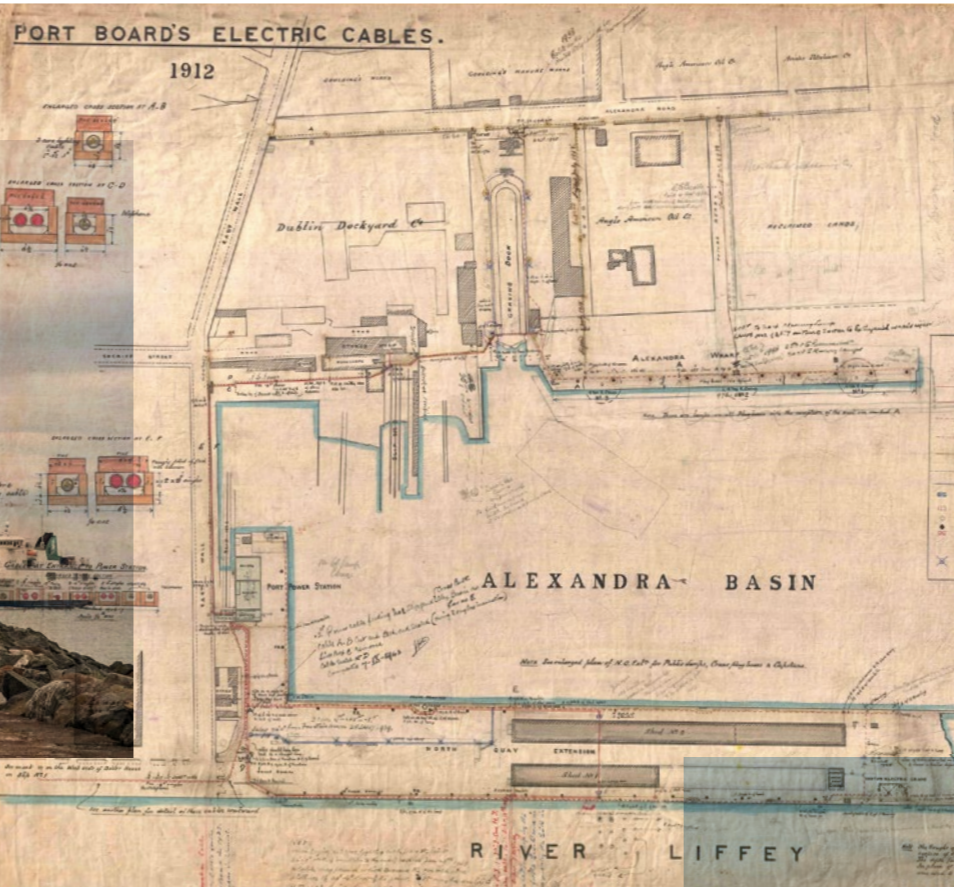


Dublin Port Heritage Conservation Strategy





Niall Brady, editor

Contributors: Niall Brady, Dominick Gallagher for The Archaeological Diving Company Ltd; Kieran Fitzgerald, Seán Ó Laoire, Maliha Rafique for MOLA Architecture; Alan Barr for RPS; Reem Alsbah, Eamonn Kehoe, Sinéad Scullion, Gráinne Shaffrey for Shaffrey Architects; Colin Rynne, Chris Southgate for Southgate Associates and Dublin Port Heritage and Communications; Lar Joye, James Kelleher and Marta López.

