

PROJECT 1: MARITIME STATION PORT OF BEIRUT

SITE ANALYSIS

- THE PROJECT IS INSERTED WITHIN BEIRUT, AT THE FIRST BASIN FROM THE PORT, WHERE HE WILL REPRESENT THE DRIVING FORCE THAT GENERATES ITS ENVIRONMENT..

SUN DIRECTION
VENTILATION



- THIS PROJECT WILL BE THE DOOR OF BEIRUT ON THE SIDE MEDITERRANEAN AND THE ICON OF ITS SUSTAINABILITY.



- EVOLUTION OF THE PORT OF BEIRUT

1887

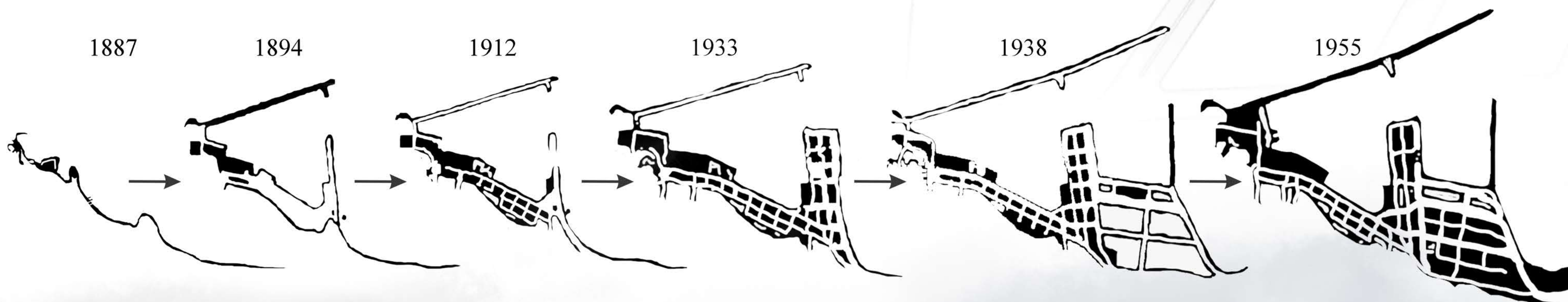
1894

1912

1933

1938

1955



- THE PORT OF BEIRUT HAD AN IMPORTANT ROLE IN MARITIME TRADE BETWEEN EAST AND WEST. AT THE END OF THE 19TH CENTURY, THE CURRENT PORT OF BEIRUT HAD BEEN FOUNDED.



SECTION SHOWING OUR LAND WITH ITS SURROUNDINGS.

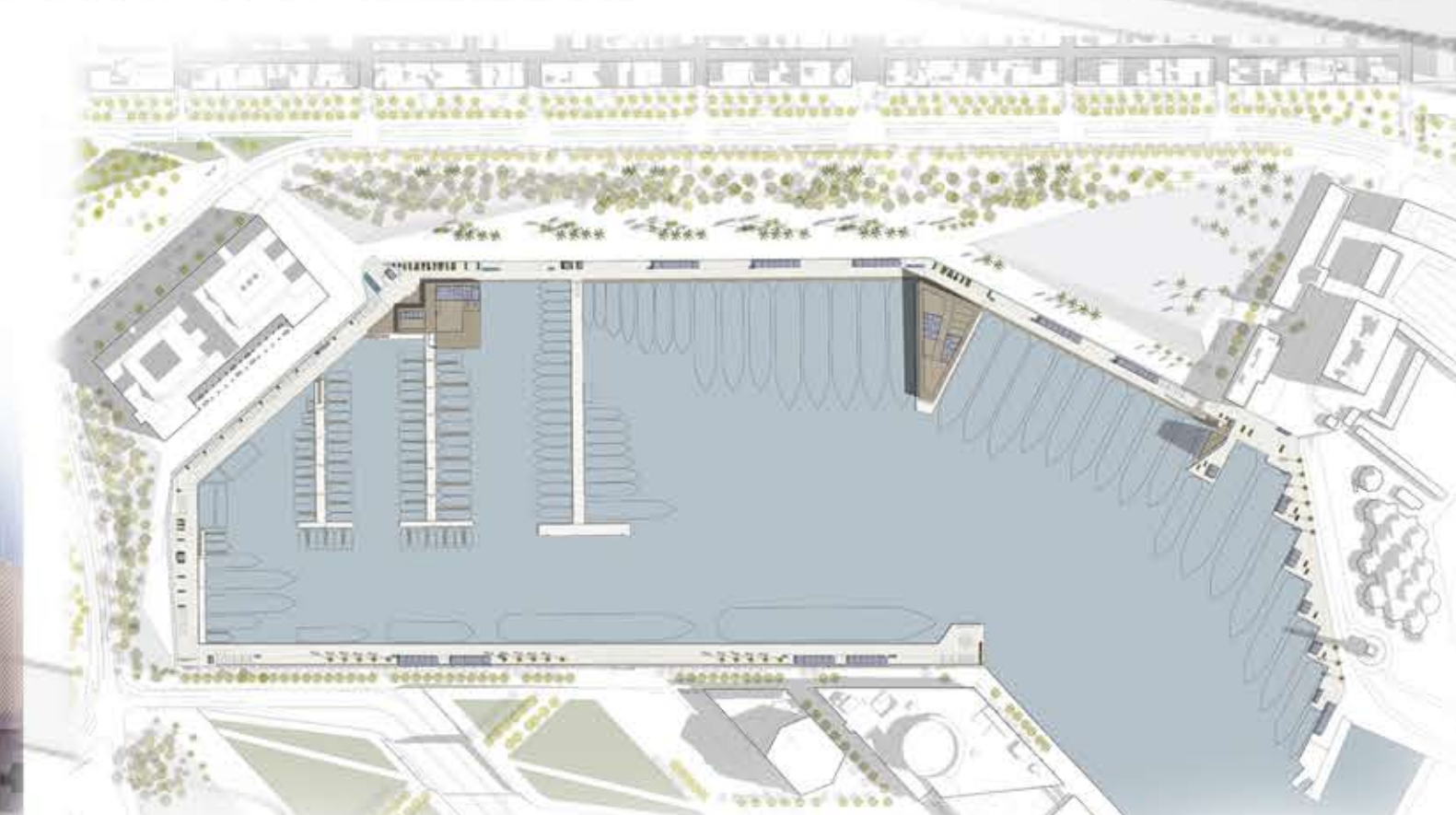
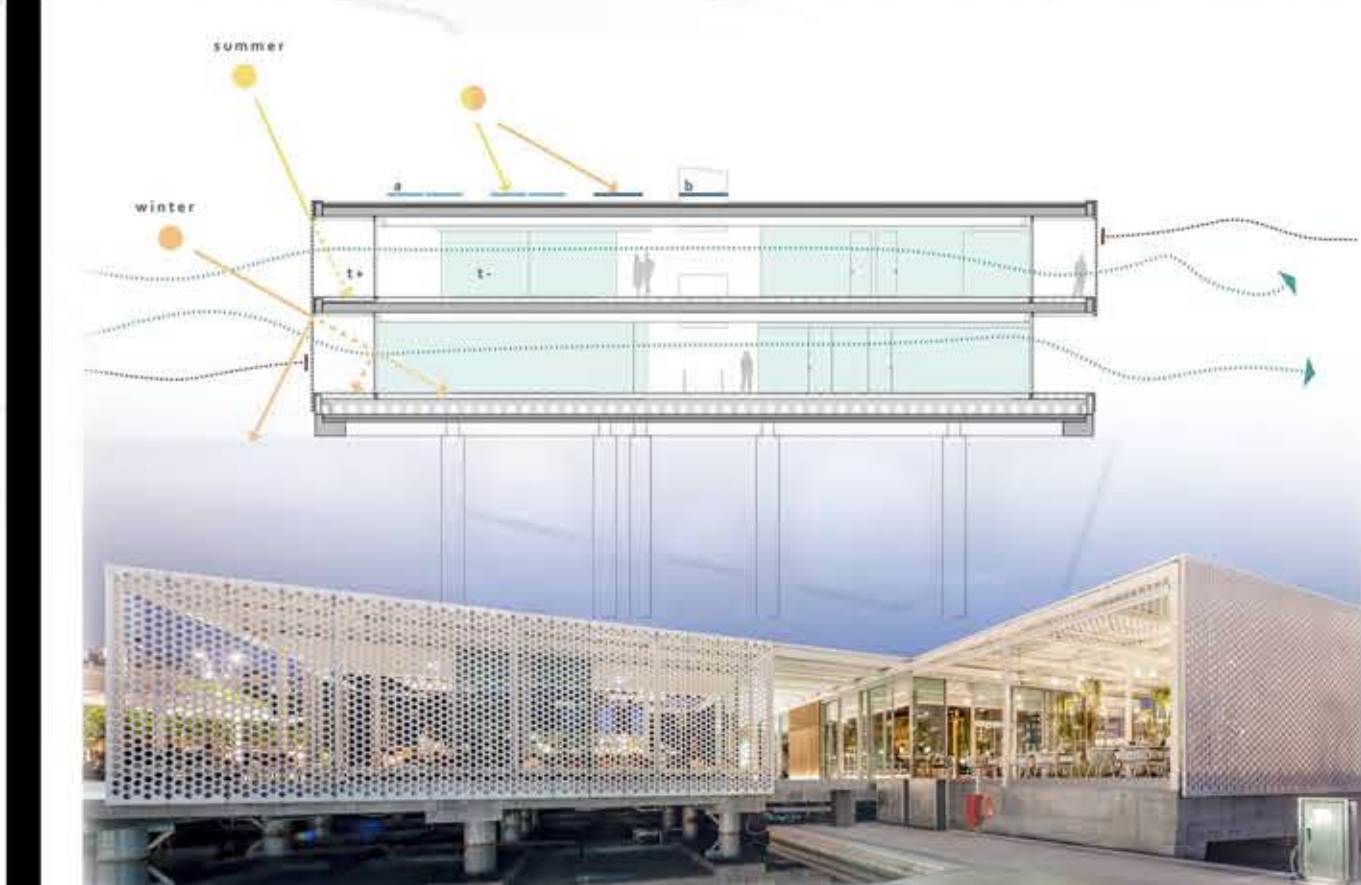
RESEARCH: TYPE PROJECT

