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ELDORADO Dyrhave 101
The poet Mads Nielsen gave this place its name after a visit in 1909 calling it 'an Eldorado with a view over the fjord and close to forest and brook'. The farm was built in 1775 by Captain Jens Styding on land of the Høgebjerg estate, which originally belonged to the Duke of Gottorp. Jens Styding's son died in Havana in 1835. In the courtyard, there is an old wooden house. This beautiful farm consisting of four buildings has kept its original look through the years and has been the home of many captains.

DYRHAVE 150

This farm was built by Captain Paul Paulsen in 1801. The farmhouse has two prominent chimneys with crowns. On the gable of the house, you can see the letters PP and the gable windows has profiled 'eyebrows'. There is a great view over the fjord from this farm.

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11

HØGEBJERG Skrevenstenvej 20

In 1560 the Høgebjerg estate was originally called Avsøholm and was owned by the Duke of Gottorp. In 1760 it was sold to mayor Bendix Kamphøener from Aabenraa. After 1798 the estate was owned by various captains and skippers. In 1831 captain and ship-owner, Hans Detlef Bruhn bought the farm. He was the brother of the well-known agent Jørgen Bruhn. For many years, a lavish and stately life was lived on the estate. The years 1786 and 1912 written on the farmhouse tells the story about when it was built and when it was rebuilt after a fire. The current breeding houses were built by pharmacist Ebsen from Frederiksstad. The farm is not visible from the road.

LONTOFT

Barsmark Bygade 249

One hundred years ago, there were still a lot of wooden houses on Løjt Land. They were mainly house extensions, stables, barns and outhouses. There were also a few wooden farmhouses. The extraordinarily beautiful farm Lontoft on Barsmark Bygade has wooden stables and barns facing the road. This farm is a good example of how this beautiful and special type of building fell in with its surroundings. The history of this farm goes all the way back to 1563. It has been renovated and rebuilt by Hans Michael Jebsen.

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BLÅHØJ

Between Skovby and Barsmark you will find the hill Blåhøj. There is a small public path leading to the top of the hill where there is a great view over the whole peninsula – from the south of Aabenraa, Varnæs Hover and Als to Barsø, Lillebælt, Aarø and Assens on Fyn (Funen) in the north. 81 meters over sea level, Blåhøj is one of the highest points on Løjt Land and it used to be the hangman's hill of the parish. Local legend has it that the Blåhøj priest was beheaded by authorities on this hill and that his ghost has been haunting the area ever since. People wandering the area at night report to have seen the priest walking around with his blood dripping head under his arm.

JAKOBSGÅRD Jakobsgaardsforde 11

As with most of the other farmhouses on Løjt Land, sailors lived on Jakobs gård for several generations. It is also one of the many family farms in Løjt owned by Krag. The Krag family has owned Jakobs gård for more than 200 years. Actually, a Krag owns eight family farms on Løjt Land. The farmhouse has been carefully restored with a thatched roof. It also shows the impact shipping has had on the peninsula and the wealth that followed – especially in the 19th century. On the wall at the end of the barn, you will find a memorial plaque for the bailiff Paul Hansen who was born in 1694.

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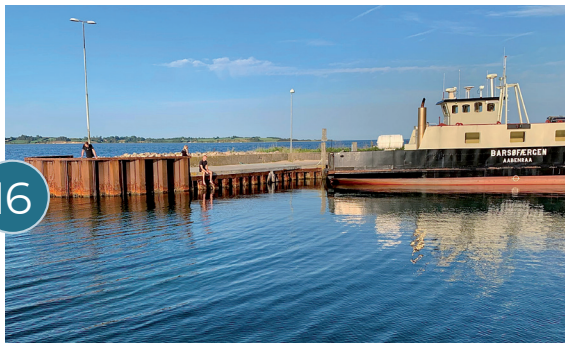
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DALHOLDT AND THE MILL

Loddenhøjvej 115

Dalholdt is one of the old Captain's Farms. In 1830 Jakob Adolf Bruhn bought this farm. He was the brother of the well-known ship-owner and agent Jørgen Bruhn. In the middle of the courtyard, you can see a beautiful statue of Diana, the goddess of hunting. Back in the day, various noble families used the wonderful hunting area belonging to the estate. The Bruhn family still owns the farm. There used to be a small watermill close to the estate. Many farmers in the parish were bound to use this mill. The small and winding road, Mølleforde, crosses the brook, Barsbækken and leads up over the hill. Its deep wheel tracks show that it has been used for heavy transport to the mill for hundreds of years.

