

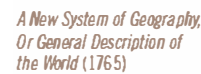
In the course of the nineteenth century Belfast expended at a phenomenal rate – in 1800 its population stood at around 20,000, in 1911 it was 385,000 making it the largest city in Ireland. The reason for its growth was down to industrial expansion, and in particular the application of mechanisation to 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.

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



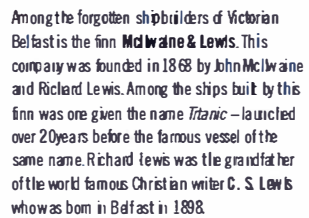
The earliest quay in Belfast was on the south bank of the River Farset in what is now High Street. Belfast's merchants took the lead in building new quays and extending the docks. The major difficulty for Belfast was that the approach to its quays was via a shallow winding channel which limited the size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

Belfast-made goods were transported around the world in Belfast-built ships. The department store of **Robinson & Co**, whose grand building can be seen in Donegal 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.



Above: Memorial plaque at Titanic's Dock  
Left: John Sinclair bust at Sinclair Seamen's  
Presbyterian Church

The most famous firm of shipbuilders in Belfast's history is **Harland & Wolff**, formed in 1861 by an Englishman, Edward Harland, and a German, Gustav Wolff. This company would soon lead the world in terms of modern ship designs.

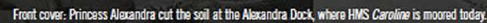


William Ritchie, 31 July 1811

Sinclair Seamen's Presbyterian Church and  
East Harbour Office at Corporation Square

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 Harland Dock is the meticulously restored *Nomadic*, the tender which transferred passengers from Cherbourg to the *Titanic*.

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



Belfast's success was due in no small measure to its many connections with Scotland. Scottish merchants established Belfast as a commercial centre in the 1600s, and Scotsmen were to the fore in the city's shipbuilding industry. As Belfast became increasingly industrialised in the nineteenth century so its commercial links with Glasgow and the Clyde became even stronger. Today there continue to exist strong connections between Belfast and Scotland.



DISCOVER 16  
HISTORIC LOCATIONS



Upper-Scots Agency  
Scottish Council for Social Development

British Society  
Scottish Centre for Culture, Arts and Leisure

Odyssey Trust

The Frank Foundation

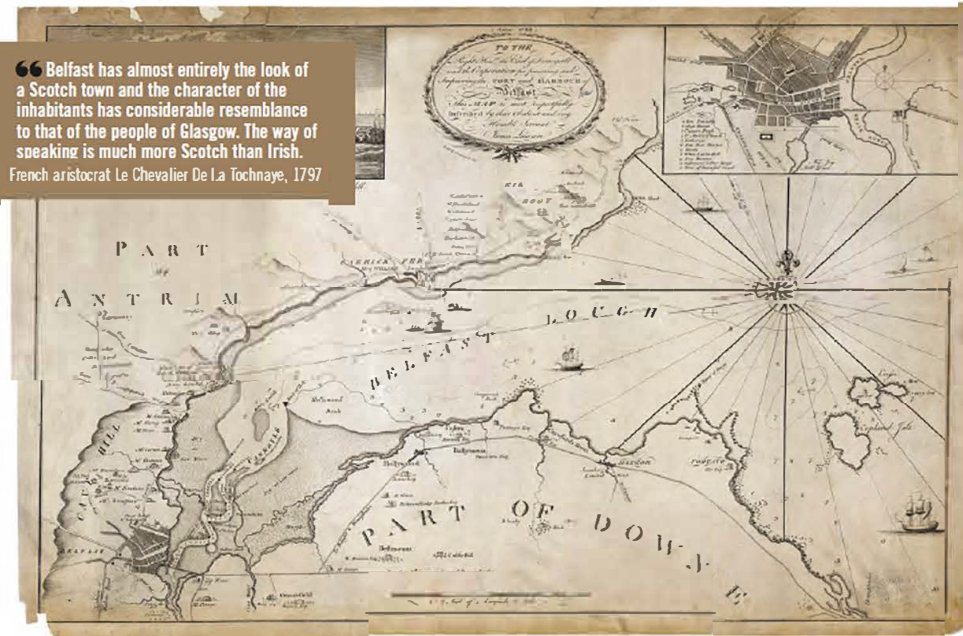
Scottish Seafarers' Pension Board

Translink

Small Steps

Scottish Anti-Racism Network

**“Belfast has almost entirely the look of a Scotch town and the character of the inhabitants has considerable resemblance to that of the people of Glasgow. The way of speaking is much more Scotch than Irish.**  
French aristocrat Le Chevalier De La Tochnaye, 1797



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.

