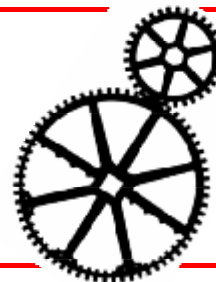

INDUSTRIAL HERITAGE ASSOCIATION OF IRELAND NEWSLETTER

www.ihai.ie



No 39 April 2012



DIARY DATES 2012

21 April	AGM, Mossley Mill, Co Antrim
26 May	Spring Tour to Boyne Valley, Co Meath

EDITORIAL

This edition brings you news of forthcoming events and a report on our recent Awards ceremony. I would draw your attention in particular to the AGM and Spring Event and the need to let the organisers know in advance if you are coming on the tours. There's also news of a milling exhibition in Limerick and recent developments in Belfast. There are also articles on a very unusual lifeboat, an update on the restoration of the Ulster Canal, industry in art, and a new film featuring ESB memorabilia.

IHAI AGM

This year's AGM takes place at Mossley Mill, on the northern outskirts of Belfast, starting at 11am on Sat 21 April. Official notification of the meeting and agenda are enclosed with this newsletter.

For those wishing to avail of transport to Mossley and on the tour afterwards, a coach will be departing from Central Station, Belfast, at 10am, following the arrival of the 7.35am Enterprise train from Dublin. Even if you are coming by car, you may find it more convenient to avail of the coach from Central (parking fee payable) rather than trying to follow it and risk getting lost!

It would be extremely helpful if you would **please notify** Ron Cox if you wish to take the coach; his details are at the end of the newsletter.

Following the AGM, we will have a conducted tour of the mill, now the headquarters of Newtownabbey Borough Council. The refurbished mill also incorporates an exhibition on its industrial past and was the recipient of the IHAI's 2012 award for 'Best Restored Site'.

Mossley Mill originated as an 18th century linen bleach works and became a flax spinning mill in the 1830s. The present buildings date, however, from the site's expansion in the mid-1800s. Spinning was augmented with

thread production in the 1880s under the auspices of Henry Campbell & Co and this became the mill's main activity until the 1970s.

Following its acquisition by Herdmans of Sion Mills, the mill closed in 1995. The following year it was bought by Newtownabbey Council who converted it into a civic centre and museum as you will see during the course of the tour. For further historical details go to the Council's website www.newtownabbey.gov.uk/heritage.

Following lunch at the mill, there will be a coach tour of notable industrial heritage sites in south Antrim. The first stop will be Patterson's Spade Mill near Templepatrick.

This site was restored by the National Trust in the 1990s (when IHAI member Ian McQuiston was Director) and is the only operational spade mill left in Ireland; indeed, it is possibly the only water-powered one in the world. Colin Dawson, the mill's full-time spade maker, will demonstrate the intricacies of their manufacture. For a flavour of what to expect, google "patterson spade mill you tube" for a 1997 video of the hammer in action.



Patterson's Spade Mill

We will then move on to the Bleach Green railway viaducts near Whiteabbey. In the early 1930s, the London, Midland & Scottish Railway embarked on the construction of a series of viaducts across the Three Mile Water at Valentine's Glen, on the Belfast to Lame and Derry lines. Until then, it had been necessary to make a 25-minute long detour via Greenisland to avoid the valley. The Greenisland Loop Scheme, as it was known, entailed the construction of nine bridges and viaducts between 1931 and 1933. Costing £250,000 (£12m today) it was one of the largest civil engineering



Mossley Mill



Bleach Green Viaducts

projects of its day. This section of line was closed in 1978 but reopened again in 2001 following the bridges' refurbishment.

The coach will then return to Central Station in time for the 6.10pm Enterprise to Dublin (arriving 8.15pm).

Although the AGM is, of course, free, there will be a charge of €20/ £15 to cover the cost of the coach, lunch and afternoon tour, payable on the day to the Treasurer.

Attendees at the AGM will also have the opportunity to purchase a signed copy of Gilbert Watson's opulently illustrated 380-page book *Building over the Centuries: a History of McLaughlin and Harvey* (2010), the famous Belfast firm of building contractors, for the specially-discounted price of €15/£15.

SPRING TOUR: INDUSTRIAL GEMS OF THE BOYNE

On Sat 26 May, there will be a coach tour of industrial heritage sites along the Boyne between Drogheda and Kells. The main themes will be the Boyne Navigation, bridges and waterworks.

