

TOURISM IN GDYNIA TO SECOND WORLD WAR

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Abstract: The aim of this paper is to show the rapid development of the fishing village in a seaside resort. The main reasons of the rapid development were health tourism, sea tourism and the construction of a commercial port. This transformation was made possible thanks to its convenient location and the growth of demand for summer holidays and cultural entertainment. The authors have queried the publication of archival materials and compact. The results of research indicate on a very high pitch of civilization Gdynia since 1939.

Key words: Poland, Gdynia, tourism, recreation, leisure, sailing

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INTRODUCTION

Gdynia is situated on the southern shore of the Baltic Sea just twenty kilometers to the northwest of Gdansk. It is a small seaside town, founded by the favorable location and good decisions taken by the Polish government and the local authority. In this time, local newspapers were writing: „*Gdynia as competition for Gdansk and Sopot. Magazines in Gdansk are more often occupied with Gdynia on its pages. Generally they perceive Gdynia's port, as a competition for port of Gdansk and also as the city with great future which is capable of concentrate all central coast traffic and thereby push down Gdansk from its leading position*” (Sokolowska, 2001). Gdynia was built by the whole Polish society. Government's propaganda of success often presented Gdynia as a “*window on the world*” through which Poles can easily migrate for work and bread, others can trade with overseas countries or just take a cruise on one of the Polish liners to America or around Baltic Sea.

The beneficial location of the village, sheltered from the open sea with Hel peninsula, was conducive for rising of sailing clubs in which young students were trained. An important part of building a Polish maritime identity was strong Navy based at Oksywie. Development of the Navy was supported by the Naval Defense Fund, through which modern submarines and destroyers were purchased. Gdynia was a window to the world for many Poles, and some of them remained here forever. It is worth to mention about fact of rapid growth of the population, from about 500 people at an early age to 120 thousand in September 1939. Medical tourism and in later years the construction of war, commercial and fishing harbor were essential for the development of a small fishing village into the great port city.

Two years later the situation has not changed. Management companies of Baltic ports such as Kaliningrad, Klaipeda and Gdansk perceived Gdynia as a significant competition: “*The lament in Gdansk because of Gdynia. At the Congress of the German Society of International Law, a director of the Gdansk court delivered a lecture, /.../in*

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an extremely biased way and incompatible with the real state of things, he presented the situation in the port of Gdansk as deplorable and tried to show that Poland built Gdynia just for political reasons” (Sokolowska, 2001).

LOCATION OF GDYNIA

„It all started a long time ago, back in the Ice Age when the retreating glacier left lane behind various forms of geological monadnocks and pebbles drawn from Scandinavia. Then, on the Gulf of internal sea, the Baltic Sea was not known yet, steep cliff formations began to form characteristic coastline of our region. Climate changed, passed hundreds of years, ocean currents began to shape the natural cover of the, Little Sea”, which began to create Hel spit from several sandy islands. That shield, against the onslaught of the waves from the open sea began to act as a natural breakwater, what ensure first people to settle in these once inhospitable shores. As they legend say, the first inhabitants of the coastal areas was the descendants of the valiant Vikings, the Normans from the North, who trough enslavement of local women, settled in these areas, creating a new breed of strong and independent indigenous, combining two languages in one, later they abandoned predatory lifestyle, becoming peaceful fishermen and farmers. After that they become people called, Kashubs” (Gubal, 2005).

Gdynia occupies the northern slopes of the forehead moraine, gently descending to the shore of the Baltic Sea. Only on Kepa Oksywska, Kepa Redłowska and Stone Mountain, there were formed steepy shores called cliffs. The city is located on the grounds of Kashubian seacoast and kashubian lake region. It is located in the temperate climate zone, characterized by variability in weather conditions with a characteristic mild winter and spring cooler than autumn.