Harland & Wolff were the world's biggest shipbuilders, employing tens of thousands of workers in Belfast.



- **1584** Sir John Perrot, the Lord Deputy of Ireland, considered Belfast the best place in Ulster for shipbuilding
- **1613** Belfast's charter permitted the building of a 'wharfe or Key in any convenient place upon the Bay or Creek of Belfast'
- **1636** The *Eagle Wing* was built in Belfast Lough to carry Presbyterians to New England
- **1785** An act of parliament established a new body to improve Belfast's port and harbour, the Ballast Board
- **1791** William Ritchie from Ayrshire founded a shipyard 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 Gustav 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.

York Street, BT15 16Y

### 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 Belfast merchant and philanthropist, 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 as 'a substantial structure in the best Scotch stone and is 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 Burns. In 2014 the Corn Exchange was transformed into the Discover Ulster-Scots Centre.

Victoria Street, BT1 3GA

### FIRST PRESBYTERIAN CHURCH

Evidence of Presbyterian worship at this site dates back to 1695 and the present building, which dates from 1783, is Belfast's oldest surviving place of worship. The church is oval in plan and the interior has intricate wooden carvings, notable stained-glass windows and traditional box pews. Belfast's leading shipbuilder, 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.

Rosemary Street, BT1 1QB

### CUSTOM HOUSE

Completed in 1857, the Custom House is one of Belfast's 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, BT1 3ET

### DONEGALL QUAY

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 ferries to Britain.