Details are still being finalized, but the provisional plan is to depart by coach at 10.15am from outside Drogheda Railway Station; the 9.35am Enterprise from Dublin arrives here at 10.07am.

Our first stop will be the tidal lock on the Boyne Navigation. This waterway linked Navan with Drogheda and opened in 1800. Closed for almost a century, the Boyne Navigation Branch of the IWAI has been active in recent years in restoring the sea lock, and a set of gates has recently been installed. We will be shown around by Tommy McLoughlin, Vice Chairman of the Boyne Branch.

Moving on to Oldbridge, we will look at another lock on the Navigation and also the adjacent Obelisk Bridge, a locally-made iron lattice girder bridge of 1868. At Slane we will inspect the multi-arch 14th century bridge over the Boyne and nearby flour mill, erected in the 1760s and one of the largest industrial buildings in Ireland at that time.

A late lunch will be taken in Navan, where we will inspect the 19th century Boyne Rail Viaduct and 16th century Kilcarn Bridge before progressing to Kells Waterworks for the rest of the afternoon. This site was established by Kells UDC in 1897 to supply the nearby town with potable water. It remained in use until 1980 when superseded by a new waterworks at Lough Bane. Thanks to the efforts of the Kells Waterworks Group, the turbines, pumps and filters have all been preserved for posterity. We will be given a conducted tour by the group's Chairman Ronnie McGrane and his colleagues. We will then return to Drogheda Station in time for the 5.42pm to Dublin (arriving 6.15pm).

The cost of the tour will be governed largely by the cost of hiring the coach, which will depend on numbers attending. To facilitate matters, please contact Ron Cox or Fred Hamond if you are at all interested in coming along. Please do so as soon as possible and by **30th April at the latest**. You will be under no obligation to commit yourself at this stage. Further details will then be sent out and you can then decide whether or not to participate. Contact details for Fred are: tel +44 28 9061 6480, email fredhamond@googlemail.com, or write to 75 Locksley Pk, Belfast BT010 0AS.

RANK'S FLOUR MILL IN LIMERICK

In the Dec 2010 issue of the IHAJ newsletter, Norman Campion drew our attention to the Cecil Mercier Milling Archive and publication of *Cecil Mercier & the Limerick Rank Mills* by Dr Edward Whelan. Limerick City Archives and the Hunt Museum have now followed this up with an exhibition on Rank's Mill which opened on 13 March last and runs until 31 May.



Ranks began milling in Limerick in 1930 and continued for over 50 years. The mill dominated the skyline for many years and the company's longevity meant that it became entwined with the city's

identity. For many, working in Ranks was a badge of honour and very much a family business, where several generations of the same family worked together.

An archive has been built from the documents and photographs donated to the City Archives by the former staff and their families. An oral history archive has also been created by the former workers in interviews with students of Mary Immaculate College. These have illuminated many aspects of working in the mill and this exhibition is based on these contributions.

Alongside the exhibition, there is a multi-media web page which gives online access to the Rank Collection and also a short specially-commissioned film.

Funded by Limerick City Council and the Heritage Council, the exhibition is free and open daily, Mon to Sat from 10am to 5pm, and on Sundays, 2pm–5pm.

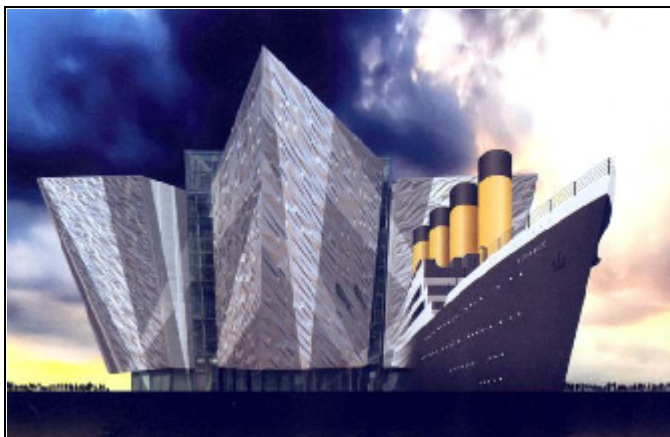
Further details can be found on www.limerick.ie or from the City Archivist by email at jhayes@limerickcity.ie; tel 061 407293.

TITANIC 2012

Given the hype surrounding the opening of 'Titanic Belfast' on 31 March, there is surely no one who doesn't know that the White Star liner *RMS Titanic* was launched at Belfast by Harland & Wolff on 31 May 1911. After fitting out and sea trials, it set off from Southampton to New York on 10 April 1912 via Cherbourg and Cobh (then Queenstown). At 11.40pm on 14 April it struck an iceberg off Newfoundland and sank within three hours with the loss of 1512 lives.

