In 1998 The Naval City of Karlskrona was added to UNESCO’s list of irreplaceable World Heritage Sites. In an international context, the city is of major importance, representing as it does an unrivalled illustration of how a fortified naval town and base from the seventeenth and eighteenth centuries was planned and established.

In the eighteenth century developments in Karlskrona in the fields of shipbuilding, architecture, town planning, military construction and engineering, attracted widespread notice and recognition from the continent.

For more than a century the distinctive architecture and specialised installations at the Navy yard served as a hub of military technology and industry in the Baltic region. Both the naval base and the dockyard have been in continuous operation from the time they were first established until the present day.

See the Naval Port of Karlskrona from the seaside!
Join a guided tour to the Naval dockyard and learn how to make a rope!
Visit the Holy Trinity Church in the Great Square (Stortorget) and take a look up into the wonderful ceiling of the dome!

Read more at www.orlogsstadenkarlskrona.se and book your activities at www.visitkarlskrona.se

The Naval City of Karlskrona – an active and vibrant World Heritage Site –
Trossö
1. The Fredrik Church
2. The “Water Castle”
3. The Church of the Holy Trinity/
The German Church
4. The Town Hall
5. Count Wachtmeister’s Residence/
The County Museum
6. The Enclosing Wall
7. The Anckarstierna Bay Seamen Barracks
8. The Admiralty Clock Tower
9. Battalion of Troops
10. The Admiralty Church
11. The Aurora Bastion
12. Battalion Sparre

The naval dockyard
13. The Main Guardhouse
14. The No. 1 Storehouse
15. The Ships’ Models Room and Mustering Hall
16. Furnishing Sheds Nos. I and III
17. The Chapman Gate
18. The Chapman residence
19. The Sculptron’s workshop
20. The Careening Wharf
21. Timber pen

The western shipyard
22. The dockyard walls
23. The “five finger” docks
24. The Old Mast Crane

Lindholmen and södersjärna islands
25. Corps de Garde
26. The Polhem Dry Dock
27. The Wisa Shed
28. The Rope-walk
29. The “Finnish Church”.

Stumholmen Island
30. Corps de Garde
31. The Sloop and Longboat Shed
32. The Naval Museum
33. The Disinfection House, Quarantine hospital and Fumigation Shed
34. The Crown bakery
35. The Military Gaol
36. The Plain Clothing Manufactory.
37. The Naval Barracks
38. The Coopers’ Storehouse
40. The Kungshall bastion
41. Storehouse

The environs of Karlskrona
42. Admiral Chapman’s estate at Stärka
43. The Crown Mill in Lyckaby
44. The Ljungskär magazine
45. The Mjölnareholmen magazine
46. Koholmen
47. Godnatt
48. Kurrholmen
49. The Drottningkär citadel
50. The Kungsholm fortress
The Naval City of Karlskrona
- an active and vibrant World Heritage Site –

“Karlskrona is an exceptionally well preserved example of a European naval base, and although its design has been influenced by similar undertakings it has in turn acted as a model for comparable installations. Naval bases played an important part during the centuries when the strength of a nation’s navy was a decisive factor in European power politics, and of those that remain from this period Karlskrona is the most complete and well preserved”.

The World Heritage Sites Committee, 1998
Foreword

In November 1972 the General Conference of UNESCO adopted the Convention Concerning the Protection of World Cultural and Natural Heritage. The aim of the Convention is to encourage the identification and protection of irreplaceable cultural and natural heritage sites. UNESCO’s list of World Heritage sites has received worldwide recognition and has been a decisive factor in the strengthening of cultural identity.

The Naval Port of Karlskrona was designated a World Heritage Site in December 1998 and is one of the 15 listed Sites in Sweden. Karlskrona was considered of particular interest as the original layout of the town with its roots in the architectural ideals of the Baroque and the remarkable dockyard and system of fortifications are exceptionally well-preserved. Following the ratification of Karlskrona as a World Heritage Site several renovation projects have been undertaken in the town and additional buildings and sites listed as National Historic Monuments.

During the years since Karlskrona became a World Heritage Site the World Heritage Project in the town has concentrated on achieving a broad level of involvement within the local community. This has included intensive work with schools and youth organizations, the development of tourism and highly focused strategic marketing. The prestige that follows nomination as a World Heritage Site combined with a rich cultural environment has done much to ensure that Karlskrona has received well-deserved attention, both at home and from abroad.

The challenge facing us is considerable, for much remains to be done. We must secure a long-term administrative structure for our plans, create the optimal conditions for the sound and viable development of tourism and foster greater understanding for our common cultural heritage. In addition, it is vital to ensure that the centre of the town remains a living entity and that places of interest to the visitor are made easily accessible. However, a prerequisite for our future plans is that the town retains both a fully operational Naval Establishment and a modern, competitive, commercial shipyard.

The aim of the Karlskrona World Heritage Council is to work for the development and protection of our living cultural heritage.

Consequently, the World Heritage Site in Karlskrona is being continually developed, and additional restored sites are made accessible to the public.

