

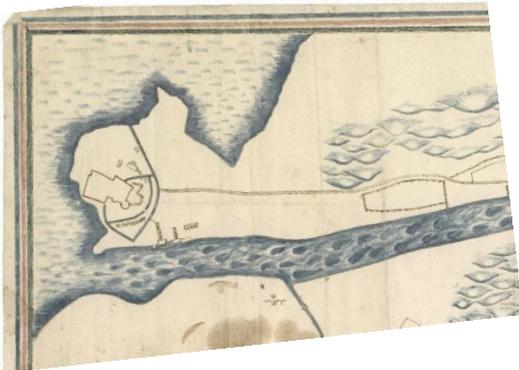


From Linnanniemi into a port area

Turku Museum Centre (TMK), Kaarin Kurri 11 September 2019

According to tradition, the first fortification to guard the mouth of the Aura River was constructed as early as the 12th century. According to historical records, the construction of Turku Castle started around 1280, on an island that later became known as Aniniemi. In the first phase, the castle was a closed, rectangular and fortified encampment with a tower at both ends. The encampment was turned into a closed fortress over the course of the 14th century. The castle grew to its present size, which includes a bailey, in the second half of the 16th century.

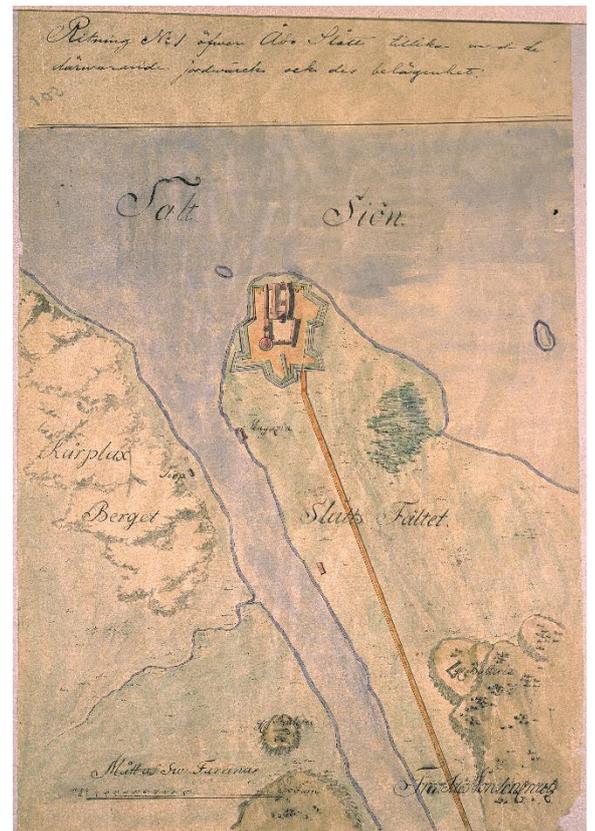
In the late 13th century, the water level in the Aura River was roughly 3.5 metres higher than it is today, and the areas around the mouth of the river were open. Over the centuries, the island expanded and eventually merged with the mainland. A castle field gradually grew around the castle's walls as a result of reliction and accretion. This served the castle's financial interests. The castle field also housed the crown boatyard and the castle garden, among other things.

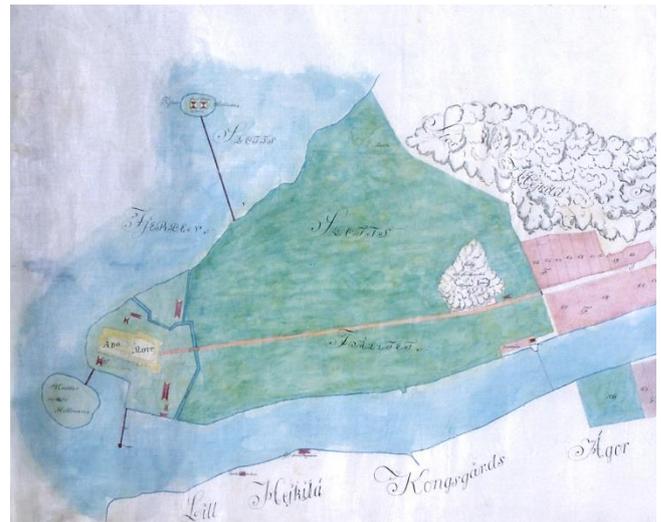
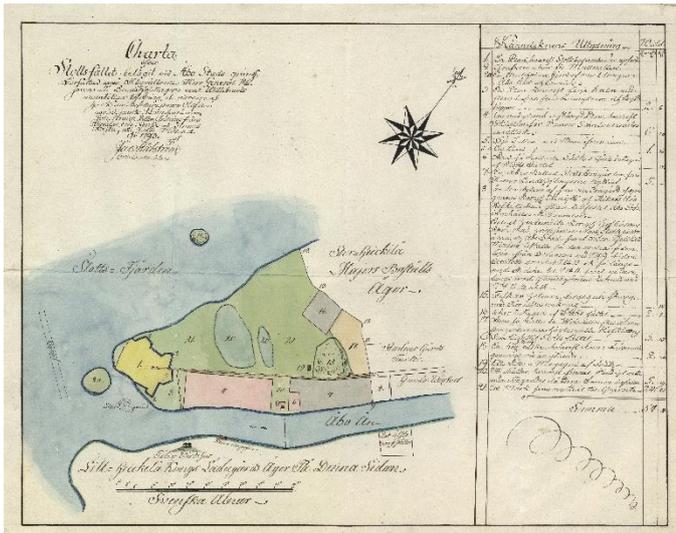