Billed as "the world's largest Titanic visitor experience", this multi-million pound visitor attraction sits adjacent to the refurbished slipways where the *Titanic* and its sister ship the *Olympic* were launched. Spread over six floors, the "experience" introduces visitors to the Belfast of 1912 before they embark on a 'dark ride' through a simulated shipyard where they will witness the ship's construction. In all, there are nine galleries, including one featuring the recent discovery of the wreck by Dr Robert Ballard.

From April to September, Titanic Belfast is open 9am-7pm on Mon-Sat, and 10am-5pm on Sundays. In winter it will be open from 10am to 5pm daily. Entrance charges are £13.50 (adults), £11.50 (senior citizens), and £34 (family). For more information and online booking, go to www.titanicbelfast.com.

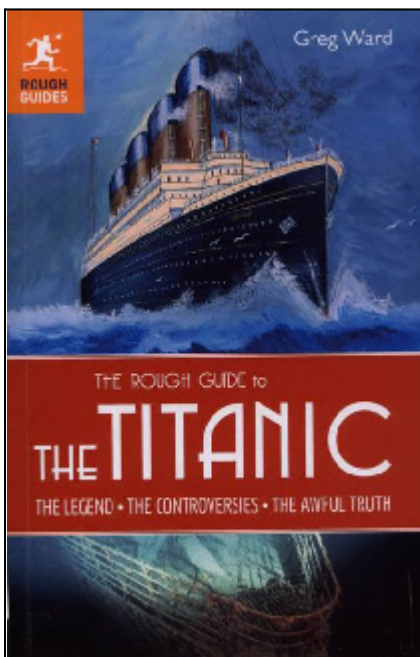


There's also plenty of maritime history to be found elsewhere in Titanic Quarter and its environs:

- Thompson Pump House and Dry Dock.
- *HMS Caroline*, a veteran of the Battle of Jutland in 1916, and now in the Alexandra Dock (external only).
- Harland & Wolff headquarters and drawing offices (external only).
- *SS Nomadic*, a tender ship to the *Titanic* and currently being restored in Hamilton Dry Dock.
- The *Confiance*, a 57m long Dutch barge moored near the Waterfront Hall which houses an exhibition of Belfast's maritime and engineering heritage.

Whilst on the topic, many readers will recall *A Night to Remember*, a 1958 epic produced by Bangor-born Walter MacQuitty which starred Kenneth More as Second Officer Lightoller. It was based on Walter Lord's meticulously researched 1955 book of the same name. Arguably more gripping and more accurate than James Cameron's 1997 blockbuster *Titanic* (soon to be re-launched in 3-D), it's all the more fascinating if you watch it on DVD which has an 'extra' recounting how the film was made (including scenes shot in Ruislip Lido and miniature clockwork lifeboats).

Given the daunting plethora of books published on the subject, I would recommend you start with *The Rough Guide to the Titanic* by Greg Ward (London: Rough Guides, Feb 2012; £9.99). This draws together, in an



objective way, the facts about its sinking and also addresses the controversies and conspiracies which arose in the aftermath of its sinking.

IHAI AWARDS 2011

The seventh annual IHAI awards were presented at a ceremony hosted by Electric Ireland, the customer service division of the ESB, at its Fitzwilliam Street headquarters on Tue 14 Feb last.

Our President Colin Rynne welcomed everyone and thanked the ESB on the IHAI's behalf for its continuing sponsorship of the awards. He commended the award winners and the organisations they represented for their outstanding work and achievements. He then handed over to Brid Horan, Executive Director of ESB Services and Electric Ireland, to present them.

In her welcoming address, Brid stated: "ESB is pleased to support the great work that IHAI is engaged in. The work your organisation - the Industrial Heritage Association of Ireland - is carrying out in creating an awareness of our rich, shared, and diverse industrial heritage on an all-Ireland basis is absolutely essential. Engaging the help of those in the wider community to support this process is all the more commendable as it is being done very largely on a voluntary basis, in the spirit of service."

The **Best Restored Site Award** went to Mossley Mill, Co Antrim, a mid-19th century flax spinning mill which has been refurbished as the headquarters of Newtownabbey Borough Council. The award was accepted on behalf of the Council by Samantha Curry (Museums & Heritage Office) and Ursula Fay (Leisure & Culture Development Manager). Mossley will be the venue for our AGM in April, details of which will be found elsewhere in this newsletter.