ISBN: 978-1-3999-6449-4



**COMHLACHT CHALAFORT
ÁTHA CLIATH
DUBLIN PORT COMPANY**



SHAFFREY ARCHITECTS
Architecture • Conservation • Urban Design

Abbreviations

ABR -	Alexandra Basin Redevelopment Project
ACA -	Architectural Conservation Area
AHIA -	Architectural Heritage Impact Assessment
AIA -	Archaeological Impact Assessment
BHA -	Built Heritage and Archaeology
CA -	Conservation Area
CD -	Chart Datum
CEE -	City Economy and Enterprise
DCC -	Dublin City Council
DCIHR -	Dublin City Industrial Heritage Record
DHLGH -	Department of Housing, Local Government and Heritage
DPC -	Dublin Port Company
E -	Easting
EIAR -	Environmental Impact Assessment Report
EIS -	Environmental Impact Statement
ESB -	Electricity Supply Board
GSW -	Great South Wall
ICOMOS -	International Council on Monuments and Sites
ITM -	Irish Transverse Mercator
IUCN -	International Union for Conservation of Nature
IW -	Irish Water
LAT -	Lowest Astronomical Tide
LTP -	Liffey-Tolka Project
MHW -	Mean High Water
MP2 -	Masterplan 2
N -	Northing
NGR -	National Grid Reference
NHA -	Natural Heritage Area
NIAH -	National Inventory of Architectural Heritage
NMPF -	National Maritime Planning Framework
NMS -	National Monuments Service
NPF -	National Planning Framework
NORA -	National Oil Reserves Agency
OD -	Ordnance Datum
OPW -	Office of Public Works
PS -	Protected Structure
RMP -	Record of Monuments and Places
RPS -	Record of Protected Structures
SAC -	Special Area of Conservation
SEA -	Strategic Environmental Assessment
SMR -	Sites and Monuments Record
SDZ -	Strategic Development Zone
UAIA -	Underwater Archaeological Impact Assessment
UAU -	Underwater Archaeology Unit
UNESCO -	United Nations Educational, Scientific and Cultural Organization
UTM -	Universal Transverse Mercator
3FM -	Third and Final Masterplan

Table of Contents

Foreword	01
Executive Summary	02
1.0 Introduction	04
2.0 Understanding the Context	10
3.0 Significance	62
4.0 Threats to Significance	110
5.0 Policies	118
6.0 Implementation and Review	134
Select Bibliography and Links	137
Acknowledgements and Credits	139



Foreword

Dublin Port detail of painting by Dermod O'Brien (1865-1945)
Source: Dublin Port Archive

My objective in dwelling so much upon the history of our profession has been to stimulate you to assist in making its future worthy of its past. John Purser Griffith, Port Engineer, 1887¹

Dublin Port's rich history is interwoven with extraordinary engineering feats that have profoundly shaped the development of Dublin city. This enduring legacy of innovation has bridged the past and the present, addressing longstanding challenges while providing a blueprint for future needs. While the core challenges endure, their significance has grown, leading to dynamic shifts in how we tackle these obstacles.

Once, Dublin Port was part and parcel of many Dubliners' identity. Ships, cargos, and dockers once flooded the city quays up to Essex Bridge. The port was one of the driving forces that expanded the city, extending its boundaries beyond the sea. Pioneering Port Engineers such as John Halpin and Bindon Blood Stoney, faced technical challenges with limited resources, while today's engineering teams benefit from financial strength and global expertise. However, they must also manage the environmental impact of modern development and preserve heritage within strict planning guidelines. Grand infrastructural visions were transformed into reality by the tireless efforts of generations of Dubliners, like those who ventured out in adverse weather to lay the foundations of the Great South Wall—an iconic city landmark enjoyed by all today. It resonates with the collective memory of dockers and workers, their hard work intricately woven into the fabric of the city's social history. Together, they have not only constructed physical structures but also forged a living bridge between Dublin's past and its flourishing future

This mandate serves as the cornerstone of the *Dublin Port Masterplan 2040*—a comprehensive road map designed to support crucial projects aligning with sustainable development principles and positively impacting Dublin and its residents. Central to this effort is the objective of reconnecting Dublin Port with the city, exemplifying the masterplan's core values. Key objectives encompass re-establishing the Port's links with the city and its bay—an intricate mission rooted in heritage and the natural environment. In this context, the Port Heritage and Communications Department (PHC) emerges as a pivotal foundation. Arising directly from the *Masterplan 2040* and statutory obligations outlined in the Harbours Act 1996, PHC embodies a strategic imperative of paramount importance: to reintegrate Dublin Port with the city to realise Dublin as a Port City once again.