1634



1734





The castle field in 1793 and 1808, when Multasaari Island started taking shape. Images TMK.

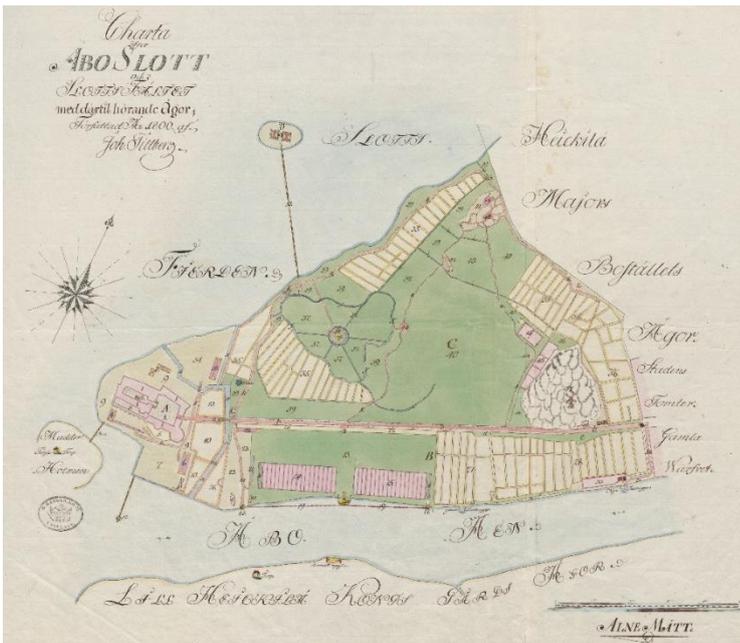
The castle area grew as a result of the dredging of sea lanes, which started in the 18th century. The first dredging facility, which was apparently operated with a horse gin, was procured in 1730. It was used for dredging a sailing route, i.e. canal, at the river mouth. As a matter of fact, Kanavaniemi (lit. canal cape) became the established name of the area. The soil dredged from the sea lane gradually formed a cape, merging the islands of Multasaari and Kalastajasaari, also known as Ruutisaari, into a field in front of the castle.

The most glamorous period of court life at the castle ended in the latter half of the 16th century, after which the castle served as the official residence of the provincial governor and as a storehouse and provincial prison, among other things. Provincial governors continued upholding the garden culture started by Duke John (who grew cherries and had a garden with apple trees and herbs near Turku Castle), and a Renaissance-style garden with straight corridors still existed within the moated area in the early 19th century. Another pioneer of park art in Turku was the English-style garden built on the reclaimed land that formed the castle field by Vice Admiral Victor von Stedingk in the 1790s. It featured obelisks and serpentine corridors.

Shipbuilding activity, which started at the river mouth in the Middle Ages, advanced to industrial production in the 1740s as a result of the construction of a shipyard and ropewalk on the bank of the Aura River by Robert Fithie, an Englishman. Artisans and carpenters of 'Sweden-Finland's' Navy also settled down to live in the castle field.