MARINA PORT VELL / SCOB

- LOCATION: BARCELONA, SPAIN
- ARCHITECTS: SCOB
- YEAR: 2015



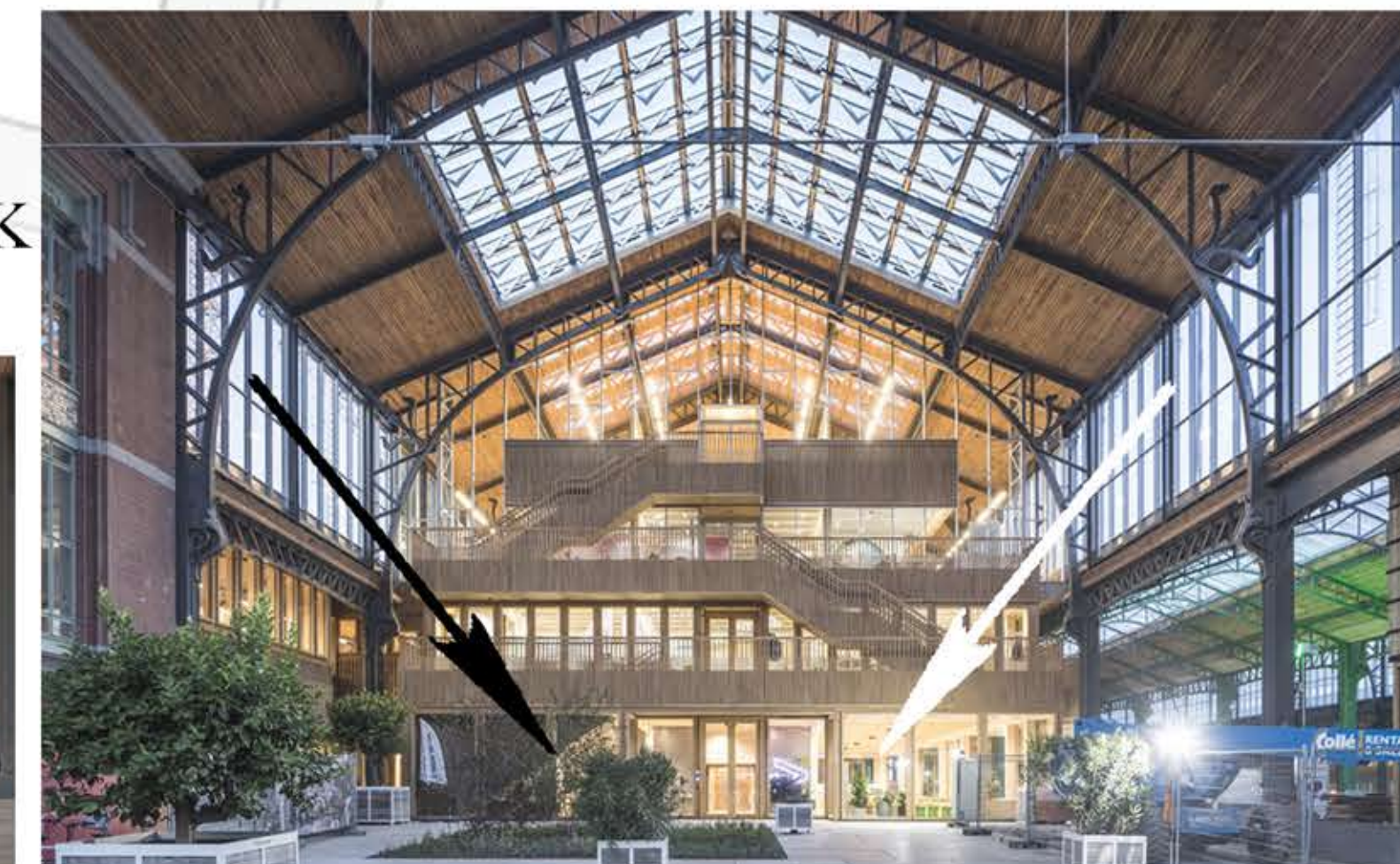
- THE ROOF IS DESIGNED AS A FIFTH FACADE, FROM WHICH THE TRELLIS UNFOLDS, GENERATING DIFFERENT SPACES AND TERRACES.
- THE STRUCTURE IS COVERED WITH A WHITE TRELLIS.



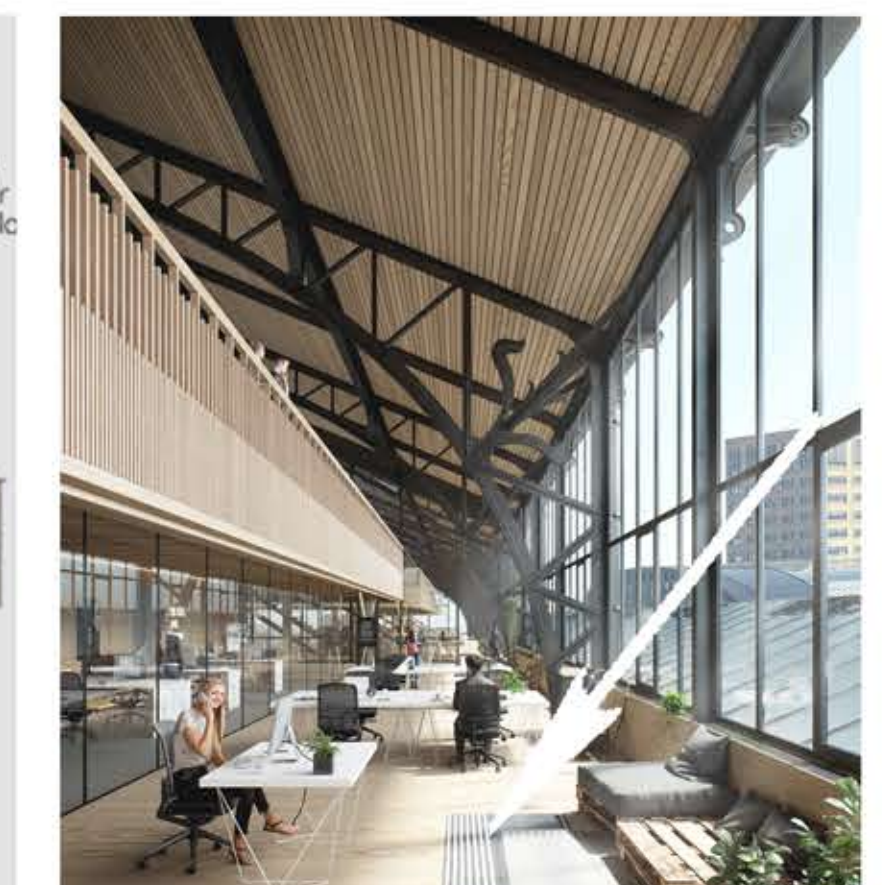
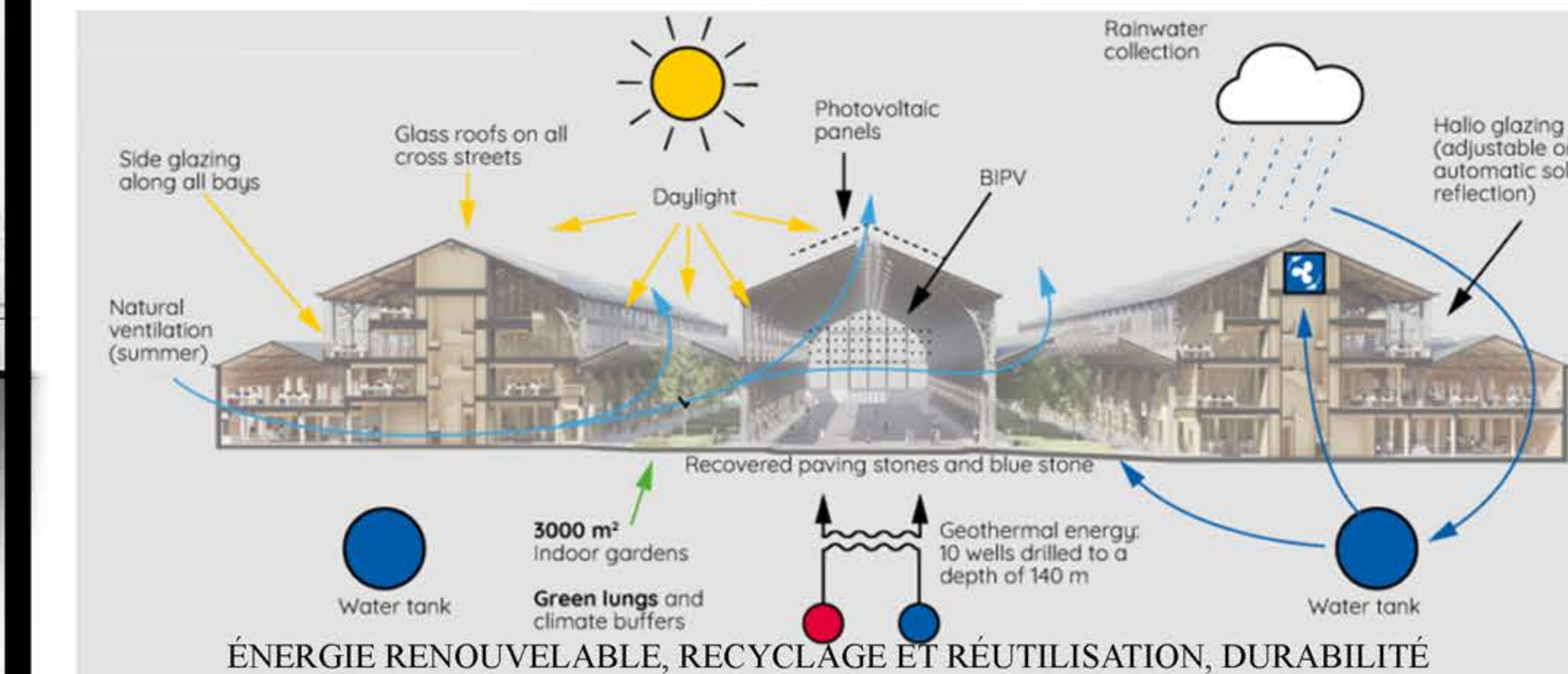
- THE DESIGN AIMS TO HIGHLIGHT THE IDEA OF CONTINUITY TOWARDS THE OUTSIDE, AND INTEGRATING THE LANDSCAPE AND THE MARINA AREA INTO THE URBAN ENVIRONMENT.

