

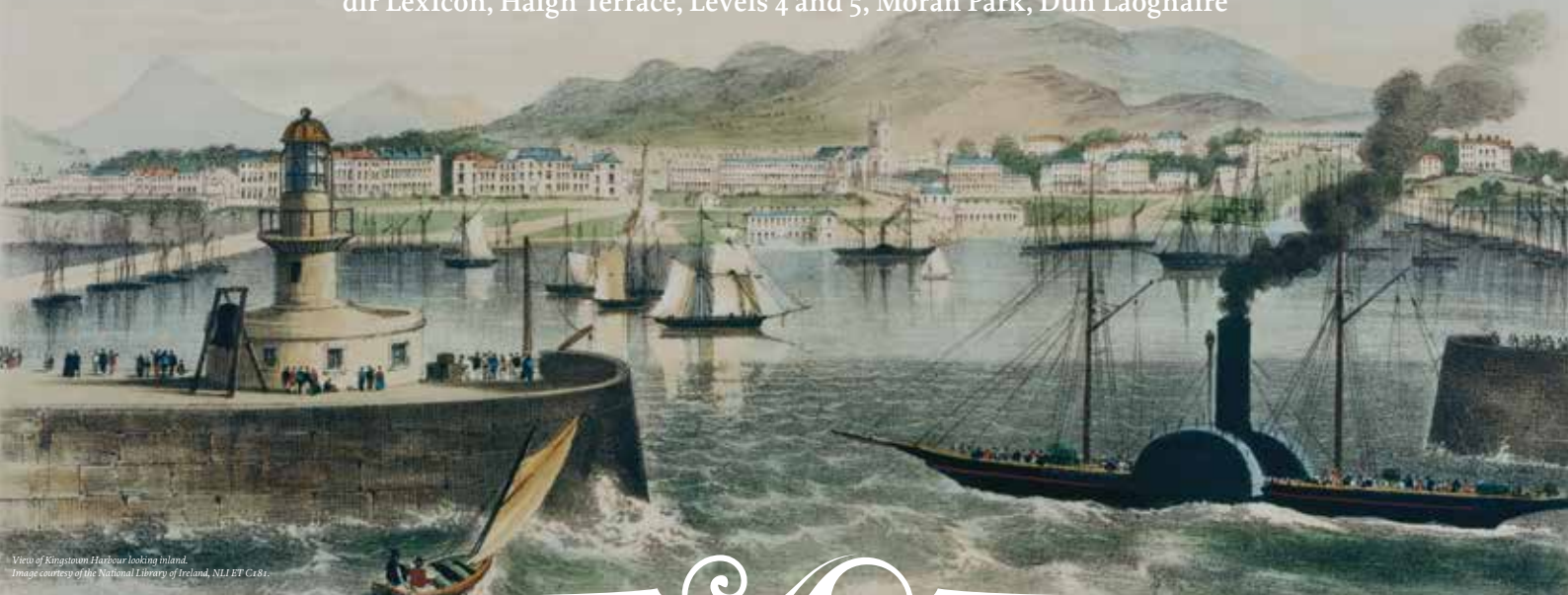
BICENTENARY OF  
**DÚN LAOGHAIRE  
HARBOUR**

An exhibition curated by Colin and Anna Scudds of  
**Dún Laoghaire Borough Historical Society**

in association with dlr Local Studies, dlr LexIcon

**18 MAY - 10 DECEMBER 2017**

dlr LexIcon, Haigh Terrace, Levels 4 and 5, Moran Park, Dún Laoghaire



*View of Kingstown Harbour looking inland.  
Image courtesy of the National Library of Ireland, NLI ET Cc81.*



*Image courtesy of National Library of Ireland.*

*Image courtesy of Anna and Colin Scudds*

*Image courtesy of Irish Historical Picture Company*

*Image courtesy of Colin Scudds.*

# TIMELINE OF DÚN LAOGHAIRE HARBOUR



- 1800** Captain Bligh of *Bounty* fame, completes a survey of Dublin Bay. Dunleary was just a small village of fishermen's cottages centred around a creek where the present day *Purty Kitchen* is situated.
- 1804** What had been a wild and rocky coastline was opened up by the building of a line of Martello Towers along the coast, with connecting military roads.
- 1807** Two ships, the *Prince of Wales* and the *Rochdale* sail from Dublin with volunteers for Wellington's army. In a terrible storm, both ships are driven onto the rocks between Dunleary and Blackrock. Nearly 400 lives are lost.
- 1808** Petition signed in Monkstown Church calling for an asylum harbour to be built.
- 1811** An anonymous seaman, believed to be Richard Toutcher, a Norwegian ship broker living in Dublin, agitates for a harbour.
- 1813** Howth Harbour completed.
- 1814** Campaign begins for a harbour in Dunleary. Toutcher secures a lease on Dalkey Hill to excavate granite for the construction of the harbour. The granite will be supplied free of charge.
- 1815** Act of Parliament passed to allow appointment of five Harbour Commissioners. War with France ends with the Battle of Waterloo. Hundreds of Irish sailors and soldiers flood back home. August: First Board Meeting of the Harbour Commissioners.
- 1816** Act of Parliament to build harbour passed on 20 June 1816. Toutcher appointed Second Assistant Engineer on the harbour construction. Lord Lieutenant approves extension of East Pier. Martello Tower at Glashule (now the People's Park) to be used for storing gunpowder.
- 1817** In May, Lord Lieutenant Whitworth lays the first stone. In June, contract for quarrying stone is awarded to George Smith. Ex-army men, now labourers, sworn in as special constables to do guard duties. In December, resident poor chosen as labourers in preference to strangers. Any man found guilty of joining a combination (the forerunner of unions) to be dismissed and not re-employed. Men to be paid in cash every Friday. No payment 'by tickets or order on publicans or hucksters' (small shop keepers).
- 1818** In April, parts of the pier washed away in bad storm.
- 1820** 700 men employed in harbour construction. Work starts on West Pier after Parliament agrees. Harbour Commissioner's house built by George Smith, Dunleary's first public building.
- 1821** May. Unrest among labourers and a strike over long hours and low pay. 'It is entirely owing to the appearance of the military that the men continue peacefully at their work'. Sept. Departure of King George IV; town renamed Kingstown until 1920. John Rennie Senior dies and is replaced by his son, also John Rennie.
- 1822** William Hutchison appointed Harbour Master. He retired in 1874 and died in 1881. Lighthouse on East Pier is lit.
- 1823** Obelisk erected on Queen's Road to commemorate departure of George IV. 1,000 quarry workers and their families living on Dalkey Commons. Snow and frost hold up the work, men laid off for fortnight with no pay.
- 1824** Convict hulk, the *Essex*, a former American ship is placed in the Harbour.
- 1825** Stonemason George Smith dies. Sam Smith, his son continues contract after re-negotiating price of stone.



## TIMELINE OF DÚN LAOGHAIRE HARBOUR



- 1826** Dalkey Hill workers on strike. Police protection given to those who wanted to return to work. Mail service transferred from Howth to Kingstown.
- 1827** Wharf built on East Pier for mail packets.
- 1828** Thomas Gresham seeks to bring salt water pipe to his proposed salt water baths in the Royal Marine Hotel. Dublin Regatta held, first major yachting event in harbour.
- 1829** A bad storm damages machinery on the outside of the East Pier, five men drowned. More unrest with a proposal by the Harbour Commissioner for a reduction in men's wages. Report of stones being removed from site for building houses. Harbour Commissioners seek new contract for supplying stone. Contractor refuses to negotiate. Original contract remains. Stone weighing machines to be erected. Harbour Master Hutchison becomes the first Irish man to be awarded the RNLI Gold Medal.
- 1830** Lifeboat installed in the harbour. It was previously based in Sandycove.
- 1831** Contract for building sewer at back of the West Pier given to John McMahon.
- 1834** Kingstown Commissioners formed. Opening of the first railway line in Ireland between Dublin and Kingstown.
- 1837** Convict hulk, the *Essex* is sold off.
- 1840** Harbour Master's House completed. In area now known as Moran Park.
- 1841** Construction of pier heads begins.
- 1842** East Pier lighthouse built.
- 1845** Lieutenant William Hutchison settles in new Harbour Master's House.
- 1847** East Pier lighthouse opened.
- 1853** Carlisle Pier commenced.
- 1856** Carlisle Pier completed. Railway extended from Kingstown to Bray.
- 1859** Railway extension to Carlisle Pier, now passengers could transfer from train to Mail Boat in comfort.
- 1861** Captain Boyd and five of his crew from the guard ship *HMS Ajax* drowned off back of East Pier attempting to rescue drowning sailors. Lifeboat house at end of East Pier completed.
- 1863** Lighthouse Keeper's house constructed at the end of the West Pier.
- 1918** On 10th October the *RMS Leinster* sunk, shortly after leaving Kingstown harbour, after being torpedoed by a German U-boat, only weeks before the end of World War 1.
- 1920** Kingstown reverts to its original name – Dún Laoghaire.
- 1924** Becomes Dún Laoghaire Harbour under the State Harbours Act.
- 1924** Passengers for the Tailteann Games disembark at Carlisle Pier. The Games were held in Croke Park and venues around the city.



