

# Reviving vernacular connections

RAvB - 4e semester

***“ A dynamic transit space of mutual interest for the passing boats and the city.”***

Noordereiland is an island formed by the harbourdevelopment in the middle of the city around 1875. What used to be a centre of trade and connections to other places in the world, is now mainly residential and an outer dike area struggling with high tide and floods. Floods that become worse and more frequent every year. The islands only connections left are two bridges which both give problems when the water level is higher.

The newest Willemsbrugs passage is too low for boats and accidents are already occurring. An important trading route, from the seaport to the rest of Europe. The older Konninginnebrug is the main connection for inhabitants and is so low it floods as regular as the quays of the island.

The vital infrastructure of the island and the waterway is static and not able to cope with the changeability of the water. The value and prosperity of the island and the passing tradingroute is highly affected by the increasing frequency of the floodings and foresee a uncertain future caused by the climate change.

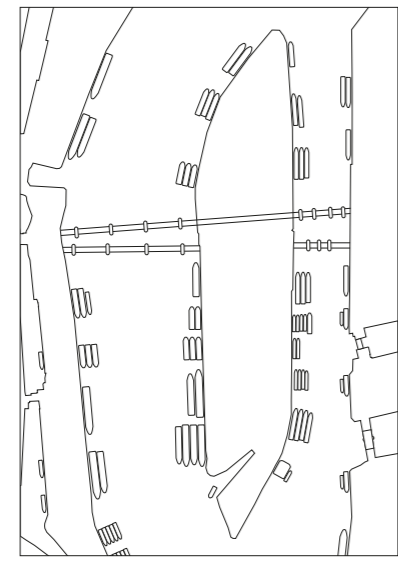
By reviving the connection between the passing boats and the island just like the old harbour typology, the two isolated worlds of boats and the city, find each other again. A new device as connector between the two worlds as changeable and inventive as boats. A device that gives new meaning to the public space of Noordereiland, what used to be the quay that's now regularly flooding. By making a device as dynamic as boats, it will be able to constantly adapt to the changing waterlevel and shoreline to make the connection between the two worlds.

It acts as a new floating transit zone where travelers and inhabitants can revive, restore and regenerate. A place where goods and values are transferred and shared, only to be found there. A place where cultures meet and exchange stories, habits and goods. Two worlds which at first are alienated, merge more frequent.

The design is the outcome of a research to the architecture of boats. The more functional aspects like floating and moving but as well the humanistic negative space in a logistical machine. The crane and cargo hatch in the middle of the square constantly reminds you of the the logistic functions of the device, while the sides of the square have functions a swimmingpool, cabins and a dininghall. The main level is defined by an arched translucent roof. The arched form continues as the base of the elevated dining room with a full panoramic view. Above the arched roof lays a trajectory of walkways to the cockpit of the device. The eyes of the device which is constantly visible. The device refers to the resort like places provided for the people needed for our status quo.

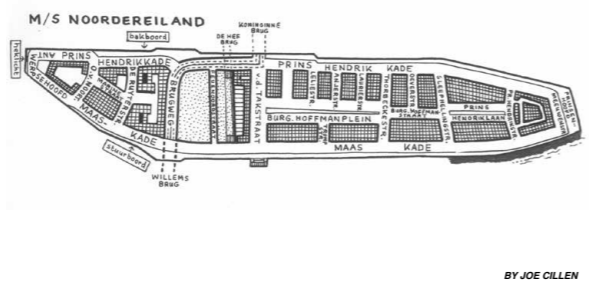


LAND



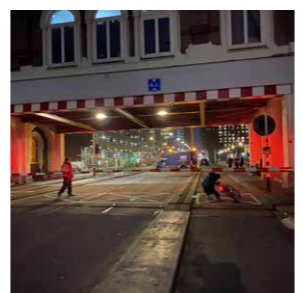
HARBOUR ISLAND

A former sandbank becomes isolated by the excavation of the noorderhaven in 1875. The new formed island would become a centre of logistics between water and land connected by a multitude of bridges. The perimeters of the island were constantly changing by the huge amount of stacked boats.



PROTEST & TEMPORARY CONNECTION

In 1988 a blockade was made in the maas river. By the stacking of more than 40 ships, the busy waterway came to a hold and formed a temporary landscape. Rotterdam had a third bridge just for a couple of hours.



LOSING GROUND

The island is losing public space and connections to the rest of the city.

When visiting the island at times of a flooding, there were workmen blocking the bridge to prevent cars from crossing because the movable part of the bridge was already floating, this happens already at the waterlevel of +250 according to these men.

The connections to the watertaxi led to nowhere. A watertaxi even wanted to dock with passengers but left after a few trial and errors.



OWN RISK

Inhabitants of the island are at their own risk of living there as it is an outer dike area. the main protectionssystem of city has no awnser for the lowest parts of the island . The owners of the place Koozie where te group met wen visiting the island told us they pickpointed specifically a more elevated place before they made their investment.