L-R: Colin Rynne, Samantha Curry, Ursula Fay, and Brid Horan.

The **Lifetime Achievement Award** was presented to James Davidson, a bakery historian who is the third generation of his family to be involved in that industry.

James researched the bakery business in Ulster for his book *Our Daily Bread* which features well known Ulster



bakeries such as Hughes, Irwins, Inglis and Ormeau (Newtownards: Colourpoint Press, 2004). The book also deals with working conditions, advertising and delivery.

Over the past five decades, James has also provided extensive help to various individuals and organisations undertaking industrial heritage work.

The **Best Publication Award** went to Donal Clarke, author of *Brown Gold*, a history of Bord na Móna and the Irish peat industry (Dublin: Gill & Macmillan, 2010). As Donal could not be present, his award was accepted by his sister Margaret O'Rourke, accompanied by Fergus McArdle, Chairman of Bord na Móna.



L-R: Colin Rynne, Joe Fallover, Margaret O'Shaughnessy, Harry Fallover, and Brid Horan.



L-R: Colin Rynne, Margaret O'Rourke, Fergus McArdle, Brid Horan.

The recipient of the **Best Restoration/ Replica Model Award** was Bill Fallover, a film set designer and model maker who was responsible for the superb full-size replica of the Boeing B314 on display at Foynes Flying Boat Museum. Those of you who were on the IHAI's Shannon tour last Autumn would not forget, such was its high standard of workmanship and attention to detail. Unfortunately Bill could not be present, so his award was accepted by his sons Joe and Harry, accompanied by Margaret O'Shaughnessy the museum's Manager and Curator.

SOUTH CLARE RAIL TOUR

The Railway Preservation Society of Ireland is organising a tour of South Clare lines from Thur 10th to Tue 15th May. The itinerary includes the first steam on the newly-reopened Athenry - Ennis line. The following elements of this tour can be booked individually:

- Thur Steam-hauled carriage positioning train, Whitehead - Belfast - Dublin.
- Fri Diesel railtour: Dublin - Portrush and return.
- Sat - Steam hauled tour: Dublin - Athenry - Ennis
- Mon (overnight) - Limerick - Nenagh - Dublin (overnight) - Belfast - Whitehead.
- Tue Coach tour from Belfast, with visits to Belfast's new Titanic Quarter and Downpatrick & County Down Railway.

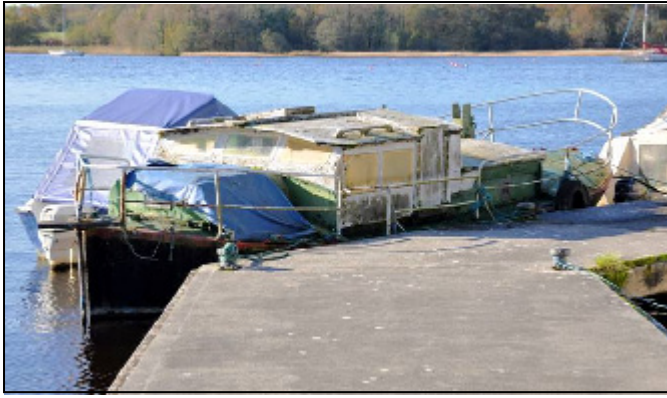
Hotels and meals can be booked when the main booking form is available. For more details and booking form, go to the RPSI's website www.steamtrainsireland.com/events.

PETROL TANKER LIFEBOAT

Reggie Goodbody

The photograph on the next page shows a lifeboat which is reputed to have come off a German wartime petrol tanker. She is c.9m long (30ft) and built of steel with roller-shutter hatches.

In operation, the crew would board her before she was launched, and then close the hatches. It was assumed that there would be petrol floating on the sea's surface so she was fitted with a small electric motor to drive the propeller to get her clear without igniting it, as could happen with the exhaust of a petrol engine. Once clear of the petrol slick, the sails would be hoisted.



The tanker lifeboat at Mountshannon on Lough Derg, Co Clare (2011).

As can be seen, many of her original features survive. She was steered by tiller by a man standing in the aft cockpit (under the blue tarpaulin) which was separated from the forward part of the boat by a steel bulkhead. The fore cabin was fitted with built-in tanks on which the crew sat. It is not known how she came to Ireland but she was active on the Shannon in the early 1960s.