SEASIDE SUMMER RESORT

Transport accessibility is one of the determinants, which significantly effects on the development of the region. New roads and emerging land railways enable people's migration, what is more it support the development of trade. At the end of the nineteenth century, the construction of the railway line was started. The line was arranged to contact Konigsberg with Berlin thru Gdansk. The railway track ran near the village of Gdynia, about one kilometer from the shore: *“Even before obtaining civic rights (1926), every year Gdynia hosted hundreds of holidaymakers and tourists from across the Poland, because then it was a small fishing village, but since 1870. Gdynia has a rail link with the world” (Wrzosek, 1997).*

The turn of the nineteenth and twentieth centuries, it should be noted as the beginning of the development of the village changing its character from rural farming village into summer resort. Germans from Gdansk perceive in Gdynia very good location to build the resort, so they decided to build in place of the present Kosciuszko Square house for tourists. This object for its time was considered very modern and elegant: Origins of the urban system of Representative District and in fact the first element of urban planning - Kosciuszko Square - is associated with the beginning of the twentieth century, and thus the time when Gdynia was still a village. At the time to south from village buildings, there began to emerge small rural summer resort assumption. Company registered in March 1904. Named *“Ostseebad - Genosenschaft Gdingen”* (Baltic Bath Association Gdynia) have built next to the beach baths which consisted of the two-story Medical House (Kurhaus), bathrooms for men and women, and small amounting 50 m wooden pier. Land belonged to the bath has size of 2.5 ha, which took the shape of a rectangle and reached the border line of the beach and later to the line of Swientojanska street. *„Kurhaus” stood in the central part of the area, surrounded by a small garden-park-, terraces descending to the sandy shore” (Soltysik, 2009).*

To Gdynia for the rest came mostly residents of nearby Gdansk, but also the inhabitants of Warsaw, Poznan, Torun and Wejherowo. The main advantage of the

Gdynia's tourism was very similar environmental conditions in comparison with Gdansk and Sopot, but the prices in Gdynia was incomparably lower. In Gdynia's „*Kurhaus*” you could meet the merchants, traders, lawyers and teachers who were wishing to experience the peace and tranquility by the sea shore, so they rather elected provincial Gdynia then crowded Sopot. They came to Gdynia on a small railway station, and then driven by the horse-drawn carriages they traveled to the summer resort. More wealthy bathers came with own vehicles. The railway station was connected to the, „*Kurhaus*” with large Ceremonial Avenue: *„Before 1908, a new access road to the „Kurhaus” was built. It led from Gdynia's railway station, bypassing the south rural habitat and paving its course with straight line to the east, across the fields of Gdynia's hosts and finally to the building itself. This route, first was known as Kurhauweg, then as Kurhausstrasse or Kurhausallee and finally the street or Medical Alley, it was designed with an impetus. It had a width of 12m and consisted of the sandy road running centrally (6m) and a walkway on both sides, each planted by the two rows of trees”.* (Soltysik, 2009).

A satisfied customer is the best advertisement of the product and service, so Gdynia was attended by more and more people interested in recreation. „*Kurhaus*” offer high quality service at an affordable price often using the service of the local community, which provided the freshly caught fish, gathered undergrowth and crops: *“With its beautiful location, clean water and beautiful beach with a small bridge overcoming on the sea, less wealthy citizens of Gdansk rather chose a summer residence in Gdynia, then Sopot which was full of bubble. Besides a low amount of modest little villas, Gdynia was a fishing settlement. Men at the night sailed for fishing, their daughters or wives took this fish by rail road to Gdansk (In this time there was a fourth class in local trains, providing them to so-called Fischmarkt - Fish Market still exists until now - and poorer women relocate their goods nearer Sopot by foot”* (Darski, 1979).

In the north, towered over the village, there was Kępa Oksywska with the historic parish church of St. Michael with the harvest soil around it. In the south there was Kępi Redłowska, residues kashubian piece of forest, from where you could find a rare trees and bushes of Poland. Between the clumps, there were moraine up fit called Stone Mountain or Kamieniec Pomeranian, which in 1892 was acquired by the German merchant from Gdansk who changed its name to Steinhoff.

In the course of time, Stone Mountain has become a holiday center of extending summer resort on the shores of the Baltic Sea. There is no doubt that Gdynia compete with Gdansk and Sopot for the primacy of best medical place in this part of the Poland. Poles were choosing for vacation the polish countryside, which offered more and better services at affordable prices. Interest in Gdynia has increased by holidaymakers and by entrepreneurs who saw a good opportunity to earn money just by investing in emerging seaside summer resort. The growing resort assured beyond housing office, food and short sea journeys but also the accomplishment on the canvas of culture, sport and recreation. Soon the restaurants and cafes started to open, offering their services for day and night. Gdynia's cinemas were considered as some of the best in Poland offering movie lovers domestic and foreign films.