Donegall Quay, BT1 3AT



# BELFAST MARITIME TRAIL

A VOYAGE OF DISCOVERY  
A SEAFARING CITY  
A GLOBAL CITY

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

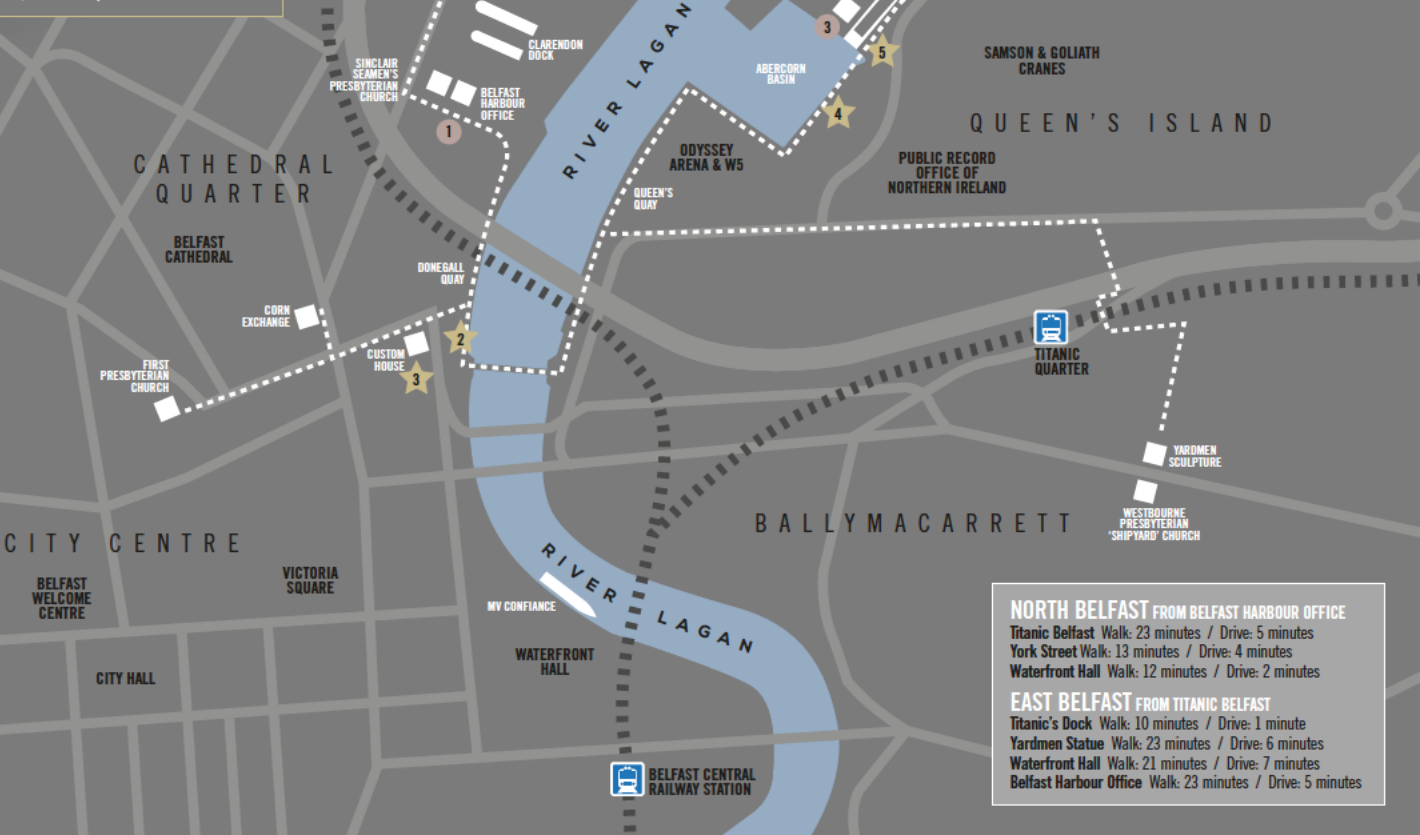
### BELFAST'S HISTORIC DOCKS AND SHIPYARDS 1791–1911

Many of Belfast's oldest shipyards and docks have not survived, but Clarendon Dock, Hamilton Dock, Alexandra Dock and Titanic's Dock have been carefully preserved and can be visited today.

- 1) William Ritchie's shipyard – 1791  
later Charles Connell & Sons
- 2) Ritchie & McLaine's shipyard – 1811
- 3) Thompson & Kirwan's shipyard – 1851
- 4) Robert Hickson's shipyard – 1853  
later Harland & Wolff
- 5) Workman, Clark & Co. North Yard – 1880
- 6) McLlwaine & Lewis's shipyard – 1884  
later the South Yard of Workman, Clark
- 7) Alexandra Dock – 1889
- 8) Thompson (Titanic's) Dock – 1911

### MARITIME PUBLIC ART

- 1) Angel Sculpture - Mission to Seafarers
- 2) The Big Fish
- 3) Commander Calder Memorial Fountain
- 4) Titanic Airfix Kit
- 5) Charlie Chaplin



**NORTH BELFAST FROM BELFAST HARBOUR OFFICE**  
Titanic 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

## EAST BELFAST

### QUEEN'S QUAY

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 Belfast & County Down Railway. In the 1990s the area was cleared to make way for the Odyssey entertainment complex, the first feature of the newly named 'Titanic Quarter'.

Queen's Quay, BT3 9QQ

### ABERCORN BASIN

The Abercorn 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 Abercorn, Lord Lieutenant of Ireland. Today it is the location of a marina.

Queen's Quay, BT3 9QQ

### SS NOMADIC & HAMILTON DOCK

The first graving dock on the County Down side of the Lagan, the Hamilton Dock was opened in 1867 and named for Sir James Hamilton, Chairman of the Harbour Board. Moored in it is the Belfast-built *SS Nomadic*, the tender which transferred the 1st and 2nd Class passengers from Cherbourg to the *Titanic* in April 1912. The *Nomadic* was brought back to Belfast in 2006, carefully restored, and is now open to the public.

Queen's Road, BT3 9DT

### 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