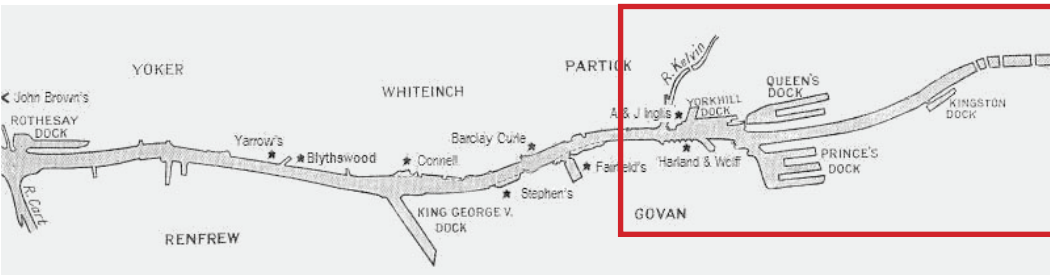


Scotland had become home also to Italian immigrants since the 1890s as people fled famine and poverty. Many found work selling Catholic statues in the growing Catholic communities in Scottish towns and cities. By the end of the Great War a sizable Italian community had been established in Glasgow. During World War II the Italian community in Scotland faced internment and deportation and hundreds of interned Italian men died when the ship they were on, the Arandora Star, was torpedoed in 1940. In May 2008 Archbishop Mario Conti and First Minister Alex Salmond launched a project to build the Italian Cloister Garden next to St Andrew's Cathedral in Glasgow as a symbol of the great bonds of friendship between Scotland and Italy and a lasting memorial to all who died aboard the Arandora Star (<http://www.educationscotland.gov.uk>).

Memories and Docks

*"My father John Williams worked at the Govan Graving Dock for almost forty years. He worked for most of that time in the main compressor house that was situated on the right hand side just as you entered the dock. I remember him telling me many stories about the docks. Three in particular come to mind.
The first was about a boat that was in the small dock, the one furthest away from the road. It had been positioned at the gate end of the dock. Unfortunately the gate burst and the force of the water entering the dry dock lifted the boat right out of the water and throw it over the wall at the other end of the dock ending up in the street on the other side.
Another one is about the gang of men who came into the dock one night (unofficially) and stole a brass propellor weighing many tons by loading it onto a lorry and driving away with it, and nobody said a word [...]"*
- Jim Williams, www.hiddenglasgow.com 15/07/2003

"My father was born in 1915 and my grandfather in 1881. My grandfather's wedding certificate says his profession was a "Riveters Holder On" [...] I found out that a "Riveters Holder On" was a common job in those days when Glasgow was the British empire's centre for shipbuilding and locomotive making. His job was to place the red hot rivet in the hole and using a heavy tool take the force as the riveter hammered the rivet head. Sounds like a tough, noisy and dirty job."
- Boyd Calder, www.ourglasgowstory.com 20/05/2005



This map shows the docks and shipyards operating in the 1930s along the River Clyde pointing out Glasgow's area.



Ferries and Transports

The River Clyde at Glasgow was not navigable for large vessels until the 19th century, so other ports on the estuary had to be used for the transportation of goods. It would take until the late Victorian era before the technology was available to develop the vast areas of docks which were in use in Glasgow's heyday as a port, shown in the map below.
This view of the Broomielaw and the busy activity on the Clyde comes from an engraving published in 1829. The vantage point is on the south bank of the river, looking upstream towards the city. The small open boat in the foreground would have been used for cross-river travel. You can just make out a lady with an umbrella in the boat. On the quayside, you can get a glimpse of passengers waiting to board.
The banks of the river were so congested that there was no room to have them sloped to suit a conventional vehicular ferry. Enclosed locks were constructed on either side of the river to accommodate the specially designed vessel, which had an elevating platform deck which could be raised or lowered, allowing the ferry to be used at all stages of the tide. Before long the Clyde at Glasgow had lots of little paddle steamers modelled on the Comet, when this photograph was taken at the Broomielaw, the river was full of larger passenger steamers, with not a sail in sight. These steamers travelled to destinations far and wide on the Firth of Clyde and Ireland as well as short distances down the river.

