

STORIES OF HISTORY

INTERVIEWS, FIELD WORK AND RESEARCH

ORIENTKAJ: A CONTEMPORARY FISH MARKET



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INTRODUCTION



This book is the third part of our analysis, and can be read after the Atlas of Coastal Identity. It is where we have collected our research and considerations around scale, programmatic intentions, materials and construction.

Stories of History consists of research and acquired knowledge around the practicalities involved within the project.

FISH MARKETS IN COPENHAGEN

GAMMEL STRAND

1



Gammel Strand, once the coastline in Copenhagen, was the main sales site of fish in the city from around 1700 to 1959. The market by the canal was known for its sellers.

”Fiskekonerne” or ”Skovserne” were wives of fishermen from Skovshoved. Their role involved carrying fresh fish off the boats and bringing it through the canal to sell at the market in the city.

Pictures from the fish market may convey an **unstructured landscape** of sellers and buyers, but there was a regulated plan for the market. It was open from 06.00 to 14.00 on weekdays and consisted of 1.200 m², where 960 m² was operated by sellers. By the end of 1930 the area was divided between 132 tables, where 67 were reserved for fisherwives, 27 for port traders, 22 for commissioners and 16 for non-returning sellers - fx fishers that on occasion would show up.

Though the market was popular, it had many weak sides. It was **outdoors** - all year round. This was a problem for cooling the fish properly. No offices or meeting rooms meant that many deals would have to be done within small bars and restaurants in the neighbourhood. But the biggest problem was the weathers detrimental influence on the fish, proving to make the market an unstable business.



THE FISH MARKET. TAKEN AROUND 1943.



THE LAST FISH SELLER AT GAMMEL STRAND IN 2008.



FISKETORVET

2



The fish market at Gammel Strand was officially moved in 1958 after 152 years of talking. The move marked a shift in the type of trade, as it went from selling to private buyers to now only selling to **wholesale traders**. The market was now **closed** for the public. The fishermen's wives protested the move and reinstatement, and were given a deadline of five years extra at Gammel Strand.

3-4000 fishmongers marched in unison through the town wearing their white coats. The characteristic wooden barrels with fish were gone from the city center. Tied together in long lines they were dragged through the canal. The boats were decorated with danish flags for the occasion. Many Copenhageners stopped, watched the procession, and rejoiced on behalf of fishermen and fishmongers.

The convoy with fish barrels went to the new fish market in the southern part of Gasværkshavnen off Dybbølsbro. A modern sales hall had been built there, which was 3,100 square meters in size. Finally they marched into the first of the halls where welcome speeches, wine and wreath cake awaited.



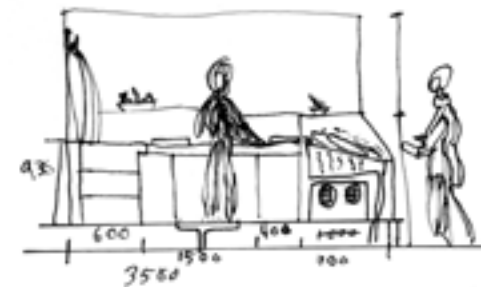
TORVHALLERNE

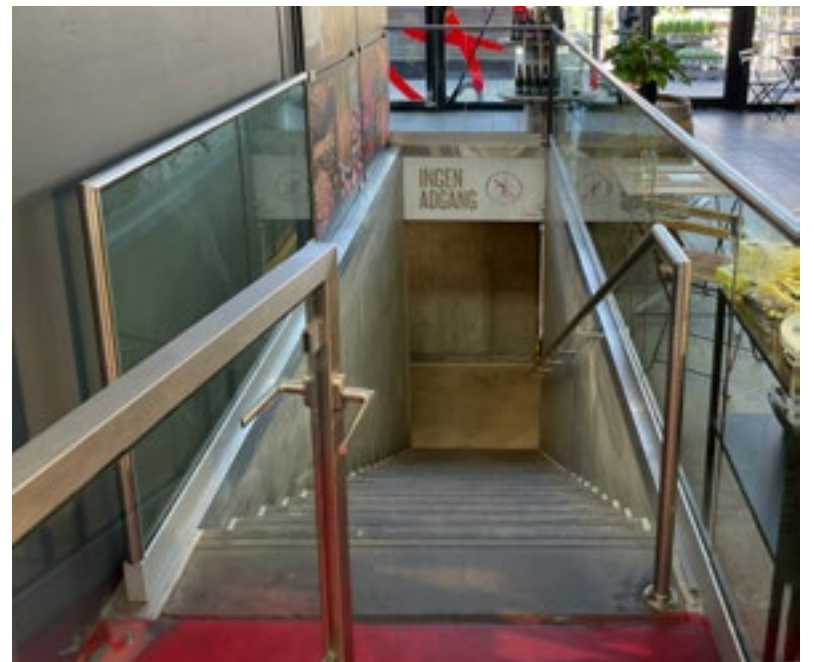
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The popular food market is located on Israels Plads in Copenhagen. When it was completed in 2011, the city had been without a public food market since Grønttorvet, a vegetable market located on the same ground, closed in 1968.