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LØJT CHURCH

The church was built around the year 1100 as a boulder stone church. The altarpiece, probably one of the best preserved in Denmark, is a great piece of art from 1520 showing a crowd of carved, painted and gold-plated figures. The ship in the nave of the church shows the maritime connection to the parish. It is believed to be a model of ship-owner Jørgen Bruhn's frigate 'Creole'. The big beautifully carved stone from the Swedish island, Öland in the porch is a witness of how far the sailors made it at sea in the late 1700s. The inscription honors the memory of Svenne Knutzen, who died at the age of 26 in 1775 and 'was buried by the will of the Lord in the Syrinamen of the Dutch West Indies'.

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18



RUNDEMØLLE Rundemøllevej 180

The wonderful landscape around the Rundemølle is typical for Sønderjylland with steep slopes covered by forest, fast running brooks and magnificent mills. The main house tells the story of a big and well-run watermill with many employees. The mill has a thatched roof and today it holds a collection of furniture and clothes from the greater captains' farms in the area. The storage house also has a thatched roof and contains a big collection of model ships showing the development of ships from the ancient Egypt to the heyday of sailing ships. The association of local history in Løjt runs the museum.

KALVØ

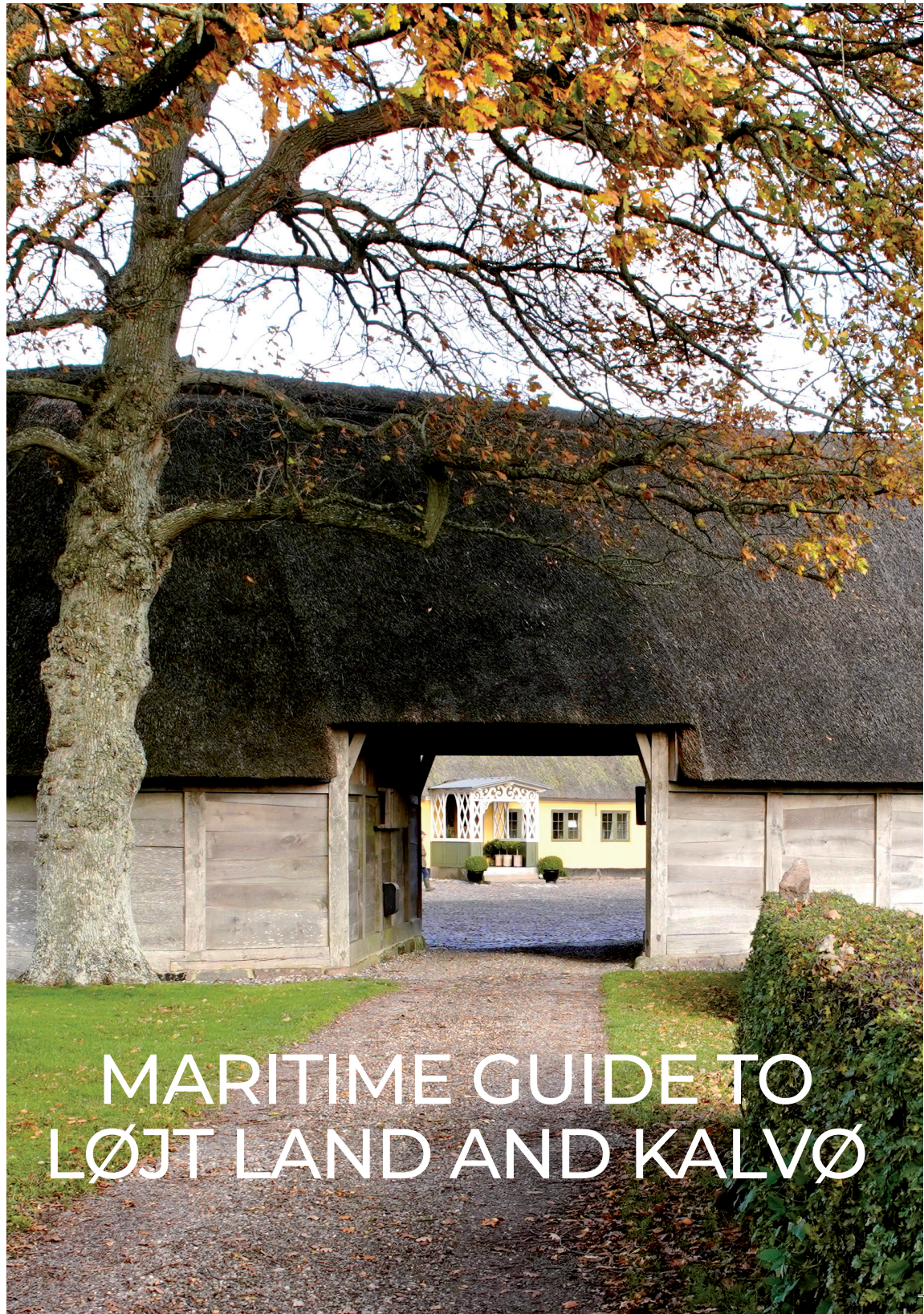
Kalvø is a small island in Genner Bay on the north side of Løjt Land. Until the 1930s a bridge connected the island to the mainland, but now there is a dam instead. The first time Kalvø is known to be mentioned was in 1231. Through the years, it has mainly been used as pasture. In 1847 Jørgen Bruhn bought the entire island for 6.300 rigsdaler (12.720 kroner). He wanted to build a shipyard on the undeveloped island. Through the 1850s, the shipyard grew bigger with an attic, frame ceiling, a blacksmith, slipways and accommodation for the staff. At this time, there were only bigger shipyards in Aabenraa and Copenhagen. The harbour on the island is from the same period. The first ship was launched from the shipyard in 1851. It was named 'Calløe' and it was a quite big ship for its time – bigger than any ships built in the shipyard town of Aabenraa. In 1857 the biggest merchant ship in the Nordic countries was launched from Kalvø. It was a clipper ship built after North American standards for fast sailing around Cape Horn. It was named 'Cimber' and made its first trip from Liverpool to San Francisco in only 103 days. A record that has still not been broken.

