

Hammerhavnen

1200-tallet ff.

Sænebugten bruges som anløbsplads og nødhavn til Hammershus. Rester af gamle bolværker

Sænebugten bay is used as a landing site and port of refuge for Hammershus. Remains of old wharfs

1600-tallet ff.

Skanser

Ramparts

1800

Man opfører et kulhus til opbevaring af kul til det ny fyr på Stejlebjerg

A coal house is built for storing coal for the new beacon lighthouse on Stejlebjerg

1875

I forbindelse med salget af Hammeren til et tysk konsortium er der planer om etablering af havn i Sænebugten

When Hammeren peninsula is sold to a German consortium, there are plans to establish a harbour in Sænebugten bay.

1890-1893

Tilladelse til og etablering af Hammerhavnen

Permission issued and Hammerhavnen harbour is established

1914

Hammerhavnen overtages af den danske stat

Hammerhavnen harbour taken over by the Danish State

1974

Sidste udskibning af granit

Last shipment of granite

2002

Allinge-Gudhjem Kommune overtager Hammerhavnen af Kystdirektoratet.

Allinge-Gudhjem Municipality takes over Hammerhavnen harbour from the Danish Coastal Authority

En god anløbsplads har man været nødt til at beskytte med skanser og der har været to ved Sænebugten. Under englænderkrigene, 1801-1814, var den, der lå nærmest havet, bestykket med "to 12punds kanoner og en 6punds". Der var også et krudthus ved skanserne. Skansen på stranden blev sløjftet, da man anlagde Hammerhavnen, men en skanse på skrænten er delvis bevaret.

A good landing site had to be protected by ramparts and there have been two at Sænebugten bay. During the Napoleonic wars from 1801-1814, when Denmark fought battles with Britain, the rampart closest to the sea was armed with "two 12-pound cannon and one 6-pound cannon". A powder magazine was also situated near the ramparts. The rampart on the beach was eliminated when Hammerhavnen harbour was constructed, but a section of the other rampart on the slope is intact.

Da Allinge-Sandvig kommune i 1874-1875, ved kongelig udnævnt borgmester Marckmann, solgte Hammeren, var området i Sænebugten ikke en del af handlen. Det tilhørte gården Hammersholm. Men af Marckmanns arkiv fremgår det, at man allerede i 1875 havde tanker om at anlægge en havn i Sænebugten: "Da vi nu tænker paa Havne Anlæg i Sene Bugten, anmoder jeg Dem hermed om at gjøre mig et Forslag, hvorledes man bedst kan erhverve den fornødne Grund af Hammersholms Eier?". Imidlertid gik det ikke som den ny ejer havde håbet, og i 1884 solgte han området til sin svoger, baron von Ohlendorff.

Ohlendorff erhvervede til gengæld området i 1890 efter at have fået tilladelse af Staten til at anlægge en havn. Det fik han mod at erlægge en årlig afgift til Allinge Havn, der ellers var udskibningshavn for granitten i området. "Man vil drive Granitbrud- og Stenhuggervirksomhed i stor Stil, nemlig med en Arbejdsstyrke på 800 Mand. Havneanlægget er anslået at ville koste 250.000 Rmk. - Granitten skal bruges til den "Holstenske Kanal" - og derefter med kortere Adgang til Nordsøhavene - i Holland og Hannover". (Bornholms Avis april 1890). Der var straks protester: "skal 800 Arbejdere sønderflænge en Del af Klippen Ørnebjerg - mon ikke [bagmanden] hr. Geheimeetatsraad Tietgen skulle have en smule Omtanke og Overvejelse af nogle Biomstændigheder?"

When Allinge-Sandvig Municipality, in the person of royally appointed mayor Marckmann, sold Hammeren peninsula in 1874-1875, the area around Sænebugten bay was not included in the transaction. It belonged to Hammersholm farm. But according to Marckmann's archives, it is apparent that there were plans to build a harbour in Sænebugten bay already in 1875: "As we are now considering a harbour facility in Sene Bay, I hereby request that you submit a proposal for how the requisite plot of land can be acquired from the owner of Hammersholm farm." Meanwhile, things were not turning out the way the new owner of Hammeren peninsula had hoped, and in 1884 he sold it to his brother-in-law, Baron von Ohlendorff.

Ohlendorff acquired the area around Sænebugten bay in 1890 after receiving permission from the Danish State to build a harbour. He received this permission in return for paying an annual fee to the Port of Allinge, which was otherwise the harbour from which the area's granite was shipped. "There is a wish to operate a quarrying and stonemasonry enterprise on a large scale, i.e. with a workforce of 800 employees. The cost of the harbour facility is estimated to be 250,000 marks. It is intended that the granite will be used for the "Holstein Canal" which will subsequently shorten access to North Sea ports in the Netherlands and Hannover." (Bornholms Avis newspaper, April 1890) This sparked immediate protests: "Should 800 workers be allowed to lacerate part of Ørnebjerg hors? Shouldn't Minister Tietgen [the instigator] have shown just a little concern and consideration for some of the incidental circumstances?"