GARE MARITIME BRUSSELS

- LOCATION: BRUSSELS, BELGIUM
- YEAR: 9/2018-11/2019
- ARCHITECT: NEUTELINGS RIEDIJK ARCHITECTS, ROTTERDAM

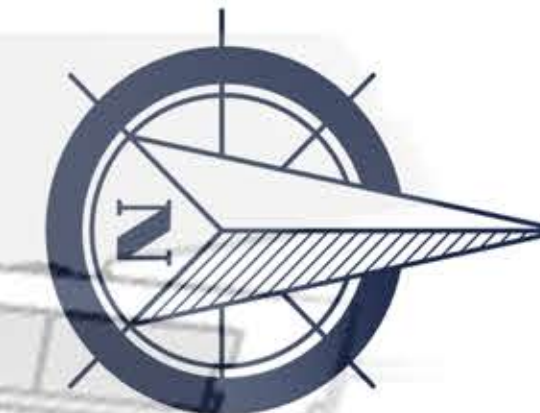


- COMPOSED OF SEVEN HISTORIC STATION HALLS, HAS BEEN TRANSFORMED INTO A LARGE COMPLEX, WHERE 9,000 M³ OF TIMBER WERE USED.

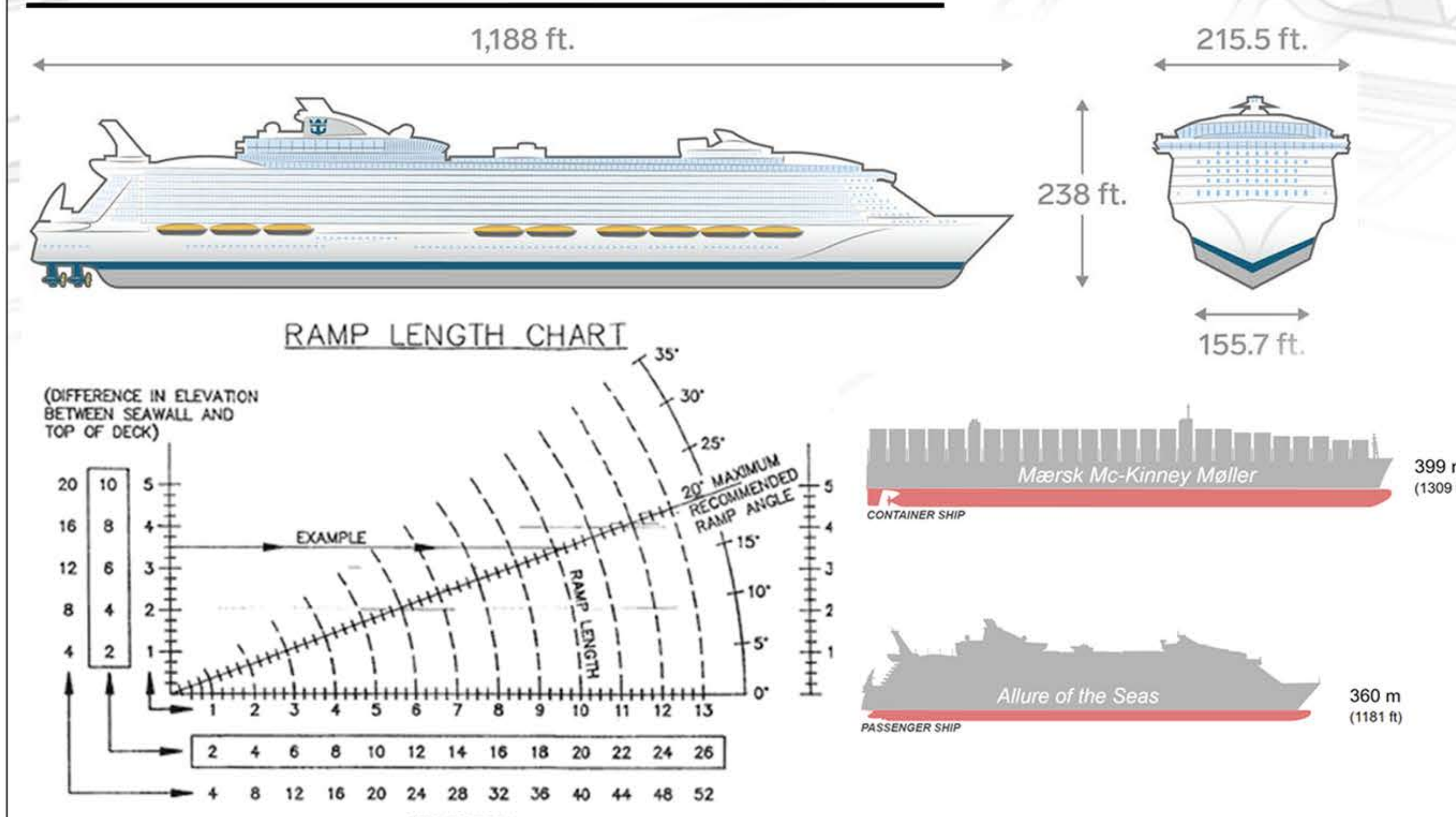


- THE THREE CENTRAL BAYS ARE FREE, SO THAT PEOPLE CAN WALK AROUND AND RELAX TOGETHER.

PROJECT 1: MARITIME STATION



MARITIME STUDY



safe rigging and use of gangways

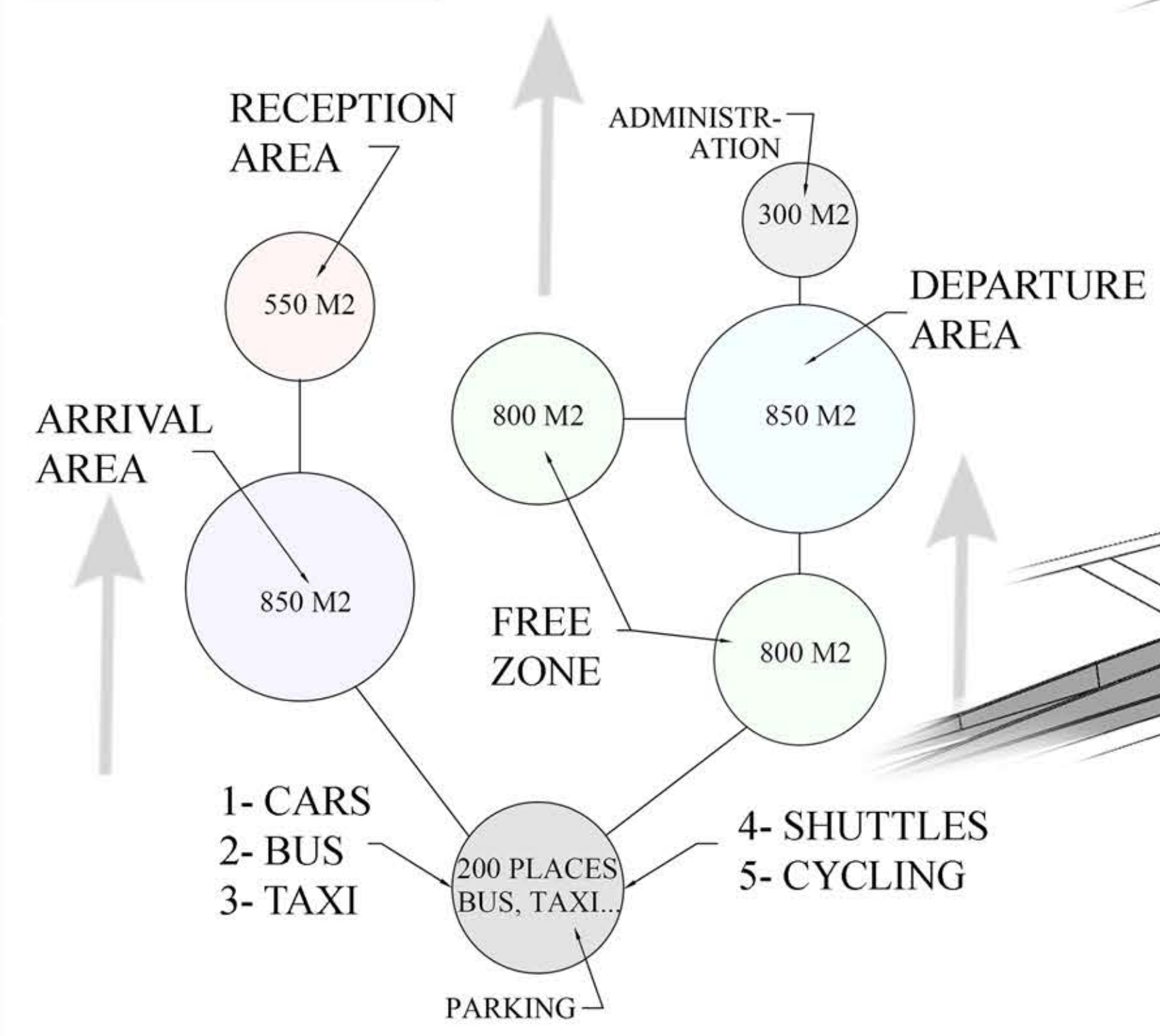
- Ensure each stanchion is locked into position, ropes are taut and all traffic surfaces and hand rails are clear.
- Ensure the shipboard end of the gangway is securely located on the gunwale and lashed in the correct manner. Ensure lifesaving equipment is in close proximity.
- MAXIMUM 30°** unless designed otherwise. Ensure safety net is properly rigged and spread with gangway set to the correct angle.
- MINIMUM 20 LUX**. Ensure gangway is adequately illuminated from either ship or shore.
- Do not exceed safe working load.
- Do not use in adverse weather.

