



THE INTERNATIONAL  
COMMITTEE FOR THE  
CONSERVATION  
OF THE INDUSTRIAL  
HERITAGE

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The diesel generator at the  
Frigorifoco Bories  
Photo: Jaime Migone

## number 33

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### Inside:

Future harbours -  
from Speicherstadt  
to Hafen-City

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In spite of the opinion that industrialization in Italy is only relatively recent when compared with the major industrial countries in Europe, almost 40 years of hard work by industrial archaeologists in Italy since the early 1970s has led to the discovery of a very large amount of documentation, artefacts and data on centuries of human work based on mechanical forces, a tradition dating back to the Middle Ages that has been renewed by more recent waves of modernization. Such a process has shaped landscapes, coastlines and urban areas, sometimes transforming city centres, often creating intriguing connections with the more well-known cultural heritage that remains for most people in the world the main feature of this country.

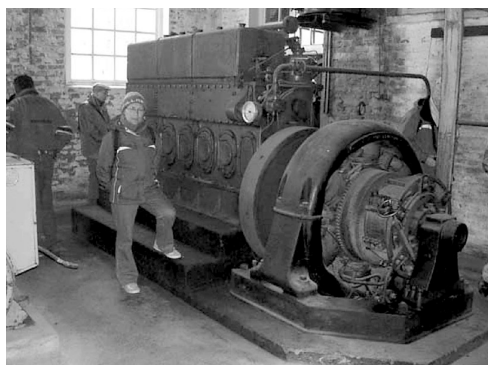
This industrial heritage dates back to before the "industrial revolution", and it was its skills that have created and shaped many "factory-towns" since the Middle Age all over the country, and are responsible of the "light industry boom" of the 1950s and '60s that has changed the country's history after the World War II.

An attempt was recently made to unify the rich variety of different actors, the local groups, the universities, the cultural associations that have been at work during the last decades on industrial archaeology. Unlike the situation in many other European countries, this successful effort led to the formation of a unique organisation resulting from the fusion of many different, often contrasting, associations and individuals. The AIPAI (Associazione Italiana per il Patrimonio Archeologico Industriale) is the only institution operating in the field of industrial archaeology in Italy. Founded in 1997 by a group of specialists in industrial heritage and by some of the most important Italian institutions operating in this sector, AIPAI today relies on about 300 members, including the most important experts in industrial archaeology, and is connected with university departments, research centres, foundations, museums, national and local institutions (Ministries, Regional and Local Governments, State Offices for archaeology, art and architecture, agencies for the promotion of tourism and local development, etc.)

The Association, under the direction of Prof. Giovanni Luigi Fontana, is now divided into regional branches covering almost all the country's 20 regions, from Piedmont and Veneto to Sicily and Apulia. Led by university departments, the local sections can count on many individuals, local institutions and administrations, museums, archives, young voluntary groups to act in order to maximize their efforts, promote surveys, compare research, support technical training and run campaigns for endangered sites.

The special problem of professional training in different sectors of activities involved in industrial archaeology (design, recording, archives, etc.) has been met by AIPAI by

promoting a Masters course in "Conservation, Management and Enhancement of Industrial Heritage" jointly established four years ago by seven Italian universities, the Terni Institute for Culture and History of Enterprise (ICSIM) and some local authorities, and is well on the way to becoming an international Masters course.



The diesel generator at the  
Frigorifoco Bories  
Photo: Jaime Migone

## Opinion

**Que Weimin**

The World Heritage Research  
Center, Peking University,  
P. R. China

## The shape of industrial archaeology in Italy

**Tim Mansfield**  
AIPAI

## ■ Collaboration with ICOMOS

In June, ICOMOS asked TICCIH to suggest experts and academic authorities who could assess four sites which have been nominated for UNESCO's World Heritage List. The sites are the Mehmed Pasa Sokolovic's Bridge in Visegrad, Bosnia, the Velke Losiny hand-made paper mill in the Czech Republic, the Rideau canal in Canada and the Iwami-Ginzan silver mine and cultural landscape in Japan (see TICCIH Bulletin #32, 2006). After consulting the Board and National Representatives, the President put forward a list of international experts, drawn both from TICCIH and elsewhere, for ICOMOS to choose who it wants to visit each site and make the assessments, and to write academic evaluations of the relative importance of the four sites.