Berit Andnor Bylund
County Governor

Patrik Hansson
Municipal Commissioner
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This is a World Heritage Site – The Naval City of Karlskrona

The World Heritage Site of the Naval City of Karlskrona consists of fortifications, the naval dockyard and harbour, the town itself and installations in the surrounding district that have been important sources of supply and support for the base.

The principal sites in the World Heritage town are:

- The layout of the town itself and the old buildings on the island of Trossö
- The islands of Stumholmen and Björkholmen
- The naval dockyard and harbour
- The fortifications: Kungsholm fortress, the Drottningskär citadel, Kurrholmen, Godnatt, Koholmen, Ljungskär and Mjölnareholmen
- The manor house at Skärva which was built as a country residence for the Admiral Superintendent of the Navy Yard, Fredric Henric af Chapman
- The Crown mill at Lyckeby with the millpond and stone bridge
SWEDEN
at the end of
the 17th century
The Historical Background

Why Karlskrona was established

At the end of the 17th century Sweden was a major European power and had managed to acquire territory in parts of northern Germany and what is now Finland, Estonia and Latvia. The Baltic Sea provided the link that united the various parts of the kingdom. Danish attempts in the 1670’s to regain lost provinces were successfully thwarted by King Karl XI (1655–97).

The Navy was the principal instrument by which Sweden could exert effective control of her new territories on the other side of the Baltic, and after years of deliberations it was finally decided to establish a new base for the Navy in the eastern part of the Blekinge archipelago. Unlike Stockholm, this naval base was free from ice for large parts of the year, and furthermore would be able to assist the policy of Swedification in the former Danish provinces.

The rugged terrain of Trossö and the other nearby islands provided an extremely favourable location for a naval base. In addition, there was a narrow and deep fairway, which could easily be defended and sufficient room in which to construct a large protected dock.
View from the north. Elias Martin, water-colour from the 1780's.

The Great Square.
Growth and expansion
In the late autumn of 1679, the King and his retinue stepped ashore on Trossö. Without delay the Kingdom’s foremost shipwrights, architects, fortification engineers and builders began their labours. Streets, Squares and the various quarters of the future town were marked out, and in 1680 Karl XI granted a charter to Karlskrona. The whole undertaking was carried out with single-minded energy and determination.

In order to encourage trade and settlement in the new town, the King rescinded the charters of the neighbouring boroughs of Ronneby and Kristianopel and their burghers and tradesmen were more or less compelled to move to Karlskrona. Almost from the very beginning Karlskrona had a markedly international character. A considerable number of Germans, in particular tradesmen, took up residence in the town and experienced craftsmen were brought from the Finnish province of Österbotten and the Skeppsholmen yard in Stockholm to work at the Navy Yard.

The naval city of Karlskrona attracted much attention from abroad and provided a model for a number of similar installations throughout Europe.

Models and ideals
It is probable that the planners of Karlskrona were influenced by the naval bases of Chatham in south-east England, established in 1547, of Rochefort on the French Atlantic coast from 1666 and of the arsenal in Venice. However, Karlskrona was not solely created to meet the needs of the military, for it is the architecture of the baroque with its wide streets and monumental buildings that dominates the town. Equally, the spacious Squares and the grid-net layout is clear evidence that the planners have striven to follow the classical ideals of Greece and Rome.

At the end of the seventeenth- and the beginning of the eighteenth century Karlskrona was both a wholly new conception in town planning and a symbol of Sweden’s Great Power status in Europe.

“The Great Square in Karlskrona was Sweden’s most extravagant attempt to create a public space able to bear comparison with the very finest of the magnificent Squares in France and Italy.”
The af Chapman era

When Gustav III (1746–92) took over power in 1771, the Navy Yard entered a new period of prosperity.

The first decades of the century had seen a change in the military balance in the Baltic. Russia had extended her borders to the Gulf of Finland where she established the future capital of Saint Petersburg and the naval base of Kronstadt, and in 1748 Sweden began to build the Sveaborg fortress outside Helsinki to protect her eastern frontiers. The Swedish Navy was reorganised in two parts, the Main Fleet based on Karlskrona and the Archipelago or Army Fleet, based in Stockholm and at Sveaborg.

A major problem was that warships had a relatively short working life, a difficulty the Navy tried to resolve by the construction of huge dry docks in which ships could be built, repaired or simply stored there during the winter months.

In 1782 a new era was ushered in at the Karlskrona Yard when Fredric Henric af Chapman was appointed Admiral Superintendent and commissioned to create a completely new fleet for Gustav III’s coming war with, as it turned out, Russia. Chapman, who came from an English family of shipwrights, was born in Göteborg on the west coast of Sweden. He had studied at French, Dutch and English shipyards and in Finland acquired a sound knowledge of the wood and timber needed in shipbuilding. Chapman brought new mathematical methods to ship design, and had previously worked with Augustin Ehrensvärd at the Swedish bases of Stralsund and Sveaborg where he had built new types of vessels for the galley fleet. Chapman had previously built various ships for the Navy as well as drawn up plans for the major warships that would later be launched in Karlskrona.

