two churches on the Square have been built in accordance with two main principles of renaissance architecture, that of the rotunda and the basilica.

The Admiralty Square was intended to serve as both the architectural nucleus and the symbol of authority in the town and proposals had been made to erect a magnificent building for the Board of the Admiralty there. However, in the Age of the Absolute Monarch the existence of an independent governmental department outside the capital could not be tolerated, and these plans were never realised. The Admiralty was housed in a small wooden building until 1776 when it moved to Stockholm.

In the end, the Wachtmeister Bastion, one of the main strongholds on the Enclosing Wall was erected on the site planned for the Admiralty building. To-day the Admiralty clock tower stands on the Admiralty Square, and it was the Great Square that became the centre of the town.

Board: An administrative department in which a group of officials, the "Board", decides government business by majority vote. In 1634 five Government Boards, one of which was the Admiralty Board, were established in Sweden.

The Enclosing Wall

The fortification plans from 1683 called for a girdle of defences around the dockyard and the town. A large number of bastions connected by fortified walls would form an effective bulwark from attack both from land and sea. However, there was neither sufficient time nor financial resources available for this project, and in 1694 it was decided that a wall, an *Enclosing wall*, with a number of gateways should only be built around the harbour and dockyard area. Of many planned bastions only the Aurora Bastion on the eastern side of Trossö has survived until the present. Work on the Enclosing wall continued until the end of the eighteenth century. In the nineteenth century the authorities started to demolish the wall. Some sections of the wall can still be seen in the quarter to the north of Varvs-gatan.



The Enclosing Wall



Above left: The Admiralty Church. Above right: The Fredrik Church.
Below: The Church of the Holy Trinity (The German Church).

Churches and other public buildings

The public buildings in the town were designed by Erik Dahlberg (1625-1703) and Nicodemus Tessin the elder (1615-81), and also his son, Nicodemus Tessin the younger (1654-1728).

The planners of Karlskrona intended that the churches should play a prominent part in the life of the town. As with the temples of Greece and Rome they were situated on a spacious open Square and as church attendance was mandatory, the buildings had to be big enough to accommodate large congregations. The King, Karl XI, enjoyed absolute power during this period and placed considerable weight on the importance of religion. It is said that he had once remarked "True fear of the Lord is one of the most noble, indispensable and beneficial things in Our Armed Forces."

The first parish church in the town, the wooden Hedvig Eleonora church was on Drottninggatan. The former churchyard is now a small park.

The Fredrik Church. Originally called the Swedish, or the Great Church, the Fredrik Church was the town parish church. This cruciform building designed in the 1690's resembles a Roman basilica and was the largest of the churches built by Tessin the younger. The facade was probably inspired by the Santa Trinita dei Monti church at the top of the Spanish Steps in Rome. Construction work began in 1720, and after consecration in 1744 it replaced the Hedvig Eleonora church. The church was named after King Fredrik I (1676-1751).



The Church of the Holy Trinity. There was a considerable number of German citizens amongst those who had moved to the new town of Karlskrona and they were granted permission to build their own church. The rotunda, inspired by Italian architecture, became known as the *German church* and was built by Nicodemus Tessin the younger. Work on the building was begun in 1697 and the church was consecrated in 1709 before it had been completed. After the fire of 1790 no more than the badly damaged walls remained and the church was later rebuilt after Tessin's plans.

The Admiralty Church. The site of the Admiralty church "Ulrica Pia" had already been laid down in the town plan from 1683 and the drawings for the building, designed to hold a congregation of some 4,000, have probably been drawn up by Erik Dahlberg. The ground plan is in the form of a Greek cross. Consecrated in 1685, although the interior was not completed until several decades later, it was named after Karl XI's Queen, Ulrica Eleonora. The well-known statue of "old Rosenbom", a sailor from the eighteenth century holding the poor box, stands outside the main door of the church.





The Admiralty Clock Tower. From 1699, the Clock Tower in the Admiralty Park was built as a clock for the workers at the dockyard. In 1909 it began to be used as a bell tower for the Admiralty Church, and is now one of the most prominent landmarks in the town.



The Town Hall on the Great Square is in accordance with the original town plan, but was not built until after the town fire of 1790. The entrance, also following the original drawings, was not completed until 1905.

