

TRADICIONALNI LUČKI OBRT U NESTAJANJU

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Riječka luka ima dugu i bogatu povijest. Prva riječka luka nalazila se u starom koritu rijeke Rječine, danas poznatom kao Mrtvi kanal. Taj je kanal u prošlosti bio sve samo ne mrtav. Uz kanal je bilo veliko trgovište na kojemu se najčešće moglo naći željezo, ulje, drvo i koža. Razvojem trgovine, rasla je i potreba za sve većim brodovima koji su uskoro postali preveliki za tako „malo” korito. Zbog toga se 1852. ulazi u projektiranje nove luke kakvu poznajemo danas. Projektiranje i financiranje izgradnje luke dodatno je potaknula odluka cara Josipa II. koji je odobrio gradnju novog toka Rječine zbog izljeva. Riječka luka u novom ruhu raste i prosperira. U njoj se rađaju i žive brojna umijeća i obrti. Nakon smanjenja radnog opsega za vrijeme rata, pod Jugoslavijom Rijeka toliko raste da obavlja podeset posto državnoga lučkog prometa te je najveća luka u Jugoslaviji. To ju čini i lukom s najviše radnika. S godinama luka je morala, zbog zahtjeva tržišta, krenuti u modernizaciju, čime su polako, ali sigurno stari obrti počeli nestajati. Ovim se člankom želi zabilježiti, a time očuvati, umijeće ručne izrade braga, tj. ručnog upleta konopa i naziva alata kojima se obrtnik pritom služi, kao dijela nematerijalne pomorske baštine. U riječkoj luci postoji još samo jedna osoba koja praksom održava taj obrt živim, i ovaj se rad temelji na razgovoru s njime.

A FADING TRADITIONAL HARBOUR CRAFT

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The Rijeka Harbour has a long and rich history. Rijeka's first harbour was situated in the old river bed of the Rječina River, nowadays known by the name of *Mrtvi kanal* (the dead canal). Alongside the canal there was a large trading place on which one could find iron, oil, wood and leather. As the trade grew the need for bigger ships also grew, and the old riverbed became too narrow to receive them. Therefore, in 1852 the authorities began the design of a new harbour, the harbour as we know it today. The design and financing of the harbour got an additional boost with the decision of the Emperor Joseph II who authorized the building of a new course of the Rječina River because of the outflow. The Rijeka Harbour on its new location grows and prospers. It provides incentive for numerous crafts and other practical knowledge. The volume of work was reduced during the war, but under Yugoslavia Rijeka grew to the point where it handled 50% of the state harbour traffic, and became the biggest harbour in the country. This means – the harbour with the greatest number of workers. With the passing of time and the market demands the harbour had to undertake modernization with which the old crafts slowly but surely began to disappear. The goal of this paper is to record and thereby preserve, the art of manual production of *braga* – hand weaved rope and the terminology of the tools the craftsman uses while producing it. In the Rijeka Harbour there is only one person who keeps this craft alive and this paper is based on interviewing this man.