## TIMELINE OF DÚN LAOGHAIRE HARBOUR



- 1930s** Dick Farrell rented out rowing boats from the steps of Carlisle Pier. Rowing was confined to the harbour.
- 1932** The Papal Legate, Cardinal Lauri, disembarked at Carlisle Pier for the start of the Eucharist Congress. He arrived on the *Cambria* and was met by the Archbishop of Dublin, Edward J. Byrne and Éamon de Valera.
- 1937** Visit of German training ship *SMS Schleswig-Holstein*. It later fired the first shots of WW2 in Danzig (Gdansk).
- 1938** A Flying boat landed in the harbour, a Supermarine Southampton and was moored just to the side of the East Pier.
- 1959** In the middle of July 1959, cars were being lifted into the for'ds of the mail boat by fixed cranes. The capacity on board was 25 cars.
- 1965** Car Ferries with roll-on-roll-off facilities were introduced on a seasonal basis.
- 1968** On 10th April, a Rolls Royce was hoisted aboard the mail boat for the evening sailing to Holyhead.
- 1975** The Mail Boat continued to operate from Carlisle Pier until 1975.
- 1985** The paddle steamer *Waverley* docked at Carlisle Pier for a few weeks in the summer of 1985. She ran trips from Dún Laoghaire to Arklow.
- 2009** The *South Rock* lightship was moored at Carlisle Pier for some years. When she was withdrawn from service on the 25th February 2009, she was the last of the lightships in the service of Irish Lights.
- 2011** On 11th January 2011 the foghorn situated in the battery at the end of the East Pier was considered obsolete and no longer needed as an aid to navigation. It ceased to be heard from that day on.
- 2012** On 24th April the *MV Quest* was the first cruise ship to come into Dún Laoghaire harbour: it is the smallest cruise ship in the world.
- 2013** Although not coming in to berth in the harbour, the *Queen Mary* was just outside Dún Laoghaire on 16th May, 2013. Her passengers were brought ashore in tenders. Also calling in to Dún Laoghaire was the cruise ship *Wind Surf* which docked at Carlisle Pier.
- 2014** In Autumn 2014, the last ferry left Dún Laoghaire Harbour. For the first time in over 200 years there was no passenger service to Britain from Dún Laoghaire.
- 2017** On 31st May, 2017 President Michael D. Higgins celebrates the 200th anniversary of the laying down of the foundation stone by the Lord Lieutenant, Lord Whitworth.

Note: Dunleary is used throughout the text of the panels up until 1821. From then, it is referred to as Kingstown until 1920 when it reverts to the current spelling of Dún Laoghaire.

Bibliography: Dr John de Courcy Ireland, *The History of Dún Laoghaire Harbour*, Caisleán an Bhurcaigh, 2001. Dún Laoghaire Borough Historical Society, *A Safe Anchorage: Dún Laoghaire/Kingstown Harbour 1817-2017*, 2017. Peter Pearson, *Dún Laoghaire/Kingstown*, O'Brien Press, 1991. Rob Goodbody, *The Metals: From Dalkey to Dún Laoghaire*, Dún Laoghaire-Rathdown County Council, 2010. Tim Carey, *In Honour & Memory: Memorials of Dún Laoghaire-Rathdown*, Dún Laoghaire-Rathdown County Council, 2007.



# INTRODUCTION



Dublin Bay has always been a danger to shipping – Captain Charles Malcolm, one of the most eminent navigators in the Royal Navy in the early 1820s wrote:

‘The Bay of Dublin has perhaps been more fatal to seamen and ships than any other in the world’.

In the Middle Ages, ships would often unload their cargo in Dalkey in the Coliemore or Bullock area. Goods were then sent to Dublin in shallow draft lighters if the weather was fine or by cart or packhorse.

Sandbars in the bay made it difficult for ships to enter the Liffey to offload their cargo along the quays and there might be as little as six foot of water clearance over the bars at low tide.

Captain Bligh, of *Bounty* fame, made a thorough survey of Dublin Bay in 1800 and made suggestions as to how it could be made safer for shipping. Bligh acknowledged the frequent poor weather conditions but also blamed the inexperience of masters and crews in many merchant ships and the short sighted penny-pinching of many ship owners who refused to pay for sufficient cable for the ships’ anchors. Chain link cables often snapped due to the inferior metal used. Sailing packets in the 1700s could take up to 24 hours, even with a favourable wind, to reach Holyhead from Dublin and the trip often took two-three days. Bad weather could delay the mail packets’ departure for up to three weeks.

In 1816, an Act of Government granted permission for the building of an asylum harbour (not for a port for landing or loading goods or passengers) under the jurisdiction of Dublin Port. Twenty members of the local aristocracy were appointed Harbour Commissioners to control and regulate the construction of the harbour.

The magnitude of this great engineering feat in the early 1800s cannot be underestimated as it became the largest manmade harbour in the world at that time. The West Pier is 1 mile long (1,548m), the East Pier ¾ mile (1,300m), both sitting on a foundation 300 feet wide. It encompasses 251 acres. The pier ends ensure that sand and silt are forced across the harbour mouth and not deposited in the harbour. Building the harbour wasn’t without its problems. During a particularly bad storm in 1818, parts of the pier were washed away and again in 1829, also wrecking machinery on the outside of the pier and drowning five men.

This exhibition traces an outline history of the past 200 years when old Dunleary, a small creek, home to a few fishing vessels was to change beyond recognition by the building of the asylum harbour.



A view in the Bay of Dublin. View of Coffee House, Dunleary. 30th December 1785. Francis Wheatley, printed by James Malton. Image courtesy of the National Gallery of Ireland, NGL 11,645.



The old pier Dunleary, engraved by T. Higham; from a drawing by Geo. (George) Petrie, for the Excursions through Ireland. 1820. Image courtesy of the National Library of Ireland, NLI ET A365.



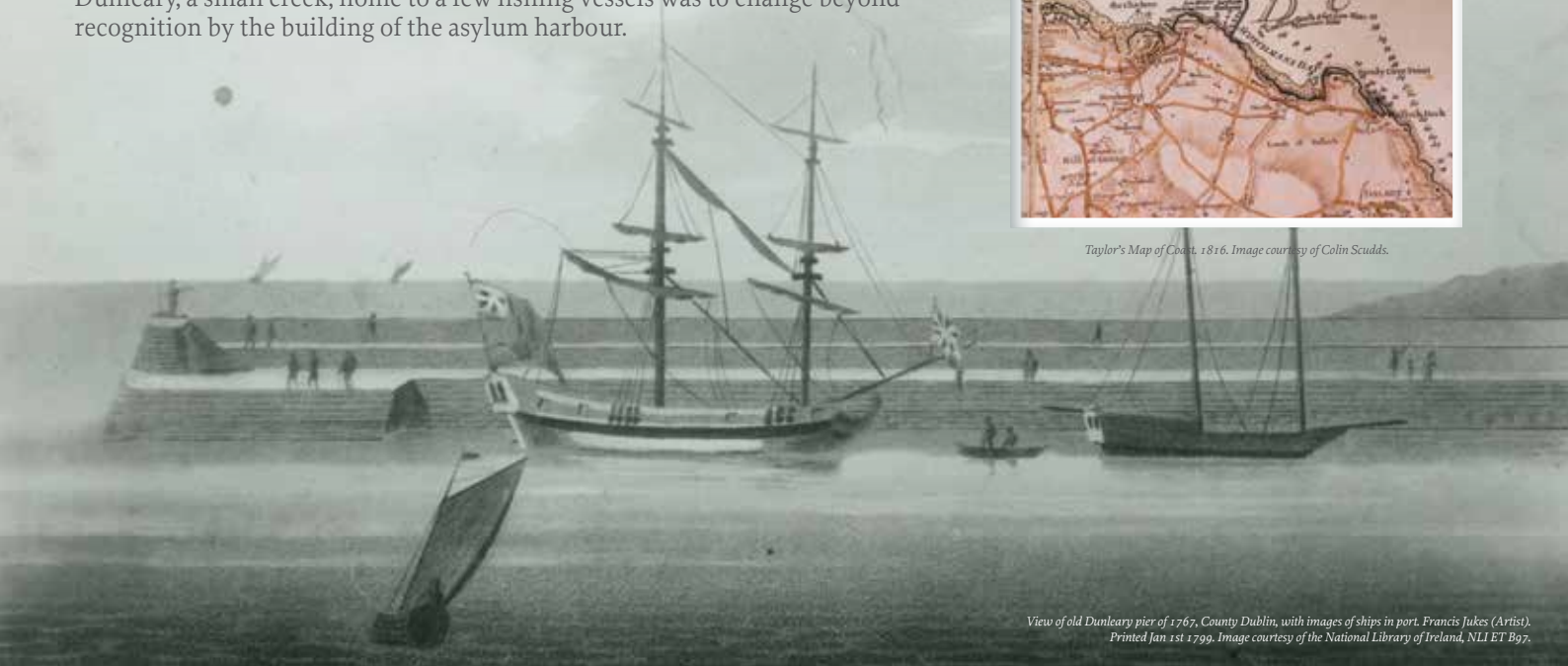
View of Coal Harbour, Dún Laoghaire. 1998. Image courtesy of Don Griffin, dlr Local Studies



The Purty, Dún Laoghaire. 1998. Image Courtesy of Don Griffin, dlr Local Studies



Taylor's Map of Coast. 1816. Image courtesy of Colin Scudds.