"Kullehuset i Seene Bugten" blev opført ca. 1800 i forbindelse med etablering af fyret på Stejlebjerg. Ved modernisering af fyret i 1838 gik man over til at bruge olie, og man afhændede det lille hus til fiskere i området. I baggrunden ses Hammershus, den endnu urestaurerede borgruin. Maleri fra 1863 (efter skitse fra 1848) af Carsten F. Henriksen. Bornholms Museum.

"The Coal House in Seene Bay" was built c. 1800 as part of the construction of the beacon lighthouse on Stejlebjerg. When the lighthouse was modernised in 1838, the fuel was changed from coal to oil, and the small coal house was sold to local fishermen. The as yet unrestored Hammershus castle ruin is visible in the background. Painting from 1863 (after a sketch from 1848) by Carsten F. Henriksen (Bornholms Museum).

Men Hammerhavnen blev anlagt. Arbejdet startede i 1890, 27. juni 1891 besigtigede "Friherre von Ohlendorff og Geheimeetatsraad Tietgen" arbejdet. Midt på sommeren stødte man på "historiske Havneværker" som måtte fjernes med dykker. 21. september anløb det første skib havnen og den første ladning sten blev udskibet til Danzig. 9. juni 1892 blev de første tyske turister landsat i havnen af dampskibet Rügen. I foråret 1893 var havnen færdig.

Hammerhavnen harbour was built, nonetheless. The work started in 1890 and on 27 June 1891 "Baron von Ohlendorff and Minister Tietgen" inspected the work. In mid-summer, workers discovered "historical harbour works" which had to be removed by a diver. On 21 September, the first ship called at the harbour and the first load of stone was shipped to Danzig. On 9 June 1892, the first German tourists disembarked on the waterfront from the steamer Rügen. The harbour was completed in the spring of 1893.



Hammerhavnen anlægges 1890-1892. Man er i fuld gang med at bygge sænkekasser.

Hammerhavnen harbour was constructed in 1890-1892. The photo shows cofferdams in the process of being built.



Hammerhavnen med vældige bunker af skærver klar til udskibning. Det hvide badehus på stranden mellem Blachs Hotel og Hammershus blev bygget i 1908.

Hammerhavnen harbour with enormous heaps of crushed stone ready to be shipped. The white bathing house on the beach between Blachs Hotel and Hammershus was built in 1908.



Den nyetablerede Hammerhavn bl.a. med faldhammerbygningen nærmest havet

Photo of the newly established Hammerhavn harbour, including the drop-hammer building closest to the sea.



To bygninger hæver sig over havnen. Havnefogedboligen til venstre er fra 1900 og toldassistentboligen – under Allinge Toldsted - midt i billedet fra 1892. Begge huses facader er senere dækket af træ pga. stedets hårde vejrlig. Det lille træhus foran er nu redskabshus for havnen, men blev opført som remise for lokomotivet til tipvognstoget omkring 1930.

Two buildings tower over the harbour. The harbour master's residence on the left is from 1900 and the custom officer's residence (belonging to the Allinge Customs Office) in the centre of the photo is from 1892. The facades of both houses were later clad with wood due to harsh weather conditions at this location. The small wooden house in the foreground is now a tool shed for the harbour, but was built as an engine shed for the locomotive used by the tipping-wagon train, c. 1930.



Hammerhavnen blev flittigt benyttet til turistsejls både af Dampskibsselskabet af 1866, Østbornholmskes Dampskibsselskab og mange tyske dampskibsselskaber. Her er det S/S Østersøen i Hammerhavnen, ca. 1950.

Hammerhavnen harbour was frequented by tourist cruises, both by shipping lines like "Dampskibsselskabet af 1866", "Østbornholmskes Dampskibsselskab" and by many German steamer lines. The photo shows S/S Østersøen in Hammerhavnen harbour c. 1950.

I forbindelse med Statens overtagelse af Hammeren i 1914, blev også Hammerhavnen overtaget af den danske stat. Udskibningen af granit fortsatte dog frem til 1974, men havnen fik med årene også karakter af lystbådehavn og der var hyppige anløb af dampskibe med turister i sommersæsonen.

When the Danish State took over Hammeren peninsula in 1914, it also took over Hammerhavnen harbour. The shipping of granite continued up until 1974, however, but over the years the harbour also became a marina and there were frequent calls by steamers with tourists in the summer.



Hammerhavnen efter anlæg af knuseværk og lasteanlæg o. 1930. Ejendommen længst til venstre i billedet er "Sænehuset".

Hammerhavnen harbour after the construction of a crushing works and loading facility c. 1930. The building at the far left in the photo is "Sænehuset".



Farvandede ved Hammeren er farlige. Redningsmandskabet fra Allinge er kommet på arbejde. Et hollandsk skib er i havsnød. Besætningen på tre mand, skipperens kone og deres tre børn blev heldigvis reddet. (A de L'Orange, 1860.)

The waters around Hammeren peninsula are treacherous. The rescue crew from Allinge has their work cut out for them. A Dutch ship is in distress at sea. The three-man crew, the captain's wife and three children are fortunately saved. (A de L'Orange, 1860.)