## ■ TICCIH received a plea in June

for help from the town Guayacán in Chile, where there is an iron church built by Gustav Eiffel. The pieces of the church were cast in Belgium in 1888 and shipped out to Chile. Now the village is trying to raise funds to restore this rare example of iron architecture by one of the greatest 19th century engineers. The building desperately needs maintenance and repairs, but the town also want to buy an iron altar piece to replace one that was smashed some years ago. The case was passed to the Chile National Representative, Jaime Migone, and a photo of the church has been on the TICCIH web page appealing for anyone who can help to contact Rodrigo Tabora (rodrigotabora@gmail.com).

## ■ Eusebi Casanelles, TICCIH

President, went to going to Uruguay in July to assist the local TICCIH committee and contribute to a new exhibition on the industrial heritage of the country.

## ■ New members

Welcome to new members who have joined TICCIH since the last issue of the Bulletin. They are Marie-Noelle Polino, who lives in Paris and is involved in education in industrial heritage, especially of railways; Alain Gelly, an historian with Parcs Canada; Florence Hachez-Leroy, a French specialist in the history of the aluminium industry; Helen Lardner is a member of ICOMOS Australia with interests in industrial architecture; Liliana Lolic and Patricia Mendez both live in Argentina and are concerned with industrial architecture; Elizabeth Carson-Mee works in heritage management and tourism in England; Carol M.Front is a photographer of industrial heritage in Pennsylvania, USA; Felicia Whiting is a heritage consultant in London; and Hsiao-Wei Lin lives in Chung-Li City, Taiwan and works on landscape design and planning.

Morin Bode is studying on the Michigan Tech industrial archaeology course and is interested in the metallurgical industries and car making, Marta Kornberger is involved in heritage tourism in Ireland and Dimirios Tzortzis Koutsolioutsos lives in Athens. All three are new student members.

The National Science & Technology Museum in Taiwan has become a corporate member, as has the Library of ICCROM, the centre for conservation training in Rome.

Thanks also to everyone who renewed their membership for 2006.

## ■ TICCIH in Peru

The TICCIH committee in Peru has launched a new web site to which TICCIH members are encouraged to visit. COPECOPI, the Comité Peruano de Conservación del Patrimonio Industrial (Peruvian Committee for the Conservation of the Industrial Heritage), was set up in April, 2005 after the conference organised in Lima between TICCIH and ICOM Peru. Its objective is to record, conserve and defend the industrial heritage and is a joint initiative between three industrial museums. See the Peru page on the TICCIH site.

## ■ The next TICCIH Congress in 2009?

A stimulating new proposal to hold the next TICCIH Congress was published in June, and will be presented at the XIII Congress in Terni. It was made by Prof. Dr. Helmuth Albrecht, Director of the Institute for the History of Science and Technology at the Technical University an Mining Academy of Freiberg, in Germany. The title for the proposed congress is 'Industrial Heritage, Ecology and Economy'. This original and very pertinent theme aims at the close connections between environmental, economical, technical, social and historical questions of industrial heritage in our modern world. It should be a forum of presentation and discussion of these issues, and of actual and planned projects and concepts for their resolution.

It is hoped to attract not only the traditional

participants of the TICCIH conferences but be open to participants from many scientific and administrative fields and institutions which are dealing with the ecological, economical and heritage problems of industrial monuments and industrial landscapes.

The following key-sessions are planned:

- Industrial monuments and cleaning up of old industrial sites
- Industrial heritage, environmental protection and the preservation of nature
- Heritage concepts for cleaning up and re-using industrial areas and industrial landscapes
- Economical concepts for the preservation and re-use of industrial monuments, industrial areas and industrial landscapes
- Regeneration through heritage: Reviving and maintaining the social fabric of urban and rural communities
- Industrial monuments and relicts of

industrial culture as elements of cultural landscapes

In addition, more general sessions are planned for:

- New methods of recording and documenting industrial sites and landscapes
- Industrial heritage and regional identity
- Industrial heritage and tourism
- Cross-border concepts for industrial heritage
- Industrial landscapes as part of the UNESCO World Heritage

For information, contact Prof. Dr. Helmuth Albrecht, Director, Institute for the History of Science and Technology, Technical University an Mining Academy of Freiberg, Fuchsmühlenweg 9, D-09599 Freiberg, Germany, T.: +49-3731-39-3406, F: +49-3731-39-2832, E: Helmuth.Albrecht@iwgtg.tu-freiberg.de

■ Among significant historic harbour areas worldwide, the Hamburg Speicherstadt (warehouse city) marks a particularly uniform and coherent grid of warehouses and waterways right on the doorstep of the Hamburg city centre.