Torvhallerne is inspired by classic open air markets in Europe and the indoor market consists of two identical metal structures serving as a roof to a rigid, symmetrical plan of stalls. There is a total of 55 stalls indoors, and outside there is eating areas and outdoor stalls.





FISH MARKETS IN SCANDINAVIA

FISKEHODDORNA

4



The fishery huts in Malmö is a fish market that contains a long of history. The huts were constructed in the second half of the 18th century, but the tradition of fishing stretches back to the middle ages. Like many cities along the coastal line of Skåne, Malmö was once a small fishing village.

During the 1950s, the importance of fishing decreased for Malmö. The fish was imported and the trade was taken over by wholesalers. The huts were threatened with closure, but the few professional fishermen who were still active donated their huts to the museum of Malmö with the proviso that they would be allowed to use the sheds during their lifetime. The huts were **relocated** to a new area, but the identity of the **fishing community** was, at a smaller scale, kept intact.

Today the small scale fishermen fish and sell their own fish and meet consumers face-to-face. Freshness is a key quality parameter to achieve, and the fish is carefully selected and fileted. In addition, the fisherman has direct contact with the customers when they come to pick up the fish. Keeping the customer happy, as well as satisfying customers' concerns for the marine environment, thus become necessary aspects of this fishing practice. In return, the fisher is paid a remarkably higher price per kilogram of fileted fish.



EXCERPT FROM INTERVIEW WITH BLÅ HODDANS FISK 01.03.23

We speak with Sölve at Blå Hoddans Fisk on a cold winter morning in Malmö. He runs the fishery hut along with two others and a couple of employees. They are all fishers, and spend their time on the sea when they don't run the shop. The market is placed a just outside of the city center down by the water. During our short visit, we see many customers arriving in cars next to the market to buy fish.

What is most popular among the buyers?

We sell a lot of cod and salmon, that is most popular. But at this time of the year there is restricted fishing in the Baltic sea, so we buy from Norwegian trawlers even though we don't like to support trawling its the way to make the business go around for small scale fishers like us.

Is it expensive to sell fish in this way?

Since we fish ourselves, or buy directly from other fishers we can keep the prices for fresh fish at a very reasonable rate.

If you could add something to the fish market to make it better what would that be?

We have already expanded with a restaurant, and now we are thinking about expanding with a wine bar, because we think it could attract a broader customer group to the market.

So the fish market in itself is not enough?

No, but we are fishers and this is our passion and its really important for us to keep the tradition of the market alive. The additions are a good way to bring people down to experience what we think is so special with our location here by the water.