Cinema „*Enchantress*” owned by B. Zielinski, was housed in a wooden barrack next to a non-existent today Boleslaw Chrobry Square, between the streets on Feb 10 and Bathory. When a few months after the opening of “*Enchantress*” there was created in Gdynia the second competitive cinema called „*Sea Eye*”, it was located next to coastal boulevard. Then, between the owners of cinemas began competition which resulted in the inflow of good movies for inhabitants of Gdynia. Captain Schmidt, owner of “*Sea Eye*”, does not regret the money for import of even the best movies, especially since the income brought him the local entertainment place, which was opened in the same building as the cinema.

About 1935. Zielinski abolished the „*Enchantress*”, bought a plaza on Waterfront Boulevard, right in front of “*Sea Eye*” and in the posted there pavilion he opened local of entertainment and new cinema, which he called “*Bodega*”. At that time, there were

already in Gdynia several cinemas like - *"Fairy Tale" at Kosciuszko Square 8, owned by Kazimierz Peszkowski*" (Nowicka 1988). After the end of First World War, Stone Mountain and its surrounding hills were bodied by numerous guest houses and villas aimed at patients. Hotels and Spa Houses provided services of hospitality and catering, also the entertainment services at the evenings. Around accommodations for tourists, authorities of Gdynia have decided to create a space that would be suited to the guests' expectations by its advantages. The vision of the development of Gdynia was worked out on the city plan of Garden with plenty of greenery surrounding the buildings. Space decorated in this way was encouraging people to walk and walking in the direction of Orłowo or Oksywie, where was located a famous restaurant *"Chojkow"* which offered Kashubian delicacies: *"From the earliest years, fish were the primary food for population living here, as if out of necessity. Kashubian fish dishes were served on tables in the coastal "checzach" in a very diverse way, eaten fish was cooked, stewed, baked, fried, salted, smoked and pickled. In the course of culinary operations, heads and fins did not cut off. It was believed that the fish taste better as a whole"* (Ucinski, 1996).

A visit to Gdynia's hills ensured not only breathtaking views, but also the opportunity to visit eateries where innkeepers prepare regional dishes. These escapades were repeatedly described in the memories of Gdynia, tourist guides, monthly magazines and daily newspapers. Walking route at Stone Mountain was considered as the beginning of the hiking trails in the direction of Kolibki and Oksywie. Specially prepared boardwalk and walking trails allowed for hiking, during which people could make new friends. During the walks you could meet patients dressed in beautiful costumes, officers in gala uniform and children running and playing around. From those years come numerous postcards illustrating Gdynia's walking promenades: *"In the twenties, just above the beach there was built so called, Staniszewski path. It was a series of walking paths on a small embankment fortified by a turf. In the thirties, at the foot of Stone Mountain there was built a first shore strengthening in line, which was the most exposed to damage. It was the concrete band, 80 cm high. Behind it, there was the ran series, covered with gravel"* (Gogolewska, 1979).

A large number of guests in Gdynia forced on the local authorities a preparation of the attractions that would add charm to guest's visits by the sea. In agreement with the Navy near the Kashubian Hotel, there was built the band shell, where twice a week in Wednesdays and Sundays music concert of military band was held. Moreover there was opened a flagship store near the boardwalk by Wedel Company, where you could buy hot drinks and delicious chocolate. To drinks there were recommended sugar confectionery by own production which were regularly imported from Warsaw. While walking on the beach toward Orłowo, walkers passed Polanka Redłowska, where equestrian competitions were organized. Due to high cash prizes, the lists of participants consist of the best riders from around Europe with the participants of the Olympic Games ahead. Person who does not indulge in sea baths chose for example to take a walk on the Oksywski top, what held for about three hours one way. The way back could be covered on foot or by giving a lift by the innkeeper or by buying a rowing boat ride from the fishing village Oksywie: *"The beach itself, underneath Stone Mountain was wider and managed in the neighborhood of „Poland Riviera hotel". In 1926 new bathrooms were built here, they called them "Plants of bathing". The wooden building was more comprehensive than the old one and towards the Sea lead arched bridges with cabins. Using adult bathrooms cost 50 gr at one time, children under the age of 14 - 30 gr. All volunteers could take a tour from the pier of „Polish Navigation Harbor" to extending port of Gdynia or just sail to Hel or Sopot"* (Plaza-Opačka, 1992).