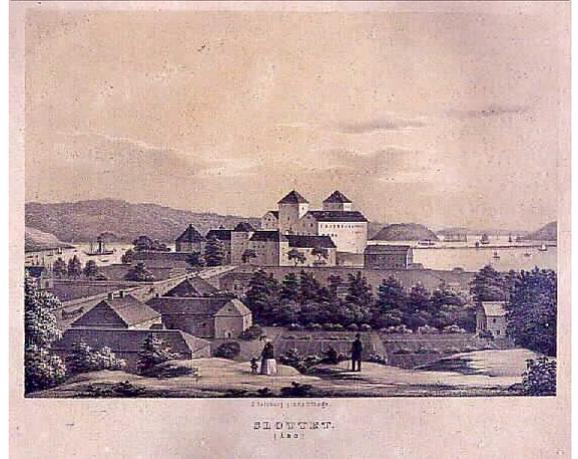


An illustration of the mouth of the Aura River in the 1790s, with a row of gunboat shelters drawn along the river bank. In reality, they were located slightly further up the river bank. The banks of the Aura River, which were susceptible to erosion, are known to have been supported with piling at least as early on as the early 17th century. In some places, the wooden piling was also reinforced with stacked stone structures, as spring floods in particular eroded the river banks. The castle had its own wharf from the Middle Ages onwards. Image TMK.



The castle field in 1800. The plantings in the garden established by Vice Admiral von Stedingk in 1793 as a respectable place for city residents to go on walks apparently included temperate deciduous trees and fruit trees, but possibly also traditional Finnish birch trees. In the middle of this area was an obelisk erected as a memorial to the Battle of Svensksund.

Image TMK.



C. L. Engel 1828. TMK.

T. Legler 1833 (above) and J. Reinberg 1852–1853.

The local detailed plan (C. L. Engel 1828) prepared after the Great Fire of Turku incorporated the castle field into the city structure. The city obtained more land from the lands of the Iso-Heikkilä official residence, which belonged to the crown. The grid plan was extended to the reclaimed land and across Linnanaukko, which was formed into district X. The plan was to build a fishing port and other structures there as the land was reclaimed.

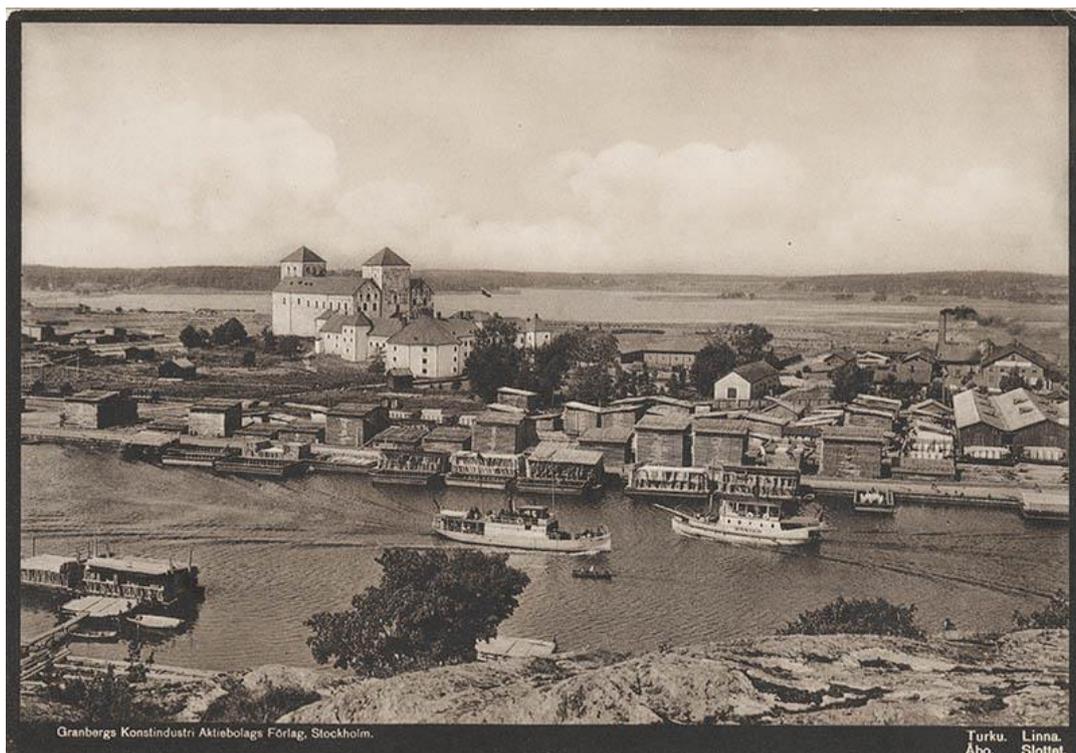


The castle and its surroundings in 1877 (left) and 1884. The process of equipping the shore of Kanavaniemi with wooden wharfs started at the same time as the construction of a railway (1876). A bridge extended from the tip of Kanavaniemi to Ruissalo Island from the mid-19th century until the start of the 1910s. KA, digit./TMK.