FESKEKÖRKA

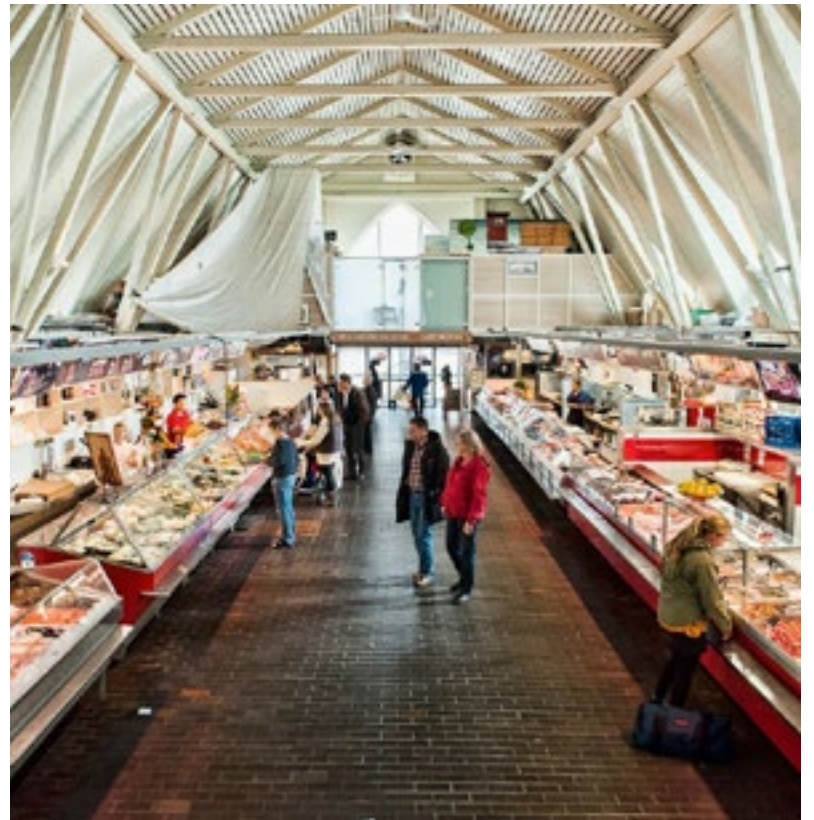
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The fish church in Gothenburg was inaugurated in 1874. The characteristic appearance of the building was created by the Swedish architect Victor von Gegerfelt.

The building is inspired by Norwegian stave churches and Gothic stone churches, and it consists of one large room. The wooden triangular construction made it possible to have a large pathway in the middle of the room without pillars. The drawings of the building showed how it could be expanded in length, in case of increasing demand, but the room with arrangements for 12 sellers has proven to be sufficient.

Over the years, the fish church has developed into Gothenburg's leading place for selling fresh fish. **Inside** there are two small restaurants where visitors can order seafood platters and fish dishes. You can also order catering with sandwiches and platters of various kinds. They have a large selection of locally caught seafood and it is the place to go to buy fresh crab, monkfish or plaice. When buying fresh produce from the sea, you also get **recipes** and information about the preparation.



FISKETORGET

6



Torget in Bergen, often called Fisketorget, is an area in the city that has been used as a market since early in the city's millennial history. It is especially known for the sale of fish and seafood, and has become a major **tourist attraction** in recent decades.

As both a coastal and trading city, Bergen has always been a place where fishermen have come to sell their catch. Many people from Bergen still have a nostalgic relationship with Fisketorget as a place where you could buy fish straight from the boats that lay by the quay, or live fish from basins on land. Changing requirements for **hygiene** and control together with a change in people's shopping habits led to a reorganisation and decline in the business on Torget. Today the market varies greatly between the summer and winter seasons, where tourism dominates the outdoor market in summer, while activity in winter is limited to indoor sales in Mathallen, which was completed in 2012.



LOCAL SEASONAL FISHING

Find fiskeri

De forskellige fiskearter fortrækker hver deres miljø og opholder sig på særlige lokaliteter i havnen. Nedenstående kort er udviklet med hjælp fra erfarne lystfiskere og giver et samlet overblik over havnen og dens muligheder for fiskeri.



Her kan du se, hvornår på året de forskellige arter er repræsenteret i havnen



SMALL SCALE/BIG SCALE

REFERENCES



REFERENCES





ACTORS

BY OG HAVN

7



EXCERPT FROM E-MAIL CORRESPONDANCE WITH BY & HAVN 14.03.23

Has there been or are there any existing plans to make a year-round fish market in extension to Copenhagen's waterfront?

Years ago, a very beautiful stage was built to be on the water, intended for cultural performances such as theater and music. Unfortunately, the scene was not stable as soon as there were some waves on the water.