# DISASTERS AT DUNLEARY IN 1807



On Wednesday 18<sup>th</sup> November 1807, two troopships, the *Prince of Wales* and the *Rochdale*, set sail from the Pigeon House in Ringsend, in the midst of an easterly gale. The Pigeon House provided a Packet station since 1790. A Packet refers to a ship that was licensed to carry the Royal Mail. A harbour was built in Ringsend where the ships landed and a hotel was established to facilitate the many passengers. The *Prince of Wales* carried 120 passengers, volunteers from the 18<sup>th</sup> Regiment of Foot and the 97<sup>th</sup> Regiment of Foot and their wives and children, in addition to regular crew members. The *Rochdale*, under Captain Hodgson, had on board the 97<sup>th</sup> Regiment and some volunteers from the South Cork and Mayo Regiments, 265 passengers in all.

After the boats departed Ringsend, a snow storm set in and the next day the ships were observed labouring in heavy seas off Sandycove Point after being swept back from Bray Head. The storm was too severe to consider dropping anchor and riding out the storm. The two ships were driven back into Dublin Bay and towards the rocky coastline of Dunleary. The *Prince of Wales* ran ashore at Blackrock where it was battered to pieces on the rocks. Only the ship's Master, his wife and the crew managed to get ashore in the ship's only longboat. All those below deck, numbering over one hundred, perished. The *Rochdale*, threw out anchors in the darkness but all snapped their cables and it ran aground on the rocks at the back of the Martello Tower at Seapoint. There were no survivors.

Between the two wrecks, nearly 400 men, women and children perished. Those recovered from the *Prince of Wales* were buried in a small graveyard next to the Tara Towers Hotel, close to Merrion Gates, often referred to as Belle Vue Cemetery. A headstone to their memory is situated just inside the gate, by order of General the Earl of Harrington, Commander of the Forces in Ireland. The burial was registered on 13<sup>th</sup> December 1807.

One hundred and four bodies from the *Rochdale* were buried in Carrickbrennan Graveyard, Monkstown and a headstone just inside the gate marks the mass grave. This was placed at their tomb by order of General, the Earl of Harrington, Commander of the Forces in Ireland. Six bodies were also interred in St. Begnet's Graveyard, Dalkey, attached to the Goat Castle.

Such was the loss of life from both of these wrecks, the resulting petition from parishioners and prominent members of the community ensured that the way would be paved for the building of an asylum harbour to prevent such tragedies in the years to come.



Martello Tower Seapoint. Site where the *Rochdale* came to grief.  
Image courtesy of National Library of Ireland.



Shipwreck on the rocks beside the Martello tower at Seapoint. c1812-47. Attributed to Samuel Frederick Brocas.  
Image courtesy of the National Library of Ireland, NLI 2064 (TX) 40.



Loss of the *Prince of Wales Packet* (photograph of print) Illustrated in *Walkers Hibernian Magazine*.  
Image courtesy of National Library of Ireland.



# RICHARD TOUTCHER



Horrified by the loss of life in Dublin Bay, a campaign to build a harbour at Dunleary was headed by the pioneering Captain Richard Toutcher (1758-1841), a seaman and shipbroker of Norwegian birth.\* He was an Irish citizen since 1789 as he moved to Ireland when he was around 30. Between 1807-11, Toutcher, who had opposed the building of Howth Harbour set about raising awareness and funds. As a shipbroker, he knew only too well that the immense shipping losses were caused chiefly by the sand bar across the mouth of the Liffey at the entrance to Dublin port and that Dunleary could provide a safe haven for ships until they were able to cross the sand bar at high tide. Letters were sent to government officials and politicians whose backing would be invaluable for the cause. He also sent and paid for hundreds of letters to everyone involved in the Dublin coal trade and secured a lease on 10 acres on Dalkey Hill to excavate granite for the construction of the harbour, the granite he would supply free. There would be no cost whatsoever to the construction team.

For his dedication, he was employed as Second Assistant Engineer on the harbour construction with a salary of £227 per annum. One of his tasks was to work out a scheme of rates for all ships touching the harbour which came to approximately £10,000 a year. He received a loan from the British government (rate of 5%) to support his work which included the management of obtaining the free granite from Dalkey Quarry. Until 1855, over £500,000 from public funds was spent on the harbour in addition to a figure of £300,000, representing what Captain Toutcher brought to the table, chiefly from the supply of free granite.

By 1821, when King George IV visited Ireland, the East Pier was well advanced. Over the next decade, there was a significant growth in sea navigation, commerce and industry and by 1834, the opening of the first railway at Kingstown was to bring further prosperity and business to Kingstown. In 1835 the number of vessels touching the harbour exceeded 2,000 with a total of 244,282 tons, excluding 57 man-of-wars/cruisers and postboats.

Toutcher worked for the harbour until the early 1830s. He was awarded a pension of £100 on the Civil List in May 1835. With all the demands from his work on the harbour, he had neglected his own business. Debts mounted up and he died bankrupt in 1841 and was buried in Monkstown. His legacy was not only to change the lives of ordinary seamen forever, reducing the deadly risk from the ever-changing sand banks in Dublin Bay but to give rise to the growth of this dynamic and important town.

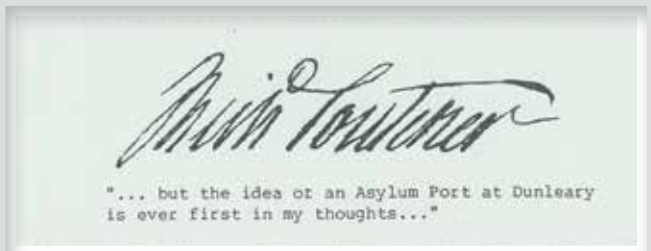
\* Toutcher's father was Daniel Touscher a lawyer living in Lund near Egersund, Norway. Richard was born as Erich Touscher but went by Richard Toutcher when he left Norway. He is sometimes referred to as Toucher but his signature seen here shows it as Toutcher.



A brig sloop-of-war with a small sloop rigged sailing boat alongside. Circa 1810-46. Attributed to James Henry Brocas. Image courtesy of the National Library of Ireland, 2064 (TX) 8.



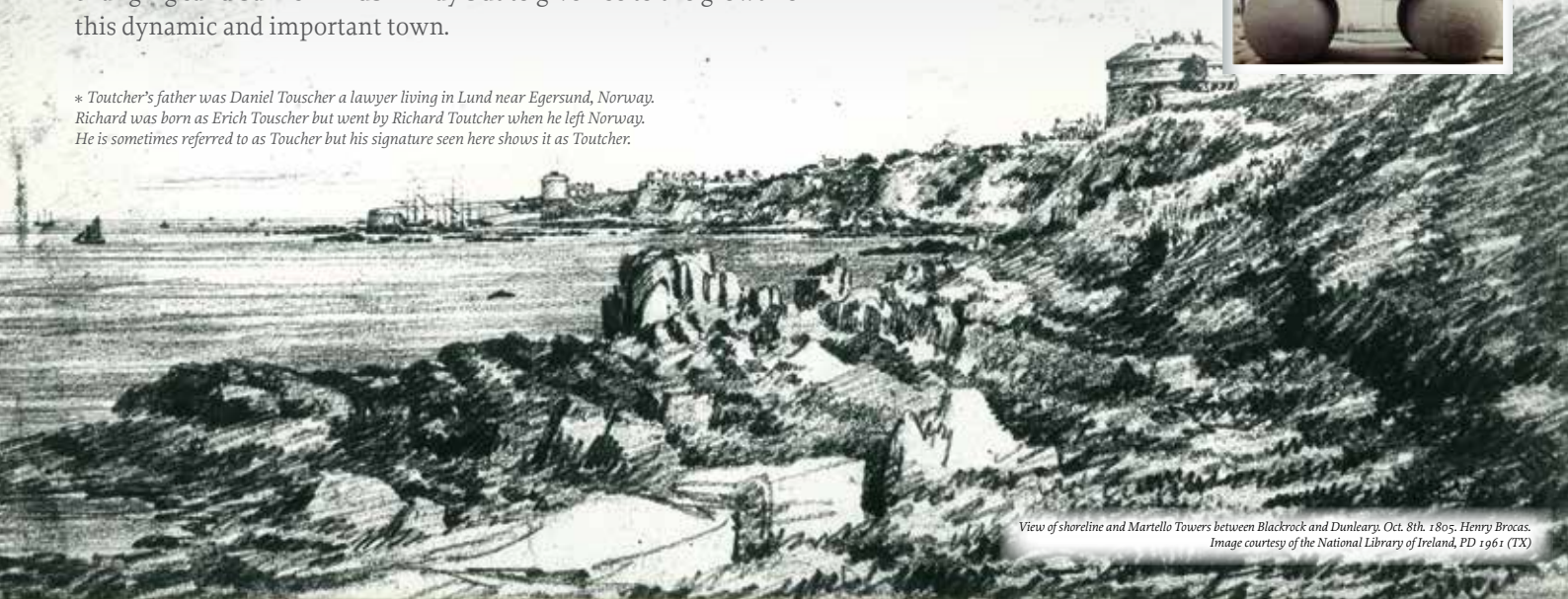
Dalkey Quarry. Photo 2017. dlr Local Studies.