	5 steps	7 steps	10 steps
A mm	1375	1825	2485
B mm	384	384	404
C mm	315	315	315
D mm	177	177	177
F mm	320	320	320
H mm	97	97	97
L mm	1660	2120	2780
N mm	1290	1680	2250
Weight kg	30	40	54

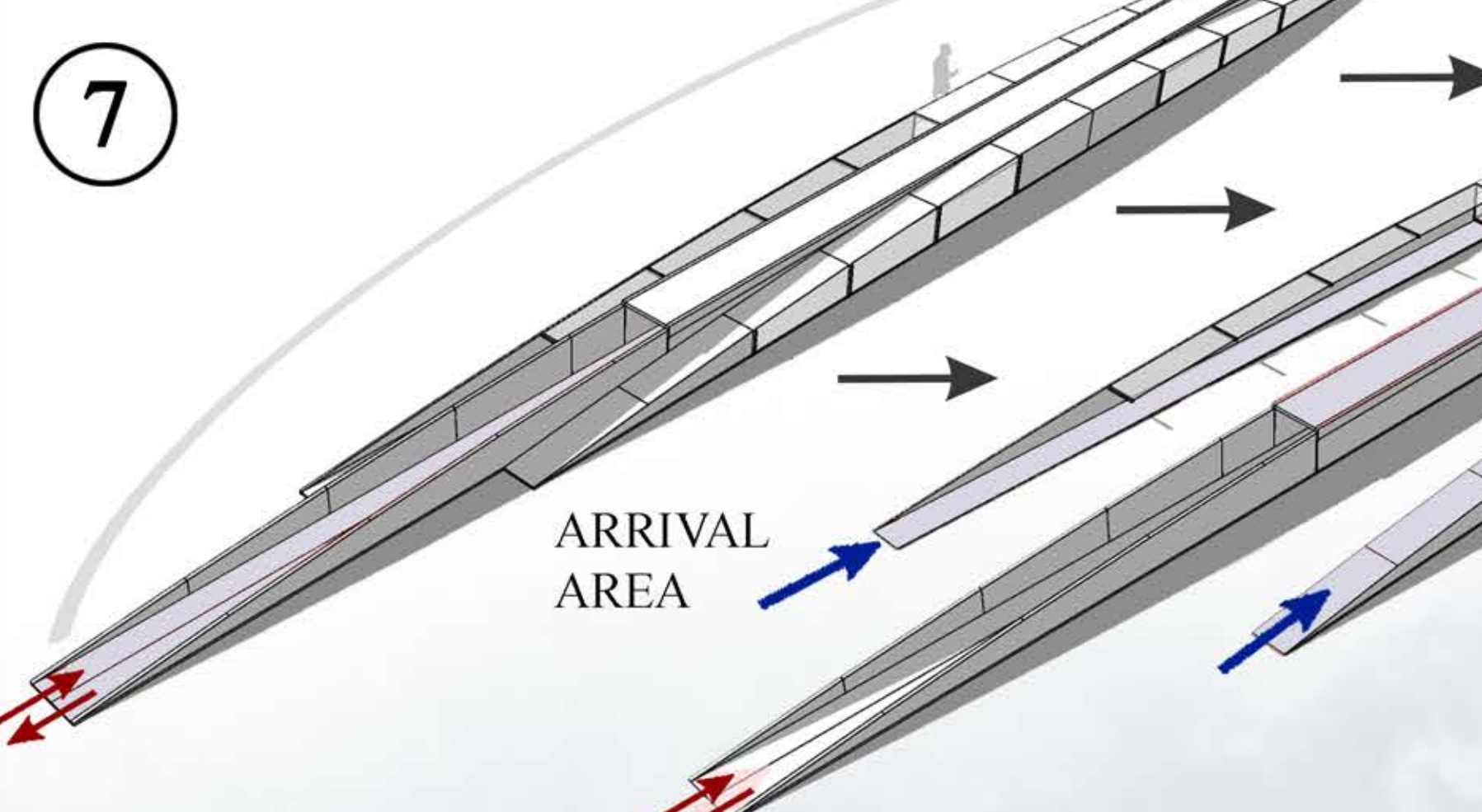
CONCEPT

- AREA OF 32,557 M2.
- THE GROUND USE IS 4,200 M2.

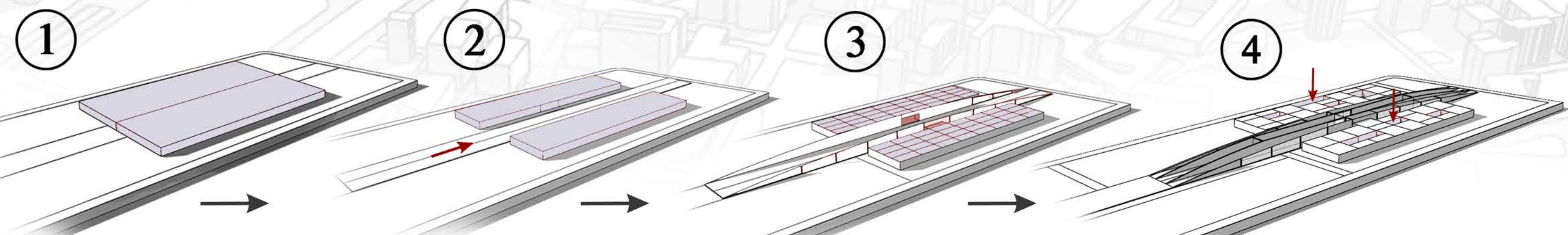
ORGANIZATIONAL CHART AND FUNCTION OF THE PROJECT



THIS AXIS CONTINUES FROM THE BEGINNING OF THE PROJECT TO THE END WITHOUT AFFECTING THE PRIVACY OF THE TRAVELER.



- THE FIRST WALKWAY GUIDES US TO THE ARRIVAL ZONE.
- THE CENTRAL PATH IS FOR THE VEHICLES ACCESS AND DROP-OFFS.
- THE SLOP OF THE SECOND WALKWAY LEADS US TO THE DEPARTURE ZONE.