ULSTER CANAL UPDATE

Brian J Goggin

On 2 Feb 2012 the Minister for Arts, Heritage and the Gaeltacht met a delegation from Clones Regeneration Partnership and Monaghan TDs. According to the Partnership, the minister "reiterated his support for the Clones Canal" and gave his priority to the proposal.

However, the Minister did not promise any money for the project. Waterways Ireland has applied for planning permission, but its capital allocation from the Government has been cut to €4.5 million, down from €11 million in 2008. Its total spending on the Clones canal for the three years 2011–13 will be less than €1 million, so there will be no serious construction work before 2014.

The cost of construction was put at €35 million, but in Nov 2011 Waterways Ireland revised this to €38 million excluding VAT. It is not clear whether the Department of Arts, Heritage and the Gaeltacht has reassessed its cost-benefit appraisals in light of this increased cost.

Interestingly, Waterways Ireland has said that the Royal Canal restoration cost €37 million. The Royal is 146km long and has 46 locks and many bridges, some of them newly built as part of the restoration. Harbours have also been improved, slipways provided and service blocks erected.

A canal to Clones would be 13km long and, according to WI's final restoration plan, would have one double lock. Some dredging would be needed on the River Finn and also a new 600m long canal; the work at this end would cost €8.5 million altogether. On the line as a whole, there would also be the costs of land acquisition, work on up to 17 bridges, and the installation of pumps and pipes to raise water from the Erne to Clones and let it flow back down.

Even allowing for the fact that there had been some voluntary and FÁS work on the Royal, that no land had to be acquired, and that parts of the canal were already watered, it is difficult to see how a 13 km canal with one double lock can cost more than a 146km canal with 46 locks.

STELLA DAYS

An ESB-sponsored film, *Stella Days* received nine nominations for the 2012 Irish Film and Television Awards and won the Production Design category outright.

Produced by Jackie Larkin of Newgrange Pictures and directed by Thaddeus O'Sullivan, the film stars Martin Sheen, Stephen Rea and Amy Huberman. It tells the true story of a parish priest who, because of his love of film, helps set up a local cinema in Borrisokane, Co Tipperary in 1957 despite strong opposition from doubtful local parishioners.

The film's theme centers on the strength of community and the drive for modernisation set against the backdrop of rural electrification and historical events. ESB Archives assisted the film's producers in creating an authentic depiction of rural electrification by providing details of the scheme and original electricity network construction props.

ESB Chief Executive Pat O'Doherty said, "ESB is delighted to be associated with *Stella Days*. It is a truly Irish story and depicts real life in the Ireland of the 1950s with the prevailing excitement and nervousness of change in day to day life with the arrival of electricity, a time still remembered by many. We hope people will enjoy *Stella Days* in their local cinemas".

For a taster of what it's about, google "you tube stella days trailer".



ART FOR IH'S SAKE

Brian J Goggin

I've been looking for illustrations of transport on the Shannon before 1850. Ruth Delany has many of them in her magisterial history *The Shannon Navigation* (Dublin: Lilliput Press, 2008), but I hoped there might be more. I am particularly interested in anything showing steamers and other vessels, especially on the estuary.

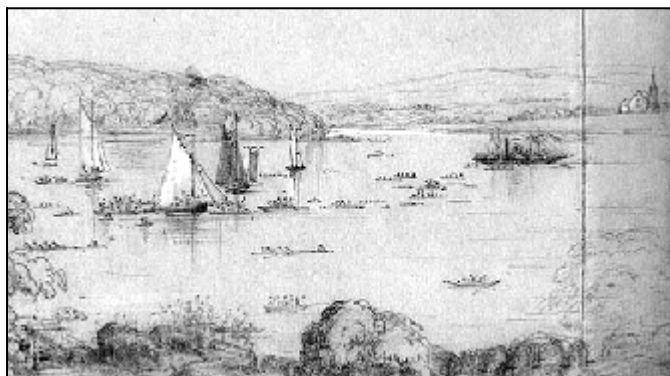
I have had some successes. Two paintings of Thomond Bridge in Limerick show, in the foreground, turf boats unloading at Brown's Quay, and provide interesting details of the boats themselves. Drawings made by the Admiralty surveyors of Lough Derg in 1839 show a steamer with sails set and also show barges (lumber boats) under tow. A drawing of Limerick's Barrington's Hospital and the Mont de Piété shows, in the

foreground, boats working their way down the Abbey River. In all of these cases the pictures provide information that is not in written accounts of the traffic.