Gdynia has grown rapidly due to patients and holidaymakers who spent here money. New residents were settled, entrepreneurs were opening new companies and business service with manufacturing and service facilities. As well the hiking enthusiasts from the Polish Society of Local Lore were gathering here. The results of these expeditions were numerous tourist guides and tours maps, praising the Kashubian Earth.

The turning point in the development of Gdynia was the decision of the Parliament of the Republic of Poland about adoption of the Act of 23 September 1922 posing about *“the construction of a sea port at Gdynia, Pomerania”*. Enthusiasm has prevailed among the Polish people, because great opportunities for its residents were opened: *“Two years later, interministerial committee established character of Gdynia as a port and summer resort city. Estimated number of residents was determined at 40 to 60 thousand. In 1922, when the decision of building the port was made Gdynia had 1.3 thousand inhabitants, in 1926 Gdynia has become the city with population of 12 thousand and in 1939 just before Second World War it has 127 thousand inhabitants”* (Tarkowska, 2009).

An important element for the development of Gdynia as a major target of tourist trips and escapades, was the establishment of a numerous institutions related to tourism business and the support of the sightseeing idea around the city. At the railway station the information and service point for tourism was opened: *“The attention was deserved for Boleslaw Polkowski, who spearheaded great and useful social initiative as a head of the Department of Statistics in Gdynia. Thanks to him, in Gdynia branch of the Polish Tourist Association was established, where the organizational meeting was held with a lot of space devoted to cultural and educational affairs of Gdynia's society”* (Nowicka, 1988).

Many travel agencies opened its branches in Gdynia, among them domestic and foreign one including: Behnke & Sieg, Bergtrans, Karlsberg, Spiro & Co., Polish Agency for Maritime and also travel agencies *“Orbis”*, *“Wagons Lits - Cook”* Tourism Promotion Division. There were also assumed the social organizations involved in the promotion of healthy lifestyle through hiking, cycling and gymnastics. These included the YMCA (1932), a global organization (Young Men's Christian Association), the Polish Society of Nature Lovers (1928) and the Tourism Promotion Division (1935).

MARINE TOURISM

The constant point of each trip arriving to the resort, was the cruise on *„White Fleet”* around the waters of the Gulf of Gdansk. The first cruise ships ran under the banner of *„Polish Navigation”*. In a time of very high demand for such a services many private outfitters appeared in Gdynia, such as Wilke Brothers Company from Gdynia. On board of the small cruise ships, you could sail to Hel, to Jastarnia to Gdansk and Sopot and also to the Pier in Sea Orlowo. Before Gdynia became a city, from its interim port on cargo ships with foreign flags, took place an emigration movement of Poles going abroad to Denmark and America for looking a job and better living conditions: *“For emigration services there was established in 1930 with the participation of the Danish capital, the Polish Transatlantic Marine Society Inc., which in 1934 changed its name to Gdynia-America Shipping Lines Inc. in short GAL. Polish flag appeared on the Atlantic and in American ports. The famous liner „Pilsudski” was a GAL flagship. Company carried on passenger lines: Gdynia - New York, Gdynia - ports of South America and Constanta - Haifa. In August 1939, GAL was in dispose of ships like, “Polonia”, “Kosciuszko”, “Pulaski”, “Pilsudski”, “Bathory”, “Chrobry” and “Sobieski”* (Tarkowska, 2009).

A large amount of people ready to leave, forced on the Polish government the necessity to purchase new passenger ships to support this movement. A fast-growing number of passengers traveling to North America bring on the need to find a partner to the joint venture, which would create a permanent passenger line: *“Today, on the occasion of the dedication of new Reunis Chargeurs Lines serving Polish direct connection with America, special ceremony will be held in the city. At 10 a.m. straight from Warsaw the special train is coming, carrying for the opening distinguished guests, among whom there will be Priest Bishop Okoniewski”* (Sokolowska 2001).