Within the intricate interplay of urban life and port operations, PHC assumes a crucial role, safeguarding the past while paving the way for the future. As dedicated practitioners, PHC ensures that Dublin Port Company's (DPC) growth harmonizes with deep respect for the Port's heritage, infusing each project with meticulous historical research, thoughtful design, and meaningful community involvement. DPC has undertaken measures proactively to protect the Port's heritage legacy as stewards of what remains. In recognition of the significance of preserving the cultural and historical richness within the Port Estate, DPC initiated a comprehensive Conservation Strategy. This strategy forms the bedrock, safeguarding heritage assets within the Port Estate. Importantly, it aligns closely with the visionary goals outlined in *Masterplan 2040*, underscoring DPC's commitment to seamlessly integrating heritage with capacity building. This integrated approach reflects DPC's renewed dedication to restoring historical bonds with Dublin City and fostering community enjoyment.

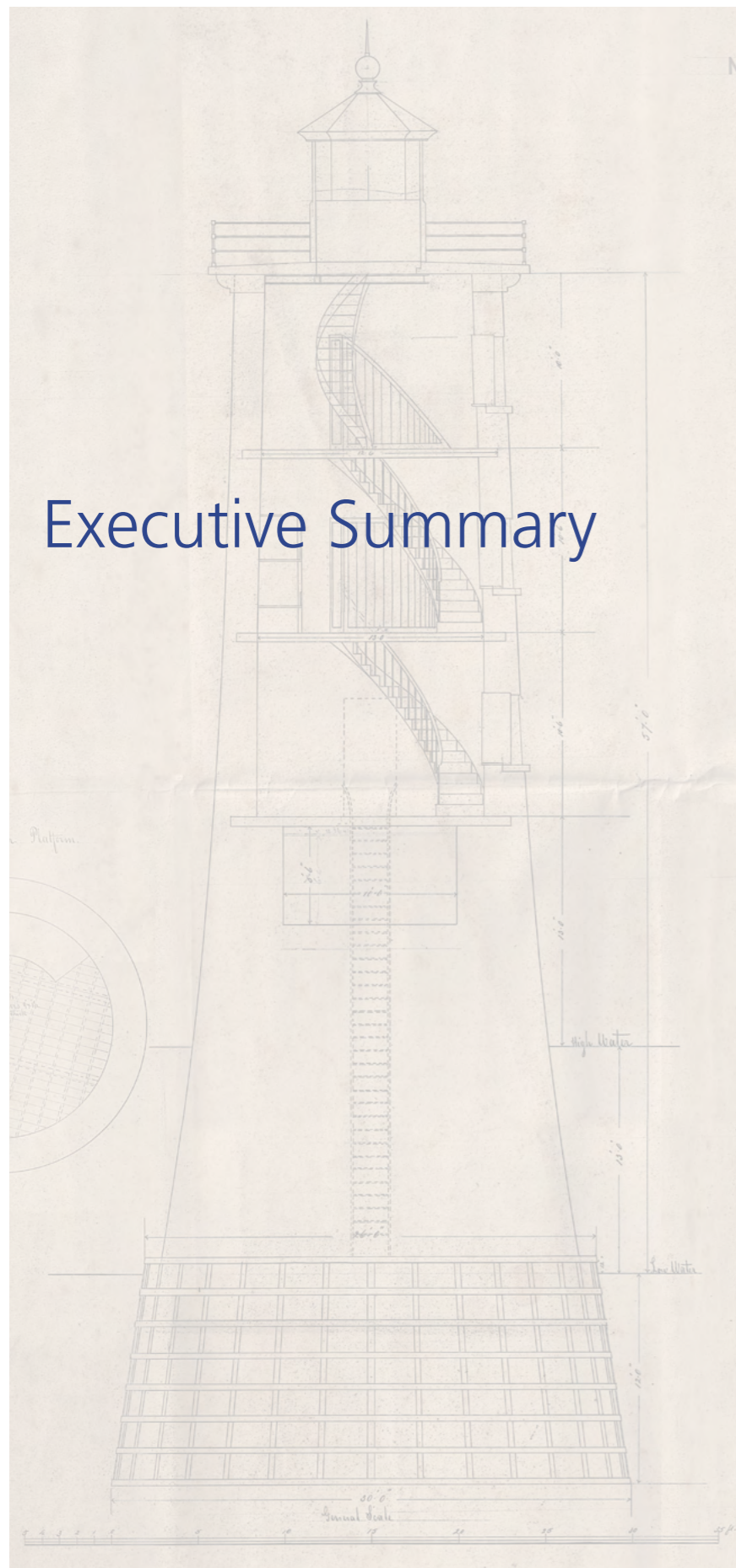
Moreover, the Port has commissioned a Flood Risk Assessment to address sea-level rise challenges, alongside a Tern Colony Management Plan catering to natural heritage interests around migratory birds. These initiatives reinforce DPC's dedication to the natural and built Environment, Heritage, and Port-City Integration in the sustainable development of the Port Estate for the future.