At one point, there was a group of people who were very close to rebuilding the stage into a fish market, which they wanted to place at Havnegade. But there was an issue with money so the market was never materialized. The parts of the stage still floats in Slusen in the southernmost part of the harbour.

What is By & Havns strategy in terms of preserving the existing port character while creating recreational spaces along the harbour?

By & Havn has worked very consciously in Nordhavn with the preservation of cultural traces from the days of the commercial port. This applies to buildings, recycling of cobblestones, preservation of bulwarks and mooring rings. We are also establishing public urban spaces along the harbour. For example, Sandkaj and Gøteborg Plads. At the tip of Redmolen and the tip of Sundmolen there is also a public space.



Are there any constraints from By & Havn side in regards to build on the waterfront? For example in extension of the stairwell at Orientkaj?

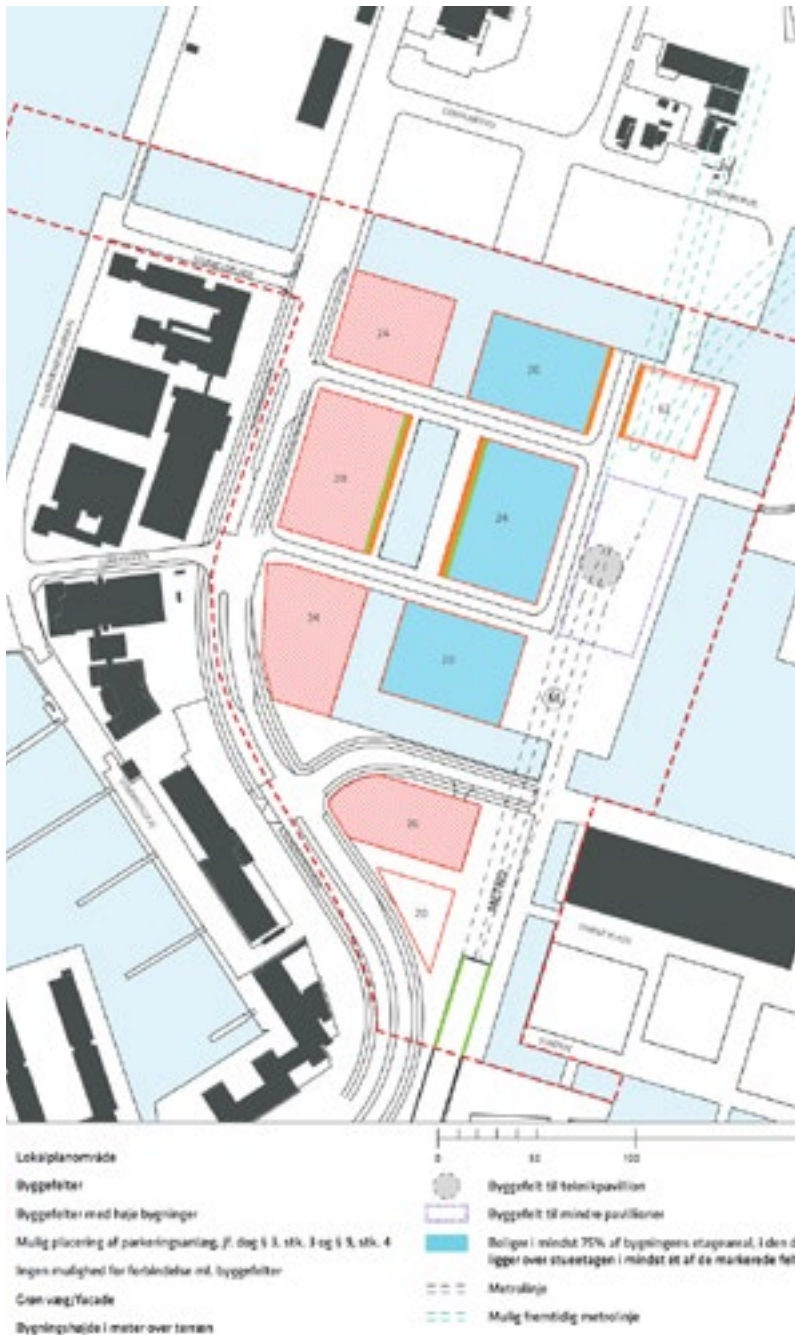
We provide master plans for the individual city districts, most often when conducting architectural competitions. Master plans define a special character for the individual city quarter and a building or facility must live up to this character - and its inherent qualities.