Hamburg got the permission to create a specific free-port zone in 1881 as a sort of entrance ticket to the German Reich, established in 1871. That meant the speedy construction of a concentrated area of warehouses, costing about 20.000 people – workers as well as wealthy merchants – their hereditary dwelling places in the traditional Wandrahmviertel. Under the supervision of chief planner Franz Andreas Meyer, who as pupil of Conrad Wilhelm Hase imported the stylistic principles of the strictly neo-gothic "Hanover school", a hectic three-year-period of building began, to meet the 1888 deadline for the customs union with Deutsches Reich. Comprising only warehouses and offices, the merchant city of Speicherstadt took shape in calculated juxtaposition to the centre of the city, therefore carefully putting weight on the highest possible architectural quality. The lively red brick neo-Gothic design of the exterior hid the most modern principles of the time. From the beginning, the Speicherstadt next to central hydraulic was supplied with electricity. Fireproofing determined building materials: upon pile foundations the construction inside the massive brick shells consisted of cast iron (1885-1888), wood (1891-96) and again encased iron (from 1903).

The physical qualities of the architecture was extremely well suited for the goods that were stored in Speicherstadt: mainly tea, coffee, spices and carpets. Immediate access from water as well as road side were ideal. This was and is true still today: temperature and humidity are perfect for high quality goods. Since the 1950s, logistics has changed from water to road transport. Bomb damage was carefully repaired in the 1950s and 60s with an architecture that without copying closely followed the qualities of the pre-1900-era. Nevertheless since the 1980s, city planners cast longing glances on this central piece of the urban topography, first by filling some war-caused gaps by banal modern office block architecture. Next demolition plans and then re-use concepts caused a stir among the Hamburg citizens who were proud of their "world-harbour image". So town planning strategy gave up frontal approaches and switched to salami-tactic steps. Advertising agencies, entertainment and leisure activities took over from coffee or carpet merchants step by step.

In 2000, a spectacular plan was launched by the city government: the "Hafen-City" – "Harbour City" concept was to react to the changes that made Hamburg a growing

## U

Dr Axel Föhl



A boat passing between the tall warehouses of the Speicherstadt  
Photo: Wikipedia Commons

Architectural vision of Herzog & de Meuron's "Elbphilharmonie"  
Photo: Axel Föhl

metropole again after the German reunion in 1990. It comprises more than just the Speicherstadt-area but puts heavy pressure on its space between the city centre

and the future "Hafen-City". One lesson was learned from the civic protests of the 1980s: the overall appearance of Speicherstadt was to remain unchanged. But today, the first line of new offices and some flats alongside the Sandtorhafen, completely lacks "urban density" as prominent architectural critic Manfred Sack diagnoses rightly. At least here town planners limited the vertical dimensions of the new office blocks to those of the historic warehouses across the harbour basin. This will not be true for further building activities which boringly include the standard projects by international "names" like Rem Koolhaas etc.

Speicherstadt will, next to the inevitable loss of its original function, not be threatened so much by demolition as by out-of-scale buildings in its immediate vicinity. That destruction however also looms within, is shown by the bad example of Kaispeicher B – "warehouse-block B" – that presently is converted to a maritime museum, without anybody knowing the size, content and concept of the collection it is to house. For "warehouse block A", a 1950 post-war reconstruction by architect Kallmorgen, a more acceptable future is

planned: Swiss architects Herzog & de Meuron designed an audacious concert house "Elbphilharmonie" on top of the square brick block. For all that want to get a glimpse of Speicherstadt's authentic past, a visit to the Speicherstadt-Museum, a part of Hamburg's Museum of Work inside an old warehouse at St. Annenufer is recommended; to some it may be more interesting than seeing "the world's largest model railway" which is also housed in an old warehouse of Speicherstadt.

Comments to Axel.Foehl@lvr.de



■ Some 3000 kilometres south of Santiago de Chile, in the province of Última Esperanza, in latitudes similar to London in the northern hemisphere and in one of the most solitary and sparsely-populated areas of the planet, is a museum presenting part of the historical memory of Patagonia.

The Frigorífico Bories processed the bulk of the meat produced by the Chilean and also part of the Argentinean areas of Patagonia from 1905 until 1971, when it fell into disuse and decay. In 2005, agricultural reform in Chile made an irreversible change to the industrial