In the same period Jørgen Bruhn built a bridge from Løjt Land to Kalvø to make the access to the shipyard easier for the employees from Løjt. He also built the long bridge to Genner Beach after several failed attempts to build a dam. However, as sail ships became a smaller and smaller part of the merchant fleet the shipyard lost its importance and closed in 1869. Since 1974 the Danish Ministry of the Environment has owned Kalvø. Most of the buildings from the shipyard era are still there: The shipyard owner's house 'The Manor House', now hosting a little shipyard museum, the blacksmith, the shipbuilders houses, the long house where ten workers used to live and some barns. Nowadays the marina on Kalvø is very popular among local sailors, visiting sailors and anglers. There is a beautiful walking path all around the island with a great view to the protected nature reserve surrounding Kalvø.

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MARITIME GUIDE TO
LØJT LAND AND KALVØ



MARITIME GUIDE TO LØJT LAND AND KALVØ

The parish of Løjt Land is unique because of its maritime connection. It played a significant role for the area in the period from late 1700s until 1920. Many men in the area were recruited for the ships, but the locals also supported the shipping business in Aabenraa financially.

The growing shipping business in Aabenraa and the interest in the world outside the parish encouraged the local farmers to invest in the shipping business.

The local farmers of Løjt became free owners of their land long before the tenant liberation in the rest of Denmark.

The famers were still ruled by the Dukes of Gottorp, but through their ownership of land, they earned enough to invest their profit as shareholders in the shipping business in Aabenraa.

By 1730 the fleet of merchant ships in Aabenraa had 125 shareholders, 11 of these were from Løjt. By 1807 the number of Løjt-farmers who became shareholders had grown to 14. These shareholders not only earned a profit passively through their investments, but also took advantage to get many of their sons on board the ships where they could receive a traditional training from sailors to helmsmen, masters and captains. This also solved a problem for many sons in families, as only the eldest one would inherit the farm. However many of the farms in Løjt are 'double