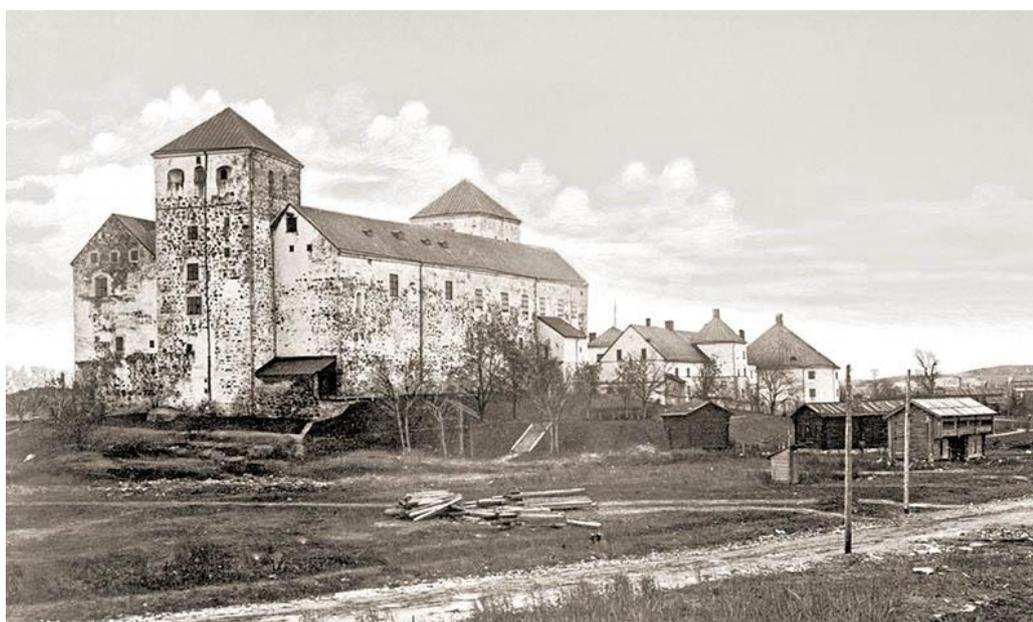
Dredging activity continued throughout the 19th century. By the 1880s, the land area between the river and the castle had grown almost to its current size, but Linnanaukko continued to ripple on the other side of the castle and Kanavaniemi. In the mid-19th century, a bridge was built between the tip of the cape

and Hevoskari, Ruissalo. A residence was built at the city end of the bridge for the bridge keeper, who collected bridge tolls there. In 1883, this guardhouse was dismantled and replaced by a new and spacious residence and travellers' house.

The castle field was for the most part in its natural state in the 1870s, when a railway connection was built to Kanavaniemi. The tracks extended from behind Kakolanmäki, passed through the grid plan and the area that previously housed the 'Stedingk garden' and circled around the castle to Kanavaniemi. Districts IX and X, located behind the railway, were converted into a port and warehouse area on the map. With the construction of the railway, cargo traffic was relocated to Kanavaniemi. The City built a 500-foot-long stone wharf for deep-draught vessels and erected two cranes there. The year 1898 saw the start of regular winter passenger traffic from Kanavaniemi to Stockholm, and in 1901 all international ship passenger traffic was transferred to Kanavaniemi.



In the 1890s, the bank of the Aura River was used as a storage area. Image TMK

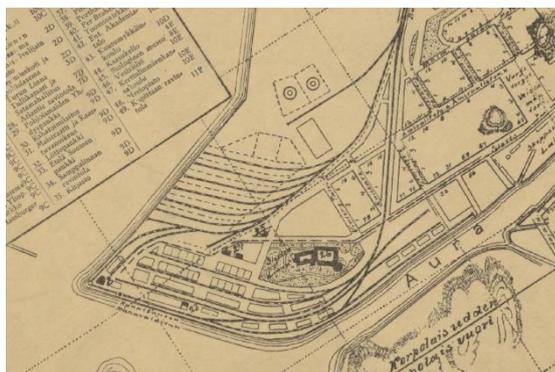
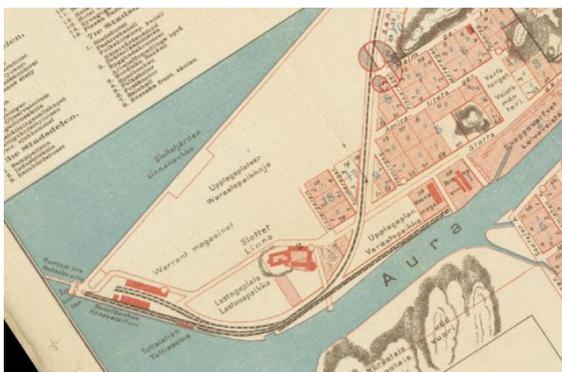


At the beginning of the 20th century, the construction of an outdoor museum started in the area around the castle. Old buildings were relocated into the area, which was designed as a park, from around Southwest Finland. Image Ernst Gustaf Arvidsson 1913, TMK.