There is no provision for "building space" on water in the current local plan, but there could well have been. In the Århusgadevarteret, two buildings on water have been made possible.

In addition, it can be stated that the municipality cannot do local planning on the water unless it is done in connection with urban development, and that the Department of Transport must approve buildings in the water (in addition to the building permit from the municipality). By & Havn must also carry out a maritime assessment of a building. If it is a question of navigable / floating elements, By & Havn must grant permission for this, which will be accompanied by a rental agreement and, correspondingly, there is an expected need for permissions from the Danish Maritime Authority.

LOCALPLAN

8



In the current local plan of Orientkaj made by the municipality in 2018, there are several new canals constructed, but it does not explicitly indicate any building plot on water.

However, in several illustrations as well as the visionplan developed by By og Havn for the new Nordhavn we see that the area is branded as a water district. This includes new canals as well as parks and building plots on the water.





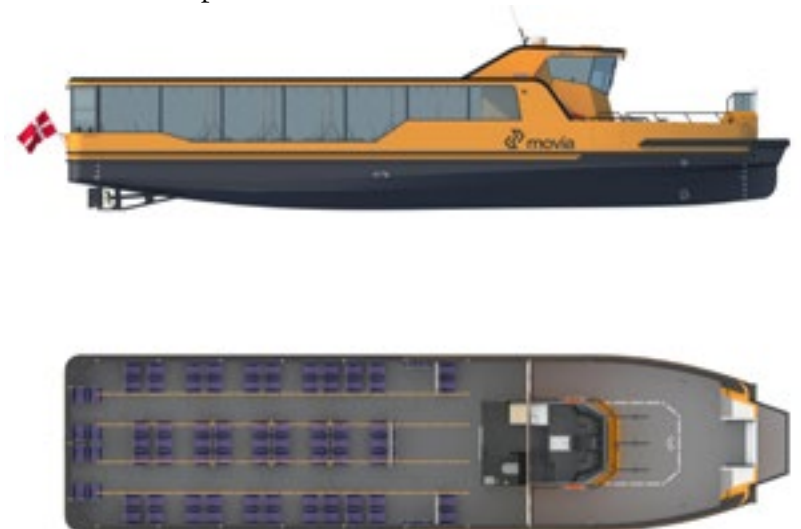
THE HARBOURBUS

9

The electrical harbourbusses in Copenhagen sails every 30 minutes through the route in the harbour.

In April 2019, the harbour ferry service was extended from Refshaleøen to Nordhavn and a new ferry terminal at Orientkaj, the journey time from Nyhavn to Orientkaj will take 39 minutes.

Movia, the operating company, have added two new electric-powered ferries to their current fleet of five. The electric ferries came into service in 2019 and each can carry 80 passengers and with space on the front deck for eight bikes and four wheelchairs or prams.



THE M4-LINE

10



The train is designed to accommodate many commuters travelling short distances in the Metro. Each side of the train has six wide doors, and roughly 100 of the 300-person capacity is for seated passengers, the rest standing.

The seats face each other except at the ends of the train where they are in rows so passengers can look out of the large front windows. There are four large 'flex zones' with folding seats along the sides, providing space for wheelchairs, prams and bicycles.



STRUCTURAL CONSIDERATIONS

PRE-FAB

11

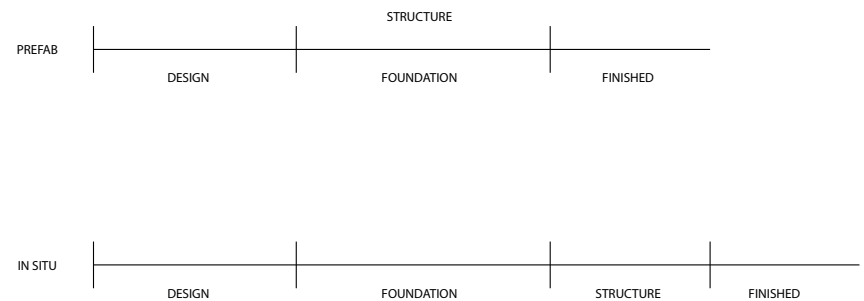


During the project we have considered different construction methods regarding building on water and how to best solve it for this project.