The “Water Castle”. From the very beginning the lack of a reliable supply of drinking water was a major problem in Karlskrona. Water had to be transported to the town with purpose-built vessels from Lyckeby, Nättraby and Ronneby on the mainland and the construction of a water tower on the Great Square in 1863, the highest point on Trossö, brought a vast improvement in the wellbeing of the townspeople. The Tower, designed in the French Norman style which reflected the late nineteenth century’s taste for the romantic, was supplied with water piped from Lyckeby.

Count Wachtmeister’s Residence. This building from 1705 in the Swedish Caroline style was the residence of Count Hans Wachtmeister. It was one of the few private buildings to survive the town fire of 1790. Now the County Museum, the residence has retained much of its original appearance.



The Town Hall

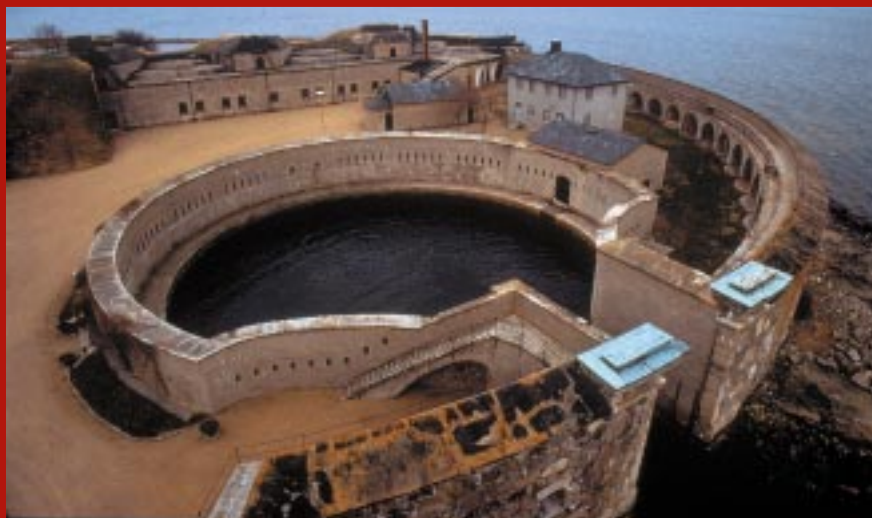
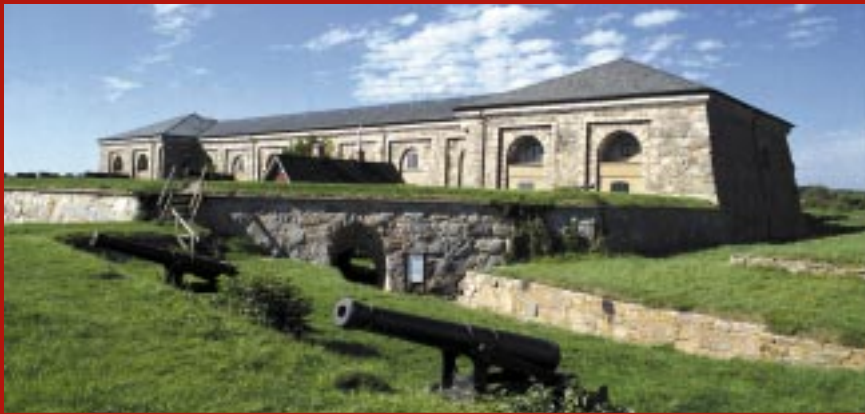
Above and below left: The Admiralty Clock Tower. Below middle: Count Wachtmeister’s Residence. Below right: The “Water Castle”.



Befästningar

En serie befästningar byggdes från tiden för örlogsbasens tillkomst och framåt, dels på Trossö och intilliggande öar, dels i havet vid de yttre, västra och östra redderna.

I enlighet med Erik Dahlberghs intentioner inleddes år 1680 arbetet med att befästa inloppet till Karlskrona genom byggandet av Drottningkärs kastell och Kungsholms fort. Drottningkärs kastell var ursprungligen huvudbefästningen, en roll som Kungsholmen övertog från början av 1800-talet. Längre in ligger befästningstornen Kurrholmen och Godnatt från 1800-tal och närmare staden befästningarna på Koholmen, Mjölhareholmen och Ljungskär från 1700-tal. Ursprungligen planerades hamn och skeppsvarv få skydd mot angrepp både från vatten eller land av en fästningsring.



