

**THE PORTS  
PORTABLE**  
**A CULTURAL  
TRAVEL GUIDE  
TO THE PORT  
CITIES OF  
ANTWERP,  
HAMBURG &  
ROTTERDAM**

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...project that was implement-  
...at was part of the broader Kop  
...t, has been only a partial suc-  
...the catering aspect never really  
...gh there were initially quite a  
...on the ground floor of the con-  
...building, the majority closed  
...matter of years. An exotic super-  
...ever held out. Likewise, many of  
...in the Entrepot complex are not  
...uilding and open spaces have  
...vamped in the hope that this  
...shops and catering. The marina,  
...proven a success and is to be  
...ction of Binnenhaven beyond  
...d, most likely, as far as Spoor-  
...more distant future.

...n stands *De Peperklip*. This  
...mplex from 1981 in the shape  
...reshadowed the development  
...as a residential area. However,  
...maintain that, with the realisa-  
...ous new building projects, the  
...as lost its soul.

...ffsweg is located at the end of  
... (Railway Dock), which was  
...875 for transhipment between  
...The station and marshalling  
...side of the dock were the  
...er episode during WWII. On the  
...between Binnenhaven and  
...there used to be a municipal  
...ts 24 (Shed 24). Under Nazi

...thousand Jews from Rotterdam  
...resent themselves here on 30  
...at was referred to as 'police-  
...ur expansion in Germany'.  
...ividuals obeyed the order. From  
...24 was the place from where  
...ere deported to the transit

camp of Westerbork and on to the extermina-  
...tion camps. In all, some 12,000 people were  
...deported from Handelsterrein of whom just  
...2,000 would survive. The present-day square  
...and the light object by Pieter Figdor were inau-  
...gurated in 1999. Further along, at Eva Cohen-  
...Hartogkade, stands another section of the so-  
...called Chinese Muur, which used to encircle  
...Handelsterrein. At the wall, a *memorial plaque*  
...recalls the tragedy of Loods 24 and the depor-  
...tation of thousands of Jews.

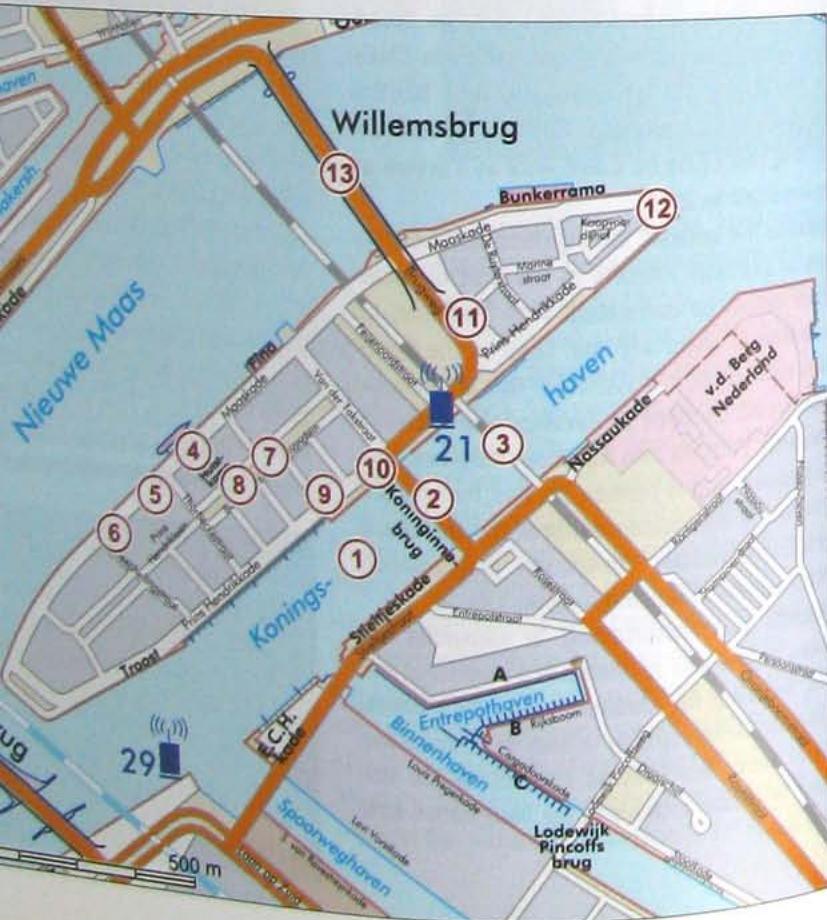


**Loods 24** on Gemeentelijk Handelsterrein was originally intended for storing tobacco. From 1942, it was used as a departure centre for Jewish citizens who were deported to the Nazi death camps. The new square, known as Plein Loods 24, with its light object and memorial plaque at a surviving section of wall around Handelsterrein, recall this horrific episode.