## The Frigorífico Bories (Bories Meat Freezing Plant) and Chilean Patagonia

**Dr.Arq. Jaime Migone Rettig**  
President TICCIH-Chile

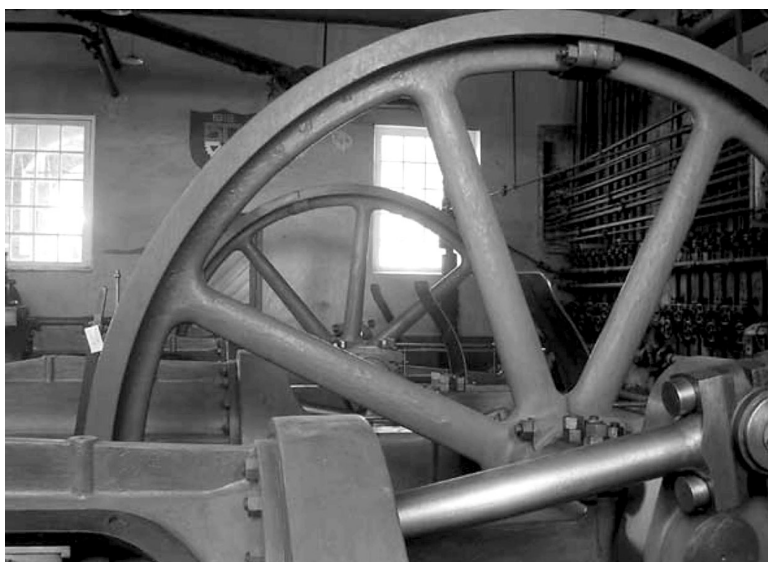
impetus to exports to Europe and the rest of the world.

The plant was then extended with the necessary infrastructure to produce sheep fat, wool and meat with the construction of a huge freezing plant for the conservation of the meat, which was in operation by 1915. These impressive constructions originally covered over 15,000 m<sup>2</sup>, and about 10,000 m<sup>2</sup> are conserved today along with the quay from which the production was despatched round the world.

The generators are particularly interesting, part of a process which evolved from Babcock and Wilcox coal-fired boilers imported from England up to modern American generators of the 1970s. The dock is about 158 m long and linked to the rail network to Puerto Natales, 5 km away.

In general, the site is in good condition although the freezers were dismantled leaving only the compressors for the refrigeration of the meat. Since the end of last year, an important private initiative has made a tremendous effort to have the significance of the Frigorífico Bories recognised, with a project to create a museum on the site. This is now partly open, and visitors can count on a permanent site guide to explain the complex.

The tourist potential of the Frigorífico Bories is important for the Chilean Patagonia, especially Puerto Natales. Thanks to the natural beauty of the area, especially the 'Torres del Paine' national



context of the region and rendered the plant obsolete.

For 30 years it has been abandoned and decaying, suffering the pointless losses associated with negligence and lack of care. It was declared a national monument under the Historical Monuments of Chile Act on 16 September, 1996, a listing which has helped the appreciation of the value of this site but has not contributed either financial or practical measures to its preservation.

Patagonia was settled by pioneers, for the most part German and English, who introduced sheep farming during the 19th century, initially with 300 head of sheep brought from the Malvinas or Falkland Islands in 1877. The German businessman Rodolfo Stubenrauch developed the processing industry with the introduction around 1905 of a degreasing plant, and which was later taken over by the "Sociedad Explotadora de Tierra del Fuego" which gave new



**The compressors for the meat refrigerators**

Photo: Jaime Migone

**View of the site in c.1920**

Photo: Memoria Chilena

park which was declared a biosphere reserve by UNESCO in 1978, there have been more than 150,000 ecotourists during 2005, three quarters of them from over 100 different countries.

This visitor flow is undoubtedly an essential tool to sustain the conservation of the industrial complex. Retaining the relationship between this site and its natural context, matching culture and landscape, promises a new future for this element of the heritage of Chilean Patagonia.

## Australia

### Surfing the net

#### Aedeon Cremin

Australian National Representative

■ As few members of TICCIH have the opportunity to visit Australia, we recommend surfing the net and list below some interesting websites, which will lead on to others.

Canberra: National Library of Australia railway photographs. To commemorate the sesquicentenary of the running of the first trains in New South Wales and similar anniversaries in other states, the NLA is presenting Trainspotting, a display of photographs from the Buckland collection of some 24,000 photographs and an extensive manuscript collection. John Buckland (1915–1989) was a life-long railway enthusiast, and co-author of *Steam Locomotives of the Victorian Railways*. The exhibition is so large it has had to be shown in two parts, and is to end on 16 July: [www.nla.gov.au](http://www.nla.gov.au)

Papers from industrial archaeology workshop in Sydney: In May the Heritage Office of the New South Wales Department of Planning ran a half-day workshop to promote the community benefits of industrial archaeology, and to demonstrate ways of enhancing community access. Some of the papers are now available at: [http://www.heritage.nsw.gov.au/03\\_subnav\\_04\\_01.html](http://www.heritage.nsw.gov.au/03_subnav_04_01.html)