As Admiral Superintendent, Chapman reorganised the entire shipbuilding process at the dockyard. He introduced the principles of standardised production and the amazingly short time of three years saw the construction of no less than 10 ships of the line and 10 frigates. Until then it had taken several years to build but a single vessel.

In 1784 Augustin Ehrensvärd’s son, Admiral Carl August Ehrensvärd, was appointed C-in-C of the Karlskrona Naval Base. A man of letters, well versed in philosophy and art history, he had travelled to Italy where he had been inspired by the classical ideals of Greek and Roman architecture and together with Chapman he created several impressive buildings at the Navy Yard. These included the Plans and Ships’ Models building, the Sculptors’ workshop and the No. I Storehouse.

A dolphin was used to moor a vessel, and consists of a sheaf of poles driven into the sea bed and held together by a heavy iron band.
The Naval base

Apart from the harbour, the dockyard and the fortifications, the naval base includes various other buildings such as barracks, official residences, workshops and storehouses that have been built down the years. The workshops and storehouses were built on Stumholmen, and a Crown mill at Lyckeby outside Karlskrona.

The naval dockyard and harbour

The Karlskrona yard is one of the few dockyards in the world where it is still possible to see buildings and docks specifically designed for the construction of sailing warships. The most important of these buildings and installations are the Rope-walk, the Wasa Shed, the Polhem dock, the “Five finger” dock and the Old Mast Crane. Shipbuilding is still carried out in the western dockyard. At first the Navy Yard was situated on the island of Vämö but was moved to the southern part of Trossö in 1684.

By the beginning of the eighteenth century, Karlskrona had become a centre of technical innovation. If the most striking of these installations is the Polhem dock, less eye-catching constructions at the yard such as the quays, slipways and dolphins are also worthy of note.

The Main Guardhouse.
Built in 1821–26, the neo-classical Main Guardhouse dominates the background to the Admiralty Plain, and is the only old building at the Naval base that faces towards the town itself. This was the main entrance into the base.
Above left and right lower: The Ships’ Models Room and Mustering Hall.
Above right, upper: The No.17 Gate.

Below: The Chapman Gate.
Inset: The Chapman residence.
The No. I Storehouse. Designed by af Chapman and Ehrensvärd, this building is from the 1780’s. In the winter months the warships were moored at nearby quays and their sails, cordage and various other equipment were stored here in accordance with a carefully organised procedure. The interior of the storehouse was so disposed that the fleet could be prepared for sea in the shortest possible time. The rational architecture with few superfluous details reflects the practical nature of the building.

The Ships’ Models Room and Mustering Hall. Designed by af Chapman, the Ships’ Models Room building is from the 1780’s. A Royal decree from 1752 called for the establishment of a Models Room to house models of all the ships and constructions produced at the Yard. The Hall is housed on the upper floor of a handsome neo-classical extension, with a pediment bearing the monogram of Gustav III surrounded by flying pennants in the Swedish national colours of blue and yellow. The monogram is the work of the Admiralty Sculptor Johan Törnström (1743–1828). The Mustering Hall is on the ground floor and was large enough to contain the assembled crew of an entire warship at the same time.

Furnishing Sheds Nos. I and III. It was in these buildings from the 1780’s that af Chapman’s principles of standardised production were put into practice. Together with the Models Room building the No. I Furnishing Shed, which also housed a compass workshop and sheds for oars and copper, the building formed an impressive facade on this street. The No. III Furnishing Shed is at the end of this row of buildings, and contains the carpenters’ and painters’ workshops, a lead foundry, a weights and measures room and workshops in which nails, cleats, wedges and models were made.

The Chapman Gate. The rather theatrical Chapman Gate, situated between the I and III Furnishing Sheds, leads into the Yard Superintendent’s residence. Designed by Chapman and erected in the 1780’s, it was rebuilt in the Empire style in 1830. The fronton of the gate has been embellished with the stern ornament of the former ship of the line Vasa and a balustrade has been added to the terrace above the fronton.

The Chapman residence. The Admiral Superintendent’s residence is from 1781–2. It resembles a typical Swedish manor house of the period and Chapman lived there until his death in 1808. The main building was the official residence of the Yard Superintendent until 1961, and thereafter of the Commanding Officer of the Naval Base.
In 1682, the first warship, the 70-gun Blekinge, was launched at the Wärmö Yard. With an overall length of 42 metres, she was 11.6 metres over the beam and had a draught of 5.4 metres. Four years later the first warship, the 70-gun Corkkrona, was launched at the Trossö Yard.
**The Sculptor’s workshop.** The building in its present form dates from the 1780's when it became the workshop for the newly appointed sculptor to the Admiralty, Johan Törnström. A classical temple pediment has been superimposed onto a simple construction in red ochre and decorated with a grotesque grimacing mask carved by Törnström himself. The building originally lay somewhat to the west but was moved to its present site when the new Ship Construction Hall was erected there in the beginning of the 1960's.

