

## Sunny Route

Sunny Route starts at the Fish Market stop. On its way downstream of the river, the boat passes interesting objects referring to the past of Bydgoszcz, especially regarding city's heritage of water sports. Next to the historic buildings, there are modern sports facilities and engineering structures to admire. After reaching the hotel Słoneczny Młyn (Sunny Mill), our Sunflower-boat returns to the Fish Market, where the cruise ends.

Duration: approx. 60 minutes



### 3 Main Post Office

The stately, eye-catching brick building serves as the Main Post Office. The entire architectural complex had been constructed between 1885 and 1900. Earlier, this area was the property of the Prussian Army. Starting from the mid-19th century, it had been adopted for the needs of a postal building. The former royal stables were then used by horses working with postillions from the district operated by Bydgoszcz. Over the years, the rank of the city and post office had been growing. Administration was expanding, along with a new telegraph and later telephone departments. The new buildings had office rooms, a tower, in which telegraphic wires were installed, and apartments for post office employees, with windows overlooking the Brda River. The building has slightly changed with the passing time. Its façade was a little bit damaged during the war, losing some of its original embellishments.



### 4 Three Graces

On the Brda riverside, in close proximity to the Main Post Office, there are Three Graces. They serve as an example of modern art, which looks great in Bydgoszcz. The sculptures were made by Jerzy Buczkowski in 1989. The Three Graces refer to Greek mythology, known as goddesses of charm, beauty and joy. Local residents call them frequently the three gossip girls or tradeswomen.



### 7 Building of the former rowing society

In front of the Bernardyński Bridge, there is a little palace that is over a hundred year old. It is related to the history of rowing in Bydgoszcz. It was built as an elegant seat of the German elite club called Frithjof. The lowest floor of the building was occupied by hangars, from which kayaks and boats were pulled to the ramp, before they entered the waters of the Brda River. The second floor featured a restaurant room, which hosted banquets known throughout the city. After the First World War, the palace was handed over for a brief time to the Polish Army, and later returned to Frithjof. Only after the Second World War, it became the seat of the Bydgoszcz Rowing Society, and as such it has been remembered by many residents of the city. Only in the late 1990s, the Bydgoszcz Rowing Society moved to a newer building across the river, and the old one was sold to a private investor, who opened a restaurant in it.



### 8 Municipal Gasworks

There are some old, brick buildings that stand out from the other structures on the left-bank of the city. It is a complex of the Municipal Gasworks. Due to its unique history and importance for development of industry in Bydgoszcz, the gasworks is one of the facilities on the TeH2O Water, Industry and Crafts Route. These days, gas is not produced in this place anymore and the buildings were reconstructed. The gasworks was built in 1860 as one of the first in Poland. In the beginning, it generated gas that illuminated gas street lamps in Bydgoszcz. Twenty years later, it was distributed to private homes. In the 19th century, gas was supplied to 250 users. Over the years the company had been growing at a fast pace, becoming the most important gasworks in the north of Poland. Other facilities that blended in the gasworks scenery included huge furnaces, built from the direction of today's Jagiellońska Street, railway siding, as well as a host of barges.



### 10 University Route

This unusual bridge is part of the University Route built in 2013. It is one of the latest investment projects in the city. The entire route is over 1.5 km long, where bridges and overpasses account for 720 m. Our attention is focused on the bridge pylon, which is almost 70 meters high. It consists of two intersecting horseshoes in the shape of Greek letters Alfa and Omega. The entire structure also looks beautiful after dark, when it is illuminated.



### 13 Słoneczny Młyn Hotel (Sunny Mill)

The buildings are much older than the hotel, which name refers to its previous function (młyn = mill). Starting from the Middle Ages, Bydgoszcz had been involved in trade in grains; granaries and mills were built in many places. They existed on this site at least starting from the mid-19th century. Originally, a small steam-powered mill was built, but the subsequent owners expanded production. In the late 19th century, they built a grain elevator and granary, adding new machinery as well. In addition, they built a narrow-gauge railway transporting grains from the pier where barges moored. In 1915, a five-storey grain warehouse with a tower was constructed, which currently constitutes the main structure of the hotel. The hotel also has interesting interiors. In one of them, there is a chandelier running throughout the entire height of the building, built from more than 90,000 small, hand strung crystals.