Museum operations started in the bailey of Turku Castle in 1881. At first, only a few rooms were used for this purpose. After the provincial prison was relocated from the castle to Kakolanmäki in 1890, the entire bailey was transferred to the possession of the historical museum. The planning process for restoring the keep started in the late 19th century and picked up speed in the 1930s. The castle was restored for use as a museum and event venue between 1946 and 1961, based on plans by architect Erik Bryggman. The grand opening ceremony was held in May 1961.

At the beginning of the 20th century, the area around the castle was converted into an English-style park, and a project was also launched to implement an outdoor museum there. The park plan for the outdoor museum was prepared by L. M. F. Hammarberg in 1901. A large number of the buildings relocated to the area were destroyed in air raids during the Second World War, and the outdoor museum project fell apart.

The first broad development plans for the port area were prepared as early as the late 19th century. The plans prepared by engineers Verner Lindberg and Herman Norrmén proposed that the harbour basin be dredged to a width of 120 metres and that the stone wharfs be extended to the Crown Granary (now Forum Marinum). The wharf area was divided into warehouse plots. The first building to rise in the new warehouse area was the brick Varranttimakasiini (warrant warehouse) of Turun Makasiini Oy, built in 1899. In front of this building, on the side of the river, the City built a transit shed that featured a customs pavilion and two sheds for exported goods at one end.



The port area in 1905 (left) and 1912. Between 1909 and 1912, a new wooden wharf was built in Linnanaukko for ships sailing to Sweden.



The port in 1915. The decorative end of Varranttimakasiini (1899) can be seen on the left. Between Varranttima-

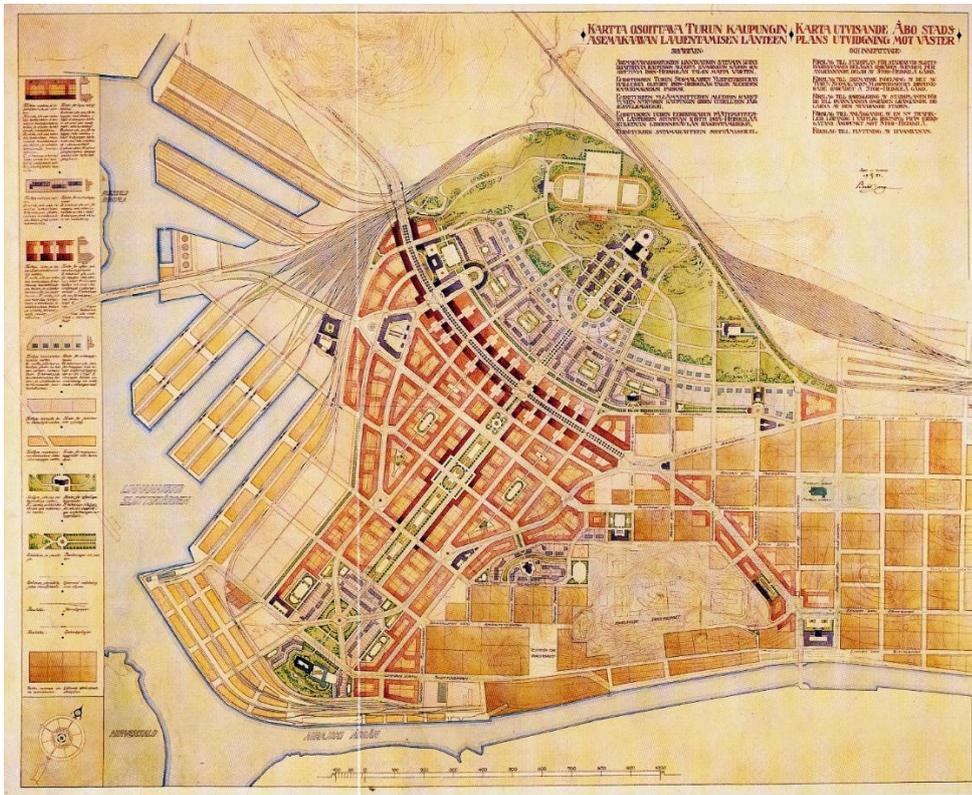
kasiini and the river lies a goods warehouse erected at the beginning of the 20th century. The building with the arched roof in the middle is a tobacco warehouse built for Rettig in 1910. Today, it is in restaurant and office use. Varrantimakasiini was remodelled into a hotel in the 1980s. The majority of the buildings in this photo have made way to present-day parking areas. TMK.