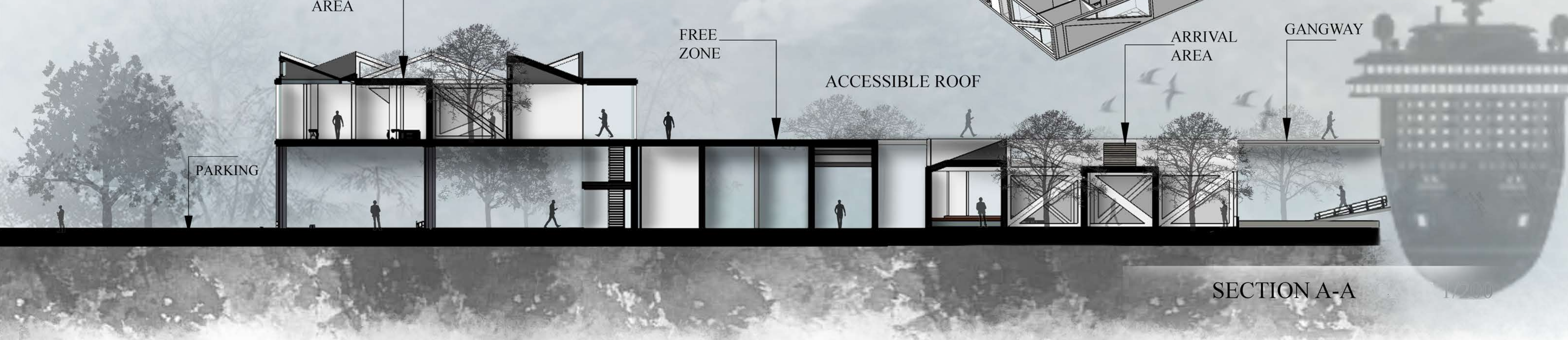
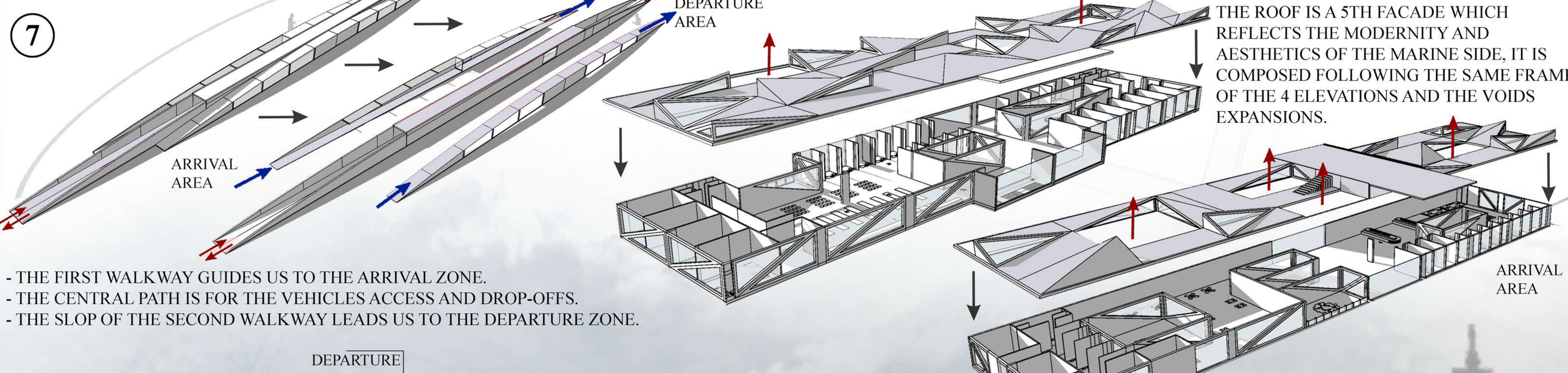
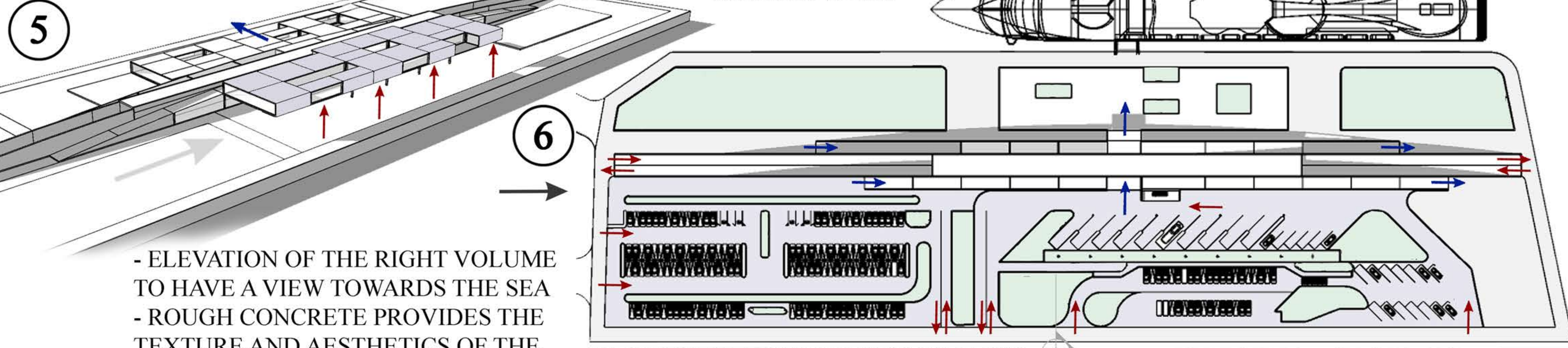


CREATION OF A VOLUME DIVIDED INTO 2 PART:
- DEPARTURE AREA.
- ARRIVAL AREA.

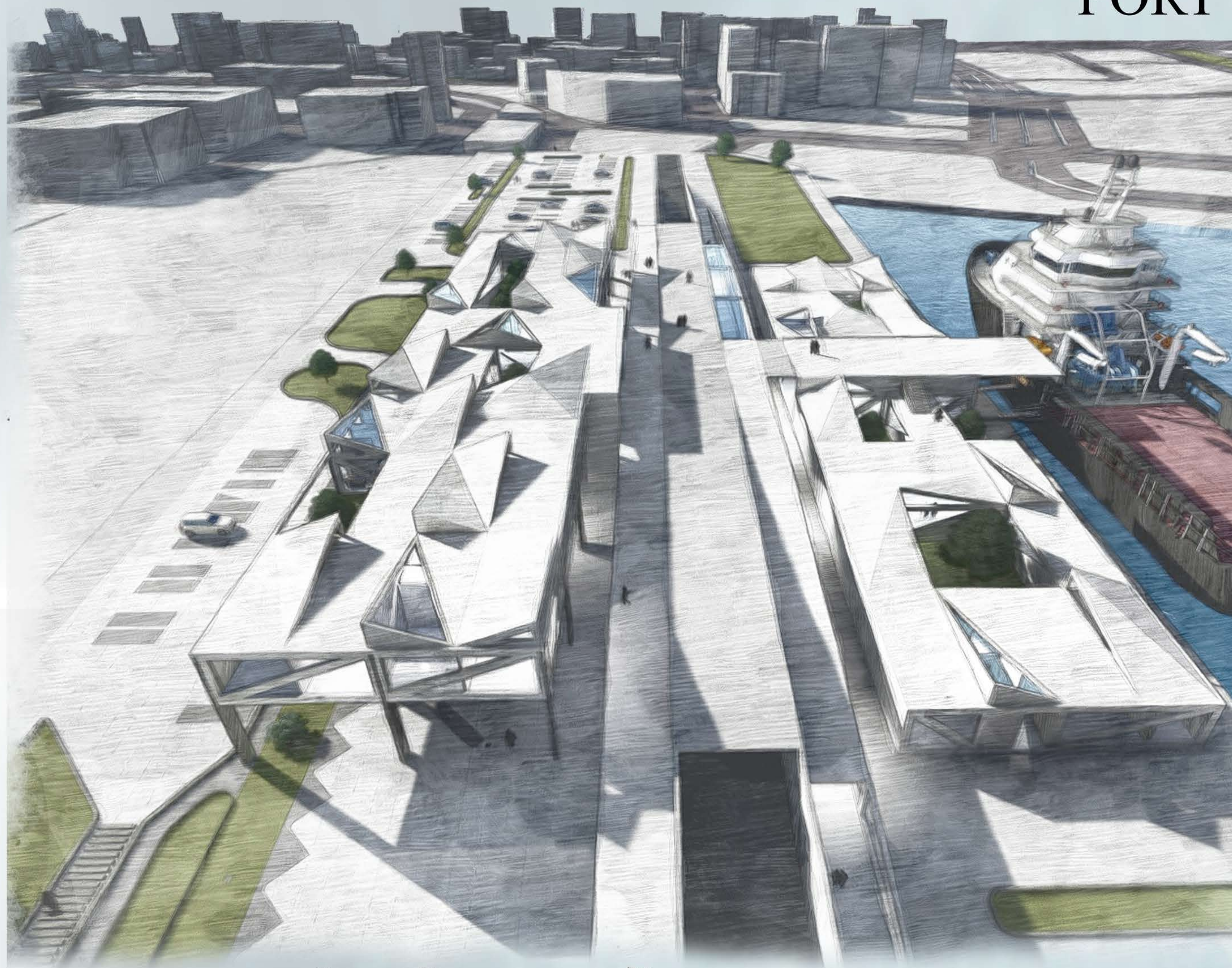
THESE 2 VOLUMES ARE SEPARATED BY TRAFFIC ALL ALONG THE PROJECT.

THE CENTRAL PATH IS THE PROMENADE, THE LINK BETWEEN THE CITY AND THE SEA, CONNECTING THE ENCOUNTER SPACE WITH THE EXTERIOR SPACE.

- PERFORATION OF THE VOLUMES FOLLOWING THE PLOT.
- DIVISION OF THE CENTRAL PATH.



