

## PLANIRANJE I IZGRADNJA RADNIČKOG NASELJA BRODOGRADILIŠTA 3. MAJ I TVORNICE MOTORA ALEKSANDAR RANKOVIĆ NA ZAMETU U RIJECI, 1947.–1952.

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U razdoblju od 1947. do 1952. na zapadnom predjelu grada Rijeke, u nastavku do tada pograničnog, periferijskog i neplanski razvijanog područja naselja Zamet, izgrađeno je prvo socijalističko radničko naselje.

Objavom Natječaja za izradu idejnih skica za radničko naselje u siječnju 1947., inicijativa *Kvarnerskih brodogradilišta* nadovezuje se na tradiciju izgradnje radničkih naselja u Rijeci, a oslanja na program Prve petoljetke kojom je u tadašnjoj FNR Jugoslaviji otpočela i planska stambena izgradnja s naglaskom na izgradnju radničkih naselja.

Iste 1947. realizaciju projekta preuzima Centralna uprava za brodogradnju koja razradu prvonagrađenog rada zagrebačkog arhitekta Jurja Bertola povjerava stručnjacima vlastita Građevnog odjela. Osim bitnih izmjena projekata tipskih stambenih građevina u odnosu na natječajno rješenje, tijekom gradnje mijenjaju se i urbanistička rješenja te uvode novi tipovi stambenih građevina. Do okončanja izgradnje 1952., na površini od oko 18 hektara razvijeno je vrtno naselje s oko 425 stanova i samačkim hotelom, nažalost, ne i drugim planiranim javnim i društvenim sadržajima, a osim Brodogradilišta 3. maj (sljednika Kvarnerskih brodogradilišta), u izgradnju naselja ulaže i Tvornica motora *Aleksandar Ranković*.

Osim što, kao jedno od prvih hrvatskih poslijeratnih radničkih naselja, ne zaslužuje da bude i dalje prešućivano u stručnoj literaturi, radničko naselje na Zametu posjeduje slojevitost arhitektonske i urbanističke interpretacije proklamiranih vrijednosti poslijeratnog društveno-političkog sustava te ga je potrebno zaštititi i kao kulturno dobro jedne epohe.

## PLANNING AND CONSTRUCTION OF THE WORKERS' SETTLEMENT OF THE "3. MAJ" SHIPYARD AND THE "ALEKSANDAR RANKOVIĆ" ENGINE FACTORY ON ZAMET IN RIJEKA 1947 – 1952

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In the period from 1947 – 1952, on the western part of the city of Rijeka, in an extension of the borderline, peripheral and plan-wise chaotic settlement of Zamet the first socialist workers' settlement was built.

With the publication of the public call for proposals for the concept design of a workers' settlement in January 1947, the initiative of the *Kvarner Shipyards* linked in with the tradition of building workers' settlements in Rijeka, and relies on the programme of the *First five-year plan* with which in the then Federative Republic of Yugoslavia a planned residential construction began, the accent being given to the building of workers' settlement.

In that same year, 1947, the realization was taken over by the *Central Bureau for Shipbuilding* which entrusted the elaboration of the winning project of the Zagreb architect Juraj Bertol to the experts of its own *Construction department*. Apart from some fundamental changes in the project of standard residential buildings in relation to the original design, during the construction itself the town planning changes were introduced, as well as new types of residential buildings. Until the completion of the construction in 1952, on an area of 18 hectares a garden settlement with around 425 apartments and a hotel for the singles were developed, unfortunately, without any other planned public and social contents. Except the "3. Maj" Shipyard (the successor of the Kvarner Shipyards), the "Aleksandar Ranković" Engine Factory also invested in the settlement.

As one of the first Croatian post-war workers' settlements, the settlement in Zamet doesn't deserve to be continuously overlooked in professional literature. It possesses a stratification of architectural and town-planning interpretation of the proclaimed values of post-war social and political system and should be protected as a cultural heritage of one epoch.