**The Careening Wharf and Old Ships’ Stocks.** These installations near the passage, from 1685-6, are among the oldest ones at the Yard. A ship was keeled over to one side so that her hull was exposed for cleaning and repair work. Of the two careening wharfs, the western one has been restored to its original condition.

**Timber pens.** This was originally one of several pens in which shipbuilding timber was stored in water. It was in use until the latter part of the eighteenth century when timber was taken up on land for storage. The pens were later roofed over and used to house the Navy's small boats.

**The western dockyard**

**The “Five finger” docks,** erected in 1758–1856, were the result of Augustin Ehrensvärd’s proposal for the Navy’s warships to be kept in roofed dry docks when not needed for active service. In 1757 plans were drawn up for the construction of a massive naval arsenal and 31 docks in Karlskrona. The docks, spread in a fan formation, were to include two berths and two large mast cranes, but in the end only the “Five finger” docks were built.

**The Old Mast Crane.** The mast crane was built to serve the Five finger docks and work on the construction was begun in 1803. The main structure of the 42 metres high crane is of brick and the top section of wood covered with copper sheeting. It was used to demast the ships before they were taken into dock and a team of 96 men working on four capstans was needed to draw up the heaviest loads. The crane machinery is still intact.

**The dockyard walls.** When the Five finger docks were constructed and the dockyard area extended to the west, a plank wall was erected between the new dockyard and the town. This was later replaced by the massive present-day wall.
Above: The Polhem Dry Dock with a view of Trossö around 1830 by Lorentz Wilhelm Brandenburg.
Middle row, left: The Rope-walk: the west anchoring point. Middle row, middle: The Rope-walk: exterior.
The islands of Lindholmen and Söderstjärna

There are a number of old installations on Lindholmen that have been used for the construction, repair and fitting out of the Navy’s warships. In 1910 Sweden’s first wireless telegraphy station was erected on the island.

**The Vasa Shed.** The Vasa Shed from 1763, originally known as the Great Ship Shed, was spacious enough to allow the construction of a 70-gun warship. This could take up to five years and in the eighteenth century the shipwrights recognised that during construction the hull and building materials had to be protected from the ravages of wind and rain. The intricate roof structure is supported by stout stone pillars along the outer walls. The shed is on a natural slope, which the designers were able to use to their advantage when planning the slipway. The present name derives from the 60-gun ship of the line *Vasa* which was launched from the Shed in 1778.

**The Rope-walk.** The Rope-walk from the 1690’s is one of the oldest buildings in Karlskrona and the longest wooden building in Sweden (300 metres, about 1,000 feet). All of the many types of ropes and cordage for the sailing Navy were made there and it was still in use at the beginning of the 1960’s. At each end of the rope-walk there is a stone building in which raw materials were stored and prepared for the rope-maker.

**The Polhem Dry Dock.** Hewn out of massive bedrock, the Polhem dry dock was built between 1716–24. It created considerable interest from abroad owing not the least to its size and its innovative technology and contemporary accounts describe it as being a quite remarkable feat of engineering. In tidal waters the ebb and flow of the tide was used to fill and empty the docks but as the Baltic lacks tidal waters the Polhem dock had to be pumped dry. It was inaugurated in 1724 when the *Kung Karl*, the Navy’s largest ship of the line was taken in for repairs and is still in use although the pumping machinery is now driven by electricity.

**The “Finnish Church”.** On Söderstjärna, originally an island, this brick building was built for the treatment of cordage and ropes with tar and pitch at a safe distance from other buildings.
Above: Stumholmen Island from the north. The Kungshall Bastion in the foreground.
Below: View from Stumholmen Island. Elias Martin, water-colour from the 1780’s.
Stumholmen island

From the very beginning it was planned that the various units of production and supply together with workshops and storehouses should be located to the eastern part of Karlskrona. The military installations on Stumholmen date from the eighteenth century to the 1950’s.

Up until the 1970’s the Navy employed a considerable number of people on Stumholmen, but the whole district is now fully integrated into the civilian life of Karlskrona. Opened in 1997, the Naval Museum on Stumholmen contains a comprehensive permanent collection and presents numerous temporary exhibitions relating to the history of the Navy and the dockyard.

The Naval Barracks from 1847 was used to house 500 or so of the seamen who had enlisted in the Swedish military tenure system. On each floor there was a spacious open room large enough for 250 ratings to hang their hammocks and the quarters were designed to resemble those on a warship, complete with scuppers, sloping floors of oak planking and sturdy mast-like pillars in the centre of the building.

The Corps de Garde, the guardhouse, is one of the few surviving guardhouses in Sweden from the eighteenth century.

The Coopers’ Storehouse was built in 1718 to house the enormous numbers of barrels that the Navy needed for its water and provisions. It is now the Operational Headquarters of the Swedish Coastguard.