'Challenge and change in ports, their towns and cities' is the theme of the Australia ICOMOS national conference, to be held in Fremantle, Western Australia. See Conferences, p.8. Immediately prior to the conference is the 10th Cities and Ports International Conference: 'Urban territories, port territories; what future in common?' in Sydney. This is dedicated to the exchange of experience in the relationship between port activities and the urban environments in which they are located. This international conference is held every two years and this is only the second time it has been outside Europe and the first time in the southern hemisphere. Topics include cohabitation of port functions and the urban waterfront; redevelopment of port areas; governance; sustainable development of the waterfront; social issues associated with urban/port areas; and maintaining a working maritime waterfront. [www.citiesandports2006.com](http://www.citiesandports2006.com)

The Australia ICOMOS electronic newsletter is the main clearing-house for heritage matters, national and international. It appears fortnightly and is free of charge. To be placed on the mailing list, please contact: [austicomos@deakin.edu.au](mailto:austicomos@deakin.edu.au)

## Bosnia

### Mehmed-Pasha Sokolovic Bridge, Visegrad,



■ The sixteenth-century Mehmed-Pasha Sokolovic Bridge crosses the Drina River in eastern Bosnia. It was built by Sinan (1489–1588), considered to have been the finest architect of the Ottoman Empire, and the bridge is one of nine completed by him, of which six survive. It was repaired several times in the 16th, 19th, and 20th centuries. Three of its 11 arches were destroyed in World War I, while five were damaged in World War II but all were subsequently restored.

The construction of two hydroelectric power plants and a reservoir nearby have contributed to the instability of the bridge and erosion of the submerged sections of the pillars and their bases threatens the stability of the entire structure. Notwithstanding, it has been nominated by the Bosnian government as a World Heritage Site, as this Bulletin reports on page 2.

## Finland

### Helsinki-Malmi Airport

■ Helsinki-Malmi airport is an acclaimed example of functionalist architecture, representative of airport development in Europe during the early days of commercial aviation. When the airport opened in December 1936, its huge hangar could accommodate six Junkers 52 aircraft, making it the second largest in Europe. The Helsinki city government want to demolish much of the airport to build houses, and although the buildings are listed by the Board of Antiquities the site is still at risk.

## Germany

### Conservation of large machines

■ A conference was held in Canberra, Australia in late 2004 called 'Big Stuff:

the conservation of large technological objects'. It examined the problems surrounding the museum conservation of the Big Stuff of the title, large pieces of machinery such as aeroplanes, ships and cars. A series of papers were presented on both the conceptual and the practical aspects of restoring and maintaining large machines, including an interesting discussion about the application of the Burra Charter to technology objects. An admirable aspect of this conference was that all the papers were put on-line at the website of the Australian War Memorial, the national museum about the Australian experience of war which conceived and hosted the meeting. There is a link to the site from the Australian page on the TICCIH website.

Now a second Big Stuff conference is being organised in Germany in the Ruhr Basin (Ruhrgebiet), a classic highly-industrialized coal and steel region in Germany. Big Stuff 2007 is aimed at all of those who are involved with the preservation of large industrial heritage objects and will take place from 11-14 September 2007 in the German Mining Museum (Deutsches Bergbau-Museum) in Bochum and the Westfalian Museum of Industry (Westfälisches Industriemuseum) in Dortmund. The conference language will be English. The organisers write that: For more than 20 years increasing numbers of industrial sites have been declared as monuments. Because of their specific design, their large extent and their high complexity, they were not intended to survive for eternity. Therefore they exceed all dimensions and aspects of monument care practised so far.

Long-term experience with these sites has shown that emergency-based measures, determined by restricted resources – e.g. "ageing" or "controlled decay" – have limited usefulness. An insufficient budget for the rapid conservation of an entire site often results in a decision to abandon large parts of a heritage site "as a precaution." For the near future we have to develop appropriate methods to deal with large industrial monuments. On the same site one may have different maintenance and safety levels for an extended period of time. They can range from very basic to very high level maintenance, wherein unsupervised visitors are allowed to tour the site by means of a "heritage trail." Action-planning and monitoring are the keywords of a practical maintenance strategy.

The Big Stuff conference will be devoted to the "monument-appropriate" preservation and interaction with large objects and infrastructure of industry and technology. At the same time, there will be a major focus on difficult conservation conditions pertaining to industrial objects,

in particular those in "open air sites" (e.g., pit head frames, blast furnaces, etc.).