To limit the amount of construction time on water, we see the advantages of a pre-fab concrete construction.

Using prefab-elements means that the foundation construction in water and fabrication of concrete elements can happen simultaneously, leading to a faster completion time. This also makes sure that the pre-fab elements are constructed in controlled environments.

PREFAB VS IN SITU CONCRETE TIMELINE



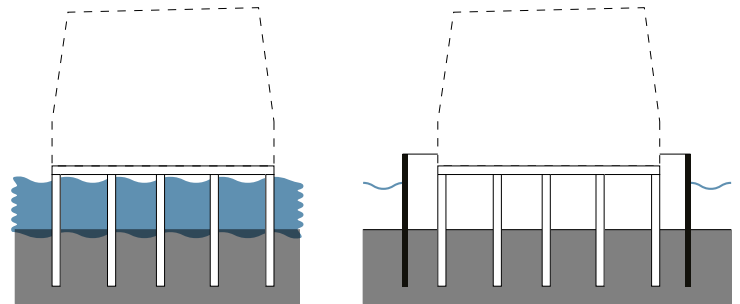
FOUNDATION

12

For the foundation sheet piling is preferred to secure a stable and precise construction. The decision builds upon the existing tradition and expertise within the construction entrepreneur firms in Copenhagen, where sheet piling has a long tradition.



PILES FOUNDATION CONSIDERATIONS



PILES

13

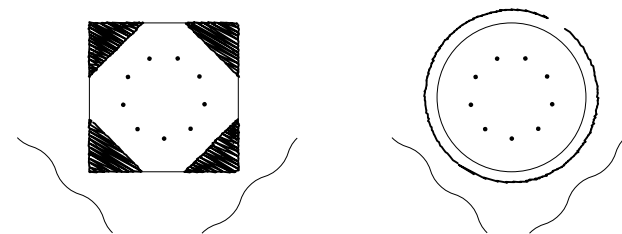


For the piles rounded shapes are preferred to avoid unnecessary distress on sharp edges, due to the forces of water movement.

The addition of piles in the industrial harbour can create a larger growing ground for life beneath water. Looking at the project As Close as We Get by Superflex, where concrete piles are placed in the harbour of Copenhagen 2022, to give a larger surface area for inhabitation beneath the water as well as being sculptural pieces. The project is monitored by DTU Sustain and they are planning to place 55 km² of reef in the Danish oceans.



PILES SHAPE CONSIDERATIONS



WALLS

14

For the concrete walls we have considered the possibility of referencing the process of coral reef.

The process happens beneath the water, when algae, micro biome and other species cling to existing surfaces, die and new life reinhabit on top. It becomes a growing structure that adds to the former shells structures, creating an uneven and porous surface in the process.



ROOF

15



The roof will be a CLT pre-fab construction which is beneficial as it allows the shape of the roofs to have a flexibility allowing a unique shape to the interior space while still ensuring a solid and simple construction.

The roof layering is able to intentionally reveal or hide isolation and construction depending on the room. Allowing to create singular atmospheres in the different spaces.

For isolation and acoustic properties we have considered to use locally produced eel grass panels. Creating a contrast between the lighter beams and the darker panels.



CLT BEAM SPLIT ASSEMBLY CONSIDERATIONS

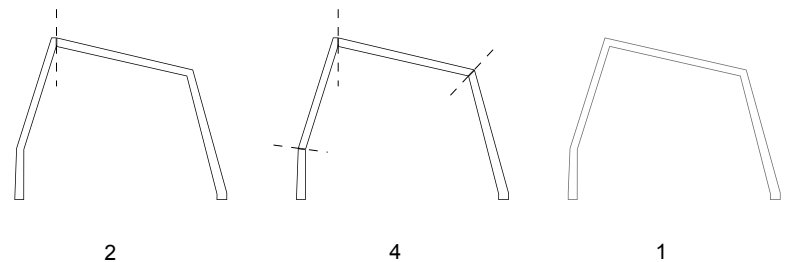


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