Barry O'Connell
CEO
Dublin Port Company

Foreword Endnotes

¹ John Purser Griffith (1848 to 1938) was an engineer with Dublin Port & Docks Board from 1871 to 1913. He worked alongside Bindon Blood Stoney for 27 years before replacing him as Chief Engineer in 1898. Purser Griffith retired in 1913 in frustration at what he perceived as the Board's reluctance to continue with the development of deepwater berths in the Port. This quotation is taken from his Presidential Address to the Institution of Civil Engineers in 1887.

Executive Summary



North Bull Lighthouse showing section of (unrealised)
Source: Dublin Port Archive, ref 7945

Chapter 1

Introduction, discusses the purpose of the Dublin Port Heritage Conservation Strategy, which is to understand the significance of the Port's heritage and promote Dublin Port Company's (DPC) commitment to preserving, interpreting and making accessible its heritage assets in the context of its responsibilities for sustainable development of the Port towards a maximum capacity of 73.8 million tonnes *per annum* by 2040. DPC faces challenges of retaining its significance as a Deep Water Port and the plan recommends policies for interventions that are considered in relation to challenges of climate change and sustainability, in balance with environmental and heritage constraints.

Chapter 2

Understanding the context, summarises the Port's development from earliest times and describes the current policy context with reference to statutory and non-statutory cultural heritage policy and to *Dublin Port Masterplan (Masterplan 2040)*. It develops further detail on DPC's policies in relation to current and future developments within the Port Estate. It considers the interdependency of cultural heritage and natural heritage, and includes an ownership statement that sets out certain differences between Port lands north and south of the River Liffey. The differences can be traced back to the circumstances in which the Port acquired lands and has ramifications for the management of the Port's heritage.

Chapter 3

Assessment of significance, describes the many perspectives that are active across the maritime industrial cultural landscape, and considers intangible aspects as well as the tangible assets that exist as archaeological and built heritage features and structures above and below the waterline across the Port Estate.

Chapter 4

Threats to significance, considers the principal agents and factors that can impact on cultural heritage within the Port area, arising from land-use and from natural factors such as environmental change.

Chapter 5

Heritage and conservation management policies, develops principles for protecting and enhancing the elements of significance

and making them accessible to the public where possible, and sets out the following twelve policies:

1. Policy for integrated management of cultural heritage within the Dublin Port areas
2. Policies for protection of Dublin Port as a Cultural (Historic Urban; Maritime; Industrial) Landscape combined with Policies of Port-City integration – The Port City concept
3. Policies relating to retention, recovery and use
4. Policies which support awareness of cultural heritage, improved access and engagement
5. Policies relating to intervention and development affecting significant cultural heritage
6. Policies for buildings and structures of heritage significance not protected by heritage legislation
7. Policies for works to buildings or structures which are of local or record only importance
8. Policies relating to management plans
9. Policies for sustainable development
10. Policies to address intangible cultural heritage of the Port
11. Policies that support adding to knowledge and record
12. Dublin Port Heritage and Communications Policy

The above policies can be considered recommended objectives when the heritage assets are not in Dublin Port Company ownership. These policies are in line with AIVP and ESPO Agenda 2030 to reinforce Port-City relations and strengthen DPC's commitment to heritage safeguarding while contributing to broader sustainability goals on a global scale.

