THE **GROWTH** OF AN INDUSTRIAL POWERHOUSE

The beginnings of modern Belfast can be traced By the early 1900s, Belfast had become an to the early 1600s when an urban settlement hegan to emerge around a ford over the River Farset, Most of the inhabitants at this time were settlers from England and Scotland

By the end of the 1600s Belfast was the premier port in Ulster and one of the largest in Ireland. Belfast's growth continued in the 1700s, though steadily rather than spectacularly.

In the course of the nineteenth century Belfast expanded at a phenomenal rate - in 1800 its population stood at around 20,000 in 1911 it was made' was synonymous with the best'. 385,000 making it the largest city in Ireland. The reason for its growth was down to industrial expansion, and in particular the application of mechanisation to what had hitherto been largely cottage industries. Belfast became the most important linen-producing city in the world. At the beginning of the twentieth century, more than 35,000 of Belfast's inhabitants, most of them women, were involved in the textile industry.

industrial and commercial powerhouse, home to some of the largest factories and firms in the world.

Har land & Wolff was the largest shipyard in the world, while Ewart & Co. was the largest textile firm in the world. The York Street Flax Spinning Company had the largest text lie mill in the world: and near by Gallaher's was the largest digarette factory in the world. The Belfast Ropeworks was the largest facility of its type in the world; and Belfast-based engineering firms like Strocco and Mackie's were global brands. The term 'Belfast

66 The ancestors of the quiet steady men of business of to-day were the Scottish Pres byte rians of the seven teenth century.

Leitch Ritchie, Ireland picturesque and romantic (1838)

Below: Ritchie's Dock in 1805, with Cave Hill be hind.



E.-Ritchie 8 12, Ritth is Stock, Belfast 180 5, D. Stewart, early 19th century. © National Museums Northern Ireland Collection Ulster Museum

A CITY OF **MERCHANTS**

The 1613 charter creating the corporation of Belfast included a clause granting the right to 'establish within the ffranchises of the said Burrough one wharffe or Key' where merchants could load and unload goods. In the 1600s an energetic and ambitious merchant community. mainlyScottish in origin, emerged. These merchants enjoyed strong trading links with Britain, Europe and the Americas.

The earliest quay in Belfast was on the south bank of the River Farset in what is now High Street. Belfast's merchants took the lead in building new quays and extending the docks. The major difficulty for Belfast was that the approach to its quays was via a shallow and winding channel which I imited the size of the vessels that were able to dock. Thanks largely to the pioneering work of the Ballast Board (established in 1785) and its successor, the Harbour Board (established in 1847). Belfast's harbour facilities improved dramatically in the 1800s.

66 There are here many rich merchants, and a very considerable trade from this part to Scotland, particularly to Glasgow; the town and most of the adjacent county being inhabited by the Scots.

A New System of Geography, Or General Description of the World (1765)

These hodies were dominated by Relfast's merchants who had a vested interest in developing the port. The greatments at families of Victorian Relfact included the Sinclairs. Sin clair Seamen's Presbyterian Church was named for John Sinclair and enjoyed the generous support of other members of the family. The names of other leading merchants can be seen on the memorials erected on the opening of the Alexandr a Dock and Thompson Dock (Titanic's Dock).

Belfast-made goods were transported around the world in Belfast-built ships. The department store of Robinson & Cleaver, whose grand building can be seen in Donegall Square, was the largest mail order business in the world. Belfast recognised itself as a global trading city and this can be seen in many architectural references in the buildings of the city.



Left: John Sinclair bust at Sinclair Seamen's Pres byte rian Church



In the 1580s Sir John Perrot, the Lord Deputy of Ireland, considered Belfast to be 'the best and most convenient place in Illister for the establishment of shipbuilding'.

The earliest known ship to have been built in Belfast Lough was the Eagle Wing, which was constructed to transport Presbyterians from Ulster to New England in 1636 where they hoped to enjoy religious freedom (due to storms the ship was driven back to Ireland).

The beginning of the modern era in Belfast's shinbuilding industry can be traced to 1791 when William Ritchie moved here from Saltcoats on the Avrshire coast of Scotland, Today the site of his

The most famous firm of ship builders in Belfast's history is Harland & Wolff, formed in 1861 by an



ts most famous ship was the RMS Titanic (launched in 1911). At its height the firm was employing over 30,000 men in Relfast - a far cryfmm the 10 men who worked in Ritchie's shi pyard in 1791.

There was also the 'Wee Yard' of Workman, Clark - 'wee' only in the sense that it had a larger neighbour for it was still one of the largest shipyards in the world. The War Memorial to the company's employees who died in WVI can be seen at the Pump House.

