

World Heritage Scanned Nomination

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UNESCO Region: EUROPE AND NORTH AMERICA

SITE NAME: **Historic Centres of Stralsund and Wismar**

DATE OF INSCRIPTION: 29th June 2002

STATE PARTY: GERMANY

CRITERIA: C (ii)(iv)

DECISION OF THE WORLD HERITAGE COMMITTEE:

Excerpt from the Report of the 26th Session of the World Heritage Committee

Criterion (ii): Wismar and Stralsund, leading centres of the Wendish section of the Hanseatic League from the 13th to 15th centuries and major administrative and defence centres in the Swedish kingdom in the 17th and 18th centuries, contributed to the development and diffusion of brick construction techniques and building types, characteristic features of Hanseatic towns in the Baltic region, as well as the development of defence systems in the Swedish period.

Criterion (iv): Stralsund and Wismar have crucial importance in the development of the building techniques and urban form that became typical of the Hanseatic trading towns, well documented in the major parish churches, the town hall of Stralsund, and the commercial building types, such as the Dielenhaus.

BRIEF DESCRIPTIONS

The medieval towns of Wismar and Stralsund, on the Baltic coast of northern Germany, were major trading centres of the Hanseatic League in the 14th and 15th centuries. In the 17th and 18th centuries they became Swedish administrative and defensive centres for the German territories. They contributed to the development of the characteristic building types and techniques of Brick Gothic in the Baltic region, as exemplified in several important brick cathedrals, the Town Hall of Stralsund, and the series of houses for residential, commercial and crafts use, representing its evolution over several centuries.

1.b State, Province or Region: Land of Mecklenburg-Vorpommern

1.d Exact location: N54 18 09 E13 05 7

THE HISTORIC CENTRES OF STRALSUND AND WISMAR

World Heritage Nomination



Stralsund



Wismar

THE HISTORIC CENTRES OF STRALSUND AND WISMAR

World Heritage Nomination

**Nomination of the
Historic Centres of Stralsund and Wismar
for Inscription on the World Heritage List
by the Federal Republic of Germany,
December 2000**

*prepared by the
Hanseatic Cities of Stralsund and Wismar
in association with the
State of Mecklenburg-Vorpommern*

LIST OF CONTENTS

Preface	5
1 Identification	6
1a Country	6
1b State	6
1c Name	6
1d Location	6
1e Maps	6
1f Proposed area of nomination and buffer zone	6
2 Justification for inscription	11
2a Statement of significance	11
2b Comparative analysis	17
2c Authenticity	27
2d Criteria under which inscription is proposed	28
3 Description	37
3a Description of the property	37
3b History and development	94
3c Form and date of most recent records	116
3d Present state of conservation	122
3e Policies and programmes related to presentation and promotion	137
4 Management	151
4a,b Ownership and legal status	151
4c Protective measures and means of implementing them	151
4d Agencies with management authority	153



4e	Level at which management is exercised and contact person	156
4f	Agreed plans related to property	156
4g	Sources and levels of finance	156
4h	Skills and training	157
4i	Visitor facilities and statistics	158
4j	Management plan	159
4k	Staffing levels	159
5	Factors affecting the property	160
5a	Development pressures	160
5b	Environmental pressures	161
5c	Natural disasters and preparedness	162
5d	Visitor/tourism pressures	162
5e	Number of inhabitants within property and buffer zone	163
5f	Other	163
6	Monitoring	165
6a	Key indicators for measuring the state of conservation	165
6b	Administrative arrangements for monitoring the property	165
6c	Results of previous reporting exercises	165
7	Appendices	169
7a	References	169
7b	Acknowledgements	175
7c	List of photos, maps and illustrations	176
8	Signature on behalf of the State Party	177
9	Supplementary documents	
	Box of supporting reference material	



Preface

With this application for inclusion in the UNESCO World Heritage List, the region of Mecklenburg-Vorpommern and the Hanseatic towns of Stralsund and Wismar are following the express wishes of their citizens' representatives.

Quite a few years ago, as a result of public and official endeavours for the protection of monuments and historical buildings, both towns declared their firm will and intention to protect their traditional heritage, i.e. the old cities, as large-surface monuments, and preserve them for future generations. The inclusion of the two towns in the tentative list of the Federal Republic of Germany has encouraged them in their efforts to seek international protection and recognition.

The Historic Centres of Stralsund and Wismar are rooted in the tradition of the Hanseatic League – the largest European trade organisation of its era. As pure maritime trading towns, they are perfect examples for fully developed Hanseatic towns from the

heyday of the League of Towns in the 14th century. They are not being proposed for inclusion in the World Heritage List as a series, but they complement each other so harmoniously in many fields that it seemed best to make a joint application.

Many experts, local governments and citizens have contributed to this joint application with which we hope to enrich the World Heritage List and further protect and promote these historical icons.

1 Identification

1a - Country

Federal Republic of Germany

1b - State

Mecklenburg-Vorpommern

1c - Name

Historic Centres of Stralsund and Wismar

1d - Location

Both cities are located in the northeast of the Federal Republic of Germany, directly on the Baltic Sea

Coordinates Wismar:	Coordinates Stralsund:
53° 53' north	54° 18' 9" north
11° 28' east	13° 05' 7" east

1e - Maps

Map 1: Mecklenburg-Vorpommern with Stralsund and Wismar and part of North-eastern Europe including Germany (*see Fig. 1*)

Map 2: Nomination area of Wismar and buffer zone (*see Fig. 2*)

Map 3: Nomination area of Stralsund and buffer zone (*see Fig. 3*)

1f - Proposed area of nomination and buffer zone

Nomination area:

168 ha (88 ha Wismar + 80 ha Stralsund)

Buffer zone:

448 ha (108 ha Wismar + 340 ha Stralsund)

The maps show the exact boundaries of the nomination area and the buffer zone. In Wismar and in Stralsund, the areas in question are already protected by municipal guidelines or their future functions ensured by development plans.



Fig. 1:
Mecklenburg-
Vorpommern with
Stralsund and Wismar,
inset: North-eastern
Europe including
Germany

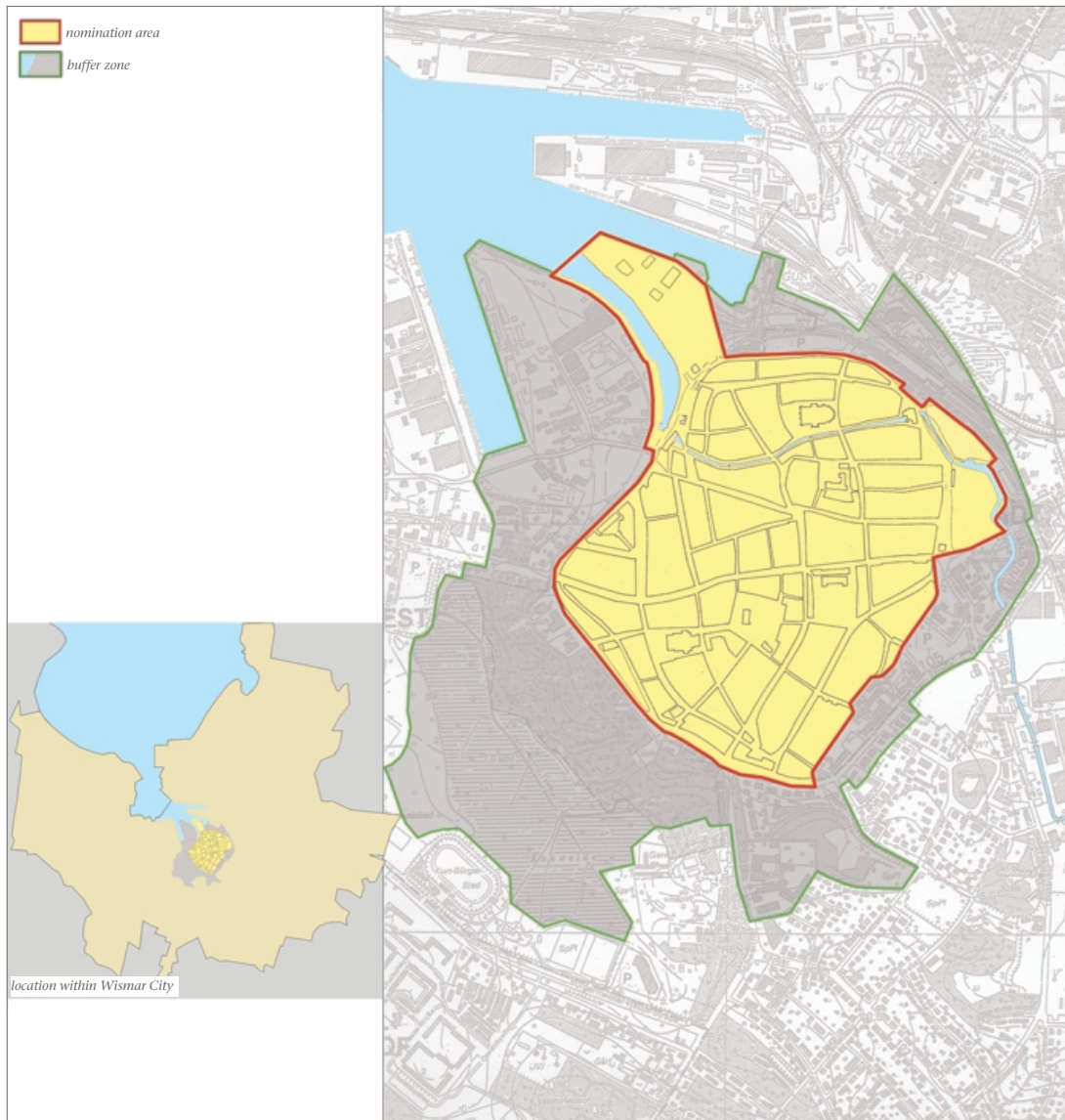


Fig. 2:
Nomination area of
Wismar and buffer zone

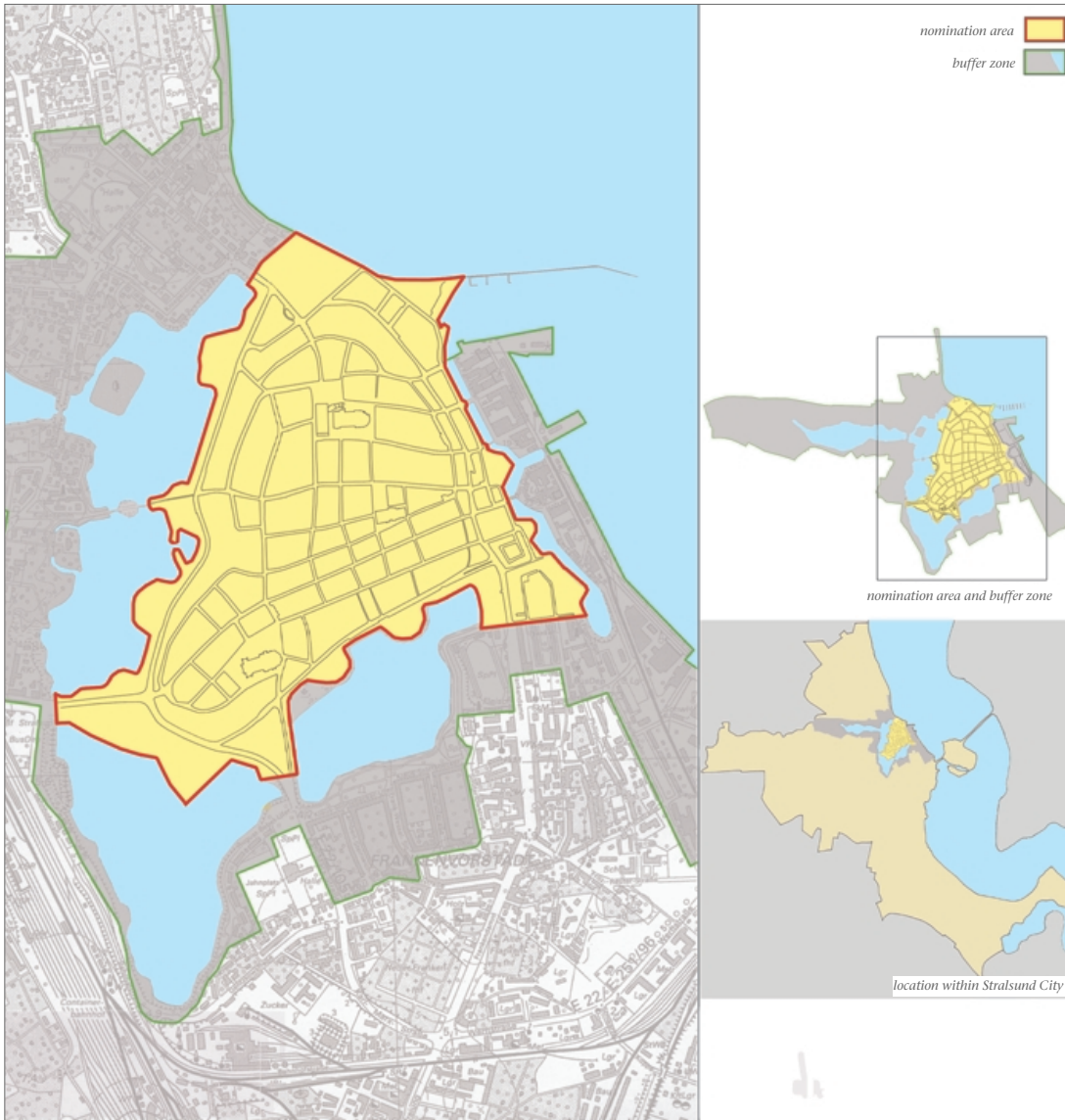


Fig. 3:
Nomination area
of Stralsund and
buffer zone



2 Justification for inscription

2a - Statement of significance

The Historic Centres of Stralsund and Wismar are prime examples of the developed Hanseatic city from the heyday of the League of Towns in the 14th century. They are "particularly fine and rich survivals" and "they bear witness to the vanished culture"¹ of the Hanseatic League. As significant and at the same time excellently preserved member towns from the Wendish region², the actual core and political centre of the Hanseatic League, Stralsund and Wismar significantly round off the overall picture of the Hanseatic League, which is already to be found on the World Heritage list in the guise of towns such as Lübeck, Visby, Tallinn and Bergen.

In addition, Stralsund and Wismar played an important role in the 17th and 18th centuries in the military superpower system of Sweden, and as a result they document the link between German and Northern European history in a special way.

Both cities, which were founded in the early 13th century, have retained their mediaeval ground plan with street network, system of streets and squares, area and plot structure in an almost unaltered state and are thus eloquent evidence of the founding of maritime trading towns under Lübeck law, the system of city rights adopted from Lübeck. In contrast to most other Hanseatic cities in the Baltic

region, Stralsund and Wismar are not located on rivers or the mouths of rivers, but are purely maritime towns; their characteristic position on natural deep-sea harbours has had an important influence on the orientation of the street networks. Whereas the ground plan of Stralsund is a fine example of a maritime town dominated by long-distance trading, Wismar has the ground plan of a maritime town which, in addition to long-distance trade, is particularly characterised by the export trade. The mediaeval structure of development with the closed alignments and the division of the blocks into narrow, long plots, was preserved under the protection of Lübeck law, which was valid for six centuries. This structure is still predominant today and represents an important monument to the history of urban planning, law and society.

The preserved architectural substance of Stralsund and Wismar is rich in examples of the Hanseatic era which, in their variety and architectural complexity, are vivid documents of the political and economic importance as well as the extraordinary wealth of the towns in the Middle Ages. Especially the group of six monumental brick churches forms a unique cross-section of the famous religious architecture of the Hanseatic towns in the southern Baltic region. This family of Gothic brick basilicas has a unique density and quality which had a lasting influence on Northern European architecture. The many

1) See also Nomination Form, 2.2

2) The Wendish region included the towns of Hamburg, Kiel, Lüneburg, Wismar, Rostock, Stralsund and Greifswald. This group was especially strengthened by alliances and led the Hanseatic for a long time. In 1418, leadership was transferred to them officially at a Hanseatic conference.



Fig. 4:
South-eastern part of the
Wismar marketplace
with Wasserfontäne;
Alter Schwede in the
background



Fig. 5:
The ensemble of
St. Nicholas' church
and the show wall of
the town hall on the
south side of Alter Markt
in Stralsund

buildings from the baroque era reflect the outstanding position which both towns had in the time of the Swedes: as fortified towns of European rank, they had close links to the kingdom of Sweden, and this led to mutual exchange, not only in the field of architecture.

The two historic town centres which were chosen for joint inclusion in the World Heritage List because they complement each other also have their own characteristics of special importance:

In Wismar, the location and specific design of the *harbour basin* has been largely preserved since the Middle Ages and conveys, in a rare authenticity, a vivid picture of the real backbone of the mediaeval maritime trading town. Also preserved was the *Grube* (canal) which flows straight through the town from the Mühlenteich in the east to the harbour and is the last artificial mediaeval waterway to be preserved in an old city in Northern Germany. Due to its *streetscapes* with their almost fully intact rows of historical houses, Wismar is the only Hanseatic city in the Baltic region to have been preserved in this size and state of completeness.

Stralsund's unique *insular character* between the Stralsund and the ponds dammed up in the 13th century emphasises the mediaeval town structure, which is shown to full advantage in the unmistakable *silhouette*. Besides Lübeck, Stralsund was the most important town in the whole Baltic region in the 14th century and was selected for the peace

negotiations with Denmark in the year 1370. The result, the famous *Peace of Stralsund*, went down in European history as the high point of the flowering of Hanseatic power. A large stock of preserved architectural substance including the town hall with its far-reaching architectural significance and other extremely important individual structures are evidence of the heyday of the town.

Due to its ideal state of preservation and its relatively low degree of destruction, the archaeological subsoil, declared as an *archaeological monument* in both old cities, represents the material legacy of the Hanseatic era and subsequent epochs in a completeness that is usually hard to find.

Through unavoidable intrusions in the subsoil, systematic archaeological excavations were carried out with thorough documentation of the findings whose results are already giving important impulses for the study of urban development in the whole Northern European region.

The sensational finds of wrecks and their cargo recently discovered by underwater archaeologists close to the harbour entrances of both towns gave research into Hanseatic shipbuilding and trading a whole new direction.







2b - Comparative analysis

In order to assess the outstanding universal value of the Historic Centres of Stralsund and Wismar, it is important to compare them to other Hanseatic cities in the Wendish area. The towns of the Hanseatic League, the largest and most powerful trade association in Northern and Central Europe, which are already included in the World Heritage List will also be used for purposes of comparison. However, it should be said that the outstanding value of the cities of Stralsund and Wismar does not only reside in the fact that they belong to this association (*see 2d*), just as most of the other old cities mentioned here were not included in the World Heritage List solely for this reason.

After the inscription of the Hanseatic City of Lübeck in 1987, the World Heritage Committee had proposed investigating nominations of other Hanseatic cities³ in order to register the field of influence of other Northern European trade centres in their historical epoch. Whereas Bergen and Cracow were already listed at that time, Torun, Vilnius, Riga, Tallinn, Novgorod and Visby were also included in the list in the years that followed. Thus, the spread of the Hanseatic trading routes by water and by land, especially towards the east, has been documented in more detail.

The so-called Wendisches Quartier, the Wendish region which was the actual origin and the political centre of the Hanseatic League, is thus only represented by Lübeck. Regarding politics and commerce,

the leading towns of the Wendish region were, next to Lübeck, Stralsund and Wismar, especially **Rostock** and **Greifswald**. However, the state of preservation of the two latter towns does not meet the demands formulated in the *Operational Guidelines*⁴. The Hanseatic town of Rostock situated between Wismar and Stralsund suffered severe damage in the Second World War and was rebuilt disregarding the historical street network, in the post-war years. A large part of the old city of the Hanseatic town of Greifswald to the east of Stralsund is now characterised by large-surface standard redevelopment which took place during the period of the GDR and ignored the historical patterns of the lots.

In **Lübeck**, which was doubtless the most significant and influential Hanseatic town, the actual merchant quarter to the west of St. Mary's church was largely destroyed in the Second World War and the mediaeval ground plan was broken up in several places in the period after the war, so that only parts of the old city were included in the list here. Thus, the two towns proposed for the list differ from Lübeck in that the mediaeval street network and the townscape characterised by mediaeval basic structures are in a much better state of preservation. Both old cities suffered partial destruction during the Second World War but no large-surface losses like Lübeck did. Also, reconstruction in the post-war years lead to drastic changes in the original ground plan of this town such as the widening of roads, the combining of plots and the erection of new buildings which are out of scale with the old ones. Another difference to

Page 16, Fig. 7:
The island position
of the old city of
Stralsund between the
ponds on the land side
and the Strelasund
opposite the island
of Rügen

3) Michael Bouteiller: Weltkulturerbe "Lübecker Altstadt" – Konvention und Konsequenz.

4) Operational Guidelines for the Implementation of the World Heritage Convention, March 1999

Lübeck resides in the different times in which the towns emerged: whereas Lübeck as a town mainly from the 13th century embodies the cradle and the prototype of a Hanseatic town, Stralsund and Wismar are the most impressive examples of towns from the heyday of the Hanseatic League. Especially in the case of Stralsund, one can speak of a veritable building boom in the 14th century, or more precisely between 1330 and 1380. As a complement to Lübeck, Stralsund and Wismar as purely sea towns with differing trade structures show the importance of the Wendish region.

In the following, we shall subject the old cities of Stralsund and Wismar to a comparative analysis with regard to the Hanseatic cities already included in the World Heritage List but situated outside of the Wendish region:

Visby, the capital of Gotland, differs from Stralsund and Wismar with regard to the main heyday of political importance, economic power and thus of building activities. Due to its position, at an early date the city became the principal marketplace for Russian merchandise coming to Western Europe, and in the 12th century it dominated the entire Baltic trade. It was the early, actual pre-Hanseatic trade metropolis of the Baltic. With the settlement of German merchants, whose association was the seed from which the Hanseatic League developed, but also with that of tradesmen from other countries, Visby had its heyday in the 13th century. However, as early as the late 13th century, at the beginning of the

actual Hanseatic League of towns, the town gradually lost its supremacy to its competitor Lübeck, which had quickly become more and more powerful. As a result, its well preserved network of streets, the large number of mediaeval churches and other structures as well as the city wall, obsolete in large parts, represent a maritime trading town of the 13th century, i.e. from the early days of the Hanseatic League. In the 14th century, when Stralsund and Wismar had their heyday as important members of the Hanseatic League of Towns, Visby's economic development was long on the wane.

In addition, there are two significant differences: on the one hand, the most important building material used in Visby was not brick but limestone from Gotland, so that the architecture is only comparable to a certain limited extent. On the other hand, Visby, like Stralsund and Wismar, is a port situated directly on the shores of the Baltic, but the mediaeval harbour basin has completely silted up and is now a park. This means that the continuity of function is no longer ensured at this place, and today's townscape is also considerably different to that of the Middle Ages. In contrast, especially in Wismar, location and shape, commercial use and active close connection of the harbour basin to the old city have largely survived.

The historic centres of the two important Hanseatic cities of Riga and Tallinn, located on the coast of Latvia and Estonia, are included in the World Heritage List.



In the case of **Riga**, however, the reason for inclusion was not the mediaeval town centre, for due to numerous modifications and serious war damage, only small parts of it remain as evidence of the Hanseatic era. What is of great value, however, is the large stock of high-quality Art Nouveau buildings as well as wooden houses from the 19th century, which are all to be found in the areas outside of the former mediaeval town boundaries.

Tallinn is a mediaeval town which has been preserved in remarkable completeness and which had its heyday in the Hanseatic era. One of the main differences to Stralsund and Wismar is the different structure of the town, which is characterised by a conspicuous division into two parts: the limestone plateau of the cathedral hill was always the seat of the secular or religious rulers, whereas the craftsmen and merchants were always to be found in the lower town at the foot of the hill. This characteristic duality of the ground plan of the town was consolidated in the 15th century by means of the high so-called "wall of enmity" along the connecting road – an external sign of the political tensions between the two parts of the town. In contrast to Tallinn, in the case of Stralsund and Wismar we have towns which originally developed from different town centres, but which became integrated and uniformly fortified towns in an early phase of development. With their uniform, undivided ground plans, they are free bourgeois towns in which the court of the sovereign at most had a place assigned to him by the citizens. Tallinn is a sea-port located immediately on the

shores of the Baltic, or more precisely on the Gulf of Bothnia; however, harbour basins and installations are at a certain distance to the mediaeval town centre, so that the network of streets of the latter is not oriented towards the harbour and the townscape does not open to the sea side as obviously as it does especially in Stralsund. Also, the harbour was not part of the nomination area in the case of Tallinn. In Tallinn, as in Visby, the local limestone was used to build churches and residential houses. Due to the material-specific peculiarities of this building material, the architecture is different to the brick architecture of Stralsund and Wismar.

From the mid-16th and early 17th centuries to the early 18th century, Tallinn and Riga were occupied by the Swedes and were the most important towns in the Swedish provinces in Eastern Europe at that time. Stralsund and Wismar were in the centre of Europe; both came under Swedish rule in 1648 as a result of the 30 Years' War, belonged to the Kingdom of Sweden up to the beginning of the 19th century and were linked to the rise and fall of the Swedish superpower more than any other towns were. As fortified administrative towns, they were of exceptional political and strategic importance for Sweden.

Vilnius, the capital of Lithuania, situated at the confluence of the rivers Neris and Vilnia, was a member of the Hanseatic League, but in contrast to all of the towns dealt with here, it was not of great importance in the Hanseatic League, its economic and cultural heyday not beginning until the 15th century.



Fig. 9:
Gabled houses in
Mühlenstraße
in Stralsund, in the
foreground the building
Mühlenstraße 1 with
Gothic pillar gable

As a result of frequent damage due to fires and war, only individual buildings from the Middle Ages have survived, and it is characterised by later styles, especially baroque architecture. The main reason for inclusion in the World Heritage List is in this case no doubt the great variety of cultural influences and styles which make today's townscape a reflection of the eventful history of Vilnius.

In the Hanseatic era, the Russian town of **Novgorod**, situated on the river Volkhov to the south of St. Petersburg, was the most important intersection of the trade routes between central Asia and Northern Europe. Due to serious changes made to the structure of the town in the 18th century, but also as a result of the serious damage suffered by the town in the Second World War, not much is left of the mediaeval structure of the town, and in this case, too, it was included in the World Heritage List not because of the historical town centre as a whole, but because of individual structures in the town and its surroundings. The numerous mediaeval church buildings, some of which possess important paintings, are evidence of Novgorod's role as one of the oldest and most important centres of Russian art and as the birthplace of Russian stone architecture and one of the first painting schools in the country.

In the port of **Bergen** on the west coast of Norway, it was not the mediaeval town centre as a whole which was nominated but only Bryggen, which is situated directly to the north of the harbour. This area is the former settlement of the German merchants; it is

characterised by a dense collection of wooden houses grouped together in long rows, accessed by narrow lanes and of which the wooden gables have a decisive influence on the appearance of the harbour front. The residential and office buildings and the warehouses, which were constantly rebuilt according to mediaeval models after numerous fires, are evidence of the specific structure of this important town for the Hanseatic League, but as they are to be found in one area only, and in terms of building materials and architecture, they cannot be compared to the historical town centres of Stralsund and Wismar.

The historic centres of Cracow and Torun, located in Poland and included in the World Heritage List were again trade centres in the interior and are connected to the Baltic via the Vistula. Their political significance within the Hanseatic League did not come close to that of the sea towns of the Wendish region and the ground plans of the cities are characterised, amongst other things, by their position on rivers.

In the Hanseatic era, the extraordinarily well preserved old city of **Cracow** had far-reaching trade links and was of great economic importance; however, at least as influential was its role as the capital of the Kingdom of Poland. Cracow expanded to be a representative royal capital in the course of the 14th century and its prosperity was closely linked to this function of capital, and thus its economic and political decline was not primarily a function of the gradual decline of the Hanseatic League, but



*Fig. 10:
Gable of the
southern porch of
St. Nicholas' church
in Wismar with rich
decoration in
purpose-made brick*



*Fig. 11:
View of St. Jacob's
church in Stralsund
from the east*



coincided with the years around 1600, after the Polish capital had been moved to Warsaw. The heyday of its art and culture was thus not restricted to the 14th and 15th centuries but continued untarnished through the whole of the 16th century, so that, in addition to mediaeval buildings, the town also has numerous high-quality Renaissance buildings. Also worth mentioning is the large stock of baroque churches and modifications to churches, as religious architecture – triggered off by the Counter Reformation and stylistically influenced by Italy – was the only branch of architecture to blossom in spite of economic stagnation. Thus, the townscape of Cracow is different to those of Stralsund and Wismar not only due to the strong representation of these architectural styles, but also as a result of essential differences in the ground plan. This is because the old city of Cracow, as a faithful reflection of its specific history, is characterised by the division into a systematically developed bourgeois town and a royal residence: to the south of the town grouped around the marketplace rises the Wawel hill with the royal residence and the cathedral.

It is also the ground plan of the town which clearly distinguishes the well preserved old city of **Torun**, located on the Vistula further to the north, from Stralsund and Wismar. This is a typical mediaeval double town the two parts of which were originally separated by a continuous wall – a separation which is distinctly noticeable in the ground plan of the town even today. The spatial juxtaposition of these two settlements is also reflected by their differing

function and role in the Middle Ages, for whereas the old city to the west soon became a centre of trade, the new town in the east was dominated by craftsmen. These two independent town centres, of which the old city and its network of streets are oriented towards the river port, were joined by a third independent element: the castle of the Teutonic Order located on the banks of the Vistula between the two. This castle, which is now preserved as a ruin, is clear evidence of the actual function exercised by the town of Torun in the early days of its history: it was an important base from which the Teutonic Order was able to conquer, settle and christianise Prussia – a characterisation which also marks an important difference to the towns of Stralsund and Wismar, which functioned as trade settlements from the outset.

One important feature of Stralsund and Wismar is that these two Hanseatic cities possess real sea ports because they are located on the open sea. This distinguishes them from the many sea ports which developed in the protection of a river mouth and whose network of streets is therefore oriented towards the river ports, such as Rostock and Greifswald, but also Lübeck and for example Riga. Of the Hanseatic towns included in the list, several are located in the interior on important rivers (Vilnius, Novgorod, Torun, Cracow); of the examples located on the Baltic coast, only Visby and Tallinn are real sea ports. In Visby, however, as mentioned above, the mediaeval harbour has silted up, and in Tallinn, the harbour has been fundamentally altered since



*Fig. 12:
The condition of
St. George's church
in Wismar before the
beginning of gradual
reconstruction*



the Hanseatic era. In contrast, the mediaeval harbour basin in Wismar has been largely preserved. In Stralsund, the two artificial harbour islands were created in the 19th century, but the specific connection of town and harbour and the characteristic wide opening of the town to the seafront has been preserved and the traceability of the mediaeval situation has not been spoiled by modern docks, shipyards and industrial plants.⁵

2c · Authenticity

As the Historic Centres of Stralsund and Wismar are not static individual monuments but inhabited towns which "... by their very nature, have developed and will continue to develop under the influence of socio-economic and cultural change..."⁶, the term "authenticity" must be used in its more comprehensive sense as it was discussed on occasions such as the "Nara Conference on Authenticity" held in 1994.

With regard to the "design", i.e. the structure and shape, it can be said of both old cities that the ground plan of the town with its specific network of streets as well as its appearance with the typical division into plots and, the large solitary buildings which dominate the townscape, have been preserved in largely authentic form and, in Wismar, the harbour basin and the waterway of the Grube have also survived. Within this mediaeval pattern, buildings and facades of various epochs alternate. The current appearance is

a faithful mirror of the specific history of both towns, so that it is possible to speak of an 'organic homogeneity'. Add to this the fact that there has at no time been an attempt, in a kind of 'conscious remodeling', to give the town the appearance it had in the Hanseatic era.

As, in spite of the loss of some valuable buildings, the damage done in the Second World War was relatively slight, and as only selected buildings were restored in the GDR era while most of the others were neglected, a large amount of original architectural substance from the Middle Ages and subsequent periods has survived. In the restoration work begun systematically after the political change, today's high standards with regard to the preservation of monuments have been applied, whereby the preservation of the authentic material has the highest priority. This helps to avoid the grave mistakes made in former West Germany when repairing the towns after the war, where serious losses of original substance were accepted and the townscapes lost a lot of their charm. The reconstruction⁷ of partly or completely destroyed buildings is avoided as a matter of principle. The project (begun in 1990) to partly 'reconstruct' St. George's church in Wismar, seriously damaged in the war, is at present the most important project funded by the Deutsche Stiftung Denkmalschutz. Under strict supervision with regard to the preservation of monuments, work is carried out "on the basis of complete and detailed documentation"⁸ and using traditional crafts. As far as the "setting" is concerned, the immediate surroundings of both old cities have been preserved

5) In the compilation "Hanseatic Sites, Routes and Monuments" published by the Council of Europe and edited by Gun Westholm, the towns of Stralsund and Wismar are listed in the section "Highly recommended for cultural tourism".

6) Operational Guidelines § 27 (ii)

7) In the GDR, the term 'reconstruction' was used, but it actually meant renovation/modernisation. No parts of buildings were removed and rebuilt according to drawings.

8) Operational Guidelines § 24 (b) (i)

in a largely authentic form. The boundary of the mediaeval town can still be traced well in both cases. In Stralsund, it was the island situation which was responsible for the fact that the expansion of the suburbs after defortification was only able to take place beyond the town ponds; in Wismar, Wallstraße is an especially clear indication of the course of the original city boundary. Also, natural limits were set to urban growth by the harbour in the north-west and the marshy areas (former ponds) in the south-west, south-east and north-east.

What has been preserved is especially the location directly on the Baltic, the orientation of the towns towards the Strelasund/Wismar Bay, the opportunity to experience the harbour and the sea as the 'life blood' and the origin of the growth and wealth of the towns. Also, the aspect of the towns from the water reproduces the original townscape known from numerous historical views especially faithfully. In Stralsund, the mediaeval town ponds have also been preserved.

As historical town centres which were continuously inhabited and were always the centre of urban life, even in times of expansion, whose harbour remained intact and of importance for the economy in all epochs and which were never, in full or in part, turned into museum areas, both old cities have continuously preserved their use and can therefore be described as authentic with regard to their function.⁹

2d - Criteria under which inscription is proposed

The Historic Centres of Stralsund and Wismar correspond to cultural criteria II and IV of the Operational Guidelines.

As economically powerful and politically influential members of the Wendish region of the Hanseatic League, the two cities played an important role in the European exchange of cultural achievements, technical knowledge and world views which took place on the basis of the varied commercial links in the whole of the Baltic and North Sea region. In the field of architecture, the spread of styles such as the type of the *Dielenhaus* and that of building methods and materials such as limestone from Gotland should be mentioned here. Stralsund and Wismar

“exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture (...), monumental arts, town-planning (...).” Criterion II, OG § 24 (a)(ii)

Especially with regard to Gothic religious architecture, this exchange can be demonstrated for Northern Europe. The group of six monumental brick churches in Stralsund and Wismar gives a unique overview of Gothic church construction in the Hanseatic cities of the southern Baltic region. At the same time, it is evidence for a significant *combination of different cultural influences*. The combination of *Italian brick building techniques* and the representative

⁹ For the authenticity of function see also Jukka Jokilehto: "Authenticity: A General Framework for the Concept" and Henry Cleere: "The Evaluation of Authenticity in the Context of the World Heritage Convention."



Fig. 13:
The church of the
Heiligen-Geist-Hospital
in Lübsche Straße
in Wismar

cathedral pattern from Northern France allowed a number of monumental Gothic cathedrals to be built in the Wendish Hanseatic cities. The six church structures of the towns of Stralsund and Wismar are excellent examples of these “cathedrals of brick Gothic”. They convey, in an extremely vivid way, the development of this church form from the early initial structure of St. Nicholas’ church in Stralsund to the last, uncompleted example of St. George’s church in Wismar and, as impressive evidence in stone form, symbolise the rapid rise, the economic and political apex as well as the gradual decline of the Hanseatic League. “Wendish religious architecture” exercised an important influence, not only on the surroundings, but on the rest of the Baltic region and Scandinavia.

Besides the church structures, especially *Stralsund town hall* as one of the most important secular brick Gothic structures of all time had a considerable influence on numerous town hall buildings in the southern Baltic region. It became the model for a whole family of subsequent town halls, for example in Greifswald and Anklam. It is unique in its impressive composition of town hall, marketplace and church as a stone expression of the close links between council, trade and church.

As the high point of the development of Hanseatic power, the Peace of Stralsund (1370) was a historical event of European rank. The leading political role which Stralsund played, especially in the heyday of the League of Towns, was reflected by a veritable

building boom between 1330 and 1380. It gave rise to an independent architectural language of forms which has found its way into research under the name of ‘Sundische Gotik’.

Under Swedish rule, the towns of Stralsund and Wismar were turned into fortified towns of European rank in the 17th and 18th centuries and thus played a decisive role in the military superpower system of Sweden. The Swedish art of fortification achieved a standard here which became a model for other fortifications in Northern Europe. As important administrative towns for the German possessions, Stralsund and Wismar were also of central political importance for Sweden: the Royal Swedish Tribunal was set up as supreme court in Wismar in 1653, and Stralsund was the political capital of Swedish Pomerania from 1720 on. Thus, varied cultural links in the fields of science, art and especially architecture developed between the two towns and the mother country. Even today, the mutual architectural influences can be traced in the townscapes of Stralsund and Wismar as well as in Sweden.

Also, the two old cities correspond to Criterion IV of the Operational Guidelines: they are ...

“outstanding examples of a type of (...) architectural (...) ensemble (...) which illustrates (...) significant stages in human history” Criterion IV, OG § 24 (a)(iv)

With their unaltered mediaeval *ground plans*, the characteristic *division of blocks into plots*, also handed



Fig. 14:
View of choir and
east gable of the church
in St. Catherine's
monastery in Stralsund





down from the Middle Ages, and their rich stock of *Gothic brick architecture*, they are outstanding examples for Hanseatic sea trading towns from the heyday of the League of Towns. At the same time, because of their specific ground plans and townscapes, they are examples for two Hanseatic cities with differing trade structures.

Of outstanding importance in Wismar is the preserved mediaeval *harbour basin* which shows the former situation in many Hanseatic cities with now modified harbours and demonstrates the seminal importance of the harbour for the original structure of maritime trading towns. Also, in the form of the *Grube*, the last artificial mediaeval waterway in a Northern German old city has survived here. Unique in Stralsund is the *island location*, unchanged since the 13th century, between the Strelasund and the ponds on the land side, which were dammed up soon after the town was founded. As a result of this specific topographical position, Stralsund has an unmistakable *silhouette* which partly became known via artistic representations.

The large number of high-quality structures of *Gothic brick architecture*, headed by the group of six impressive *parish churches*, is an excellent reflection of the enormous wealth and the assertion of political power of the young trading towns, whose economic power rose rapidly. In the field of *secular Gothic architecture*, Stralsund town hall is a structure of great architectural significance for the whole of Northern Europe, and the town also has a number of

buildings which in each case are the last surviving examples of mediaeval styles of building. Also, in both towns there are numerous mediaeval merchants' houses, partly modified later, which demonstrate the typical development of the long, narrow plots with gables facing the street and courtyard wings behind, the so-called *Kemläden*. Wismar with its almost undamaged original roadside development is a town centre of unique completeness.

As, due to the more than six hundred years in which Lübeck law was valid, new buildings were always built between the firewalls the preceding structure, and the old cities were spared scale-spoiling redevelopment after the Second World War, in their present form they correspond to *group II within the main category II of urban ensembles*:

“Towns that have evolved along characteristic lines and have preserved, sometimes in the midst of exceptional surroundings, spatial arrangements and structures that are typical of the successive stages in their history.”

OG § 29 (ii)

The townscape of both cities shows the mediaeval division of blocks into plots which was handed down as a structuring system for centuries, and within this basic framework there are facades from various epochs which allow the characteristic development of both towns, which differed in some phases of history, to be clearly traced. Of the post-mediaeval structures, the baroque houses of wealthy citizens are especially dominant, as are a number of





large administrative and functional buildings from the 17th and 18th centuries – distinct evidence of the important role which both cities, which belonged to the Kingdom of Sweden following the 30 Years' War, played in the military superpower system of Sweden. Thus, in spite of later rebuilding and modification, the two towns have preserved the character of the mediaeval 'stone city'.