The harbour was deepened in the 20th century. The timber storage areas between Turku Castle and the Aura River were relocated to the reclaimed land area, and the northern side of these storage areas was reserved for an oil port. Oil tanks were placed in the location of the former Ruutisaari, whose soil-bearing capacity was good. At the beginning of the 1910s, Ruissalo Bridge was moved further up north, to the shore of the Iso-Heikkilä district.

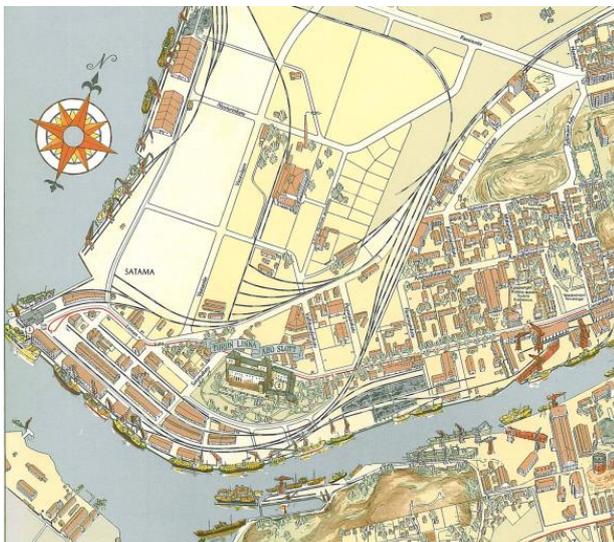
By the start of the First World War, the port area had been reorganised numerous times: A new wharf with a transit shed was built for ships operating to Stockholm, and railway arrangements were made for it. Among the new buildings erected in Kanavaniemi was a new customs pavilion. Port activity and railway rails took over the area between the castle and the tip of Kanavaniemi.



The port in the 1920s and 1930s.



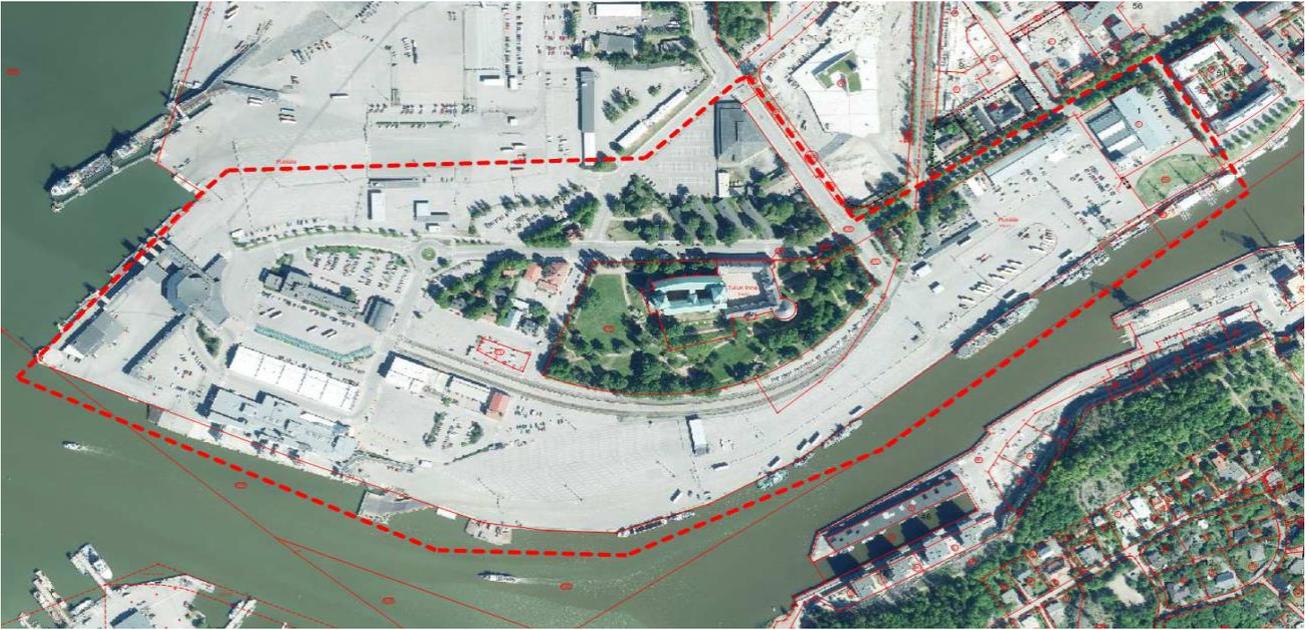
In the master plan vision drafted by city planning architect Bertel Jung in 1921, the park and boulevard axis between the castle and Iso-Heikkilä Manor (dismantled in the 1950s), which had been transferred to the ownership of the University of Turku, formed the frame for growth in the direction of the city. KA, digit.