Among the forgotten ship builders of Victorian Belfast is the firm Mcl waine & Lewis This company was founded in 1868 by John McIlwaine and Richard Lewis. Among the ships built by this shipyard is occupied by the Harbour Office and his firm was one given the name Titanic - launched original dock is buried beneath Corporation Square. over 20 years before the famous vessel of the same name. Richard Lewis was the grandfather of the world famous Christian writer C. S. Lewis who was horn in Relfast in 1898.

> about six jobbing ship-carpenters ... since I came here. I have brought from Scotland several ship-ioiners, block-makers, and blacksmiths William Ritchie, 31 July 1811

Sinclair Seamen's Pres byte rian Church and Belfast Harbour Office at Corporation Square

BELFAST HARBOUR **TODAY**

Be Ifa st Harbour continues to be a hive of a ctivity. In 2014 ne any half a million freight vehicles passed through the Harbour, while 23 mil lion tonn es were handled. Ferry services connect Belfast to Caimryan in Scotland and Live mool, and each day there are more than a dozen arrivals and departures. Belfast is also an increasingly popular stop for cruise ships.

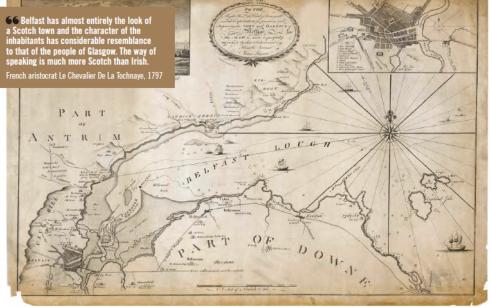
In recent years the area around Belfast's historic docks and along the River Lagan has been transformed. Titanic Quarter is now the most popular area of the city for visitors with numerous tourist attractions that reflect on the city's maritime heritage. Titanic Belfast tells the story of the famous liner that sank on her maiden voyage in 1912. Nearby in the Hamilton Dock is the meticulously restored Nomadic, the tender which transferred plass engers from Cherbourg to the Titanic.

Titanic's Dock and Pump House can also he visited It was in Titanic's Dock the largest dry dock in the world that the Titanic had her final fit-out. Close by is the A lexandra Dock in which the hundred-yearold HMS Caroline is moored. For those who wish to carry out research into their family history the Public Record Office of Northern Ireland is also located in Titanic Quarter.

Across the River Lagan, the dockside has a number of impressive reminders of Relfast's maritime heritage. The Harbour Office, which stands on the site of William Ritchie's original s hipvard, bo asts stained-glass windows bearing the crests of all the majornations with which Belfast traded. The Heritage Room in this building is open to the public. Located in the former Com Exchange is the new Discover Ulster-Scots Centre which tells the story of Ulster's many connections with Scotland.



James Lawson's map of Belfast Lough, 1789, drawn for 'The Corporation for preserving and improving the Port and Harbour of Belfast' (the Ballast Board).





Belfast's maritime history stretches back centuries. This heritage trail will take you to some of Belfast's most historic sites, from the earliest surviving portions of its dock infrastructure to the modern Titanic Belfast visitor attraction. The success of the port of Belfast is testament to the ingenuity and enterprise of numerous individuals. You will discover more about some of them along the way, learning about their achievements and finding out how their legacy is being preserved and promoted today.



A new sculpture of the seahorse from Belfast's coat of arms stands at Dargan Road, at the entrance to Belfast Harbour.

1636 The Eagle Wing was built in Belfast Lough to carry Presbyterians to New England 1785 An act of parliament established a new

the Bay or Creek of Belfast'

1584 Sir John Perrot, the Lord Deputy of Ireland

considered Belfast the best place in Ulster for

1613 Belfast's charter permitted the building of

a 'wharffe or Key in any convenient place uppon

TIMELINE

shipbuilding

- body to improve Belfast's port and harbour, the Ballast Board
- 1791 William Ritchie from Ayrshire founded a shipvard where Corporation Square is now
- 1816 The first steamship arrived in Belfast; regular services to Britain would be established within a few years
- 1847 The Belfast Harbour Board was formed to regulate and improve the port and harbour
- 1861 Harland & Wolff, the greatest shipbuilding company in the world, formed by Edward Harland and Custay Wolff
- 1867 Abercorn Basin and Hamilton Graving Dock opened
- 1903 Construction began of the Thompson Graving Dock, the largest dry dock in the world
- 1911 The Titanic was launched in Belfast: it sank on its maiden voyage from Southampton to New York in 1912
- 1939-45 Belfast shipyards constructed more than 140 warships: Harland & Wolff's local workforce rose to more than 30,000
- 1969-74 The iconic Belfast landmarks. the cranes Samson and Goliath, were erected
- 2012 The opening of Titanic Belfast, a major new tourist attraction. took place; it received 800,000 visitors in its first year