In both towns, the subsoil is an *archaeological monument* of outstanding importance. Due to the especially favourable preservation conditions, an unusually thick layer of cultivation and a relatively low degree of damage, the subsoil documents the material legacy of the Hanseatic era and the following epochs with a rare integrity. Even now, systematic archaeological excavations¹⁰ with a thorough documentation of the findings and scientific evaluation have provided pathfinding new



Page 34, Fig. 16:
Kampischer Hof in
Mühlenstraße in
Stralsund, the mediaeval
town premises of the
Cistercian monastery
Neuenkamp

Fig. 17:
The Zeughaus in
Wismar, a functional
military structure from
the baroque period

10) These were unavoidable intrusions into the subsoil due to the closing of gaps.

knowledge on settlement genesis, development and living conditions of the inhabitants of the historical town, some of which can be applied to the whole of the Northern German region. Future archaeological excavations in both towns will no doubt provide more important information on their history and culture in the Hanseatic and later periods.

The sensational *wreck* finds of the last few years in the harbour entrances to Wismar and Stralsund

should also be mentioned in this context. Although preservation, carried out with the most modern methods, and scientific evaluation are not yet complete, it is obvious even now that research into Hanseatic shipbuilding and goods traffic has made a great leap forward as a result of these finds.



Fig. 18:
Wismar harbour
at sunset



3 Description

3a · Description of the property

In order to illustrate more precisely in which way the Historic Centres of Stralsund and Wismar match the criteria given in section 2d, a detailed description and characterisation of the two old cities follows. We shall examine aspects of urban planning such as topographic position, silhouette, ground plan of the town and townscape as well as the most important individual structures, especially the brick Gothic buildings. This is because it is the interaction between peculiarities of topography, urban planning and architecture that justify the claim that the two historical town centres are outstanding examples of Hanseatic trading cities from the heyday of the League of Towns (criterion IV). A more exact examination and analysis of the six Gothic parish churches shows their great value as examples for the fusion of Italian brick architecture and the northern French cathedral pattern (criterion II). The summarical presentation of the post-mediaeval stock of buildings demonstrates the characteristic development of the two towns within the traditional basic structure (criterion IV, urban ensembles, main category II, group II). Structural legacies of the so-called "Swedish era" demonstrate the close connection to, and varied exchange with, Sweden (criterion II).

Position and surroundings

The **topographic position** of Stralsund and Wismar offered especially favourable conditions for founding settlements. Both cities are situated directly on the shores of the Baltic, which is a reason for the attractiveness, with regard to landscape and architecture, of both towns in the midst of an exceptional coastal environment. Stralsund is situated on the *Strelasund*, a narrow strip of the Baltic which separates the island of Rügen from the mainland, and is given additional natural protection by the offshore island of Dänholm. Wismar is located on the south-eastern stretch of Wismar Bay, and the island of Poel situated to the north of the town protects the harbour in a similar way as the island of Dänholm does in Stralsund. However, the way in which the towns relate to the sea differs in each case: whereas the long, narrow harbour basin only touches the old city of Wismar on a short section of the orbital road, the entire eastern side of Stralsund, which faces two artificial islands reclaimed in the 1860s, is open to the water.

The marshy areas which are so characteristic for the topographic position of Stralsund and Wismar played a determining role in their history and, especially in the early days of the development of the two cities, provided protection from their enemies, can still be clearly detected in the surroundings today. Whereas, in accordance with the morphological conditions, the

dry surfaces were made usable as land for settlements, pastures or agricultural use in the course of time, parts of the marshy areas in both cities were dammed up to form ponds as far back as the 13th century. In Stralsund, the resulting three large ponds in conjunction with the *Strelasund* form a unique protective belt of water around the island on which the old city is situated (see Fig. 7). This insular position made Stralsund a natural fortress up to the early 19th century. In addition, the special island location prevented the core of

the old city, surrounded on all sides by water and on some by fortifications and green areas, from being affected by the development of suburbs which began in the 19th century. In Wismar, with the exception of the *Mühlenteich* (millpond), the ponds no longer exist; though, here too, the marshy regions ensured that the areas into which the town spread are clearly separated from the historical centre.

From the point of view of traffic geography, inland trade routes met in Stralsund and in Wismar, the posi-



Fig. 19:
Location of Wismar
with the harbour
in the background

Page 39, Fig. 20:
View of the silhouette of
Stralsund from the sea







tion of both towns on the *via regia* being of particular importance as this was one of the principal mediaeval trade routes.

If one approaches the towns of Stralsund and Wismar from the sea, the largely unspoiled **silhouettes** of the old cities are impressive in each case. Due to the location of the historical city centres in the direct vicinity of the water, the growth of the towns which took place in the 19th and 20th centuries was not able to impair the mediaeval town silhouette on this side. The old cities themselves remained free of out-of-scale new buildings. In Stralsund, it is the unique island location which is responsible for the unmistakable silhouette which looks particularly impressive not only from the north, but also from the Island of Rügen. (see Fig. 20)

The two typical maritime town silhouettes, dominated as they are by the three large Gothic parish churches, have often been the subject of artistic representations. In Stralsund, the only important additions of later times were the warehouse buildings from the late 19th and early 20th centuries on the dock island which, as typical dockside buildings, are a high-quality addition to the traditional silhouette. In Wismar there are, in addition to similar warehouse buildings, some dock and shipyard buildings from recent times which tower above the buildings in the city, but, due to their forms which are typical for harbour areas, do not impair the effect.

From the land side, too, there are impressive views of the two cities. In Wismar, a largely unobstructed view is possible from a south-westerly direction. Seen from

the southern and western banks of the ponds, the silhouette of Stralsund appears to be bordered by countryside and gives an impression of the mediaeval contrast between town and country.

Ground plan of the town

The towns of Stralsund and Wismar, which were founded in the early 13th century, have largely been able to preserve their mediaeval ground plans up to the present day. The street networks developed in the old city areas, the structure of streets, squares and the neighbourhood and plot structures are still almost unspoiled. Closed alignments are predominant in the streets; these developed due to the building regulations of Lübeck city law – this included a strict order to keep the buildings aligned perfectly. The ground plans of both towns are outstanding examples of mediaeval towns whose urban and architectural structures are characterised by their location next to a natural sea harbour. Whereas the ground plan of Stralsund, as that of a town of long-distance trade, clearly faces the sea, that of Wismar emphasises the character of Wismar as a town of long-distance trade with a pronounced export business.

The virtually circular ground plan of the town of Wismar, slightly distended due to the spread to the west and south-west, is characterised by a clear, straightforward structure. The courses of the main streets take the local conditions into account and are thus free of strict patterns. Besides the harbour, the thing which had the greatest influence on the struc-

ture of the town as a whole was the east-west axis of *Lübsche Straße*, the road to Lübeck. This was part of the so-called *via regia*, one of the most important long-distance trade routes of the Middle Ages. The gentle curvature of the western part of this road, which is due to the features of the terrain, creates a very unified spatial impression here. This is intensified still further by irregular intersections and the one-sided or staggered junctions of minor roads with

major roads. *Lübsche Straße* divides the town into two halves of approximately equal size and, in the south, touches on the market place, which is impressive in its dimensions and indicates the anticipated importance of the town.

If we follow, from south to north, *Dankwartstraße* via *Hegede*, *Krämerstraße* and *Bohrstraße* to *Scheuerstraße*, and parallel to this *Mecklenburger Straße* in the direction of *ABC-Straße* to the former *Poeler Tor* or, from



Fig. 22:
Schematic ground plan
of the old city
of Wismar



south to east, *Mecklenburger Straße* to *Großschmiedestraße*, we can even today detect the course of the other mediaeval trade routes and the ideal position of the marketplace which they touch on at a tangent. The main street goes through the northern half of the city from *Krämerstraße* via *Bohrstraße*, *Scheuerstraße* and *Spiegelberg* to the *Wassertor* and then on to the harbour, thus emphasising the central importance of the latter in the ground plan of the town. Due to the well-preserved mediaeval harbour basin the connection between the roads and the town harbour is still obvious today. Harbour, market and former trade routes had pivotal functions in the early urban development of Wismar.

Between the main roads, which form a large cross with the market at the south-east of the centre, the resulting areas are divided into irregular closed blocks and filled up with numerous sidestreets which allow varied and short connections within the urban space. A conspicuous feature of Wismar is the widening of certain street intersections to squares such as *Ziegenmarkt* and *Hopfenmarkt*.

A peculiarity in the ground-plan of the town is the *Grube* canal, which acquired its present form in the early days of the town. The *Grube* was originally a strip of water which connected the *Mühlenteich* (mill-pond) to the harbour. As early as the 13th century this stream was turned into a canal within the area of the town. It is the last remaining man-made medieval canal in Northern Germany. It was the main element of a transport system of several canals in the town which connected the harbour to certain central areas of the town. These also included the "salsa fos-

sa" whose former course was in today's *Breite Straße*, into which the "*fossa advocati*" (in today's *Claus-Jesup-Straße*) and the "*fossa s. Spiritus*" (in today's *Neustadt*) flowed. Even today, the conspicuous width of these streets indicates the existence of the former canals.

An important aspect of the ground plan of Wismar are the remaining fragments of the fortifications from various different centuries. Evidence of parts of the earliest fortifications was found by archaeological methods in the area of *Lübsche Straße*, *Heiligen-Geist-Kirche* and *Kleinschmiedestraße*. Parts of the stone city wall, begun in 1276, have been preserved in the south in the area of the former Dominican monastery and in the south-west along *Wallstraße*. Of the towers, the so-called *Wasserturm* at the intersection of *Mühlensstraße* and *Bauhofstraße* still exists, and of the city gates, the *Wassertor* at the western end of *Spiegelberg*. The shape and course of the Swedish fortifications can be traced on the eastern edge of the town, in the *Lindengarten* flanked by the *Mühlenbach*, and in the south-west, in the outer limit of the rampart gardens.

The ground plan of the town of Stralsund, which has also remained almost unchanged, was influenced by the shape of the island on which the town was built and by the function of the town as a trading port. It is characterised by the two large marketplaces *Alter Markt* and *Neuer Markt* as centres of the mediaeval town centres and by the grid-shaped network of streets enclosed by the course of the city wall. This network is characterised by the six wide streets which open out like a fan and lead to the harbour (*Fähr-*





Page 44/45, Fig. 23/24:
The old cities of
Wismar (left) and
Stralsund (right);
easy to identify in
each case are the
mediaeval ground plans
of the towns and the
harbour installations
with the mediaeval
harbour basin (Wismar)
and the ring of bastions
converted to parks
(Stralsund)

straße, Semlower Straße, Badenstraße, Heilgeiststraße, Langenstraße, Frankenstraße). These are connected by the two north-south axes (*Ossenreyerstraße, Mönchstraße*). The six streets mentioned are crossed by narrower side lanes.

The streets extend in a west-east direction and are oriented towards the harbour front, this giving special expression to the character of Stralsund as a trade

port. A main street with a central function did not develop here. All streets mentioned above carried the traffic to the harbour. This clear orientation towards the *Strelasund* and thus towards the harbour meant that the entire structure of the town of Stralsund faced the sea. Also, a look at the course of the streets shows that there is no organic connection between the two marketplaces. This is due to the fact that *Altstadt* and *Neustadt* developed separately at first. The



Fig. 25:
Schematic ground plan
of the old city
of Stralsund



most recent mediaeval quarter around *Langenstraße* and *Frankenstraße*, with streets intersecting at right angles, demonstrates the regular settlement pattern. This part of the *Neustadt* of Stralsund has streets to the harbour which are over 500 m long and as straight as a die, and is probably one of the most generous examples of the Lübeck town pattern to be found in the Hanseatic region.

In Stralsund, of the mediaeval fortifications forming the limit of the ground plan of the town, large parts of

the city walls and two city gates – the *Kütertor* and the *Kniepertor* – have been preserved. The ponds dammed up in the 13th century are the results of hydraulic engineering and are part of the fortifications.

The former belt of fortifications outside the city wall was built under Swedish rule in order to defend the city and can still be clearly seen today. On the side of the *Strelasund*, two bastions have been preserved in their original form with the characteristic quay walls; on the side where the ponds are, the landscaped ramparts which were created after removal of the fortifications at the end of the 19th century are evidence of the course and the original shape of the fortifications.

Lübeck Building Codes

One component of the Lübeck law were the building regulations, which were originally based on the idea of preventing fires by using brick instead of wood. But especially the alignment regulations, evident since the mid-13th century, are of decisive importance for the ground plan and the appearance of a mediaeval town under Lübeck law. The alignment, the purpose of which was mainly to prevent obstructions of road traffic, gave the streets their regular course and the plots of land their outer demarcation. Even in the earliest sources, we find the regulation that a person wishing to rebuild his house had to go to the town hall in order to collect the measuring cord. He laid this along the road and built his house accordingly. Structural innovations were not allowed to deviate from what was previously in the same location. These regulations are probably the main reason why the mediaeval townscapes of Stralsund and Wismar did not change for centuries.

Townscape

Besides the specific basic ground plan structure of the two town centres, it is especially the townscape with its different aspects which goes to make up the character of the two historical areas and shows them to be outstanding examples of Hanseatic urban architecture, while at the same time, even now, demonstrating the close connection to the one-time superpower Sweden.

When one enters the mediaeval city, which used to be surrounded by a wall, one soon notices that, in both old cities the townscape has remained in its original form with regard to its basic character and also as far as many characteristic details are concerned. It is characterised by a *synthesis of blocks divided into small plots and individual large solitary buildings which tower far*

above the residential dwellings, especially civic buildings such as parish churches, monasteries and town halls. The specific combination of the largely uniformly constructed residential quarters and the free-standing buildings on a quite different scale goes to make up the characteristic picture of a mediaeval trade port which grew according to the regulations of Lübeck law.

The originally much larger plots of land from the first period of settlement, probably covered with wooden houses built around a courtyard, were divided up into

long, narrow plots in the second phase of construction starting at the end of the 13th century. These were divided on a closed alignment previously specified in a standard way and the main buildings were built on the front part of the plots. As Lübeck law was valid for centuries, the new buildings which became necessary after fire catastrophes and bombardments were always built between the firewalls of the preceding buildings; redesigning of facades due to changed tastes remained within the traditional division of the plots anyway. This made it possible for the *basic struc-*



left, Fig. 26:
View along Fahrstraße
in Stralsund showing
buildings with gables or
eaves facing the street



right, Fig. 27:
Row of gabled houses
in Krämerstraße
in Wismar with view of
St. Nicholas' church



ture of the division into plots to remain unchanged for several centuries. Regardless of the architectural substance now existing on a plot, the mediaeval alignments and plot boundaries conserved under Lübeck law are an important *monument to urban planning and legal history*. In both towns the described division of the quarters has been preserved in a surprising degree of completeness. Due to only minor losses of residential houses in the war, Wismar in particular has an almost complete roadside development with an exceptionally high number of front

buildings (1,754). It is the only Hanseatic town in the Baltic region to have been preserved in this size and completeness.

Construction was carried out on individual plots in such a way that the front part was occupied by the main building and the rear part by outbuildings and courtyard buildings grouped around a free space. If it was the house of a merchant, it was built as a *Dielenhaus* (lobby house) with its gable facing the street, a form typical for Hanseatic towns. This combined

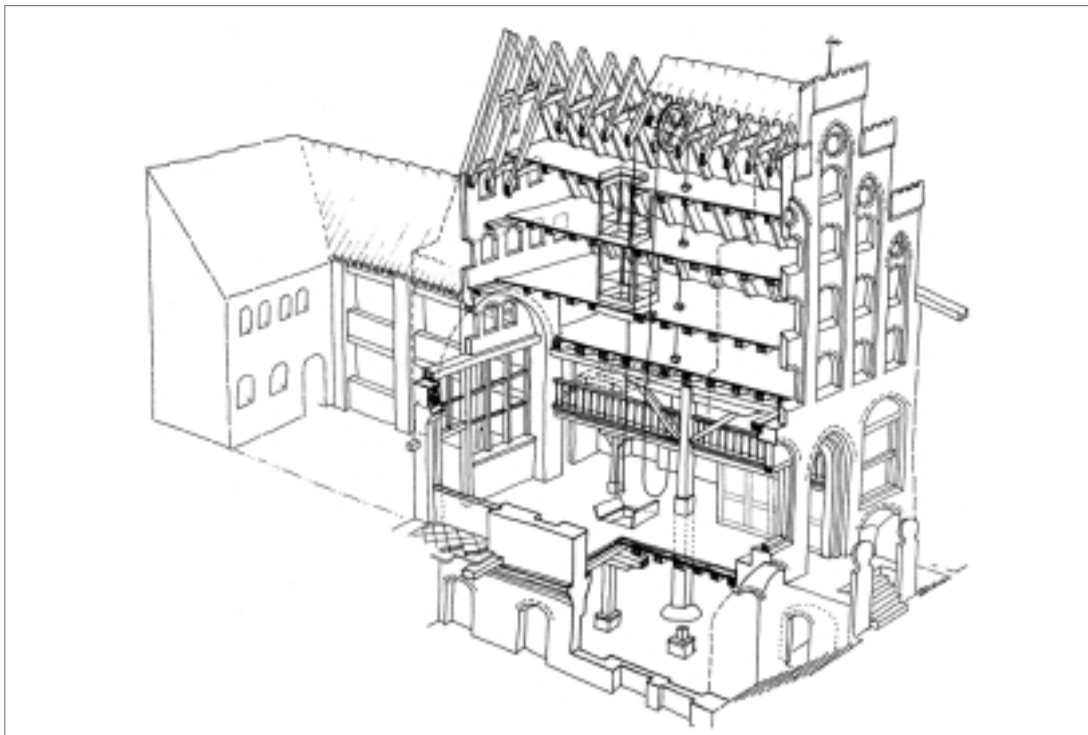


Fig. 28:
Diagram of the
structure of a mediaeval
Dielenhaus
(lobby house)

several functions under one roof: living, working, trading and, last but not least, representation in the high lobby on the ground floor; storing of the trade and export goods in the storage floors in the roof; private life in the courtyard wing. Even today, the type of the Hanseatic merchant's house still characterises the townscapes of both towns. Although the internal structure of the *Dielenhaus* was usually changed following the altered requirements of later centuries and many of the facades were adapted to the style of the epoch concerned, their characteristic appearance

and influence on the street space was preserved. The large stock of preserved courtyard wings, the so-called *Kemläden*, is also of high architectural value in both towns. The courtyards have in many cases been turned into attractive residential yards through landscaping.

Besides the gabled houses of the merchants, the considerably more humble houses of the craftsmen were built on many plots. These did not have anywhere near the same storage space requirements but needed

Dielenhaus

In the Hanseatic towns, the type of the Dielenhaus was built in the phase when the originally larger plots were systematically divided up into long narrow plots along a closed alignment. The Dielenhaus was used by the merchant of the Hanseatic era for living, trading and storage purposes. Combining, as it did, all of these functions under one roof, it met the special requirements of the merchant class. The high building with its gable facing the street was given its name due to the spacious lobby which occupied the entire ground floor and reached a height of up to 5 m. It served as a living and working space for the family and the servants, but was used especially for representation purposes and for the trade transactions of the master of the house. It was illuminated via the two windows flanking the entrance door and via another high window positioned in the side of the rear facade, the so-called Lucht. The steep saddle roof divided up into several floors was intended for storing merchandise. The gable, which faced the street

and usually bore the most magnificent ornaments of all, can be considered as a reflection of the riches stored behind it. With the help of a hoist wheel installed in the pointed loft, the merchandise was transported onto the various storage floors through the hatches in all floors. The roof construction rests indirectly on the so-called Hausbaum (house tree) which – slightly off-centre – is situated in the cellar, usually on a stone foundation, and is equipped with a strong binding beam on the lobby floor. In the slightly narrower half of the lobby, a gallery was often suspended, and below this a kind of office or Dornse was divided off. The actual living rooms of the family were normally situated in the Kemladen, a usually two-storey wing added onto the back of the house next to the Lucht, the name of which is derived from the term Kemenate (bower). Other stable and warehouse buildings were usually added at the rear demarcation of the plot around the remainder of the inner courtyard.



rooms which were as light as possible for working in. This is how the eaves-fronted house type developed. It generally had two storeys and was not very deep. In later centuries, especially in the baroque period, this was a very popular type of building. Besides the simple two storey examples, we also encounter houses from this time which are much wider and higher and sometimes even have a palace-like character.

In addition to the division of the blocks into plots and the structure of the individual plots, the



characteristic streets and squares are also typical for the overall appearance of the urban structure and have been preserved in authentic form. Most of the streets are given their specific spatial impression by their curved course, which brings ones gaze back from the distance, preventing it from wandering to the end of the street and thus giving a feeling of security. Exceptions are long straight roads such as *Langenstraße* and *Frankenstraße* in Stralsund which evoke an entirely different sense of space due to the strict directedness of the gaze. The spacious marketplaces enclosed by buildings form autonomous urban spaces which stand out in the pattern of streets. The position and exceptional size of the marketplace in Wismar (see Fig. 30) make it the centre which characterises the townscape. It is dominated by the broad-based structure of the town hall with its light, symmetrical facade, which occupies the whole northern side and it is given an important highlight by the *Wasserkunst* situated in its south-eastern corner. Also worth mentioning in this context are the smaller squares in the old city of Wismar such as *Hopfenmarkt* at the northern end of *Krämerstraße*, *Ziegenmarkt* (see Fig. 31) and the square facing the group of warehouses on *Lohberg* which in this form have no equivalent in Stralsund. In Stralsund, the two marketplaces are two urban centres of equal importance. *Alter Markt* is given a special value due to its unique urban design. The show wall of the town hall and the northern long side of St. Nicholas' church form a wall which closes off the square and the composition is given a central accent by the double-towered facade of the church (see Fig. 5). This ensemble is a stone expression of the close

Fig. 29:
The completely preserved hoist wheel from the 14th century in the gabled house at *Mönchstraße 38*, Stralsund





relationship between church and town council which we can probably not encounter in such symbolic form in any other Hanseatic town. The character of *Neuer Markt* is mostly due to the monumental edifice of St. Mary's church.

Besides the typical course of the streets, *the original characteristics of the individual streets have largely been preserved*. Thus, even today, the wide streets which are the main thoroughfares of the mediaeval ground plan of the town are dominated by the large gabled houses of the merchants. In the smaller sidestreets, the lower, eaves-fronted buildings of the craftsmen predominate. However, it is necessary here to draw the attention to one important difference between the two towns, which is a result of the differing economic structure. *As a town characterised purely by long-distance trade and the intermediate trade of the Hanseatic League as a whole, Stralsund required much more warehouse space for the merchandise subjected to intermediate storage than Wismar. In the latter, in addition to long-distance trade, production for export purposes played a major role.* As the storage of merchandise was mostly restricted to the space under the steep saddle roofs of the gabled houses, it is logical that the gabled houses in Stralsund are on average higher and – in proportion to the total number of front buildings – more numerous than in Wismar¹¹. Here the gabled houses of the craftsmen and agriculturists predominate. These citizens were, in addition to the intermediate trade of the merchants, much more typical for the economic life of Wismar in the Hanseatic era than they were for Stralsund.

Due to the large number of eaves-fronted buildings and the lower height of the gabled houses, the roadside development typical for the Wismar townscape is on the whole lower than in Stralsund. This results in the subjective impression that the streets are broader, an impression which is of course intensified by the existence of a few streets which are really conspicuously wide. These include the street along the *Grube* and the three other streets *Breite Straße*, *Claus-Jesup-Straße* and *Neustadt*, which also formerly had canals running down their centres.



Page 52, Fig. 30:
The spacious Wismar marketplace completely enclosed by gabled houses

Fig. 31:
Ziegenmarkt – an example for one of the smaller squares in the old city of Wismar

11) Stralsund: 872 front buildings, of which 185 are gabled houses;
Wismar: 1,754 front houses, 194 gabled houses

Interestingly, a greater concentration of craftsman's houses can be observed in certain parts of the old city of Wismar. Whereas the different crafts in Stralsund mostly produced for day-to-day requirements and shipbuilding and were to be found in the narrow streets all over town, in Wismar the craftsmen and agriculturists were more to be found in the area to the south of *Lübsche Straße*, i.e. oriented towards the hinterland and its long-distance trade routes. In both towns there were concentrations of certain crafts in a certain street, as the street names still indicate today.

This townscape, the basic pattern of which can be attributed to the structure of the mediaeval town, is enriched by the many modifications, additions and decorations of all later epochs. It is partly this juxtaposition of the most varied of styles and these self-confident ingredients from the following centuries which go to make up the special attraction of the two old city ensembles. Stralsund and Wismar have a great variety of structural details as well as an infinite number of perspectives and experiential spaces to offer the attentive visitor. These for example include the sudden opening up of the view to the Baltic or, in Stralsund, to the city ponds or the curved, narrow streets covered with natural cobblestones. The 'hidden green spaces' behind the facades of the 'stone city', for example in idyllic courtyards or the large, sometimes artistically designed gardens of the many houses of wealthy citizens of Wismar, should also be mentioned here.

Fig. 32:
View from Wismar
to the old harbour basin
with Baumhaus
and warehouses

Town type

For those who approach the towns from the sea by ship, the old cities of Stralsund and Wismar are revealed to be traditional **ports and trading towns**. The typical development of the harbour with warehouses and loading equipment characterises the sea front and also the whole fabric of the town, for the course of the streets and the visual relationships mean that large parts of the town are oriented





towards the harbour. Even though – due to continuous use – the development of the harbour has never ceased to change since the Middle Ages, the situation, appearance, mood and atmosphere of the harbour continue to make it an important factor influencing the townscape in both towns.

In Wismar, the fact that the mediaeval harbour basin has been largely preserved¹² even allows the original interaction between the fabric of the town and the sea

front to still be seen today (see Fig. 6). In the form of the *Grube*, which flows through the centre of the town, entering under the mill building and coming out under the so-called *Gewölbe*, water is always present in Wismar, even within the fabric of the town. This canal gives a unique character to the street running along both sides, resulting in picturesque motifs such as the *Gewölbe*, a half-timbered building on two bridge spans over the channel at the place where it flows into the harbour.



left, Fig. 33:
The Grube in Wismar
with the so-called
Gewölbe spanning
the watercourse

right, Fig. 33a:
Gabled house
Ossenreierstraße 14,
Stralsund

12) The harbour enlargements of the 19th and 20th centuries in the form of three additional harbour basins did not affect the old harbour.

Now there are only vague indications of the two town centres as former **fortified towns**. Especially in Stralsund, the old city island between the *Strelasund* and the ponds on the land side can still be imagined as a natural fortress. The ramparts built beyond the mediaeval city wall under Swedish rule have been levelled down in both towns. However, in Stralsund, especially on the side of the ponds, the landscaped ramparts are continuing evidence of the course and the original form of the ring of fortifications.

Also, this green belt surrounding the town on the land side is, especially in contrast to the dense development of the mediaeval town, an autonomous part of the whole pattern of the town. In Wismar, it is the *Lindengarten*, now landscaped as an urban park, which gives evidence of the former Swedish fortifications. In both towns, military structures directly connected with the ring of fortifications have been preserved. In Stralsund this is the *Proviandmagazin* (supply magazine) from 1717 in *Schillstraße*, located directly next to the city wall, and in Wismar the *Zeughaus* (arsenal) from 1700, which is included in the course of the city wall, and the *Proviandhaus* (supply house) from 1698.

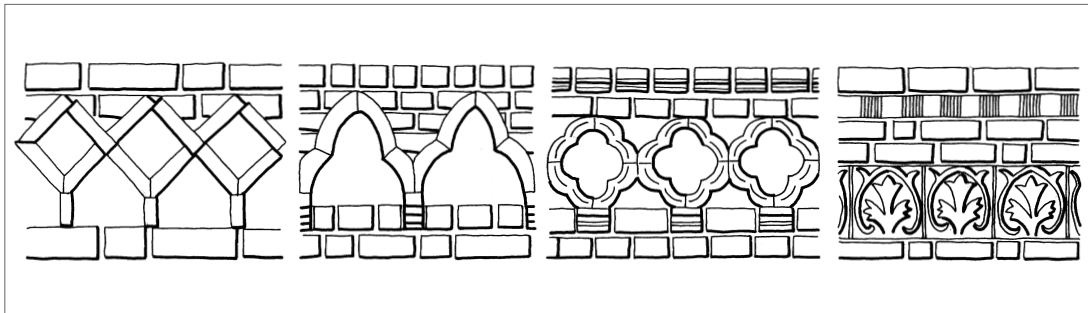
Finally, both towns can be described as **bourgeois towns** even though a sovereign was partly responsible for their founding and development. In contrast to the great majority of German cities which developed in the immediate vicinity of aristocratic castles, there was no prince here to influence the ground plan or the appearance of the town.

Brick Gothic

Besides the specific character of the blocks and streets, the large solitary structures and other important individual buildings are what give significant impulses to the overall appearance of the towns. Especially characteristic are the numerous brick Gothic buildings. This is because the towns of Stralsund and

Brick Gothic

Brick Gothic is a special form of the Gothic style which developed due to the use of brick as a building material. It mainly developed in the areas in which there was a lack of natural stone, as in the countries on the shores of the North Sea and the Baltic Sea. The bricks were made of clay and made weather-resistant by firing. The specific character of the uniform bricks layered on top of one another caused a reduction of the Gothic ornamental forms. However, this shortcoming was cancelled out by using purpose-made bricks (a brick given a special shape before firing, for example for inclusion in arches, ledges or tracery surfaces). In this way, brick Gothic developed its own language of forms which exhibited the versatility of the material. Some of the especially extravagant buildings are every bit as lavish as natural stone buildings built at the same time. However, they always have a character which is distinctly different to the latter. The reason for this lies in the material-specific peculiarities of the construction medium and can be described in terms of the contrast between a filigree, weightless effect on the one hand and a massive/heavy, monumental effect on the other.



Wismar are both situated in the part of the Northern German region which is poor in natural stone, and in order to master the large construction tasks of colonisation in the mid-12th century, Upper Italian brick architecture was introduced. In the course of the lively building activities in the centuries in which the towns flourished, which coincided with the Gothic era, a special form of Gothic architecture developed on the basis of the specific peculiarities of this building material. Both cities have a large number of important examples of brick Gothic architecture.

Cathedrals

The total of six brick parish churches in the towns of Stralsund and Wismar are a *representative cross-section of Gothic sacred architecture in the Wendish Hanseatic cities*. From St. Nicholas' church in Stralsund, which can be seen as an initial building built at the same time as St. Mary's church in Lübeck, to the late Gothic St. George's church in Wismar, whose unfinished west tower is an external sign of the decline of the once rich Hanseatic cities in the late 15th century, each of the six structures makes its own specific con-

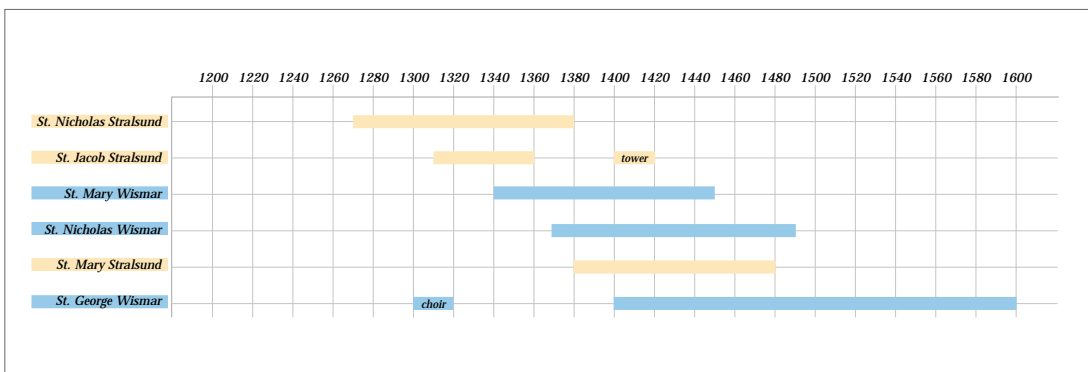


Fig. 34: Examples for different purpose-made brick friezes

Fig. 35: Diagram of the construction periods of the six brick cathedrals



*Fig. 36:
View of St. Nicholas' church in Stralsund
from the south*



tribution to the *overall picture of "Wendish church architecture"*. As a group, the church buildings are evidence of the fusion of Italian brick building techniques and the French cathedral style, thus indicating the international exchange observed in Chapter 2d.

As already indicated, **St. Nicholas' church in Stralsund** has a very special significance in the history of architecture as it and St. Mary's church in Lübeck are the *two earliest examples of the inclusion of the Northern French cathedral pattern into the brick architecture of the Southern Baltic region*. This most lavish church building style of the time, which had developed in Northern France and was reserved for the very large episcopal churches there, was adopted by the now rich and prestigious young Hanseatic cities for building their municipal parish churches – a choice which, besides expressing a profound religiosity, expressed the enormous self-confidence and the high demand for power of the town council as contractor.

As was the case with St. Mary's church in Lübeck, St. Nicholas' church in Stralsund, which was located at *Alter Markt* in the oldest area of settlement in the town, had first been built as a hall church. However, soon after the completion of this preceding structure, a completely new building was started, probably around 1270. The result was a three-nave basilica with an ambulatory and radiating chapels, whereby the five chapels protruding on three sides and the trusses of the ambulatory are combined to form hexagons with a common vaulted ceiling. This specific design of the choir, which makes the space uniform, was

modelled on French cathedrals such as that in Soissons.

Recent research¹³ found evidence that it is no longer correct, as was hitherto usual, to consider St. Mary's church in Lübeck as being the first example of this design and St. Nicholas' church in Stralsund as the earliest successor, but that both churches developed at the same time and influenced each other during the construction work. They were thus two ambitious construction projects of the two most powerful Hanseatic cities of the time which were built at approximately the same time and influenced each other; and regardless of the numerous monumental church buildings which they spawned in the area of Northern Germany characterised by brick architecture, they remained the only ones to have facades with double towers.

Evidence was found for a *direct influence of St. Nicholas' church on St. Peter's church in Malmö, St. Peter's in Riga and Notre Dame in Copenhagen* (destroyed in the 18th century) – an effect which can be explained very well in terms of the intensive trade links of the city of Stralsund with the cities mentioned.

As far as the *objects d'art* to be found in the interior of the church are concerned, St. Nicholas' church has *some of the most complete and most valuable furnishings to be found in the area of Northern Germany characterised by brick architecture* as the church was almost completely spared in the Second World War. Especially remarkable are the larger-than-life sitting figure of Saint Anna Selbdritt, a plaster statue from the last quarter of the 13th century (*see Fig. 37*); the limestone baptismal font from the 13th century; the famous

13) Michael Huyer: Die Stralsunder Nikolaikirche. Die mittelalterliche Baugeschichte und kunstgeschichtliche Stellung.

left, Fig. 37:
The stucco sculpture
of St. Anna Selbdritt
in the ambulatory of
St. Nicholas' church
in Stralsund



right, Fig. 38:
The tower of
St. Mary's church
in Wismar with
surrounding buildings
seen from the north-west



fragments of the so-called *Nowgorodfahrer-Gestühl* (Novgorod traveller stalls) from the last quarter of the 14th century (see Fig. 78); the astronomical clock, which was in operation as early as 1394; the high altar, created around 1470; the altar of the *Bergenfahrer* (Bergen travellers), created around 1500; the *Schneideraltar* (tailors' altar) from the late 15th century; the altar of the strap-makers and purse-makers from the mid-15th century and the baroque divisible altar following a design by *Andreas Schlüter* from the early 18th century.

St. Mary's church in Wismar also followed the French cathedral design described above. Only the huge west tower with its side halls has been preserved. As the council church and the main parish church of the town located in the direct vicinity of the marketplace and the town hall, it was also first built as a hall church. The agreement to build the new church was signed with Johann Grote the master-builder in 1339 and is one of the earliest service contracts to be handed down from the German Middle Ages. After heavy damage in the Second World War and the demolition



of the nave in 1960, all that remained of the three-nave basilica with a cathedral ambulatory was the west tower which, at a height of 80 m, rises up three storeys above the structure below. With its regular arrangement of pointed arch windows and the four shield gables decorated with geometrical designs, it is visible from a distance and is the *most significant feature of the silhouette of the old city*.

Most of the remaining furnishings of St. Mary's church are now to be found in St. Nicholas' church in Wismar, one of them being the outstanding bronze baptismal font cast ca. 1335 (see Fig. 103) and the altar of the grocer's guild, which is also of very high quality and was created ca. 1430 in a workshop in Wismar.

St. Mary's church in Wismar was the direct model for the new **St. Nicholas' church** (see Fig. 15), which was begun half a century later on the slight rise of *Spiegelberg* to the north of the *Grube*. When the decision was made in 1370/80 to build a new church, it closely followed the cathedral style of the unfinished but well advanced *Ratskirche* (council church); this was no doubt prompted by the wish to equal the efforts of the neighbouring parish – an interesting example of direct influence within one and the same city. As a church building which was designed comparatively late and, in spite of the hundred years it took to build, was built exactly according to the initial design without later changes to the plans, St. Nicholas' church is the *ideal realisation of the cathedral style using brick*. Its ground plan is characterised by an exceptional degree of regularity and its outer form by a tendency toward standardisation; the nave with a

height of 37 m almost reaches the dimensions of St. Mary's church in Lübeck and is the *second highest nave to be found in a brick Gothic sacred building*.

The porches protruding from the outer wall on the north and south sides are a special feature. They also follow the example of St. Mary's church and resemble the arms of a transept, the southern porch having an exceptionally richly decorated gable which, with its abundance of glazed figural purpose-made bricks,



Fig. 39:
Western view of the
interior of St. Nicholas'
church in Wismar

occupies a special position in the brick architecture of the time. The upper part of the gable is occupied by a large rosette under which glazed relief tiles with constantly repeated figural motifs are put together to form friezes, the dense sequence resulting in a superb ornamental effect (see Fig. 10).

Within the time required to build St. Nicholas' church (about one century), three master-builders known by name can be proved, via official documents, to have been the architects responsible – a stroke of luck which is very rare for the architecture of

the Middle Ages. In 1381, the council of the town of Wismar made an agreement with Henry of Bremen on the completion of the choir; the name of master-builder *Hermann Münster* is given in connection with the construction of the nave, and the two upper storeys of the tower were built in 1485-87 under the supervision of *Hans Martens*.

The main mediaeval furnishings of St. Nicholas' church to be preserved are the granite baptismal font from the 13th century and the *Schifferaltar* (sailors' altar) for which there is clear evidence that it was produced in a workshop in Wismar in the early 16th century. The interior (see Fig. 39) is however characterised by the completely preserved baroque furnishings (pulpit, altar, organ, baptismal font).

In the first half of the 14th century, **St. Jacob's church in Stralsund** was built on the border between the old city of the time and the new part of the town. It was the parish church of a quarter with a dense population of craftsmen, day labourers etc.

This brick church is a three-nave, seven-truss basilica with a straight east closure and a west tower in front (see also Fig. 11). During the current restoration work, it was possible to prove that the church was not, as had been assumed until then, first built as a hall church, but that the nave, raised basilica-like and with the conspicuously low, seemingly stocky loft zone, is part of the original structure. The building, which was completed shortly after the middle of the 14th century, was given a new square west tower in the early 15th century which was positioned to the west of



Fig. 40:
St. Jacob's church
from the south-west
with the recently
restored late
Gothic west tower



the preceding tower. The four-storey tower, of which the original steeple was destroyed by lightning and replaced by the baroque cap in 1678, is the most easily remembered part of the church and is especially impressive when seen from *Böttcherstraße*, which leads directly towards the west facade. With its rich tracery in the blind pointed arches and in the friezes separating the storeys, made up of numerous differently glazed as well as unglazed purpose-made bricks, the tower is an *especially fine example of ornamental late Gothic structuring*.

Of the rich furnishings of the church, some of which have been secured temporarily, the following should be mentioned: the pulpit, created from 1627-35, the Memel organ from 1733-38 and the late baroque high altar from 1786-88.

A utilisation concept for municipal and cultural purposes is currently being drawn up for the church, which has had no congregation for quite a while.

St. Mary's church in Stralsund (see Fig. 41) is one of the main works of the late Gothic style in Northern Germany. Construction did not start until the late 14th century after the preceding building had been destroyed when the tower collapsed in 1382/84. St. Mary's, the parish church of the *Neustadt* at *Neuer Markt*, a three-nave basilica of colossal dimensions with a three-nave transept which otherwise only occurs in this form in Schwerin cathedral, and especially with the monumental western section, gives eloquent evidence of the enormous sense of power which its builders felt.

Also of significance for the history of architecture is the extraordinary plainness and cubic self-containedness of the structure which is mainly achieved by the fact that the buttresses and the flying buttresses are systematically drawn into the interior. The uniform external design of the choir is especially conspicuous. This is a classical cathedral ambulatory whose trusses are combined with the five radial chapels. However, in contrast to the high Gothic brick cathedrals, the chapels do not stand out individually as polygonal structures, the drawing in of the vertical buttresses instead creates one large polygon for the radiating chapels.

The west structure, completed in 1478, with its very large tower and its side buildings projecting like transepts, is unparalleled in contemporary architecture. Especially valuable furnishings are the so-called *Semlowaltar* from the mid-15th century and the organ by *Friedrich Stellwagen* (1653-59).