The conference will establish a network which will continue after the conference, thereby giving continuity to the field of industrial heritage preservation. We should consider the prevailing attitudes associated with the handling of the Big Stuff and discuss whether a Proclamation concerning large objects of industrial heritage (as for example, the Charter of Venice) would be valid, and whether some adjustments to it might be required. The objective could be a designated Charter for large industrial objects (following the one adopted in Barcelona for historic ships).

Contact Stefan Brueggerhoff, Deutsches Bergbau-Museum, Herner Straße 45, 44787 Bochum, Germany, BigStuff07@bergbaumuseum.de

## India

### Watson's Hotel, Mumbai

■ Situated in the heart of British Bombay, Watson's Hotel may be the earliest surviving example of cast-iron architecture in India. It was named after the original owner, John Watson. Fabricated in England and erected onsite between 1867 and 1869, its design is attributed to the engineer Rowland Mason Ordish (1824–1886), who was associated with other notable Victorian cast-iron structures such as St Pancras Station in London. The five-story building housed 130 guest rooms as well as a lobby, restaurant, bar, and atrium at ground level. The main façade of the hotel was distinguished by building-wide open balconies on each floor that connected the guest rooms.

## Panama

### Panama Canal zone

■ The Panama Canal followed the successful construction of the Suez Canal by Ferdinand de Lesseps from 1854–69 as a transportation link for ocean-going vessels. De Lesseps started work on the Panama Canal in 1884 and it was completed by American engineers in 1914. Eighty kilometres in length, the canal with its monumental locks cuts through a cultural landscape of colonial ruins, towns, sweeping vistas, and dense tropical jungle.

Since the return of the Canal Zone to Panamanian control in 1999, the 1,400-kilometer strip of land surrounding the canal has undergone dramatic changes,



with the initiation of large-scale infrastructure projects and radical alterations to historic structures.

UNESCO has drafted a proposal to preserve a network of identified sites, including architectural and engineering works, built and natural landscapes, industrial artefacts, and cultural monuments that define this unique cultural landscape, but there is a need for a local participatory process to ensure the preservation of the complex area, and perhaps the designation of the Canal Zone as a World Heritage Site.

## Spain

### Segovia Aqueduct

■ The Aqueduct It is one of the best preserved Roman aqueducts and remains the most prominent symbol of the city to which it supplied water into the twentieth century. It was erected around A.D.50, with 120 pillars supporting a two-story arcade. The workings of the Aqueduct extend for 14 kilometres through an urban complex that was declared a UNESCO World Heritage Site in 1985.

This has not been sufficient to protect the structure, which suffers from lack of maintenance, differential decay of stone blocks, water leakage from the upper viaduct, and in some areas pollution. Surprisingly, there is still no comprehensive management plan for the site, supporting arguments made before in these pages that designation as a World Heritage Site by no means guarantees conservation of a historic monument if local involvement is inadequate.

Thanks to the World Monument Fund Monuments Watch, [www.wmf.org](http://www.wmf.org)

## Switzerland

### New on-line inventory

**Dr Hans-Peter Baertschi**

Swiss National Representative

■ The Society for History of Technology and Industrial Heritage in partnership with

the Swiss Heritage Society have launched ISIS, an Information Platform of Significant Industrial Sites, to make people aware of the industrial heritage of Switzerland and its border areas. The platform includes 3,150 listed objects and 500 illustrated sites.

ISIS makes known both conserved and destroyed monuments and allows for comparisons and relative valuations. It categorises industries from production to transportation with classes such as machines, archives, and high- and low-rise constructions.

Additionally, ISIS gives advice on interesting trips through our industrial past, promotes the exchange of historic industrial information and materials between museums, archives, and private interests, and provides a comprehensive basis for the study of Swiss industry and technology. The site is in German, French and English. ISIS: <http://www.industrial-heritage.ch/E/index.htm>

## World

### The five Most Endangered Industrial Sites

■ Presented here are the five sites that might be of direct concern to industrial archaeologists which appear among the 100 Most Endangered Sites published by the World Monument Fund in its 2006 World Monuments Watch list. The list comes out every two years to call international attention to cultural heritage sites around the world threatened by neglect, vandalism, armed conflict, or natural disaster. They are selected from proposals made by governments, preservation professionals, associations or individuals. They can be of all types and any period, and may be archaeological sites, architecture, structures or landscapes.

Noteworthy in the new list is the absence of any single site directly associated with industry or the 'heritage of production'. This may be because none are at risk, or because the Monuments Fund don't take industrial sites seriously, but it may also be because no one has proposed one. Previous lists included the Tour & Taxis warehouses in Brussels, the windmills of Mallorca and the Humberstone mining complex (see Bulletin #32, 2005) and the elevators of Valparaiso in Chile, but not a single factory building has ever received the dubious recognition as one of the 100 Most Endangered Sites in the world.