### Our boats

The "Słonecznik" (Sunflower) is a solar propelled tour boat built in 2008 by Yacht Concept Solartechology Gawłowski. Electrically driven "Słonecznik" is powered by energy collected by solar batteries, making the boat a 100% environmentally friendly vessel. 28 passengers can be accommodated on board (including 4 stern seats) and two crew members, and the maximum speed of this boat is 12km/h.

The "Słonecznik II" (Sunflower II) was built in 2010 by Techno Marine Ltd. In Kartoszyn. Just like the "Słonecznik" it has an electric drive powered by solar energy collected by solar batteries. It also takes 28 passengers on board.



### Other interesting places

- A Glass Granaries by Andrzej Bulanda and Włodzisław Mucha
- B „A frame on love” installation by Justyna Wójcik and Paweł Przybyła
- A Bargeman sculpture by Michał Kubiak
- B Parish (mill) weir
- C Small hydro power station „Kujawska”
- D White granary (Archaeological collections of the District Museum)
- E Irena Jarocka bench by Michał Pronobis
- F Rother's Mills Science and Culture Centre
- G University of Economy campus



# Bydgoszcz seen from the water



<-- Old Town Route

Sunny Route -->

Brda

Sunny Route

Brda

Sunny Route

Brda

### 1 Rybi Rynek (Fish Market)

We begin our trip from the Fish Market. Here, starting from the Middle Ages, first boats and later – barges and steamboats were coming, bringing goods to warehouses and for sale at local marketplaces. For several hundred years, Bydgoszcz residents and local merchants were coming here for fresh and salted fish. The most popular delicacies among them were crayfish, which were coming from the clear waters of the Brda River. Starting from the early 20th century, fish trade moved to the marketplace built nearby, but for several decades afterwards there had been women in long dresses who continued to sell herring from barrels. The fans of the popular TV series "Four Tank-Men and a Dog" can remember this place - in August 1968, the market was flooded for the needs of one of the episodes.



### 2 Lloyd's Palace

A small Mannerist building, standing close to the Fish Market is Lloyd's Palace, the only reminder of a complex built in 1885-1886 by sea captain Otto Liedtke. The owner turned this beautiful tenement into his house and lived in it until 1908, when the place was handed over to the Bydgoszcz Inland Navigation Society. After the First World War the little palace continued to fulfil its function, but as the office of Bydgoszcz Lloyd, one of the biggest shipping companies in Poland during the twenty-year interwar period. After another war, it became the property of the Bydgoszcz Navigation Authority.



### 5 Where the Bydgoszcz Castle stood

A model of the Bydgoszcz Castle is seen nearby the New Granaries, glass buildings designed by Jerzy Bulanda and Andrzej Mucha. Unfortunately, there is no trace of the original, medieval castle. The castle was built in Bydgoszcz at the request of King Casimir the Great in 1346. That period was known for the battles with the Order of the Teutonic Knights. In that time, the city was located in the border area. The brick stronghold was built on a hill, which was previously occupied by a wooden settlement. The castle was surrounded by a moat and the Brda River, separating it from the chartered city. For over 300 hundred years the castle served as the seat of Bydgoszcz starosts. The wars with the Teutonic Knights did not make significant damages. However, after the Swedish Deluge, it was turned into ruins. Starting from the 19th century, the stronghold had been gradually pulled down, and the bricks were used as building materials in other constructions.



### 6 The area of the Bernardine Monastery

An area on the right bank of the river was once owned by the Bernardine Monastery. Some of the brick buildings, which house classrooms of students attending the University of Technology, remember the times of the monks who had lived in the area for almost 400 years. The Bernardines arrived in Bydgoszcz in 1480, establishing their third order in Poland. Before they built their own monastery, lived in the wooden Church of St Giles, now non-existent. During several decades, they built a magnificent complex of buildings. In addition to the gardens and a beautiful orchard, the estate consisted of a brick church, which after many reconstructions has been used to this day, now as the Garrison Church. Some of its original furnishings can be seen in the Bydgoszcz Cathedral. The Monastery complex also featured a brewery, an infirmary, a building for philosophy studies and a library, which collections have survived to this day.



### 9 Marinas for kayakers and rowers

This neighbourhood is often called the Sports District. On the right bank, we notice several marinas, both historic and contemporary facilities. Starting from the 1920s, Bydgoszcz has been a Mecca for Polish rowing and kayaking enthusiasts. In the twenty-year interwar period, there had been 11 marinas for rowers, making rowing one of the most popular sports in the city. These days, there are several buildings that remember those times. Wooden marinas dating from the 1930s, which we can see, are the property of the Bydgoszcz Women's Rowing Club. It existed as early as the 1920s and was the second oldest women's club in the country. However, only in the 1930s there were funds to build their own seat, which has existed with unchanged exterior to this day.