The most recent (in its present form) of the total of six monumental brick basilicas is **St. George's church in Wismar** (see Fig. 42), parish church of the *Neustadt* in the south-western part of the town centre. The project, commenced in the mid-15th century, of a nave and transept increased to colossal proportions was the last such construction of a large urban parish church started in the Middle Ages in Northern Germany. It was not possible to complete the ambitious construction project as planned – by the end of the 15th century. The specific appearance of the church, with its unfinished west tower and the choir which was not replaced, is also a document for the waning



*Fig. 41:
View over the
Frankenteich to
St. Mary's church
in Stralsund*



*Fig. 42:
View of St. George's
church in Wismar
from the north-east
(partly reconstructed
condition, autumn
2000)*

economic power of Wismar and the neighbouring Wendish towns in the days of the slow decline of the Hanseatic League.

Unique for Northern German Hanseatic towns, as well as being unusual, is the closeness of the two mediaeval parish churches St. Mary's and St. George's, forming an ensemble which is very attractive from the point of view of urban planning.

The oldest part of St. George's church is the basilican choir which was added to the preceding structure, a

hall church, in the early 14th century (*see Fig. 111*). It differs from the choirs of the churches which directly followed St. Mary's church in Lübeck and St. Nicholas' church in Stralsund in that all three naves are closed off with a straight east wall – a form of choir which could have developed under the influence of the Teutonic Order to which the patronage of St. George's church was handed over in 1270. Not until the beginning of the 15th century, in the year 1404, did construction work on a new west tower and a new nave begin, but it was initially only possible to complete the first storey of the tower. It was only from the mid-1440s onwards, after a relatively long pause in construction, that the basilican three-aisle nave flanked by inserted chapels and the one-nave transepts, whose enormous increase in height is especially noticeable in comparison to the older choir, were built. It is especially the ends of the transepts with their slim windows and their magnificent gables flanked by towers, which rise to a great height, which give the structure its colossal proportions. The change of plan which was made between building the tower and building the nave can be attributed to Hermann Münster, also known as the master builder of St. Nicholas' church – he was the architect responsible for supervising the construction of this monumental basilica and also left his master builder's mark on the northern row of arcades. Under Hans Martens, who also later worked on St. Nicholas' church, the vaulting was completed by the end of the 1470s. By the 1480s, the decision against completion of the ambitious construction project had already been made. In 1540, the unfinished tower was given



Fig. 43:
The impressive facade
of the southern transept
of St. George's church
in Wismar



its humble superstructure with a belfry, and in 1594 the centre aisle above the choir closure was given a gable built in brick, giving the unfinished condition a final character in these two places.

The most important furnishing in the whole church, the former high altar created in Wismar in 1430 with its monumental dimensions (width 10m, height 4m), is one of the largest works of art in the Baltic region (see Fig. 100).

Since 1990, the "largest church ruin in Germany", severely damaged in the second World War and left to

decay in the decades that followed, is being reconstructed and repaired in a unique reconstruction program.

Monasteries and hospitals

In the century of their foundation, both mendicant orders settled in Stralsund and Wismar. In Wismar, only a few fragments of the two mediaeval monasteries remain. The only part of the Dominican monastery founded on the south-eastern edge of the

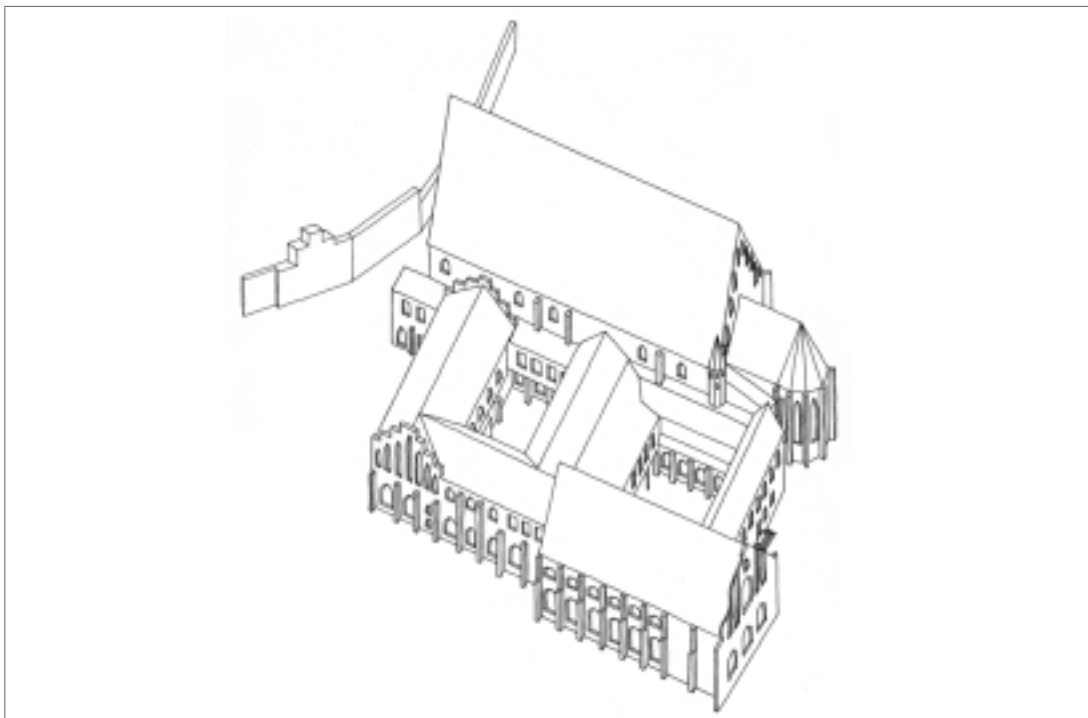


Fig. 44:
Isometric representation
of St. Catherine's
monastery in Stralsund
in its present condition

old city in 1293, which still exists today, is the choir of the monastery church, which was consecrated in 1397 and integrated into a neo-Gothic school building in 1878/80.

Recent archaeological work revealed the choir of the church of the Franciscan monastery, founded in 1251, on the site of which there is now also a neo-Gothic school.

In Stralsund, the monasteries of both mendicant

orders have been preserved up to this day, and especially the Dominican monastery, with its almost complete state of preservation, is an ideal example of the *type of the monastery of a mendicant order in a mediaeval Hanseatic town*.

St. Catherine's Dominican monastery was founded in 1251 on the south-western edge of what was then the old city. The extensive structure, which is today



Fig. 45:
The Remter or
summer refectory of
St. Catherine's
monastery in Stralsund



one of the largest of its type in the Baltic coastal region, consists of the long monastery church (see Fig. 14) and the enclosure buildings to the south grouped around two adjacent courtyards. The Gothic hall church, built in brick between approx. 1261 and 1317, is the *earliest monumental structure of the mendicant orders in the Baltic coastal area*. In keeping with the idea of poverty followed by the members of the order, the three-nave eight-truss church building is

kept plain inside and out; its west gable with the seven-part niche structure is an important part of the view of the town as seen from the west.

Of the two monastery courtyards, the surrounding buildings of which are from the 14th, 15th and early 16th centuries but some parts of which were modified in the neo-Gothic style, the eastern part is the actual cloister garth. Its south wing contains the most



Fig. 46:
The west wing of the
Franciscan monastery
of St. John next to the
city wall in Stralsund

impressive room in the monastery, the so-called *Remter* or summer refectory of the monks. The extensive three-aisle hall is one of the largest enclosure buildings to be constructed in the brick Gothic style. The monastery complex is now used by the *Kulturhistorisches Museum* (Museum of Cultural History) and the *Meeresmuseum* (Marine Museum).



Fig. 47:
The Kirchgang built
onto the east wall of the
Heilgeist-Kirche
in Stralsund with
inserted wooden gallery

The second monastery of a mendicant order in Stralsund, **St. John's Franciscan monastery**, which was founded next to the city wall in the north of the old city in 1254, is a large complex from the 13th to 15th centuries grouped around two courtyards. After a serious fire in the year 1624 and after the damage suffered in the Second World War, the only remaining part of the monastery church is the ruined choir, whereas a green courtyard was planted within the external walls of the nave. The cloister garth to the north of the former church building is still surrounded by three wings. The west wing reaches up to the town wall, over which its north gable and the large tracery window tower effectively. In the upper storey this building has a monument which is interesting from the point of view of cultural and social history: shortly after the great fire of 1624, the so-called *Räucherboden* (smoking floor) was built here. Along its entire length and on both sides of the centre aisle, it has tiny dwellings originally intended for old people. The small chimneys all end in the open roof truss. The monastery also has some very valuable mediaeval vault paintings and murals, especially in the north hall of the west wing and in the two-nave chapter house.

Immediately after introduction of the Reformation, the complex was converted to a municipal old people's home and was later extended considerably to the west. The in most cases half-timbered residential buildings, which include the town wall as part of their construction, are grouped around two landscaped courtyards which are still very attractive today.



In both cities, the *Hospitaler zum Heiligen Geist* (hospitals of the Holy Ghost), which were to be found all over Northern and Central Germany in the Middle Ages and served to receive and take care of the sick, the old and travellers, have been preserved in exemplary completeness. Whereas the Wismar complex still has much more mediaeval substance, the Stralsund complex has one unique feature with regard to architectural history: the *Kirchgang* portal.

The **Heilgeist-Hospital** of Stralsund, which when first mentioned in a document in 1256 was still situated at the eastern end of *Heilgeiststrae*, was moved to its present site close to *Frankentor* at the beginning of the 14th century. As a result of this position the hospital buildings suffered considerable damage when the town was bombarded in 1628 and 1715, and were later rebuilt. Today the attractive self-contained ensemble in its position by the canal is in a very well renovated condition (see Fig. 91).

The architectural substance of today's hospital church only includes small remnants of the original church structure from the second quarter of the 14th century. However, in the restoration work carried out in the 17th and again in the 18th centuries, ground plan and design followed the preceding structure - a three-nave four-truss hall church and a straight east closure. The so-called *Kirchgang* (see Fig. 47) was added to its east wall and connected to it by a centre portal.

The structure, which consists of two parallel two-storey wings with saddle roofs and served to accommodate old people and people in need of care, was

built in 1645. It was restored after its destruction in the early 18th century, whereby the wooden gallery included in the narrow courtyard probably imitated the columniation in the courtyard of Stralsund town hall, which was created after 1680. The hospital complex is limited on the east by the long *Elandenhaus* with a curved gable on its northern narrow side, built between 1637 and 1641 for the care of ill travellers and other strangers. The buildings to the south of the *Elandenhaus* and the line of one-storey, half-timbered booths in the courtyard, are from the 18th and 19th centuries.

In Wismar, the **Heiligen-Geist-Hospital** was founded in 1249 on the north side of *Lubsche Strae*, directly on the former border between the *Altstadt* and the *Neustadt*. The long church building is integrated into



Fig. 48:
The courtyard of the
Heiligen-Geist-Hospital
in Wismar with the
ossuary chapel

the alignment of the street (see Fig. 13) its west gable faces the street "Neustadt", as does the hospital building, the so-called *Langes Haus*. The complex of hospital church and residential tract has been preserved in its mediaeval form and, in conjunction with the picturesque courtyard (the former cemetery) forms an ensemble of rare self-containedness, although the other buildings around it are from the 19th century.

Today's church building is from the years after

approx. 1320, but in its east and north walls there are still some eloquent parts of the original structure such as the off-set portal (*Rücksprungportal*) and, above this, part of a semicircular arch frieze on the wall to the courtyard. The church room has no choir and was originally equipped with wooden barrel vaulting; not until the second half of the 17th century was the low beam roof with baroque painting included. This was also the time in which today's west gable was con-



Fig. 49:
The interior of the
Heiligen-Geist-Kirche
in Wismar with the
baroque beamed ceiling



structed as well as the strong buttresses which, in conjunction with the high roof, characterise the south facade of the church building.

Of special interest with regard to building history and cultural history, is the chapel added to the north wall of the church (near to the main altar) in 1371. The building is characterised by a cellar storey accessible from the outside, and is one of the few preserved examples of the type of the so-called ossuary chapel which was used to store the bones collected when the graves in the churchyard were cleared and newly occupied.

The so-called *Langes Haus*, which was added at right angles to the church building in the 1360s at the latest, served to accommodate old and sick people and was originally open to the church space. In the southern half, the spatial situation created after the Reformation, with the small dwellings situated on both sides of a central aisle, was preserved. The half-timbered building added to the north gable of the *Langes Haus* was also, along with the gate to the *Neustadt* and the well in the courtyard, built in 1908 when the engineering academy was founded in the building of today's music school which is situated in the courtyard.

The most outstanding of the interior furnishings are the fresco of an anagram from the early 14th century, the time in which the church was built (see Fig. 109), situated in the east of the south wall, and the numerous ends of stalls made of oak and bearing the numbers of years from the second half of the 16th cen-

ture as well as coats of arms, marks of ownership and other official marks.

Secular buildings

In addition to the sacred brick Gothic buildings presented here, both towns also have an extensive stock of valuable secular architecture in which the mediaeval town hall of Stralsund occupies a special position.



Fig. 50:
The eastern side of the town hall in Stralsund with Gothic wall structuring and passage to Alter Markt

This is because, apart from being a significant part of the Hanseatic sea trading town, it also *supports criterion II* due to its influence on other town hall structures in the Baltic region.

Stralsund town hall, a long four-wing structure located in front of the west facade of St. Nicholas' church, is from the early 14th century. In its *unique synthesis of a great variety of building types used for public buildings* in the Middle Ages, it combines the complex which developed via a large number of modifications in Lübeck to form one design. It was built in a few dec-

ades and soon became the model for a whole family of town hall buildings to the south of the Baltic (see Fig. 5).

The six-aisle vaulted cellar hall probably served as a cloth market and a beer and wine cellar (see Fig. 102). The two longitudinal wings contained 40 sales booths which opened to the outside and to the narrow courtyard; the upper storeys were initially used for storage purposes. The ground floor of the northern head structure on *Alter Markt*, with its famous show wall,



Fig. 51:
The cellar of Wismar town hall used for exhibition purposes, with uncovered mural



has a two-aisle vaulted hall which was used as a market building and for public court sessions. The hall situated above it was probably used for Hanseatic councils, but it no doubt doubled as an audience hall and banqueting hall for the council. The southern head structure with its one-nave vaulted hall has been preserved in the original baroque design. A peculiarity is the municipal weighhouse which was added to the eastern long side close to the market.

Stralsund's Gothic town hall is a *mediaeval municipal palace of European significance*. In its lavishness and uniformity, this complex put all contemporary structures in the Northern German language region in the shade. The monumental north facade, completed circa 1350, became the predecessor of the northern show wall of the town hall in Lübeck¹⁴. In its sumptuousness and love of decoration, it clearly mirrors the pride of the town at the apex of its power. It is also the most eloquent example of the so-called "*Sundische Gotik*" (Gothic of the Sund) which developed in the '*town on the Sund*' after about 1330 as an autonomous and especially lavish example of brick Gothic, and is also to be found on some other prominent gables such as those of the Wulflamhaus or on the Latin school. As an outstanding architectural achievement from the baroque era, the two-storey columniation in the courtyard created after 1678/80 must be mentioned here. Also worth mentioning is the baroque portal frame crowned by a coat of arms from approx. 1730, which impressively marks the passage to St. Nicholas' church, the so-called *Buttergang*. The murals from the Middle Ages discovered recently during restoration work (see Fig. 101) are a sensational find.

This is a crucifixion group of high quality – a rare example with a sacred theme in a town hall building.

Of the **Gothic town hall in Wismar**, which stood in the same place as today's classicist building, the masonry up to the first floor was integrated into the new building. Two important parts of the original building have also been preserved. On the ground floor of the side wing on the west side is the *Gerichtslaube*, a two-aisle, six-truss hall with a ribbed vault which originally opened to three sides. The two-nave,



Fig. 52:
The mediaeval building
of the Latin school
located in the
churcyard of
St. Nicholas' church
in Stralsund

¹⁴) In its present appearance, the famous show facade is the result of a neo-Gothic reconstruction which largely follows the mediaeval appearance.

eight-truss town hall cellar also has a ribbed vault. A mural from the 15th century was discovered on its south wall in 1986. It shows, in lurid detail and sometimes drastically, a drinking session on a cog – a highly interesting example of a secular mural which is particularly eloquent from a historical point of view. A more recent layer, probably from the 17th century, shows a group of men in front of grape vines. Both motifs are connected with one of the uses of the cellar vault, that of an alehouse.

Besides the monumental parish churches, the well preserved monastery and hospital structures and the town hall buildings, the towns of Stralsund and Wismar taken together also possess a *number of very important examples of the architecture of the Hanseatic era.*

In Stralsund, the mediaeval town premises of a monastery located in the surrounding countryside has been preserved in a rare completeness and authenticity in the form of



*Fig. 53:
The prison building
of the hangman's
house in Stralsund
with St. Mary's church
in the background*



the so-called **Kampischer Hof** in *Mühlenstraße*. In 1257, the Cistercian monastery of *Neuenkamp/Franzburg* acquired this plot of land, located directly adjacent to the city wall, in order to construct premises in town. The building was intended as a warehouse for the products of the monastery and as accommodation for members of the order (see *Fig. 16*).

Most of the three-wing structure grouped around a courtyard is probably from the late 13th or early 14th centuries, the centre wing being from the baroque era. In Wismar, too, the remains of a town building of the monastery of the Tempzin Antonites have been preserved in *Papenstraße* in the centre of town.

The long, narrow brick building built to the south-east of St. Nicholas' church in Stralsund as part of the demarcation of the churchyard, served to house the custod, but there is also evidence that it was used as a **Latin school** belonging to St Nicholas' church. It is *the most significant example of this type of school buildings to be found on the shores of the Baltic*. In it, the sons of merchants acquired the basic skills necessary for their trade. The two-storey building from the mid-14th century has a quatrefoil frieze on its narrow side and above this a pillar gable with pointed niches crowned by canopies.

Stralsund also has the only **mediaeval hangman's house** to be preserved in the Baltic coastal region. This *significant monument to the legal history of the Hanseatic era* is located on the immediate margin of the first settlement centre. The ensemble, which was pre-

served in its mediaeval structure in spite of later modifications, consists of two parts: the two-storey corner building, first mentioned in a document in 1289, was the residence and workshop of the hangman; the two-storey tower house added in 1412 was a prison. The most outstanding part is the show gable divided up into niches located on the northern narrow side of the tower.

On a large plot of land in *Schillstraße*, the aristocratic family *von der Osten* from Rügen had a **stone house**



Fig. 54:
The archdeaconate building adjacent to the courtyard of St. Mary's church in Wismar

built in the courtyard in 1280-1300. To the present day, the building is probably the *best preserved mediaeval aristocratic house in a Northern German town*. In spite of later modifications made to the house, the Gothic form of the building can still be clearly seen. Thus, the southern long side has a portal with pointed arch windows and a four-part niche with a pointed arch in the upper storey, the so-called hall storey. A triangular gable with staggered niches with pointed arches is to be seen on the western narrow side. The Stralsund **municipal weighhouse at Haf-**



Fig. 55:
The gabled house
Alter Schwede
with its impressive
Gothic pillar gable
in Wismar marketplace

markt, which is in essence mediaeval, is also the last preserved example of its kind. The two-storey brick structure with segmental arched niches was intended for the official inspection of weights and measures. The group of mediaeval warehouses at Fährwall is also worth mentioning.

The **archdeaconate building** in St. Mary's churchyard has a special place in the mediaeval secular architecture of Wismar. The lavishly structured brick building is from the mid-15th century and is in all probability a work of the master builder *Hermann Münster*. The northern gable side, as well as the western eaves front, have ground floor windows closed with segmental arches and a rich niche structure above the tracery frieze running round them, whereby the use of layers of glazed stones considerably increases the magnificent overall effect of the structure. Whereas the three-axis narrow side has a steep stepped gable crowned by battlements, the six-axis long side is architecturally unique in that a shallow arcature, with openings which are penetrated by the rain spout, towers above the upper storey.

Besides these important solitary buildings, both towns also have a great number of houses of wealthy citizens from the Hanseatic era, partly in their original form and partly modified later, one of which stands out in each case due to its lavish architecture. The *Wulflamhaus* in Stralsund and the *Alter Schwede* in Wismar are in prominent positions in the marketplace, i.e. in the immediate vicinity of the town hall.



The **Wulflamhaus** constructed by the family of mayors of the same name, for which there is evidence that it was built before 1358, is characterised by the additional hall storey located above the lobby, which was no doubt intended for representation purposes, and particularly by its magnificent stepped gable. With its polygonal pillars, the alternation of glazed and unglazed bricks and the rich decorations, the gable is so unmistakably similar to the north facade of the town hall that it must be considered as a deliberate replica and thus as evidence of the sense of, and demand for, power of one of the leading council families of the time (see Fig. 89)

The **Alter Schwede** on the east side of the market-place in Wismar is a similarly impressive example of Gothic gabled house architecture. The brick building, erected around 1380, is of a one-storey design and has a very large stepped gable towering above a portal with a pointed arch and a tracery frieze, the central axis of which covers five more storeys. The skylights with pointed arches are covered by glazed purpose-made bricks the decorative motif of which is repeated in the layers of the four polygonal pillars. The generous use of dark glazed bricks gives the gable an especially magnificent effect which, in conjunction with the high degree of plasticity of its forms, is responsible for the specific character of this merchant's house.

The following are some other particularly valuable examples of mediaeval gabled house architecture: in Stralsund, the building at **Mühlenstraße 1** from the



Fig. 56:
The museum building
Mönchstraße 38
in Stralsund with
Gothic gable structuring
and Utluchten (annexes)
from the 18th century

Fig. 57:
Mediaeval cellar
with beamed ceiling
renewed in the
Baroque era

beginning of the 14th century with one of the oldest known pillar gables of brick Gothic, a four-storey gable with domed skylights or niches with pointed arches the outline of which was later modified in the baroque style, and the building at **Ossenreyerstraße 14** (see Fig. 33a) with its brick cellar dating back to 1258 and the three-storey gable, which has preserved its Gothic structure with twin skylights or niches with pointed arches in the outline, which was modified later; in Wismar, the wide gable house at **Scheuerstraße 15** close to the harbour, whose centred



Fig. 58:
Kütertor in the west
of the old city
of Stralsund,
first mentioned in
a document in 1281

pointed arch portal has a Gothic jamb with multi-coloured, geometrically designed ornaments and its massive gable, modified in the 17th century, with pairs of skylights with pointed arches in four storeys, and the narrow building at **Dankwartstraße 8** where parts of the Gothic niche structure with black glazed stones were preserved in its baroque voluted gable. The gabled house at **Mönchstraße 38** in Stralsund is a peculiarity. The merchant building, which was built in 1320, was restored at great expense in the last few years, the goal being to preserve as far as possible all modifications, changes and traces of the more than 600-year history of the building. Thus, from the cellar to the roof, the visitor to the museum building, opened in 1999, can retrace the varied life history of the structure from the Middle Ages to the time of the German Democratic Republic.

Adjacent to these Gothic gabled houses are a number of others, the facades of which were fundamentally altered in later years, but whose interior often includes a large amount of mediaeval substance, for example in the form of courtyard facades, cellars, fire-walls, roof trusses, house trees etc. Especially the cellars, as the parts which have been changed the least in every house, have, in the great majority of cases, kept their mediaeval walls and partly also their vaulted or beam ceilings, so that, on this subterranean level, the mediaeval development structure has been preserved on an almost comprehensive scale.

The so-called *Vorkeller* are a speciality of Stralsund. These cellar vaults located under the public street



space, for which proven statements about their original function are not possible at present, were found in surprisingly large numbers in Stralsund. They were built between the late 13th century and the 18th century. Only individual examples have been found in other Hanseatic cities up to now. Thus, in Wismar, the three examples at *Krämerstraße* which have been revealed up to now are probably from the 14th/15th century. With the help of a glass structure, one of the three barrel vaultings, which lie one after the other, have been made visible to passers-by – a successful attempt to preserve archaeological finds and make them accessible to the public. The so-called firewalls, as common walls between the buildings, have been found in large numbers throughout both towns. As they always served as supports for beams for both neighbours, they were unassailable for centuries. Today they are an archive of architectural history for the entire tissue of both towns and also have great value as historical sources.

In both towns individual parts of the mediaeval fortifications have been preserved. In Stralsund, the best are those at *Knieperwall* in the west and *Fährwall* in the north, but also some smaller sections at *Frankenwall* and at *Wasserstraße* and *Badstüberstraße*. Wismar has two remaining sections of wall in the south of the town at *Wallstraße* and where the former Dominican monastery was situated. Of the original ten city gates in Stralsund, two of the land gates have been preserved, **Kütertor** in the west and **Kniepertor** in the north. Both are two-storey brick buildings with a passage with a pointed arch and a niche structure partly

equipped with windows. *Kütertor* is a very good example of the early phase of building city gates around 1300, which has almost disappeared in the coastal towns.

From the second half of the 15th century a good example is the **Wassertor** at the harbour in Wismar, the last of the original five gates. It is also a square brick structure over a passage with a pointed arch which, on the town side, has a stepped gable crowned with battlements and a rich six-part niche structure.



Fig. 59:
Wassertor in Wismar
with its stepped gable
on the town side





On the east side of the town, there is also a mediaeval wall tower with a high tent roof which served to assist the municipal water supply from 1685, which is why the name **Wasserturm** (water tower) was given to it.

As far as the building activity of the post-mediaeval era is concerned, the stock of buildings demonstrates the characteristic development of both towns within the inherited mediaeval structure. Certain differences between Stralsund and Wismar can be observed; the



reasons for these are partly to be found in the economic development, which differed in certain periods. The steady decline of the Hanseatic League in the course of the 15th century was connected with a gradual loss in importance and prosperity for Stralsund as well as Wismar. During the 16th century, the Renaissance era, few new structures were built in Stralsund. Worth mentioning are for example the corner house at **Badenstraße 12**, the house at **Badenstraße 42**, erected in the early 17th century with a Renaissance facade showing Dutch influences, and the twin-gabled house at **Badenstraße 44**. Also of note are the flight of steps included in the town hall passage in 1579 and the high-quality portal at **Jacobiturmstraße 32** from 1562. In Wismar, in spite of its declining economic power, some *outstanding examples of Northern German Renaissance architecture* were built. The first example is the famous **Fürstenhof**, or more precisely the north wing of the former town residence of the dukes of Mecklenburg. On the occasion of his wedding, in 1553/54 **Duke Johann Albrecht I. of Mecklenburg** had the so-called "Neues Haus" built onto the old west wing ("*Altes Haus*", built 1512/13). The design of the three-storey plaster building follows Upper Italian models; the lavish structure and decoration of the facade to the street and that to the courtyard shows Dutch influences. Thus, under the duke, who was appreciative of art, an *outstanding synthesis of then popular European artistic trends* was the result. The representative seven-axis north facade shows a clear horizontal structure due to two decorative friezes, three-part rectangular windows with a rich terracotta surround and a centred portal with a

Page 82, Fig. 60:
The Renaissance structure of the Fürstenhof in Wismar viewed from the rear

Fig. 61:
The sumptuously designed entrance portal of the Fürstenhof

semicircular arch made of sandstone in the style of the Dutch Renaissance. The south facade to the courtyard is only marginally more plain in design. With the terracotta from the workshop of the Lübeck master-builder Statius von Düren, the duke was responsible for the introduction of these structuring and decorative elements in Mecklenburg, where they, just as in Pomerania to the east, spread in the years to follow and, even in the 19th century, were considered as a model for numerous neo-Renaissance secular buildings.

Just as important and trail-blazing as the *Fürstenhof* is the second large-scale Renaissance building in Wismar, the so-called **Schabbellhaus** at *Schweinsbrücke*, which is now used by the *Stadtgeschichtliches Museum* (museum for the history of the town). The corner structure, which consists of two buildings and of which the massive four-storey gable faces the *Grube*, was the representative residential house and brewhouse of the wealthy, influential *Hinrich Schabbell*. The councillor, and later mayor, commissioned the Utrecht master-builder and sculptor *Philipp Bran-*



left, Fig. 62:
The representative lobby
of the Schabbellhaus

right, Fig. 63:
The bronze figures
Nix and Nixe from
around 1600,
originally located in
the interior of the
Wasserkunst and now
on show in the museum
for the history
of Wismar





din to develop the large plot of land consisting of several lots. It was built in 1569-71 and is *the earliest example of the Dutch-influenced synthesis of brick and cut stone in the Renaissance architecture of the Baltic region in Germany* (see Fig. 90).

The facades facing the street, which consist of red Dutch one-quarter bricks, are structured by a wide variety of elements in light sandstone which effectively contrast with the red masonry. The ornaments used in the facade decor, which reach a climax on the

gable and the portals of the eaves side, follow Dutch examples, as does the material composition. In the interior, the hall with a fine beam ceiling and oaken wood-block paving has been preserved (see Fig. 62), as has the spiral staircase leading from the cellar to the roof.

Also from *Philipp Brandin* of Utrecht is the design for the **Wasserkunst**, erected in the marketplace between 1580 and 1602, which is the extremely decorative housing for the collecting tank of the wooden water



Fig. 64:
The former Swedish
'Regierungspalais'
in Badenstraße
in Stralsund

main from Metelsdorf which was completed a short time previously (see Fig. 4). The delicate but magnificent pavilion-like structure, which has now become a symbol of the town of Wismar, shows the forms of the Dutch Renaissance. In particular the five sandstone pillars, shaped as herma pilasters, which carry the attractively curved bell-shaped cap with its tall lantern, show an obviously Dutch influence (see Fig. 107). Even today, this decorative building, the transparency of which gives it such an amazing sense of lightness, is eloquent evidence of the pride which the town felt



Fig. 65:
The courtyard portal
of the Zeughaus
in Wismar with the
cartouche showing the
coat of arms of the King
of Sweden, Charles XII.

with regard to the technical achievement of building the water mains¹⁵. The bronze figures Nix and Nixe erected at the foot of the structure, the originals of which are now in the *Stadtgeschichtliches Museum*, were originally in the interior of the pavilion.

The number of buildings from the **second half of the 17th and the 18th centuries** is proportionally large in Stralsund and in Wismar – while they were occupied by the Swedish, there was an equally large amount of building activities. In particular, the facades of the baroque houses of wealthy citizens made a lasting impression on the streets in both towns. In many cases, these are modifications made to older buildings in the style of the time; on the other hand, loss of architectural substance due to armed conflict and fire catastrophes also caused a large number of new buildings to be erected. In both cases the mediaeval division into plots remained unchanged.

Besides the baroque houses of wealthy citizens, which were usually erected in the traditional way with their gables facing the street, but were increasingly built eaves-fronted, some important examples of Swedish government buildings have been preserved. To the present day, these are evidence of the close link between the two towns and the then superpower Sweden, as established in chapter 2d. In Stralsund, the **Kommandantur** (military command), built in 1746, has pride of place on *Alter Markt*. In its plain design, the broad three-storey building with its eaves facing the street, its steep mansard roof and its flat central projection covered by a gable already shows hints of



classicism – proof for the extraordinarily close relations with the mother country. As early as 1726-30, the **Schwedisches Regierungspalais** (Swedish Government Palace) was built in *Badenstraße* as a two-storey, three-wing ensemble with a courtyard opening to the south (see Fig. 64). The general governor *J.A. von Meyerfeld* commissioned the Swedish fortification architect Cornelius Loos to build this structure. Probably influenced by Swedish eaves-fronted administrative buildings, a few of the more lavish residential houses, some resembling palaces, were also

built as eaves-fronted houses, for example the buildings *Ossenreyerstraße 1*, *Mönchstraße 23*, *Mönchstraße 11* and *Badenstraße 39* - the so-called **Landständigehaus**. The latter, a three-storey, seven-axis plaster building, was erected by the general and district administrator *Rotermund* in 1700 and was later used as a meeting-place by the Pomeranian provincial diet. The building, which is plain-looking from the outside, includes furnishings of great value, such as a representative flight of stairs and extravagant plaster ceilings in three rooms.



Fig. 66:
The classicist Wismar
town hall in the
marketplace

Two military buildings of the Swedish government were preserved in Wismar: the *Zeughaus* and the *Provi-anthaus*. The **Zeughaus** (arsenal) in Ulmenstraße, a long two-storey plaster building with a hip-roof, is considered to be *one of the most significant baroque examples of Swedish military architecture in Germany* (see Fig. 17). The building, which is included in the course of the mediaeval city wall, built by the well-known Swedish military engineer Erik Dahlberg in 1700, was originally designed in such a way that the main facade with the royal coat of arms of Charles XII was on the courtyard side; the revaluation of the street side, achieved by the addition of the portal frame, did not take place until the second half of the 19th century. The plain, functional structure is considered a masterpiece of engineering due to its completely support-free upper storey measuring 60 x 15 m, in which it was possible to manoeuvre horse-drawn military equipment.

Two years before the *Zeughaus*, and also directly adjacent to the city wall, the **Königlich-Schwedisches Provi-anthaus** (royal Swedish supply house) was built in the north-east of the town. The eleven-axis plaster building with three full storeys and one mezzanine floor is rusticated at the corners and the portals are located in shallow projections crowned by fanlights.

Stralsund as well as Wismar have a large number of buildings erected or altered in the **19th century**. Among these, the most conspicuous in Wismar are the numerous classicist facades from the first decades of the 19th century, facades which remain unequalled

in Stralsund. One should also mention the large number of high-quality house doors from the late 18th and early 19th centuries. The reason for the considerable building boom to be observed in Wismar was the economic recovery which took place from about 1820 onwards.

The most prominent building in the classicist style is the wide structure of Wismar town hall, which occupies almost the whole north side of the marketplace and was built on the site of the preceding mediaeval

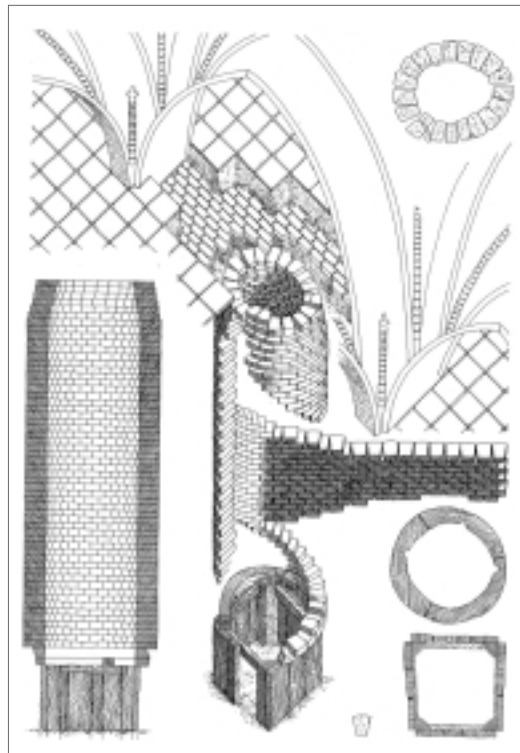


Fig. 67:
The structure of the
brick well excavated
in the cellar of Wismar
town hall from the
second half
of the 13th century



structure between 1817 and 1819, integrating parts of the latter. This Gothic town hall, parts of which collapsed in 1807, had almost the same dimensions as the existing building, i.e. it also – in contrast to the mediaeval town halls of Lübeck, Rostock and Stralsund – faced the market with its long eaves side. *Johann Georg Barca*, who was court architect and regional builder in *Ludwigslust*, integrated as much as possible of the preceding Gothic building into his design (see also the section on mediaeval architecture). In order to achieve a strictly symmetrical structure and alignment to the central axis of the marketplace, he added a structure to the eastern end the dimensions of which correspond to the *Gerichtslaube* in the west. The two short side wings, designed as side projections with triangular gables, are the elements which characterise more than anything else the effect of the two-and-a-half-storey, seven-axis plaster building under a hip-roof, the centred portal of which is emphasised by a balcony supported by columns.

In the late 19th century, harking back to the era of brick Gothic, some remarkable examples of brick buildings in the neo-Gothic style were built in both towns. In particular, these include municipal school and administrative buildings.

Archaeological monument

Besides the visible structures, the subterranean heritage is also of exceptional importance. From an archaeological point of view, both cities have a very

rich earth formation characterised by especially favourable conditions of preservation, unusually rich anthropogenous layering and a relatively low degree of damage. Because of this exceptional quality, both historical towns were designated as archaeological monuments. Due to the fact that large parts of the two old cities are situated on ground which used to be marshy, the prevailing conditions are ideal for the preservation of organic material. The anthropogenous fill zones, with a thickness of several meters in places, offer a particularly high density of material found. After all, in contrast to cities such as Lübeck, Rostock and Greifswald, the archaeological structures were only destroyed in a few places after the Second World War. This is because, in the era of the German Democratic Republic, very few new buildings were erected in the old cities. The subsoil thus reveals the



Fig. 68:
The so-called
Pilgergürtel (pilgrim's
belt), a find from the
harbour area in Wismar

material legacy of the Hanseatic period and the subsequent epochs with unusual completeness. For excavations which have to be carried out before new construction projects start, both towns are obliged by the laws for the preservation of monuments to carry out systematic excavations with thorough documentation of the findings. The results of the archaeological investigations confirm the expectation that they can help to provide important contributions and impulses to research into urban developments in the entire northern European area.

In Wismar in 1991, during the restoration of the town hall cellar, a **brick well** with a depth of over 6 m and based on a wooden box construction was excavated (see Fig. 67). At the beginning of the 15th century, the filling in of the well was commenced, something which can be proved via the dating of drinking glasses. During the archaeological investigations, it was possible to find a large, impressive collection of glass drinking vessels of differing sizes which correspond with the former use of the cellar vault as a wine tavern. The approx. 170 reconstructed examples clear-



left, Fig. 69:
Example of a large-surface excavation in the old city of Stralsund which was completely documented and gives valuable information on the mediaeval plot structure of the town

right, Fig. 70:
Venetian glass drinking vessel from the 14th century excavated in the old city of Stralsund





ly demonstrate the development of drinking glasses from the early 15th century to the 19th century. In the town hall cellar, which is now used as a museum, the well has been made visible in an impressive way by covering it with a glass panel.

A leather belt from the 14th/15th century was found in a shrink pit in the harbour area of Wismar. The belt is extremely remarkable; not only its good state of preservation, but especially the brass mountings in the form of shell-shaped decorative elements make it a find of great importance beyond the boundaries of the region. This is because this decoration shows it to belong to the mediaeval pilgrimages, the shell being the general symbol of pilgrims and serving as a symbol for the pilgrimage to the grave of St. Jacob the Elder in Santiago de Compostela.

An especially large-surface excavation, which aroused much attention in the world of experts, took place in the historical harbour area outside Stralsund city wall in 1996-98. The results showed, in an exemplary way, as in no other Hanseatic town, the location of piers, streets, former harbour wall and the old development of the area next to the harbour with anchor blacksmiths, shipyards etc. Besides numerous other objects of a maritime character such as ship's planks, caulking irons, cog nails, ropes etc., a stern rudder section from the second half of the 13th century deserves special attention; it is at present the oldest object of its kind to be found in the Hanseatic region.

One example for the wealth of the merchants of Stralsund, as well as the general European cultural and

commodity exchange, is the sensational find of a richly decorated gold-enamelled glass tumbler from a workshop in Murano/Venice, from the early 14th century, which is unique in the group of glass vessels of this kind. The inscription running round it indicates a Murano painter, evidence of which is to be found in various documents.

In both towns, archaeological excavations on one or several complete plots of land provided important knowledge on the genesis of the settlement, the mediaeval development structure and the various different house forms. The large number of individual finds discovered are evidence of the highly advanced indigenous crafts, as well as the far-reaching trade links in all epochs. They give us an insight into the everyday life of the town-dweller which written sources cannot provide in this form.

In Wismar and in Stralsund, a detailed large-surface cellar cadastre is being drawn up, and in Wismar an additional roof cadastre. Since often cellars and roof structures have been preserved in their mediaeval form in buildings which were modified later, investigations such as these provide important information, on Gothic building-booms and architectural forms, as well as on those of later epochs.

Highly interesting finds, which aroused much attention among experts, were made in recent years by underwater archaeologists in Mecklenburg-Western Pomerania, in the waters immediately offshore of the towns of Stralsund and Wismar. **Mediaeval wrecks** were found in the vicinity of the harbour entrances of both towns. Due to their surprisingly good degree of

preservation, these provided *important new knowledge on appearance and design of the famous ship type Hansekogge (Hanseatic cog)*.

On the *Gellen*, at the southern end of the island of Hiddensee, in the narrow western entrance to Stralsund, the port side of a ship was found in 1996 and salvaged one year later. The ship's side with a length of 17 m and a width of 4 m, the so-called '**Gellenwrack**', is about 25 % of the original body of the ship, which was manufactured using Scandinavian pine in the years around 1330 and had a total length of approx. 26 m and a width of approx. 8 m. Of particular interest is also the cargo of the ship, remains of which were found at the same place as the wreck itself. It was transporting polished limestone panels, in six different formats, from the island of Öland, which can be proved to have been used in church buildings and the houses of wealthy citizens in Stralsund – important evidence for trade with building materials in the 14th century.