But most of these were accidental discoveries. The difficulty comes when I try to search for more depictions of the lower Shannon before 1850. Several painters, notably members of the Brocas family, were active in the area at the time. But I have neither the time nor the money to visit all the galleries in these islands and to examine their collections. (Any eccentric millionaire who would like to sponsor me is welcome to get in touch.) I must rely therefore on online catalogues and databases.

Unfortunately the cataloguers of art works often seem to miss the important parts of a picture. They index by artist's name or school and they may describe the size and the materials used. Their descriptions of the contents, though, leave much to be desired — at least from an industrial heritage viewpoint.

One description that I came across read "View looking down on a jetty and boats on a lake with a church in the distance". However, when I looked at the online thumbnail on the National Library of Ireland website, it was clear to me that there was a paddle steamer amongst the boats. Unfortunately it was not on the Shannon: I believe it to have been the steam yacht *Firefly* at Crom on Lough Erne in 1850.



In that case, the thumbnail was large enough to be useful; in other cases there may be no thumbnail or one too small to show any details, so there is no alternative but to visit the gallery or library that holds the picture.

The National Library of Ireland is tackling the problem of inadequate descriptions of some of its photographs by putting them on Flickr (www.flickr.com/photos/nlireland/) and asking people to provide more information; doing so, however, requires a Facebook account. O si sic omnes (If only they were all like that - Ed)

In the meantime, it might be useful if members could tell me of any online pictures (photos, drawings, paintings, whatever) with material of industrial heritage interest; we could put a list of links on our own website.

HERITAGE OF INDUSTRY TOURS, 2012

Heritage of Industry are a specialist tour company which has given people the opportunity to explore Engineering History and Industrial Archaeology in many parts of the world for more than 22 years.

In May it will be organising a tour to the USA to meet members of the Society for Industrial Archaeology at their conference in Cincinnati and to explore the industrial history of the mid-West. Before the conference

the tour will visit fascinating sites in southern Indiana along the Ohio River. Afterwards, tour members will then travel via the largest aviation museum in the world to Detroit to see something of the former glory of this great industrial city, including the original Ford Model-T plant and the site of the first moving production line.

In September, a tour is planned for the Ruhr, home of North Germany's steel industry. Based on local coal, the valley from Duisburg to Dortmund became a conurbation of mines, coking plants, blast furnaces and steel works. We will visit the Zollverein Colliery World Heritage Site, the largest of its kind in Europe, and the Bauhaus architectural masterpiece of Shaft 12. At Solingen there are 33 drop-hammers at the Hendrichs forge which produced millions of scissors, knives and weapons and at Essen the Villa Hügel, residence of the Krupp family, with its 269 rooms.

IHAI members may also be interested in the popular 'City Safari' weekend walking tours organised by Heritage of Industry. This year's tours will explore the boot and shoe industry in Northampton, fishing & tourism in Fleetwood and Blackpool, and Power & Pleasure in Mainz and Wiesbaden.

For more details of these and other tours, contact Bill Barksfield, Heritage of Industry Ltd, Hunters Moon, Gorelands Lane, Chalfont St Giles HP8 4HQ. Tel +44 1494 873677; email info@heritageofindustry.co.uk; web site www.heritageofindustry.co.uk.

IHAI EXECUTIVE COMMITTEE 2011-12

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Company/Membership Secretary: Ron Cox, Civil Engineering Archive, Museum Building; Trinity College, Dublin 2 (email membershipsecretary@ihai.ie).

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Minutes Secretary: Brendan Delany.

Editor: Fred Hamond, 75 Locksley Pk, Belfast BT10.

Committee: Stephanie Bourke, Norman Campion, James Davidson, Ruth Delany, Brian Goggin, Michael Grace, Michael Lynch, Mary McMahan, Paul McMahan, Ken Mawhinney and Mary Mulvihill.

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My thanks to Norman Campion, Ron Cox, Brendan Delany, Brian Goggin and Reggie Goodbody for their contributions to this issue. This will be my last as Editor. I took over from Colin Rynne in January 1999, and after 13 years and 31 issues, it's time to hand over the reins and give it fresh impetus!

Brian Goggin has kindly agreed to take over. Those with an interest in canals will know that he was a past editor of the Inland Waterways Assn of Ireland magazine and also blogs regularly on waterways. I know that he will do an excellent job and am confident that the future of the IHAI newsletter will be in good hands. However, don't expect him to write the newsletter single-handedly, so please support him by emailing him articles at bjg@wordwrights.ie.

My sincerest thanks to everyone who has contributed to the newsletters over the years. You have made their compilation all the more enjoyable!