Above right: Corps de garde.
Below right: The Naval Barracks.
**The Crown bakery.** The three storey high bakery is from the 1730's. It was here that “hardtack”, the Navy's sea biscuits were made and the ships laden with rye flour from the Crown Mill at Lyckeby could tie up at the nearby quay. In 1908 an extra floor was added to the building and it was used as a clothing storehouse. The present-day building has retained its somewhat severe appearance, and in 1990 was converted into residential apartments.

**The Sloop and Longboat Shed** is one of the most remarkable buildings in Karlskrona. Erected in the middle of the 1780's for the Navy's small craft, it is built on an incline that provides a natural slipway for the boats. The ingenious roof structure is made up of ten intersecting saddle-backed roofs that lead rainwater through converging channels and 16 drainpipes down into water butts. Boats are still stored in the building.

**The Military Gaol** from 1910–11 is extremely well preserved and was in use as a goal until the 1970's.

**The Kungshall bastion.** This site of the bastion was decided in the proposals drawn up in 1683 for the fortification of Karlskrona. The bastion itself was erected soon after. In 1787–92 a brining shed, storehouse and butchery were built at the bastion. The guns at the bastion belong to one of the three permanent batteries in Sweden from which ceremonial salutes are fired on occasions of national importance.

**The Main Clothing Manufactory.** The Navy's Main Clothing Manufactory was housed in this building from 1921, and became a prototype for similar industries in Europe. The former Manufactory has now been converted into flats, and with its clear classical lines is a fine example of industrial architecture from the 1920's.

**Hangars nos. 3 and 4.** Stumholmen was a seaplane base from 1914–49. Hangar no. 3 was erected in 1926 and no. 4, with the double-arched roof, in 1929 and are the last remaining hangars of wood in Sweden. The slipways of concrete or wood in front of the buildings were used to draw up the seaplanes from the water.

**The Disinfection House, Quarantine hospital and Fumigation Shed** were located on the former island of Laboratorieholmen. A cannon foundry had originally been sited on the island. On its return from the Russian campaign of 1788–90, ship's fever, a form of typhus, swept through the Fleet, and claimed some 10,000 lives in Karlskrona. A temporary, later a permanent, hospital was erected on Laboratorieholmen and was one of the first Cholera and Quarantine hospitals in Sweden.
Staff organisations, training establishments and barracks

From the very beginning training and education was carried out at the new naval base. The Boy Seaman Corps was established in 1685 to ensure a supply of qualified seamen for the regular navy and in the eighteenth and nineteenth centuries most of the Navy’s Petty Officers and ratings had received their professional instruction in Karlskrona.

The Anckarstiera Boy Seamen Barracks. The Anckarstiera barracks from the 1870’s was built to provide classrooms and accommodation for the Boy Seamen and remained in use until 1939. From the beginning of the 1950’s the building housed the Naval Museum until it moved to Stumholmen in 1997. Today the former barracks are used as offices.

The Sparre buildings. Rebuilt after the fire that ravaged the town in 1790, the present Sparre complex consists of four buildings surrounding a large parade ground. In the past, the buildings have been used as a barracks and thereafter to house administrative quarters, a drill hall, kitchen, baths and a laundry.

The barracks building with the restrained neo-classical facade from 1889-91 when it was renovated, extends along an entire block on Kyrkogatan.

The Naval Staff Building which faces onto Drottninggatan is from the 1820’s, but the neo-renaissance facade is a later addition from the 1890’s.

The Drill Hall on Östra Prinsgatan is from 1877 but various extensions have later been added to the building.

The Navy’s West Bakery and the Crown Distillery used to be on the Stumholmen Quay, but they were burnt to the ground in the fire of 1790. In 1900-2 a two storey building was erected on this site.

The af Trolle buildings. These are is the only buildings still occupied by operative naval units and the present organisations have been there since 1955. The building itself is older, and houses the Naval Staff, class rooms, training facilities, workshops and the Najaden and Jarramas barracks.
Above: Some 100 years after the foundation: map from 1797.
Below: Elias Martin: The Great Square before the conflagration in 1790.
The Town
The layout of the town

The layout of Karlskrona and its fortifications are the result of the joint efforts of Erik Dahlberg, Nicodemus Tessin the elder and Carl Magnus Stuart. Although Stuart’s proposal for the new town was confirmed in 1683 it was superseded eleven years later by a new plan. According to the 1683 plan, the naval harbour was to be in the south part of the town, a district for the burghers in the north, and the Navy’s supply and support installations in the east. The Dutch influence in the planning of the western district with its harbour, canals, commercial buildings and modest dwellings is unmistakable. The residential dwellings for senior officers were on Alamedan, the eastern section of Amiralitetsgatan.

The main thoroughfare, running from north to south, was to be Drottninggatan and it was on this street near the present day Kapell Park that the town’s first parish church, the Hedvig Eleonora, was built.

The principal axis of the town is from north to south and follows the two Kungsgatan streets over the Great Square and the Admiralty Square to the Main Guardhouse at the entry to the Naval base.