Above and middle left: The Drottning-skär citadel.
Middle right and below: The Kungsholm fortress.

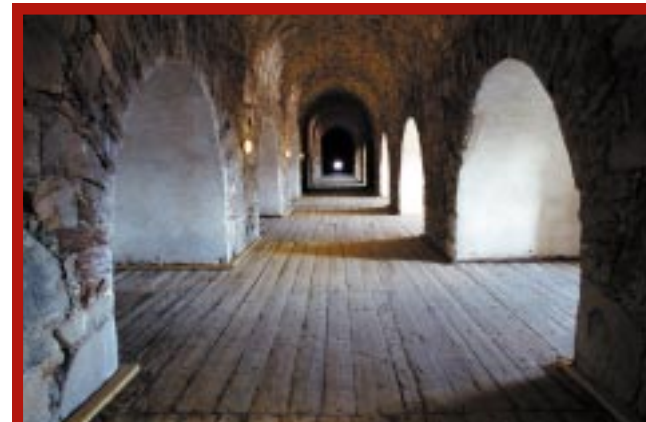
Outer fortifications

Situated off the island of Aspö, the **Drottning-skär citadel** was itself originally surrounded by water. It was completed in the last decades of the seventeenth century and this well-preserved fortification from the Great Power period is one of the foremost of Sweden's historic military installations. A massive granite donjon houses the artillery, magazine and living quarters and the citadel's four bastions, *Maria*, *Christina*, *Hedvig* and *Ulrica* are all named after Queens of Sweden. At various periods from 1710 until 1811 the citadel was on a war footing with, at its height, a 250-strong garrison. In 1865 Drottning-skär was taken off the active list when the new Ellenabben fortress was built on Aspö.

The **Kungsholm fortress** was an important active installation until the 1980's. Presently used as a training establishment, the fort has been manned for an unbroken period of more than 300 years. It was placed on a state of maximum readiness in the 1780's when Russian squadrons blockaded Karlskrona and again in 1801 when the Royal Navy was active in the Baltic. Although it never had to fire a shot in anger, the fortress was clearly an impressive deterrent to any presumptive intruder.

The fortress consists of a number of structures such as the three storey *Donjon* with flanking towers, the *North fortification* erected on a redoubt from the 1680's, the *Great magazine* ventilated with an interior double shell of brick and the *Little magazine* which has 1.5 metre thick walls and heavy iron doors. The *harbour* is one of the most singular constructions in Karlskrona. Enclosed within a high, circular wall, it is from the 1830's.

The botanical garden with plants and trees from all corners of the world is of particular interest. The plants were collected during the Navy's sea training cruises and the tradition of bringing a plant or tree to Kungsholmen at the end of a cruise continues until this day.



Battery deck in the Drottning-skär Citadel

Donjon: a single, massive, fortified tower.
Citadel: a stronghold, or small fortress.
Redoubt: a defence work inside a fortification.
An outer fieldwork or defence.



A **machicolation** is a projecting tower-like structure with openings through which stones, combustibles etc. could be dropped on assailants.