### MS Noordereiland

#### NOORDEREILAND

1. Koningshaven 2. Koninginnebrug 3. De Hef (Koningshavenbrug) 4. Former offices of Frans Swarttouw's Havenbedrijf 5. Former Hulstkamp distillery 6. NE Gallery Joe Cillen 7. Memorial column for T.J. Stieltjes 8. Ruim II 9. Light mast 10. Prins Hendrikkade 11. Het Noorderlicht 12. Ship's horn 13. Willemsbrug



With the digging of *Koningshaven* (King's Dock) in 1872, an island was created that would be known as Noordereiland. It connected with Feijenoord via a road bridge called Koninginnebrug and a rail bridge. Initially, both bridges were swing bridges. However, the original *Koninginnebrug* (Queen's Bridge) from 1876 was severely damaged in a collision involving a German cargo ship in 1918 and would eventually be replaced in 1929 with the present-day double bascule bridge with characteristic bridgemaister's houses with copper roofs.

The rail bridge from 1877 had to make way in 1926 for the impressive *Hef* (Lift), or *Koningshavenbrug* as it is officially called. The latter was decommissioned in 1993, after the completion of the railway tunnel between the Central Station and Feijenoord. The rail bridge, an icon of modern industrial Rotterdam, was listed in 2000 as a State monument.



The Dutch avant-garde filmmaker Joris Ivens (1898-1989) achieved his international breakthrough in 1928 with a short film called *De Brug* (The Bridge) in which the monumental Koningshavenbrug, commonly known as De Hef, played the lead. The UK magazine *Close-up* described the film, in which the camera moves in the eye of an oncoming train, as a "pure visual symphony".



Noordereiland itself has always been an out-of-the-way part of the city and, up to this day, can only be reached via a bridge or on the water.

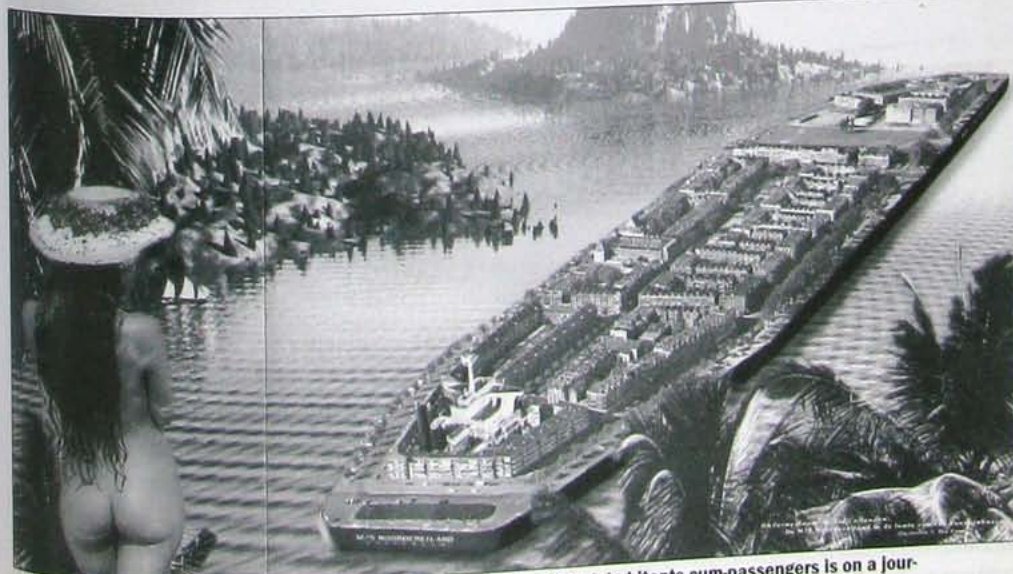
Initially, it was a residential neighbourhood for people employed in the maritime or inland navigation sector. It had, on the whole, quite a balanced social mix. The shipowners, freight forwarders and port magnates settled around Prinsenhoofd and in the stately homes at the west side of Maaskade, which was also a mooring place for domestic steamships. Dockworkers and other less well-off citizens tended to live on the east side.

There was also semi-industrial activity going on. In 1883, seven years before Philips embarked on his maiden experiments, Holland's first commercial light bulb factory was established here, though it must also be said the plant was closed down again only twelve years later. Other industrial establishments on Noordereiland were a ship repair company, which lives on in the name *Sleephellingstraat* (Slipway Street), a printing plant and the *Hulstkamp distillery*, the main building of which, at Maaskade no. 120, is still used as a conference venue and party hall. A few houses along, at no. 113, is where the offices of *Frans Swarttouw's Havenbedrijf* used to be located. Aged only 18, Frans Swarttouw (1868-1949) established a stevedoring company that specialised in bulk. Under the motto 'Wij pakken alles' (We handle anything), it developed into one of the largest cargo-handling firms in the port of Rotterdam. The name Frans Swarttouw's

Havenbedrijf disappeared in 1992 after a merger.



In 1922, Frans Swarttouw's Havenbedrijf moved into this majestic office building at Maaskade. It was originally built for the Rotterdam shipowner Willem van Driel. By 1979, Swarttouw had outgrown the building, and it was taken over by a real estate agent.



Welcome aboard the MS Noordereiland, which in the imagination of its inhabitants-cum-passengers is on a journey to all kinds of exotic destinations.