### 11 Manikowski Waterfront

The waterfront was named after a family of skippers, which for many years, before construction of the footbridge and the Pomorski Bridge ferried Bydgoszcz residents to the other bank of the Brda River. Albert Manikowski, who is remembered by several generations of local residents, moored his boat in the proximity of the present footbridge. He got involved in ferrying people across the river by accident. A man passing by asked him to take him on the boat to the other bank of the Brda River. Manikowski agreed and when he moored, another person waited for him across the river with the same request. It marked the beginning of family business that had developed for over twenty years. The Manikowskis had a few boats, thanks to which they were able to provide service to bigger groups, for instance to the fans of Polonia, a speedway club that had its Sunday matches nearby, on the left bank of the river.



### 12 Sports halls

1. Torbyd skating rink, which was opened in January 2018. The exterior of the building is inspired by the shape of ice crystal. Silver cladding and glass dominate on its façade. When it's dark, the triangular façade joints are illuminated. The skating rink has the dimensions of a full-size ice hockey rink.

2. Immobile Łuczniczka Hall (2002). The name refers to one of the symbols of the city, which is the Archer Lady (Łuczniczka) statue. The venue has for years organized sporting competitions, including international events. In addition to sporting events, Łuczniczka hosts many concerts and trade shows.

3. SISU Arena (2014) built on the occasion of the Volleyball Men's World Championships held in Bydgoszcz in order to create convenient training conditions for teams playing their games.



### Bydgoszcz Water Junction

Today the Bydgoszcz Water Junction does not have any economic significance, but it is an element of identity important for the future of our city. Huge natural and historical values in the form of contact in one area of the Brda, Vistula rivers, Bydgoszcz and Górmanotecki Canal and smaller water streams (Flis, Młynska Trail, Prądy Stream) as well as amazing monuments of hydraulic engineering, constitute a huge potential for Bydgoszcz. Hydratechnical devices that can be admired within our city limits are particularly important elements of the Bydgoszcz Water Junction. However, one should not forget about the ones that no longer exist, which have become a permanent part of the history of Bydgoszcz.

**Lock** - it is used to limit the flow of water and allows ships to pass between tanks of different levels.

**Weir** - a structure used to dam up the water in the reservoir.



### Travel by waterway

The Vistula and the Oder are connected by the so-called Canalized Brda and the Bydgoszcz Canal, which is part of the International Waterway E-70 (Antwerp - Klaipeda) and E-40 (Baltic Sea - Black Sea). From the west, we can sail from Bydgoszcz as far as Antwerp, and from the east - from Klaipeda. From the west, we reach the Spree River, the Oder-Spree Canal, the Oder, the Warta, the Noteć Rivers, the Noteć Canal, and finally the Bydgoszcz Canal.

From the east, from the side of Kaliningrad, the adventure with the E-70 International Waterway begins in the water system of the Nemunas River: Pregola and Dejma Rivers, further on the Polish section you can sail the Elbląg River, and in the internal sea waters of the Vistula Lagoon, the Vistula Królewiecka, the Nogat, the Szkarpa, the Vistula Śmiała, Martwa Wisła (Dead Vistula), Vistula Rivers, and finally you reach the Brda.





## Old Town Route

Old Town Route starts at the Fish Market stop. Along the way up the river one will see many monuments and other interesting places, the descriptions of which can be found in the following columns. The greatest attraction of this trip will undoubtedly be the crossing of the City Lock twice, where the ship overcomes the 3-meter difference in water level. After reaching Railway bridges, our Sunflower-boat returns to the Fish Market, where the cruise ends.

Duration: approx. 70 minutes



**17 Astoria and waterfronts**

Between the City Centre and the district of Okole is an old neighbourhood of railwaymen. With them in mind, a sports club was established, offering basketball, kayaking, boxing and swimming sections. There were popular swimming pools, which were lately reconstructed into one of the most modern Olympic swimming pools in Poland. In recent years, one of the best investment projects was reconstruction of waterfronts. The period marked the emergence of small architecture, a skatepark for young people, as well as hiking and biking trails. Therefore the place was brought back to life, becoming a popular site among residents, encouraging family walking. Reconstruction and revitalization of waterfronts shows the close ties between the city and water, and the continual focus on water. These days, the river is supposed to be associated with relaxation, greenery and exploration of the beauty of the city.