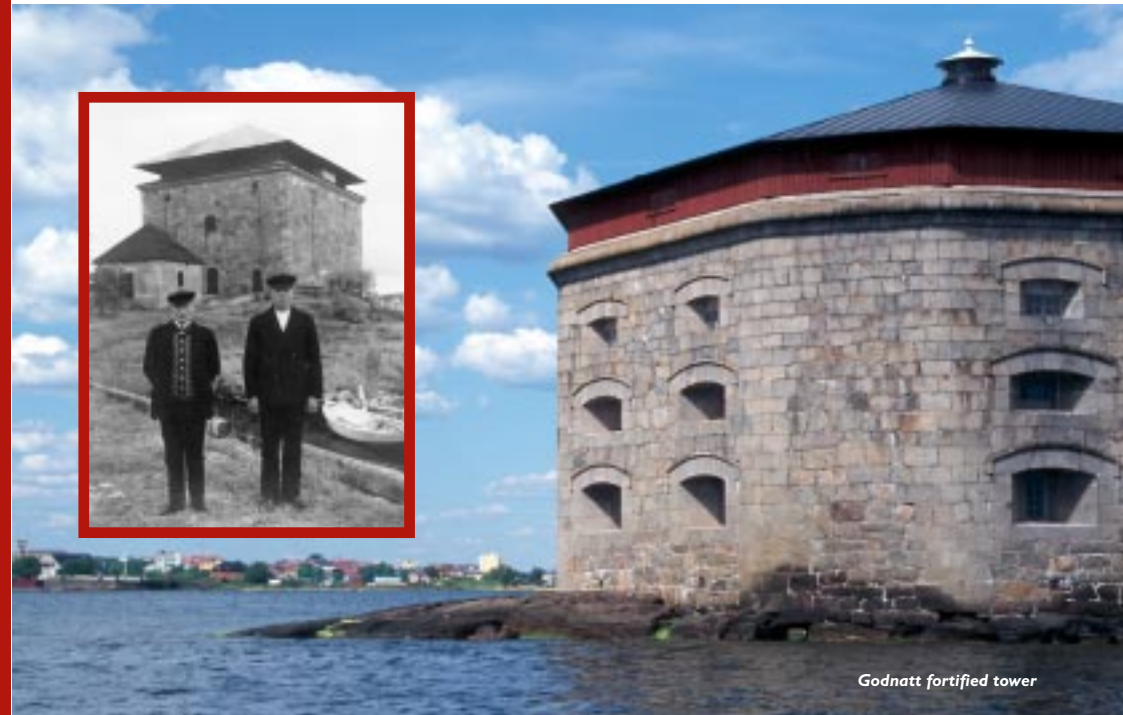
The Aurora Bastion with its machicolation

Inner fortifications

The fortified towers, or keeps, of Kurrholmen and Godnatt were built in 1857-63. This type of stronghold had existed in Europe since the Middle Ages and these two were the last such fortifications to be built in Sweden. Obsolete before they were completed, the towers had been overtaken by developments in artillery such as the rifled barrel, and could not withstand the onslaught of modern shellfire.

Gun batteries had been placed on Pantarholmen, Björkholmen and Stumholmen almost from the very beginning. In particular, it was necessary to protect the town and naval base from the Russian galley fleet. These oared warships were able to operate easily in the waters of the archipelago and harried the coasts of Sweden in the beginning of the eighteenth century. The defences on Mjölmarholmen from 1727 were built in part to prevent hostile forces from coming over the ice to attack the town. A few years later a magazine was erected on Ljungskär.

Several bastions were built to defend the town, dockyard and harbour, although the number actually constructed was considerably less than planned. The Kungshall Bastion is from the middle of the 1680's, and the Aurora Bastion was completed in 1704. In the beginning of the 1750's quarters were built inside the bastion to house those merchant seamen who were contracted for temporary service in the Navy. In 1756 these quarters were taken over by the Naval Hospital, which remained there until the end of the nineteenth century when a new hospital was built on Vallgatan. The park in the Aurora Bastion was laid down when the hospital was moved to Vallgatan.



Godnatt fortified tower

The environs of Karlskrona

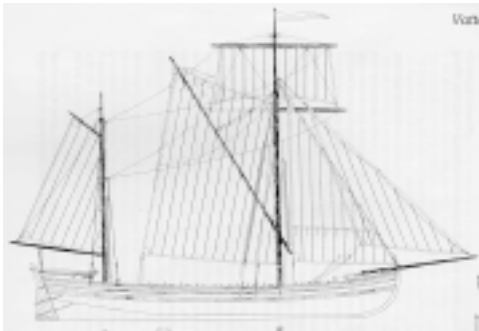
The establishment of Karlskrona had a considerable effect on the neighbouring districts and large quantities of goods such as foodstuffs, timber, tar and iron, were delivered both to the town and the Admiralty. In particular, commerce flourished when the naval base was being built and in times of war when there was an increased military presence in the town.