Passenger traffic, measured in thousands of people was noticed by companies having their offices in the ports of Western Europe what meant that Poland became an attractive partner for doing business in the transport of people and also solid and liquid goods. The

result of these explorations was the signing of an agreement between the Polish government and the outfitter from the British Islands. Following up, the Polish government has also put on a commodity and man exchange - with countries in the Mediterranean basin with particular emphasis on countries located in the Middle East: „*Polish Lewantynska line. Independently of the newly established line Gdynia - France, Gdynia-England, the Minister of Minister of Industry and Trade joins to organize, planned long line of Lewatyska line, which will be launched in the summer*” (Sokolowska, 2001).

GDYNIA - POLISH SAILING CAPITAL

It's hard to imagine a port city without sails, which accompany Gdynia for centuries. Gdynia's fishermen inhabiting the beaches of Gdynia on Oksywie and Orłowo have always put up the sails on the boat to proceed to catch fish. Exclusively in the early twentieth century in Poland, boats flows on a large water flows with sails just for fun of swimming. For this reason, but also for a perfect location on the shores of the Baltic Sea, Gdynia had any predisposition to the fact that exactly this place is perfect to organize a large marina with all facilities: “*Program of year 1927. Provide for the construction of a marina in Gdynia, winter resort, yard, slip and shelter for sailors, also it contained a request to open Gdynia's branch of YKP. The seed of this branch existed in the form of four old passenger rail cars, set on the edge of the sea, on the basis of group of several members of YKP operating in Gdynia from 16 June 1927*” (Głowacki 1977). Maritime and Colonial League, was systematic introducing a policy in the pages of many Polish publications. The strategic goal was to: “... *encourage Poles, the nation which is from ages an agricultural society, turn into the hard and courageous people of the sea*” - the League ran very diverse and rich educational activities propaganda. However, the main form of the marine awareness developing among polish society, was massive propaganda event organized by the League, from which the major role was played by the Sea Festival (Bialas, 1983).

Sea Festival, which was scheduled for summer 1932, in fact, took place in late July at the direct request of the President of the Organizing Committee. Great propaganda party was addressed to the Poles living in all provinces and districts, especially those located far away from the Polish sea; it was organized jointly with the civil and church authorities. The organizing committee, headed by the Bishop of Chelm, Doctor Stanislaw Okoniewski, undertook to organize a large demonstration of Polish attachment to the sea and religious and patriotic tradition.

Thousands of letters were sent to community organizations in the country and abroad, in order to invite their representatives to Gdynia. In this respect, railways had offered discounts for travel in groups. The members of the Maritime and Colonial League used the discounts entitling them to a cheaper ride for reason of possessing a membership card. Authorities requested to the sport clubs, especially the sailing one, to arrive on yachts in their best representative costumes. Representatives of ethnic groups and ethnic minorities were invited to come dressed in their regional costumes. Cities and organizations with their own orchestra should turn out with the conductors and musicians with instruments. To Gdynia on Sea Festival in July 1932 arrived tens of thousands of visitors. Moderate optimists claim, that it was as much as 100 thousand people from all polish regions. Among the comers, were also representatives of the polish minority in USA and the “*ambassadors*” of polish organizations in Europe and by the Atlantic Ocean.

The ceremony was vouchsafed by the presence of the most important people in the polish state, members of the government, the church authorities and representatives (ambassadors and consuls) countries with which Poland has maintained diplomatic relations. The highlight point of the ceremony was a solemn church service, which was concelebrated by the chairman of the organizing committee, Bishop Stanislaw Okoniewski. After that the military parade took place with representation of all branches of the army. A summation of the Christmas events, was a big parade of warships, passenger ships, sailboats, yachts and

sailboats, boats and fishing boats, rowing boats and lifeboats. Special attention should be paid to the presence of Polish sailing: ORP *„Iskra”* - MW school ship, *„Gift of Pomerania”*, which was a school sailing ship from Maritime Academy in Gdynia: *“On May 6, in Gdynia took place the dedication of the navy school ship named „Iskra” and at the same time the raising of the war flag on this ship. This flag from white and red satin with a magnificent silver eagle is the gift from 20 female students of private female schools in Warsaw. It is a gala flag. It was brought to Gdynia by delegation composed of 20 students, one from each of those branches. ORP „Iskra” is a tri-mast schooner equipped with auxiliary motor with the power of 150 HP. „Iskra” was purchased in England and converted into a training ship by the plan executed by Naval Captain Malecki. ORP „Iskra” in the second half of May took several trips on Baltic Sea and in June it goes into the first longer trip to the North Sea, the Atlantic and the Mediterranean Sea. Mediterranean”* (Monthly Sea, 1930).