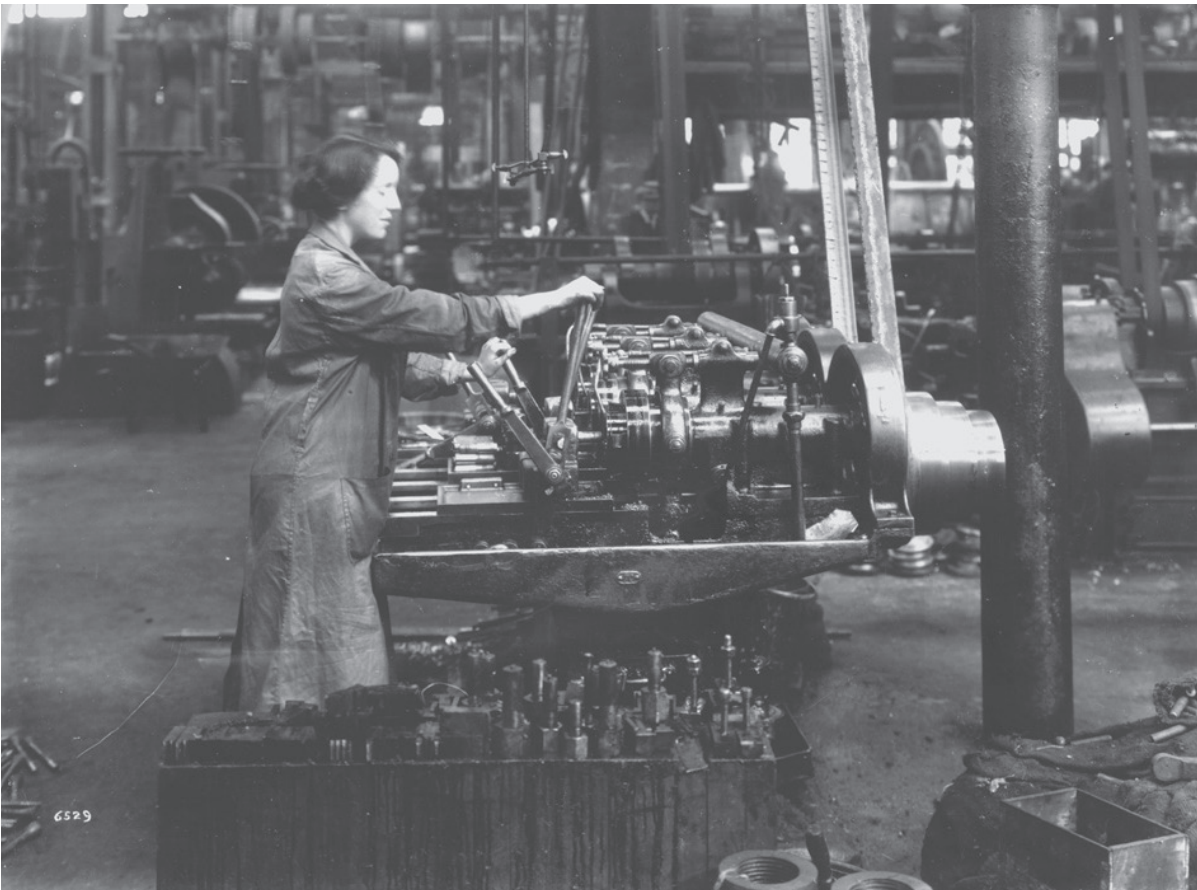


On the right a photo of thousands of Glaswegians waiting to leave for their trip down the watter. Below, school children posing on a crocodile Rock during a "doon the watter" journey



On the top is a representation of Emigrants leaving Ireland and of the journey into the ship and a photo of Irish immigrants in Glasgow

On the left two photos of Italians immigrants in front of their shops in Glasgow, an ice-cream shop and a restaurant.



On the left is a scene from *Tales from the Shipyard*, a project drawn from BFI National Archive presenting newly restored films. Above a woman working in a shipyard.

With the Industrial boom, both Glasgow and Govan, so as other cities, saw a significant increase in population. People both from the countryside and other countries started moving towards the main centres attracted by the new need of workforce. In terms of shipbuilding, in fact, Govan was the most remarkable area along the Clyde and in Scotland. This thanks to Robert Napier, often called 'the father of shipbuilding on the Clyde', who took over a small wood shipbuilding yard there in 1841 and developed it into a huge enterprise. He was an innovator who produced high quality work and trained many of the next generation of shipbuilders. Fairfield, the incongruous name deriving from the farm than once stood on the site, began in 1864 and became one of the principal suppliers of the Royal Navy. During the 1880s repeatedly won the Blue Riband for fast transatlantic crossings and grew to become the largest and most successful of all the Clyde shipyards, building warships, liners and steamers.
The site of the Graving docks has had a varied past; it was the location of Govan's first Free Church. When the church moved onto new premises the building found a new use as a theatre. The theatre in turn became a music hall, before once again changing use into a lodging house for Russian Soldiers who had been sent here to man the "Peter the Great". The site has lain derelict since it was abandoned in 1988, and time has taken its toll with many of the buildings vandalised and burnt out.