A sensational find was made in the vicinity of the harbour entrance to Wismar in 1999. Close to the island of Poel offshore of the town, underwater archaeologists discovered the wreck of a cog of which approx. 60 % had been preserved. The so-called '**Poeler Kogge**' (Poel cog) is thus the largest wreck from the High Middle Ages to be found, for the famous *Bremer Kogge* (Bremen cog) discovered in the river bed of the Weser in 1962, has been preserved in slightly more complete form but is on the whole a smaller type of ship.

The design of the '*Poeler Kogge*' is very similar to that of the '*Gellenwrack*', and both vessels correspond with regard to the dimensions of the original ship's body (length approx. 26 m and width approx. 8 m). Like the '*Gellenwrack*', the '*Poeler Kogge*' was made of pine: it dates from the year 1354 and is thus only slightly younger than the former.

With slight deviations, both wrecks represent the characteristic cog design of the Middle Ages; in contrast to the '*Bremer Kogge*', they are of a type specially



left, Fig. 71:
Underwater archaeologist during salvage work on the wreck of the so-called Poeler Kogge

right, Fig. 72:
Reconstruction of the Poeler Kogge





made for the conditions prevailing in the Baltic and which is characterised by its wide, rounded shell-like form which is ideally suited for the shallow lagoons, sounds and river mouths along the Baltic coast. *They are unique examples of this special type of cog, for which there was no evidence up to now.* Also, with their considerable dimensions and their cargo capacity of 200 t, they are *impressive documents of the enormous increase, in comparison to the 13th century, of the size of ships in the heyday of the Hanseatic League.*

After the complicated salvaging and a time-consuming conservation process, a presentation suited to the significance of both wrecks is planned. This will make them accessible to an interested public beyond the confines of experts.

Another highly interesting find was made in the wider vicinity of Wismar harbour in 1994 when a former **barrage**, dating from 1429, made of oak poles was found between Wendorf and Haffeld. Just as in the inner harbour, for which there is evidence that it was possible to close it off by a barrier at *Baumhaus*, this barrage closed off the outer harbour to Wismar Bay. Thus, in Wismar there is *exemplary evidence of the historical harbour structure with inner harbour and outer harbour for which there is some written evidence in other towns.*

Under the protection of the barrage, it was also possible to make a number of finds from the 14th to 17th centuries, the composition of which indicates that this area was used as an *anchorage*. Besides finds of this kind, which clearly shows that ships were repaired there, a large amount of different kinds of

waste was found which was probably disposed of at this place.

Thus, the investigations made by underwater archaeologists in the shipping lanes and harbour areas in Stralsund, and especially Wismar, have supplied *valuable new evidence with regard to shipbuilding, goods trade and harbour structure in the Hanseatic era.*

3b · History and development

Founding of the town

The history of both towns exemplifies in an ideal way the genesis and development of Hanseatic towns on the southern shores of the Baltic. Wismar and Stralsund are planned towns initiated by their sovereigns as a result of the German colonisation of Slavic territories in the 12th and 13th centuries. Whereas the founding of Wismar was mostly supported by citizens of Lübeck, in the case of Stralsund most of those involved were citizens of Rostock. Both

cities were founded in the direct vicinity of Slavic settlements in favourable locations, but in contrast to many other towns, they had no preceding Slavic settlement of craftsmen and merchants developing in close proximity to a prince's castle.

Wismar was founded at the beginning of the 13th century at a distance of about 1.5 km from the Wendish fishing village of *Alt Wismar* and only 5 km to the north of the *Mecklenburg*, the centuries-old centre of the *Slavic Obodrites*. Much earlier, though, the bay of Wismar had been a landing-place for ships. Thus,



Fig. 73:
Book of Privileges
of the Hanseatic town
of Wismar.
Among the things
included are, for the year
1351, a copy of the deed
of donation of Prince
John of Mecklenburg
from 1229 in which the
citizens of the town of
Wismar are mentioned
for the first time



there is evidence of the existence of the Slavic maritime trading town of Reric in this bay as early as the 8th/9th centuries. Then, in 1147, the Danish kings on their campaign against the Wends landed at a place known as *Wizmar Havn*. Finally, in 1209/11, there is evidence of a harbour called *Wissemer* which goes back to a privilege from Emperor Otto IV. However, as far as we know now, its location is not identical with that of today's town.

In Stralsund, too, long before the town was founded, there was a Slavic fishing and ferry village, in or near to the area of the later town, which maintained the link to the island of Rügen. Its name was probably that used for the town when it was first mentioned in documents: *Stralow*. As early as the 12th century, this place was repeatedly used as an anchorage for the then powerful Danish fleet. Approximately 5 km to the west, there is evidence of the Slavic island settlement of *Pütte*, which was the centre of the Slavic settlement region of *Pütte*.

Stralsund and Wismar provided excellent conditions for the founding of a town and its subsequent development. The protected natural harbours directly on the shores of the Baltic and the favourable traffic routes were especially important factors in the development of the towns and an extremely good starting point for their later involvement in long-distance Hanseatic trade.

The rapid development of the Wismar community in the first half of the 13th century can be partly explained in terms of its extremely favourable location – directly on the shores of the Baltic, at the

south-eastern end of the bay of Wismar – and partly by the existence of the old trade route running from Lübeck to the east, the so-called *via regia*. The town had another advantage: apart from its extremely favourable location with regard to traffic topography, from the point of view of traffic engineering the harbour was one of the best on the southern shores of the Baltic. Located in immediate proximity to the sea and protected almost completely by the offshore island of Poel, which also largely prevented siltation, it was always easily navigable by heavily laden ships. Demonstration of the favourable location of the city was provided by the fact that the influx of settlers (probably as early as the decade in which it was granted corporation statutes) made it necessary to considerably increase the area of the town to the west and to the south by founding the *Neustadt* (new town), which was complete by 1250. The living area of the young town had increased by approximately six fold after only half a century.

The geographical situation also provided ideal conditions for the founding and expansion of Stralsund. In the direct vicinity of the Baltic, which it was possible to access in a north-westerly and south-easterly direction via the *Strelasund*, it was no problem for the new town to participate in maritime trade. The excellent position of the harbour was given additional merit by the offshore island of Strela (registered as *Dänholm* since 1288). In addition to commercial motives of various kinds, such as the Rügen herring-catching areas, which were very productive in the Middle Ages, here, as in Wismar, the settlement conditions were

extremely favourable in terms of traffic geography: the inland trade routes to the island of Rügen met here. Also of exceptional importance was its position on an island surrounded by ponds and swamps which, even in the century in which it was founded, gave the settlement the character of a moated castle.

When Wismar was first mentioned in a document in 1229, and Stralsund in 1234, we can assume that relatively large settlements already existed. Especially Wismar, which was probably granted corporation statutes between 1226 and 1229, must have been in an important period of growth at the time.

In Wismar, by 1238 an old settlement had developed north of the *Grube* (which still exists today) around what later became the parish of St. Nikolas (*Spiegelberg*). This settlement, with direct access to the harbour, was characterised by seamen and fishermen and formed what was later known as the old city by merging with the planned so-called *Marktstadt* (market town) of the merchants, tradesmen and craftsmen, which had developed around St. Mary's church. The courses of the streets in this area are clearly characterised by the market town, i.e. there is no clear evidence of the older town centre. The *Grube* was excavated very soon after the town was founded



Fig. 74:
Certificate of the
granting of corporation
statutes to Stralsund on
31 October 1234



Corporation statutes

Corporation statutes are the legal norms valid within a town. The corporation statutes, valid since the Middle Ages and continuing in places into the 19th century, comprised common law, merchant law, market law and building law, the privileges granted by the sovereign and the legal links between citizens and sovereigns. The introduction of the law of older towns in newly founded ones, especially in the context of the German colonisation of Slavic areas, led to the development of so-called families of corporation statutes. The most important of these were: Lübeck law for the towns in the Baltic region; and Magdeburg law for many towns in Central and Eastern Europe as far away as Russia.

and, for the growing town, it meant not only an efficient transport system but also the necessary solution to the problem of fresh water supplies. By 1250, a third area developed to the west of the old city, the new town around the parish of St. George. The three parts of the settlement are grouped around the harbour and draw attention to its central importance. In Stralsund, the boundaries of the town were determined in documents in the year 1240. The heart of the oldest town centre was *Alter Markt*, around which the whole area of the old city gradually developed. The extension of this centre is now no longer exactly discernible. More definite contours do not appear until the first expansion of the town, which was completed around 1250. Subsequently the old city occupied the area from *Knieperteich* in the west to the

vicinity of the Strelasund in the north and east. The southern boundary probably followed the course of the present-day *Apollonienmarkt* and *Papenstraße*. The new town around the Neuer Markt is considered to be the original town which was founded in immediate proximity to Stralsund and was known as Schadegard. This town was integrated into the town of Stralsund after 1269 and later enclosed by one common city wall. Thus, it can be seen that Stralsund consisted of two parts with their respective centres at *Alter Markt* and *Neuer Markt*. Both fused to form one whole in the second half of the 13th century. The area around *Lan-genstraße* and *Frankenstraße* can be considered as the most recent part of mediaeval Stralsund.

Soon after being granted corporation statutes, Stralsund and Wismar began with the construction of solid city walls in order to protect the rapidly developing towns. In Stralsund, parts of the wall were in position as early as 1256. Six sea gates and four or five land gates interrupted the walls and gave access to the town. In 1276, the palisades of the three constituent settlements of Wismar were replaced by a common city wall made of stone, with ramparts and moats, two water gates leading to the harbour and three land gates. The city walls of both towns were completed at the end of the 13th and the beginning of the 14th centuries respectively, thus becoming permanent features of the town from an early time. A very important addition to the systems of fortifications in Stralsund and Wismar were the ponds, which were dammed up at the time of the early development of the two towns.

In both towns, in the 13th century the ground plan with its streets and squares developed according to Lübeck Law. The beginnings of the large buildings – the churches, monasteries, town halls and the city walls – date back to this time. In only a few decades the basic forms of urban life developed and it is these forms which give both cities their character to the present day. As early as the middle of the 13th century, Wismar had grown to a size which was not to be exceeded until the 19th century, and the same applied to Stralsund by the end of the 13th century.

Hanseatic era

As early as the 13th century, both towns experienced rapid and significant economic and political growth. The rapid development of Wismar in this early phase

is particularly impressive. Wismar was soon able to occupy an important position in long-distance trade. Merchants from Wismar were involved in intermediate trade in cloth from Flanders, wool from England, metal goods from Westphalia, wood, tar, ash, honey, furs and wax from Latvia and the Rus, salt, at first from Lüneburg, then from the bay of Bourgneuf, wine from the Rhine, France, Spain and Portugal as well as direct trade in fish from Norway and Schonen. A customs agreement from 1328 gives a clear image of how far the trade links extended overseas and also into the interior, and can therefore be considered as one of the symbols of Wismar's success.

As early as the 13th century, Stralsund and Wismar played an important role in the European herring trade. Together with Lübeck, both towns were among the first to operate the herring trade with Schonen,



*Fig. 75/76:
The Wismar town seal
from 1256 and that
of Stralsund from the
year 1329. Both seals
show the ship, or more
precisely the cog, as a
symbol of the maritime
trading town.*





which was of great importance in the Middle Ages. Trade with herrings from Schonen and attendance at Schonen trade fairs were one of the high points of the foreign policy of both towns, from the points of view of trade and power politics.

In the last few decades of the 13th century, merchants from Stralsund were present at the large markets of the Northern and Western European maritime trading towns. Particular emphasis should be given to the considerable privileges which Stralsund enjoyed in Denmark which were afforded to no other Hanseatic town of the time. At the end of the decade in which it was founded, ships from Stralsund sailed from Novgorod in the east to the trading places of France in the

west. Of supreme importance for the rise of Stralsund were its trade links to Flanders, the principal centre of cloth production in North-western Europe. The emphasis lay on intermediate trade, which brought the merchants and the town exceptional riches. In a relatively short time, Stralsund took up a key position in the exchange of merchandise between Northern, Eastern, Western and Central Europe, and, after Lübeck, became the most important centre of the Hanseatic League in the Baltic region. These trade links were impressively reflected by the interior of the parish churches, furnishings such as the Bergen/Norway travellers' altar and the Arhus/Denmark travellers' stalls in St. Nicholas' in Stralsund give an impression of these distant trade links. In particular



Fig. 77:
The maritime trade routes of the Hanseatic towns of Stralsund and Wismar in the Middle Ages

*Fig. 78:
The famous reliefs from
the stalls of the
Novgorod travellers
from the last quarter
of the 14th century with
scenes from the everyday
life of the Russian
trappers, honey
collectors and wax
collectors and the sale
of these wares to a
Hanseatic merchant*



the Novgorod travellers' stalls in St. Nicholas' in Stralsund, a piece of wood carving unique in Northern Europe, makes a chapter of the economic history of the Middle Ages come to life.

Whereas Stralsund embodies the type of the long-distance trading town in which the economic significance of intermediate sea trade was by far predominant, Wismar represents the type of the long-distance trading town with partial reliance on export trade.

Wismar never existed on intermediate trade only, but additionally relied on export trade, especially the export of beer. The rapid rise in the early days, its enormous economic strength, especially in the second half of the 14th century, and the resulting prosperity of the town of Wismar, continuing into the 15th century, were mainly based on its beer production, which was famous in the whole area of the Hanseatic League. It developed into the predominant business

in the town, not only contributing to the rise of Wismar, but also permanently affecting the local economic and social structure and the architectural fabric of the town. A particular indication of this is given by the number and structure of breweries and the system of water pipes and wells necessary for the supply of fresh water. Thus, in 1460 Wismar had almost 200 houses in which brewing was carried out on a large scale. The relatively high price commanded by the drink, which rapidly became a status symbol, justified long transport distances. Beer from Wismar was mentioned often in a wide variety of places, including virtually the entire economic area of the Hanseatic League. Marketing areas were predominantly the entire Scandinavian region, but also the Baltic region, Flanders, Holland, England, Scotland and even Portugal.

The logical consequence of the economic development supported by beer production was the



Beer

Up until the 18th century, beer was an exceptionally valuable commodity in Central and Northern Europe. It was considered a first-rate food and was simultaneously an everyday and a luxury beverage; it was not only a food and a stimulant, it was also a basic substance or ingredient in many dishes, medicines and fortifiers. Mainly, though, it was a vital liquid because, for reasons of hygiene and taste, it was for a long time impossible to drink water. In Wismar, for example, consumption analyses for the 16th century showed that the annual consumption of beer per head was 320 l. Besides the beer from Hamburg and Einbeck, in particular beer from Wismar was one of the leading products of Hanseatic brewing, the addition of hops improving its taste considerably and making it keep longer. The council monitored the refining of the raw material 'grain' to meet high quality control standards which resulted in a product of perhaps unique quality in the Hanseatic region.

flourishing of crafts and businesses. Thus, all important professions were included in the oldest preserved municipal records from the 13th century. The wool weavers for example were some of the most important traders, and there was a large number of them in Wismar. The rough cloth, or *Laken*, which they manufactured was one of the main export articles of Wismar in the Hanseatic period, and was marketed predominantly in Latvia (Riga) and Norway (Bergen). Agriculture was also of a certain importance for Wismar, hop production doubtless being the most

important crop for the town. As early as 1300, there were over 150 hop gardens in the Wismar area.

The prospering community must also have attracted the attention of the sovereign, for in 1258 he moved his residence from the village of Mecklenburg to the town of Wismar. However, after the relocation of the court to another site within the town, which was decided upon by the citizens of Wismar in 1329, the princes of Mecklenburg were only occasionally in Wismar, before finally moving their residence to Schwerin in 1358. This meant that, as with Stralsund, Wismar was one of few towns on which the sovereign no longer had any influence of consequence and in



*Fig. 79:
Pewter drinking vessel of
the Wismar shipwrights
and the office of
beer-bearers from the
14th and 15th centuries*

which he no longer had a fortified residence. The self-confidence of the citizens of Stralsund and Wismar increased with the economic upswing and they

achieved almost complete independence from their sovereigns. By the mid-13th century, both towns had a citizens' representation of their own – the council.

The Hanseatic League

Originally, the Hanseatic League was an association of Northern German merchants, who resided in foreign countries, for the purpose of the common representation of their trade interests. From the end of the 13th century onwards, as a result of economic and political changes in Northern Europe, the Hanseatic League of Merchants developed into a Hanseatic League of Towns. In it, the associations and branches of merchants in foreign countries amalgamated with regional municipal associations. Their purpose was to set up and maintain their trading predominance in the entire area of the North Sea and the Baltic Sea. The domestic merchant towns now assumed leadership. The Hanseatic League had by then adopted the features of a league of towns. In its heyday, this cartel consisted of about 200 ports and inland towns and was a superior economic and political force in Northern and Central Europe for several centuries.

The Hanseatic League was centred on the town of Lübeck: the organisation was divided up into four sections, the Wendish, being the most significant, the Westphalian, Saxonian and Prussian sections.

The functioning of the Hanseatic League is not only proof of early economic co-operation in Europe, but at the same time it founded a social and cultural community which has left its mark throughout the region, particularly in the self-contained architectural world of brick Gothic.

Stralsund and Wismar belonged to the Wendish area of the Hanseatic League. This group of towns was the political centre of the League of Towns. Whereas Wismar promoted the first associations of cities in the second half of the 13th century, thus paving the way for the Hanseatic League of Towns, Stralsund made a considerable contribution to the history of the Hanseatic League in the 14th century.

Starting in the 1240s, numerous agreements were signed between the Northern German cities which later formed the Hanseatic League. However, the only towns of importance for the creating of the Hanseatic League were the Wendish towns centred around Lübeck and subject to Lübeck law. The town of Wismar negotiated a settlement to a long standing dispute between Lübeck and Rostock in 1256, thus preparing the way for this first association. Wismar was often the site of Wendish regional councils and other diplomatic negotiations, and played an important role in the various activities and negotiations for the development and co-ordination of the evolving League of Towns during the last third of the 13th century. In the decisive stage in the evolution of the German Hanseatic League as a community of privileged merchants in the region of the Baltic and the North Sea, Wismar through its mediation, and in close co-operation with Lübeck, had made the first association of the towns possible. Due to their com-

Page 103, Fig. 80:
Certificate of
'The Peace of 1370'
which marked the high
point of the
development of the
commercial and political
status of the Hanseatic
League in the North Sea
and Baltic region



mercial interests and the experience they amassed, Wismar council messengers played an important role in the subsequent activities of the towns, especially in negotiations carried out in the Scandinavian region. Wismar also took an active part in the meeting of the Hanseatic cities in Lübeck in 1356, which was recorded in history as the first general Hanseatic council.

At the beginning of the 14th century, conflicts between Wismar and the princes of Mecklenburg gave rise to a war between a large coalition of Northern German princes and the Danish king, and the developing towns of Lübeck, Wismar, Rostock, Stralsund and Greifswald, who were striving for independence. Whereas Wismar suffered a telling defeat, Stralsund emphatically emerged onto the European political scene, for the first time, through its victory over this coalition in the battle of Hainholz in 1316. The town had not only successfully defended its interests and considerably extended them; it had also performed a historic mission for the preservation of civic liberties in the whole south-western Baltic region. The victory of Stralsund not only had an effect on the status of the town itself – for the next few centuries, it became the most powerful city in Pomerania – but also on the neighbouring towns, notably Lübeck, Wismar and Rostock. Liberation from the tutelage of the sovereign was the requirement for a new coalition of the coastal towns and led to the successful fight the Hanseatic League was to wage against Denmark, half a century later. It was therefore a decisive turning point in the development of the Hanseatic League. In the following decades, Stralsund's influence steadily increased.

In the important years between 1356 and 1370, the city became the most important meeting place for the Hanseatic politicians and the venue for most Hanseatic councils.

One of the most important events in the history of the Hanseatic League, which was to have an effect on the whole of Europe, also took place in Stralsund: the signing, on 24th May 1370, of a peace treaty (*see Fig. 80*) negotiated between the Hanseatic and Dutch towns united in the Cologne Confederation of 1367, and the Imperial Council of the Kingdom of Denmark. This famous 'Peace of Stralsund' ended almost ten years of conflict between the towns and the Danish King Waldemar IV, which had culminated in two wars. Simultaneously the treaty characterised the rise of a new power in Northern Europe, i.e. the Hanseatic League of Towns.

In the 14th century, or more precisely between 1330 and 1380, there occurred a distinct building boom in Stralsund which brought forth an independent language of forms, the so-called 'Sundische Gotik' (exemplified by the north wall of the town hall and St. Mary's church, *see 3a*). The architecture of this epoch is an expression of the economic growth and increasing political power of Stralsund.

The wealth and self-confidence of the citizens are reflected in both towns, both in exceptional religious structures like the monumental brick cathedrals and in the lavishly designed houses of the wealthy citizens. The pride in the civil liberties and the increasing independence from the sovereigns were reflected distinctly in the town halls, strong fortifications, gates and towers.



Fig. 81:
Historical plan of the
water pipes in Wismar
from 1710

In the course of the gradual decline of the League of Towns throughout the 15th century, the two towns of Stralsund and Wismar tried to defend their position in spite of inner difficulties. In the first three decades of that century, Wismar even experienced another resurgence. Of the congresses of Wendish towns not held in Lübeck during this period, over half took place in Wismar. From about 1470 onwards, however, the power of the town decreased noticeably. Intensified economic, diplomatic and military effort initially allowed Stralsund to maintain its position of dominance, next to Lübeck, in the Baltic trade and thus preserve the political power of the Wendish sector of the Hanseatic league. Whereas the trade traffic of Wismar was now mostly restricted to Denmark and Bergen (Norway), Stralsund continued to be active in the whole of the Hanseatic area.

After 1500, however, the economical and political positions of Wismar and Stralsund were considerably weakened, just as were those of most other Hanseatic towns. Whereas a relatively peaceful progress, from a commercial point of view, could be observed in the 15th century, with the decline of the Hanseatic League in the 16th century, both towns lost their outstanding importance. The reason for this loss of importance was mainly the shift in the sea traffic from the Baltic to the North Sea and the Atlantic and the increasing power of Holland and England. As a result of the decline of the Hanseatic League, the building activities in both towns also decreased.

However, a number of very important Renaissance structures were built in Wismar in the second half of the 16th century, for example the *Neues Haus* of the *Fürstenhof* (prince's court) (see 3a), which later became the headquarters of the Royal Swedish Tribunal of the



Fig. 82:
A view of the town of Stralsund from a copy of the chronicle of Thomas Kantzow from the 16th century. The view from the sea shows how the soaring parish and collegiate churches towered above the citizens' houses huddled close together behind the town wall and the water gates



Supreme Appeal Court for all Swedish provinces in Germany. Another important building was the *Schabellhaus* (see 3a) and, as the architectural culmination of the municipal water pipe network, which ensured the supply of spring water to the old city until 1897, the *Wasserkunst* (see 3a). This supplied over 219 houses (mainly those of the brewers and malsters) with fresh water, as well as the so-called Freipfosten (wells) in the town. The accessing and artificial supplying of spring water from Metelsdorf, the exact calculation of the difference in altitude between the

source area and the marketplace in Wismar and the calculation of the permeability of the pipeline and of the pressure losses was a masterpiece of engineering (see Fig. 81).

The Swedish era

As a result of the Thirty Years' War (1618-1648) both towns came under Swedish rule. In the 17th century, they played a decisive role in the Swedish military superpower system as fortified towns of European rank and as the cen-



Fig. 83:
View of the town
of Wismar from the
north-west, coloured
etching by Georg Jule
from the year 1595

tral administrative headquarters. More than any other towns in Central Europe, Stralsund and Wismar are linked to the rise and fall of Sweden as a superpower and are an excellent demonstration of mutual influence in a cultural space which transcended national boundaries.

The outbreak and contesting of the Thirty Years' War meant important changes for Stralsund and Wismar. As a result of a coalition between the Danish king and the Duke of Mecklenburg, Wismar entered the war in 1627 and was soon included in the defence policy of Wallenstein. Wismar was to be made the maritime power of the Habsburgs through its planned development as a naval base. The fortifications were begun in

1628 and new parapets, ramparts and rondels¹⁶ arose outside the four town gates. In 1632 the town was taken by Sweden and the extensions of the fortifications were continued.

In Stralsund in 1628, after an unsuccessful siege of the town by the imperial troops under Wallenstein, a 20-year alliance agreement between the town and the Kingdom of Sweden was signed. This alliance treaty was one of the most important political events of the Thirty Years' War, as it encouraged the decision of the King of Sweden to shift his expansion from the eastern Baltic coast to the southern Baltic coast, and officially gave the Swedish superpower access to part of the German territory.



Fig. 84:
Plan of the fortifications
of the town of Stralsund
from the 18th century

16) Of interest is also Wallenstein's project to turn the watercourse connecting Schwerin Lake at Hohen Viecheln with the Baltic at Wismar into a canal. The plan was not put into practice, but the watercourse is still known as Wallenstein-graben (Wallenstein ditch) today.



20 years later, as a result of the conditions of the Peace of Westphalia which ended the Thirty Years' War, both cities finally came under Swedish rule¹⁷. Stralsund and Wismar were included in Swedish policy and suffered repeatedly due to the ensuing conflicts of the following decades.

As the supreme court for all German possessions of the Kingdom of Sweden, the Royal Swedish Tribunal was set up in the Wismar *Fürstenhof* (princely court)

in 1653. As a bridgehead to other German possessions – the bishoprics of Bremen and Verden, Western Pomerania with Rügen, Stettin and parts of Eastern Pomerania – the town was also of strategic importance for the Kingdom of Sweden. The development of the fortifications started under Wallenstein was therefore intensified from 1672 onwards. Under the direction of the great Swedish builder of defences Erik Dahlberg, *one of the largest fortified towns in Northern and Central Europe* developed. With the



Fig. 85:
Plan of the fortifications
of the town of Wismar
from the year 1716

17) Stralsund was an official participant at the peace negotiations in Osnabrück along with the free cities and the delegates of the European powers.

redesigning of the fortifications of Wismar, the construction of fortifications took on a new quality. The result was completely self-contained fortifications with bulwarks as an effective all-round defence system – a system meeting the most modern requirements was thus refined to great efficiency (see Fig. 84). Remains of these fortifications have been preserved, among other places, in the Lindengarten to the east of the wall of the old city.

In Stralsund, too, soon after taking over the rule of the town, the Swedes devoted special attention to the fortifications. Thus, the ring of bastions built in the first half of the 16th century was comprehensively extended and expanded under the direction of the master defence builders *Cornelius Loos* and *Marquis Motalembert*. The course and the original design of this ring of fortifications can still be clearly traced today in the so-called *Wallanlagen* on the edge of the old city island.

During the 17th century the overall economic development of both towns was generally obstructed due to their greatly limited hinterland. However, a number of regulations helped to promote trade and shipping – in particular the exemption from customs duties granted in 1651 to Wismar's main export products, beer and grain, led to a short-term economic flourishing of the town in the second half of the 17th century. The architectural legacies from this period are the *Probianthaus* (1698), the *Zeughaus* (1700) and a number of gable modifications, as well as additions and changes to *Kemläden* and to cellars.

With the defeat of the Swedes at the hands of Denmark in the Nordic War of 1700-1721, Danish, Prussian and Hanoverian troops occupied Wismar. All defence structures of the fortifications had to be demolished with explosives and removed. Wismar remained under Swedish rule through the peace treaty of Frederiksborg in the year 1720, but prior to this in 1719, it had already lost a significant degree of its importance for the kingdom due to the relinquishing of Bremen-Verden.

In 1720, Stralsund became the political capital of Swedish Western Pomerania. Even today, as stone evidence of this era, a large number of baroque gabled houses have a determining effect on the townscape. From the end of the 17th century onwards, an increasing number of residential and administrative buildings with their eaves facing the street, and partly built in palace style, were added to the townscape. Buildings of the Swedish authorities, such as the *Schwedenpalais* in *Badenstraße* (1726-1730), the former government headquarters, and the *Kommandantenhaus* at *Alter Markt* (1746), are evidence of the extraordinarily strong ties to the mother country. As early as the mid-17th century, the harbour area, that is, the area between the present-day canal and the vicinity of the wharves, was included in the residential area of the town. The so-called *Wasserstadt* (water city) evolved. The creation of factories was also part of the Swedish era in Stralsund. The most significant of these were the *Fayencemanufaktur* (tile factory, 1755) and the well-known (later world-wide) *Spielkarten-Fabrique* (playing card factory, 1765).

Page 111, Fig. 86:
Staude plan of 1647 –
a representation
of Stralsund in the 17th
century, drawn with
great attention to detail,
considered by modern
research to be unrivalled
in the Baltic region





Fig. 87:
The Glashoff map
of 1833 is an image
of the town of Wismar,
drawn with great
attention to detail,
whose value for us today
resides in the precise
representation
of the plot structure



In the Swedish era, besides economic ties, cultural links also developed between the Northern European mother country and the two towns. The Swedish townscape register of 1706/07, an inventory of the town of Stralsund effected for tax purposes, is an outstanding example for the recording of a town of this size in terms of settlement geography and social topography. In Sweden, the international exchange can be traced in buildings such as those by the Stralsund master builders *Nikodemus Tessin the Elder* (1615-1681) and *Nikodemus Tessin the Younger* (1654-1728). Under their direction, much-discussed mansions and town halls, churches and castles were built, of which the castle in Stockholm is probably the most famous. The map of Stralsund, designed by the Swedish cartographer and scholar *Johannes Staude* in 1647, was also a major cultural achievement. It provides a detailed representation of a Baltic town from the beginning of the modern age and is now considered unique.

19th and 20th century

At the beginning of the 19th century, the Swedish era ended for both cities. Wismar initially returned to the duchy of Mecklenburg for 100 years as a security of the Swedish crown. However, the German Wars of Liberation, the Continental Blockade and especially the ambiguous position of Wismar with regard to constitutional law arising from the deed of security, initially had a negative effect on the development of the town. Not until 1820 did the economic situation become more stable, a fact which found its expression

in the architecture of the town in the form of numerous classicist adaptations and modifications to facades. Especially the construction of the town hall (*see 3a*) can be considered as a new form of self-display of the citizens of Wismar at this time.

Following a short siege by the French, and as a result of the regulations of the Congress of Vienna in 1815, Stralsund became part of Prussia. From an economic point of view, there was no initial discernable improvement. Also, few notable changes can be observed in the buildings of Stralsund during the first half of the 19th century.

From about the mid-19th century onwards, the history of both towns is characterised by the gradual beginning of industrial development and the related increase in the number of inhabitants.

Geographically, the townscape of Wismar was expanded by the construction of roads and railways – the town acquired a railway link to Bad Kleinen and Schwerin in 1848. The enlarging of the harbour and deepening of the shipping lane commenced, but the mediaeval harbour remained untouched. The Mecklenburg customs reform of 1863 now made the hinterland accessible to the town. The renewed development of trades and crafts as well as the founding of the first industrial companies, especially the *Podeus* machine works, which was of world-wide renown at the time, played an important socio-economic role. The building of the *Neuer Hafen* (new harbour) at the end of the 19th and the beginning of the 20th century had a beneficial effect on the now

flourishing shipping traffic and formed the basis for further economic success.

In Stralsund, too, an economic improvement occurred after the middle of the 19th century. Of particular significance was the connection to the railway network in 1863, which was later extended by the traject ferry to the island of Rügen, and enabled Stralsund to develop into an export port, predominantly for grain. The enlargement and expansion of the harbour reflect this development. The *Vereinigte Stralsunder Spielkarten-Fabrik* was founded as an important supraregional company in 1872. The military also continued to play an important role – Stralsund became the first port of the Prussian navy. After the turn of the century, the town grew beyond its former boundaries. Even before it dropped its fortified character in 1873, the extension of the suburbs had begun outside of the town walls. The development of these suburbs meant that the landward sides of the town became more important.

At the end of the 19th century, the town became a springboard from which individual dealers moved into the German and European markets. The *Karstadt* department store in Wismar and the *Tietz* and *Wertheim* department stores should be mentioned in this context. Up to the beginning of the 20th century, the number of inhabitants of Stralsund rose from about 15,000 (in 1815) to 32,000 and the population of Wismar from about 10,000 (in 1830) to 19,000.

In 1903, after completion of the 100 years stipulated by contract, the Kingdom of Sweden renounced on the redemption of the town of Wismar, which thus finally returned to the Duchy of Mecklenburg. In addition to the existing trade school, the engineering academy (today's *Fachhochschule*) was founded in 1908. Congruent with the rising population (about 35,000 in 1939), there was an increased amount of building activity in the town in the 1920s. However, the structural changes which became necessary at the end of the 19th and the beginning of the 20th century mainly took place in the suburbs and spared the historical city centres.

At the end of the Second World War, Stralsund and Wismar suffered air raids, however the historical structure of the cities remained largely intact (*see 3d*). From 1945 on, both towns were part of the Soviet zone, from which the GDR arose in 1949. Of special importance for the economic development of Stralsund and Wismar in the GDR era were, in addition to various relatively small industrial companies, the construction of shipyards and the cities' further expansion as seaports.



3c · Form and date of the most recent records

Documents pertaining to the large-surface monument

Stralsund

Dt. Bauakademie (eds.), 1958: Die Altstadt von Stralsund. Untersuchungen zum Baubestand und zur Städtebaulichen Denkmalpflege. Studies of the stock of buildings and the preservation of urban planning monuments in the old city of Stralsund. With thematic map

Beil, Stefan, 1989: Zwischenbericht. Intermediate report with thematic map. Prepared by the Institut für Städtebau und Architektur der Bauakademie der DDR

Thematic maps: plot structure (1980), mediaeval firewalls (2000), position of gables and eaves (2000), type of facade (2000), type of roof covering (2000), road paving (2000), building research (1999), empty plots (2000), width of lanes (2000), restoration map (2000)

Zehn Jahre Stadterneuerung, 2000: Inventory of ten years of urban renewal carried out by the redevelopment funding organisation

Street cadastre, 1993/2000: Registration and history of the streets in the old city

Cellar cadastre, probable date of completion 2002

Roof cadastre and historical-archaeological cadastre (in preparation)

Wismar

Vorbereitende Untersuchungen, 1993: Preparatory investigations. With two sections: Urban planning and preservation of monuments and historical buildings. Documentation of a two-year study commissioned by the town of Wismar. With thematic maps

Stadtbildaufnahme (Stadtbildatlas), 1993: Drawings of all areas of the old town on the scale of 1:500 with ground plans of blocks and "unrolled" views of all street facades

Straßenatlas, 1998: Inventory and analysis of all streets and squares in the old city on the scale of 1:1000 including the history of their development

Blockkonzepte Quartiere 1-15, 1994/95: A study of the historical development, description in terms of urban planning, plan of existing stock, necessary restoration measures, design plan

Thematic maps: roof forms (2000), street paving (2000), empty plots (2000), restoration map (2000)

Braun, Frank: Dachkonstruktionen des 14.-17. Jh. in Wismar, 2000. Roof designs of the 14th-17th century in Wismar



*Fig. 89:
View from the pergola
of the Stralsund town
hall to the Wulflamhaus
with its sumptuous
pillar gable and the
newly restored building
of the Ratsapotheke*

Braun, Frank: Untersuchungen zum Hausbau des 14.-19. Jh in Wismar, 2000. Studies of house construction of the 14th-17th century in Wismar

Cellar cadastre (probable date of completion 2001)

Roof cadastre (in preparation)

Documents pertaining to historical buildings

Stralsund

Denkmalliste, 1999: List of individual monuments, updated annually

Illustrierte Denkmalliste, 1999: Illustrated list of the individual monuments in words and pictures

Denkmalkarten, 1999: Maps showing monuments on the scales 1:500 and 1:1000

Denkmalkartei, 1992/94: Card index registering the individual monuments with short description and photograph

Dringlichkeitsliste, 1998: Urgency list registering endangered monuments in words and pictures

Gebäudeakten, 1965/2000: Files on all front houses in the old city with detailed information on history of building and restoration, with photographic and source material

Messbildsammlung, 1987-1989: A collection of photogrammetrical images of 212 monuments

Modernisierungsgutachten zu 50 Gebäuden, 1990-93: Modernisation expertises on 50 buildings compiled with data on building history, offset drawings, wood protection and restoration studies

Weitere detaillierte Aufzeichnungen zu herausragenden Einzeldenkmalen, 1990-2000: Other detailed studies of outstanding individual monuments, for example churches, Kampischer Hof, Heilgeist-Hospital etc.

Weitere Untersuchungen zu zahlreichen Gebäuden: Other studies of numerous buildings: dendrochronology, data on building history, offset drawings, wood protection and restoration studies, building research, modernisation expertises

Wismar

Denkmalliste, 1986: 1986 list of individual monuments, updated annually

Denkmalkarte, 2000: A map of monuments for the year 2000 in the scale 1:2000

Illustrierte Denkmalliste: An illustrated list of individual monuments which is in preparation at present

Dringlichkeitsliste, 1998: A list compiled in 1998 registering endangered monuments in words and pictures

Page 119, Fig. 90:
The Schabbellhaus
adjacent to the Grube
in Wismar, now used
as a museum for the
history of the town



Objektakten, 1980/2000: Files on almost all front houses in the old city with detailed information on history of building and restoration, with photographic and source material

HIDA Datenbank, seit 1997: An electronic database maintained since 1997 mainly showing the individual monuments in the nomination area with photographs

Weitere detaillierte Aufzeichnungen zu herausragenden Einzeldenkmälern: Other detailed studies of outstanding individual monuments, for example churches, Fürstenhof, Schabbellhaus etc.

Weitere Untersuchungen zu zahlreichen Gebäuden: Other studies of numerous buildings including dendrochronology, data on architectural history, offset drawings, wood protection and restoration expertises, building research and modernisation expertises

Documents pertaining to the archaeological monument

Stralsund

Liste der Fundplätze in der Altstadt, 2000: A list of places in the old city where finds were made

Archäologische Fundliste im Kulturhistorischen Museum Stralsund und im Archäologischen Landesmuseum Mecklenburg-Vorpommern, 1999. A list of archaeological

finds in the Stralsund museum for cultural history and in the archaeological museum of Mecklenburg-Vorpommern

Archäologische Katasteraufnahme (2000): An archaeological cadastre in map form

Wismar

Wismarer Studien zur Archäologie und Geschichte, Vols. 1-6, 1990-98: Schriftenreihe des Stadtgeschichtlichen Museums mit Schwerpunkt Stadtarchäologie und umfangreiche Fundvorstellung. A series published by the museum of the history of the town with the focus on archaeology and a detailed presentation of finds

Liste und Kartierung der Fundplätze, 1999: A list and map of places, where finds were made, scale: 1:2000

Archäologische Fundliste im Stadtgeschichtlichen Museum Wismar und im Archäologischen Landesmuseum Mecklenburg-Vorpommern, 1999: A list of finds in the Wismar museum for the history of the town and in the regional archaeological museum for Mecklenburg-Vorpommern

Karte des archäologischen Bestands (2000): A map of the archaeological stock



3d · Present state of conservation

The present state of preservation of the Historic Centres of Stralsund and Wismar will be explained in the following, subdivided according to large-surface, archaeological and individual monuments. In order to be able to estimate the present condition of both historical old cities, we shall start with a summary of the most recent history of their preservation (since 1944).

1944-1990

In the only air raid on Stralsund in the Second World War (6.10.1944), approx. 15 % of the historical architectural substance of the town was destroyed, leaving bomb sites of differing sizes within the blocks. Due to the abundance and the severity of the most urgent problems which it was necessary to solve after the collapse in 1945, the securing and reconstruction of the destroyed residential and commercial buildings was almost completely neglected in the first years. It was only possible to carry out securing work on a few outstanding historical buildings such as St. John's monastery and St. Jacob's church. Individual residential buildings were erected on the bomb sites. The town was nevertheless preserved with its most important mediaeval buildings and as an overall structure, so that a decree of the minister of culture declared it a large-surface monument in 1962 and included it in the district list of monuments in 1968.

A lack of state funds and funds in the population, as well as the lack of building materials in the GDR, led to the deterioration of the condition of the buildings and to the construction of new apartments and pre-fabricated housing estates in the suburbs and, in the 1980s, the demolition of buildings in danger of dereliction.

Wismar was damaged by several air raids during the Second World War. This concerned parts of the residential buildings (probably about 10-15% of the whole architectural substance in the old city), but also the historical buildings St. Mary's and St. George's church. A few outstanding individual buildings around St. Mary's church such as the *Alte Schule* were almost completely destroyed. Nevertheless, the war damage in the old city can be considered as relatively slight. By the early 1950s, the damage to buildings was eliminated, and most of the bomb sites were closed by the mid-1950s. The traditions of Northern German brick Gothic architecture were continued in the outer design of these post-war buildings. The cubature of the structures integrates them into the streets of houses in question, but the historical plot structure was abandoned.