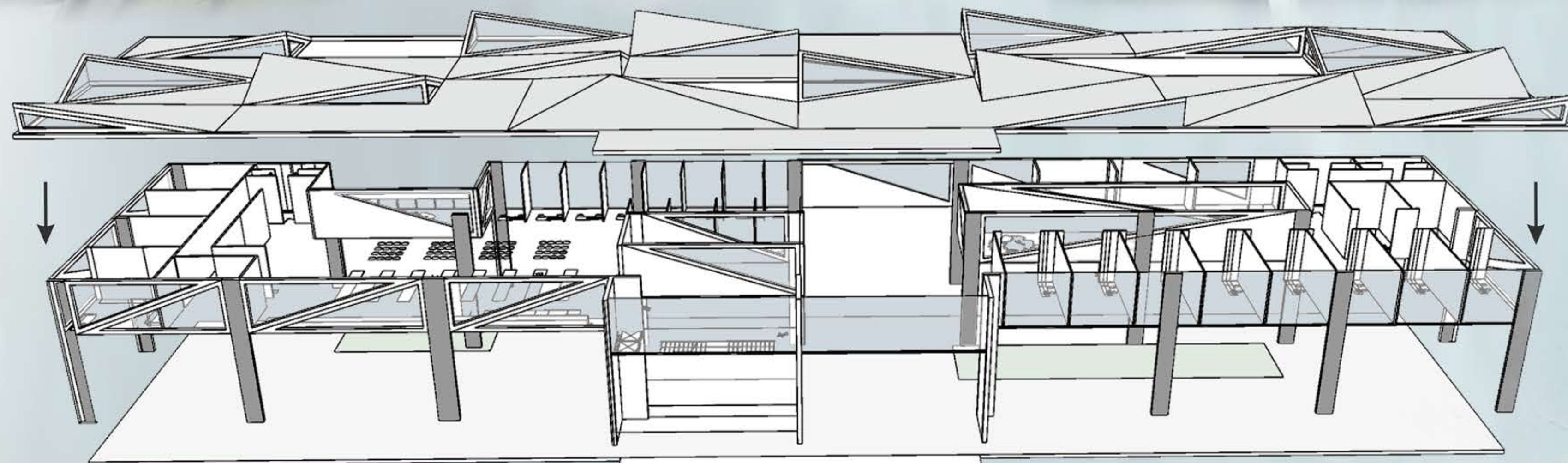
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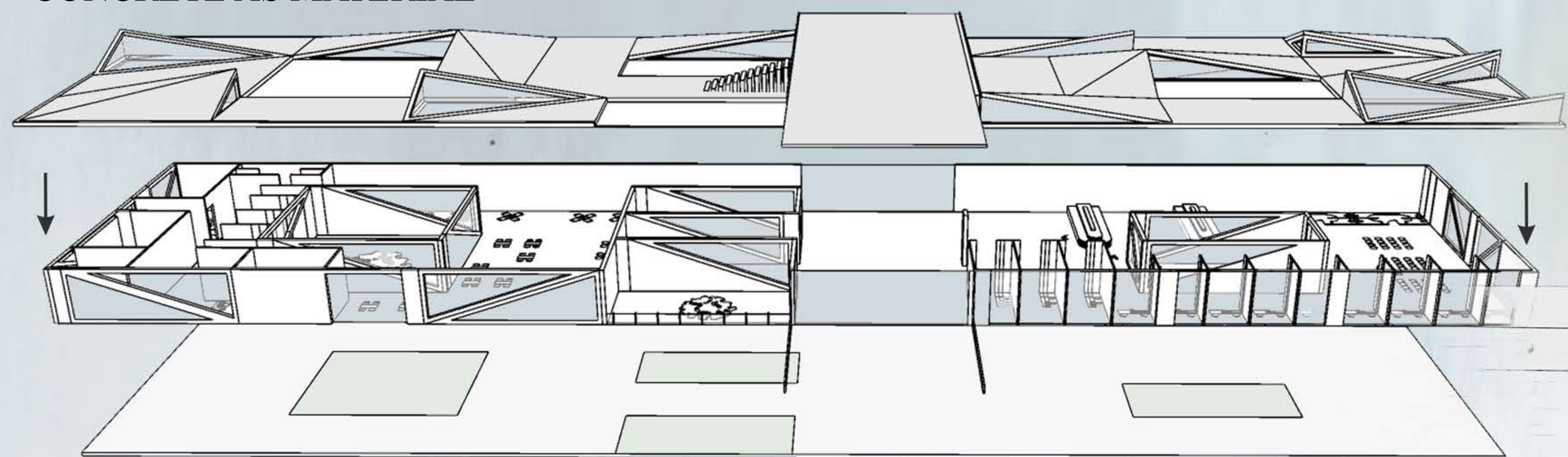
PERSPECTIVE SHOWING THE LOWER VOLUME WITH THE UPPER VOLUME



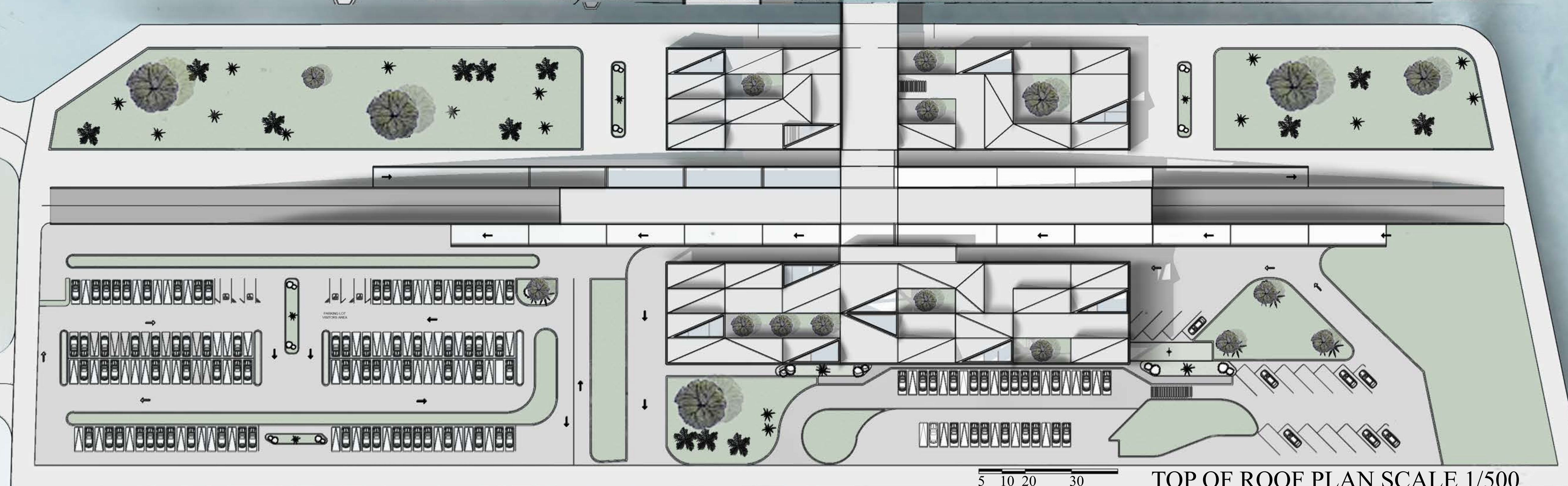
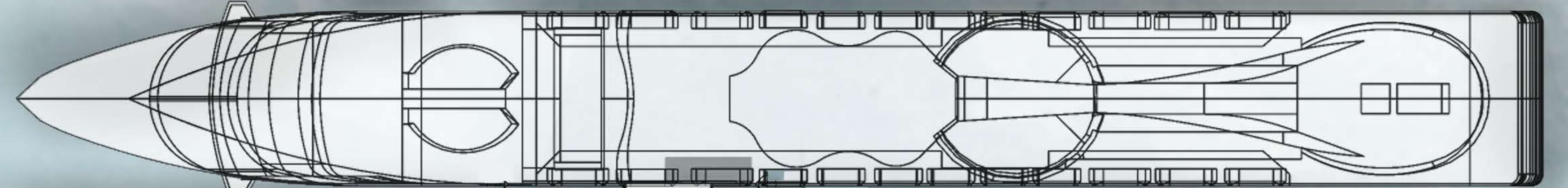
PERSPECTIVE SHOWING THE PARKING EXTENTION AREA UNDER THE DEPARTURE VOLUME



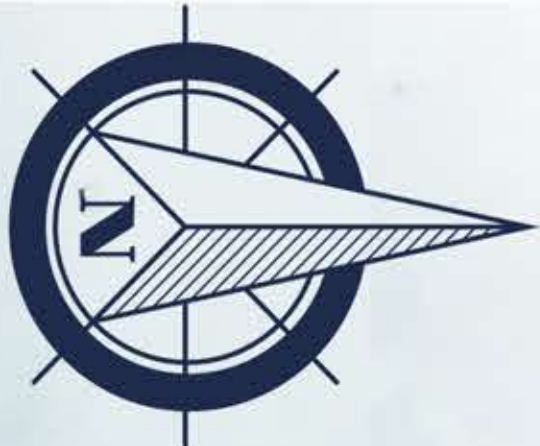
SUCCESION OF BEAM AND COLUMN AS STRUCTURE WITH USE OF REINFORCED CONCRETE AS MATERIAL