Signature of Richard Toutcher



George IV monument. 1998. Image courtesy of Don Griffin, dlr Local Studies This monument commemorates the Harbour Commissioners and engineers associated with the construction of the harbour and Lord Lieutenants Richmond and Whitworth but not Toutcher who, according to an obituary in the Freeman's Journal in 1841 was treated badly and not given the credit he deserved in his lifetime.



View of shoreline and Martello Towers between Blackrock and Dunleary. Oct. 8th. 1805. Henry Brocas. Image courtesy of the National Library of Ireland, PD 1961 (TX)

## JOHN RENNIE



John Rennie (1761-1821) was one of the leading civil engineers of his day and was frequently consulted by government agencies both in Ireland and England. He designed many bridges (Waterloo Bridge (1811-17) was one of his finest), canals and docks, including those at Hull, Liverpool, London and Leith. Keeping an effective link between Ireland and England was vital in the early 19th century and Rennie was responsible for the construction of Howth Harbour a decade earlier than Dunleary. He had been asked for his observations on Dublin Bay just two years after Bligh's survey in 1800. Rennie suggested that:

*'Dunleary, or rather a little to the east of it was a good site for the construction of a harbour of asylum, for ships which, under unfavourable circumstances get embayed in Dublin Bay and cannot with safety enter the present harbour'.*

Rennie was appointed Chief Engineer for the construction of the harbour in 1815 and preparations for the building began in earnest with the employment of John Aird and surveyor Netlan Giles. They reported back to Rennie who was at his Blackfriars address in London. Their job included making a number of surveys, the locating of construction material and the construction of a railway from Dalkey Quarry to the harbour for the delivery of granite, a distance of three miles. The route had to be chosen, property rights determined and consent obtained from landowners over which the railway would run. A plan was drawn depicting four alternative routes and shows field boundaries and a number of buildings. Legal searches of old leases and contracts were also undertaken to ascertain if anyone still had rights to avail of Dalkey Common.

Originally the plan was that only one pier, the East Pier would be built but Rennie was adamant that one pier would result in sand drift so he insisted on the West Pier also. The foundations of the pier are 300 feet wide and 24 feet below low water level. Rennie maintained the space between the two pier heads should be 430 feet with the pier heads turned into the harbour to prevent swells. However, initially he was ignored with the opening at 1,066 feet but this was reduced to 760 feet at a later date.

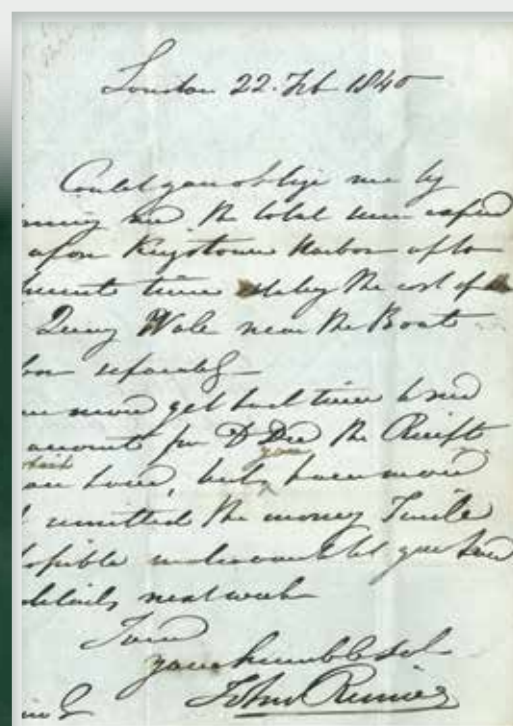
The Bay between Kingstown and The Forty Foot is still known as Scotsman's Bay in Rennie's honour. He died in 1821 and is buried in St. Paul's Cathedral, London. His son, also John Rennie was a distinguished engineer and he carried out further work at Kingstown Harbour as can be seen in the letter on this panel dated 1840.



Portrait of John Rennie 1761-1821 by Sir Henry Raeburn (1810).



Signed letter from John Rennie Jr., chief engineer for the harbour works at Kingstown to Henry Paine, Board of Works, Dublin. Uniform Penny Post. February 1840. London to Dublin. Refers to total expenditure to date on harbour amounting to £583,241.75.4p. This includes £8,675.11s.8p paid to contractors for the new wharf wall which was built at £17 per foot. Courtesy of Colin Scudds.





# STONEMWORK AND STONEMASONS



In 1816, twenty members of the local aristocracy were appointed Harbour Commissioners to control and regulate the construction of the harbour. The Commissioners agreed that a fee of less than £20 per acre, per annum be paid to landowners for the rental of their land over which the railway would run. It would appear from certain letters that the Dean of Christ Church, claiming to hold the title of Lord of the Manor of Dalkey, sought compensation for the removal of rock from the quarry but the claim came to nothing.

George Smith, a private stone contractor was awarded the contract for supplying stone for the harbour, even though his quote was expensive. His experience working with the Ballast Board on various building projects showed him as having ‘acknowledged respectability’. He also removed remains of the old pier. He lived in Granite Lodge and operated several quarries in the Dunleary area. Stone was quarried at Glasthule, the site of today’s Peoples Park and what was to become the pond area in Moran Park, today the grounds of dlr LexIcon. It had also been decided to use the Martello Tower in Glasthule (the People’s Park) for storing the powder used in blasting. When George died in September 1825, his son Samuel Smith continued the contract but had to renegotiate with a lower price sought from the Harbour Commissioners. As work came to an end in December 1831, the tower was handed back to the military. Samuel Smith lived at Stone View House at Clarinda Park which overlooked the quarry in Glasthule. It had been built for him by his father and is now called Clarinda Park House. The current Harbour Master lives in the former Harbour Commissioners’ house beside County Hall. This was built in 1820 by George Smith for £330.

The pier contains some of the finest examples of the stonemason’s craft seen anywhere in the country and many of its features are regarded as unique. Among those are the West Pier lighthouse, set into the centre of radial paving and the lighthouse keeper’s house (1863), beautifully constructed in granite ashlar blocks with a cornice and parapet. Both piers still have interesting features like the original mooring posts, mooring hoops and granite steps descending into the harbour.

The building of the East Pier began in 1817 and was completed circa 1841. The West Pier was completed circa 1848 and the Carlisle Pier in 1859.



Map of County Dublin by William Duncan, 1821. Image courtesy of the National Library of Ireland, reproduced in 6B 532.



East Pier Battery with a small cannon. April 1987. Image courtesy of Colin Scudds.



Harbour Commissioner's House built in 1820 by George Smith. 2001. Image courtesy of Colin Scudds



Detail of East Pier Lighthouse. 2012. Image courtesy of Colin Scudds.

# DALKEY COMMONS AND THE METALS



The superior Dalkey granite used on the main structure of the harbour, cut from Dalkey Commons by skilled stonemasons, was delivered to the harbour by a railway, connected by a continuous chain. The weight of the granite-filled trolleys going down was sufficient to pull the empty trucks back up and the final distance on flat terrain was carried out by a team of horses. At the height of the construction, 250 wagons of stone a day were being delivered to the harbour via this route, now known as ‘The Metals’.

The distance between the quarry to the beginning of the East Pier is around 3.25 kilometres. In 1819, the government sanctioned the building of the West Pier and contractors Nugent and Scully were given the job of extending the railway to deliver stone to the new site.

From the East Pier to the West Pier is a further 1.5 kilometres, totalling a distance of 4.75 from Dalkey. In addition to this main track, other areas included the distance down the piers as building progressed and tracks of the Metals that veered off into the other quarries along the route, such as the quarry at the Peoples Park and the site of the Three Churls, three substantial domes of granite sited at the present-day Moran Park and Pavilion Theatre area. Dalkey Quarry itself consisted of four separate quarries, hence the need for a concentrated network of tracks in this area alone.