In the decades after the war, neglect spared both towns the complete demolition and large-surface redevelopment which caused many West German cities to lose their historical appearance. It is thanks to the initiative and the remarkable commitment of individual persons that important historical architectural substance was restored. Also, in contrast to other East German towns, as early as the late 1970s



urban curators of historical buildings were busy in Stralsund and Wismar. Stralsund profited from a type of special funding in the early 1980s: in order to balance its trade deficit to the GDR, Poland used its state craftsman's workshop for the protection of monuments (PKZ) in restoration work. The result was the restoration of several monuments and buildings, especially the town walls of Stralsund.

Until the mid-1970s, the political will to restore buildings damaged in the war was contradictory in Wismar. Whereas parts of St. George's church had been reconstructed and secured by the early 50s, in 1960 the nave of St. Mary's church was demolished. In the 1980s, the willingness to preserve the old city increased, a fact partly shown by the gradual restoration and renovation of a number of ensembles and individual buildings as well as the inclusion of the old city in the list of monuments as a large-surface monument (1986). It was also possible to present the extensively preserved stock of historical buildings within the unchanged mediaeval ground plan structures to an international audience of experts on the occasion of the 7th ICOMOS general meeting in 1984. However, as in Stralsund, the almost exclusive mass production of flats and the exodus of workers to the then capital of the GDR (East Berlin) and to the regional capital Rostock, in conjunction with the constantly increasing shortage of building materials up to the political change in 1989, led to the almost complete paralysis of building activities in the old city.

In the context of a study of the *Bauakademie Berlin* from 1989 (see 3c and 6c), part of the old city of Stralsund was designated as a construction area including 14 of a total of 66 areas. With few exceptions, these areas, characterised as having strong tendencies towards dereliction, would have been lost completely and replaced by new buildings. The political change of 1989/90 meant that these plans were not followed up and it was possible to stop the planned large-surface demolition. At the instigation of *Bürgerinitiative 'Rettet die Altstadt Stralsund'* (citizens' initiative 'rescue the old city of Stralsund') founded shortly beforehand, a general stop of demolition in the old city was declared by the town parliament on 1 December 1989.

1990-present

After the political change, the conditions (see 4c and 4g) necessary for the comprehensive, large-surface restoration of the buildings, plots of land, streets, squares and courtyards in the old cities of both towns were created. The beginning of the restoration of the old city in the year 1990/1991 was characterised by the parallel execution of preparatory planning activities on the one hand and emergency securing measures to buildings on the other (see 3c preparatory studies, block concepts and 4c townscape planning).

Stralsund as a large-surface monument

Emergency securing measures were effected on over 300 buildings in Stralsund. In the case of 50 structures, comprehensive modernisation expertises were drawn up (see 3c). As one of the five towns designated as model towns by the German state, Stralsund received additional funds allowing an analysis of the architectural structure of the townscape (see 4g and 4c townscape planning).

Of the 871 front houses counted in the nomination area (in 2000), about 500 buildings are individual monuments, i.e. approx. 65%. From 1990 to January 2000, 68 new buildings were completed and 13 new buildings are at present under construction, 345 structures were renovated after 1990 and 94 are in the process of restoration at present. 194 buildings are considered to be in need of restoration and 157 buildings are considered as urgently in need of restoration (see management plan).

In spite of the extensive building activities of the last 10 years, there are still a number of relatively large gaps among the 64 areas. The closing of gaps has been going on since 1993/94 according to the principles of the design statute in force which once more explicitly underlines the demand to comply with the existing alignment and subdivision into plots. For the gaps or pieces of waste land which still exist in the areas concerned, there are some development studies. These aim at a redevelopment which is consistent with the monuments and harmonises with the historical substance, but pastiche or reconstruction is avoided (see management plan).

The road surface given to the streets in the old city of Stralsund in the mid-19th century has been preserved almost completely, even under the strongly frequented areas covered with asphalt (see 3c, management plan and appendices). In addition to founding stones, paving with large granite slabs is the rule, there being one unique feature on the footpaths: almost the whole area of the old city is covered with light grey granite slabs with a side length of at least one meter. Restoration and reconstruction of the paving of six of the most important streets has already been carried out. There are projects for another five streets and squares; these are to be carried out in the short or medium term (see management plan).

Mediaeval architectural substance (cellars, *Vorkeller* (cellars reaching out under roads), ice cellars, firewalls, liftshafts, *Hausbäume* (house trees) and roof trusses) have been preserved in the old city in relatively large numbers and in high quality. In the context of the cellar cadastre being drawn up at present (see management plan), the stock of cellars is being recorded and documented. In the future monument plan (see management plan), the mediaeval firewalls and roof frameworks will be catalogued and plans showing the age of buildings drawn up. In all restoration processes carried out up to now, it was largely possible to preserve and restore these oldest pieces of evidence (cellars, roof frameworks and firewalls).



Fig. 92:
Nomination area of
Stralsund with
individual monuments

Wismar as a large-surface monument

The decision, taken in 1990, to secure and reconstruct St. George's church, which was severely damaged in the war (*see management plan*), documents in a particularly clear way the political will to preserve the historical architectural substance in Wismar, an intention which has had first priority ever since.

In the past ten years, it was possible to restore approx. 45% of the buildings in the old city. Between 1990 and 2000 (information as of January 2000), 50 new buildings were completed, 1 new building is under construction at present, 748 structures were restored after 1990 and 75 are being restored at present. 501 buildings are considered to be in need of restoration and 78 are considered as urgently in need of restoration (*see management plan*). In the design of the facades, the closing of gaps effected in the last few years refers back to the former plot structure. Contemporary architectural design and materials were consciously chosen (no pastiche) in order to delimit them from the preserved historical substance and to continue the building development in the old city. Besides the *Alter Hafen* and the *Lindengarten*, the nomination area includes 59 areas whose historically developed plot edges and plot structures are largely preserved today (*see 3c preparatory studies, street atlas*). Of the total of 1,754 front houses, 306 are registered as individual monuments (*see 3c town-scape register, map of monuments*). The substance of 16

of them is in danger at present and they must be secured as quickly as possible. These historical buildings are usually gabled houses or warehouses which have been empty since the 1990s and whose architectural peculiarities (high lobby, low warehouse storeys, great depth) make it difficult to find a use for them. The securing measures will probably be completed by 2002 (*see securing programme in the management plan*). In area 54, a relatively large area has been cleared of unsightly industrial plants. There are already plans for a residential development suited to the demands of the preservation of historical buildings and monuments; when they are realised, the neighbouring listed buildings will also be restored. Otherwise there are no large pieces of waste land within the areas concerned, so Wismar has an almost complete roadside development.

The surfaces of the streets and squares in Wismar are mostly from the time between 1870 and 1880 and have, as in Stralsund, been preserved with very few exceptions but have partly been covered with asphalt. They have been classified according to three types of street and designed according to a unified concept in the context of the large-scale resurfacing (*see 3c street atlas*). From a perspective point of view, the streets are to be given back their historical appearance, as already happened in the pedestrian zone (asphalted in the 1970s) in 2000. In future, too, the restoration of the streets will make up a large part of the demand.

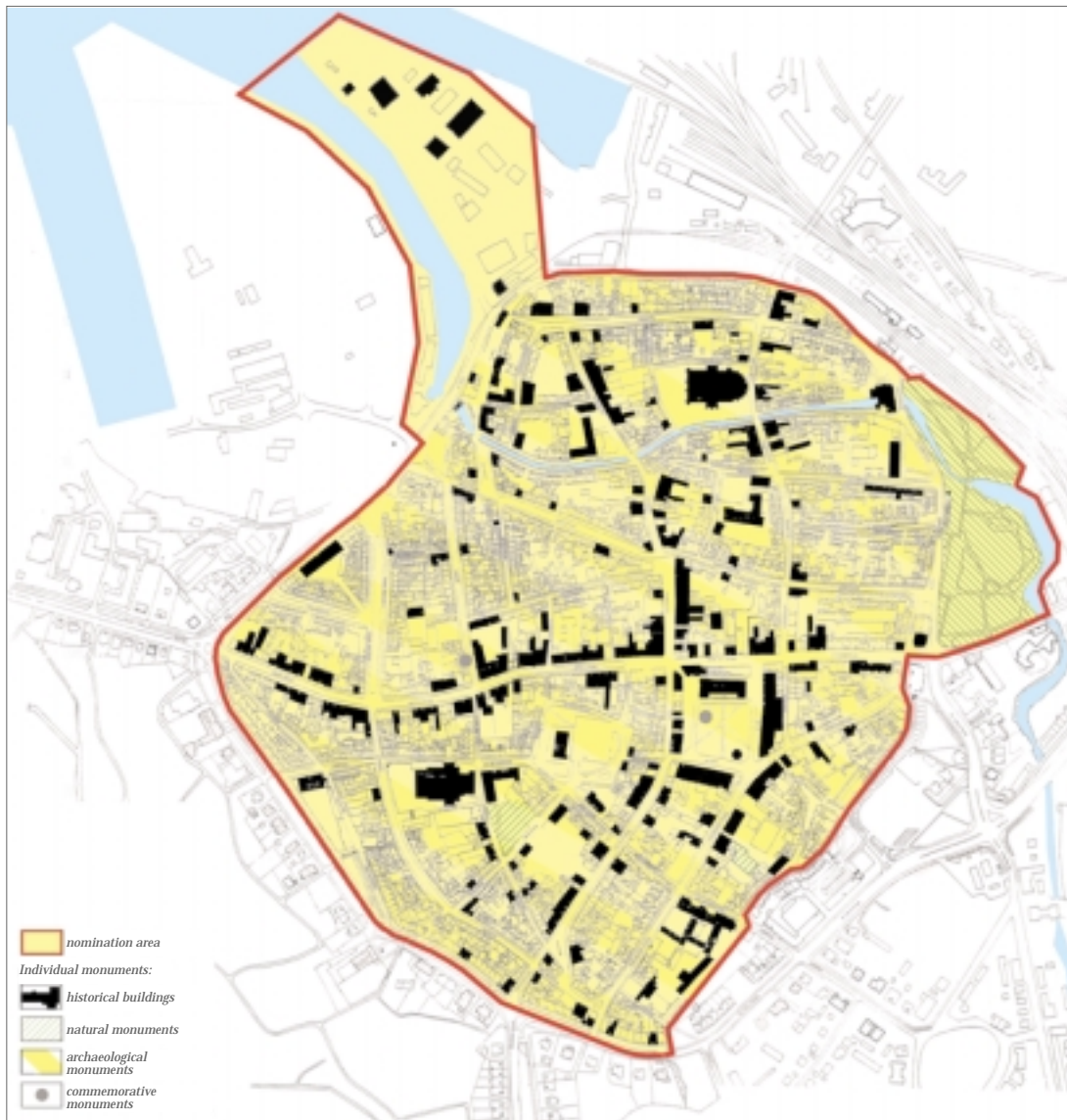


Fig. 93:
Nomination area
of Wismar with
individual monuments



Types of vaulting in the brick cathedrals:

- top left, Fig. 94: St. George's, Wismar*
- top right, Fig. 95: St. Nicholas, Stralsund*
- bottom left, Fig. 96: St. Nicholas, Wismar*
- bottom right, Fig. 97: St. Mary's, Stralsund*



The preserved mediaeval cellars, firewalls, remains of houses with their eaves facing the street and other elements of value for building research and research into urban history have mostly been inherited in good condition. The late mediaeval roof frameworks which have been identified up to now (*see 3c research project "historical roof constructions in the old city of Wismar"*) are not in danger but are in need of restoration in parts.

On the whole, the historical old city of Wismar in its present state of preservation is a self-contained ensemble of urban planning which has only been damaged to a relatively small degree and is not in acute danger of dereliction. However, considering the size of the area planned for restoration (68 hectares) and the large number of buildings, its restoration in keeping with the demands of the protection of monuments and the urban development of the old city of Wismar will also require a large amount of effort and money now and in the future.



Fig. 98:
Gabled house facades
from different epochs in
Bohrstraße in Wismar

Archaeological monuments

Of the archaeological monument 'old city island of Stralsund', the subsoil underlying about 2/3 of the surface has been preserved completely. Since 1991, all larger building measures and most of the smaller ones (new buildings and restoration of old buildings) have been accompanied and documented archaeologically.

The archaeological subsoil of Wismar has only been damaged to a low and partially limited degree of less than 10%; which means that Wismar possesses an authentic historical source of extraordinary status.

The archaeological findings and the very numerous objects found in both towns clearly demonstrate their value as historical archives.

The archaeological accompaniment of all major new building projects in the towns has now been legally guaranteed by the laws on the preservation of monuments in Mecklenburg-Vorpommern (*see 4c*). The causer (owner) must bear the costs, both for preservation and for expert repairs, salvaging and documenting of the monument (*Appendix, DSchG: §6 Abs. 5*). The scientific excavations and investigations are carried out by the *Landesamt für Bodendenkmalpflege* (regional office for the preservation of archaeological monuments).

Outstanding individual monuments

The lack of restoration work in the last 100 years (up to 1990) and the 'poverty' of the population in the previous centuries meant that, in the existing buildings, the history of their use, the techniques used and the different attitudes towards design ('fashions') through the centuries have been authentically preserved in layers. This is what makes every monument in the old cities of Stralsund and Wismar an important bearer of information which must be recognised, read, preserved and explained.

Extensive repair work was carried out on the three mediaeval religious structures used as parish churches (**St. Nicholas' church** in Wismar, **St. Nicholas'** and **St. Mary's church** in Stralsund) in the last ten years. In the other three religious structures, **St. Mary's church tower** and **St. George's church** in Wismar as well as **St. Jacob's church** in Stralsund, the sources of damage which were a threat to the existence of the churches have now been eliminated. For details on preservation and use of the churches please see the management plans.

The buildings of Stralsund's **St. Catherine's** and **St. John's monastery** (*see management plan*) as well as the **monastery St. Jürgen am Strande**, also in Stralsund, and the **High Gothic choir of the former Dominican monastery** in Wismar are all in good if not very good structural condition. The whole complex of the **Heilgeist-Hospital** in Stralsund was restored in the last 10 years under exemplary observation of the demands with regard to the protection



*Fig. 99:
View over now restored
gables to the transept of
St. George's in Wismar*





of monuments (see 3c design guide). The **monastery St. Annen und Brigitten** is in urgent need of restoration and is at present being examined as a potential future site for the municipal administration of Stralsund. Wismar's **Heiligen-Geist-Hospital** was repaired and restored between 1964 and 1978. However, insufficient maintenance work since the 1980s caused new damage the restoration of which will probably be completed in the year 2001 (see *management plan*).

The facades and the roof of **Stralsund town hall** were repaired and restored in 1990–2000, so external restoration is now complete. Internal modernisations connected with future use are now in preparation. For all measures, studies of building history and restoration as well as analyses of the structural condition are carried out. The restoration concept is developed on the basis of these analyses.

Up to 1990, **10 mediaeval houses of wealthy citizens** were repaired and restored in Stralsund. In the last 10 years, it was possible to restore and/or secure about **20 other mediaeval houses** in danger of dereliction. In the case of the buildings which have not yet been restored (approx. 2/3 of the architectural substance of the old city of Stralsund and 55% of the old city of Wismar), other mediaeval elements will be found in both cities; the last 10 years of restoration have shown that the cellars and firewalls are almost always mediaeval, that parts of the gabled buildings are included in the facades and that a large number of mediaeval roof trusses are still in existence.

The most **outstanding Gothic secular buildings** in Stralsund and Wismar, including the *Wulflamhaus*, the *Lateinschule* (Latin school), the *Alter Schwede* and the *Archidiakonats* (archdeaconate), are also in a good structural condition. The **Grube** as part of the mediaeval traffic system and water supply has been preserved in the northern part of the old city of Wismar. Its natural stone walls have been largely restored in the last years, as have some of the bridges, and the water is now flowing again. The so-called **Gewölbe** (vault) has been secured and is at present being restored in keeping with the protection of monuments.

Form and surface of the **Alter Hafen** (old harbour) from the Middle Ages have largely been preserved up to the present day. Since the mid-19th century, it has been carefully adapted to meet contemporary demands. In the last few years, the eastern edge of the quay has been raised (flood protection). The substance of the listed warehouses and silos in the area is not in danger, but is urgently in need of restoration. The results of an urban planning competition for the harbour area in the context of a development plan are being finalised at present. (see *management plan*).

Of the former mediaeval town fortifications in Wismar, the **Wassertor**, the so-called **Wasserturm am Lindengarten** and parts of the town wall in *Wallstraße* and in the street *Am Katersteig* have been preserved. Only a few years ago, all of these structures were repaired in keeping with the original

Page 132, Fig. 100:
The imposing high altar
of St. George's church
in Wismar with a total
of 42 wooden figures
and the coronation
of the Virgin Mary in
the centre (circa 1430,
now in St. Nicholas')

materials and restored. Of the city wall in Stralsund, about 1300 m have been preserved on the western side. About 15 % of this section has been restored (it was repaired in the 1980s). A project for the restoration of the remaining parts is in preparation at present. With the exception of small repairs still outstanding, the two preserved town gates, **Kniepertor** and **Kütertor**, have been repaired and are now used for residential purposes.

As the most important architectural monuments of the Renaissance, the *Fürstenhof* (of which the so-called *Altes Haus*, however, was erected in the Gothic style), the *Wasserkunst* at the market square and the so-called *Schabbellhaus* in Wismar should be mentioned here. The **Fürstenhof**, which the structural examinations now made have shown to be in worse structural condition than expected, must be extensively restored, especially the foundations, the roof and the ceiling. Repair work has been going on since early 2000. The **Wasserkunst**, which was given its base in the second half of the 19th century and was externally repaired and reconstructed in the GDR era, is now structurally sound after the necessary repairs made in the last few years. After restoration work on the facades of the main house in the 1930s, the 1970s saw the execution of restoration and reconstruction of the whole of the **Schabbellhaus**; in 1996/97, the roof trusses of both parts of the building were repaired and restored and the street frontage of the side wing was restored and the original openings in the wall reconstructed. Other repair and conversion work is necessary and is being

planned in conjunction with that necessary for the adjacent building at *Schweinsbrücke 6* (there are plans to use it as a part of the museum for the history of the town). Of the few Renaissance buildings in Stralsund, it was possible to make two fit for residential purposes in the 1980s. Another will soon be renovated.

Of the buildings from the Swedish era in Stralsund (baroque palace buildings), the house of the **Schwedische Kommandantur** (Swedish military command) and the **Meyerfeld Palais** are in relatively good condition; both were renovated in the 1960s and require modernisation only. The **Landständehaus** (house of the provincial diet) is in a very unfortunate condition; its baroque furnishings have largely been preserved but are in urgent need of restoration. Preparatory planning for use as a municipal music school is at present being carried out. The **Proviantmagazin** (supply magazine) has been preserved completely as a result of its continual use as a warehouse. In Wismar, the **Zeughaus** (arsenal) and the former *Provianthaus* (supply house) from the baroque era have been preserved. After the conversion to an engineering academy which disfigured the building in 1935, the *Zeughaus* was repaired between 1994 and 2000 and the inner structure restored and renovated. At the end of the 19th century, the former *Provianthaus* was given additional storeys and used as a barracks. Other serious modifications were made in the 20th century, especially in the GDR era. On completion of restoration in 1996, the outer appearance was restored.



After the fire in the roof truss in 1990, the extensive restoration and reconstruction of the architectural substance of the classicist **Wismar town hall** began. This was completed when the Gothic cellar was handed over for exhibition purposes in 1996. The restoration of the oldest secular mural on the southern shield walls in the cellar proves to be a problem. Work on several alternative solutions is in progress.

In 1994, in the course of the federal competition for town restoration, the federal government awarded the Hanseatic towns of Stralsund and Wismar a silver and a gold plaque, thus honouring the results of restoration and preservation of the old cities achieved to that date (*see 6c*).



left, Fig. 101:
The mediaeval mural – originally part of the painting of a room – in Stralsund town hall shows a crucifixion group with an especially well-preserved figure of Mary

right, Fig. 101a:
Baroque portal projection on the westside of Stralsund town hall with the coat of arms of the town from the Swedish era





3e · Policies and programmes related to presentation and promotion

The aim of the public relations work of the Hanseatic cities of Stralsund and Wismar is to describe and explain their historical old cities to a wide public – on a local and regional level, but also in a national and, increasingly, international context. On the one hand this is in order to raise the consciousness of the population for their cultural heritage and for the preservation of monuments and thus continue to raise the level of commitment for all measures aimed at the preservation and restoration of the old cities. The aim is also to draw the attention of interested persons in Germany and, if possible, in other countries, to the rich substance of the towns of Stralsund and Wismar with regard to monuments and to motivate them to get to know the towns more closely.

Below are some of the strategies which Stralsund and Wismar are using for this purpose:

Informing the population and raising its awareness

1. Information on restoration work, protection and maintenance of monuments, history and development of the two towns

The restoration of public buildings (such as St. George's church and the Zeughaus in Wismar; town hall, St. Jacob's church and Museumshaus in Stral-

sund) is accompanied by constant public relations work, for example media information, lectures, meetings of citizens, open days, concerts and readings at the construction sites etc. In the case of restoration work and preparatory work (excavations, research) on public buildings, but frequently also with private building activities, signs inform visitors of the content and purpose of the work in progress.

The principal historical buildings are equipped with panels giving information on the history and development of the building in question. The open universities offer courses on history and development of the town and on the study of architectural styles. These courses have a very good attendance.

The towns also use publications of their own in order to give information on the subject of the protection of monuments, for example:

Wismar:

- The fortnightly *Stadtanzeiger* (official gazette of the town)
- The half-yearly *Stadtkern* (restoration newspaper of the Hanseatic city of Wismar)
- *Wismarer Beiträge* (a popular scientific series edited by the municipal archives)

Stralsund:

- The illustrated list of historical buildings (*see 3c*)
- *Stralsunder Häuser* (architectural history and description, history of use and owners with regard to significant monuments)
- Leaflets on historical gardens

The following specialist publications are also available to the public:

Wismar:

- Stadtbildatlas (townscape atlas) (see 3c)
- Straßenatlas (street atlas) (see 3c)
- Gestaltungsfibel (design guide (see 4c))
- A cellar cadastre is being drawn up at present. There have already been several information meetings and press articles on this subject.

Stralsund:

- Stralsunder Denkmale, Pflaster (Heft 1) (Stralsund monuments, paving, Issue 1)
- Stadtbildplanung (townscape planning)
- Illustrierte Gestaltungssatzung (illustrated design statute)
- A cellar cadastre is being drawn up at present (see 3c)

**2. Tag des offenen Denkmals
(European Heritage Day)**

Since 1993, the Hanseatic towns have been taking part in the European Heritage Days (*Tag des offenen Denkmals*). Under the direction of the municipal office for the protection of monuments, a *Denkmal-fest* (monument party) is celebrated in the old city on the second Sunday in September. The willingness, even of the private owners of monuments, to open their residential or commercial building to visitors is pleasantly large. This convincing piece of publicity for living and working in a historical build-

ing is very popular with visitors. Specialist talks in straightforward language are also held on this day, for example on content and purpose of a cellar cadastre, the restoration of selected individual monuments etc.

Since the first time that European Heritage Day was held, the number of visitors has increased from year to year. This day found especially large resonance in 1999 when the federal opening of the *Tag des offenen Denkmals* took place in Wismar. Over 50 historical buildings were opened to visitors, and there were also exhibitions, talks, readings and concerts. In 1999, the Hanseatic town of Stralsund was also present at the opening in Wismar with an exhibition of its own on the subject of the restoration of the old city and the preservation of historical buildings and monuments.

**3. Special activities for children
and young people**

Particularly in order to get children and young people interested in the historical old city and the subject of the preservation of historical buildings and monuments, the museum for the history of the town of Wismar carries out town rallies with groups of (school)children in which they explore the historical old city and acquire more knowledge on their home town. Similar events have taken place, and continue to take place, in Stralsund too, for example in the context of the Aktionswoche 10 Jahre Stadterneuerung (activity week for 10 years of urban renewal) in May 2000. The municipal administra-



*Fig. 103:
The bronze font of
St. Mary's church in
Wismar, created circa
1335 and now standing
in St. Nicholas' church*

tions support project weeks in the schools. On the *Tag des offenen Denkmals*, all children and young people are called to take part in the photograph competition of the Deutsche Stiftung Denkmalschutz, *Denkmal mit der Linse* (monuments through the lens), and to rediscover their town while looking for subjects to photograph.

4. Public relations work through citizens' initiatives and associations

In its newspaper *Giebel und Traufen* (gables and eaves), the *Bürgerkomitee 'Rettet die Altstadt Stralsunds'* (BIRAS) (citizens' committee 'rescue the old city of Stralsund'), founded in 1989, reports on problems of preservation in the old city, draws attention to problems and presents especially well restored buildings. In conjunction with the *Sparkasse* (savings bank) in



Fig. 104:
The most well-known exhibit in the museum for cultural history in Stralsund is the gold jewellery from Hiddensee, created in a Viking precious metal smithy circa 950, a document for the one-time close links of the Slavic population of the southern Baltic coastal area to Scandinavia



Stralsund, it awards a yearly building owner's prize, whereby all candidates have the opportunity to present their restored building in a slide show.

The *Bürgerinitiative Altstadt Wismar* (BAW) (citizens' initiative old city of Wismar) has existed since 1990 and informs the public via its magazine *Altstadt-Blatt* in which it comments on problems of the preservation of historical buildings and monuments and on the progress made by restoration. It also presents details such as historical doors or balconies in

words and pictures. One of the aims of the BAW is to shape public opinion for the enforcing of expert preservation of buildings while taking the interests of the preservation of historical buildings and the townscape into consideration.

The *Altstadtverein Wismar* has also been in existence since 1990 and has the aim of preserving the old city of Wismar and promoting listed buildings of importance with regard to cultural history. The members of the association consider themselves as



Fig. 105:
The products of the Stralsund tile factory founded by Joachim Ulrich Giese in 1755 are some of the best-quality pieces of ceramic work from the 2nd half of the 18th century to be found in the Northern German and Scandinavian region



*Fig. 106:
An outstanding rarity
of the museum for
the history of Wismar
is the tapestry from the
second half of the 16th
century, said to be from
a local workshop,
showing the Queen of
Sheba before Solomon
(361 x 315 cm)*



an interface between administration, economy and the population and use their knowledge from these areas in order to make citizens more aware of imminent decisions.

The *Aufbauverein St. Georgen* and the *Förderkreis St. Georgen* are mainly occupied with obtaining donations for the reconstruction of the church St. George's church in Wismar, which was severely damaged in the war. Both try to win public support for the reconstruction project.

In Stralsund, there is now one fund-raising association for each of the three cathedrals (the largest of them is that for St. Nicholas' church with 700 members) which carry the idea of preservation out to the public and canvas for donations.

For more information on the associations and on the publications of the two abovementioned citizens' initiatives, please see the appendix.

5. Public relations work in the context of the preparation of the application for inclusion in the World Heritage List

Parallel to the preparations for the national level of the application procedure (approval by the conference of the ministers of culture), intensive public relations work has been carried out in both towns. The aim was to notify as many citizens and experts as possible about the joint application of Stralsund and Wismar. A wide range of public relations methods were used:

- Media information
- Meetings of citizens
- Articles in local newspapers
- Meetings of experts

After the German conference of the ministers of culture had put Stralsund and Wismar together on the German tentative list in October 1998, a plan for the public relations work was made parallel to the elaboration of the common international application.



Fig. 107:
Decorative herma
pilaster, a detail of the
Wasserkunst in Wismar

This includes the following measures:

UNESCO newsletter

Both towns regularly publish a joint newsletter on the subject of the application for inclusion in the World Heritage List, the so-called UNESCO newsletter. This is sent to multipliers, citizens' initiatives, interested associations, experts and functionaries. It is also available free of charge from various public buildings.



Fig. 108:
Stralsund stringer stone
with mark of ownership

Information and question time

Besides informing municipal representatives in the city parliament and its committees, information and question times are also carried out for the citizens. The purpose of these events is to inform the population of the potential world cultural heritage on the one hand and to provide those busy preparing the application with important ideas on the other.

Regular information on the application in the local and regional media

Printing of information material

Flyers on the present status of the application which are handed out to the municipal representatives and are also available from various public buildings.

Exhibitions

In both towns there were, and are, exhibitions on the subject of the application for the World Heritage List, for example in the week of action *10 Jahre Stadterneuerung* (10 years of urban renewal) held in Stralsund in May 2000 as well as the joint exhibition of both towns at the *Denkmal 2000* (monument 2000) in Leipzig which also focused on the application of the historical old cities. On the *Tag des offenen Denkmals* (open day for monuments), the application of both cities also played an important role.



Promotion of cultural tourism

Stralsund and Wismar continue to invest in purposeful measures for the promotion of tourism in order to draw the attention of as many people as possible to the towns as places of interest to visit. The listed old cities are focused on as the most important advertising. The purpose is to appeal to visitors,

especially before and after the season, in order to invigorate the old cities still further and ensure the survival and strengthening of trade, hotels and gastronomy. In this way, the attractiveness of the old cities as a place to live is increased. This in turn is an important basis for other preservation and restoration activities.



Fig. 109:
The mural of an
anagram from the early
14th century preserved
in the interior of the
Heiligen-Geist-Kirche
in Wismar

1. Participation in regional and supraregional visitor concepts

Both towns take part in the Hansepauschale programme (all-in tours to Hanseatic cities) and, in winter, the special DM 99,- hotel offer of the *Tourismusverband mecklenburgischer Ostseebäder* (tourist association of Baltic resorts in Mecklenburg). Stralsund and Wismar are also part of the long-distance Baltic cycling path from Priwall (near Lübeck) to the

island of Usedom. In the context of promotional activities of the region of Mecklenburg-Vorpommern, both towns presented themselves on a trip to numerous German cities in May 2000. One of the subjects was the treatment of the cultural heritage.

As their most recent project, the towns of Lübeck, Wismar, Rostock, Stralsund and Greifswald co-operated with the *Deutsche Stiftung Denkmalschutz* (German foundation for the protection of monu-



Fig. 110:
The former refectory of
St. John's monastery in
Stralsund, now used by
the municipal archives



ments) on the visitor program *Wege zur Backsteingotik* (ways to brick Gothic). For the first time, an international public was informed of this offer at the EXPO 2000 via a CD-ROM. The CD-ROM presents several possible routes allowing visitors to follow the traces of brick Gothic, the main route leading from Lübeck to Wismar, Rostock, Stralsund and Greifswald. The principal brick churches and secular buildings as well as other outstanding monuments are presented in detail in words and pictures. Also, the interested amateur will find detailed information on the technique of building with brick. The CD-ROM can be purchased in the tourist centres or the contents called up free of charge via the terminals. The *Deutsche Stiftung Denkmalschutz* is also planning to put the contents of the CD-ROM onto the Internet and to publish it in printed form (see appendix).

2. Participation in trade fairs on tourism and presentations of towns

Stralsund and Wismar work together autonomously and prepare for important trade fairs on tourism (such as *ITB* in Berlin, *Reisen* in Hamburg and *Ferie* in Copenhagen) or present themselves in conjunction with the State of Mecklenburg-Vorpommern (such as Scandinavia WS, TUR Göteborg, GTM Frankfurt). In addition, both towns place advertisements in consumer and travel magazines. In the last few years, direct town advertising has proved its worth, with advertising in towns especially in Western and Southern Germany, for example Augsburg, Fulda

and Saarbrücken. This will continue in future.

In all activities, the historical old city is the focus of attention in order to address visitors interested in culture and to make people aware of the protected architectural substance of both towns.

3. Monument fair 'Denkmal 2000' in Leipzig

In October 2000, Stralsund and Wismar had a joint stand at Denkmal 2000, the European fair for the protection of monuments and urban renewal in Leipzig. The towns presented the restoration of their old cities to an interested audience of experts against the background of the UNESCO application.

4. Thematic City Tours

In order to give information to visitors on the historical old cities and their rich protected architectural substance, the tourism centres of both towns offer thematic guided tours of the town in addition to the general walking tours. On special occasions (for example *10 Jahre Stadterneuerung*) and particularly in the context of the training of civil engineers, architects and experts from the municipal administration (protection of monuments, urban planning, public relations work and those providing the funds for restoration), tours through the old cities are made.

5. Film and television productions, articles in periodicals published by third parties

As another way to draw attention to Stralsund and Wismar, it has proved useful in the last few years to recommend these coastal towns as the scene for film and television productions. For example, popular music programs were made, and the large numbers of viewers they reached helped to publicise the historical old cities of Wismar and Stralsund far beyond the boundaries of the region.

Add to this articles on Wismar or Stralsund in periodicals published by third parties, telephone books, Yellow Pages, specialist magazines, lectures and guided tours on the subject of the preservation of monuments and restoration of the old cities at specialist events etc.

6. Cultural events in the historical old cities

Especially in the summer months, the historical old cities are used as a venue for first-rate cultural events (see *management plan*). Thus, for example, the opening concert and the Mozart festival of the *Festspiele Mecklenburg-Vorpommern* traditionally take place in Wismar, and every two years Wismar holds a CIOFF folk music festival with dance and folk music ensembles from all continents and the street theatre festival BoulevART. Like St. Nicholas' church and the *Heilig-Geist-Kirche*, St. George's church is a popular venue, especially for concerts.

In Stralsund, regular cultural events are held in the refectory of the former St. Catherine's monastery

and in the ruin of St. John's monastery. From Easter to late summer, evenings of church music take place in St. Mary's and St. Nicholas' church, sometimes using the baroque Stellwagen organ. Once a year, the *Wallensteintage* (Wallenstein days) and the *Sundische Tage* (days of the Sound) are held. These events of supraregional importance make a significant contribution to drawing the attention of more and more visitors to the historical old cities of Wismar and Stralsund and raise their awareness with regard to the subjects of the preservation of monuments and the development of the old cities.

7. St. Jacob's church in Stralsund and St. George's church in Wismar

St. Jacob's church drew attention to itself through its co-operation with the public radio station NDR. The congregation has guaranteed the radio station a ten-year right of utilisation for events.

For Wismar and its historical old city, the reconstruction of St. George's church has become one of the principal and most effective promotion factors. As St. George's church is the main structure promoted by the *Deutsche Stiftung Denkmalschutz*, it has become known far beyond the boundaries of the region. It has been the subject and the inspiration for numerous newspaper articles, radio and television programmes on Wismar. In the magazine *monumente* published by the *Deutsche Stiftung Denkmalschutz*, the reconstruction of St. George's church in Wismar is documented continuously and in detail. In addition, other publications with a good



promotional effect have been created, for example a set of St. George's church greetings cards and a cardboard model of St. George's church you can build yourself.

The *Deutsche Stiftung Denkmalschutz* has been organising trips to Stralsund and Wismar with its donors for years now.

8. Internet

Under the addresses www.Wismar.de and www.stralsund.de, the two towns and their historical old cities are presented in the Internet. The word "UNESCO" is positioned right on the first page, so that the attention of visitors is immediately drawn to the subject and they can easily find information and links on it. On their websites, Stralsund and Wismar refer to each other and to their joint application for inclusion in the World Heritage List.

Joint activities of Stralsund and Wismar

In the course of the joint application, numerous joint activities have been carried out in the last few years:

- Joint exhibition in Stralsund at the festive week on the occasion of the exhibition on 10 years of urban renewal in Stralsund (the exhibition was subsequently held in Wismar)
- UNESCO information and question times in Stralsund and Wismar
- Tag des offenen Denkmals (European Heritage Day) 2000

- Joint presentation at the monument fair in Leipzig, 2000
- Joint visitor promotion (regional leaflets, exchange of promotional material)
- Visitor project 'Wege zur Backsteingotik'
- Hansepauschale (tour through five Hanseatic towns)
- Hansetage der Neuzeit 25.-28.05.2000 in Zwolle (Netherlands)



*Fig. 111:
The choir of
St. George's church
in Wismar*



4 Management

For information on management, protection and preservation of the two historical centres from a legal and practical point of view, please also see the management plans (referred to in the following as MP) for the old cities (see appendix).

4a/b · Ownership and legal status

The Hanseatic cities of Stralsund and Wismar are public corporations. The individual buildings and plots of land of the two towns are mostly owned by the corporation and by private individuals, a small part being owned by churches, foundations and the Mecklenburg-Vorpommern region.

In all cases, the contacts are the town councils or their elected representatives:

<p>Hansestadt Stralsund Der Oberbürgermeister PF 2145 18408 Stralsund</p>	<p>Hansestadt Wismar Der Bürgermeister PF 1245 23952 Wismar</p>
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4c · Protective measures and means of implementing them

The old cities of Stralsund and Wismar are protected in their entirety as areas of historical value in the context of the laws on the protection of historical buildings and monuments of the Mecklenburg-Vorpommern region (these laws will be referred to in the following as *DSchG = Denkmalschutzgesetz Mecklenburg-Vorpommern*) (see appendix). In addition, according to the laws of the Mecklenburg-Vorpommern region, both cities must keep a list of individual historical buildings and monuments which are afforded special protection. Stralsund and Wismar have also drawn up binding directives of their own which give a detailed commentary on preservation and protection of their old cities. The following table is intended to give an overview of the existing protective regulations. For summaries of the principal legal regulations please see the management plans and the other appendices.

Legally binding protective regulations

Regional

Title and Date	Description
<i>Gesetz zum Schutz und zur Pflege der Denkmale im Lande Mecklenburg-Vorpommern, Jan 1998</i> (Law on the protection and preservation of historical buildings and monuments in the Mecklenburg-Vorpommern region, version valid as of Jan 1998)	The DSchG defines the historical value, specifies methods and measures for registering and documenting and regulates the handling of approval procedures, contraventions etc. The regulations in the DSchG are valid for all individual buildings and for identified historical areas (large-surface historical areas) in Mecklenburg-Vorpommern, which also include the historical areas 'old city of Wismar' and 'old city of Stralsund' (see appendix)

Vereinbarung zwischen dem Land Mecklenburg-Vorpommern und der Evangelischen-Lutherischen Landeskirche Mecklenburgs und der Pommerschen Evangelischen Kirche über Aufgabenübertragung zur Denkmalpflege. Bekanntmachung des Kultusministeriums vom 3. Mai 1996 (Agreement between the Mecklenburg-Vorpommern region, the Lutheran Protestant church of Mecklenburg and the Protestant church of Pomerania on the transfer of responsibilities in connection with the preservation of historical buildings and monuments. Announcement of the culture ministry from 3 May 1996).

The agreement regulates the transfer to the Mecklenburg-Vorpommern region of responsibilities in connection with the protection and maintenance of historical buildings owned by the church. Thus, in Stralsund the planning department of the Protestant church is responsible for the maintenance of the churches. This arrangement is not valid in this form for Wismar; there the corporation is responsible for the preservation/restoration of the three big churches and has set up a church planning office for the purpose – an exceptional arrangement.

Local

Title and Date		Description
<p>Stralsund</p> <p><i>Denkmalbereichsverordnung, Altstadt Stralsund</i> (regulations on area of historical value old city of Stralsund, Nov 1998)</p>	<p>Wismar</p> <p><i>Denkmalbereichsverordnung, Altstadt Wismar</i> (regulations on area of historical value old city of Wismar, July 1998)</p>	<p>Municipal regulations on the preservation, repair and careful improvement of the historical areas on the basis of the DSchG. As the whole area of the old city was declared a historical area for both towns, all building measures and changes in the old cities require approval by the local authority for the preservation of historical buildings (Untere Denkmalschutzbehörde, in the following referred to as UDB) (see map p. 154, 155 and appendix).</p>

<i>Denkmalliste Stralsund</i> (list of individual monuments in Stralsund) (March 1996, updated print Dec 1999)	<i>Denkmalliste Wismar</i> (list of individual monuments in Wismar) (East Germany 1986, update to be printed by Dec 2002)	The individual historical buildings are recorded in the regularly updated lists of monuments of the Hanseatic cities. According to the DSchG, they are under special protection. The owners are obliged to preserve them (within reason) in accordance with their value as historical monuments (<i>see map p. 154, 155 and appendix</i>).
<i>Erhaltungssatzung Altstadt Stralsund</i> (preservation statute for old city of Stralsund, Aug 1990)	<i>Erhaltungssatzung Altstadt Wismar</i> (preservation statute for old city of Wismar, March 1992)	Municipal statutes following federal laws and guaranteeing the architectural characteristics and design of the old cities. All changes such as demolition, the construction of buildings and changes in use must be approved by the municipal planning offices. (<i>see appendix</i>)
<i>Gestaltungssatzung Stralsund</i> (design statute Stralsund, April 1994)	<i>Gestaltungssatzung Wismar</i> (design statute Wismar, June 1992)	The design statutes are local building regulations on the basis of the regional building laws. They include rules on the protection and future design of the city as a whole and on individual projects in the old cities. (<i>see map p. 154, 155 and appendix</i>)
<i>Sanierungssatzung Stralsund</i> (redevelopment statute Stralsund, Nov 1991)	<i>Sanierungssatzung Wismar</i> (redevelopment statute Wismar, Juli 1992)	With the redevelopment statute, the Hanseatic cities have formally declared their old cities to be redevelopment areas in order to remedy architectural problems. Classification as redevelopment areas is required in order to apply for funds from the federal and regional budget for the promotion of municipal architecture. In redevelopment areas, there is a special national law on municipal construction allowing the realisation of the complex measures for eliminating architectural problems to be controlled. (<i>see map p. 154, 155 and appendix</i>)
<i>Baumschutzverordnung</i> (tree protection regulations, March 1998)	<i>Baumschutzverordnung</i> (tree protection regulations, Dec 1995)	Includes statements and regulations on the handling and protection of trees in the Hanseatic cities.