**15 Building of the former railway authority**

The period when Bydgoszcz was annexed by Prussia brought first development of river transport, and in the second half of the 19th century – railway transport. The city received railway service to Berlin and a junction of the coal highway running from Silesia to the seaside. The expanding railway administration required construction of a proper office building. The year 1888 marked the opening of one of the most beautiful, stately buildings standing in Dworcowa Street. Prussian municipal buildings were rarely erected in the Mannerism style. But this feature distinguished the Bydgoszcz edifice. The building looks equally interesting from the front and from the back, overlooking water, which we can admire from the other bank.



**12 City Lock**

The City Lock, which is one of the biggest attractions of cruises on the Brda River. The lock was put into service in 1915, and after reconstructions and remodelling projects (the last one in 2015) it has survived to this day. After entering the lock, the double lower door will close behind us. The chamber, fed by bypass channels, is filled with water, which will raise us above 3 meters high. In this way, the water level will be even with the Młynówka River, which at this height separated from the mainstream of the Brda River.



**11 Trapezoid Lock**

It was the only lock of this type in the world. Its emergence was related to functioning of the Bydgoszcz Canal. The city lock, which was reconstructed many times, received a new, innovative, trapezoid form, which was a very unique solution in the late 19th century. The lock was built directly in the riverbed. The structure had a very original gateway. As you can see, both the lower and upper gateway is placed on one side. It meant that the lock was approached from the back. Barges were reversed in the proximity of the present Bernardyński Bridge, and then pushed in reverse for about one kilometre, all the way to the lock. However, it was not the end of the problems, since after leaving the lock and heading to the then canal branch, sailors encountered a very rapid current, which frequently led to accidents and capsizing. The place became known as the Bydgoszcz Scylla and Charybdis, referring to the mythological creatures known for drowning ships.



**8 Opera Nova**

A monumental building of the Opera Nova on the left bank of the river catches ones attention. The building seen from a bird's eye view has the shape of a three-leafed clover. The fourth leaf is (for now) missing, since the building had no luck for a long time. Its construction started in the beginning of the 1970s and continued for almost thirty years. In 1994, in order to break the run of bad luck, the first Bydgoszcz Opera Festival was organized in the base building. Despite practically field conditions, it is remembered by all participants as a perfect event. The festival continues to attract a big group of opera fans. The stage is regarded as one of the best in Poland, staging almost a hundred performances a year, watched by over 80,000 spectators. It also hosts conferences. Works continue on construction of the fourth round building, which will expand the possibility of organization of various events.



**7 Lovers' Bridge**

A white footbridge connecting the Opera Nova with the Mill Island was built in 2008, when the Island and Brda riverside were revitalized. It was chosen by lovers from the beginning. Just like in many cities of Europe, sweethearts lock love padlocks to this bridge. After locking the padlock, they throw the key to the river, making sure that no one will unlock it. It symbolizes everlasting, unbreakable love. Due to the growing popularity of this custom, the footbridge is frequently called the Love Bridge. However, its real name is the Jana Kiepurzy Bridge. The patron should not be surprising to anyone, since the footbridge heads to the Opera Nova, and Kiepurza was signing beautifully about love!



**5 Theatre Square**

A green area on the left bank of the river is one of the historic squares of the city – the Teatralny (Theatre) Square. The building of the theatre disappeared a long time ago, since it was consumed by fire in 1945. It was erected in 1824 and was rebuilt twice after fires. The theatre received its final, splendid appearance in 1895. Not only architecture, but also its repertoire made that Bydgoszcz was called the Little Berlin, attracting throngs of spectators from all over Germany. In the beginning of the 20th century, a statue of the Archer Lady was installed in close proximity to the building, which became the most popular monument in the city. After the Second World War, the Theatre was rebuilt in another part of the city, in the so-called Music District, where the Archer Lady was also moved. These days, only the name of the square refers to the old times.