What survives of Jung's plan is a street line that was named Juhana Herttuan puistokatu (lit. Duke John's boulevard). A tourist map from 1959. On the right, port warehouses in the 1950s. TMK.

The port area was developed according to a master plan drafted by engineer Lassenius, while the reclaimed land area was developed based on a local master plan proposed by city planning architect Sutinen. The main streets of Linnanaukko – Juhana Herttuan puistokatu and Vaasankatu – were implemented in accordance with an arrangement proposal approved in 1933, which also led to the construction of a few industrial and storage buildings in the area. The inner parts of the area were otherwise left almost completely undeveloped until the 1960s. One particularly large project was the gradual replacement of the wooden wharfs in Kanavaniemi with concrete wharfs, and the building of new wharfs in Linnanaukko. This project lasted from the 1930s until 1970. The section between the bank of the Aura River and the tip of Linnanaukko was renewed between 1933 and 1945.

The built environment in the competition area



Competition area

The built environment of the competition area valued in inventory processes by the Turku Museum Centre:



Turku Castle and its parks and avenues. The first public avenue in Turku led from the castle's gates – located around the present-day plot of Turku Energia – to the main entrance to Turku Castle. The avenue with multiple rows of linden trees, modelled after Central European examples, was used to create a glamorous entrance to the residence palace at the turn of the 17th century. Its creator is considered to be Per Nilsson, gardener of John III, who was well-known as a promoter of garden culture. Nilsson also implemented the new garden built on the castle field, on the bank of the Aura River. The linden tree avenue has been maintained to the present day, although it was gone for a while. The existing trees were planted at the turn of the 20th century, when the road between Veistämöntori Square and the castle was realigned according to the 1897 local detailed plan.

The castle must also remain a dominant feature in the cityscape when viewed from the Aura River and the sea. Construction is not allowed to extend to the park.

The building stock in the port area is, in one way or another, related to the historical phases and needs of the port.



Linnankatu 83. The four log storehouses located north of the castle represent the oldest freight forwarding activity carried out by individual businessmen in the port area. They were built by merchant C. A. Doepel in 1888–1889.



Linnankatu 87, Satamankatu 16. A building originally built as a cafeteria in 1911 based on plans by J. Eskil Hindersson, later also used as a sailor's home and a police station. Currently in private residential use.



Neljäs linja 1. A fire station and outbuilding, 1920, City of Turku Construction Office, J. Eskil Hindersson.



Neljäs linja 3. VR's goods shed, 1923–1924, Turku Port Construction Office, K. A. Lassenius. Currently used as a day care centre.



Neljäs linja 5. Originally a bridge keeper's house built in 1883, relocated to its present location and renovated into a taller Art Nouveau-style building with a gambrel roof in 1912–1913 based on drawings by J. Eskil Hindersson. Apartments for customs officers were built in the building.



Neljäs linja 7. A tool shed built by kauppaneuvos Anders Ahlström and designed by Arthur Kajanus, 1890. The building was converted into a customs inspector's house ca. 1907.



Linnankatu 82. A residential and office building of the shipping company A. E. Erickson & Co, Albert Richardtson 1920–1921.



Linnankatu 84. Osuusliike Tarmola's restaurant, Pauli Salomaa 1939.



Linnankatu 86. The residential building of the port bailiff and harbour master, J. Eskil Hindersson 1913–1915.



Hotel Seaport, Toinen linja 8. Built in 1899 as Varranttimakasiini, Elia Heikel and Stefan Michailov. Converted into a hotel in 1986 according to plans by Arkkitehtitoimisto Ilkka Salo.



Linnankatu 93. A passenger pavilion, City of Turku Construction Office 1956. After being converted into Silja Line's terminal in 1972, the building has been used for port control and customs operations. Bronze relief on the facade: Jussi Vikainen, Rannalla odottajat, 1956. There is another work implemented through the Port Art Competition located inside. It is a wall painting called 'Portti itään ja länteen', implemented by Hilka Toivola in a fresco technique by way of exception.



Myrylä, architect Veijo Kahra 1953. Toinen poikkikatu 5. Maintenance, shipping and storage buildings of the port. The maintenance building houses a former staff cafeteria, the wall of which features another winning work of the art competition: a large mosaic work titled 'Kirkkautta Auran rannoilla', made by Irja Soini in 1954.

Myrylä was President Mauno Koivisto's workplace when he was working as the manager of the labour office of the stevedoring company Erickson.