<i>Landesparkprogramm</i> (regional park programme, Oct 1996)	Framework plan commissioned by the Mecklenburg-Vorpommern region for the development of the municipal park and reconstruction of the ramparts in Stralsund – realisation will be carried out step by step and corresponds to the aims of the protection of historical buildings. These are the basis for the future handling of individual buildings or parts of the cities (<i>see MP</i>)
Various objectives with regard to the protection of historical buildings concerning individual premises/quartiers within the old cities.	

Not legally binding regulations

Local

Title and Date		Description
<i>Stralsund</i>	<i>Wismar</i>	
	<i>Sicherungsprogramm</i> (safeguarding programme, June 1998)	This programme was drawn up by the city of Wismar in order to ensure the stability of endangered historical buildings in the old city and protect them from the effects of weather and from vandalism. At present it concerns 16 buildings and is based on agreements between the owner and the city of Wismar (<i>see MP</i>).
<i>Stadtbildplanung</i> (townscape planning, Feb 1994)	<i>Vorbereitende Untersuchungen</i> (preparatory investigations, 1991-93)	Detailed analyses of the townscapes and the development of planning concepts in the field of town planning and the preservation of historical buildings which served as a basis for some of the legally effective instruments mentioned above and are still used a working basis today due to their wealth of detail (<i>see appendix</i>).
<i>Illustration zur Gestaltungssatzung</i> (illustration for the design statute, April 1994)	<i>Gestaltungsfibel</i> (design book, Feb 1997)	The erection of atypical structures which impair the organic street pattern and thus the system of streets and squares are prohibited by local building regulations such as the preservation statute and the design statute. In order to explain this design intention to potential builders, in addition to the regulations the municipalities have elaborated and published illustrations.



	Richtlinien zu Investitionszuschüssen (directives on investment grants)	These control the allocation of grants for restoration work on historical buildings, especially to private owners.
Various concepts for areas and blocks, design books for individual projects and competitions of ideas.		These instruments assist town planning and the preservation of historical buildings in individual quarters or building complexes.

The instruments listed in the above tables form the basis for the authorities and committees concerned with town planning and the preservation of historical buildings and monuments. They ensure the execution of the measures for the protection and preservation of the two historical centres and are important regulations for the assessment of construction measures.

Denkmalschutzgesetz and *Denkmalberechtsverordnung* are enforced by the local authorities for the protection of historical buildings and monuments (UDB), mostly in conjunction with the specialist assessment of building applications and permits following the laws on historical buildings and monuments. Preservation, design and redevelopment statutes are mostly enforced in the town planning departments.

Denkmalhof

Another contribution to the preservation of historical building substance is the so-called 'Denkmalhof' in Stralsund. The aim of this is to salvage historical building materials for re-use. Materials such as preforms and roof tiles, but also fittings such as external and internal doors and door mountings, old windows and stoves are stored in a warehouse, partly processed and made available to owners of historical buildings in the old city. The objects are from buildings the owners of which did not want to keep them but are not from individual historical buildings, as in these the interior fittings are also protected. In Stralsund, the collecting, processing and re-use of the materials is organised by the local UDB. In Wismar, there is also a warehouse with stocks of parts and furnishings the re-use of which is also being organised by the local UDB (see appendix).

Treatment of potential or actual breaches

Building projects (changes of use etc.) in the old cities are only ever possible when approved by the UDB. Illegal building projects or neglect of the buildings can be punished with fines, withdrawal of grants, redevelopment orders (forced maintenance or modernisation measures) or orders to remove changes made (see *DSchG*). In extreme cases, individual historical buildings can be struck from the list, which causes noticeable tax losses (withdrawal of depreciation options).

However, the persons responsible for the protection and preservation of the old cities are of the opinion that preventive measures offer the best protection. For this reason, prompt and comprehensive counselling of the builders involved is one of their main responsibilities – protective regulations can be enforced more easily if they are understood by those concerned. This is true for private owners of historical buildings and for large-scale investors.

Building measures which were or are carried out without permission according to the laws on historical buildings are detected via inspection walks carried out in the old city by the building supervision office.

Available resources for the protection of the property

Like all cities in Eastern Germany, from a financial point of view Stralsund and Wismar continue to be dependent on funds and grants from the state, the region and various foundations. However, both towns are investing large amounts in preserving the old cities and the listed buildings, both in the form of direct grants and as the necessary one-third funding for redevelopment measures when other funds (from foundations, the state or the region) are used. The main problem is the advance financial planning for time-consuming projects such as the renovation of gabled houses for which it is difficult to find a use, as grants are usually only allocated in the short or medium term (see also 4g).

4d · Agencies with management authority

The protection of historical buildings in Germany falls under the independence of the regions in matters of culture and education. For this reason, the protective regulations and their execution differ from region to region.

In Mecklenburg-Vorpommern, the uppermost and upper as well as the lower authorities for the protection of historical buildings are responsible. The latter is represented in the towns by the mayor in office or the municipal (local) departments for the preservation of historical buildings and monuments. For their main responsibilities please see the following table or the *DSchG* in the appendix:

On regional level

Name	Tasks in the context of the nominated area
OBERSTE DENKMALSCHUTZBEHÖRDE Ministerium für Bildung, Wissenschaft und Kultur Mecklenburg-Vorpommern Referat Archäologie und Baudenkmalpflege, Mr. D. Rothkirch Werderstr. 124; D-19055 Schwerin	<ul style="list-style-type: none"> • Decision-making instance in cases of disagreement between the upper and lower authorities for the preservation of historical buildings • For other tasks see <i>DSchG</i> § 19
OBERE DENKMALSCHUTZBEHÖRDE (LD) Landesamt für Denkmalpflege Mr. D. Zander Domhof 4/5; D-19055 Schwerin	<ul style="list-style-type: none"> • Tasks according to <i>DSchG</i> § 4 • Involvement in approval procedures according to <i>DSchG</i> §§ 5 and 7 • Administration of regional funds for the preservation of monuments • Issuing of certificates for tax purposes
OBERE DENKMALSCHUTZBEHÖRDE (LB) Landesamt für Bodendenkmalpflege Mr. F. Lüth Schloss Willigrad; D-19069 Lübstorf	<ul style="list-style-type: none"> • Approval of and assistance in archaeological excavations • Administration of regional funds for the preservation of archaeological monuments

yellow: nomination area
green: regulation on area of historical value



yellow: nomination area
green: redevelopment statute



yellow: nomination area
green: preservation statute



yellow: nomination area
green: design statute



Fig. 112:
Protective statutes of the
old city of Stralsund



yellow: nomination area
green: regulation on area of historical value



yellow: nomination area
green: redevelopment statute



yellow: nomination area
green: preservation statute



yellow: nomination area
green: design statute



Fig. 113:
Protective statutes of the
old city of Wismar

On local level

Name	Main tasks
<p>Stralsund</p> <p>UNTERE DENKMAL-SCHUTZBEHÖRDE (UDB) Hansestadt Stralsund Bauamt, Abt. Planung und Denkmalpflege Ms. U. Markfort Badenstr. 17 D-18439 Stralsund</p> <p>Kirchliches Bauamt Pommersche-Evangelische Kirche Mr. G. Kirmes Bahnhofstr. 35/36 D-17489 Greifswald</p>	<p>Wismar</p> <p>UNTERE DENKMAL-SCHUTZBEHÖRDE (UDB) Hansestadt Wismar Bauordnungs- und Denkmalamt, Abt. Denkmalpflege Mr. G. Faust Baustr. 27 D-23966 Wismar</p> <p>Kirchenbauamt Hansestadt Wismar Mr. W. Ferdinand Große Hohe Str. 1 D-23966 Wismar</p>
	<ul style="list-style-type: none"> • For responsibilities see DSchG, § 3, § 5, § 7, § 11, § 16, § 18, § 20, § 26 (see appendix) • Responsible for all matters of the preservation of historical buildings in church ownership (in conjunction with UDB and LD) • Administration of church funds for the preservation of historical buildings and monuments (and of the funds from foundations in the case of Wismar)

4e · Level at which management is exercised and contact person

Besides the UDB, in the towns the planning offices and within these especially the departments for town planning play a part in the protection and preservation of the historical areas, as they are included in large-scale planning within the town (new construction, conversion, reversion to original condition) by municipal or private investors as well as individual construction projects. The third party involved in the protection and preservation of the old cities are the redevelopment authorities, as providers of services in the field of funding, as it is their responsibility to apply for and manage the funds for town building which are mainly used for town redevelopment. The cooperation of these parties within the towns is of primary importance for the protection and preservation of the historical buildings.

The contacts in connection with this nomination are as follows:

Stralsund: Mr. C. Zillich
Leiter Abt. Stadtplanung + Denkmalpflege
Bauamt, Stralsund
T.: +49-3831-252624

Wismar: Ms. C. Richter
Leiterin Presse- und Bürgeramt
Rathaus, Stadt Wismar
T.: +49-3841-2519030

4f · Agreed plans related to property

Stralsund	Wismar	Description
<i>Managementplan</i> (management plan, Dec 2000)	<i>Managementplan</i> (management plan, Dec 2000)	The management plans are the super-ordinated planning instruments in the towns; they include various different partial plans such as skeleton town building plan, financial plan or plan of PR work (see appendix).
<i>Denkmalplan und Denkmalkonzept</i> (plan and concept for historical buildings, Dec 2000)	<i>Denkmalplan und Denkmalkonzept</i> (plan and concept for historical buildings, Dec 2000)	Each town agreed on a plan for historical buildings and a concept for historical buildings in December 2000. They are included in the MPs.
<i>Flächennutzungsplan</i> (land development plan, March 1999)	<i>Flächennutzungsplan</i> (land development plan, March 1999)	The land development plans for Stralsund and Wismars show, for the entire area of the towns, how the land is to be used according to the predicted requirements resulting from the intended development with regard to town planning. Especially residential, commercial and green areas are shown.
Bebauungspläne (building plans)	Bebauungspläne (building plans)	Building plans specify volume and type of use in detail for the plot of land in question. They are standards of local law which are prepared on the basis of the national construction lawbook while taking the aims of the land development plan and the skeleton plan into account. For lists of the individual building plans please see the MP.
<i>Tourismusentwicklungsplan</i> (tourism development plan, Dec 2000)	<i>Tourismusentwicklungsplan</i> (tourism development plan, Sept 1997 – to be updated by 2002)	The tourism plans of both towns aim at improving the infrastructure and the offers for tourists and increasing the number of tourists considerably. Efforts are centred on the historical old cities (cultural tourism). For summaries please see the MP.

4g · Sources and levels of finance

Funds up to December 2000

Programmatically, the protection of historical buildings was given priority in the German Democratic Republic, but the capacities with regard to materials and construction work which were necessary for preserving the historical building substance were not



there. Funds were available for especially important buildings. These allowed the thorough restoration of about 1-2 remarkable buildings per town per year. Due to neglect, at the beginning of the 90s about 80% of the historical substance of the old city in Stralsund were considered as being in danger and about 40% of that of Wismar (see 3d).

The reunification of Germany and the many opportunities of funding it offered gave a real chance to restore the historical old cities of Wismar and Stralsund. Besides the tax depreciation opportunities for the restoration of historical buildings by private owners, the funding opportunities are centred on the *Städtebauförderprogramme* (town building grant programmes) in which both towns have been involved since 1990/91.

Grants for town building are financed on a pro-rata basis by the state, the regions and the municipalities on the basis of a federal law and their volume makes them the planning basis for the restoration of the old cities. In order to be included in the allocation of funds, it is necessary to present a skeleton town building plan. Both towns drew up and passed a plan of this kind as early as 1991; the current versions date back to December 2000 (see MP). Also, in 1995 Wismar agreed on regulations specific to the use of town building grants within the municipality, thus leading the way in the whole of Germany.

The programme area 'protection of historical town building', which only exists in Eastern Germany and whose funds mostly go into the restoration of individual buildings, are of particular importance for the protection of historical buildings and monuments. For this programme area, the express purpose of which is to preserve the architectural heritage of towns and renew it carefully while saving resources and not causing social hardship, 32 m DM were used for the historical old city in Wismar in 1991-2000. The amount used in Stralsund was 13.66 m DM.

On the whole, DM 63.6 m were provided from the town building grants in Wismar and DM 159.7 m in Stralsund for the time-consuming process of funding the old city. In 1990, Stralsund was lucky enough to be selected by the state as a 'model town' and received additional funding in the context of this programme (thus the difference of about DM 100 m in the town building grants).

In addition to the municipal shares in the town building grants, which are the main source of funds for the restoration of the old city and the protection of historical buildings and monuments, both towns provided other municipal funds for the preservation of the old city as a whole and of the individual historical buildings and monuments. The MPs of both towns sum up the funds used in the last ten years, divided up according to state, regional and municipal funds, and also include the grants from foundations, especially the *Deutsche Stiftung Denkmalschutz*, and donations. Also included there are the private funds which went into repairs and restoration. It was possible to show via statistics that every DM 1 from the public hand mobilises approx. DM 4 of private capital; for an estimate of the private investments on this basis please see the management plans.

Future funding

In the context of the programme years already approved, another DM 18.3 m of town building grants are available for Wismar and DM 19.1 m for Stralsund up to the year 2004. After 10 years of constant town renewal, and taking as a basis the state achieved up to now (approx. 45 % of the necessary measures have been realised in the old city of Wismar and approx. 30 % in Stralsund), we can assume that a time dimension of

approx. 20 years will be necessary in order to effectively put into practice the necessary process of preserving the old cities in a way fitted to the historical buildings concerned. Approx. DM 220 m of town building grants are still required for Wismar and approx. DM 350 m for Stralsund. The customary practice of grant allocation and the situation with regard to political decision-making make the allocation of these funds appear very probable.

The funds not provided in the context of the town building grant programmes will very probably also remain constant in the next ten years. In the long term, however, both towns will have to prepare for doing without town building grants. Co-ordination of measures with other public financial assistance aiming at encouraging the development of inner cities as well as the increased use of private capital are thus necessary even now and are a challenge for financial planning with regard to town building (see also MP).

4h · Skills and training

The necessary know-how for the preservation of historical buildings in the old cities is mostly available in the municipal authorities with their departments for the preservation of historical buildings, church construction and preservation of the townscape and in their archives and museums on the history of the town. The principal employees of these departments are trained art historians, town planners, architects, museologists, archaeologists, archivists or restorators. On average, each of them attends one specialist conference and one further education course per year.

On a regional level, the specialist knowledge of the *Landesämter für Denkmalpflege und Bodendenkmalpflege* (regional bureaux for the preservation of historical buildings and archaeological monuments) including the field of underwater archaeology is available. In addition, in particular the employees of the archives in Schwerin, Greifswald and Stockholm as well as the *Messbildstelle Berlin* (Berlin photogrammetrical institute) assist the municipal employees in their research into the history of the town.

The municipal authorities also cooperate with the structural engineering and architecture departments of the University of Wismar, other universities in Germany and Northern Europe and specialised institutions such as the *Deutsches Archäologisches Institut* (German Archaeological Institute).

Both towns have set up advisory committees, the members of which (recognised curators of historical buildings, town planners and architects) assist them with their experience in matters of town planning and the protection of historical monuments and give recommendations on concrete projects (see also MP). In Stralsund, the so-called *Gestaltungsbeirat* (design committee) advises the town in all questions of design, and in Wismar the so-called *Sachverständigenbeirat* (council of experts) gives recommendations on all questions of town planning and the protection of historical buildings presented to it. For the reconstruction / repair of St. George's in Wismar, a *Wissenschaftlicher Beirat* (scientific committee) was set up to accompany the building project. In Stralsund, a *Fachbeirat* (committee of experts) is responsible for the St. Jakobi church.

In both towns, use is made of the opportunity to commission (partly) local architects' offices, private building researchers or specialist laboratories with special tasks such as the preparation of a cellar cadastre, the dendrochronological dating of individual parts of buildings or complex expertises on statics.

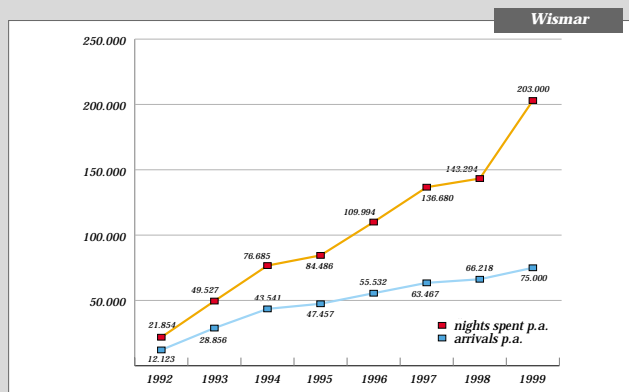
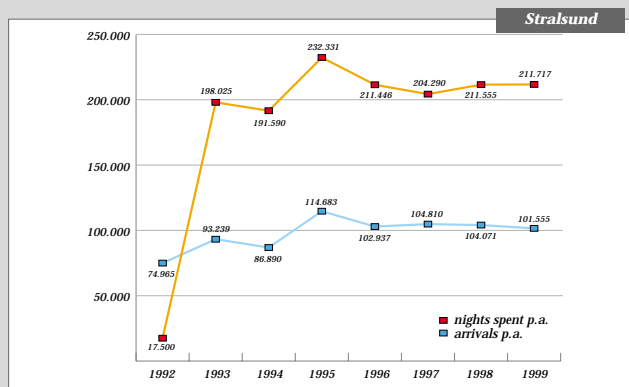
Last but not least, the grass-roots initiatives in both towns (Stralsund: *Bürgerkomitee Rettet die Altstadt* (citizens' committee to rescue the old city), Wismar: *Bürgerinitiative*

Altstadt (citizens' initiative for the old city) provide valuable information on possible improvements in town planning and on the protection of historical buildings.

4i · Visitor facilities and statistics

Visitor statistics – arrivals and nights spent

In Stralsund, the visitor statistics have been approximately constant for four years, with a trend towards increasing in the last two years. In Wismar, the numbers of visitors and especially the numbers of nights spent have been increasing since 1992 (see below). The two cities at present (and for the foreseeable future) do not see tourism as a danger to the preservation of the old cities; on the contrary, they are trying to increase the number of visitors (see 5d).



Amenities for visitors

Information

Both towns have opened a central visitor centre which is open daily. Besides information on the towns and their surroundings, accommodation, visits to events, tour guides and group tours (for example to the offshore islands) are arranged and guided city tours offered. Information brochures, illustrated books and detailed thematic studies (for example *Stadtbildaufnahme Wismar* (Wismar townscape register), *Denkmalliste Stralsund* (Stralsund illustrated monument list) on the old cities and the sights they offer as well as city maps are available, partly free of charge.

Both visitor centres are also to be found on the Internet (in the case of Wismar in two languages: German and English). They also provide information on how to get there, where to stay, restaurants, sport, culture and leisure, travel routes and guided city tours and information on the history of the town and on individual historical buildings. Telephone information, accessibility via fax and e-mail as well as the sending of information material through the post are also part of the service offered by the visitor centres.

Interpretation and explanation

Examples from Stralsund:

The gothic rooms of the *Katharinenkloster* (St. Catherine's convent) contain the permanent exhibition of the *Kulturhistorisches Museum* (museum of cultural history) on the prehistory and early history of the region and on the history of the town, with changing special exhibitions. The life of the merchants of the Middle Ages can be relived in the *Museumshaus* (museum house) which has been renovated in an exemplary way by *Deutsche Stiftung Denkmalschutz* (German foundation for the protection of historical buildings and monuments) and extremely vividly designed.

A main attraction for visitors is the *Meeresmuseum* (Maritime Museum), the only one of its kind in Germany. Some of the subjects to which it gives an introduction are oceanography and fishing in the Baltic region.

Information boards on the outstanding monuments are in preparation and are expected to be put up in the year 2001. Thematic circular walks are also planned.

In summer, so-called "vaulted ceiling tours" are offered, giving visitors a bird's-eye view of the vaulted ceiling of the naves and an excellent demonstration of the skill of mediaeval craftsmen.

Examples from Wismar:

The permanent exhibition 'Wismar – Bilder einer Stadt' (Wismar – images of a city) is to be found in the gothic vaults of the town hall with an uncovered mediaeval mural. A model of the old city, vividly presented exhibits, a slide show and a video about the town give a first impression of the town and its history. The exhibition is open daily; literature on this and other sights of the city is available in the entrance area.

Information boards are set up in front of all individual historical buildings of outstanding significance in the area of the old city; they provide short descriptions on architectural history, age and former use of the buildings. Some of these individual buildings will also



be described to visitors in more detail from 2001 on in the form of leaflets describing thematic circular walks ('Ways to Brick Gothic' and 'Path of the Swedes').

The *Schabbellhaus* (former dwelling house and brewhouse from the Renaissance) now contains the *Stadtgeschichtliches Museum* (museum for the history of Wismar) whose collections and exhibitions reflect the culture and history of the town. The well-thought-out programme with regard to museum pedagogy not only makes it more attractive for visitors, but also gives interesting insights into the history of the town which go beyond the exhibits shown.

As mentioned above, both cities offer *daily guided tours*, and special guided tours can be arranged in many individual buildings.

Accommodation, restaurants, shops

Both cities offer a varied range of accommodation, from youth hostels and private rooms to pension and 4-star hotels. The total number of beds (about 2000) has been sufficient up to now.

There is also a sufficient number of restaurants and fast-food stands (approx. 70 per town). Both old cities also have a wide variety of shopping opportunities to which further additions will be made in future.

Parking, toilets, emergency services

In addition to parking plans, Stralsund and Wismar also have parking routing systems which show visitors the way to the designated car-parks. There are currently parking spaces in the old city and on the edge of the old city.

Both cities have erected public toilet facilities in the areas frequented by tourists.

The emergency service in the two cities is provided by the emergency control centre of the fire brigade, which can be reached in the whole of Germany via a standard emergency number.

4j · Management plan

The management plans of both towns (approved in December 2000) continue where the skeleton plans for the old cities approved after reunification left off. Both management plans include a concept and a plan on historical buildings and detailed objectives on protection, preservation and development of the old cities. For the plans (in German) and a summary of the relevant parts of the plans in English please see the appendix to this application.

4k · Staffing levels

Both towns have offices, departments or areas of their own on the subjects of the preservation of historical buildings which are occupied as follows:

	Wismar			Stralsund		
	Specialist personnel	Permanent employees	Temporary employees	Specialist personnel	Permanent employees	Temporary employees
Preservation of historical buildings (UDB)	5	2	1	4.5	-	13
Municipal redevelopment of the old city	2	1	1	6.5	1	9
Redevelopment institution	4	1	-	5	1	-
Kirchenbauamt (church planning office)	2	1	1			

In addition to these departments, in both towns employees from the fields of traffic planning, town planning, building regulations, environmental protection, green areas, Local Agenda 21, real estate as well as fire and disaster prevention and control are included in the preservation of the historic old city. It is presented and promoted especially by the employees of the museums, the press and PR offices, the cultural bureaux, the tourist offices and the archives in both towns. A peculiarity of Wismar is the church construction office whose employees are responsible for preservation, restoration and protection of the three large city churches.

5 Factors affecting the property

A possible impairment of the nominated area is mainly due to the development pressure to which both towns are subjected (see 5a/5f). The factors listed under 5b-e are given for the sake of completeness, but to our present knowledge they play a relatively minor role for the future protection and preservation of the historic centers.

5a · Development pressures

Migration

One of the most permanent problems, especially since reunification, has been the migration of the population of the (old) city. Two different groups of the population must be distinguished here: those who – usually in search of work – migrate to Western Germany and those who move to the new estates outside the town boundaries, as they feel that it is less expensive and more attractive to live there. The consequence for the old cities is that many buildings are empty. If buildings are empty for long periods, this can mean that maintenance is neglected, the houses become derelict and, in the final consequence, individual buildings are demolished.

In Wismar, the intention is to stabilise the population of the old city and occupy the existing living space reserves, thus ensuring a number of inhabitants compatible with the protection of historical buildings, which could be around 6,500 - 7,000 (key word: qualification instead of quantification of living space). Approx. 6,000 people are living in the old city at present.

In Stralsund, a population of about 6,000 is planned for the old city by the year 2010; it is currently about 3,000 and there is an upwards trend. Above all, both towns are trying to make living in the old cities more attractive. The following measures have been taken or are in the process of realisation here:

1. Creation of living space
 - Creation of a varied range of living space to meet a variety of needs
 - Fixed rents and municipal right of occupation for apartments renovated with municipal building grants
 - Tax reductions and grants (such as municipal building grants) for self-used privately owned living space
2. Creation of the conditions necessary for attractive living
 - Creation of jobs and vacancies for trainees
 - Improvement of the living environment (such as public and private green: courtyards, tree gardens, green facades and roofs etc.)
 - Traffic reduction and creation of parking places
 - Extension of services (settlement of specialist companies of craftsmen and administrative institutions, attractive retail outlets) and the range of leisure and cultural amenities provided
3. Encouragement of identification with the historical centres (PR work, see 3e)

Pressure from investors and change in use

In order to create jobs, but also in order to prevent the dereliction of buildings and to press on with the revitalisation of the old city, both towns depend on investments by private individuals or companies. Frequently, however, potential commercial investors in particular link settlement in the centre of the town with demands such as extensions or new buildings. Also, the historical use of many buildings is no longer possible today (for example in the case of warehouses) and a change in use is thus necessary in order to secure their preservation. However, changes in use can lead to structural changes to buildings (additional windows, the construction of living space in lofts and attics, the breaking through of walls and the combination of several buildings, extensions to buildings, demolition of parts of buildings and even total demolition). Especially chain stores, which would like to design their uniform shops identically everywhere in Germany, often exert pressure for totally rebuilding the ground floor area.

The legal regulations and the self-binding regulations of the towns (see 4c) largely prohibit intervention which damages the architectural substance of the old city. Nevertheless, it is sometimes necessary to make compromises with potential investors, as otherwise the infrastructure necessary for the preservation of the inner city and a revitalising density of use cannot be achieved or maintained. Migration or reductions in population would contribute to the dereliction of (then) unused or empty buildings.

The towns endeavour to avoid changes of use which are "incompatible with monument status" by the following means:

- Regulations (see 4c) (obligation to follow the design statute when erecting new buildings, preservation of the stocks and proof of the authenticity of the buildings etc.)
- Declaration of the entire old city as a residential and mixed area in order to preserve the organic structure of architecture and use (Wismar)
- Early inclusion of those responsible for the preservation of historical buildings in all planned changes to buildings
- Purchase of individual plots of land by the corporation in order to prevent the loss of architectural substance
- Discursive design methods (such as competitions on urban architecture) for larger plots of land and important locations in the old city
- Convocation of councils of national experts with an advisory function in all issues concerning the historical old city

Demolition and dereliction

At the time of the political change in the former GDR, neglect of the old cities had left a large number of buildings in a very bad state of repair. Nearly all Eastern German cities are suffering under this heritage today. Buildings of which the substance is in danger can often no longer be renovated because it is no longer reasonable to legally force the owners to restore them (rule of unreasonableness in the DSchG (laws on the protection of historical buildings and monuments, see appendix)).



Some of the methods used in order to remedy the problem are as follows:

- Safeguarding and restoration measures, financed partly from public funds and partly from private funds; by now approx. 45 % of the town is considered as restored and almost all buildings as safeguarded; the figures for Stralsund are approx. 30 % (restored) and 90 % (safeguarded) (*see also 3d*)
- Creation of incentives for private investors (such as the preferential realisation of urban restoration projects which will in all probability quickly attract private capital – for example, the restoration of corner houses often encourages the owners of neighbouring houses to also carry out restoration work, thus triggering off a chain reaction)
- Municipal purchases in order to save buildings which are in grave danger

Vacant lots

In Stralsund the air raids of the Second World War and demolition in the decades following it caused large vacant lots the closing of which is a primary objective of the restoration work. However, large-scale construction always includes the danger of partially disturbing the otherwise small-scale structure of the city as large surfaces within the old city are especially interesting for commercial uses.

The corporation endeavours to carry out urban repairs which are compatible with monument status and which take the organically grown historical city centre into account. On the basis of the regulations (*see 4c*), discursive design methods such as competitions of urban architecture are used to close large vacant lots. The dimensions and the cubature of new buildings always have to fit in with the existing buildings in the old city, and the historical alignments must be observed. However, new buildings in historical styles are avoided (*see also MP*). The design council which is composed of experts from the fields of architecture, town planning and the preservation of historical buildings and monuments from everywhere in Germany (*see MP*) is included in the planning of new buildings. In order to protect the underground structures of the old city, new buildings and cellars can only be erected after archaeological studies have been carried out and finds documented. The owner covers the costs for this (*see 4c, MP, DSchG*).

In Wismar, the closed block structure has (where in was disturbed) largely been restored since the Second World War. The few remaining bomb sites or vacant lots caused by demolition, which are usually individual plots, are spread over the whole area of the old city and are not immediately noticeable as such. In the context of the monumental concept of urban planning, a gradual closing of the vacant lots within the lot and block structure is aimed at, but the restoration of the existing architectural substance has priority (*see MP*).

Stationary and moving traffic

Since the political change of 1989/90, the motor traffic in the Eastern German towns has increased to a volume for which the urban road network and the car parks were not planned. Especially problematic was and is the commuter traffic and the through traffic, the latter especially in Stralsund, the 'gateway to the island of Rügen' and intersection of three trunk roads. In Wismar, the old city ring road is especially affected by moving traffic, and the city centre especially by stationary traffic. In Stralsund, the traffic due to commuters, customers and visitors affects the entire surface of the old city. Also, through-traffic can affect the edges of the historical area, because bypasses are not always possible.

Wismar

The building of the motorway A 20 approx. 3.5 km to the south of the old city to take up the East-West through traffic greatly relieves the town of moving traffic. Also of benefit for relieving the old city ring road of traffic is the recently built Western tangent which runs approx. 2 km to the west of the old city and connects the trunk roads coming from the south and the west. The Eastern tangent, which will especially improve the link to the harbour but is also intended to keep the traffic to the north (*Insel Poel*) away from the old city ring road will be finished in about 2005.

Due to the large number of employees who live outside the old city but work inside it, parking is a problem on weekdays. Possible solutions are to be found in the well developed system of public transport (ten bus lines go to the city centre all day and every day). The degree of utilisation of these lines shows how attractive they are – an attempt is being made via planned public relations work to encourage even more commuters to use public transport.

Parking spaces for commuters are provided especially on the edge of the old city and are to be extended still further. Also, commercial use of the car parks in the city centre is being examined. Up to now only two car parks in the city centre have a charge (market place and Marienkirchplatz), and the other car parks have a time limit. The idea of a parking ID for inhabitants is being examined. These will be allowed to park in the old city for a low monthly charge, whereas parking for a charge for commuters and tourists will continue to be possible in commercially used parking spaces on roads accessible to the public.

Stralsund

The construction of the Stralsund bypass and the Stralsund/Rügen feedway will allow regional, through and tourist traffic to be removed from the city centre by the year 2005. Also, in the same period the municipal road network will be oriented towards this bypass via a new system of ring roads, thus relieving the road network centred on the old city. The buses provided on this network will then be able to move freely again. The basic traffic concept for the town of Stralsund (*see MP*) aims at making the old city the central destination of all traffic in the city centre. This traffic also includes the network of footpaths and cycle tracks.

The parking space provided in the old city must be reorganised to meet the current and future demand. For this purpose, the traffic concept for the old city specifies that parking within the old city must be limited to the present volume and used to benefit short-term parkers and inhabitants. On the edge of the old city, the parking spaces provided are to be made available to commuters and day visitors at a reasonable charge. For this purpose, however, new multi-storey car parks must be built on the edge of the old city. The integration of these into the architecture of the city is a special challenge for the development of the old city (*see MP*).

5b · Environmental pressures

Air pollution

The quality of the air in both old cities has improved considerably in the last ten years due to the modernisation of heating systems, the strict standards introduced for industrial emissions and the closing of obsolete factories.

The traffic volume has increased considerably since the political change, but the dramatic reduction of the share of vehicles with two-stroke engines in road traffic and the exhaust gas purification systems of modern vehicles have also allowed the quality of the air to be improved.

The national standard values or limits as well as the EU standards are met or undercut considerably for most noxious substances (especially sulphur dioxide). The coastal location of the towns also has a beneficial effect on the air quality, so that an impairment of the architectural substance, which cannot be ruled out for the past (although measurements were not carried out) cannot be registered at present and is not to be expected in the future.

Water pollution

The sewer system of the town of Wismar is a problem in high-water periods due to the temporary flooding of individual cellars. The existing combined system whereby waste water is drained off mixed with rainwater can cause the dirty water to flow back into the flooded cellars at high water. The separate system now under construction (complete separation by 2010) will solve this problem.

When it rains in Stralsund, the area of the Strelasund (facing the old city) is polluted due to the drainage of unpurified water via emergency overflows. The town is at present trying to meet the national requirements according to which the flow of mixed water into the Strelasund is to be largely stopped by 2004.

Wood preservatives

In the 70s and 80s of the 20th century, the wood preservatives used in redevelopment were at times highly dangerous for human beings. These were often so-called long-term poisons which polluted the rooms involved via the breathing air. These substances can only be removed by hermetic sealing of the contaminated rooms or parts of buildings, something which it is not always possible to do completely. Even then, a safety certificate must be issued for the air in the endangered buildings.

In the old city of Stralsund, there are two historical buildings in which the use of wood preservatives makes permanent use of the buildings impossible at present. In Wismar, one historical building with a contaminated roof has become known up to now and has since been restored. In order to preserve the historically significant roof truss, the strongly contaminated roof frame was enclosed in order to prevent further gas from escaping and the planned extension of the roof was rejected.

5c · Natural disasters

Floods

In Wismar, the old city borders directly onto the docks, whereas in Stralsund the heart of the old city is protected by the offshore harbour islands. However, the lower parts of the old city (a maximum of 25 % of the nomination area in each case) are prone to flooding in both towns.

Since the city was founded, the inhabitants have become accustomed to the flood danger and have responded via flood cellars, higher streets, dams etc. Also, as high water on the Baltic coast rapidly returns to its normal level (within 24 hours), there is no immediate danger for the architectural substance. The raising of the quaysides of the Old

Harbour in Wismar to be carried out in the year 2000 will offer additional protection there. For new buildings, minimum heights (depending on use) must be observed. It is prohibited to furnish cellars in the high-water area for living purposes.

Both towns have a professional fire brigade which is familiar with the subject of high water and is prepared for possible floods. When high water is announced, individual buildings are partly sealed off by sand sacks. Mecklenburg-Vorpommern also has the Generalplan Küsten- und Hochwasserschutz (general plan for the protection of the coast against high water) from 1994, which specifies coastal protection measures and plans the realisation of the individual measures according to a scale of urgency.

Fire

From the point of view of fire-fighting, both old cities are in the highest risk class; this is partly due to the high concentration of public buildings and partly due to the small-scale architectural structure. Also, due to the protection of the stock and the interests with regard to the preservation of historical buildings, the legal fire protection requirements can only be met to a certain extent (feasible compromises were found in conjunction with the preservation of historical buildings). New buildings must meet the requirements of fire protection in order to prevent large-scale fires.

Both towns have a professional fire brigade, even though this is only required by law for towns with more than 80,000 inhabitants. Professional and voluntary fire brigade are prepared for the conditions in the two towns and have also adapted to the interests of the old cities with regard to equipment (for example vehicles with a small turning radius). The water supply can also be considered as very good for the old cities. Especially endangered (public) buildings have fire detection systems.

Storms and high temperatures

In individual cases, damage to the architectural substance can also be caused by heat (drying out of the trusses) and storms. This especially applies to buildings which have been empty for a long time, so that preventative measures are taken: the lower floors are closed, windows and roof openings are closed and the house is ventilated at the same time. Private owners are requested to carry out safeguarding measures to their houses.

5d · Visitor/tourism pressures

Visitor capacity

As far as we know today, the considerable increase in the influx of visitors does not entail potential dangers for the old cities. None of the sights are subjected to an influx of visitors which could endanger the preservation of the historical building in question. For example, the number of visitors to the Gothic vaults in Wismar was never high enough to impair the structural substance. Nor is the mediaeval museum house in Stralsund (part of the Kulturhistorisches Museum), which has a limited amount of space only, subjected to a visitor load which is incompatible with the interests of the preservation of historical buildings and monuments. Due to their size, the churches could also manage a considerable increase in the number of visitors. On the contrary: a large increase in the number of visitors would lead to an increase in the donations received and thus contribute towards the restoration and preservation of the religious buildings and monuments.



The accommodation for tourists in the area of the historical old cities is limited and will in all probability not increase dramatically. Listed buildings are partly used as commercial accommodation (for example the youth hostel in the mediaeval city gate in Stralsund and a few hotels in gabled houses in Wismar), but this has not caused damage to the architectural substance until now.

Managing visitors and tourists

In Stralsund and in Wismar, tourism is an important sector of the economy. An increase in the number of visitors leads to higher profits, for example in the retail trade, and thus to an increase in the income of the municipalities and of the population, which in turn lead to an increase in the economic strength with regard to the preservation of individual buildings and monuments as well as the historical areas as a whole. A further opening of the tourist market is thus expressly aimed at. The necessary infrastructure for the reception, supply and control of large amounts of visitors is already existent in both cities – the tourism concepts (Stralsund: continuation for 2000 completed, Wismar: continuation in preparation, in all probability completed in 2002) are thus especially geared towards encouraging more visitors to come (especially in the field of cultural and educational tourism) and the extension of the facilities available for tourists (for example environmentally friendly water sports amenities, improvement of the long-distance cycling paths etc).

Tourism pressures

The only imaginable potential strain on the historical monuments and buildings in the old city at present to which visitors can contribute is the traffic volume.

Preventive or remedial measures in Wismar:

The strong increase in individual motor car traffic in the last few years – especially since the political change and the reunification of Germany – was met by rapid road improvements. The A 20 motorway in conjunction with the Western tangent (*Bundesstraße 106*) serves as a bypass for Wismar (see 5a) and has considerably relieved the *Bundesstraße 105* which directly touches the old city of Wismar on its way from Lübeck to Rostock. The accessibility of Wismar, and especially its old city, has become considerably better and easier, and the traffic load in the old city has decreased accordingly. For tourist buses, which used to nearly all drive into the old city, alternative parking spaces were made on the edge of the old city. A parking control system which will soon be completed will help bus drivers and other drivers to find the parking spaces provided for them on the edge of the old city.

Preventive and remedial measures in Stralsund:

The corporation endeavours to restrict motor traffic in the historical old city. Buses are not permitted to enter the old city and are not allowed to park there either. Parking spaces for buses and passenger cars are to be found on the periphery of the old city. Thanks to a new by-pass (currently under construction) and the new Rügen link (both projects to be completed in 2005, see 5a), traffic to and from the island of Rügen as well as through traffic from the B 105 to the B 96 will only affect the outer suburbs. A further increase in traffic will therefore not cause damage to the historical area.

5e · Number of inhabitants within property and buffer zone

Population	Nomination area	Buffer zone
Wismar	6.022	671
Stralsund	3.307	3.745

People leaving both cities to live elsewhere constitute more of a problem than people moving there to live (see 5a). The inhabitants and their activities do not have a harmful effect on the historical areas, but rather help to keep them alive.

5f · Other

In addition to the above-mentioned factors which mainly concern the historical area, the individual historical buildings or parts of buildings in the old cities are prone to other dangers. In both cities, there are two main categories of damage with chemical/physical and biological causes.

Chemical/physical strains

The negative chemical/physical strains include the increased occurrence of salts which damage buildings (such as sulphates, chlorides and nitrates). Their formation is due to environmental factors (acid rain, flooding, salty precipitation in coastal regions, exhaust gases etc.) or the lack of sealing of underground and overground parts of buildings in conjunction with strains resulting from use or damage (such as stables and a lack of waste water and sewage systems in the past centuries).

Cellars

With regard to the stock of buildings to be found in both cities, the experience made in the last 10 years and the current state of cellar cadastres (see 3c) show that 90 % of the cellar walls (of which half are from the Middle Ages) are affected by salt and damp. The strain varies depending on how long the building in question has been empty and on the uncontrolled spread of damp or the filling of the cellars. About one third of the architectural substance of the old city of Stralsund and approx. 45 % of the old city of Wismar have already been restored. The restoration of two-thirds of the buildings in Stralsund (and of 55 % of the buildings in Wismar) will follow in the next few years, whereby the cellars located in the vacant lots will be revealed. The aim of restoration is to preserve the architectural substance by means of careful repair methods. The preferred type of cellar renovation is that whereby the cellar is used as storage space if no special demands are made on temperature or dryness. The substance-destroying salt crystallisation is thus reduced to an acceptable level.