Chapter 6

Implementation and review, sets out a possible means of implementing the Conservation Strategy and ensures that it is reviewed and remains current.

In conclusion, this strategy looks at the Port Estate, firstly as a discreet collection of cultural heritage and archaeological assets to be understood and protected; secondly as a heritage port landscape expressing Dublin City's unique marine character; thirdly as a collection of extraordinary documentation, stories and memories to be protected, interpreted and remembered; fourthly, as a story of innovation and engineering excellence of international significance and, finally, as an ancient connection with water at the centre of Dublin City's identity and an expression of Irish national pride.

1.0

Introduction

- Background and Purpose
- Vision



Aerial view looking east
Source: Dublin Port Archive

1.1 Background and Purpose

The Dublin Port Estate is best described as a maritime industrial cultural landscape that retains a complex interaction of community and heritage alongside the operational activities that are associated with being Ireland's principal port. It is a rich tapestry of intensive land use that takes place across a large swathe of the River Liffey's estuary, with Special Areas of Conservation to its north and south, and with cultural heritage structures and features dotted across its footprint above and below the waterline.

Dublin Port Company's commitment to acknowledging its responsibilities to its cultural heritage assets is set out in the *Dublin Port Masterplan 2040*, which includes as one of its strategic objectives 'the preservation of all Protected Structures within the Port Estate'.¹ The 2018 review of the Masterplan strengthened this awareness by including the strategic objective to 'integrate new development with the built and natural landscapes of the surrounding area'.² The review also committed to carrying out project specific heritage and leisure assessments of proposals for individual development projects brought forward under the Masterplan.³ The objective aims to avoid loss of or damage to heritage features and where possible, to incorporate heritage features into the Port Estate, with particular regard to local maritime and industrial heritage.⁴

The present document builds on these objectives. It takes the opportunity to present a history of the Port's development from earliest origins upriver at Wood Quay, to the present location that has been developed progressively since the eighteenth century, as the city and its port responded to the ever-growing needs of the burgeoning economy across Ireland. In developing a Conservation Strategy (Conservation Strategy) for the Port Estate, the Port does so

within the context of statutory commitments to safeguard heritage assets, and at a time when we are keenly aware of pressures from climate change, as well as from development.

The Conservation Strategy will advance a series of policies that the Port will champion, and it will provide a clear road map for the implementation and review of the Conservation Strategy. In doing so, the document sits comfortably alongside exemplars of international best practice and represents an important milestone achievement in Ireland's developing awareness of maritime and industrial heritage.



Yearbook Cover, 1926
Source: Dublin Port Archive

1.2 Vision—Maintaining the Cultural Significance of Dublin’s Deep Water Port

Seminal and innovative engineering has enabled the creation of a deep water channel and berthing in Dublin Port. As with all ports, Dublin’s development has tracked the changes in shipping and its phased expansion has followed advancements in shipping. It has been noted that a port’s survival depends on its ability to adapt to changes in shipping technology. It is the shipping perhaps more than the transported cargo that leads to changes in port infrastructure.

The requirement to facilitate the future expansion of Dublin Port respects its cultural significance as a deep water port. In the past, its development has required exceptional engineering techniques on the north side of the Port and in particular the expertise of Bindon Blood Stoney, John Purser Griffith and Joseph Mallagh.⁵ On the south side of the Port, the Great South Wall constructed between 1716 and the 1790s was the longest breakwater of its type in the world. It is extraordinary that it still stands substantially in its original form to protect the channel to Dublin Port, allowing the safe passage of commercial shipping that is estimated to account for at least 60% of Ireland’s imports.

Dublin Port Company is mindful that the image and experience of Dublin City has been significantly shaped by its antecedent bodies, and particularly by their engineers, whose remits were extensive. The development of port-related land uses inevitably contributed to the iconography of the City.