Port office, Linnankatu 90. City of Turku Building Construction Department 1968 (Helena Merikanto, A. S. Sandelin). Currently used as an office by the Urban Environment Division.



Toinen poikkikatu, Linnankatu 88. Former Rettig tobacco warehouse (Alex. Nyström 1910), renovated into an office in the 1990s (Arkkitehtitoimisto Sigge). Among other things, the building houses restaurant Kolmas linja.



Forum Marinum, Linnankatu 70–72. Arkkitehtitoimisto Laiho-Pulkkinen-Raunio 2001–2002 / LPR-arkkitehdit 2005–.

Former warehouse of SOK, 1930–1931 and 1936–1937, Building Department of SOK, Valde Aulanko / State Granary, 1894, Helge Rancken. Storage wing 1936 (now Restaurant Göran).



Linnankatu 74–76. The residential buildings located on both sides of the railway are related to the operation of the tracks completed in 1876. The residential building on Forum Marinum's side of the tracks served as the platelayer's guardhouse. The building on the castle's side of the tracks was equipped with a telegraph.



Vallihaudankatu 10. Vientikulma Muna's functionalist office and storage building, 1937–1939, architect Ilmari Ahonen. There are plans to renovate the building and make it higher for residential use.

Buildings that do not have set protection targets but that naturally strengthen the area's distinctive identity:



Viking Line. Customs sheds built in 1940–1941, renovated into a passenger terminal for Viking Line in 1982–1983 and 1988 according to plans by Arkkitehtitoimisto Sigvard Eklund Ky.



Silja Line. Linnankatu 95. A Silja Line terminal built in the port area in 1972. Upon its completion, it replaced a passenger pavilion built in the 1950s. The terminal was designed by the Göteborg-based office F.O. Peterson & Söner, Byggnadsaktiebolag KB, Arkitektkontoret.



Kiosk at Juhana Herttua Park (1965/2019) and a substation (Totti Sora 1943). Vallihaudankatu 2 – Linnankatu 83a.



The green space named Juhana Herttua Park in 1953 continues the story of the provincial governor's garden that was located there from the 18th century until the 1860s. The kiosk was built to serve the increased flow of tourists to the keep of Turku Castle, which had opened to the public in 1961 after renovations. There is a public bathroom annexed to the transformer building.

The building visible behind the transformer building (Vallihaudankatu 4) is a warehouse built in the 1930s–1950s. The industrial building located at Vallihaudankatu 6 was erected as V. Santasaari's machine shop according to drawings made by T. U. Nurmio.



Linnankatu 85. A garage built by the steamship company A/B Lindholm & Petersen in 1930 according to drawings made by master builder August Karlsson. The building was converted to restaurant use at the beginning of the 21st century.



Kiinteistö Oy Meripalatsi, Toinen linja 5. An office and storehouse building built for Vikeström & Krogius in 1947–1948 according to drawings made by architect Thor Lagerros.



Kiinteistö s. s. Navigare Oy. Toinen linja 3. A warehouse built for Huolintakeskus Oy in 1967 according to drawings made by Rakennus- ja piirustustoimisto K. Arasola.



Kiinteistö oy Turun Satamankulma. Toinen linja 1. A storage and office building built for J. W. Paulin according to drawings made by architect Thor Lagerros in 1940.

Protection status:

The following sites are protected under a legally effective protection decision, i.e. a local detailed plan or a specific act:

- Linnankatu 70–72, the Forum Marinum buildings, protected in a local detailed plan
- Linnankatu 74, a former guardhouse that is also subject to the Agreement on the Protection of Railway Buildings, protected in a local detailed plan
- Linnankatu 76, a former telegraph related to the railway, Agreement on the Protection of Railway Buildings
- Turku Castle, a state-owned building protected by decree (Decree 480/1985)

Other (partly overlapping) protection decisions include:

- Turku Castle (Linnankatu 88), storehouses (Linnankatu 83) and the former telegraph (Linnankatu 76); protected sites in the component master plan for Linnakaupunki
- Turku Castle and its surroundings, Built cultural environment 2009 (RKY) and a protected area in the regional land use plan; Linnankatu 70–86, Linnankatu 83–78, Neljäs Linja 1–7
- Hotel Seaport (former Warranttimakasiini), Toinen linja 8, a protected site in the component master plan for Linnakaupunki

Additionally, the Turku Museum Centre has valued the following sites in its inventories:

- Port office and the former Rettig warehouse; Linnankatu 88–90, Toinen poikkikatu, Kolmas linja
- Myrylä, Toinen poikkikatu 5
- Former passenger pavilion, Linnankatu 93