Overground architectural substance

In the case of the overground architectural substance which has not yet been restored, the tradition of including old parts of walls in newer buildings in many cases means that damage due to damp and salts can be assumed. Here, too, the strain on the architectural substance is of differing intensity depending on the age of the parts of buildings, the length of time for which a building has been empty and the uncontrolled spread of damp. Seasonal variations in temperature – heating up of the masonry in summer and frost in winter – cause extreme strain on the outer shells of the masonry. If the outer wall is prone to the effects of salts and damp, salts crystallise in summer,

causing the destruction of the surface of the bricks and the detachment of parts of the bricks in winter due to frost.

In order to eliminate damage, certain areas of the masonry with damaged brick surfaces are restored in a way suited to the original material used, i.e. the strongly damaged stones are carefully removed and replaced by new ones in keeping with the original stock (bricks of the same size, hardness, colour and, in most cases, with the same surface structure – put together in the traditional way using lime mortar).

In Stralsund in 1994-1997, a research project on the decomposition of bricks (*see MP*) was carried out on a historical building the outer masonry of which has already suffered great damage. Various different methods of renovation and various different materials were tried out inside and outside. On the basis of the results, the authorities for the preservation of historical buildings give the owners advice on careful repair methods and recommendations with regard to plastering and monitored their realisation by means of long-term observation.

Biological stresses

Biological stresses on historical buildings are triggered off by vermin and fungi. Wood was either already affected or was included in an excessively moist state, or parasites (anaerobes, wood-destroying beetles and others) appeared during the use of the largely untreated wood. The most dangerous fungus is real dry rot. It can affect masonry and remain inactive for years, only becoming active when the climatic conditions are favourable (damp, warmth and little air circulation).

Real dry rot

The experience made in the last 10 years leads us to assume that there are probably no houses which have been empty for longer periods in Stralsund and Wismar which are not affected by dry rot. Again, the contamination depends on how long the house has been empty, the uncontrolled rising damp and the construction of the house (wooden beam ceilings, half-timber construction). At present, according to the valid DIN standard, in Germany the affected wood must be removed within a certain safety zone. This can mean the loss of whole parts of buildings, something which cannot be condoned from the point of view of the protection of historical buildings. Nevertheless, in the case of very strongly affected or already rotted parts of constructions, there is often no alternative. However, in the context of the safeguarding programme (which Wismar is already carrying out and which is in the process of preparation in Stralsund), the most strongly endangered (parts of) buildings are protected until they can be restored (static safeguarding, sealing off from further influx of water and sufficient ventilation of the buildings).

In the last few years, research has developed a substance-preserving heat treatment which causes the protein mycelia of the fungus to die. If it is detected early and there is as yet no statistically relevant weakening of the wood, the latter can be preserved *in situ* (and reinforced if there is statistical weakening); only the wood which has already decomposed is removed. On the basis of preparatory examinations such as the preparation of wood expertises and statistical expertises and of use concepts which are drawn up by the architects and are compatible with the protection of historical buildings and by giving comprehensive information on substance-maintaining repair measures to owners, the architectural substance can be preserved in future. In Stralsund, an increasing number of owners are willing to use this method, and in the last 10 years 10 objects were treated in this way. In Wismar, no experience has yet been made with the

thermal method, but here, too, before eliminating fungus a detailed examination is made as to the best method with which to preserve the largest possible amount of original substance.



6 Monitoring

Draft monitoring reports on the state of preservation of both cities prepared in late 2000 are included in the appendices. For a complete list of the key indicators as well as detailed organisational information on the execution of the annual examination of the state of preservation, please see the management plans. This information is summed up in the following.

6a · Key indicators for measuring the state of preservation

In order to be able to check the state of preservation of the old cities at regular intervals, both towns have designed catalogues of questions adapted to the problems in both places and which are included in the management plans (*see appendix*). Key indicators which are to allow those responsible to compare the state of preservation of the old cities from year to year can be divided into the following areas:

1. General statistical information
2. Statistical information on the existing stock of buildings
3. Specific statistical information on the historical area
4. Cost of preserving the historical area

Some of the main indicators for supervising the state of preservation are as follows:

- Stock of historical buildings and development of their state of preservation
- Development of state of preservation of parts of buildings which are significant from the point of view of the preservation of historical buildings (cellars, roof trusses)
- General stock of buildings and development of state of preservation
- Measures for improving the condition of buildings (safeguarding of buildings)
- Use structure (empty houses, changes in use)
- Infrastructure (roadbuilding, parking spaces for private cars) and development of state of preservation
- Inspection of construction and restoration activity (permits, breaches)
- Projects of significance for urban planning (large-scale investments)
- Population structure and level of employment
- Property structure of the plots of land (own use, use by others)
- Administrative structure (who participates in the preservation of the building?)
- Financial means used to preserve the building
- Development of tourism (accommodation)
- Public relations work, meetings of experts and research results
- External influences (environmental influences)

6b · Administrative arrangements for monitoring property

On the occasion of making the application, both towns have designed a regular system of monitoring the purpose of which is to supplement the previously practised observation of the state of preservation (*see also 6c*) and to ensure objective assessment via a comparison with the previous years.

Monitoring includes:

- The annual surveys mentioned under 6a which use the catalogues of questions
- Reports of redevelopment authorities, citizens' initiatives and those carrying out restoration
- Reports on projects specified in the management plans
- Photographs and maps providing information on changes in the state of preservation

The institutions responsible for the execution and assessment of the annual monitoring are in both towns the *Untere Denkmalschutzbehörden* (lower authorities for the protection of historical buildings and monuments). Thus, the persons commissioned to carry out monitoring are familiar with the subject and have been following the state of preservation of the old cities for many years due to their activity in municipal administration, which includes co-operation in drawing up this nomination and the management plans.

At the beginning of the first quarter, the data for the previous calendar year is collected and assessed. The results are presented to the responsible persons in politics and municipal administration by the end of the first quarter in the form of a final report to which recommendations on potentially necessary activities are added. Also, the data collected are presented to the public in order to allow the inhabitants of the old cities to participate in their development and to further strengthen commitment and participation.

For other information on the execution of monitoring in the town please see the management plans.

6c · Results of previous monitoring exercises

In both towns, the monitoring of the state of preservation was, until a few years ago, only carried out at irregular intervals and was not always put down in writing. Due to the relatively small size of the old cities, necessary activities were (and still are) mostly made concrete via 'inspection walks'. Important monitoring instruments were (and are) the lists of historical buildings, maps of historical buildings and redevelopment maps in which the state of preservation of the historical area and of individual buildings can at least be followed to a certain extent (*see MP*). The state and progress of restoration of some outstanding individual monuments such as *St. George's church* in Wismar or the *Heilgeist-Hospital* in Stralsund are explained in detail in reports and special publications at different times. Information on the state of preservation of the old cities at a certain moment in time is also given in some of the documents listed under 3c, for example the photographs made by the *Messbildstelle* (photogrammetrical institute) or the street atlas and the *Stadtbildaufnahme* (a book of technical drawings showing details of all buildings in the old city). Due to the complexity of the old cities, it is not possible to present the results of these earlier efforts in their entirety here. Statistical information was given in very few cases only, but, in addition to the above-mentioned documents, details are also available from the following sources:

Wismar*Bauzustandsermittlung 1979/80*

A comprehensive *Bauzustandsermittlung* (determination of the structural condition of buildings) for the city as a whole carried out in 1979/80, included an analysis of the state of the residential houses in the old city (this approximately corresponds to the nomination area). The determination of the effort required for restoration concerned parts of buildings such as walls, ceilings, roofs, chimneys, windows and doors. It was thus for example found out that windows had to be renewed in 71 % of buildings. The cost for the total renovation of the houses examined was estimated at around 32 million East German marks at the time.

Preparatory investigations 1991/92

In the context of the formal definition of the redevelopment area 'old city of Wismar', the so-called 'preparatory investigations' were drawn up in 1991/92. These are divided into two parts and thus mainly serve, besides a comprehensive stock-taking of the area, to detect grievances with regard to municipal architecture.

Part A – Städtebauliche Untersuchungen (studies of urban planning) takes stock of the present state of affairs with reference to the following aspects: legal connections, traffic, age of buildings, condition of buildings, degree of use for building purposes, use of buildings and public green spaces, furnishings in dwellings, roof forms and open spaces. In the case of the built environment, the following building states were determined: 13 % well preserved, 67 % light to medium damage, 15 % heavy damage and 5 % threatened in its substance.

Part B – Denkmalflegerische Untersuchungen (studies with regard to the protection of historical buildings and monuments) mostly consists of information on elements and structures which are worth preserving and on foreign elements and/or gives measures for revealing the historical structure of the city and necessary distinctions between internal and external space.

Even today, these studies continue to be used as a basis for town planning and the preservation of historical buildings and monuments and have been included in the current management plan (see appendix).

Renovation brochure "Stadtkern" (since 1992)

Since the beginning of the comprehensive process of town renewal in 1991, the Wismar 'STADTKERN' (old city) reports at least twice yearly on aims, effects and present state with regard to the restoration area "old city". It is a forum for all those participating in the restoration process and discusses specialist topics and publishes results and achievements.

Especially via the description of selected objects for restoration, the state of preservation of these objects at a certain moment in time is documented. The 24 editions published up to July 2000 constitute a comprehensive documentation of the process of preserving the old city following the principles used to protect the townscape.

Stralsund*Stocktaking of the Bauakademie Berlin between 1956 and 1989*

For the Hanseatic city of Stralsund, which has been recognised as a jewel of urban planning, the *Bauakademie Berlin* (Berlin architectural academy) and the *Forschungsinstitut für Gebiets-, Stadt- und Dorferneuerung* (research institute for the renewal of areas, towns and villages) carried out studies of the existing stock of buildings and the municipal protection of historical buildings and monuments as early as 1956/58 and again in 1989. These studies also included objectives for the reconstruction and redesigning of the old city. In 1956/58, the state of repair was judged to be bad in approx. 30 % of cases, as medium in approx. 50 % of cases and as good in only 16 % of cases. A good 40 years later, in 1989, the East German *Bauakademie* classified 22 of the 64 blocks as blocks with very strong tendencies towards dereliction and 37 of them as blocks with strong tendencies towards dereliction. Only 5 blocks were judged as having no tendencies towards dereliction (see 3d).

"Stadterneuerung Stralsund (SES) (urban renewal in Stralsund) 1990-1995" and "10 Jahre Stadterneuerung" (10 years of urban renewal)

These two publications of the redevelopment authority in Stralsund give information on the current state of restoration 5 or 10 years after the political change. "10 Jahre Stadterneuerung" (see appendices) provides an up-to-date analysis of the developments of the last 10 years; maps and statistics show which measures have been carried out up to now and which developments there have been. The main subject areas are as follows:

- restored and unrestored objects
- green areas and open spaces
- grants for urban construction
- vacant lots
- historical buildings and monuments

Wismar and Stralsund*Gold plaque and silver plaque for exemplary town renovation 1994*

In 1992, the then *Bundesministerium für Raumordnung, Bauwesen und Städtebau* (federal ministry for regional planning, building and town planning) held a competition for the preservation of the old cities of the towns and communities in Eastern Germany included in the federal programme "Städtebaulicher Denkmalschutz" (protection of historical buildings and monuments in town planning). A total of 110 towns and communities took part in the competition. The aim was to describe and illustrate what has been achieved in the course of the architectural revitalisation of historical centres of towns and communities.

The Hanseatic cities of Wismar and Stralsund participated in this competition, describing their aims and ideas for preserving the historical old cities. For this purpose, the problem analyses, planning fundamentals and instruments for achieving the objectives with regard to restoration as well as examples for securing measures, modernisation / repair of buildings typical for the townscape and the preservation or appropriate remodelling of important streets and squares were presented in the form of a comprehensive documentation.



In 1994, as a result of assessment and inspection *in situ*, the Hanseatic city of Wismar was awarded a gold plaque, and Stralsund a silver plaque, for excellent overall achievements with regard to careful urban restoration. An independent, interdisciplinary assessment commission appointed by the *Bundesbauministerium* (federal construction ministry) justified the award for Wismar with the "committed and productive activity of senate, citizens and administration which, after presenting convincing concepts for town preservation and the recovery of historical buildings and monuments destroyed in the war, such as St. George's church, have achieved value-preserving aims with regard to restoration and revitalisation for the town ensemble which is important on a European scale". Stralsund received its award for "significant achievements with regard to the securing of the historical stock and for the preparations for restoration carried out in the old city on the basis of a preservation statute drawn up at an early date and by the comprehensive use of a large number of planning instruments".



7 Appendices

7a · References

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7b · Acknowledgements

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Photos, maps and illustrations are acknowledged separately under Section 7c

7c · List of photos, maps and illustrations

- Architekturbüro Deecke: Fig. 47
- BauGrund, Sanierungsträger der Hansestadt Wismar: Figs. 23, 33
- Conradi, Braum, Bockhorst. Stadtplanungs- und Architekturbüro Berlin: Figs. 1, 2, 3, 22, 25, 77, 92, 93, 112, 113
- Deutsche Stiftung Denkmalschutz: Figs. 12, 43, 94 (photos: Marie-Luise Preiss)
- Niclas Dünnebacke: Fig. 44
- Günther Ewald: Fig. 110
- Hansestadt Stralsund, Bauamt: Figs. 52, 57
- Hansestadt Stralsund, Kulturhistorisches Museum: Figs. 29, 69
- Hansestadt Stralsund, Stadtarchiv: Figs. 74, 76, 82 (photos Günther Ewald), 80 (photo Harry Hardenberg), 85
- Hansestadt Wismar, Abt. Denkmalpflege: Figs. 54, 59, 61, 62, 65, 88
- Hansestadt Wismar, Abt. Stadtplanung: Fig. 48
- Harry Hardenberg: cover photo Alter Markt Stralsund, Figs. 4, 5, 7, 8, 9, 10, 13, 14, 15, 16, 20, 21, 26, 27, 36, 37, 40, 41, 45, 46, 49, 50, 53, 56, 58, 64, 66, 78, 89, 91, 95, 96, 97, 98, 101a, 107, 108, 111
- Volkmar Herre: Figs. 70, 104
- Frank Hoffmann: Fig. 28
- Landesamt für Bodendenkmalpflege Mecklenburg-Vorpommern, Thomas Förster: Figs. 71, 72
- Landesamt für Denkmalpflege Mecklenburg-Vorpommern, Achim Bötöfür: Figs. 68, 101, 102
- Gerhard Launer, WfL GmbH: Figs. 19, 30, 38, 42
- Dr. Steve Ludwig: Figs. 100
- Andreas Manthey: Figs. 51
- Florian Monheim: cover photo Marktplatz Wismar, Figs. 39, 55, 99
- Reichsarchiv Stockholm: Fig. 86
- Thomas Paulus: Figs. 75, 90, 109
- Stadterneuerungsgesellschaft, Sanierungsträger der Hansestadt Stralsund: Figs. 24 (photo Hansa-Luftbild), 33a
- Stadtgeschichtliches Museum Wismar: 67, 79, 106
- Stralsund-Information, Tourismus und Werbung: Figs. 11, 105
- Karin Thesenvitz: Fig. 34
- Friederike Thomas: Fig. 35
- Hanjo Volster: Figs. 6, 17, 18, 19, 31, 32, 60, 63, 73, 81 (repro), 83 (repro), 84 (repro), 87 (repro), 103



8 Signature on behalf of the State Party

Harald Lastovka
Mayor of the Hanseatic City of Stralsund

Dr. Rosemarie Wilcken
Mayor of the Hanseatic City of Wismar

Stralsund and Wismar (Germany)

No 1067

Identification

<i>Nomination</i>	Historic Centres of Stralsund and Wismar
<i>Location</i>	Land of Mecklenburg-Vorpommern
<i>State Party</i>	Germany
<i>Date</i>	28 December 2000

Justification by State Party

The Historic Centres of Stralsund and Wismar conform with cultural criteria ii and iv of the *Operational Guidelines for the Implementation of the World Heritage Convention*. As economically powerful and politically influential members of the Wendish region of the Hanseatic League, the two cities played an important role in the European exchange of cultural achievements, technical knowledge, and world views which took place on the basis of the varied commercial links in the whole of the Baltic and North Sea region. In the field of architecture, the spread of styles such as the type of the *Dielenhaus* and that of building methods and materials such as limestone from Gotland should be mentioned here.

With regard to Gothic religious architecture, the exchange of values can be demonstrated with northern Europe. The group of six monumental brick churches in Stralsund and Wismar gives a unique overview of Gothic church construction in the Hanseatic cities of the southern Baltic region. The monumental Gothic cathedrals of the Wendish cities show evidence of a significant combination of different cultural influences, such as Italian brick building techniques and the cathedral pattern from northern France. They convey the development of this church form from the early St Nicholas's church in Stralsund to St George's in Wismar, symbolizing the rapid rise, the economic and political apex, and the gradual decline of the Hanseatic League. "Wendish religious architecture" exercised an important influence, not only on the surroundings but also on the rest of the Baltic region and Scandinavia, and the Stralsund town hall influenced many town hall buildings in the southern Baltic region. The Peace of Stralsund (1370) was a historical event of European importance, and the subsequent leading political role of Stralsund in the heyday of the League was reflected in a building boom from 1330 to 1380, giving rise to an independent architectural language identified as *Sundische Gotik*.

Under Swedish rule Stralsund and Wismar were turned into fortified towns of European rank in the 17th and 18th centuries, playing a decisive role in the military superpower system of Sweden. The Swedish art of fortification achieved a standard here which became a model for other fortifications in northern Europe. The Royal Swedish Tribunal was set up as the supreme court in Wismar in 1653 and Stralsund was the political capital of Swedish Pomerania from 1720. Cultural links in the fields of science, art, and architecture developed between the two towns and the mother country. Even today, mutual influences can be traced in the townscapes of Stralsund and Wismar compared with Swedish towns. **Criterion ii**

With their unaltered medieval ground plans, the characteristic division into lots, inherited from the Middle Ages, and the rich stock of Gothic brick architecture, Stralsund and Wismar are outstanding examples of Hanseatic sea trading towns from the heyday of the League of Towns, representing differing trade structures. Of outstanding importance in Wismar is the preserved medieval harbour basin, which shows the former situation in many Hanseatic cities. The *Grube* represents the last surviving artificial medieval waterway in northern Germany. Unique in Stralsund is the island location, unchanged since the 13th century, between the Strelasund and the ponds on the land side, which were dammed soon after the town was founded. As a result of its topographic position, Stralsund has an unmistakable silhouette, known from artistic representations. The large amount of Gothic brick architecture, including impressive parish churches, the Stralsund town hall, and other medieval buildings, is of great architectural significance to the whole of northern Europe. The numerous medieval merchant houses, the so-called *Kemläden*, demonstrate the typical development of these buildings. Wismar with its nearly intact, original roadside development is a town centre of rare completeness.

Having been under the Lübeck Law for some 600 years and having escaped reconstruction after World War II, the towns have retained their historic fabric. The medieval partition into lots remained a reference for centuries, and within this basic framework the evolution of the various epochs can easily be traced. The Baroque houses of wealthy citizens are dominant, as are the large administrative and service buildings from the 17th and 18th centuries, when the towns were under Swedish rule after the Thirty Years' War. The subsoil is archaeologically of outstanding importance. Because of favourable conditions, it retains documentary evidence of rare integrity regarding the legacy of the Hanseatic era and later epochs. Systematic excavations have provided new evidence about the settlement, relevant to the whole of northern Germany, including the recent sensational wreck finds in the harbour entrances, which have greatly contributed to research in Hanseatic shipbuilding and goods traffic. **Criterion iv**

Category of property

In terms of the categories of cultural property set out in Article 1 of the 1972 World Heritage Convention, this is a *group of buildings*.

Stralsund et Wismar (Allemagne)

No 1067

Identification

Bien proposé Centres historiques de Stralsund et Wismar

Lieu Land de Mecklembourg-Poméranie-Antérieure

État Partie République fédérale d'Allemagne

Date 28 décembre 2000

Justification émanant de l'État partie

Les centres historiques de Stralsund et Wismar relèvent des critères culturels ii et iv des *Orientations devant guider la mise en œuvre de la Convention du patrimoine mondial*. Puissantes et influentes des points de vue économique et politique les deux villes de la région wende de la ligue hanséatique ont joué un rôle important dans les échanges culturels, techniques et intellectuels européens qui se sont développés grâce aux divers liens commerciaux qui unissaient les régions de la mer Baltique et de la mer du Nord. Il convient de souligner l'importance de la diffusion des styles architecturaux, tels celui de la *Dielenhaus*, ainsi que des méthodes et des matériaux de construction, tels que la pierre calcaire du Gotland.

Concernant l'architecture religieuse gothique il faut noter l'échange de valeurs avéré avec l'Europe du Nord. Le groupe des six églises monumentales en briques de Stralsund et Wismar offre une vision d'ensemble unique de la construction des églises gothiques dans les villes hanséatiques de la région du sud de la Baltique. Les cathédrales gothiques monumentales des villes wendes témoignent d'un important échange d'influences culturelles portant sur les techniques de construction en briques d'Italie et le plan des cathédrales du nord de la France. Elles témoignent du développement de cette forme d'église depuis la première église Saint-Nicolas à Stralsund jusqu'à celle de Saint-Georges à Wismar, symbolisant la croissance rapide, l'apogée économique et politique et le lent déclin de la ligue hanséatique. «L'architecture religieuse wende» a exercé une influence importante, non seulement dans la région mais aussi sur le reste de la région baltique et la Scandinavie, et l'hôtel de ville de Stralsund a inspiré l'architecture de nombreux hôtels de villes dans la région du sud de la Baltique. La Paix de Stralsund (1370) fut un événement historique au retentissement européen et le rôle politique acquis par la ville aux beaux jours de la ligue se reflète dans la période de construction allant de 1330 à 1380 qui donna naissance à un langage architectural particulier appelé *Sundische Gotik*.

Aux XVIIe et XVIIIe siècles, sous la domination de la Suède, Stralsund et Wismar devinrent des villes fortifiées d'envergure européenne jouant un rôle décisif dans le système de puissance militaire de la Suède. L'art suédois des fortifications atteignit ici sa perfection et devint un modèle pour d'autres fortifications d'Europe du Nord. La cour de justice royale suédoise installa une cour suprême à Wismar en 1653 et Stralsund fut la capitale politique de la Poméranie suédoise à partir de 1720. Les liens culturels dans les domaines des sciences, de l'art et de l'architecture se sont développés entre les deux villes et la mère patrie. Aujourd'hui encore, des influences réciproques se font sentir dans le paysage urbain de Stralsund et Wismar et de leurs sœurs suédoises.

Critère ii

Avec leur plan d'urbanisation médiéval d'origine, leur parcellaire caractéristique hérité du Moyen Âge et le riche ensemble de style architectural gothique en briques, Stralsund et Wismar sont des exemples remarquables de villes hanséatiques qui se sont développées autour du commerce maritime et qui ont connu leur essor au temps de l'apogée des villes de la ligue, tout en représentant des structures commerciales différentes. D'importance remarquable à Wismar, le port médiéval préservé illustre la configuration d'origine de nombreuses villes hanséatiques. Le *Grube* représente la dernière des voies navigables artificielles médiévale de l'Allemagne du Nord. L'originalité de Stralsund se trouve dans le site de l'île, demeuré inchangé depuis le XIIIe siècle, entre le Strelasund et les étangs de la rive, équipés de barrages peu après la fondation de la ville. Du fait de sa position géographique, Stralsund possède une silhouette originale, souvent reproduite dans les œuvres d'art. Les nombreux bâtiments gothiques en briques, parmi lesquels des églises paroissiales impressionnantes, l'hôtel de ville de Stralsund et d'autres bâtiments médiévaux, sont d'une grande importance pour l'architecture de toute l'Europe du Nord. Les nombreuses maisons des négociants du Moyen Âge, lesdites *Kemläden*, illustrent le développement typique de ce type de bâtiment. Wismar, avec son développement urbain original longeant les voies de communication, est un centre ville d'une rare complétude.

Étant demeurées pendant six siècles sous la loi de Lübeck et ayant échappé à la reconstruction après la Seconde Guerre mondiale, les deux villes ont conservé leur tissu historique. La division parcellaire médiévale est demeurée une référence pendant des siècles et dans cette trame de base, l'évolution aux différentes époques se lit facilement. Les demeures baroques des riches bourgeois sont omniprésentes, comme le sont les grands bâtiments administratifs et l'architecture civile des XVIIe et XVIIIe siècles, époque à laquelle les villes étaient passées sous la couronne suédoise à la suite de la guerre de Trente Ans. Le sous-sol recèle des richesses remarquables d'un point de vue archéologique. Des conditions favorables ont permis la conservation de vestiges d'une rare intégrité datant de l'ère hanséatique et des époques ultérieures. Des fouilles systématiques ont mis en évidence l'occupation commune à toute l'Allemagne du Nord, notamment la découverte récente et sensationnelle, d'une épave dans l'entrée du port, qui a grandement contribué aux connaissances que nous avons de la construction navale hanséatique et de la circulation des marchandises.

Critère iv

Catégorie de bien

En termes de catégories de biens culturels telles qu'elles sont définies à l'article premier de la Convention du patrimoine mondial de 1972, il s'agit d'un *ensemble*.

Histoire et description

Histoire

Les villes historiques de Wismar et Stralsund sont situées dans le nord-est de l'Allemagne, sur la côte de la mer Baltique. Elles furent fondées au cours de la colonisation allemande des territoires slaves qui eut lieu à la fin du XIIe siècle et au début du XIIIe siècle. Toutes deux devinrent d'importants centres commerciaux au XIVe siècle dans ladite ligue hanséatique. Après la guerre de Trente Ans, du XVIIe au début du XIXe siècle, elles passèrent sous la domination suédoise. Elles connurent une période de stagnation en raison des bouleversements politiques, mais à partir de la seconde moitié du XIXe siècle elles retrouvèrent le chemin du développement économique. Les centres historiques ont survécu aux bombardements de la Seconde Guerre mondiale et ont été intégrés à la République démocratique allemande jusqu'à la réunification allemande.

- Fondation

Wismar et Stralsund furent toutes les deux fondées sur des sites propices au mouillage des bateaux. Wismar apparaît au début du XIIIe siècle, à 5 km de Mecklembourg, un ancien lieu d'établissement des Slaves obodrites. La ville fut créée à proximité d'un village de pêcheurs wendes, sur une ancienne voie, la *Via Regia*. Au début du XIIIe siècle, elle connut un développement rapide grâce à son emplacement favorable et son excellent port. L'implantation de Stralsund, à l'est de Wismar, fut aussi choisie pour le potentiel de son port et l'avantage que présentait l'île de Strela (plus tard rebaptisée Dänholm). Wismar est mentionnée pour la première fois en 1229 et Stralsund en 1234, déjà bien établies, à une époque où elles reçurent probablement leur charte. Également appelée loi de Lübeck, cette charte régissait les villes de la Baltique et couvrait tous les aspects juridiques nécessaires, notamment le droit coutumier, le droit commercial et le droit de la construction. Munies de leur charte, les deux villes construisirent leur propre système de défense, achevé à la fin du XIIIe siècle et au début du XIVe siècle.

- Période hanséatique

La ligue hanséatique prit naissance au XIIIe siècle, d'abord sous la forme d'une association de marchands allemands du nord résidant dans des pays étrangers. À partir de la fin du XIIIe siècle, cette association se transforma en ligue des villes hanséatiques. Elle prit rapidement le pouvoir dans la région de la mer du Nord et de la mer Baltique. À l'époque de son apogée, la ligue comprenait quelque 200 villes. Centrée sur la ville de Lübeck, la ligue était organisée en quatre régions : wende, westphalienne, saxonne et prussienne. La plus importante d'entre elles était la région wende, qui comprenait Wismar et Stralsund. À partir des années 1470, le pouvoir de la Hanse commença à diminuer, alors que le trafic maritime se déplaçait de la Baltique à l'Atlantique avec la montée en puissance des Pays-Bas et de

l'Angleterre. Wismar et Stralsund rejoignirent la Hanse en 1293, avec Lübeck, Rostock et Greifswald.

Dès le XIIIe siècle, Wismar et Stralsund ont développé leurs activités autour du commerce de gros du drap de Flandres, de la laine d'Angleterre, des articles en métal de Westphalie, du bois, du goudron, du frêne, du miel, des fourrures et de la cire de Lettonie et de Rus, du sel, d'abord en provenance de Lüneburg, puis de la baie de Bourgneuf, du vin du Rhin, de France, d'Espagne et du Portugal et du poisson de Norvège et de Schonen. La brasserie prit une importance particulière à Wismar. La bière fut un produit roi, utilisé non seulement comme boisson mais comme ingrédient de base dans la cuisine et en médecine.

Au début du XIVe siècle, des conflits entre Wismar et Mecklembourg firent éclater une guerre entre la coalition des princes allemands du nord et du roi du Danemark, et les villes puissantes de Lübeck, Wismar, Rostock, Stralsund et Greifswald, qui luttaient pour leur indépendance. Wismar essuya une défaite tandis que Stralsund devint à partir de 1316 la ville la plus puissante de Poméranie et la capitale de la région. À partir de cette époque, la Hanse connut une période florissante qui se traduisit par des activités de construction, surtout entre 1330 et 1380. Cette forte activité de construction donna naissance au *Sundische Gotik*, une forme particulière d'architecture en briques et une expression de la croissance économique et de la puissance politique de Stralsund. Signé le 24 mars 1370, le traité de paix de Stralsund résulta des négociations menées entre la Fédération de Cologne (1367) comprenant les villes hanséatiques et néerlandaises d'une part et le conseil impérial du Royaume du Danemark de l'autre. Ce traité renforça le pouvoir de la Hanse qui devint un acteur important au niveau européen.

- Période suédoise

À partir de la fin du XVe siècle, avec le déclin du pouvoir de la Hanse, l'importance politique et commerciale de Wismar et Stralsund s'affaiblit considérablement. À la suite de la guerre de Trente Ans (1618-1648), les deux villes passèrent sous la domination suédoise et jouèrent par la suite un rôle décisif en tant que centres administratifs du système politique suédois. En tant que cour suprême de toutes les possessions allemandes du Royaume de Suède, le tribunal royal suédois fut créé à la cour princière de Wismar (*Fürstehof*). Sous l'autorité suédoise, les fortifications des villes furent reconstruites pour satisfaire aux nouvelles exigences de l'art de la guerre. Bien que les activités commerciales aient été limitées en raison du manque d'arrière-pays, il y eut une brève embellie à partir de 1651 grâce aux exonérations des droits de douane sur les denrées. Avec la défaite des Suédois dans la Guerre du Nord de 1700-1721, Wismar fut occupée par les troupes danoises, prussiennes et hanovriennes et l'infrastructure de défense fut démolie. Wismar demeura sous la domination suédoise après le traité de paix de 1720, mais elle avait déjà amorcé son déclin. Inversement, Stralsund devint la capitale politique de la Poméranie occidentale suédoise. De cette époque, il reste de nombreuses maisons baroques à pignons ainsi qu'un ensemble de bâtiments industriels.

- XIXe et XXe siècles

L'époque suédoise des deux villes prit fin dans les faits au début du XIXe siècle et la situation politique changea. Wismar retourna d'abord au duché de Mecklembourg, mais sa situation demeura ambiguë et la ville conserva des liens avec la Suède jusqu'en 1903. Après le Congrès de Vienne en 1815, Stralsund fut intégrée à la Prusse, mais la situation économique était encore peu florissante. En 1848, Wismar acquit une ligne de chemin de fer qui conduisait au bâtiment d'un nouveau port et favorisa son développement, sans toucher la partie médiévale. Stralsund eut une gare en 1863, ce qui permit d'amorcer le développement industriel. Elle devint aussi le premier port de la marine prussienne. Entre le début du XIXe siècle et le début du XXe siècle, les populations des deux villes doublèrent (celle de Stralsund passa de 15 000 à 32 000, et celle de Wismar de 10 000 à 19 000). Vers la fin de la Seconde Guerre mondiale, les villes souffrirent de bombardements aériens mais les centres historiques échappèrent à la destruction. À partir de 1945, les deux villes firent partie de la zone soviétique puis furent intégrées à la République démocratique Allemande. Durant cette période, les deux villes connurent un fort développement économique avec la création de petites entreprises industrielles, la construction navale et l'expansion des activités portuaires.

Description

Les deux villes, Wismar et Stralsund, possèdent des caractéristiques communes, et leurs différences les rendent complémentaires. Les dimensions des zones proposées pour inscription sont très similaires : 80 ha pour Wismar et 88 ha pour Stralsund. La zone tampon de Wismar est de 108 ha et celle de Stralsund de 340 ha.

La ville de *Wismar* était à l'origine entourée de fossés qui ont été comblés. Le port médiéval implanté au nord est largement préservé. Le *Grube* est aujourd'hui le vestige témoin de l'ancien canal artificiel qui reliait le port aux étangs situés au sud-est. Il constitue aussi une référence pittoresque du paysage urbain actuel avec les structures en formes d'arches qui l'enjambent. La vieille ville est pratiquement circulaire et elle est entourée d'une urbanisation qui a commencé à se développer depuis la deuxième partie du XIXe siècle. Les rues de la vieille ville suivent un plan quadrillé assez irrégulier, témoin du tracé médiéval. L'axe principal est-ouest, la *Lübsche Strasse*, suit le tracé de l'ancienne *Via Regia* qui relie la place centrale du marché et l'hôtel de ville. La forme globale et la silhouette de la ville ont conservé leur aspect historique.

La ville de *Stralsund* construite sur une île de forme légèrement ovale est encore entourée d'eau. La forme globale et la silhouette de la ville sont particulièrement bien préservées pour cette raison. Le développement moderne à l'ouest de la vieille ville est maintenu à une distance suffisante pour laisser les vues sur la vieille ville intactes. Les deux centres de la ville sont le vieux marché au nord et le nouveau marché au sud. Le vieux marché est entouré de l'ensemble exceptionnel de l'église Saint-Nicolas et de l'hôtel de ville.

Les deux villes étaient soumises au code de construction de Lübeck qui réglementait les hauteurs et les gabarits de chaque lot. Un des objectifs du code était de maintenir une

largeur de rue régulière. Dans la première phase de construction de la ville, les parcelles étaient plus grandes et les maisons étaient en bois, puis les parcelles sont devenues plus petites, à la fin du XIIIe siècle, avec l'adoption de la brique comme matériau de construction. Cette taille de parcelle a été conservée par la suite pendant des siècles. Chaque fois qu'une parcelle était reconstruite, le nouveau bâtiment devait conserver la même emprise au sol, entre les anciens murs coupe-feu. La différence réside essentiellement dans l'architecture de la façade sur rue. La disposition des rues fut ainsi conservée. À cet égard, la vieille ville de Wismar est particulièrement bien préservée.

Stralsund et Wismar présentaient des différences dans leurs structures économiques. La première était tournée vers le négoce et les échanges au long cour et à moyen cour de la ligue hanséatique, qui requéraient plus d'espace de stockage. L'activité de la seconde était au contraire centrée sur la production, hébergeant un grand nombre d'artisans et d'agriculteurs. Les maisons de Stralsund sont donc plus vastes que celles de Wismar qui, elle, compte un plus grand nombre de maisons à pignons. Les parcelles étaient généralement occupées par la maison construite sur la rue et une structure de service à l'arrière. La maison du marchand typique est la *Dielenhaus*, caractéristique des villes de la Hanse. Sous le même toit étaient regroupées les fonctions d'habitation, de travail, de commerce et de représentation et la façade à pignon sur la rue était ornée. Les pièces à vivre de la famille étaient généralement situées dans le *Kemladen*, une structure à deux étages située à l'arrière de la maison. Les maisons plus modestes des artisans comportaient généralement deux niveaux et n'étaient pas très profondes. Les maisons devaient bénéficier d'un éclairage naturel suffisant pour garantir les conditions de travail. Elles pouvaient aussi posséder un petit jardin à l'arrière. Ce type de maison s'est maintenu à travers les siècles avec cependant une évolution marquée de la façade sur rue. Il reste un grand nombre de bâtiments médiévaux, les reconstructions ayant épousé les différents styles, Renaissance, baroque et néoclassique.

Le matériau de construction caractéristique de la région est la brique réfractaire, qui est à la base du développement d'un style particulier de « gothique brique », typique des pays de la mer du Nord et de la Baltique. Sur les façades principales, les briques pouvaient être moulées dans des formes décoratives particulières, permettant même une architecture très élaborée. Occupant une position économique dominante du temps de l'apogée de la ligue hanséatique, Stralsund fut à l'origine de formes particulières de construction, d'un langage architectural indépendant connu sous le nom de *Sundische Gotik*.

Wismar et Stralsund possèdent six grandes églises paroissiales, dont l'ensemble représente un vaste choix d'exemples d'architecture sacrée des villes de la Hanse wende. Édifiées en même temps, les plus anciennes d'entre elles, Saint-Nicolas de Stralsund (1270-1380) et Sainte-Marie à Lübeck, reflètent des influences réciproques. Ces deux églises sont les premiers exemples d'introduction du plan des cathédrales du Nord de la France dans l'architecture de brique de la région baltique. Les églises ont eu une influence importante dans la région, par exemple à Wismar, Malmö, Riga et Copenhague. Les autres principales églises de Stralsund sont celles de Saint-Jacob (1310-1360) et son clocher (1400-1420) et de Sainte-Marie (1380-1480). À

Wismar, les églises sont Sainte-Marie (1340-1450), dont seule la tour a survécu à la destruction pendant la Seconde Guerre mondiale, Saint-Nicolas (1370-1490) et Saint-Georges (1400-1600). Ce dernier bâtiment fut gravement endommagé pendant la Seconde Guerre mondiale et est l'objet d'une reconstruction majeure depuis 1990. À elles six, ces églises couvrent une période de construction de plus de deux siècles.

Wismar et Stralsund possèdent toutes les deux plusieurs ensembles monastiques et hospitaliers. À Stralsund, le monastère dominicain de Sainte-Catherine fut fondé en 1251, il est aujourd'hui le plus grand du genre dans la région de la Baltique. Il possède une église halle gothique édifiée entre 1261 et 1317. Le complexe abrite actuellement un musée d'histoire culturelle. Le monastère franciscain de Saint-Jean fut fondé en 1254 et agrandi par la suite ; l'église fut détruite par un incendie en 1624. L'hôpital Heilgeist est mentionné pour la première fois en 1256. Il fut déménagé à son emplacement actuel au début du XIV^e siècle. Endommagé pendant les guerres en 1628 et 1715, il a été rebâti. À Wismar, l'hôpital Heiligen-Geist fut fondé en 1249 au nord de la Lübsche Strasse. L'ensemble de l'église de l'hôpital et la partie résidentielle ont été préservés dans leur forme médiévale, bien que les bâtiments qui les entourent datent du XIX^e siècle.

L'hôtel de ville de Stralsund (XIV^e siècle) donne sur la façade ouest de l'église Saint-Nicolas et forme un ensemble d'une grande diversité. L'hôtel de ville et sa remarquable façade à parement de briques ornementées donnant sur le vieux marché est l'exemple le plus éloquent du style *Sundische Gothik*, à savoir le style gothique de la région de Sund. Le bâtiment comporte aussi quelques importantes extensions de style baroque, comme la colonnade à deux étages dans la cour, construite à la fin du XVII^e siècle.

L'activité de construction se poursuit à l'époque de la Renaissance et de la période suédoise, avec l'édification de plusieurs bâtiments publics reflétant les formes de l'architecture de la Renaissance, baroque et néoclassique, qui donnent au paysage urbain sa spécificité, tout en respectant le rythme médiéval défini par le code de construction de Lübeck. Le somptueux Wismar Fürstenhof est un exemple de ces bâtiments. Le nouvel hôtel de ville de Wismar fut construit dans le style classique en 1817-1819, intégrant des parties médiévales de l'ancien hôtel de ville. Le sous-sol des deux villes recèle d'importants témoignages des niveaux historiques de construction, en partie mis au jour lors de fouilles récentes.

Gestion et protection

Statut juridique

Les biens de Wismar et Stralsund sont principalement la propriété d'entreprises publiques (50 % des bâtiments laïques) ou de personnes privées. Quelques biens appartiennent aux églises, à des fondations ou à la région de Mecklembourg-Poméranie-Antérieure.

La ville historique de Stralsund est protégée dans le cadre d'une zone de conservation (« monument à grande échelle ») depuis 1962, et un dispositif similaire protège Wismar. Actuellement, les villes sont protégées en tant que zone de conservation au titre des lois et réglementations (*Denkmalschutzgesetz*) de la région de Mecklembourg-Poméranie-Antérieure. Dans les deux villes, il existe une liste de bâtiments et de monuments qui sont soumis à une protection particulière.