Poland quickly became a major player on the international scene in the maritime sector. Large merchant fleet and passenger ships represent the interests of the Polish government and private companies on many world's oceans and seas. Polish Navy flag flapped on many ships, from small boats and motor boats to the modern destroyers and submarines. White-and-red flag also flew on many sailing ships and boats sailing on the seas around Europe and even the boats that sailed in cruises around the earth. The biggest Polish sailing ship was the White Frigate called White Swan. Earlier this sail ship was called *“...Princess Eitel Friedrich, „Colbert”, „Pomerania”, „Dar Pomerania” - four names of one beautiful sailing ship. “It's gold, not a ship! Buy quickly, this is a very good deal” - with these words „Gift of Pomerania” has been advertised, when a representative of the Committee of the Pomeranian National Fleet, Konstantin Maciejewicz, thought about buying a successor of „Lvov”, long served Tczew's maritime board school”* (Class, 2010).

The first sailing camps of the *“Polish”* sea were held after regain of independence in a provisional camp on the Hel peninsula, in the fishing village of Jastarnia. Young students of sailing art put up their sails on the mast for the first time and then the whole training base was transferred to Gdynia: *“Between the publicly accessible Fisheries street and the waterfront Wilsonowskim, were located objects of different users, among other things - there was first Polish Yacht Club (built in 1931). Here, as well was the seat of the Sailing Section of „Griffin” sport club. In 1935. Set there a large Sea Scout Centre hangar (previous year assembled in Jastarnia) thus, between 1931-1937 the Gdynia's sailing base was part of the waterfront Wilsonowskiego and the northern part of the President Basin”* (Szermer, 1986).

South Pier was these days the representative place of the Gdynia as elegant port city and the attractive place for tourist. On the complex area, there was located the big fountain, at which tourists eagerly took pictures, sailors on the other hand were walking through the alleys, just like boaters, tourists and patients who stayed in the resort for a longer time. Gdynia's marina was visited by sailors from the depths of the country, who flow of the Vistula River and then by the Gulf of Gdansk, made their way to their destination. Especially for Polish sailors and for foreign guests, there was prepared the object on the South Pier: *“Erected now on the south pier “Sailor's Home” is formed as the main base of sailing sport on our coast, Sailor's Home”* is composed of the following parts:

a) club, containing two major yacht clubs in Poland, Polish Yacht Club and Officers Yacht Club, where the sports locker rooms with showers and toilets and a large hall for meetings are common for both clubs;

b) overall, dining and hotel. In this part is a cafe-restaurant, available to the public generally. Big windows overlooking on the pool and the sea and large terraces allow you to watch the sailing life. Hotel on the 2nd and 3rd floor is designed primarily for yachtsman;

c) sports, consisting of a 12x25m indoor swimming pool, with a depth of 2.5 m;

d) physical education center, gym, boxing and fencing room with appropriate changing rooms and medical room. *„Sailor House” ought to be obverse with pale sandstone ground, the lower part - by broken sandstone. In this year, there is plan of*

finishing of the shell state and in 1939 - on autumn - putting into service" (Sokolowska, 2001). Waters of the Gulf of Gdansk was the scene of many sailing regattas and competitions organized for the local sailing clubs and for the sailors from the hinterland. The regatta was organized since 1921, the crew put up on the start line in the craft moving through the water. You could see the rowing fishing boats also with a sail, and the boats with a pair of oars. Participants of the first regatta were also yachts sailing crew. According to the organizers of the V Regatta to Gdynia there arrived straight from Warsaw, seven squadron of keel sailboats.

An important element of the marine education of young Poles had their share in sailing scout teams. For the purposes of maritime training, there was established for boating activities the „Sea Scout Centre” with base in Gdynia.