The area covered by the Metals has evolved substantially over the last 200 years, from open farmland to its evolution during the construction and development of the railway up to its current use as a popular cycle and pedestrian route in a fully developed suburban landscape. It is still possible to see remnants of the Metals on the West Pier and at the quarries at Dalkey Hill.

A comprehensive account of The Metals can be found in Rob Goodbody’s *The Metals: From Dalkey to Dún Laoghaire*, published by the Heritage Office, Dún Laoghaire-Rathdown County Council in 2010.



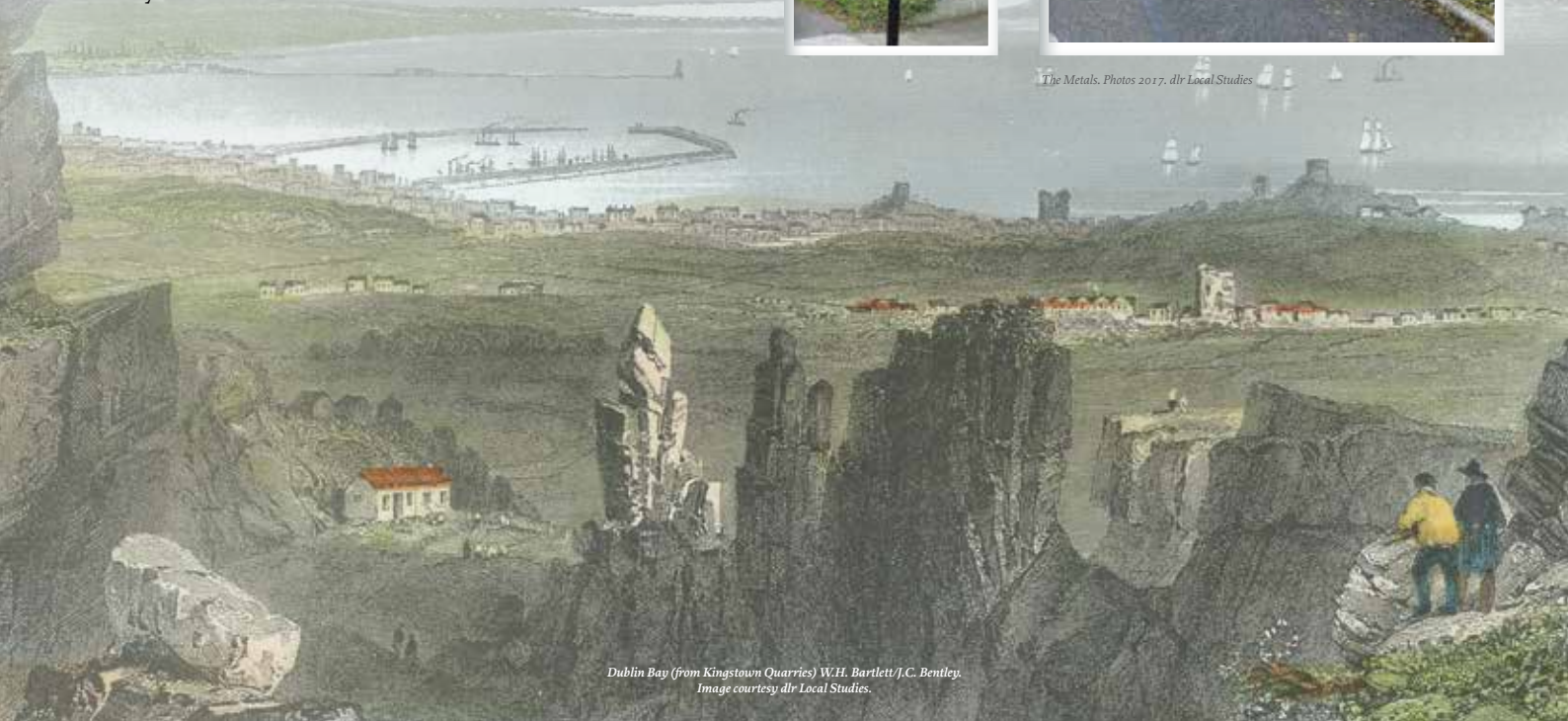
View of Kingstown and Bay of Dublin from Killiney, J. Brown /Adlard. Image courtesy of National Library of Ireland 847 TB.



Dalkey Quarry. Photos 2017, dlr Local Studies



The Metals. Photos 2017, dlr Local Studies



Dublin Bay (from Kingstown Quarries) W.H. Bartlett/J.C. Bentley. Image courtesy dlr Local Studies.

# LABOURERS AND PAY



In 1815, the Duke of Wellington had a decisive victory at the Battle of Waterloo, which led to a drastic reduction in the numbers of men in the army, a large percentage of which were Irishmen. Their services no longer required, they drifted back home. Work on the harbour started in earnest in 1817, providing work for a number of skilled and unskilled workers. All workmen had to sign a contract which forbade them joining a combination – the forerunner of today's unions. Their work was hard and the hours long. Even a skilled man could work six days a week, while labourers often toiled six and a half to seven days a week. Many of the names and the wages they earned have survived although little else is known about their lives.



Repairing the pier, circa early 1900s.  
Image courtesy of Colin Scudls.

	DAYS	PER DAY	WEEK'S WAGES
<b>CARPENTERS</b>			
Luke Kelly (Foreman)	6¼	4/4	£1-7-1
Michael Burne	4¼	¾	14/2
William Riggs	6¼	2/8½	16/11
Pat Markey	6¼	2/8½	16/11
William Grogan	6½	2/2	13/6½

<b>BLACKSMITHS</b>			
John Harper Foreman	6	6/	£1-16-0
James Callaghan	6	4/	1-4-0
Peter Callaghan	6½	4/	1-6-0
John Hughes	6	4/	1-4-0
Robert Mooney (helper)	6	2/8½	16/3

<b>LABOURERS</b>			
Charles Mathews	6¾	2/0	13/6
Pat McDermott	6¼	2/0	12/6
James Maguire	6¼	2/0	12/6
Pat Donly	6	2/0	12/0
Peter Smith	6	2/0	12/0

<b>LABOURERS AND QUARRYMEN AT BOAT HARBOUR</b>			
John Scully	6½	2/0	13/0
Patrick Gorey	6½	2/0	13/0
Nicholas Earle	6½	2/0	13/0
Nicholas Costello	6½	1/8	10/10
Patrick Hickey	6½	1/8	10/10

Labourers were paid 1s 8d (about 10 cents) a day and overseers 2s (13 cents) a day, for a six-day week. The following gives a breakdown of their wages. For example, 9/2 = 9 shillings and 2 pennies.

One of the earliest recorded harbour workers, Luke Kelly, employed as a Foreman Carpenter, appears in records in 1823. In that year, he worked six and a quarter days a week at 4s 4d per day giving him £1-7s-1d per week. In 1832, as certain aspects of the building work were coming to an end, Kelly was one of the many workers who received notice of dismissal in the August of that year. However, John Aird, one of the Resident Engineers suggested that while work was still in progress, two foremen would be required to keep the tools and implements in proper repair. He recommended that Peter Callaghan (Foreman Smith) and Luke Kelly (Foreman Carpenter) be retained for that purpose with their wages reduced to 4s per day.



# LIVING AND WORKING CONDITIONS'



Many of the quarrymen lived in huts and stone cabins they had built themselves on Dalkey Commons, identified as the area from Sorrento Road, Coliemore Road, Convent Road and Leslie Avenue. Most of the homes had no sanitary facilities or running water, with drinking water drawn from local springs and wells. Outbreaks of typhus and cholera were commonplace, as were injuries, even a minor injury could prove fatal. In February 1818, several workmen who had typhus were sent to hospital and their habitation thoroughly cleaned. By 1823, there were 1,000 inhabitants living on Dalkey Commons, referring to the quarrymen and their families.

The numbers varied over the years, but in 1823 for example, there were 129 men employed by the Harbour Commissioners and 690 by the Contractor. At the commencement of the harbour construction in 1816, requests to have troops stationed in Dunleary were turned down but in May 1821, during a strike by labourers over low pay and long hours, it was only the appearance of the military that convinced the men that they should return to work peacefully. Again in February 1826, workmen on Dalkey Hill went on strike and refused to return to work. As the strike went into the third week, police protection was given to those wanting to return to work. In December 1829, more unrest occurred, following a proposed reduction in wages as it was perceived that 'there was an abundance of hands to be procured under the new rate'.

In 1823, when snow and frost held up work for two weeks, the men were laid off -no work of course meant no pay. When the Parish of Monkstown intervened and asked the Commissioners to pay something to the unemployed men, their reply was 'that the workers were well paid and had been in steady employment, so should be able to survive without pay for two weeks'.

Conditions were tough and accidents plentiful. Michael Bryon of Monkstown had lost both legs in 1828 when a large loaded truck went over his legs and they had to be amputated. In 1842, he petitioned for a new pair to replace his existing pair which had worn out.