Blood Stoney was responsible for the design of the bridge that replaced Essex Bridge (1750), renamed Grattan Bridge, in 1872/73. He was also responsible, in 1877/80, for the design of Carlisle Bridge (now O’Connell Bridge) which replaced an earlier bridge designed by James Gandon.

In 1877/79, he designed Ireland’s first swivel bridge – Beresford Bridge – later to be renamed Butt Bridge. It was short-lived (51 years) and was replaced in 1932 by Ireland’s first reinforced concrete bridge, designed by the Port and Docks Board’s chief engineer, Joseph Mallagh.

The overlay of the regenerated Docklands has seen the substantial conservation and integration of vestiges of the Port’s ‘Georgian’ epoch, notably the Custom House Docks and Grand Canal Basin.

Other structures evolved on the former Dublin Port and Docks Board area, such as the now demolished landmark Gasometer, which was for generations a symbol of Dublin.

Structures on or adjacent to historically Port related lands continue to evolve in Dublin’s iconography. The National Convention Centre stands at the junction of the Royal Canal and the Liffey at Spencer Dock. Immediately south of it is Santiago Calatrava’s Samuel Beckett Bridge.

Together, they offer a set piece that is increasingly invoked as a symbol of contemporary Dublin in television broadcasting, nationally and internationally.

The ‘Poolbeg Chimneys’ in turn were, at the time of their construction, seen as blots on the coastline. Today they have become iconic to Dublin, and appear prolifically on tourist-oriented posters and prints.

In short, Dublin Port, and its related land uses, buildings and infrastructure, has been, is and will be central to the image, experience and culture of Ireland’s capital city.



Historic view along the Quays looking east, with the Gasometer in the distance
Source: Dublin Port Archive

Today's port managers face not only the technical and environmental challenges of a complicated port, but also the ever-expanding size, depth and turning requirements for both commercial shipping and cruise liners. Added to this are the effects of global warming and rising tide levels that pose a threat after the Port is developed to full capacity by 2040, and the desire to manage the natural and cultural heritage of the Port Estate in a responsible and meaningful way.

In order to preserve the cultural significance of Dublin's deep-water port, changes and development are required that respect the significance of past achievements. According to Article 1.2 of the ICOMOS Burra Charter, cultural significance means aesthetic, historic, scientific, social, or spiritual value for past, present, or future generations.⁶

There is also an appreciation within Dublin Port Company that the Port has a long history which has generated a rich resource of cultural, archaeological, industrial and maritime heritage, the significance of which is acknowledged within the Conservation Strategy.

Against this background, Dublin Port Company has adopted policies described in the Conservation Strategy to ensure that in

re-engineering a substantial amount of old infrastructure, the cultural, archaeological, industrial and maritime heritage of what is being redeveloped is respected and preserved appropriately and consistent with the need to expand the capacity of the Port.

Dublin Port Company has also adopted policies that ensure the care of heritage assets outside the development zones to ensure that structures which are not under development scrutiny are properly cared for. There are multiple stakeholders operating within the Port and its immediate land areas. The Conservation Strategy presents policies that facilitate a cooperative approach among such parties to ensure care of heritage assets across the wider port area. The Port is pursuing a number of initiatives to promote awareness and public engagement with the physical elements of Port heritage. These have been grouped under the concept of the Distributed Museum and include the Dublin Port Diving Bell, the reconfigured and publically accessible Dublin Port Centre Precinct, the Pumphouse, the Substation, the Liffey Tolka Project, the Flour Mill Project and the Tolka Estuary Greenway, all described in Section 2.4.

This Conservation Strategy also introduces the Port City, which offers itself as a framework within which heritage assets across DPC's estate can be accessed safely by the public, while recognising

that the geography, history, heritage and ecologies of the Port are shared with other landholders, policy makers and stakeholders. The Port City concept is also described in Section 2.4.