Young wolves implement marine sailing craft in the example of the construction of “Chaika”saliboats. Exclusively in 1935 the Scout team received seagoing sailboat: „*While the Sea holy day the ceremony of dedication of schooner-yacht, Zawisza black*” will be held”.*Yacht godparents will be Mrs. President, Maria Moscicka and the General Inspector of the Armed Forces General Rydz-Smigly*“ (Sokolowska, 2001)

Maritime training on yachts was organized for male and female teams. Girl Scouts among others took a cruise on a yacht, “Grazyna” to Bornholm and Copenhag. For Gdynia's sailings camps hopefully arrived sailing teams from across the Poland, a favorite place to set camp was Polanka Redłowska, from where you could see the whole marina.

AIRPORT

The rapid development of tourism and economy in Gdynia posed new challenges for local government and business In consideration of business with partners in the capital and major polish cities such as Katowice, Poznan, Lublin, Bydgoszcz and foreign companies, in order to facilitate communication accessibility, authorities began to prepare in the late twenties of the twentieth century, the vision of the airport: “*The idea of air stations in Gdynia was born in Bydgoszcz, at the end of 1927, the authorities of the city joined in the organization in order to secure connection of major polish cities with Baltic Sea*”. In contemporary conditions, it was possible only through the airport in Gdansk - Wrzeszcz - Zaspą (Flughafen Danzig). Warsaw already launched a flight to Gdansk in 1922. The initiator of scheduled air services - initially from Katowice and Poznan (via Bydgoszcz) was Polish Aviation Association “Lot”. Authorities in Bydgoszcz argued, that towards increasing development of trade in the port of Gdynia, and anti-polish policy of the Free City of Gdansk, air connection should apply to Gdynia - in the name of solidarity in polish cities. Opinions from Bydgoszcz met with full understanding also in Katowice and Poznan (Toczek, 2008).

The best place for a civilian airport location, for the carriage of passengers and their baggage, mail and goods, turned out to be plain around Rumi-Zagorza. The whole infrastructure was built expeditiously, what enable to take aircraft and passengers: “*Passengers airport was launched in 1935 as well as the modern Air Station in the spring of 1936. From Railway Station to Air Station ran street named Zwirki and Wigury, along which the railway line was planned to be built, directly to the airport. Gdynia's airport in Rumia-Zagorze had two runways, two hangars and air station with the classical facade of pink marble. There were also assembled Lockheed Electra aircraft, which was imported from the U.S. for Polish Airlines „LOT”. Daily flights between Warsaw and Gdynia were launched on 1 May 1935. This solution allowed Gdynia's residents to settle all the important matters in the capital during one day. Flight times were as follows: departure from Gdynia at 7.30 a.m., arrival to Warsaw at 9:00 a.m., departure from Warsaw of 3.15 p.m., arrival in Gdynia at 4.45 p.m. In the period from July the first to 15 of August, to Warsaw ran two 10-passenger Lockheed Electra passenger aircraft. Aircraft of Polish Airlines transported annually about 3,000 passengers and 70 tons of luggage. Tickets for the tour cost 45 polish zloty*” (Tarkowska, 2009).

During the heyday of communication, Gdynia's airport was on the road of flights from Copenhagen to Egypt: „*Flight from Copenhagen to Africa ran through Gdynia (570 km), Warsaw (810), Katowice (1070), Athens (2483), Bayreuth, Egypt.* ' (The Central Archives of modern records in Warsaw). Polish Airlines transported on civil aircraft, hand luggage and courier packages. The authorities have solicited also for the transport of mail from Copenhagen to Cairo: “We want receive a permission to transport the mail from Copenhagen. So we please for urgent settlement of the matter with the local postal management, highlighting the benefits of connection, which gives our line 1535 to Romania, Greece, Palestine, Syria and Egypt via Poland” (Archives of New Files in Warsaw).

CONCLUSIONS

Gdynia effectively used the geographical location and the growing demand for tourist services at the beginning of twenty century to turn from the small fishing village offering accommodation and regional food, into city of one-hundred-thousand inhabitants, in the period of time to Second World War in 1939. Before it was decided to build the port of Gdynia, the city was a holiday resort, which has used the ideal conditions for summer holiday for domestic and foreign visitors. Also there were built year-round houses and hotels. Rapidly growing popularity extorted on the city authorities the necessity of building new facilities such as: spa houses, restaurants, cafes, cinemas and theaters. Much was done to sweeten the stay on the Polish coast. After selecting by Polish government, the location of the commercial, fishing and boating port in Gdynia, these investments were made at a fast pace with the support of many thousands of Poles.

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