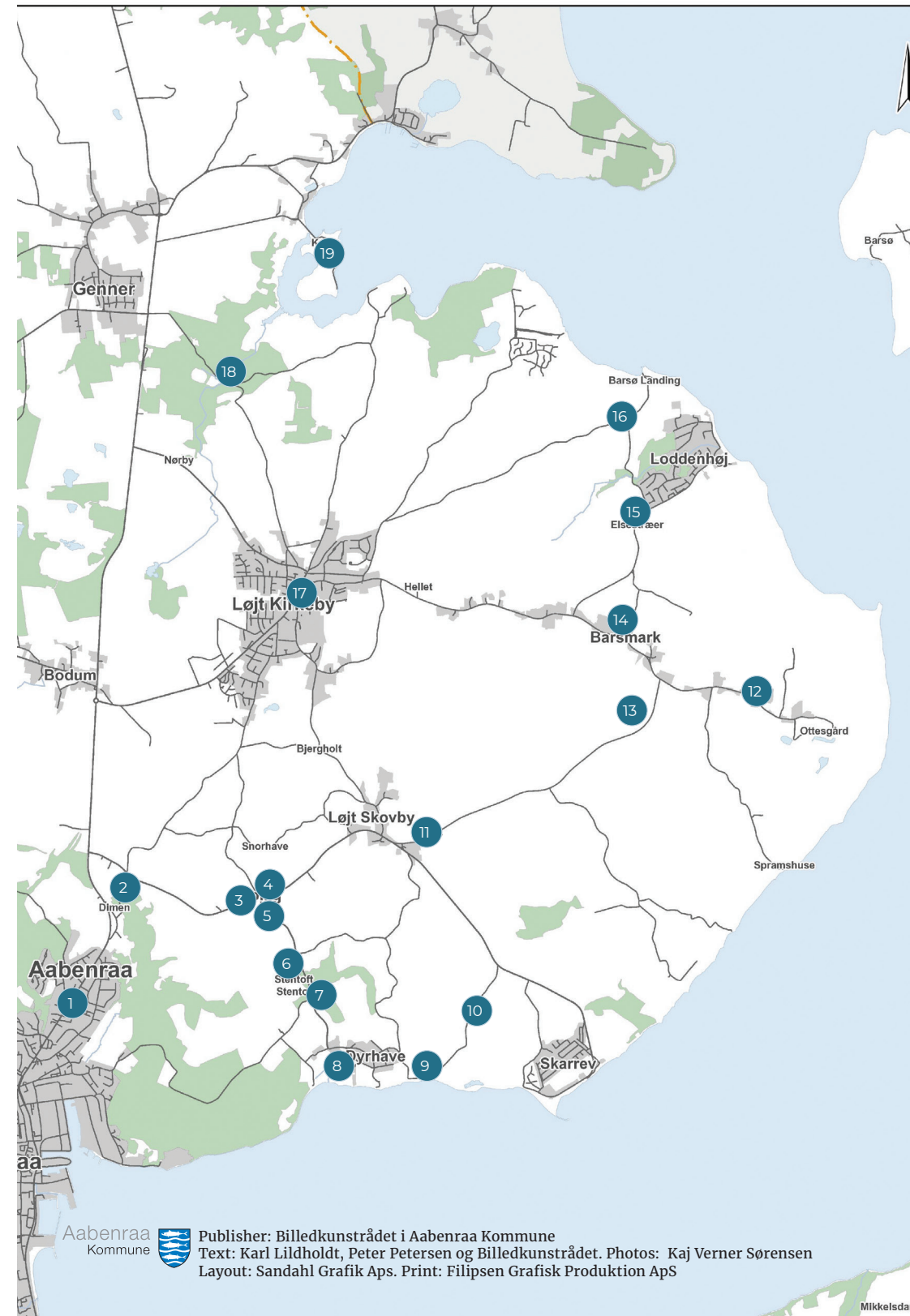
farms' where sons share the original property.

The farmers of Løjt were keen investors, and throughout a long period up to one in every ten farmers were shareholders in shipping. This resulted in a special local maritime environment with captains' and ship-owners' families tied together through marriages.

Private schools with focus on mathematics, languages and geography were establish for the local children who would earn their living on the seven seas.

In 1845, the number of people from the parish of Løjt who worked at sea had grown to 232. 40 of these were registered as captains, 55 as masters and 137 as sailors. The sailors were mainly recruited from the lower ranking employees in farming, and they rarely made it much further in their careers. The sons from the bigger farms also started out as sailors, but aspired to train as masters, and if they wished to be hired as captains someday, they would first need to invest as shareholders.

The Bruun and Bendixen families were part of the upper class of seafarers in Løjt. Many from these families retired from a life at sea early in their careers and instead invested in property in Løjt – they specially loved the areas around Stollig and Dyrhave – and continued as ship-owners and shipbuilders.