The Crown Mill in Lyckeby

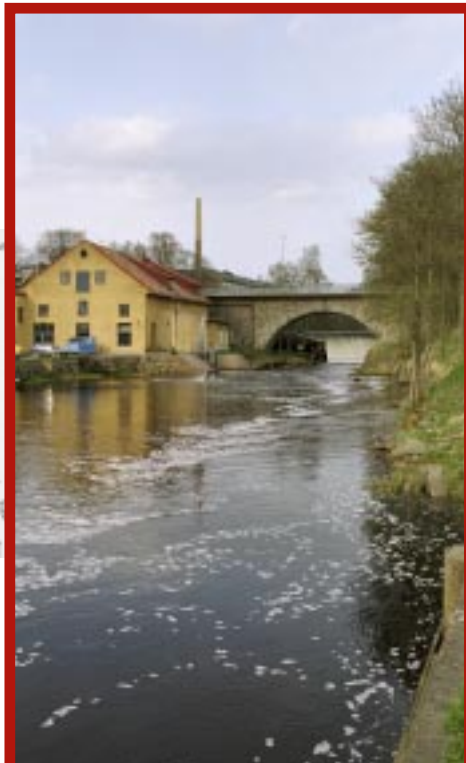
Although the new town lacked the water needed to power water mills and manufactories, there was a waterfall in nearby Lyckeby. A Crown Mill produced flour for the bakery on Stumholmen.

The mill has been reconstructed several times, but nonetheless has managed to retain much of its original appearance. In the early eighteenth century a water-wheel designed by Christopher Polhem, was built at the lower falls of the Lyckeby river and in the 1780's a bridge was erected over the river. Designed and built by Daniel af Thunberg, this long bridge spans over both the river and the two canals that served as a millrace for the water wheels.

In the eighteenth century several important workshops, including a Crown Smithy and a sail manufactory, were established in Lyckeby.



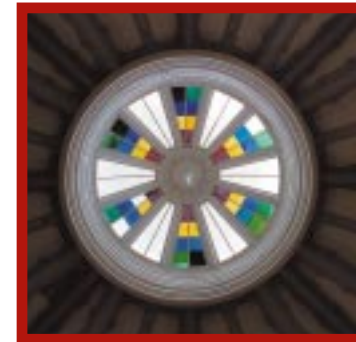
The Crown Mill at Lyckeby



Fredric Henric af Chapman's estate at Skärva

Built in 1785–86 for the Admiral Superintendent of the Navy Yard, Fredric Henric af Chapman, his country residence was one of the most singular architectural creations produced in Sweden during the eighteenth century. The low main building is of wood, and was originally painted in red ochre and roofed in peat, with an entrance framed by a classical temple portico. This somewhat unlikely marriage of Swedish neo-classical and traditional rustic elements was designed by af Chapman himself together with his friend, the philosopher and artist, Admiral Carl August Ehrensvärd.

The house is situated in a beautifully landscaped "English" park. Both the neo-classical temple and the neo-gothic clock tower in the park are from the 1790's. Skärva had its own small harbour from which Estate produce was sent for sale in the town.



Landscape gardening differentiates between the "English" park and the formal French baroque park. The foremost of the latter, André Le Notre's gardens at Versailles, has a strict geometric layout with formal arrangements of box topiary, fountains and terraces. In contrast, the natural landscape provided the source of inspiration for the "English" park with its streams, ponds, and paths that meander between groups of leafy trees.



The Skärva House and The Pavilion

The preservation of The Naval City of Karlskrona

An active and vibrant World Heritage Site

With its roots in the seventeenth century the Naval base still fulfils many of the functions for which it had originally been established. The dockyard continues to produce warships and the Navy's Band and the sailing sloops are but two examples of the living traditions in this World Heritage town. These traditions and the remarkable historical continuity are of primary importance for the future existence of Karlskrona as a World Heritage Site. Buildings and the physical environment having been preserved as far as possible, Stumholmen has now become one of the most attractive districts in Karlskrona.

Numerous organisations and individuals have worked together with the World Heritage venture. These include the Municipality of Karlskrona, the County Administrative Board, the Naval Museum, the County Museum, the Navy, the National Property Board, the Kockums-Karlskrona Dockyard, and the Skärva Estate.



Restoration of The Fredrik Church

Activities and events in the naval city of Karlskrona

- The Municipality of Karlskrona's three year World Heritage Project, 1999–2002
- National and International co-operation in World Heritage matters
- The end of June: Historic Events Week
- Art exhibitions at the fortifications
- August 10th: World Heritage Day
- World Heritage prizes and burseries
- World Heritage lessons in the town's primary and secondary schools

The World Heritage Youth Forum

2001 was an international conference on World Heritage issues arranged during the first week of September in co-operation with UNESCO, the Swedish National Commission for UNESCO and the Municipality of Karlskrona. 160 teachers and students from 25 countries took part in this event.