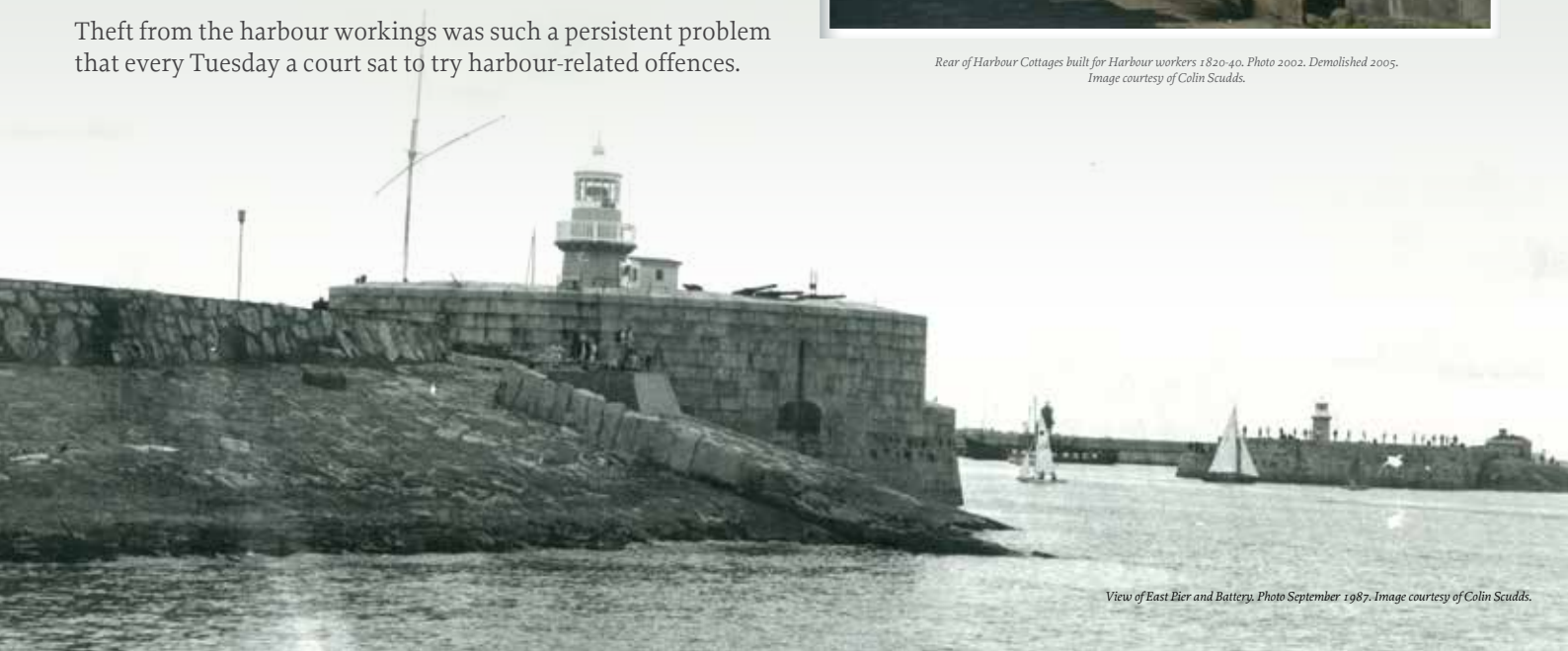
Theft from the harbour workings was such a persistent problem that every Tuesday a court sat to try harbour-related offences.



*Harbour Commissioner's Cottages, Crofton Road, built 1820-40. Photo 2002. Demolished 2005. Image courtesy of Colin Scudds.*



*Rear of Harbour Cottages built for Harbour workers 1820-40. Photo 2002. Demolished 2005. Image courtesy of Colin Scudds.*



*View of East Pier and Battery. Photo September 1987. Image courtesy of Colin Scudds.*

# FIRST HARBOUR MASTER LIEUTENANT WILLIAM HUTCHISON



The Harbour Commissioners made wise choices with their appointments: John Rennie (Chief Engineer); John Rennie Junior as overall 'Directing Engineer', who took over on the death of his father in 1821; George Darling (Secretary); and John Aird and Richard Thomas, resident engineers, who brought a wealth of expertise to the project.

The Harbour Commissioners were also fortunate in their choice of Harbour Master, Lieutenant William Hutchison of the Royal Navy who was aged 24. He was appointed in 1822, and, as work had only just started on the harbour, Hutchison position also carried the title of Harbour Master of Bullock and Old Dunleary Harbour and Inspector of Quarries at Bullock. A house overlooking Bullock Harbour went with the job along with a salary of £100 per annum. He was superintendant of the pilot boats of Kingstown and had his own boat and crew. His responsibilities were many: supervision of the crew of the pilot boats, responsibility for the lifeboat stationed at Sandycove and, after 1826, he acted as the agent to the Mail Packets. He received fifty guineas a year for this and he also continued to receive half pay as lieutenant in the Royal Navy.

He had to keep his eye on a wide range of issues. For example, in the mid-1820s, Hutchison wrote to the Harbour Commissioners requesting them to stop Royal naval vessels from throwing their ashes into the harbour. He also had to deal with a constant stream of maritime administrative situations such as that reproduced in letter on this panel.

As the East Pier advanced, a temporary movable light on a timber structure was erected near the pier end as a warning to shipping. It could be moved along by the workmen as the pier progressed in length. At a later date, Hutchison had a bell fixed in the temporary structure to be sounded in foggy weather. Hutchison was popular, efficient and dedicated to the growth of the harbour. His management of the lifeboat service was outstanding and he carried out many rescues. In 1829 he received the RNLI Gold Medal for his courageous rescue of the 11 crew members of the *Duke* which had come to grief at Sandycove. In 1840, Hutchison moved to the Harbour Master's House, now the Design Gallery at Moran Park. After a long and extraordinary career, he retired in 1874 at the age of 80 and took up residence at 13 Crosthwaite Park. He died in 1881 aged 87.



*The Harbour, Kingstown. Photo by Robert French, [circa 1865-1914]. William Lawrence Collection 2914. Image courtesy of National Library of Ireland, L\_CAB\_02914.*



*Letter from Hutchison dated 20th February 1840 to the Office of Public Works quoting the following "That the Duke of Cambridge steamer approaching the Harbour yesterday morning at 6am, ran down the Sarah, a trawler of about 30 tons. She lay about half a mile off the east pier with the head of her mast above the water and is a dangerous obstruction."*



*Harbour and Pier, Dún Laoghaire. Letter on reverse to Seán in Gorey from Leslie. Dated 11 July 1933. View of pier is from the vicinity of the grounds of the Harbour Master's House.*



*Kingston Harbour c1860. Image courtesy of Colin Scudls.*

# THE HARBOUR MASTER'S HOUSE, CURRENTLY MORAN PARK HOUSE



The Harbour Master's House was built in 1840 and from 1845, the first occupant was Lieutenant William Hutchison. The house was built close to the reservoir in the area of the Churl Rocks (now the water feature at the front entrance of dlr LexIcon on Haigh Terrace) and the house is currently occupied by the Design Gallery. Hutchison was to remain here until he died in 1881 and there is a plaque in his honour in the Maritime Museum close by. The Harbour Master's Office is located at end of Haigh Terrace and is currently undergoing refurbishment. On rough days, Peter Pearson noted that a blue flag was flown from Captain Hutchison's office indicating that the normal boatmen's fares for transferring passengers to and from ships could be doubled.



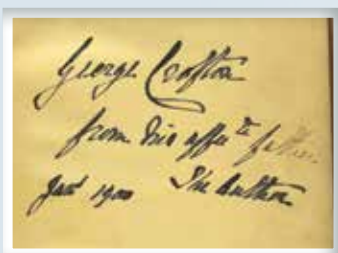
The Harbour Master's House, currently Moran Park House and home to the Design Gallery since 2016.

The second Harbour Master was Captain The Honourable Francis George Crofton, R.N. who served from 1878-1900 after the retirement of Captain Hutchison. Throughout his tenure as Harbour Master of Kingstown, Captain Crofton and his family lived at the official residence at Harbour House. Like Captain Hutchison, he also was Secretary of the Kingstown RNLI Lifeboat station.



Photograph of Capt. Francis G. Crofton, Lauder Brothers.

In July 1897 Guglielmo Marconi formed The Wireless Telegraph and Signal Company Ltd. One of its first commissions was to report on one of the highlights of the yachting calendar, the Kingstown Regatta which was sponsored by the Irish Daily Express newspaper. The plan was to provide live coverage reports on the races, starting on 20<sup>th</sup> July 1898. Marconi hired a tug entitled the *Flying Huntress* and he communicated with a receiving station managed by George Kemp at the Harbour Master's House. During the two day event, 700 news flashes were sent, at ranges of 16-40km and then forwarded to the newspaper offices. It was the first time in the world that radio was used in journalism. A plaque marking this important event can be seen on the East side of Moran Park House (the Design Gallery) today.