Plusieurs normes et réglementations locales contrôlent l'entretien des bâtiments et la préservation de l'environnement et de la flore. Il existe aussi des directives qui ne sont pas légalement contraignantes mais qui encouragent des solutions cohérentes et adaptées dans le domaine de la construction.

Gestion

La gestion de la protection des bâtiments historiques en Allemagne est du ressort des gouvernements régionaux, à savoir la juridiction de la région de Mecklembourg-Poméranie-Antérieure et les bureaux de surintendance concernés. Les deux villes possèdent aussi leurs directives de conservation locales, dont les principes sont d'un bon niveau. Les zones proposées pour inscription et les zones tampons correspondantes sont considérées comme adéquates.

Wismar et Stralsund ont adopté un plan de gestion (2000) pour les zones historiques ainsi que des normes visant les zones historiques dans leur ensemble et les bâtiments historiques en particulier, l'entretien et l'aménagement des zones privées de la ville selon leur caractère. De même, des directives définissent des conditions d'occupation et la gestion des fonctions sociales et culturelles appropriées. Celles-ci sont intégrées à d'autres plans qui réglementent la construction, l'aménagement et le tourisme.

Plusieurs projets à grande échelle sont actuellement en cours de réalisation, et l'effectif attaché à la restauration et l'entretien des structures historiques est relativement limité. Une bonne partie des responsabilités demeurent par conséquent entre les mains des propriétaires privés.

Il n'existe pas de mesure particulière visant à contrôler la circulation automobile qui a connu une rapide augmentation ces dernières années. À Wismar, le trafic est essentiellement extérieur, mais une circulation importante traverse le centre de la vieille ville. À Stralsund, un nouveau parc de stationnement est en cours de construction en liaison avec le centre ville.

Les ressources financières étaient réduites à l'époque du gouvernement est-allemand, mais leur niveau a augmenté avec le nouveau gouvernement. Il existe des fonds spéciaux pour la préservation des structures historiques de l'ancienne RDA, et Stralsund, qui a été retenue parmi les cinq villes modèles d'Allemagne en 1990, reçoit à ce titre des fonds supplémentaires. Les propriétaires privés bénéficient de dégrèvements d'impôts et de financements dans le cadre d'un programme de subventions. Les ressources financières demeurent cependant une cause de préoccupation en raison des travaux importants qu'il reste à entreprendre.

Conservation et authenticité

Historique de la conservation

Dans une large mesure, Wismar et Stralsund ont conservé intact leur tissu historique et comptent parmi les villes de la Hanse les mieux conservées. Au XIXe et au XXe siècle, les nouvelles constructions ont été réalisées hors des zones historiques et les ports médiévaux ont été conservés. Cela ne signifie pas qu'il n'y ait pas eu de problèmes. Les deux villes ont été bombardées pendant la Seconde Guerre mondiale, bien que les dommages aient été relativement limités par rapport à d'autres villes.

À Stralsund, environ 15 % des bâtiments historiques ont été détruits, parmi lesquels des églises et des ensembles monastiques, tels que le monastère Saint-Jean et l'église Saint-Jacob. Les dommages causés à Wismar sont moindres mais d'environ 10 à 15 %, en particulier les églises Sainte-Marie et Saint-Georges qui ont été sévèrement touchées. Dans l'après-guerre, les deux villes ont été l'objet de programmes de restauration spéciaux, où sont également intervenus le PKZ polonais. Les ruines de l'église Saint-Georges ont été consolidées dans les années 1950 ; l'église est en cours de reconstruction. En revanche, Sainte-Marie a été démolie dans les années 1960. Même si les villes étaient protégées, et plusieurs monuments restaurés, les fonds ne suffisaient pas à réhabiliter et entretenir l'ensemble des bâtiments historiques qui a souffert d'abandon et s'est détérioré. Quelques bâtiments ont été démolis en raison de leur mauvais état.

En 1989, quelque 14 pâtés de maisons sur les 66 existants devaient être rénovés, ce qui aurait entraîné de graves pertes du tissu historique. Heureusement, cette initiative a été stoppée et, en particulier à partir de 1990, les villes ont été l'objet d'intenses travaux de conservation et de réhabilitation, y compris la construction de nouveaux bâtiments s'intégrant au contexte historique. À Stralsund, 345 immeubles ont été réhabilités et 157 sont sur la liste d'attente ; 68 nouveaux bâtiments ont été construits et 13 sont en cours de construction. Des parcelles vides doivent encore être bâties en ville, les vestiges des anciennes structures devant être préservés sans tentative de reconstruction. À Wismar, le tissu historique a été mieux préservé ; jusqu'à présent, environ 748 bâtiments ont été restaurés et 50 sont des constructions nouvelles. On estime que des travaux de ce type devraient se poursuivre encore pendant plus de deux décennies.

Authenticité et intégrité

Les deux villes historiques ont conservé un nombre impressionnant de maisons et d'entrepôts médiévaux datant de la Hanse, les *Dielenhaus* et *Kemladen*. Même si plusieurs bâtiments ont souffert d'abandon et ont un besoin urgent de restauration, les villes présentent aujourd'hui un patrimoine architectural particulièrement riche : de grandes cathédrales en briques, des monastères, des hôpitaux, sans oublier les nombreux édifices résidentiels et commerciaux datant du Moyen Âge et jusqu'aux XVIIe et XVIIIe siècles, beaucoup sans ajouts modernes. Les fortifications ont été abattues au début du XIXe siècle et il n'en reste aujourd'hui que de petites parties.

L'intégrité visuelle des deux villes est bien préservée grâce à leur implantation, en particulier dans le cas de Stralsund. En fait les bâtiments modernes et industriels ont été construits dans les banlieues, hors des villes historiques. Il est donc possible d'apprécier la silhouette des paysages urbains authentiques qui n'a pas connu de grand changement.

Certains points posent cependant problème. À Wismar, le vieux port est entouré de deux zones industrielles, dont l'une est une ancienne base militaire, aujourd'hui démantelée. À l'ouest du bassin médiéval, une zone est en construction pour accueillir des industries de haute technologie. Un bâtiment vient d'être construit à un emplacement qui risque de masquer la silhouette de la vieille ville vue de la mer. L'attention est attirée sur ce type d'initiative qui pourrait à l'avenir avoir des conséquences sur la ligne d'horizon historique du paysage urbain.

Il n'existe pas d'agrément particulier pour les architectes présentant des projets d'architecture visant des bâtiments historiques. Il conviendrait de prêter une attention particulière aux méthodes de consolidation et de renforcement, ainsi qu'aux détails, tels que les escaliers et les huisseries anciennes, de manière à ne pas perdre le tissu historique lors de travaux d'amélioration.

Globalement, on peut conclure que les villes historiques de Wismar et Stralsund ont conservé leur tissu historique représentant l'évolution sur plusieurs siècles. Parmi celles qui subsistent aujourd'hui, elles sont les mieux préservées de la centaine de villes hanséatiques qui existaient en Allemagne. Leur intégrité historique et la silhouette de leur paysage urbain ont été relativement bien préservés. Les villes contiennent un très grand nombre de structures authentiques représentant l'évolution de la Hanse à la domination suédoise.

Évaluation

Action de l'ICOMOS

Une mission d'évaluation de l'ICOMOS a visité les villes de Wismar et Stralsund en août 2001. L'ICOMOS a également consulté son Comité Scientifique International sur les villes et villages historiques.

Caractéristiques

Fondées au XIIIe siècle, les villes de Wismar et Stralsund sont des centres commerciaux différents et complémentaires parmi les villes de premier plan de la partie wende de la ligue hanséatique, du XIIIe au XVe siècles. Wismar a conservé son port médiéval et le *Grube* qui est le dernier canal médiéval en Allemagne du Nord. Par sa localisation insulaire, le cœur de Stralsund est demeuré inchangé depuis le XIIIe siècle. La ville portuaire possède une silhouette originale, maintes fois reprises par les artistes peintres.

L'époque la plus florissante de Wismar et Stralsund coïncida avec l'apogée de la Hanse, dans la partie wende de la ligue, au XIVE siècle. Stralsund est devenu le premier centre de la ligue, en particulier après la Paix de Stralsund (1370), développant un nouveau langage architectural appelé *Sundische Gotik*, qui s'est diffusé largement dans le sud de

la région de la Baltique. Ce style est illustré par plusieurs grandes églises en briques dans les deux villes ; il intègre les influences culturelles des techniques italiennes de construction des bâtiments en briques et s'inspire de l'architecture des cathédrales du Nord de la France. L'hôtel de ville est l'exemple le plus élaboré de ce style gothique en briques. Les codes de construction médiévaux sont restés en vigueur pendant six siècles, contribuant à conserver intacts le tracé des rues et le parcellaire jusqu'à nos jours. La typologie des maisons bourgeoises des marchands et des artisans, telles que les structures *Dielenhaus* et *Kemläden*, conçue au XIV^e siècle, a été reprise de manière caractéristique dans de nombreuses villes hanséatiques. Aux XVII^e et XVIII^e siècles, les deux villes devinrent des centres administratifs et de défense au sein du royaume suédois, contribuant au développement de l'art militaire et intégrant d'autres influences culturelles.

Analyse comparative

Une analyse comparative des sites, des circuits commerciaux et des monuments hanséatiques a été réalisée par le conseil de l'Europe en 1991. L'État partie a fourni une étude comparative approfondie de Wismar et Stralsund avec les villes principales de la région, prenant en considération l'importance, le type de construction et les fonctions ainsi que l'état de conservation. Cette étude fait partie de l'histoire de la ligue hanséatique, publiée antérieurement.

La ligue hanséatique reliait quelque 200 villes. Environ 80 d'entre elles étaient membres à part entière de la ligue, tandis que les autres y étaient associées à des degrés divers, servant de « Kontor » ou de « Factory », et dont la fonction était celle de fournir des services. En Allemagne même, il y avait plus de 100 villes associées à la ligue. Parmi celles-ci, Stralsund et Wismar sont certainement les meilleurs exemples en Allemagne et soutiennent bien la comparaison avec la ville de Lübeck qui est déjà inscrite. La valeur de Wismar et Stralsund n'est toutefois pas uniquement liée à la période hanséatique. Elles eurent aussi d'importantes fonctions administratives et militaires sous la couronne de Suède et doivent être considérées comme des villes historiques importantes ayant eu une influence majeure dans la région et dont le tissu historique bien préservé est d'une importance remarquable. Elles ont eu une grande influence sur la région en termes de développement de techniques particulières de construction et de types de bâtiments, dont des exemples remarquables ont été préservés.

Les sites inscrits sur la Liste du patrimoine mondial avec lesquels on peut comparer les deux villes sont : Centre historique de Cracovie (inscription en 1978 ; critères ii, iii et iv), Quartier de Bryggen dans la ville de Bergen (1979 ; critère iii), Ville hanséatique de Lübeck (1987 ; critère iv), Monuments historiques de Novgorod et de ses environs (1992 ; critères ii, iv et vi), Centre historique de Vilnius (1994 ; critères ii et iv), Ville hanséatique de Visby (1995 ; critères iv et v), Ville médiévale de Torun (1997 ; critères ii et iv), Centre historique de Riga (1997 ; critères ii, iv et v) et Centre historique (vieille ville) de Tallin (1997 ; critères ii et iv). Toutes ces villes faisaient partie de la ligue hanséatique.

Dans la partie wende de la Hanse, Wismar et Stralsund sont comparables à Lübeck, mais cette dernière revêt une importance particulière en tant que berceau de la ligue hanséatique au XIII^e siècle, tandis que Wismar et Stralsund

sont liées à l'apogée de la Hanse au XIV^e siècle. De plus, il existe des différences des points de vue économique et commercial et également dans l'état de conservation. L'intégrité des centres historiques de Wismar et Stralsund est bien mieux préservée. Comparées à d'autres villes hanséatiques de la région, les villes voisines de Rostock et de Greifswald ont perdu la plus grande partie de leur caractère historique en raison de programmes de reconstruction inconsiderés réalisés dans l'après-guerre.

La ville de Visby est antérieure à la création de la Hanse. Elle se développa à partir du XII^e siècle et devint le centre du commerce de la Baltique au XIII^e siècle, puis elle perdit sa suprématie au profit de Lübeck, au moment de la naissance de la ligue hanséatique. Par son architecture, Visby possède un caractère différent, à la fois dans ses matériaux et son style. Tallin, bien que datant de la même période, possède une structure urbaine et un caractère économique très différents de ceux de Wismar et Stralsund. Dans les cas de Riga et Vilnius et des autres villes mentionnées, les arguments en faveur de l'inscription sur la Liste du patrimoine sont d'un autre ordre et les villes revêtent par conséquent des significations différentes.

De cette comparaison, il ressort que Wismar et Stralsund autant que Lübeck représentent des aspects complémentaires qui participent à la compréhension des villes historiques qui ont fait la richesse des systèmes commerciaux du Moyen Âge et des époques ultérieures en Europe du Nord et en Europe centrale. Ce sont les meilleurs exemples vivants de villes de la Hanse en Allemagne, comportant des constructions typiques de la région wende et ayant eu une forte influence dans d'autres régions.

Recommandations de l'ICOMOS pour des actions futures

Tout en reconnaissant les efforts réalisés par l'État partie pour la conservation et la réhabilitation des villes historiques de Stralsund et Wismar, l'ICOMOS recommande qu'il soit apporté une attention particulière au contrôle de la conception des détails modernes et à l'utilisation appropriée de matériaux et de techniques de réhabilitation des structures historiques. Ce contrôle est particulièrement important pour la conception des nouveaux bâtiments ou des extensions réalisées dans la zone centrale historique et ses environs. Le gabarit et le style de ces constructions devraient respecter la ligne d'horizon et le caractère traditionnels de la ville historique. Les mêmes règles de précaution s'appliqueraient pour le développement éventuel des anciennes zones militaires, des terrains ferroviaires et des zones industrielles.

Breve description

Les villes médiévales de Wismar et Stralsund, sur la côte de la Baltique de l'Allemagne du Nord, étaient des centres commerciaux majeurs de la ligue hanséatique aux XIV^e et XV^e siècles. Passées sous l'administration suédoise et devenues des postes de défense de la Suède sur les territoires allemands aux XVII^e et XVIII^e siècles, elles contribuèrent au développement des types de construction caractéristiques et des techniques de construction du « Gothique brique » de la région de la Baltique, dont on trouve des exemples dans plusieurs grandes cathédrales de brique, l'hôtel de ville de Stralsund et une série de bâtiments à usages résidentiel,

commercial et artisanal, représentant l'évolution sur plusieurs siècles.

Déclaration de valeur

Fondées au XIII^e siècle, Wismar et Stralsund représentent des structures différentes mais complémentaires de centres commerciaux parmi les villes de premier plan de la partie wende de la ligue hanséatique du XIII^e au XV^e siècle. Wismar a préservé son port médiéval et l'implantation insulaire de Stralsund est restée inchangée, avec sa silhouette caractéristique, depuis le XIII^e siècle. Il s'est développé à un nouveau langage architectural appelé le *Sundische Gotik* largement diffusé dans la région du sud de la Baltique, représenté par un ensemble de grandes églises en briques, illustrant des influences culturelles de France et d'Italie. La typologie des maisons de la bourgeoisie, des marchands et des artisans, telles que la *Dielenhaus* et le *Kemläden*, a été conçue au XIV^e siècle et est devenue caractéristique de nombreuses villes hanséatiques. Aux XVII^e et XVIII^e siècles, les villes devinrent des grands centres administratifs et de défense à l'intérieur du royaume de Suède, contribuant au développement des arts militaires et intégrant une strate supplémentaire d'influences culturelles.

Recommandation

Que ces biens soient inscrits sur la Liste du patrimoine mondial sur la base des *critères ii et iv* :

Critère ii Wismar et Stralsund, au premier plan des villes de la partie wende de la ligue hanséatique du XIII^e au XV^e siècle, et grands centres administratifs et de défense du royaume de Suède aux XVII^e et XVIII^e siècles, contribuèrent au développement et à la diffusion des techniques de construction en brique et des types de bâtiments, caractéristiques des villes hanséatiques de la région de la Baltique, ainsi qu'au développement des systèmes de défense à l'époque suédoise.

Critère iv Stralsund et Wismar ont une importance fondamentale dans le développement des techniques de construction et de l'urbanisme qui devint typique des villes commerciales hanséatiques, abondamment illustrés par les principales grandes églises, l'hôtel de ville de Stralsund et les types de bâtiments commerciaux, tels que la *Dielenhaus*.

L'ICOMOS recommande de plus que soit prise en considération la possibilité d'inscrire les villes historiques de Stralsund et Wismar en tant que proposition d'inscription sérielle avec Lübeck. Les trois villes ont joué un rôle de premier plan dans la ligue hanséatique de la région wende en Allemagne du Nord, représentant des aspects complémentaires en termes de commerce, de production de biens et de types de constructions.

ICOMOS, janvier 2002

History and Description

History

The historic towns of Wismar and Stralsund are situated in north-eastern Germany on the Baltic Sea coast. The cities were founded as part of the German colonization of the Slav territories in the late 12th or early 13th centuries. Both cities emerged as important trading places in the 14th century as part of the Hanseatic League. After the Thirty Years' War the towns came under Swedish rule from the 17th to the early 19th centuries. Under the subsequent changing political situations there was a period of stagnation, but from the second half of the 19th century a gradual economic improvement began. The historic centres survived the World War II bombardments and were part of the German Democratic Republic until German unification.

- Foundation

Both Wismar and Stralsund were founded in places that were known to be good anchorages. Wismar emerged at the beginning of the 13th century, 5km from Mecklenburg, an old centre of the Slav Obodrites. It was close to a Wendish fishing village on the seacoast, along an old trade route, the *Via Regia*. In the early 13th century it developed rapidly owing to its favourable location and excellent harbour. The position of Stralsund, further to the east of Wismar, was also chosen for the potential of its harbour, and it gained additional merit from the off-shore island of Strela (later Dänholm). Wismar is first mentioned in 1229 and Stralsund in 1234, already well established in a period when the towns were probably granted corporation statutes. These statutes, known as the Lübeck Law, were aimed at towns in the Baltic region and covered all necessary legal instruments, including common law, commercial law, market law, and building law. Having obtained corporation statutes, both towns also built defence systems, which completed by the end of the 13th or early 14th centuries.

- The Hanseatic period

The Hanseatic League emerged in the 13th century, first as an association of north German merchants who resided in foreign countries. From the end of the 13th century, this association developed into the Hanseatic League of Towns. It soon assumed leadership in the region of the North Sea and the Baltic. In its heyday the League extended to some 200 towns. Centred on Lübeck, the League was organized in four sections: Wendish, Westphalian, Saxon, and Prussian. The most important of these was the Wendish section, which included Wismar and Stralsund. From the 1470s, the power of the Hansa started diminishing, when sea traffic was shifted from the Baltic to the Atlantic with the growing importance of the Netherlands and England. Wismar and Stralsund joined the League in 1293, together with Lübeck, Rostock, and Greifswald.

By the 13th century Wismar and Stralsund had developed commercial activities, involving intermediate trade in cloth from Flanders, wool from England, metal goods from Westphalia, wood, tar, ash, honey, furs, and wax from Latvia and the Rus, salt, at first from Lüneburg, then from the bay of Bourgneuf, wine from the Rhine, France, Spain, and Portugal, and fish from Norway and Schonen. The production of beer became particularly important, especially in Wismar. Beer was a leading product that was used not only as a drink but also as a basic ingredient in food and even in medicine.

At the beginning of the 14th century, conflicts between Wismar and Mecklenburg gave rise to a war between the coalition of north German princes and the Danish King and the emerging towns of Lübeck, Wismar, Rostock, Stralsund, and Greifswald, which were striving for independence. While Wismar suffered a defeat, Stralsund emerged as a leader in 1316, becoming the most powerful city in Pomerania and the capital of the entire region. From here started the heyday of the Hanseatic League, resulting in important building activities, especially from 1330 to 1380. This building boom brought forth the so-called *Sundische Gotik*, a particular form of brick architecture and an expression of the economic growth and increasing political power of Stralsund. The treaty of the Peace of Stralsund, on 24 March 1370, resulted from the negotiation between the Cologne Federation (1367), consisting of the Hanseatic and Dutch towns, on the one side and the Imperial Council of the Kingdom of Denmark on the other. This treaty further strengthened the power of Hansa as a significant actor at the European level.

- The Swedish period

From the late 15th century, with the diminishing power of the Hansa, the commercial and political importance of Wismar and Stralsund was considerably weakened. As a result of the Thirty Years' War (1618–48), both towns came under Swedish rule, later playing a decisive role as administrative centres in the Swedish power system. As the supreme court for all the German possessions of the Kingdom of Sweden, the Royal Swedish Tribunal was set up in the princely court (*Fürstenhof*) of Wismar. Under Swedish rule the fortifications of the towns were rebuilt reflecting the new requirements in warfare. Owing to the lack of hinterland, commercial activities were limited, although there was a brief flourishing from 1651 due to exemption from customs duties. With the defeat of the Swedes in the Nordic War of 1700–21, Wismar was occupied by Danish, Prussian, and Hanoverian troops and all its defensive structures were demolished. Wismar remained under Swedish rule after the peace treaty of 1720 but had already lost its importance. Stralsund, however, became the political capital of Swedish Western Pomerania. A number of Baroque gabled houses, as well as a series of factories, survive from this period.

- The 19th and 20th centuries

The Swedish era ended in both cities at the beginning of the 19th century and the political situation changed. Wismar initially returned to the Duchy of Mecklenburg, but its position remained ambiguous and it still retained a Swedish link until 1903. After the Congress of Vienna in 1815, Stralsund became part of Prussia, but there was little improvement in the economy. In 1848 Wismar acquired a railway link, which led to the building of a new harbour and improved development but left the medieval part untouched. Stralsund had a railway in 1863, which allowed industrial development to begin, and it also became the chief port of the Prussian navy. From the early 19th to the early 20th centuries the populations of the two cities doubled (Stralsund from 15,000 to 32,000 and Wismar from 10,000 to 19,000). Towards the end of World War II the towns suffered air raids but the historic centres remained largely intact. From 1945 both towns were part of the Soviet zone, from which the German Democratic Republic emerged. This period saw important economic development, the establishment of small

industrial companies, the construction of shipyards, and the expansion of the seaport activities.

Description

The two towns, Wismar and Stralsund, demonstrate features that are often similar, though there are also differences that make them complementary. The sizes of the nominated areas are very similar: 80ha in Wismar and 88ha in Stralsund. The buffer zone of Wismar is 108ha and that of Stralsund 340ha.

The town of *Wismar* was originally surrounded by moats, but these were filled on the landward side. The medieval port on the north side has been largely preserved. The so-called *Grube* is today testimony of the old man-made canal that used to link the harbour area in the north with ponds in the south-east. It also forms a picturesque reference in today's townscape with the occasional vaulted structures stretching over it. The old town is nearly circular in overall form and is now surrounded by urban development which began in the second half of the 19th century. The streets of the old town follow a somewhat irregular grid pattern, retaining their medieval form. The main east-west street is the Lübsche Strasse, tracing the ancient trade route of the *Via Regia*, which passes through the central market place with the town hall. The overall form and the silhouette of the town have retained their historic aspect.

The town of *Stralsund* was built on an island slightly oval in shape and so it is still surrounded by water. The overall form and silhouette of the town have been particularly well preserved for this reason. The modern development on the west side therefore remains at a distance, leaving the vistas to the old town intact. The two focal points in the town are the old market in the north and the new market in the south. The old market is delimited by the rather exceptional ensemble of the Church of St Nicholas and the town hall.

Both towns were subject to the Lübeck Building Code, which regulated the size and form of each lot. One of the aims of the Code was to maintain a regular street width. The lots were larger in the first building phase of the town, when construction was in timber, but they were divided into smaller parts in the second phase at the end of the 13th century when the building material changed to brick. This size was then maintained for centuries. Whenever new construction took place on a lot the new building had to be the same as before, fitted between the old firewalls. The difference was mainly in the architecture of the street elevation. As a result, the street pattern of the towns was also maintained intact. The old town of Wismar is particularly well preserved in this regard.

Stralsund and Wismar differed somewhat in their economic structures. The former was oriented towards the long-distance and intermediate trade of the Hanseatic League, requiring more warehouse space, whereas the latter laid emphasis on production and so housed large numbers of craftsmen and agriculturalists. As a result the houses of Stralsund are larger than those of Wismar, where the total number of gabled houses is more numerous. The lots were generally occupied by the main building on the street side with a service structure at the rear. A typical merchant house was the so-called *Dielenhaus* (lobby house) characteristic of the Hansa towns. The building combined living, working, trading, and representation under the same roof and had an elaborate gable elevation facing the street. The living rooms of the family were usually placed in the so-called *Kemladen*,

a two-storey structure at the back of the house. The more humble houses of the craftsmen were generally two storeys high and not very deep. A requirement was to obtain sufficient light to guarantee working conditions. The houses also could also have small gardens at the rear. Whilst these building types continued over the centuries there were variations, and the street elevations reflect the different periods. A number of medieval buildings still remain; others have been rebuilt giving a variety that ranges from Renaissance to Baroque and Neo-Classical.

The characteristic building material in this region was fired brick, which gave the opportunity to develop a particular type of "Gothic Brick" which is typical in the countries of the North Sea and the Baltic. On the main elevations the bricks could be moulded in different decorative forms, even permitting some very elaborate architecture. In its economic position as a leader in the Hanseatic League in its heyday, Stralsund led the way in developing a particular form of construction, an independent architectural language identified as *Sundische Gotik*.

Wismar and Stralsund together contain six major parish churches, which form a representative cross-section of sacred architecture in Wendish Hanseatic cities. The earliest of these is St Nicholas in Stralsund (1270–1380), built in parallel with the Church of St Mary in Lübeck, with mutual influences during the construction period. These two churches are the earliest examples of the introduction of the cathedral pattern of northern France into the brick architecture of the Baltic region. The churches had important influence in the region: eg Wismar, Malmö, Riga, and Copenhagen. The other major churches in Stralsund are St Jacob (1310–60, with a tower built c 1400–20) and St Mary (1380–1480). In Wismar the churches include St Mary (1340–1450; only the tower remains after destruction during World War II), St Nicholas (1370–1490), and St George (1400–1600). This last building was severely damaged in World War II and has been undergoing a major reconstruction programme since 1990. The six churches thus cover over two centuries of church building.

Both Wismar and Stralsund contain a number of monastic ensembles and hospitals. In Stralsund the Dominican Monastery of St Catherine was founded in 1251, and it is today the largest of its type in the Baltic coastal region. It has a long Gothic hall church, built c 1261–1317. The complex is now used as a museum of cultural history. The Franciscan Monastery of St John was founded in 1254 and later enlarged; the church was destroyed in a fire in 1624. The Heilgeist Hospital is first mentioned in 1256; it was moved to its present location at the beginning of the 14th century. After damage in wars in 1628 and 1715 it was rebuilt. In Wismar the Heiligen-Geist Hospital was founded in 1249 on the north side of the Lübsche Strasse. The complex of hospital church and the residential part has been preserved in its medieval form, though the other buildings surrounding it are from the 19th century.

The 14th century Town Hall of Stralsund is located in front of the west facade of St Nicholas Church and forms a unique synthesis of great variety. The Town Hall with its outstanding decorated brick elevation facing the old market is the most eloquent example of the so-called *Sundische Gothik*, ie the Gothic of the region of Sund. The building has also some important Baroque additions, such as the two-

storied colonnade in the courtyard built in the late 17th century.

Building activities continued throughout the Renaissance and the later Swedish period and several civic constructions were added. These reflect the architectural forms of the Renaissance, Baroque, and Neo-Classicism, which give their flavour to the townscape, but they respect the medieval rhythm established on the basis of the Lübeck Building Code. The sumptuous Wismar *Fürstenhof* is an example of these buildings. The new Town Hall of Wismar was built in the Classicist style in 1817–19, integrating parts of the earlier medieval Town Hall. The subsoil of the two towns has preserved an important record of the historic layers of construction, partly being revealed in recent excavations.

Management and Protection

Legal status

The properties in Wismar and Stralsund are mostly owned by public corporations (50% of the secular buildings) or by individuals. Some properties belong to the churches, to foundations, or to the Region (*Land*) of Mecklenburg-Vorpommern.

The historic town of Stralsund was protected as conservation area (“large-scale monument”) in 1962, and similar protection was accorded to Wismar. At the present time the towns are protected as conservation areas under the monument protection laws (*Denkmalschutzgesetz*) of the Mecklenburg-Vorpommern Region. Both cities maintain a list of individual buildings and monuments, which are afforded special protection.

A number of legally binding local standards and regulations control the maintenance and care of the buildings, the environment, and trees and plants. In addition there are guidelines which are not legally binding but which encourage consistency and appropriate solutions in building practice.

Management

The management of the protection of historic buildings in Germany falls under the regional governments, in this case under the jurisdiction of Mecklenburg-Vorpommern and the responsible superintendence offices. Both towns also have their local preservation directives, which are to a high standard in principle. The nominated areas and the relative buffer zones are considered adequate.

Both Wismar and Stralsund have adopted management plans (2000) for the historic areas, including standards for the historic areas as a whole and individual historic buildings, the care and design of private areas in the city in accordance with its character, and guidelines for the qualification of living conditions and the management of appropriate cultural and social functions. These are integrated with other plans relating to building regulations, land development, and tourism.

There are currently several large-scale projects being carried out, and the personnel dedicated to the restoration and maintenance of historic structures is relatively limited. Much of the responsibility therefore remains with private owners.

Unfortunately, there are no restrictions on car traffic, which has rapidly grown in recent years. In the case of Wismar, whilst the main traffic is outside, there is heavy traffic passing through the old city centre. In Stralsund a new parking lot is currently under construction in connection with the city centre.

Financial resources were scarce at the time of the East German government but they are now being increased under the new management system. There are special funds for the conservation of historic structures in the eastern part of Germany, and Stralsund was also selected as one of five model towns in Germany in 1990, thus receiving additional funding. There are also possibilities for tax relief for private owners, and there are funding possibilities resulting from a grant programme. Nevertheless, financial resources remain a problem due to the important tasks still ahead.

Conservation and Authenticity

Conservation history

As a whole, both Wismar and Stralsund have retained their historic fabric fairly well intact, being some of the best preserved Hansa towns. In the 19th and 20th centuries new construction took place outside the historic areas. At the same time, the medieval harbours have also been retained. This does not mean that there have not been some problems. Both towns were bombed during World War II, though the damage was relatively limited compared with that in other towns.

In Stralsund about 15% of the historic buildings were destroyed. This included various churches and monastic complexes, such as St John’s Monastery and St Jacob’s Church. The damage in Wismar was less, but also about 10–15%, and the churches of St Mary and St George in particular were severely hit. In the post-war period both cities were subject to special restoration programmes, involving the Polish PKZ. St George’s Church was consolidated in the 1950s and is currently under reconstruction, whilst the remains of St Mary’s Church were demolished in 1960. Even though the towns were protected and several main monuments restored, there were not enough funds to rehabilitate and maintain the historic building stock, which suffered from neglect and deterioration. Some buildings were demolished due to their poor condition.

In 1989 it was planned to renovate fourteen building blocks out of the total of 66, which would have meant serious loss of historic material. Fortunately, this initiative was stopped and, from 1990 in particular, the towns have been subject to active conservation and rehabilitation work, including also the construction of new buildings fitted to the historic context. In Stralsund, 345 historic buildings have been rehabilitated, and 157 are on the waiting list; 68 new buildings have been built and 13 are under construction. There are still some gaps in the town which are planned to be integrated, preserving the remains of old structures and without attempting reconstruction. In Wismar the historic fabric has been better preserved and about 748 buildings have been restored so far; 50 new buildings have been erected. It is estimated that there will be a need to continue such work at least over the next twenty years.

Authenticity and integrity

The two historic cities have retained an impressive amount of original medieval blocks of Hanseatic warehouses and residential buildings, the *Dielenhaus* and *Kemladen*. Even though several buildings have suffered from past neglect and are in need of urgent care, the towns present today an exceptionally rich architectural heritage, including the huge brick cathedrals, monasteries, and hospitals, not to speak of the numerous residential and commercial buildings dating from the Middle Ages to the 17th and 18th centuries, many without modern additions. The fortifications were demolished at the beginning of the 19th century and only small parts of them remain today.

The visual integrity of both towns has been well maintained owing to their positions, especially in the case of Stralsund. In fact, modern construction and industrial buildings have been located in the suburban areas, outside the historic towns. It is thus possible to appreciate the silhouette of the historic townscapes without major changes.

There are, however, some problems. In Wismar the old harbour is surrounded by two industrial zones, of which one used to be a military base and is now being dismantled. The area close to the medieval basin on the west is the site of construction for high-technology industries. A new building has recently been built in a position where it to some extent masks the silhouette of the old town from the sea. Attention must be given to such initiatives as they could have an impact on the historic skyline in the future.

No licence is required for architects preparing projects for historic buildings. Special attention should be given to the methods of consolidation and reinforcement, as well as to the solution of details, such as old staircases and windows, so as not to lose the historic fabric in on-going improvement work.

Overall it can be concluded that the historic towns of Wismar and Stralsund have retained their historic fabric, representing evolution over several centuries. They are the best surviving out of more than a hundred that formerly existed in Germany. Their historical integrity and the silhouettes of the townscapes have been maintained relatively well. The towns contain an exceptionally large number of authentic historic structures representing the evolution from the Hanseatic period to the Swedish era.

Evaluation

Action by ICOMOS

An ICOMOS evaluation mission visited the towns of Wismar and Stralsund in August 2001. ICOMOS also consulted its International Scientific Committee on Historic Towns and Villages.

Qualities

Founded in the 13th century, Wismar and Stralsund represent different but complementary trading structures as leading centres of the Wendish section of the Hanseatic League of Towns from the 13th to the 15th centuries. Wismar has preserved its medieval harbour basin, and the *Grube* is the last surviving medieval canal structure in northern Germany. The island location of Stralsund has remained unchanged since the 13th century. As a result of

its topographic position, Stralsund has an unmistakable silhouette, well known from artistic representations.

The main role of Wismar and Stralsund coincided with the heyday of the Hansa in the Wendish section of the League in the 14th century. Stralsund became the leading centre of the League, especially after the Peace of Stralsund (1370), developing a new architectural language known as *Sundische Gotik* which became widely diffused in the southern Baltic region. The development of the style is documented in a series of major brick churches in both towns, showing evidence of integrating cultural influences from the brick building techniques of Italy and the cathedral architecture of northern France. The Town Hall of Stralsund is the most elaborate example of this Brick Gothic. The medieval building codes remained in force over six centuries, helping to retain the street pattern and the division of building lots intact until the present day. The typology of houses of the bourgeoisie, merchants, and craftsmen, such as the *Dielenhaus* and the *Kemläden* structures, was developed in the 14th century and became a characteristic feature of many Hanseatic towns. In the 17th and the 18th centuries the towns became major administrative and defence centres within the Swedish kingdom, contributing to the development of military art and integrating another layer of cultural influences.

Comparative analysis

A comparative analysis of all Hanseatic sites, routes, and monuments was conducted by the Council of Europe in 1991. The State Party has provided an in-depth comparison of Wismar and Stralsund with the key towns in the region, considering the significance, type of construction, and functions, as well as their condition. This study is an integration to the history of the Hanseatic League, published earlier.

The Hanseatic League linked some 200 towns in its realm. Of these about eighty were members of the League, while the others had various degrees of association, with in the functions of what were known as “Kontors” and “Factories,” which had the role of providing services. In Germany alone there were over 100 towns associated with the league. Of these Stralsund and Wismar are certainly the best surviving examples in Germany, even when compared with Lübeck, which is already on the List. The value of Wismar and Stralsund, however, is not only related to the Hanseatic period; they also had important administrative and military functions in the Swedish period, and should be seen as significant historic towns which have well preserved their historic fabric of outstanding significance. They had a major influence in the region on the development of particular construction techniques and building types, of which outstanding examples have survived.

The most relevant towns for comparison on the World Heritage List include the Historic Centre of Cracow (1978; ii, iii, iv), Bryggen (in Bergen: 1979; iii), the Hanseatic City of Lübeck (1987; iv), Historic Monuments of Novgorod and Surroundings (1992; ii, iv, vi), the Historic Centre of Vilnius (1994; ii, iv), the Hanseatic Town of Visby (1995; iv, v), the Medieval Town of Torun (1997; ii, iv), the Historic Centre of Riga (1997; ii, iv, v), and the Historic Centre (Old Town) of Tallinn (1997; ii, iv). All these towns were associated with the Hanseatic League.

The closest relation of Wismar and Stralsund is with Lübeck, which is also part of the Wendish section of the Hansa. There are however, several differences. Lübeck's importance was especially as the cradle of the Hanseatic League in the 13th century, while the importance of Wismar and Stralsund coincides with the heyday of the Hansa in the 14th century. Other differences are in the fields of economics and trade, as well as in the state of preservation. Wismar and Stralsund have retained the integrity of the historic urban areas much better. When compared with other Hansa towns in the same region, neighbouring Rostock and Greifswald have lost most of their historic character owing to insensitive reconstruction programmes after the war.

The town of Visby is related to the prehistory of the Hansa. In fact, Visby developed from the 12th century, becoming the centre of the Baltic trade in the 13th century, but then losing its supremacy to Lübeck with the birth of the Hanseatic League. In its architecture Visby represents a different character, both in materials and in typology. The urban structure and economic character of Tallinn, though from a similar period, differ considerably from those of Wismar and Stralsund. In the case of Riga, Vilnius, and the other cities mentioned above, emphasis in the nomination is on different issues, and the towns therefore stand for different meanings.

From this comparison it emerges that Stralsund and Wismar, together with Lübeck, represent aspects that are complementary to the understanding of the historic towns that were at the root of the medieval and later trading systems in central and northern Europe. They are the best surviving examples of Hansa towns in Germany, representing the construction in the Wendish region and having also exercised had a strong influence elsewhere.

ICOMOS recommendations for future action

While recognizing the efforts already made by the State Party for the conservation and rehabilitation of the historic towns of Stralsund and Wismar, ICOMOS recommends that special attention be given to regulation of the design of modern details and the appropriate use of materials and technology in the rehabilitation of historic structures. Such regulation is particularly relevant in the design of new buildings or additions within the historic core area and in its surroundings. The height and design of such constructions should respect the traditional skyline and character of the historic town. This also relates to the eventual development of former military areas, railway yards, and industrial zones.

Brief description

The medieval towns of Wismar and Stralsund, on the Baltic coast of northern Germany, were major trading centres of the Hanseatic League in the 14th and 15th centuries, becoming Swedish administrative and defensive centres for the German territories in the 17th and 18th centuries. They contributed to the development of the characteristic building types and techniques of the Brick Gothic in the Baltic region, exemplified in several important brick cathedrals, the Town Hall of Stralsund, and in the series of houses for residential, commercial, and crafts use, representing evolution over several centuries.

Statement of significance

Founded in the 13th century, Wismar and Stralsund represent different but complementary trading structures as leading centres of the Wendish section of the Hanseatic League from the 13th to the 15th centuries. Wismar has preserved its medieval harbour basin, and the island location of Stralsund has remained unchanged with its unmistakable silhouette since the 13th century. Here, there developed a new architectural language known as *Sundische Gotik* which was widely diffused in the southern Baltic region and documented in a series of major brick churches that show evidence of cultural influences from Italy and France. The typology of houses of the bourgeoisie, merchants, and craftsmen, such as the *Dielenhaus* and the *Kemläden*, were developed in the 14th century and became a characteristic feature of many Hanseatic towns. In the 17th and the 18th centuries the towns became major administrative and defence centres within the Swedish kingdom, contributing to the development of military art and integrating another layer of cultural influences.

Recommendation

That the properties be inscribed on the World Heritage List on the basis of *criteria ii and iv*:

Criterion ii Wismar and Stralsund, leading centres of the Wendish section of the Hanseatic League from the 13th to 15th centuries and major administrative and defence centres in the Swedish kingdom in the 17th and 18th centuries, contributed to the development and diffusion of brick construction techniques and building types, characteristic features of Hanseatic towns in the Baltic region, as well as the development of defence systems in the Swedish period.

Criterion iv Stralsund and Wismar have crucial importance in the development of the building techniques and urban form that became typical of the Hanseatic trading towns, well documented in the major parish churches, the town hall of Stralsund, and the commercial building types, such as the *Dielenhaus*.

ICOMOS further recommends that consideration be given to the possibility of inscribing the historic towns of Stralsund and Wismar as a serial nomination together with Lübeck. All three towns were leading centres in the Wendish region of the Hanseatic League in northern Germany, representing complementary aspects in terms of trading, production of goods, and the typology of constructions.

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