Doon the Watter

Going "*doon the watter*" referred to the practice of going down the Clyde and also, by extension, to holidays by the coast. If this could at first be an activity for only the wealthiest people, the launch of Henry Bell's Comet in 1812, the Clyde's first ever steamboat, allowed many more Glaswegians and their families to enjoy the experience. Soon the expanding railway network added to the competitive fleet of paddle steamers ensuring even more swift and sure means of travel. Though the resorts, boats and trains were often overcrowded during this time, for working class families, their time doon the watter marked a refreshing and rewarding alternative to the grime and atmospheric pollution of their normal environment.
For the many who could not afford a stay in the cheap accommodation, the coastal towns offered a day trip on the paddle steamer to Rothesay and the Kyles of Bute provided excitement enough. Indeed, it is thought that the term 'steaming' originated from this time and referred to people who had perhaps enjoyed a little too much to drink and ended up drunk on the steamboats - hence 'steaming' drunk. By the 1950s the era of cheap air fare and cheap foreign travel effectively ended the practice but many people do still enjoy day trips *doon the watter* and the coast has always been a popular and attractive destination for local holidaymakers.

The paddle steamer that served Millport most regularly in the 40's, 50's and 60's was not the Waverley by the Talisman. My childhood journeys to Millport were somewhat longer than most typically as they took over 2 weeks, starting in Cape Town South Africa, by mailboat to Southampton and then train to Glasgow and then down to Largs, but I seem to remember Wemyss Bay being the more often used point of embarkation for Millport on the Talisman. Once in Millport I remember sitting at the window of my grandfathers apartment at Nithsdale eagerly waiting for the Talisman to round the Farland Point and enter Millport Bay.

-Gordon Hart, www.s1millport.com

Heritage

> The character of elements of heritage on the river Clyde changed in time: from buildings "to head to" in the 18th century to buildings "to look at" in the 21st century.

> Most of the historically significant public spaces facing the river were progressively lost mostly due to the process of industrialisation of the Clyde (building on the banks). As a result today those open spaces are derelict and often used as car parking areas.

> Since the Industrial Revolution began whole space on the river banks was gradually occupied by Shipbuilding yards, industries or infrastructural facilities. All these activities took advantage of the proximity of water. Therefore many interesting examples of Industrial Archaeology can be found in the area of the old Docks. These elements have become iconic symbols of the city of Glasgow [ex: Finnieston Crane].

> The side effect of this situation is that from 19th century until the decline of industry there has not been any new recreational space designed on the Clyde. This lack can still be seen today, especially in the area of the river west of the city centre.

> For these reasons the river banks have not developed any character of attractors for the public in the last two centuries. So even today people do not go there.

> Some significant heritage element (including a few A listed buildings) are therefore in a state of decay today probably because they lay adjacent to the river.

> A few projects of refurbishment for some of the heritage buildings have been developed, but they mostly failed to propose an ACTUAL RECONNECTION with the city [ex: Custom House as a Luxury Hotel].

> There is a general need of redefinition of the wider context. What is missing is a thread of connection between punctual heritage within the urban fabric.

> Different areas along the river Clyde have very distinct types of heritage. Today there is very little interaction between them, but trying to connect them might take to a wide range of possibilities.

> Vacant land is often a result of dismissed infrastructural routes. A strategy is needed to define the level of intervention and the new function of these structures [ex: dismissed railway tracks].

ROLE OF MONUMENTS IN TIME

**18th CENTURY
MAGNET LANDMARKS:**

- Had to be **VISIBLE** from far away
- Places to be **HEADING TO**
- Acted as **ATTRACTORS** for the community
- Symbolised by **STEEPLES**



**19th/20th CENTURY
INFRASTRUCTURE NODES:**

- Had to be **FUNCTIONAL** to allow flows of people / transport
- Places to be **GOING THROUGH**
- Symbol of the new **MACHINE AGE**
- Symbolised by **STATIONS, TUNNELS**



**20th/21st CENTURY
POSTCARD LANDMARKS:**

- Had to be **RECOGNISABLE** as unicon symbols of the city
- Places to be **LOOKING AT**
- Strive for **AESTHETICISM**
- Symbolised by contemporary great **CULTURAL VENUES**
- Characterised by a sense of seclusion / **ISOLATION**



A history of abandonment

Analysis of changes in the urban fabric connected with derelict places (especially open spaces) and buildings



Govan New Church and Clydebank area
The area between the Church and the Clyde is shown as site of two shipbuilding yards on the 1912 map. High density characterises the urban texture and the result on the public space is an intimate square. Today, since the area north of the church has been cleared, on the left hand side of the elevation there seems to be a void. The area connecting the square to the river is at the present moment used as parking space.