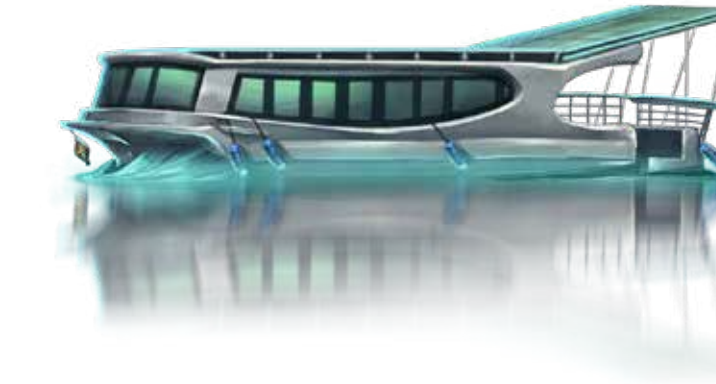


**3 Man crossing the River**

Sculpture of "Man crossing the River", made by Jerzy Kędziora, is one of the newest symbols of Bydgoszcz. The sculpture appeared here in 2004, when Poland joined the European Union. This brave man is over 2 meters tall and weighs 50 kg. Despite the wind and storms, he never loses his balance. The statue owes it to a perfect weight distribution and placement of the point of gravity in the centre of the rope, on which it stands. When we take a closer look at the statue, we will find references to another symbol of Bydgoszcz – the Archer Lady. In one hand, the "Man crossing the River" holds arrows, and has gladiator sandals hanging over his arm. A swallow is also seen on the rope next to him. In German, swallow is Schwalbe, and Szwalbe was the last name of an artist and long-term director of the Bydgoszcz Philharmonic.

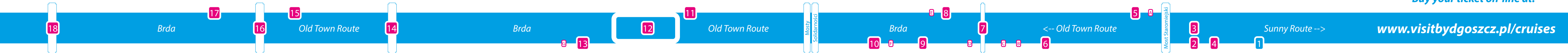


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**18 Railway bridges**

There are three railway bridges seen on the Brda River. The eastern arch bridge, which was put into service in 1851, is the oldest preserved bridge structure in Bydgoszcz and one of the oldest existing railway bridges in Poland. The middle bridge, a brick structure, was built in 1872. Finally, the western, reinforced concrete bridge dates from 1895. The coal trunk line, running from Silesia to the seaside, one of the most important investment projects of the Second Republic of Poland, runs via the middle bridge. The bridges survived the period of the Second World War. Reliable construction of the bridges makes that they have been used to this day, despite the passing of time.



**16 Królowej Jadwigi Bridge**

It emerged in its present shape in 1915, when the entire section of the Brda River was rebuilt, adjusting it to the needs of modern navigation. The brick, three-span bridge was replaced with a modern reinforced concrete structure, which was a very innovative solution at that time. Until 1920, the bridge was called Victoriabrücke; after the return of Bydgoszcz to Poland, it was renamed Królowej Jadwigi Bridge (Queen Hedwig Bridge). Its unusual history is related to the period of the Second World War. The crossing survived an attempt at blowing up with dynamite – the only signs of this event were distorted railings. A few days later, the Germans placed several aerial bombs on the bridge. Residents from the nearby district of Okole, called railwaymen due to their professional relations with railway, sneaked up at night and disarmed the bombs. Therefore, the bridge survived the war as the only bridge in the city.



**14 Jagiełły Bridge**

Another bridge on our route is one of the most recent investment projects in the city. It was put into service in 2012. Its construction was related to the restoration of the tram line to the railway station. The first horse-drawn tram, which entered the streets of the city in 1888, started its run at the railway station. A hundred years later, the route was discontinued, but the topic was coming back. It was not possible to install tram tracks throughout Dworcowa Street; therefore, an idea was conceived to build a new bridge nearby the railway authority building and to restore the connection with the railway station. The bridge has also pedestrian and biking paths. It is an interesting example of modern architecture, looking particularly impressive at night with its illumination that changes colours.



**13 Former tannery – premises of the WSG**

There is also an interesting area on the right side. In the late 19th century, an industrial plant of Ludwig Buchholz was built in the area. In a period of only several years, the twenty-year-old industrialist turned the small factory into a huge complex, encompassing houses along with a dozen or so factory and warehouse buildings. There was also a sawmill, taking advantage of its convenient location on the waterfront. The factory developed continuously for several decades, winning foreign markets. After the Second World War, the factory was taken over by the Kobra Footwear Enterprise, which continued production until the beginning of the 1990s. These days, the premises are owned by the University of Economy (Wyższa Szkoła Gospodarki), which revitalized the area, replacing the old factory buildings with the new ones. Buchholz's villa, the only reminder of the former glory of the factory, has remained to this day.