**Moscow**

**The Zuev Workers' Club, 1927 | 1929, Ilya Golosov**

Photo: MAPS (Moscow architecture preservation society)

## **Heritage at Risk: ICOMOS and DOCOMOMO conference**

**Tuija Mikkonen**

■ MARHI, the Moscow Architectural Institute, hosted the international conference "Heritage at Risk – Preservation of 20th Century Architecture and World Heritage" in Moscow on the 17-20 April. The international organisers of the conference were ICOMOS, DOCOMOMO, World Monuments Fund and International Union of Architects. The conference with 120 foreign participants from 30 countries and a large number of Russian experts from different parts of the country was an important event in order to define the significance of modern architecture in Russia, especially that of the 1920s and 30s.

The 20th century architectural history of Russia and Soviet Union is a series of periods, where contemporary political powers formed the built environment emphasising their targets with special outlook and stylistic features expressing the contents of the political goals. A central task of young Soviet-Russia of the 1920s and 30s was to create a new society and a new man. New building types were invented and developed for this reason, such as commune houses, common kitchens and union clubs. The first rank Russian architects, Konstantin Melnikov, Moisey Ginzburg and so forth, were involved in these projects.

During Stalin's governance, the Constructivist forms were regarded as too radical and the architectural language returned to the classical forms. The most visible monuments of this period are

seven skyscrapers built in Moscow in 1948-53. The underground rail system was also established during Stalin's time from 1935 onwards. This is today at risk for several reasons. In addition to serious humidity problems, the awkward restoration measures of the underground stations make a real risk for these marvellous artistic masterpieces.

Khrushchev's period, from the mid-50s onwards, was known for grey five-storey standardised apartment blocks made in concrete panel technology. Large suburbs of Moscow and other cities were populated by offering people simple, standard accommodation. Typical for this period was that high quality was replaced by quantity. The preservation policy concerning the built environment of this period is problematic, although the dwelling houses in the suburbs is a phenomenon that would be worth listing. In the 1960s the scale expanded, and one extreme product of that period is the Hotel Rossiya in the downtown of Moscow, which is now under destruction. This enormous hotel with 2700 rooms, concert hall, shops and other services will be replaced by a new hotel.

The conference approved a declaration where the international importance of the Russian Avant-garde movement was underlined. The declaration appealed for the urgency of preventing from damage the 20th century properties worth of listing and recommended the Russian authorities to secure Federal heritage

listing of the most valuable 20th century monuments. Furthermore, the organisers signed a resolution to promote the preservation of Konstantin Melnikov's house and collection in Moscow.

## **Cambridge**

## **II International Congress on Construction History**

**James Douet**

TICCIH UK National Representative  
RCAHMS Survey & Recording

■ Construction history is one of those areas of research that overlaps with industrial archaeology, especially in the construction of industrial buildings, and in the history of the production of different building materials – bricks, iron and steel, lime and cement, and so on – and TICCIH was well represented at this five-day event held at the end of March. The meeting followed the tremendous First International Construction History Conference in Madrid in January, 2003, which demonstrated the growth in construction history as an independent discipline, and the demand for closer international collaboration between construction historians.

The 2006 event was arranged by the British 'Construction History Society' which structured the papers in different thematic blocks. Of interest to TICCIH members might be those on the history of bridge engineering, of steel and concrete and of timber engineering, on building archaeology and on the history of site practice, as well as the historiography of the construction history.

Delegates received a 3-volume set of the Proceedings as part of their registration, and those who could carry off the 8.4 kg set took home all the 198 papers which were delivered at the Congress. Limited copies are still available for £110 from the CHS  
Treasurer  
([michael.tutton@virgin.net](mailto:michael.tutton@virgin.net))

While the subject of an international society for construction historians was much discussed, no one has yet accepted that challenge, and for the time being, international collaboration will continue to be structured around periodic events like this one. At the end of the Cambridge meeting, a proposal was made by the Berlin-Brandenburg Construction History Group to host a third congress in May, 2009 in Cottbus, Germany, 100 km south of Berlin in an area which exemplifies the challenges of transforming late-industrial landscapes into the 21st century.