ANTOINETTE VALENTINE-LEWIS
Trinidad participant in the UNESCO convention, 2001.

"The magnificent and historically significant fortifications in the middle of a town full of development made a big impression on me. A fabulous, exciting and successful balance between the past and the present. This, combined with warm people, ensures that memories of Karlskrona will always be in my heart."



Military music: both a civilian and military matter

The origin of military music is to be found in the various signals given during battle. However it is clear that the use of musical instruments was not confined to operations in the field for by the time Karlskrona was being built every county regiment had its own bombards, pipes and drums.

The responsibility for the Navy's music fell on boys and ratings from the Boy Seamen's Corps, and the Navy until 1862 when the Band of the Swedish Royal Navy, the present day Navy Band, was established. The 30-strong band with a tradition dating back to the 1680's, is the only remaining professional military band in Sweden.



*The Navy Band.
Inset: Musicians in The Navy Band*

The Karlskrona Small Boat Squadron

The Squadron was founded in 1867 and these small vessels are the oldest competitive boats still in use. At present the Squadron has ten boats which, as they have done ever since 1867, put to sea once a week during the summer months. In 1993 the Naval Museum took over the formal responsibility for the boats, and the Museum also arranges sailings for visitors.



Carlskrona Small Boat Squadron

The World Heritage Convention and the World Heritage List

In 1972 UNESCO, the United Nations Educational Scientific and Cultural Organization, adopted the "Convention Concerning the Protection of the World Cultural and Natural Heritage". The Convention has established a list, the World Heritage List, of natural or cultural sites deemed of possessing universal value. At the present there are more than 600 sites on the List, twelve of which are in Sweden.



*The commemorative plaque from
the nomination as World Heritage Site*



Above: Kristoffer, Östra Torp School: The Sloop and Longboat Shed. Below: Hammocks in The Naval Barracks.



What is a “Cultural Heritage Site”?

Article 1 of the Convention defines Cultural Heritage Sites as follows:

- *Monuments*: architectural works, works of monumental sculpture and painting of universal value. Example: the Pyramids of Egypt.
- *Groups of buildings*: groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape, are of outstanding universal value from the point of view of history, art or science. Example: The Naval City of Karlskrona.
- *Sites*: works of man or the combined works of nature and man, and areas including archaeological sites which are of outstanding universal value from the historical, aesthetic, ethnological point of view. Example: the terraced rice-fields of the Philippines cordillera.

Article 2 stipulates similar conditions in regard to Natural Heritage Sites.

The World Heritage Convention and the protection of cultural and natural sites

Article 3 states that it is the responsibility of each State party to the Convention to identify and delineate the cultural and natural properties situated on its territory.

The World Heritage Committee is made up of members from 15 States, and its responsibilities include:

- The World Heritage List
- The World Heritage Fund, which underwrites the various expenses related to work with World Heritage projects and the protection of World Heritage Sites.

In Sweden the Central Board of National Antiquities is responsible for the Cultural Heritage Sites and the National Environmental Protection Agency for the Natural Heritage Sites.

Education and information

The Convention requires that States “shall endeavour by all appropriate means, and in particular by educational and information programmes, to strengthen appreciation and respect by their peoples of their cultural and natural heritage” and furthermore in article 27 that “they shall undertake to keep the public broadly informed of the dangers threatening this heritage....”.

Increased awareness by the general public of World Heritage Sites will serve to strengthen their position and enable them to meet the threat posed to their preservation for future generations.



In 1998 Karlskrona became item no. 560 on UNESCO’s list of irreplaceable World Heritage Sites. In an international context, the city is of major importance, representing as it does an unrivalled illustration of how a fortified naval town and base from the seventeenth and eighteenth centuries was planned and established.

In the eighteenth century developments in Karlskrona in the fields of shipbuilding, architecture, town planning, military construction and engineering, attracted widespread notice and recognition from the continent.

For more than a century the distinctive architecture and specialised installations at the Navy yard served as a hub of military technology and industry in the Baltic region. Both the naval base and the dockyard have been in continuous operation from the time they were first established until the present day.



In Sweden UNESCO is represented by the Swedish National Commission for UNESCO, which falls under the Ministry of Education and Science (www.unesco-sweden.org).