*Alameda:* an avenue lined with poplars. This is quite common in the towns of Spain and Portugal.
Above: Wachtmeistergatan, Björkholmen. Middle left: Courting sailors in Hogland Park. Middle right: The German Church. Below: View of Björkholmen from Trossö.
Streets and Squares
It is the wide streets and the public buildings on the monumental Great Square that give a particular quality to Karlskrona. In this classic example of a grid net layout, a Great Square surrounded by buildings representing religion and the law, has been situated at the highest point on the island of Trossö and is the centre of the town. The two churches on the Square have been built in accordance with two main principles of renaissance architecture, that of the rotunda and the basilica.

The Admiralty Square was intended to serve as both the architectural nucleus and the symbol of authority in the town and proposals had been made to erect a magnificent building for the Board of the Admiralty there. However, in the Age of the Absolute Monarch the existence of an independent governmental department outside the capital could not be tolerated, and these plans were never realised. The Admiralty was housed in a small wooden building until 1776 when it moved to Stockholm.

In the end, the Wachtmeister Bastion, one of the main strongholds on the Enclosing Wall was erected on the site planned for the Admiralty building. To-day the Admiralty clock tower stands on the Admiralty Square, and it was the Great Square that became the centre of the town.

The Enclosing Wall
The fortification plans from 1683 called for a girdle of defences around the dockyard and the town. A large number of bastions connected by fortified walls would form an effective bulwark from attack both from land and sea. However, there was neither sufficient time nor financial resources available for this project, and in 1694 it was decided that a wall, an Enclosing wall, with a number of gateways should only be built around the harbour and dockyard area. Of many planned bastions only the Aurora Bastion on the eastern side of Trossö has survived until the present. Work on the Enclosing wall continued until the end of the eighteenth century. In the nineteenth century the authorities started to demolish the wall. Some sections of the wall can still be seen in the quarter to the north of Varvs-gatan.
Churches and other public buildings

The public buildings in the town were designed by Erik Dahlberg (1625–1703) and Nicodemus Tessin the elder (1615–81), and also his son, Nicodemus Tessin the younger (1654–1728).

The planners of Karlskrona intended that the churches should play a prominent part in the life of the town. As with the temples of Greece and Rome they were situated on a spacious open square and as church attendance was mandatory, the buildings had to be big enough to accommodate large congregations. The King, Karl XI, enjoyed absolute power during this period and placed considerable weight on the importance of religion. It is said that he had once remarked “True fear of the Lord is one of the most noble, indispensable and beneficial things in Our Armed Forces.”

The first parish church in the town, the wooden Hedvig Eleonora church was on Drottninggatan. The former churchyard is now a small park.

The Fredrik Church. Originally called the Swedish, or the Great Church, the Fredrik Church was the town parish church. This cruciform building designed in the 1690s resembles a Roman basilica and was the largest of the churches built by Tessin the younger. The facade was probably inspired by the Santa Trinita dei Monti church at the top of the Spanish Steps in Rome. Construction work began in 1720, and after consecration in 1744 it replaced the Hedvig Eleonora church. The church was named after King Fredrik I (1676–1751).

The Church of the Holy Trinity. There was a considerable number of German citizens amongst those who had moved to the new town of Karlskrona and they were granted permission to build their own church. The rotunda, inspired by Italian architecture, became known as the German church and was built by Nicodemus Tessin the younger. Work on the building was begun in 1697 and the church was consecrated in 1709 before it had been completed. After the fire of 1790 no more than the badly damaged walls remained and the church was later rebuilt after Tessin’s plans.

The Admiralty Church. The site of the Admiralty church “Ulrika Pia” had already been laid down in the town plan from 1683 and the drawings for the building, designed to hold a congregation of some 4,000, have probably been drawn up by Erik Dahlberg. The ground plan is in the form of a Greek cross. Consecrated in 1685, although the interior was not completed until several decades later, it was named after Karl XI’s Queen, Ulrika Eleonora. The well-known statue of “old Rosenbom”, a sailor from the eighteenth century holding the poor box, stands outside the main door of the church.
**The Admiralty Clock Tower.** From 1699, the Clock Tower in the Admiralty Park was built as a clock for the workers at the dockyard. In 1909 it began to be used as a bell tower for the Admiralty Church, and is now one of the most prominent landmarks in the town.

**The Town Hall** on the Great Square is in accordance with the original town plan, but was not built until after the town fire of 1790. The entrance, also following the original drawings, was not completed until 1905.

**The “Water Castle”.** From the very beginning the lack of a reliable supply of drinking water was a major problem in Karlskrona. Water had to be transported to the town with purpose-built vessels from Lyckeby, Nättraby and Ronneby on the mainland and the construction of a water tower on the Great Square in 1863, the highest point on Trossö, brought a vast improvement in the wellbeing of the townspeople. The Tower, designed in the French Norman style which reflected the late nineteenth century’s taste for the romantic, was supplied with water piped from Lyckeby.