WATER



VERNACULAR ROTTERDAM

Pictures of the haydays of Noorderiland as harbour are hard to find but still pictures like the one above shows already a huge amount of stacked boats in 1951. Most of the contour of rotterdam is defined by the connection between water and land, while there is little left of this connection. The old harbours have become highrise neighbourhoods while Noorderiland remains in it's old form because of the occupation in 1945.



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FAILING INFRASTRUCTURE

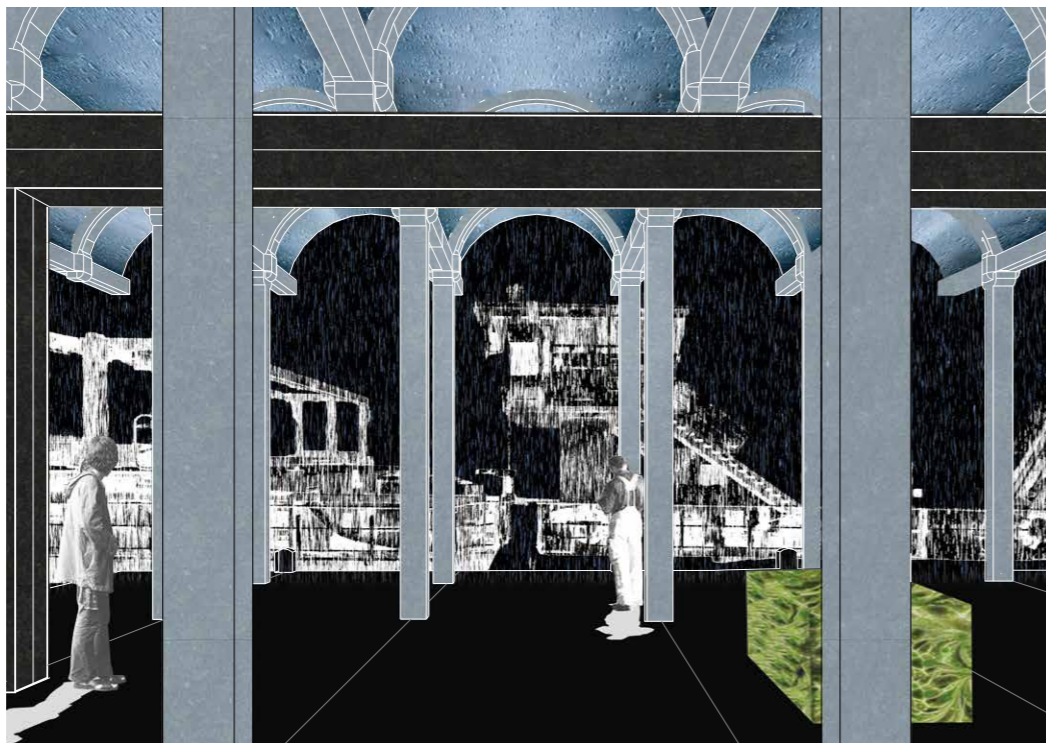
In the beginning weeks of the studio, a boat hit the bridge and lost a couple of containers. My office is close by the bridge and looks out of the water. Everyday you see boats struggling with the limited height. This limited passing height was exactly the same reason for the old willemsbridge in 1981 to be removed.



STOPPINGPLACE IN DANGER

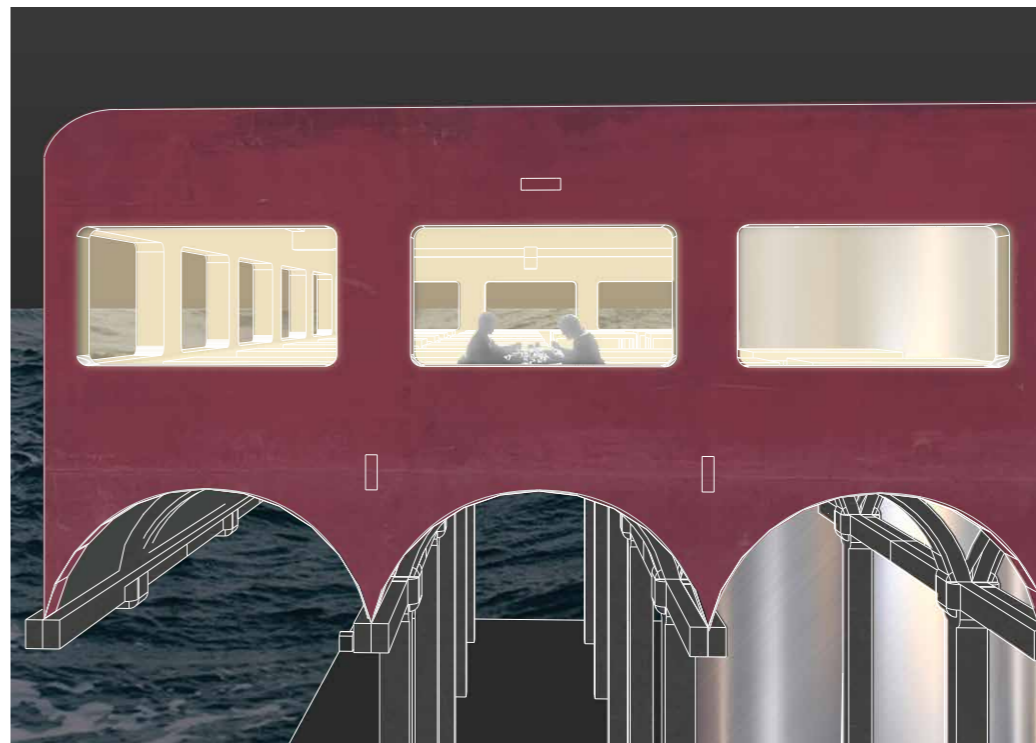
The noorderisland is used by skippers to make their breaks and restore at the quay and floating bunkerstation bunkerrama. At times of the flooding, the hull of the boats formed walls around the island. The space became claustrophobic because of the visually struggling lines and poles that should had to keep the boats in their place. The quay as border is getting more and more uncertainto use, while stops are more needed in the future. The boats will have to wait to be able to go underneath the low bridges more frequently.