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Anders Abrahamsson [front cover (The time-ball), 16 (The Ships' Models Room and Mustering Hall), 18 (The Sculptor's workshop), 24 (The Crown bakery), 26 (Batallion af Sparre), 31 (The Enclosing Wall), 32 (The Admiralty Church and The Church of the Holy Trinity /The German Church), 35 (The Town Hall), 40 (Aurora Bastion: the park), 45 (Musicians in The Navy Band)], Carina Friskopp [34 (The "Water Castle"), 45 (The commemorative plaque)], Joakim Johansson [36 (Westgiota Gustavianer), 41 (The Godnatt Fortified Tower), Back cover (Free wind for s/y Hjorten close to Mjölnarholmen)], Bengt A. Lundberg [16 (The af Chapman residence), 20 (The Rope-walk), 26 (Batallion af Trolle), 42 (Lyckeby Crown Mill)] and Jan Norrman [22 (aerial photograph of Stumholmen Island)].

Archives: [page number (object)]:

Bellingaarkivet/The Bellinga archives [33 (The Fredrik Church)], Blekinge museum/The County Museum [17 (The No. I Storehouse), 30], Karlskrona kommun/The Municipality of Karlskrona [1, 9, 10 (The Great Square), 11, 14, 19, 20 (The Vasa Shed), 24 (The Crown bakery, The Sloop and Longboat Shed), 29 (Plan from 1813), 32 (The Fredrik Church), 34 (Count Wachtmeister's Residence), 38 (The Drottningkärr citadel), 39, 40 (Aurora Bastion), 43, 44, 45 (The Navy Band, Karlskrona Small Boat Squadron)], Kungliga Biblioteket/ The Royal Library [10, 22, 28 (water-colours by Elias Martin)], Länsstyrelsen Blekinge län/The County Administrative Board [15, The Main Guardhouse), 16 (The Chapman Gate), 18 (The Careening Wharf, The "Five finger" docks, The Enclosing Wall), 23, 38 (The Drottningkärr citadel and The Kungsholm fortress)], Riksantikvarieämbetet/ National Heritage Board [34 (unknown photographer) as well as the photographs by Bengt A. Lundberg and Jan Norrman)], Statens sjöhistoriska museer/ The Naval Museum [12 (The "Five finger" docks), 16 (The No.17 Gate), 20 (The Rope-walk: interior, 27)], Statens sjöhistoriska museer/The Maritime Museum [12 (water-colour by Gosselman), 20 (The Polhem Dry Dock)], Sydkustens marinkommando [31 (The Admiralty Church)] and Uppsala Universitetsbibliotek/ Uppsala University Library [28 (map of Karlskrona 1797)].

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Trossö

- 1 The Fredrik Church
- 2 The "Water Castle"
- 3 The Church of the Holy Trinity/ The German Church
- 4 The Town Hall
- 5 Count Wachtmeister's Residence/ The County Museum
- 6 The Enclosing Wall
- 7 The Anckarstierna Boy Seamen Barracks
- 8 The Admiralty Clock Tower
- 9 Battalion af Trolle
- 10 The Admiralty Church
- 11 The Aurora Bastion
- 12 Battalion Sparre

The naval dockyard

- 13 The Main Guardhouse
- 14 The No. I Storehouse
- 15 The Ships' Models Room and Mustering Hall
- 16 Furnishing Sheds Nos. I and III
- 17 The Chapman Gate
- 18 The Chapman residence
- 19 The Sculptor's workshop
- 20 The Careening Wharf
- 21 Timber pen

The western dockyard

- 22 The dockyard walls
- 23 The "Five finger" docks
- 24 The Old Mast Crane

Lindholmen and Söderstjärna Islands

- 25 Corps de Garde
- 26 The Polhem Dry Dock
- 27 The Vasa Shed
- 28 The Rope-walk
- 29 The "Finnish Church".

Stumholmen Island

- 30 Corps de Garde
- 31 The Sloop and Longboat Shed
- 32 The Naval Museum
- 33 The Disinfection House, Quarantine hospital and Fumigation Shed
- 34 The Crown bakery
- 35 The Military Gaol
- 36 The Main Clothing Manufactory.
- 37 The Naval Barracks
- 38 The Coopers' Storehouse
- 39 Hangars nos. 3 and 4.
- 40 The Kungshall bastion
- 41 Storehouse