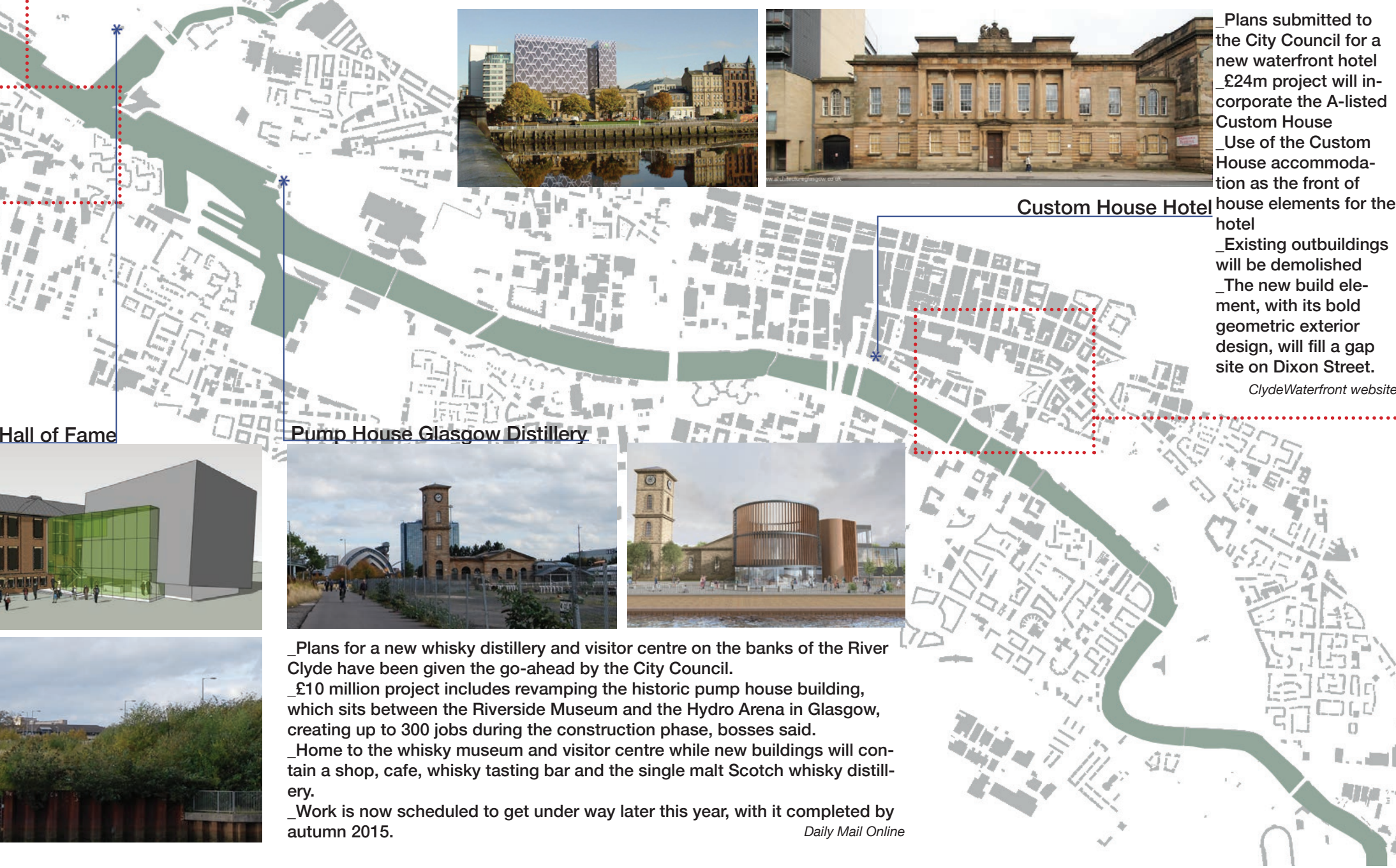


Tenements in Howard Street (early 20th century)
In the 1912 map the tenements block can be recognised as part of a larger development redesigning the south side of St Enoch station. After its demolition the building is left standing alone and space formerly occupied by the railway track has been cleared and is currently used as parking space.



Ideas for the future?

In the past decades there have been a few attempts to bring new life into derelict building. The projects shown are some of the ones that have not been realised. How did they challenge the relationship between build heritage of Glasgow and the river Clyde?



_MIG [McINNES GARDER] created a visualisation of the Hall of Fame
DJ and former STV presenter Ewan MacLeod behind the proposal for a £6 million Scottish Rock'n'Roll Museum and Hall of Fame
_Location has been identified as Scotway House, the former planning office of Clyde Port Authority.



_Plans for a new whisky distillery and visitor centre on the banks of the River Clyde have been given the go-ahead by the City Council.
_£10 million project includes revamping the historic pump house building, which sits between the Riverside Museum and the Hydro Arena in Glasgow, creating up to 300 jobs during the construction phase, bosses said.
_Home to the whisky museum and visitor centre while new buildings will contain a shop, cafe, whisky tasting bar and the single malt Scotch whisky distillery.
_Work is now scheduled to get under way later this year, with it completed by autumn 2015.

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