NORTH BELFAST

YORK STREET

Located in what was once the heart of the city's maritime commercial district, the York Street Mural depicts Ulster-Scots people and firms who connected Belfast to the world and highlights their connections to the north of the city, which was the historic birthplace of our shipbuilding industry. The mural is on a Victorian railway building. once part of the sprawling York Street Terminus of the Belfast and Northern Counties Railway and is still in use by Translink today.

SINCLAIR SEAMEN'S CHURCH

This congregation developed from the work of the Seamen's Friend Society in the port of Belfast. Following the death in 1856 of John Sinclair, a wealthy Relfast merchant and philanthronist, his widow and brother Thomas donated £1,000 towards the construction of a meeting house for the new congregation. The building opened in 1857. The interior of the church is well known for its many nautical features including a pulpit shaped like a ship's prow.

Corporation Square, BT1 3AT

BELFAST HARBOUR OFFICE

Standing on the site of William Ritchie's shipyard of 1791 is the Harbour Office, the headquarters of Harbour Board. Designed by the Board's engineer, George Smith, it was built between 1852 and 1854, with an extension added in 1891–5. Dominated by Belfast's Ulster-Scots commercial elite, the Harbour Board was instrumental in the development of the city's port infrastructure. The Heritage Room in the Harbour Office tells the story of the port of Belfast.

Corporation Square, BT1 3AT

CLARENDON DOCK

The earliest surviving part of Belfast's port infrastructure is the No. 1 Graving Dock, beside the Harbour Office, which was constructed between 1796 and 1800 by William Ritchie, the Ayrshire-born shipbuilder who had moved to Belfast in 1791, on behalf of the Ballast Board. The No. 2 Graving Dock as well as the Dock Buildings were completed in 1826 to designs by another Scotsman, David Logan from Angus.

Clarendon Road, BT1 3AG

CORN EXCHANGE

The Corn Exchange was built by a company of grain merchants and opened in 1852. It was described in 1855 regarded as one of the most elegant specimens of architecture in the town'. In 1859, a soiree was held here to mark the centenary of the birth of Scottish poet Robert

Victoria Street RT1 3GA

FIRST PRESBYTERIAN CHURCH

and the present building, which dates from 1783, is Belfast's oldest surviving place of worship. The church is oval in plan and Edward Harland, was an active and generous member of the congregation. Members of the Andrews family, including the designer of the Titanic, Thomas Andrews, also worshipped here

finest public buildings. It was designed in an Italianate style by Charles Lanyon and its construction reflected the prosperity of the town's business community in the mid Victorian era. The pediment on the east side is especially worth noting for its sculptured figures of Britannia, Neptune and Mercury. The 19th-century novelist Anthony Trollope briefly worked here as a Post Office Surveyor.

Custom House Square, RT1 3FT

DONEGALL OUAY

The earliest quay in Belfast was on the south bank of the River Farset in what is now High Street. In the 18th and early 19th centuries new quays were built by wealthy merchants. The quay built by David Tomb in 1804 became known as Donegall Quay. Later this name was given to a much longer stretch of the dockside. Donegall Quay was the place of embarkation for passengers, livestock and goods travelling on

Donegall Quay, BT1 3AT









as 'a substantial structure in the best Scotch stone and is

Burns. In 2014 the Corn Exchange was transformed into the Discover Ulster-Scots Centre



the interior has intricate wooden carvings, notable stained-glass windows and traditional box pews. Belfast's leading shipbuilder. Rosemary Street, BT1 1QB

CUSTOM HOUSE

Completed in 1857, the Custom House is one of Belfast's



A VOYAGE OF DISCOVERY A SEAFARING CITY A GLOBAL CITY

DUNCAIRN

YORK STREET

TODAY, THERE ARE OVER 1 MILLION PASSENGER JOURNEYS BETWEEN BELFAST AND SCOTLAND EACH YEAR

BELFAST'S HISTORIC DOCKS AND SHIPYARDS

1) William Ritchie's shipyard — 1791

1791-1911

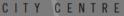
- 2) Ritchie & McLaine's shipvard 1811 3) Thompson & Kirwan's shipyard — 1851 4) Robert Hickson's shipyard — 1853
- Workman, Clark & Co. North Yard 1880
- 6) McIlwaine & Lewis's shipyard 1884 later the South Yard of Workman, Clark