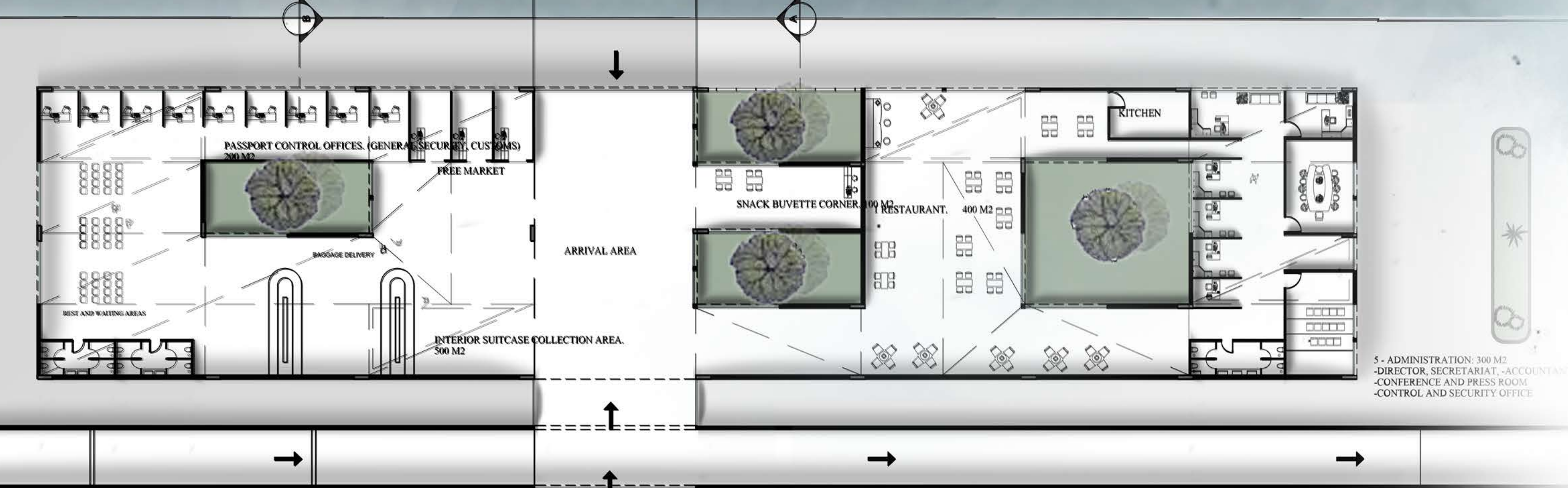
GLASS FACADE TOWARDS THE SEA WITH VOIDS TO INTEGRATE LIGHT AND NATURE



TOP OF ROOF PLAN SCALE 1/500



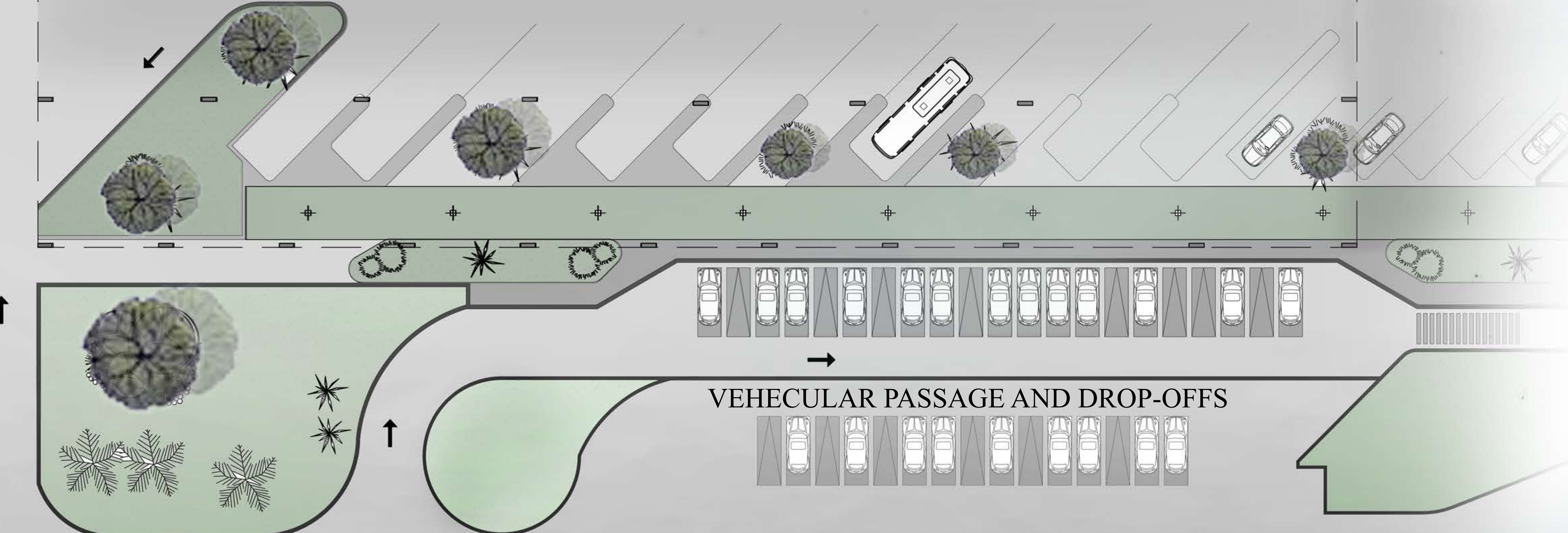
DIRECT ACCESS THROUGH GANGWAY



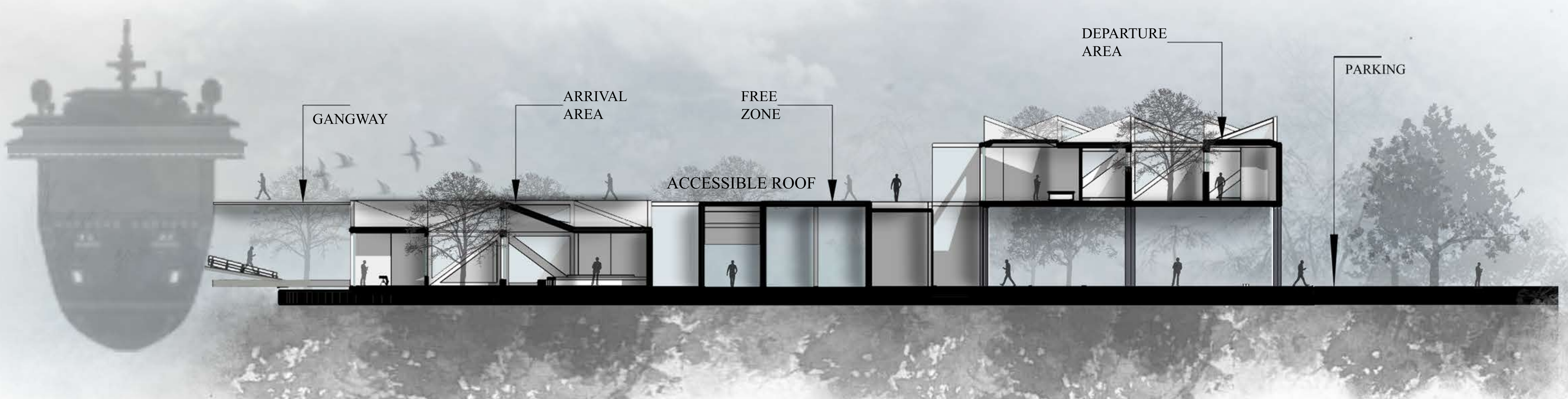
VEHICULAR PASSAGE AND DROP-OFFS



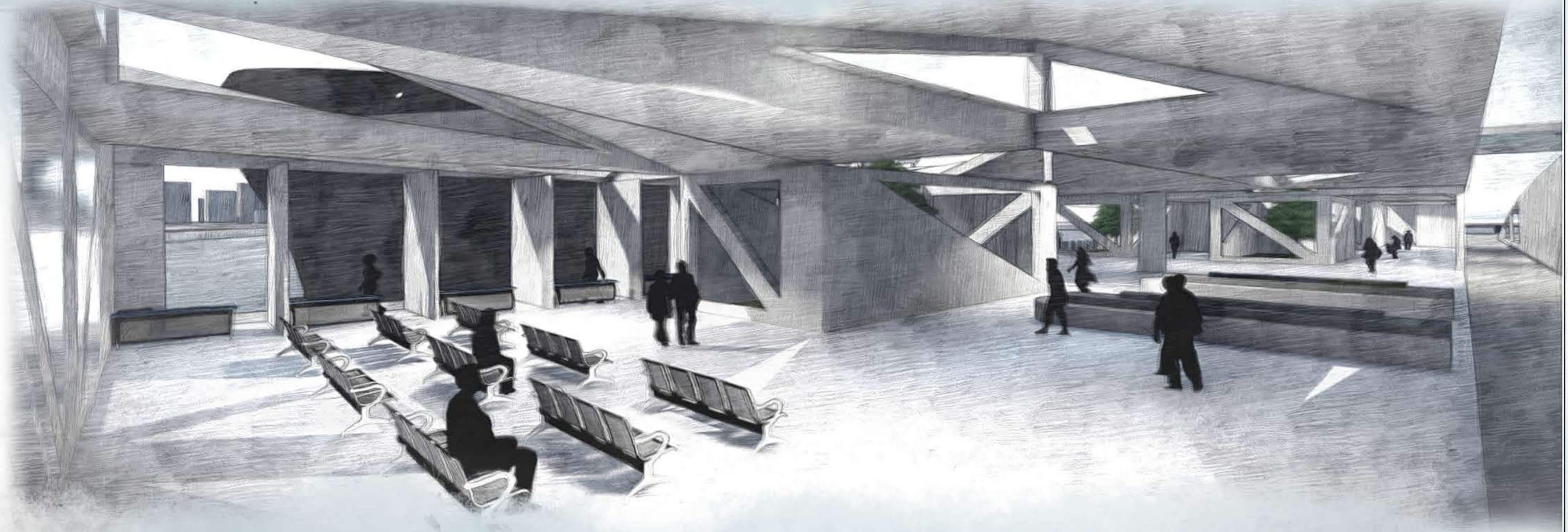
AREA LOADING AND UNLOADING BUSES



GROUND FLOOR PLAN SCALE 1/200



INTERIOR PERSPECTIVE SHOWING THE WAITING ARE WITH THE BAGGAGE DELIVERY



INTERIOR PERSPECTIVE SHOWING THE ARRIVAL ZONE WITH THE SUITCASE COLLECTION AREA

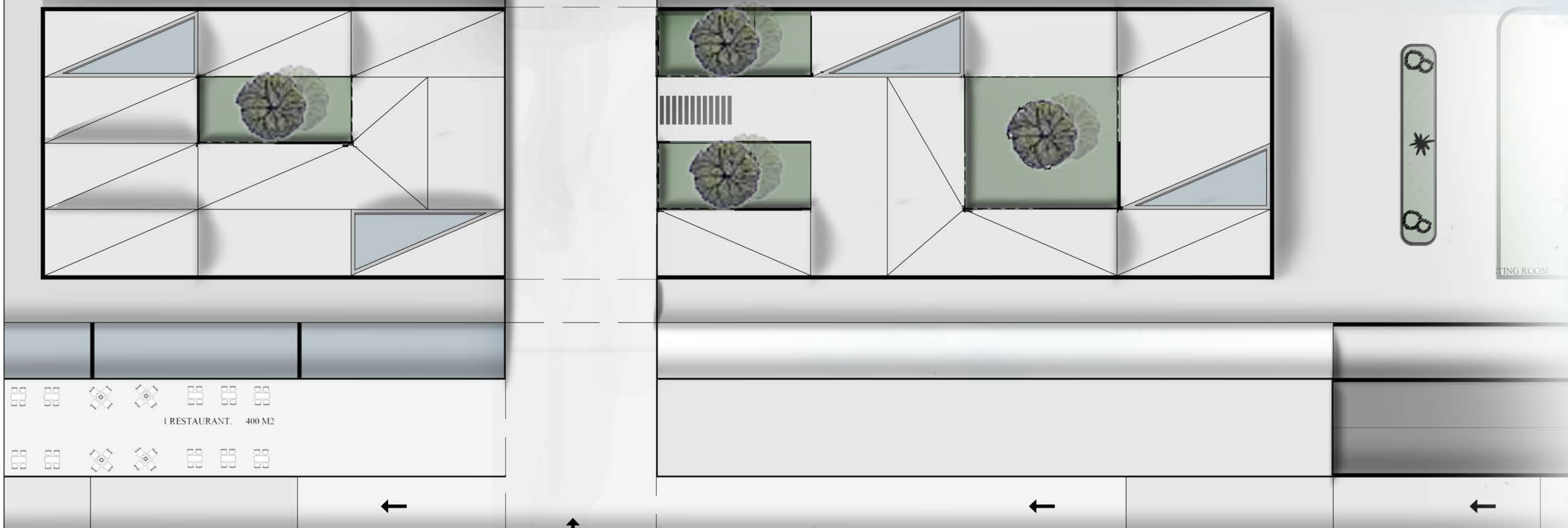


TOP OF ROOF PERSPECTIVE SHOWING THE CENTRAL PATH DIVISION, WITH THE TWO VOLUMES UNITED BY THE GANGWAY IN BETWEEN.