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MARITIME TOUR OF LØJT LAND AND KALVØ



1

"CHINATOWN"

Haderslevvej Aabenraa. Along the old road heading north, you can observe many houses and residences from the period when Aabenraa's seafaring peaked with a great number of steam ship companies. Many officers graduated from the town's navigation school and when they became wealthy captains they build a completely new part of the town with neat little one family houses along the road. The area was known as Chinatown for many years because many who lived there sailed on 'the coast' as the Oceans around China were called. Many were also working for the big shipping companies based in Hamburg and Bremen.

DIMEN COBBLESTONE ROAD

We leave town and the road winds up the big ridge on the north side. It has always been difficult to get from the town to the surrounding areas. The bog areas on the south side of Aabenraa were often flooded and on the north and the west sides steep and muddy hills had to be forced. Heavy vehicles could not climb these clayey slopes. The horses and the carriage would sink into the yellow clay. The high concentration of clay was a big advantage for the brickworks in the area, but the traffic was suffering, so later all the steepest roads were paved with cobblestones. Once you had made it to the top of Dimen you could take a break to catch your breath on a field named 'Paradise'.



2



3

MEMORIAL ANCHOR

At the intersection in the village of Stollig you find a big anchor. It is placed on a circle of cobblestones that also shows a compass star indicating the four corners of the world. The inscription on the block of granite in front says 'Memorial anchor for the seafarers of Stollig'. A few years ago, the people of Stollig decided put up the anchor in memory of the many seafarers who have lived here through the years. Despite the unusually high number of seafarers for such a small village, there are no other signs of the extraordinary maritime connection this place has had for hundreds of years.

STOLLIG BYGADE 2

Seafarers lived in almost all the farms and houses in Stollig. Stollig Bygade 2 is good example of how a captain would build his house in the mid-1800s. Beautiful and spacious with fine details. You will notice the pillars on both sides of the terrace door. The same type of decoration can be seen on many bigger and smaller houses on Løjt Land. The property was parceled out from Stolliggård and the house was built in 1852 by captain and shipowner Jørgen Bruhn, son of shipowner Hans Detlef Bruhn, Høgebjerg.



4

ANKERGRUND Stennevej 1

Ankergrund was built when the shipping business was at its highest and is also parceled out from Stolliggård. The farmhouse is from 1866. It has a high foundation and is built with 'flensborgsten' (Flensburg bricks). The west front has a central placed front door and over that two dormer windows – a very stately farmhouse. The farm consists of three buildings. The two side buildings are a bit older and have cast iron window frames. In the middle of the beautiful courtyard an anchor is placed – hence the name Ankergrund.



5



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STENNEVEJ 48

Skipper Nils Bendixen built this farmhouse in 1785 and it shows the wealth that could be accumulated from shipping. From 1780 and 150 years on, sailors and captains who earned their income through trunk shipping owned the house. This house with a basement, ground floor and attic rooms is one of the biggest captain's houses on Løjt Land. The Louis Seize double door with a window above it and the profiled pillars on the sides is unique. The garden room on the south side of the farmhouse is made of bricks. It has a double terrace door and stairs made of granite. The side houses are new and were built after a fire where a stable and a barn, both with thatched roofs used to be. The 8 acres of land belonging to the farmhouse were used for farming until the beginning of last century.



RESTAURANT KNAPP AND STENBJERG MØLLE

Stennevej 79 – Stenbjerg Mølle was built in 1836 by shipowner Jørgen Bruhn. In the beginning, the water mill had its function as a grain mill, but beside that also worked as an inn. Later it became a dairy. In 1893 Johannes



Heinrich Kunkel from Sydslesvig took over the property and built the restaurant as it is today. Through many years 'æ knapp' was a popular destination for the elite of Aabenraa who could take the train – æ Kleinbahn – from town to the station in Stentoft and walk the last 200 meters to the restaurant. In 1988 'æ Knapp' was sold to shipowner Hans Michael Jepsen of Hongkong. The inn was renovated and at the same time, the old mill was rebuilt. Today Knapp is one of the best and most popular restaurants in Sønderjylland.



7



8

TREKRONER Dyrhave 22

The farm Trekroner was built in 1722 and was named after its three characteristic chimneys. Only a few buildings on Løjt Land have similar chimney pipes. The area Dyrhave was originally covered by forest where the noble people from the estate Høgebjerg used to go hunting. The land here was parceled out and the people living here had to look out for certain people from Aabenraa who occasionally would steal firewood. The farmhouse is a longhouse with a thatched roof and has housed many seafarers.