Signature in copy of Yarns to Patrick Crofton's grandfather George Crofton who was born at Harbour House

In 2015, Francis Crofton's great-grandson Patrick Crofton visited Dún Laoghaire after making contact with the Dún Laoghaire Borough Historical Society. He presented a copy of a limited edition book entitled *Yarns*, written by Captain Crofton. This told the story of his exploits in the Navy, including the part he played in the Anglo-Chinese War. Patrick Crofton also presented the Society with an oil painting of his great-grandfather, reproduced on this panel. Captain Crofton died on 30<sup>th</sup> September 1900 and all the flags were flown at half-mast on ships in Kingstown Harbour.



Captain the Hon. F.G. Crofton at his residence, Harbour Master's House. (Moran Park House)



Portrait of the Hon. F.G. Crofton by his great-grandson Patrick Crofton. Portrait presented to the Dún Laoghaire Borough Historical Society and reproduced courtesy of Anna and Colin Scudds

# PRISON HULKS

## THE ESSEX (1824-1837) AND THE SUCCESS (1897)



In 1824, a convict ship, the *Essex* was stationed in Kingstown Harbour. It was a thorn in the side of the Harbour Master as it was sited just off the East Pier. Not just unsightly, William Hutchison, who had been appointed as Harbour Master in 1822, thought, mistakenly, that it posed a security risk. Unlike prison hulks in England, prisoners on board were never taken ashore for rock breaking or road-laying. It never actually left the harbour but was used as a holding vessel until the prisoners on board were taken to Cork and then transported to Australia.



*The Essex, pictured in a Penny Journal print of 1834. Image courtesy of Colin Scudds.*

Formerly a 32 gun frigate, the *Essex* was commissioned in December 1799 for use by the American navy. Used in the American War of Independence, it was the first American warship to go around the Cape of Good Hope. During the war with Britain, she was captured by the British in 1814 and pressed into service until finally it was used as a prison hulk, a term used for a dismantled wooden warship. A tarpaulin was stretched over the forward deck area and this served as a dining area - below deck became the sleeping area. Dark, damp and poorly maintained, many of the undernourished prisoners succumbed to ill health. It was capable of holding 275 convicts and between 1834-1837 when it was finally removed, 5,251 prisoners spent time awaiting deportation in the *Essex*, including two prisoners under 10 years of age, twenty-five under 14 years of age and fourteen under the age of 16.

In 1832, the Master of the *Essex* lived at 4 George's Place. In 1835, Royal Navy Surgeon J. Speer took up residence on Sussex Parade (Marine Road today). As Medical Superintendent of Prisoners, he was responsible for the health of the convicts.

The *Essex* was anchored to 140 fathoms (approx 840 feet) with a heavy chain sitting on the seabed. In 1844, long after the hulk had been removed, during a particularly bad storm, several vessels were saved from being dashed against the East Pier by hooking their anchors onto the chain on the seabed.

In 1897, another former prison hulk, the *Success* entered Kingstown Harbour. Originally launched in 1790 near Rangoon, it served initially as a merchant trading ship between England and the East Indies but from 1802 she carried condemned convicts to the newly established penal settlements in Australia. Conditions were appalling with cells below deck seven foot by seven foot for the better behaved prisoners and four foot by seven for the rest. Most offences were entirely trivial and many of the so-called hardened criminals were boys and girls aged 13-15 years old. The *Success*, the last of the convict ships was finally destroyed by fire in 1946.



*The Success in 1897. Image courtesy of Colin Scudds.*

# THE GREAT STORM OF 1861



In February 1861, one of the worst storms ever recorded took place, giving rise to winds of over 140km per hour, causing havoc on land and sea. The Irish Sea, in particular along the Leinster coast was worst affected. On Saturday 9<sup>th</sup> February, the early train from Dublin to Wicklow could get no further than Kilcoole as the line had been washed away. Six ships were reported sinking off the Wicklow coast, the five-man crew the *Endeavour* was rescued off Bray Strand but two brigs went down, one in Dalkey Sound and another off Killiney with no survivors from either shipwreck.

For the first time in 30 years, the postal communications between Ireland and England were interrupted as the mail packet the *Leinster* encountered massive waves outside Kingstown Harbour, carrying away part of her decking and completely submerging the post office below deck. A large quantity of correspondence, damaged by sea water was sent back to the GPO in Dublin to be dried and identified. One schooner, the *Clyde*, laden with salt was driven onto the rocks at the back of the East Pier under the battery. Eventually she was driven into the harbour and dashed to pieces between the Royal Irish Yacht Club and the Coal Quay. Thirteen vessels were completely wrecked in the Harbour itself with no loss of life. Many of them were colliers, notorious for being badly maintained, undermanned and overloaded.

At midday on 9<sup>th</sup> February, the storm worsened. John McNeil Boyd, a Derry-born expert on naval training (seamanship, navigation, rigging, gunnery and physics) and Captain of the *HMS Ajax* which was stationed in Kingstown Harbour, went to the rescue of the brigantine *Industry* and the brig *Neptune*, both floundering at the back of the East Pier. Boyd and volunteers from the *Ajax* rowed to the pier where they were joined by other volunteers, all waiting to rescue the crews. Boyd fired a rocket with a line attached towards the *Neptune* but it was carried away by the gale. He and five volunteers waded into the water making a human chain to reach the crew but a mountainous wave swept them all out to sea and they were drowned. Only one of the *Neptune's* crew survived. The captain of the *Industry* lost his life but the rest of the crew were all rescued. The RNLI awarded the silver medal posthumously to Captain Boyd's wife and also to other crew members of the *Ajax* and William Hutchison, Harbourmaster and coxswain of Kingstown Lifeboat. Partly as a result of this tragedy, the RNLI set up a lifeboat station in the immediate area. In all, it was estimated that more than 23 ships were wrecked in the harbour area.

In addition to the memorial on the East Pier, there are also memorials to Captain Boyd and his men in Carrickbrennan Graveyard, Monkstown and St Patrick's Cathedral Dublin.



View of Kingstown from the Boyd Memorial East Pier. Drawn for Gaskin's Irish Varieties 1869.



Captain Boyd. Photograph by A. Lesage, 40 Sackville Street, Dublin.



Boyd Memorial. October 2010. Image courtesy of Colin Scudds.



Boyd Monument, Carrickbrennan Graveyard, Monkstown. Image courtesy of Colin Scudds, January 1986.



# ROYAL VISITS



One of the most visible references to royal visits to Kingstown is the King George IV memorial, commemorating not only the laying of the first foundation stone on May 31<sup>st</sup> 1817 but also the visit of King George IV in 1821. King George IV's visit took place not long after his accession to the throne and was the first occasion a British monarch had visited Ireland since Richard II came in the 1390s. King George had been prince regent between 1811-1820 and when he came to Ireland, he landed in Howth. He travelled to and from Ireland on the paddle-steamer *Lightning*, later renamed *Royal Sovereign*. One month later he left via Dunleary and in his honour, the name of the town was changed to Kingstown and the main street was named George's Street.

It is possible to glimpse from the images on this panel, a sense of how the harbour was progressing by 1821. In addition to the rigging, flags and bunting, the East Pier is fully in place but without the promenades, walls and masonry quays. In 1874, William Thackeray, who was well known for his satirical writings during his visits to Ireland, described the George IV monument as 'a hideous Obelisk, stuck on four fat balls and surmounted with a crown on a cushion'. It was built for £550 and designed by one of the engineers working on the building of the pier, John Aird (c.1760-1832).

The visit of King George IV focused public interest on the new port and from this period onwards, it was to become a fashionable destination. With the development of the railway line in 1834, Kingstown was much sought after as it was well served as a hub of transport and communication both on land and sea and of course it sported one of the world's largest and finest harbours.

Queen Victoria visited Kingstown no less than on four occasions in 1849, 1853, 1861 and in April 1900. In 1861, she arrived with her husband Prince Albert and three of their nine children. On July 21, 1903 King Edward VII and Queen Alexandra arrived at Kingstown and they returned to Ireland again on April 26, 1904 and on 10 July 1907 when they visited the Irish International exhibition in Dublin. The last visit of a reigning British monarch to Kingstown was that of George V, who arrived with Queen Mary and their son, the Prince of Wales (the future King Edward VIII) and daughter Princess Mary. They arrived in Kingstown on July 8, 1911.



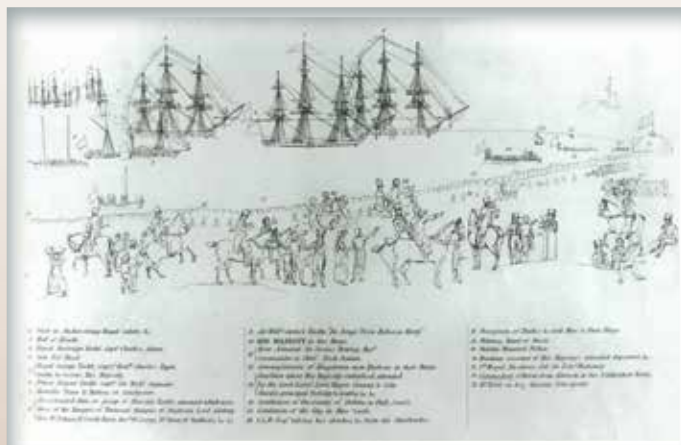
Queen Victoria Fountain, erected in 1901 by Kingstown Town Commissioners. Manufactured by Glasgow firm Walter McFarlane and Co.