DIRECT ACCESS THROUGH GANGWAY



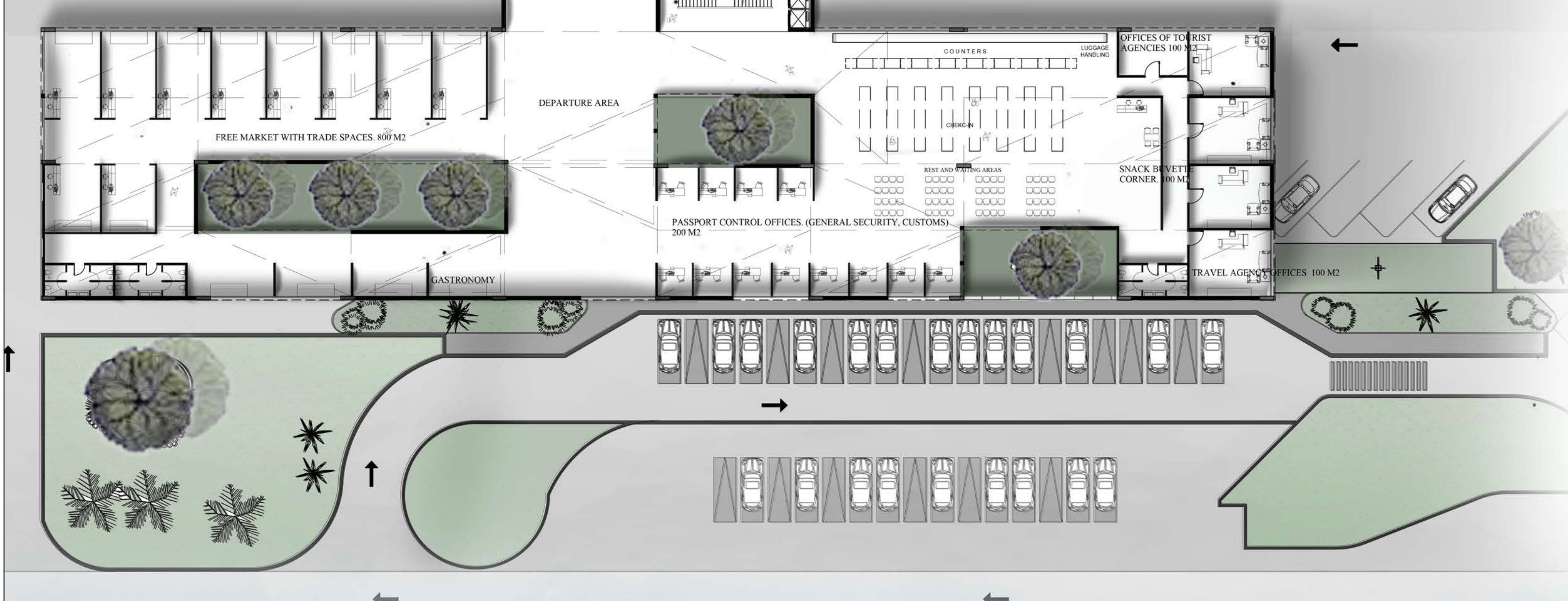
INTERIOR PERSPECTIVE SHOWING THE COUNTERS WITH THE WAITING AREA AND THE LUGGAGE HANDLING (CHECK-IN).



TOP OF ROOF PERSPECTIVE SHOWING THE CENTRAL PATH DIVISION, WITH THE TWO VOLUMES UNITED BY THE GANGWAY IN BETWEEN.



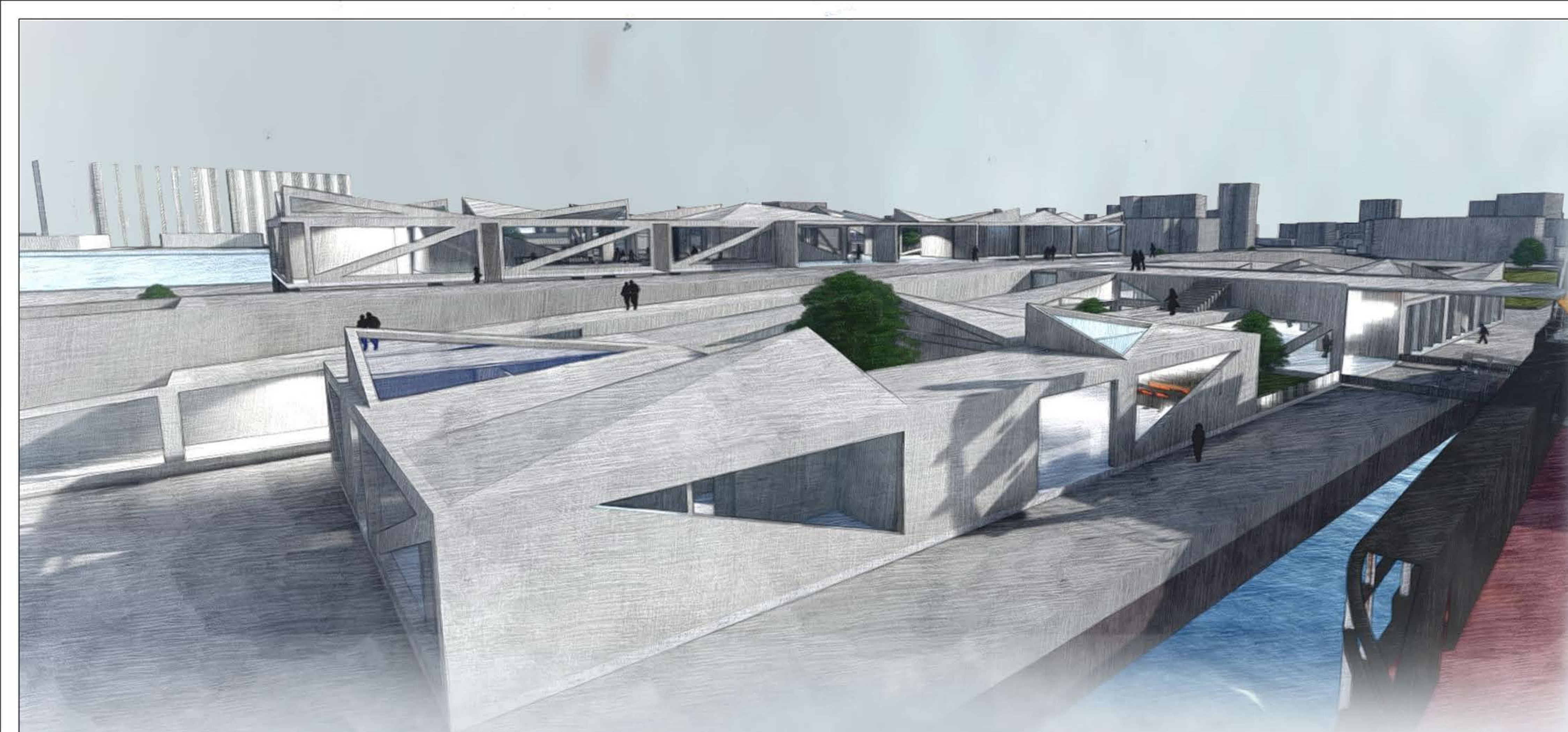
FACADE SHOWING THE EAST TIDE OF THE DEPARTURE ZONE WITH THE PARKING UNDERNEATH.



0 5 10 20 30 FIRST FLOOR PLAN SCALE 1/200

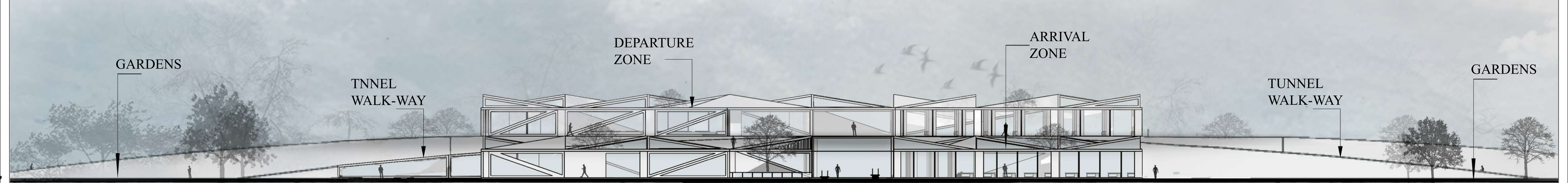


0 5 10 20 30 EAST ELEVATION ONE SCALE 1/200



PERSPECTIVE SHOWING THE ARRIVAL ZONE WITH THE PASSAGE THROUGH THE GANG WAY.

PERSPECTIVE SHOWING THE CENTRAL PATH WITH THE TWO WALK-WAYS ONE AS A SLOPE AND ANOTHER THROUGH A TUNNEL



WEST ELEVATION SCALE 1/200