#### FIRST ENCOUNTER

Where the travelling skippers set foot on land. Nomads of Europe, Alienated to the citylife. Setting food to land has always been a huge deal for sailors. A euforic moment especially after a long time on the water, it brings opportunities to restore, to trade and the most of value, getting in contact with others. Where these worlds at first feel alienated to eachother, the higher waterlevels and stormy weather drives them together. The device provides an outcome and place to go for both worlds while restoring the vernacular connection.



#### THE TWO MEETING

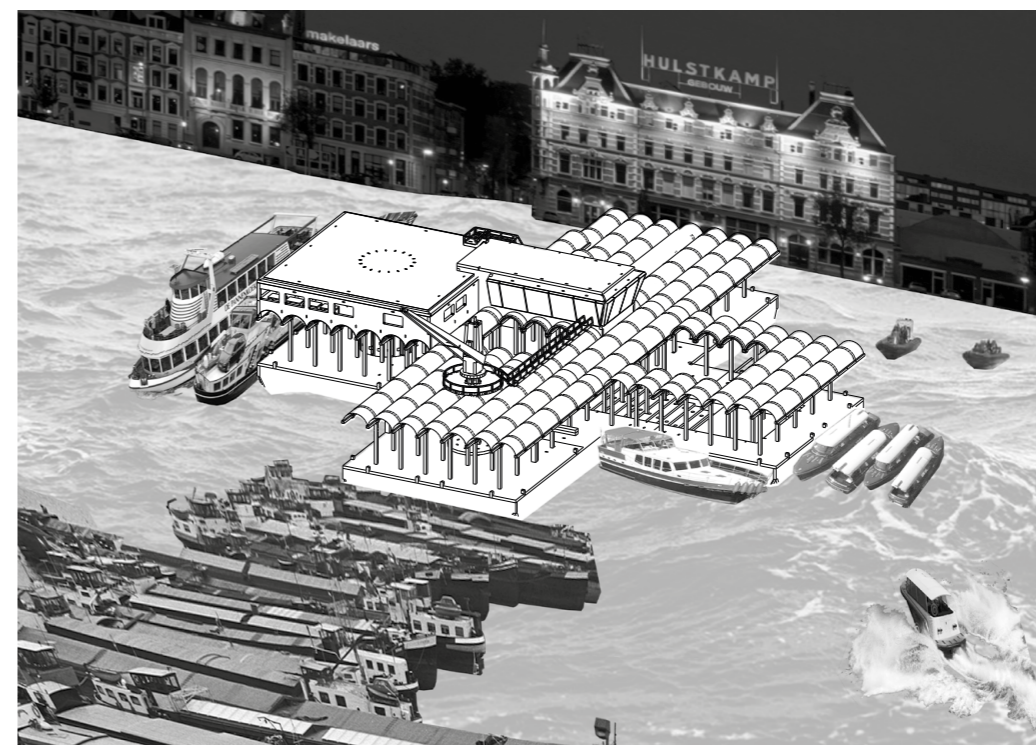
The skippersbar always had a prominent place in the harbour or intersection of the two worlds. A place where people find common ground and get in contact. Contact defined by stories, new relations but trading oportunities as well. The lightsource and reference on the horizon is defined by this gathering place. The windows on the elevated level frame the panorama from inside but signals to the outside at night as well.



#### THE LEISURE OF OUR LOGISTICS

The pool where skippers or people that had to spend the night are refreshing themselves. Later that day the pool will be used to give swimminglessons to the island's children.

The sun passing through the skylight reflects on the cool water while in the back the transferring of goods have already started. A resort-like place in the backdrop of the logistic machine.



#### BROADENING THE PERIMETER

While the perimeter of the noordereiland shrinks with the rising waterlevel. A cluster of different boats broadens the border of the new island. A floating island designed as cross to have as much interactionsurface as possible. Boats which are exposed to the public space. Only a matter of time before the first person tries to cross the stacked boats to find new connections. The right to cross boats to get to your destination.

