

## Die Deutsche Handelsschiffahrt 1888 1918

Deutsche Ozean-Passagierschiffe, 1896 bis 1918 Die UC-Boote der Kaiserlichen Marine 1914-1918 Die Seeschiffe des Norddeutschen Lloyd: 1920 bis 1970 Deutsche Ozean-Passagierschiffe, 1850 bis 1895 Marine News Die deutsche Handelsschiffahrt 1888-1918 Sea Breezes Jahrbuch der Wittheit zu Bremen Hamburgs Werften 1635-1993 Itzehoe Schiffahrtschronik Die Geschichte der deutschen Passagierschiffahrt: Eine Ära geht zu Ende 1930 bis 1990 Der Prokurist und seine Reeder Die deutsche Handelsschiffahrt Die Geschichte der deutschen Passagierschiffahrt Hanseatische Rechts-Zeitschrift für Handel, Schiffahrt und Versicherung, Kolonial- und Auslandsbeziehungen Schiffe aus Bremen Die deutsche Handelsschiffahrt 1888 - 1918 Die deutsche Handelsschiffahrt 1888-1918 Downeasters und Nova-Scotians Das deutsche Auswaertige Amt im Uebergang vom Kaiserreich zur Weimarer Republik Claus Rothe Harald Bendert Arnold Kludas Arnold Kludas Wilhelm Chr. K. Stammer Herbert Karting Arnold Kludas Hans-Günther Wentzel Reinhart Schmelzkopf Arnold Kludas Johannes Lachs Reinhart Schmelzkopf Reinhart Schmelzkopf Wolfgang Walter Kurt Doss

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in diesem buch wird die entwicklung der stadt itzehoe aus maritimer sicht geschildert man kann davon ausgehen dass schiffahrt hier von anfang an betrieben wurde und die stadt stets die wirtschaftliche hauptschlagader der stadt gewesen ist zumal die landwege bis ins 19 jahrhundert nur bei trockenem wetter befahrbar waren handelsbeziehungen zu den niederlanden und in die ostseegebiete lassen sich bereits vor dem dreißigjährigen krieg 1618 48 nachweisen ebenso aus jener zeit eine bedeutende werft für kriegsschiffbau eine walfanggesellschaft etablierte sich ende des 18 jahrhunderts während erste reedereigründungen seit mitte des 19 jahrhunderts stattfanden schiffbaumeister und ihre erzeugnisse lassen sich seit etwa 1715 nachweisen ab 1895 baute man hier auch stählerne schiffe die letzte werft schloss 1928 ihre tore für immer es waren vor allem die kleineren flussschiffe die seit jeher den gütertransport zu den umliegenden ortschaften und vor allem von und nach hamburg bewältigten ohne sie wäre selbst der hamburger hafen nicht lebensfähig gewesen denn sie waren es die die ladungen dort zusammentrugen oder im

umkreis verteilten ihrer entwicklung dem bau und betrieb dieser fahrzeuge sind umfangreiche teile des buches gewidmet auch werden die lebensläufe jedes einzelnen in itzehoe beheimatet gewesen oder hier gebauten schiffes es waren um die tausend geschildert mit zunehmender verlegung des lasttransports auf die schiene und schließlich auf die straße nahm der anteil des schiffsverkehrs in gleichem maße ab und ist heute fast bedeutungslos geworden der alte itzehoer hafen wurde im zuge der stadtsanierung in den 1970er jahren dichtgeschüttet und der sog suderhafen am ufer der stör ausgebaut für diesen sucht der heutige betreiber neue kunden zu finden und wirbt mit dem spruch itzehoe ist keine hafenstadt aber eine stadt mit hafen ohne schiffahrt hätte die stadt nie jenen beispiellosen aufschwung nehmen können der sie ab mitte des 19 jahrhunderts zu einem der bedeutendsten industriestandorte holsteins machen sollte der schiffsverkehr war für itzehoe derart wichtig dass man in den 1880er jahren unter erheblichen kosten und technischen schwierigkeiten eine moderne kaianlage mit bahnanschluss auf dem sog brookgelände errichtete noch in den 1920er jahren war das schiffsaufkommen so bedeutend dass man einen künstlichen dockhafen plante der jedoch nie ausgeführt wurde

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