

Die Deutsche Handelsschiffahrt 1888 1918

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in moord ende doodslag reconstrueert kees nieuwenhuijsen bijna veertig moorden op bekende en minder bekende personen uit de middeleeuwen hoe ging hun verhaal de geschiedenis in moord ende doodslag van kees nieuwenhuijsen gaat over geruchtmakende zaken in de middeleeuwen en de geschiedvervalsing die daarop soms volgde de middeleeuwse kronieken staan vol met fantastische beschrijvingen over hoe koningen bisschoppen en graven aan hun eind kwamen veelal stierven ze een gewelddadige dood door toedoen van iemand anders maar wat is feit en wat is fictie in moord ende doodslag reconstrueert auteur kees nieuwenhuijsen bijna veertig zaken uit de middeleeuwse geschiedenis van nederland hij gaat terug naar de originele geschriften en vergelijkt deze met latere verslaggeving historische feiten en andere bronnen hij beoordeelt of er sprake is van geschiedvervalsing en of die vervalsing bewust is gefabriceerd om politieke of religieuze redenen of is ontstaan doordat kroniekschrijvers hun fantasie de vrije loop lieten ook belicht hij hoe de begrippen moord en doodslag in de middeleeuwen een andere lading hadden dan nu

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 stör 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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