George IV Monument. Photo 2010. Image courtesy of Colin Scudds.



The Lord Lieutenant receiving the Royal Visitors, the Prince and Princess of Wales. Detail from *Illustrated London News*, 1885. Image courtesy of Colin Scudds



Key to His Majesty's Embarkation at Kingstown. 1821. Image courtesy of National Gallery of Ireland.



His Majesty's Embarkation at Kingstown. 1821. Engraved by R. Havell & Son, London after painting by J. Haverty.

# THE CARLISLE/MAIL BOAT PIER



In addition to the two main piers enclosing the harbour, there is a separate pier called the Carlisle Pier, to which the City of Dublin Steam Packet mail steamers plied twice daily to and from Holyhead. Four vessels had been specially built for the service, capable of attaining a speed of 24 knots an hour and they were the *Ulster*, *Munster*, *Leinster* and *Connaught*.

Construction began on the pier in 1853 and it was built with a granite outer structure and a sandstone core. It was completed in 1859 and called after the Earl of Carlisle, Lord Lieutenant of Ireland at this time. This pier was built to replace Victoria Wharf which had a poor reputation for embarking and disembarking due to the incoming swell. The Carlisle Pier had a large shed structure and a roof supported by simple cast-iron columns and a timber clad façade but it was very exposed to the elements. Eventually in 1949, with the arrival of the *Hibernia* and *Cambria*, the length of the east side and around the end of the pier was clad with a steel frame, wood cladding on the inside and asbestos on the outside.

The Dublin/Kingstown Railway line continued from Kingstown Railway Station to the pier by means of a spur line; this was completed in 1859. In 1969 a new entrance hall was constructed to the side of the rail line and in 1980, the rail spur to the pier was severed when the DART was introduced.

The *Ulster*, *Leinster*, *Munster* and *Connaught* sailed regularly during World War 1. The *Connaught* was withdrawn in 1916 for use as a government troopship and was later sunk. The *Leinster* narrowly missed a U-boat attack in 1917 but on October 10<sup>th</sup>, 1918, she was torpedoed and 501 people perished in the horrific disaster.

The Carlisle Pier gradually fell into disuse with the construction of the new ferry terminal at St Michael's/Victoria Wharf in 1969 but the mail boat continued to operate from Carlisle Pier until 1976. In 2009 the Victorian structure at Carlisle Pier was demolished by the Harbour Company. It is used today for occasional maritime and yachting events but for many Irish people, especially during the 1950s and 60s, this was their point of departure for life in England and many never returned. The final ferry to leave Dún Laoghaire for Holyhead was the *Stena Explorer* on 9<sup>th</sup> September 2014 and on 5<sup>th</sup> February 2015 *Stena* announced that they were terminating their service in Dún Laoghaire. Future plans both for Carlisle Pier and St. Michael's Pier remain under discussion.



Victoria Wharf, Kingstown. Image courtesy of Colin Scudds.



Carlisle Pier. View into Kingstown. Image courtesy of the National Library of Ireland, S.P. 834



Cars driving on to car ferry berthed at East Pier. 1965. Image courtesy of Colin Scudds.



3rd class single ticket from Dun Laoghaire to Holyhead. Stamped 30 August 1957. Courtesy Colin Scudds.



Disused Carlisle pier building in the 1980s. Image courtesy of Colin Scudds.



Steam Boat Train [1959]. Image courtesy of the National Library of Ireland.

# LIGHTSHIPS AND FOGHORNS



At the beginning of the twentieth century, there were eleven lightship stations around the coast of Ireland. They served instead of lighthouses on land and were placed further out to sea to warn ships of danger. Over the years, they were demanned and automated and in turn replaced by Large Automatic Navigation Buoys (Lanbys). The *South Rock* and *Coninbeg* were Lanbys and they remained a familiar site in Dún Laoghaire Harbour until they were withdrawn in 2009. Lanbys have now been replaced by Superbuoys, a new generation of maritime navigational aids.

The *South Rock*, launched as the *Gannet*, was built in 1953/54 by Philip and Son, Dartmouth and had a length of 134 feet x 25 feet and a depth of 15 feet. Made of steel, it cost £95,200. In 1980/81, the crew were finally withdrawn when she was converted to an unmanned lifeboat.

Early lightships used fluke-shaped anchors but these tended to drag along the ocean floor in rough seas and were replaced by a mushroom-shaped anchor. The shape of the hull evolved over time to reduce rolling and pounding in a heavy swell. The primary duty of the crew was of course to maintain the light which they often did at considerable risk to themselves. They also kept records of passing ships and weather observations. For purposes of visibility, the ships were normally painted with a red hull and the name of the station painted on the side in white uppercase letters.

The last remaining foghorns around Ireland's coastline were switched off by the Commission of Irish Lights and Harbour Boards in early 2011. Foghorns are now considered obsolete and with the new advances in marine technology, they are no longer deemed an aid to navigation. However, a large number of small craft vessels argued for their retention.

The foghorn situated in the battery at the end of the East Pier, under the remit of the Dún Laoghaire Harbour Board, closed down on 11<sup>th</sup> January 2011.

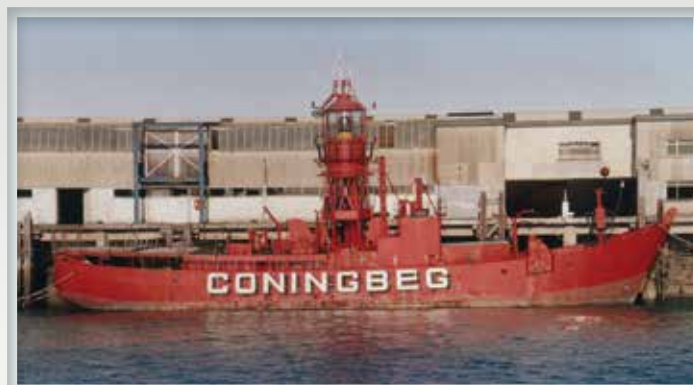
It is not just sailors who miss the sound of the foghorn. Many local residents, tucked up in their beds on a still, foggy night miss the familiar, comforting sound from afar.



*The Coninbeg Lightship at Carlisle Pier, 2002. Image courtesy of Colin Scudds.*



*The foghorn bell at end of the East Pier, 2012. Image courtesy of Colin Scudds.*



*The Coninbeg Lightship, 2002. Image courtesy of Colin Scudds.*



*The South Rock and Albatross Lightships, 1986. Image courtesy of Colin Scudds.*

# PEOPLE ON THE PIER



Over the last 200 years, the East and West Piers have been popular destinations for people from all over the world. Famous politicians, royals and celebrities have embarked and disembarked at the ferry terminals and many thousands of Irish people have joined the diaspora from these shores, seeking employment and brighter opportunities abroad.

More than a million people walk the pier annually and for many it is a daily pleasure. On Sunday afternoons, the throngs of Sunday strollers pace themselves along both piers, enjoy fish and chips or an ice cream cone while watching the many maritime activities in the bay.

Many of the images on these panels have been collected over the last few decades, both by Dún Laoghaire-Borough Historical Society and by the Local Studies Collection at dlr LexIcon. Join us for our People on the Pier Project and help us to grow our collection of pier imagery, bringing it right up to date. We are interested in photos of you, your family and friends – and your pets of course! If you have older photos you would like to share with us, we would love to hear from you also.



Queen's Road and Yacht Club.



View of East Pier from dlr LexIcon, dlr Local Studies.

Local Studies Collections are always growing so this is your chance to be a part of this during the bicentenary year. At the end of 2017, if we get plenty of your images we can have another exhibition showcasing your pier photos. So, all you need to do is email your photos (higher resolution is best) to [localhistory@dlrcoco.ie](mailto:localhistory@dlrcoco.ie) or else we can scan your photos for you at an agreed time so that you can keep your originals. Just email [localhistory@dlrcoco.ie](mailto:localhistory@dlrcoco.ie) to arrange a time or phone dlr LexIcon at 280 1147.

We look forward to hearing from you!



The Regatta, Kingstown, Co. Dublin, 1896. Image courtesy of Irish Historical Picture Company.



Members of the Irish delegation at Kingstown en route to London for negotiations that led to the Treaty. Robert Barton, Arthur Griffith, Eamon Duggan and Gavan Duffin. December 1st 1921.



Sailors and crowds on East Pier for festive occasion.



The Beach and East Pier, Dun Laoghaire, (Kingstown). Image courtesy of Irish Historical Picture Company



East Pier Promenade, Dún Laoghaire. Image courtesy of Irish Historical Picture Company