**Count Wachtmeister’s Residence.** This building from 1705 in the Swedish Caroline style was the residence of Count Hans Wachtmeister. It was one of the few private buildings to survive the town fire of 1790. Now the County Museum, the residence has retained much of its original appearance.
Fortifications

Both when the Naval base was first established and for many years thereafter, the construction of a network of fortifications was carried out on Trossö, the neighbouring islands and on the inner and outer western and eastern roadsteads.

In 1680, in compliance with Erik Dahlberg’s proposals for the defence of the main fairway into Karlskrona, work was begun on the Drottningskär citadel and the Kungsholm fortress. At first Drottingskär was the principal stronghold, but in the beginning of the nineteenth century this responsibility was assumed by the Kungsholm fortress. The fortified towers of Kurrholmen and Godnatt on islets further up the fairway are also from the eighteenth century whilst the fortifications nearest the town, Koholmen, Mölnarholmen and Ljungskär, date from the seventeenth century.

From the beginning it had been proposed that the harbour and dockyard should be protected from attack from both land and sea by a girdle of fortifications.
Above and middle left: The Drottningskär citadel.
Middle right and below: The Kungsholm fortress.
Outer fortifications

Situated off the island of Aspö, the Drottningskär citadel was itself originally surrounded by water. It was completed in the last decades of the seventeenth century and this well-preserved fortification from the Great Power period is one of the foremost of Sweden’s historic military installations. A massive granite donjon houses the artillery, magazine and living quarters and the citadel’s four bastions, Maria, Christina, Hedvig and Ulrica are all named after Queens of Sweden. At various periods from 1710 until 1811 the citadel was on a war footing with, at its height, a 250-strong garrison. In 1895 Drottningskär was taken off the active list when the new Ellenabben fortress was built on Aspö.

The Kungsholm fortress was an important active installation until the 1980’s. Presently used as a training establishment, the fort has been manned for an unbroken period of more than 300 years. It was placed on a state of maximum readiness in the 1780’s when Russian squadrons blockaded Karlskrona and again in 1801 when the Royal Navy was active in the Baltic. Although it never had to fire a shot in anger, the fortress was clearly an impressive deterrent to any presumptive intruder.

The fortress consists of a number of structures such as the three storey Donjon with flanking towers, the North fortification erected on a redoubt from the 1680’s, the Great magazine ventilated with an interior double shell of brick and the Little magazine which has 1.5 metre thick walls and heavy iron doors. The harbour is one of the most singular constructions in Karlskrona. Enclosed within a high, circular wall, it is from the 1830’s.

The botanical garden with plants and trees from all corners of the world is of particular interest. The plants were collected during the Navy’s sea training cruises and the tradition of bringing a plant or tree to Kungsholmen at the end of a cruise continues until this day.

**Donjon**: a single, massive, fortified tower.

**Citadel**: a stronghold, or small fortress.

**Redoubt**: a defence work inside a fortification.

An outer fieldwork or defence.
A machicolation is a projecting tower-like structure with openings through which stones, combustibles etc. could be dropped on assailants.
Inner fortifications

The fortified towers, or keeps, of Kurrholmen and Godnatt were built in 1857-63. This type of stronghold had existed in Europe since the Middle Ages and these two were the last such fortifications to be built in Sweden. Obsolete before they were completed, the towers had been overtaken by developments in artillery such as the rifled barrel, and could not withstand the onslaught of modern shellfire.

Gun batteries had been placed on Pantarholmen, Björkholmen and Stumholmen almost from the very beginning. In particular, it was necessary to protect the town and naval base from the Russian galley fleet. These oared warships were able to operate easily in the waters of the archipelago and harried the coasts of Sweden in the beginning of the eighteenth century. The defences on Mjölnarholmen from 1727 were built in part to prevent hostile forces from coming over the ice to attack the town. A few years later a magazine was erected on Ljungskär.

Several bastions were built to defend the town, dockyard and harbour, although the number actually constructed was considerably less than planned. The Kungshall Bastion is from the middle of the 1680’s, and the Aurora Bastion was completed in 1704. In the beginning of the 1750’s quarters were built inside the bastion to house those merchant seamen who were contracted for temporary service in the Navy. In 1756 these quarters were taken over by the Naval Hospital, which remained there until the end of the nineteenth century when a new hospital was built on Vallgatan. The park in the Aurora Bastion was laid down when the hospital was moved to Vallgatan.
The environs of Karlskrona

The establishment of Karlskrona had a considerable effect on the neighbouring districts and large quantities of goods such as foodstuffs, timber, tar and iron, were delivered both to the town and the Admiralty. In particular, commerce flourished when the naval base was being built and in times of war when there was an increased military presence in the town.

The Crown Mill in Lyckeby

Although the new town lacked the water needed to power water mills and manufactories, there was a waterfall in nearby Lyckeby. A Crown Mill produced flour for the bakery on Stumholmen.