## Message from the President

■ The three years that separate one Congress from the next mark the seasonal rhythms for an organisation like TICCIH, each one prompting a process of retrospection – how far have we come? – as well as optimism – how much further could we go? Sometimes, for a small organisation with a specialised field that attempts to maintain a global reach, simply surviving from one international meeting to the next is an achievement. Instead, since the XII Congress in Moscow and Nizhny Tagil we have had regional and intermediate conferences in Peru, Japan, Norway and Chile, two meetings of all the national representatives in Barcelona and the seminar with ICOMOS that marked World Sites and Monuments day in the

spring of 2005. Twelve issues of the Bulletin have been published and the web page has been restructured and updated. While the membership has been stable with around 250 members, its geographical spread has shifted, and there is now a much greater participation in South America, which has been our main 'growth area'.

Our concerns have also continued to evolve, as the subjects of the conferences indicate: how to use industrial heritage to reanimate the economic life of towns and regions; industrial heritage tourism; landscapes rather than sites or monuments as a framework for study; and as the recent proposal for our 2009 congress indicates, how should we relate conservation of industrial heritage with wider ecological concerns?

We also need to consider how TICCIH might evolve in the future. Our geographical coverage is still slight in Asia, which is

why the opportunity of organising a conference in Mumbai in India has such appeal. The TICCIH/ICOMOS seminar raises the possibility of collaborative meetings with international organisations in other related fields – the history of technology, for instance, historical archaeology, military history or 20th century architecture. How can we disseminate further the values and concepts and techniques of TICCIH's charter, signed during the 2003 conference by me and Eugene Logunov, whose death in 2004 was such a sad loss for TICCIH, and such a brutal one for his family?

I am sure these days that many of us will enjoy in Italy will be a happy occasion for renewal: of old acquaintances and friendships as well as of our professional knowledge and curiosity. I look forward to welcoming all the delegates in Terni and to our three-yearly celebration of international collaboration.

## TICCIH Conferences

More conference information at  
[www.mnactec.com/ticcih/news.htm](http://www.mnactec.com/ticcih/news.htm)

### Italy

#### XIII TICCIH congress

Terni

18-23 September, post congress  
tours 18-25 September, 2006.

■ The thirteenth full TICCIH conference has two plenary sessions, 'Industrial heritage and

urban transformation' and 'Productive areas and industrial landscapes', and 16 workshops, with Board and National Representatives meetings on Thursday 14th and the General Assembly on Monday 18th.

There is an intense programme of study visits during the conference and two tour options, one to Naples

and the other to the main Italian industrial and artistic centres, culminating in Rome. English and Italian are the official languages. Congress Secretariat: ICSIM, via 1 Maggio, 23, 05100 Terni, Italy, +39 74444 07187,

[info@ticcihcongress2006.net](mailto:info@ticcihcongress2006.net),  
Congress website:  
[www.ticcihcongress2006.net](http://www.ticcihcongress2006.net)

## World Conferences

### United Kingdom

#### Association for Industrial Archaeology (AIA) annual conference

Isle of Man

8 – 14 September, 2006

■ Conference website: [www.industrial-archaeology.org.uk/aconf06.htm](http://www.industrial-archaeology.org.uk/aconf06.htm)  
[aia@ie.ac.uk](mailto:aia@ie.ac.uk)

### United States

#### World Canals Conference

Bethlehem, Pennsylvania

12-14 September, 2006

■ Industry to Recreation, Greening the Coal Canals. National Canal Museum, 30 Centre Sq., Easton, PA 1804-7743. Conference website:

[www.canals.org/wcc/index.html](http://www.canals.org/wcc/index.html)

### Turkey

#### IXth International DOCOMOMO Conference

Istanbul & Ankara

25 September – 1 October, 2006

■ "OTHER MODERNISMS", Conference website:  
[www.docomomo.org.tr](http://www.docomomo.org.tr)

### Spain

#### VIII International conference on industrial heritage.

Water: Architecture, Engineering and Culture

Gijón, Asturias

27-30 September, 2006

■ INCUNA's annual conference has a mix of invited overseas and Spanish papers with a tour of sites related to water and hydraulics, built by engineers from the Roman occupation up to the present day. Contact Maria Amor Diaz Alonso,

[incuna@telecable.es](mailto:incuna@telecable.es), Conference website: [www.incuna.org](http://www.incuna.org)

### Romania

#### 5th international conference and workshop on industrial archaeology

10-15 October 2006.

■ A wider perception of the industrial heritage of Romania as well as of the scientific activity in the field. Study visits to the industrial region of Caras Severin and around Bucharest, especially mining sites that are about to close. Info: Irina Iamandescu, [irina.iamandescu@cultura.ro](mailto:irina.iamandescu@cultura.ro), [irina\\_iamandescu@yahoo.com](mailto:irina_iamandescu@yahoo.com)

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There is an on-line membership form on the web page.

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