MARITIME PUBLIC ART

2) The Big Fish









DUFFERIN

2

TITANIC

QUARTER

SAMSON & GOLIATH CRANES

PUBLIC RECORD

OFFICE OF NORTHERN IRELAND

QUEEN'S ISLAND

RTH BELFAST FROM BELFAST HARBOUR OFFICE nic Belfast Walk: 23 minutes / Drive: 5 minutes

York Street Walk: 13 minutes / Drive: 4 minutes

Waterfront Hall Walk: 12 minutes / Drive: 2 minutes

EAST BELFAST FROM TITANIC BELFAST
Titanic's Dock Walk: 10 minutes / Drive: 1 minute

Yardmen Statue Walk: 23 minutes / Drive: 6 minutes

Waterfront Hall Walk: 21 minutes / Drive: 7 minutes

Belfast Harbour Office Walk: 23 minutes / Drive: 5 minutes





QUEEN'S QUAY

EAST BELFAST

In the 1840s port facilities on the County Down side of the Lagan began to be actively developed. Queen's Quay was built by James Little & Son and completed in 1846. The quay was rebuilt in 1875–7. Adjoining the quay was the terminus of the Relfast & County Down Railway. In the 1990s the area was cleared to make way for the Odyssev entertainment complex. the first feature of the newly named 'Titanic Quarter'

Queen's Quay, BT3 9QQ

ARERCORN BASIN

The Abercom Basin, extending to more than 10 acres of water surface was built in response to an increased need for additional dock accommodation and improved harbour facilities, especially from Belfast's shipbuilders. Despite the opposition of those who wanted it built on the Antrim side, work began in 1864. The basin was officially opened on 2 October 1867, by the 2nd Marquess of Abercom, Lord Lieutenant of Ireland. Today it is the location of a marina.

Queen's Quay, BT3 900

SS NOMADIC & HAMILTON DOCK



TITANIC BELFAST

Of the hundreds of ships constructed in Belfast over the centuries, by far the best known is the RMS Titanic which was built by Harland & Wolff and launched in front of an estimated 100,000 people in 1911. Opened in April 2012 to coincide with the centenary of the sinking of the Titanic, the hugely successful Titanic Belfast visitor attraction tells the story of this remarkable liner through a series of galleries and interactive displays.

Olympic Way, BT3 9EP



HARLAND & WOLFF HEADQUARTERS

Dating from the early 20th century, the Harland & Wolff Headquarters Building housed the administrative offices of the company and included the distinctive drawing offices where naval architects and draughtsmen designed vessels, including the Titanic. The building continued to be used by Harland & Wolff until 1989. It was subsequently acquired by Titanic Quarter Ltd and there are now plans restore the structure and to develop it into a visitor attraction and boutique hotel. Queen's Road, BT3 9DT



YARDMEN SCULPTURE & WESTBOURNE 'SHIPYARD' CHURCH

Overlooked by the iconic Harland & Wolff cranes, Samson and Goliath, The Yardmen is a bronze sculpture depicting three shipyard workers returning home to East Belfast. Across the Newtownards Road stands Westbourne Presbyterian Church which opened in 1880. It was known as the 'Shipyard Church' because many of its members worked for Harland & Wolff. Not far away are the 'Ship of Dreams' Mural and the Dee Street Titanic Mural.

Newtownards Road, BT4 1AB



HMS CAROLINE

Built in Birkenhead and launched in 1914, HMS Caroline is the last ship afloat to have taken part in the Battle of Jutland in 1916. In 1924 she was transferred to Belfast to become a training ship for the Ulster Division of the Royal Naval Volunteer Reserve. During WWII the Caroline served as the headquarters of the Royal Navy in Belfast. In 2011 the ship was decommissioned. Funding has been secured to transform the vessel into a visitor attraction.

Northern Ireland Science Park, Queen's Road, BT3 9DT



TITANIC'S DOCK & PUMP HOUSE

Now known as Titanic's Dock, the Thompson Dock was built between 1903 and 1911 and at the time of its opening was the largest dry dock in the world. It was named for Robert Thompson, a farmer's son from Ballylesson, County Down, who was Chairman of the Harbour Board and one of Belfast's leading industrialists. It was in this dock that the Titanic had her final fit-out before leaving Belfast. The adjoining Pump House has been turned into a visitor centre.

Northern Ireland Science Park, Queen's Road, BT3 9DT