The mill has been reconstructed several times, but nonetheless has managed to retain much of its original appearance. In the early eighteenth century a water-wheel designed by Christopher Polhem, was built at the lower falls of the Lyckeby river and in the 1780’s a bridge was erected over the river. Designed and built by Daniel af Thunberg, this long bridge spans over both the river and the two canals that served as a millrace for the water wheels.

In the eighteenth century several important workshops, including a Crown Smithy and a sail manufactory, were established in Lyckeby.
Fredric Henric af Chapman’s estate at Skärva

**Built in 1785–86 for the Admiral Superintendent of the Navy Yard, Fredric Henric af Chapman, his country residence was one of the most singular architectural creations produced in Sweden during the eighteenth century.** The low main building is of wood, and was originally painted in red ochre and roofed in peat, with an entrance framed by a classical temple portico. This somewhat unlikely marriage of Swedish neo-classical and traditional rustic elements was designed by af Chapman himself together with his friend, the philosopher and artist, Admiral Carl August Ehrensvärd.

The house is situated in a beautifully landscaped “English” park. Both the neo-classical temple and the neo-gothic clock tower in the park are from the 1790’s. Skärva had its own small harbour from which Estate produce was sent for sale in the town.

Landscape gardening differentiates between the “English” park and the formal French baroque park. The foremost of the latter, André Le Nostre’s gardens at Versailles, has a strict geometric layout with formal arrangements of box topiary, fountains and terraces. In contrast, the natural landscape provided the source of inspiration for the “English” park with its streams, ponds, and paths that meander between groups of leafy trees.
The Navy Band.
A large number of organizations and stakeholders are involved in the collaboration concerning the preservation and development of the Naval City of Karlskrona. Among those are The County Administrative Board, The Municipality of Karlskrona, The National Property Board, The Swedish Fortifications Agency, The Naval Base, Blekinge Museum, The Naval Museum, Kockums AB, Blekinge Institute of Technology, Region Blekinge and NGOs. A local World Heritage Council has been established in order to coordinate the interests of the stakeholders of The Naval City of Karlskrona and encompasses various fields such as those of conservation, development, tourism, commercial aspects, accessibility and participation. There is a management plan for The Naval City of Karlskrona in which the focal points for the management of the World Heritage Site are stated.
What is a “Cultural Heritage Site”? 

Article 1 of the Convention defines Cultural Heritage Sites as follows:

- **Monuments**: architectural works, works of monumental sculpture and painting of universal value. Example: the Pyramids of Egypt.

- **Groups of buildings**: groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape, are of outstanding universal value from the point of view of history, art or science. Example: The Naval City of Karlskrona.

- **Sites**: works of man or the combined works of nature and man, and areas including archaeological sites which are of outstanding universal value from the historical, aesthetic, ethnological point of view. Example: the terraced rice-fields of the Philippines cordillera.

Article 2 stipulates similar conditions in regard to Natural Heritage Sites.


The Convention concerns the living practice of intangible cultural heritage, and it aims mainly at the knowledge of practising and performing intangible cultural heritage.

The World Heritage Convention and the protection of cultural and natural sites

Article 3 states that it is the responsibility of each State party to the Convention to identify and delineate the cultural and natural properties situated on its territory.

The World Heritage Committee is made up of members from 15 States, and its responsibilities include:

- The World Heritage List
- The World Heritage Fund, which underwrites the various expenses related to work with World Heritage projects and the protection of World Heritage Sites.

In Sweden the Central Board of National Antiquities is responsible for the Cultural Heritage Sites and the National Environmental Protection Agency for the Natural Heritage Sites.

Education and information

The Convention requires that States “shall endeavour by all appropriate means, and in particular by educational and information programmes, to strengthen appreciation and respect by their peoples of their cultural and natural heritage ….” and furthermore in article 27 that “they shall undertake to keep the public broadly informed of the dangers threatening this heritage ….”

Increased awareness by the general public of World Heritage Sites will serve to strengthen their position and enable them to meet the threat posed to their preservation for future generations.
There are 15 World Heritage Sites in Sweden representing different characters and times. High Coast is the only one of the Swedish sites which is a natural heritage site, Laponian Area is a mixed cultural and natural heritage site, and the remaining 13 sites are all cultural heritage sites. The Swedish sites (and the year of the inscription) are:

Royal Domain of Drottningholm (1991)
Birka and Hovgården (1993)
Engelsberg Ironworks (1993)
Rock Carvings in Tanum (1994)
Skogskyrkogården (1994)
Hanseatic Town of Visby (1995)
Laponian Area (1996)
Church Village of Gammelstad (1996)
Naval Port of Karlskrona (1998)
Agricultural Landscape of Southern Öland (2000)
High Coast/Kvarken Archipelago (2000)
Mining Area of the Great Copper Mountain in Falun (2001)
Varberg Radio Station (2004)
Struve Geodetic Arc (2005)
Decorated Farm Houses of Hälsingland (2012)

The Naval Port of Karlskrona is part of the network of the Swedish World Heritage Site and is a member of the organization World Heritage Sites of Sweden (VIS), which aims to strengthen the collaboration between the Swedish World Heritage Sites.