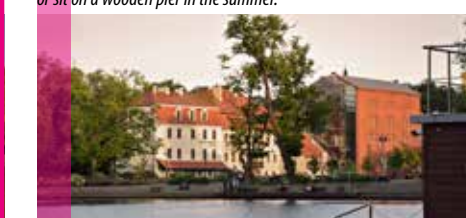
**10 Bydgoszcz Marina**

In the bend of the Brda River, on the Mill Island, there is a building which shape resembles a wave. It is the Bydgoszcz Marina – hotel, marina and sports club – all in one. Proclaimed the Structure of the Year 2013, the Marina is a place that blends beautifully in the scenery of the revitalized island. It offers a number of possibilities for active recreation in Bydgoszcz. In the summer season, there is a possibility to rent a kayak or a pedal boat, also motor powered. Rowers and kayakers train on the Brda River almost every day; there are also water polo trainings held on the river. In the proximity to the marina, there are reconstructed waterfronts, which offer mooring facilities for yacht, motorboat and houseboat. Such vessels in great numbers are seen in particular during the annual festival Ster na Bydgoszcz (Set your heading on Bydgoszcz).



**9 Mill Island**

This place attracts throngs of tourists and residents of Bydgoszcz who look for a relaxing break. In recent years, the Island has turned from an ugly duckling – a much neglected part of the city – to a graceful swan, a place with a charming beauty noticed by everyone. The Island has been part of the chartered city since its beginning. In the 16th century, there was a mint (first royal and later a private mint). The 19th century and the industrial revolution changed the image of the Island. Factories, small manufactures, numerous granaries and first of all mills had been built in the area. The building of Rother's Mills is the biggest on the Island and undergoes reconstruction. These days, the Mill Island is first of all a perfect place to relax, also for active recreation. Some of the renovated buildings on the Island house several departments of the District Museum. In the restored Miedzynowdzie Canal, one can dip feet or sit on a wooden pier in the summer.



**6 Bydgoszcz Cathedral**

The Bydgoszcz Cathedral is the oldest existing building in Bydgoszcz. The church, dedicated to Saints Martin and Nicholas, was built in 1466-1502. In 2004, the church was raised to the rank of cathedral and a new diocese was established in Bydgoszcz. The building looks beautiful from the water, but its greatest treasure is inside. The Cathedral is known for its unique colours with walls painted in orange, pink, violet and yellow and its unique stellar vault painted in blue. The high altar features the painting of Our Lady of Beautiful Love, also known as Our Lady with the Rose. There is also an interesting bell in the church, brought from the cathedral of Kamianets-Podilskyi. In 2018, during renovation works in the Cathedral, hundreds of coins dating from the 16th and 17th centuries were found, along with jewellery and amulets. The Bydgoszcz Treasury is displayed in the European Money Centre on the Mill Island.



**4 Lemara Barge**

Lemara Barge, moored at the bank of Brda river, right next to the symbolic granaries, is a very unique place. It is both a technology monument and a symbol of a very important part in the history of Bydgoszcz. Because it is thanks to water and sailing that Bydgoszcz flourished so impressively in the 19th century. That growth resulted in the city's development and erecting buildings that up till today are true gems of the city's centre. Lemara was built in 1937 in Lloyd's Shipyard And Workshops Inc. in Bydgoszcz and served as a commercial barge until 2006. After a long overhaul and remodeling Lemara was transformed into a living museum of the water and skipper tradition. The interior was remodeled in order to resemble the living and working quarters of the Bydgoszcz skippers. It hosts monthly gatherings of the skipper families associations. Thanks to all of this a part of the forbidden "water history" of Bydgoszcz has returned to the city.



**2 Old Granaries**

The three granaries, seen on the right side of the river, are the best recognised symbol of the city. The buildings remind the centuries-old tradition of trade in grains, which played an important role in development of the city. Bydgoszcz was buying grains primarily from the region of Kuyavia. They were stored on the riverside, facilitating their fast loading and shipping. The buildings that have survived to this day date back from the late 18th century. The smallest, outermost building, standing nearby the bridge, the so-called Dutch Granary is the oldest of them. The remaining two granaries were once owned by a rich merchant Samuel Engelmann. These days, all of them house numerous studios and exhibition rooms of the District Museum. Visitors can take a look at exhibits related to the history of the city, dating mainly from the twenty-year interwar period.



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