

POLITECNICO DI TORINO  
SECOND SCHOOL OF ARCHITECTURE  
Master of Science in Architecture  
***Honors theses***

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**The Granary Silos in the port of Genoa**

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Genoa Port's Granary Silos is a so much challenging building, that raises questions at first glance, his destiny remains an open issue for the city and the Genoa Port Authority (GPA). It's located between the old port district and the famous Aquarium by Renzo Piano and near Galata Museo del Mare by Spanish architect Guillermo Vazquez Consuegra. Furthermore on Ponte Parodi, next to the silos, it has begun the construction of the new cruise terminal by Dutch architecture firm UNStudio.

The discussion about this giant's destiny is still going on, as you can find out on media reviews, and the resolution is far. Perhaps the building itself stands in the way of its own changes. Nowadays the GPA, owner of the silos, is going to publish a competition to grant the silos' right of use. The terms spread different functional areas on the silos as it were an empty box without considering the concrete structure and the high transformation cost. If at first glance could seem easy to renovate the silos to new functions such as a luxury hotel or a museum, soon you become aware that the difficulties are harder than expected.

The first difficulty is the Superintendency for Architectural Heritage's restriction that preserves only the façade, leaving out the already demolished pier and the internal structure free from this restriction. Secondary this concrete pioneeristic work, built in 1902 by G.A. Porcheddu Company from Turin is made up of an over-reinforced concrete with pillars on ground level and bearing walls on the upper floor. The inner space is organized in many rectangular cells in a row, where the wheat are stored, leaving a small amount of free floor occupied by steam engines and conveyor belt for handling.

The first stage of our thesis was to understand the building and how it works. We looked through the records in the Porcheddu Archive kept by Civil and Territorial engineering department of Politecnico di Torino. Here we found the first blueprint dated 1901 and the correspondence between Porcheddu and Hennebique and the project creator engineers Carissimo, Crotti and De Cristoforis from Milan.

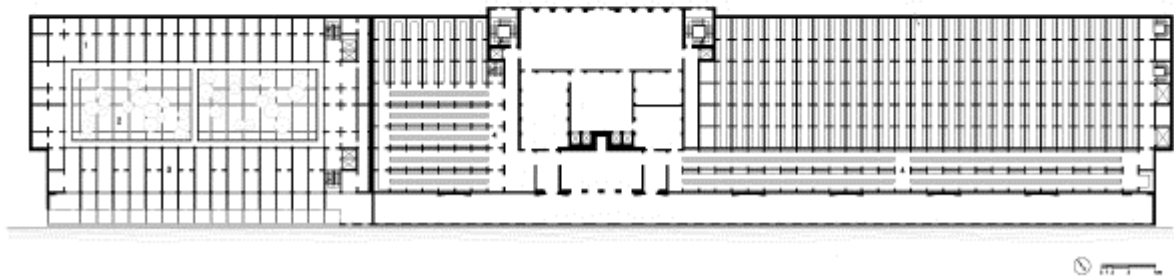
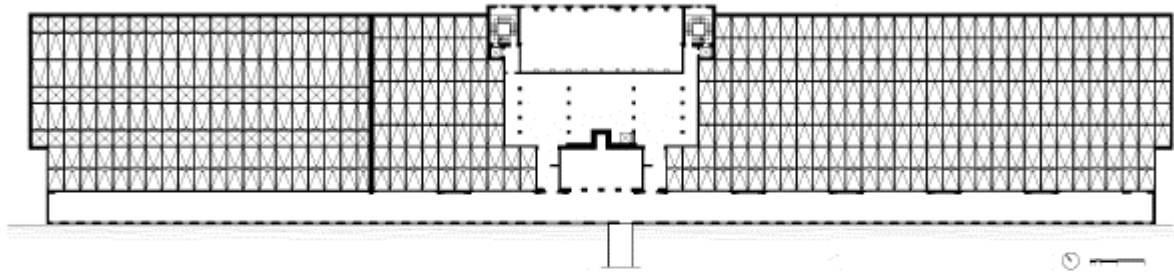
In addition we consulted the Genoa Port Authority archives where we found the extension plan, dated 1906 - 1926 built by FerroBeton Company.

In order to full-fill our historical research we searched through old publications where we found a large feedback that this building had. This work made us able to see this silos from every point of view, historically and technically allowing us to redraw the plans in details, despite we hadn't been able to visit indoor because of the prohibition ban ordered by the GPA. The next step was to understand how to renew the buildings and which functions suits better his problematic structure.

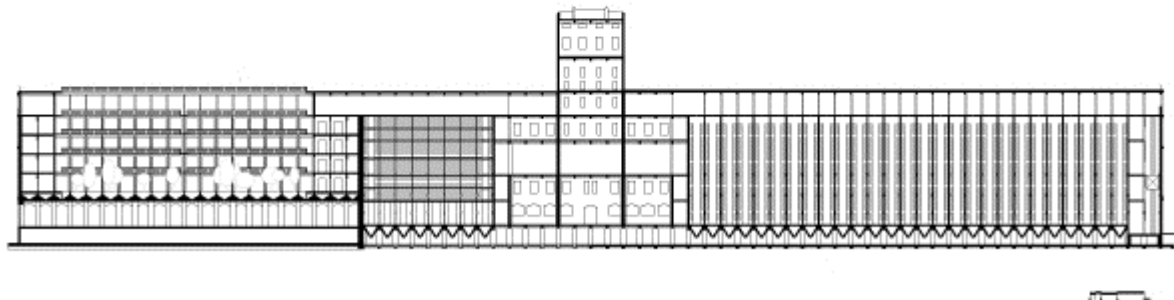
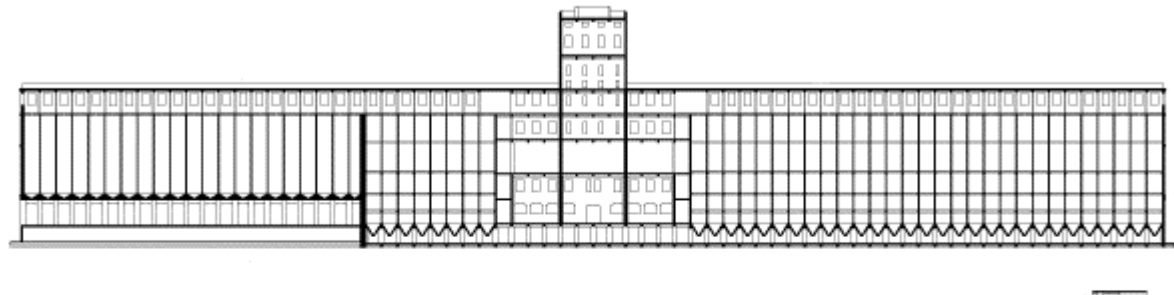
Our approach was minimize the demolition, maintaining the original concrete structure and the façade. The Hennebique silos can become a museum of itself and a token of the history of industrial building and the developing of the port of Genoa also becoming a new landmark of the transformation of Genoa Old Port district. In our mind the new function as to be analogue to the old one, so we think about creating a Public Records Office and in the remaining area a Museum and a hotel.



The building in the 1901



Plan Height +23m, above: as-built, below: project



Longitudinal section, above: as-built, below: project

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