Chapter 1 Endnotes

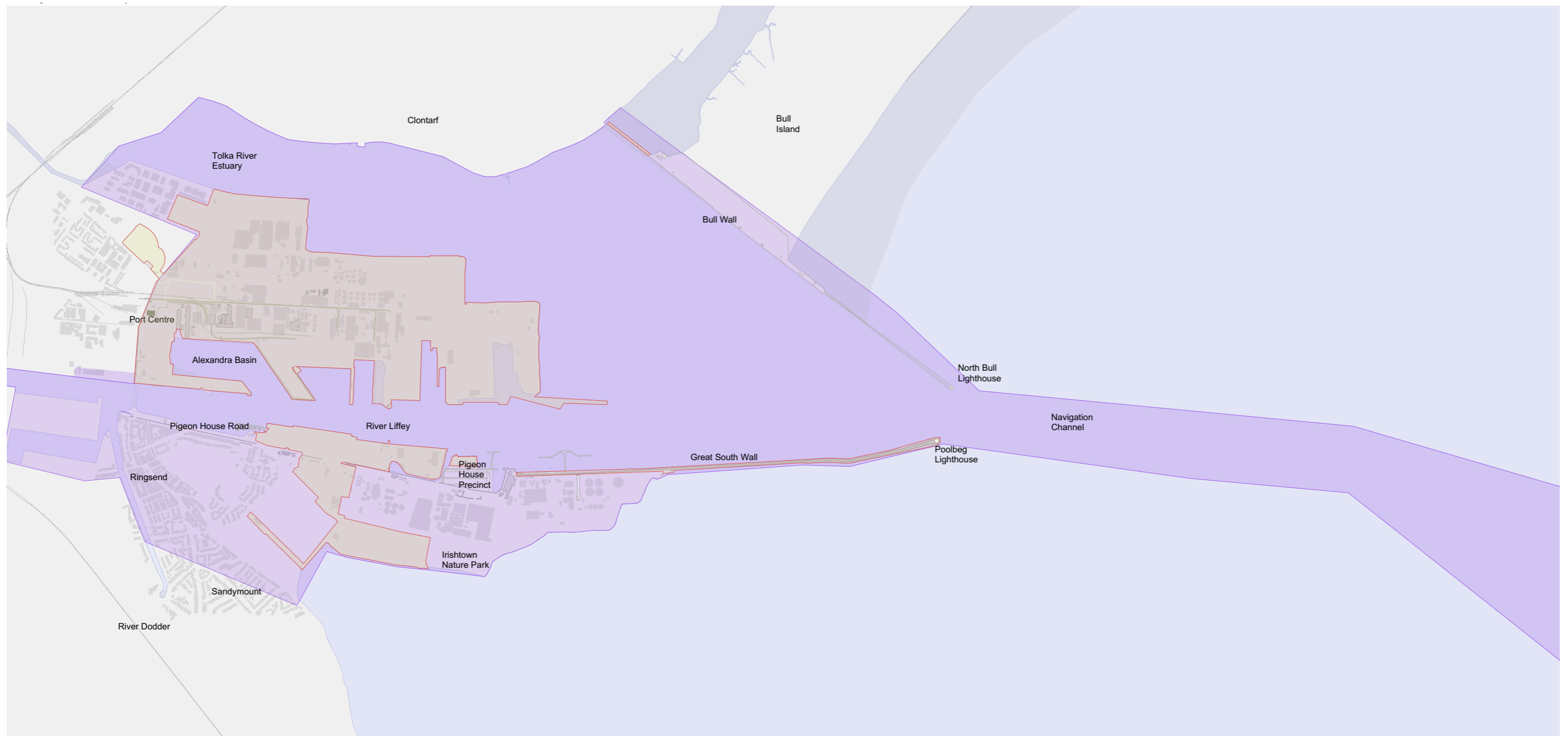
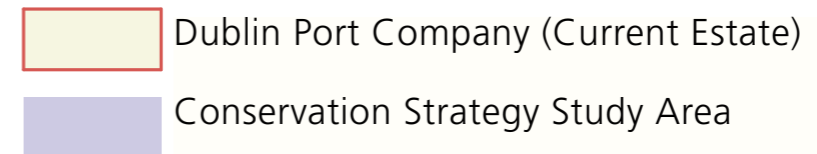
- 1 *Dublin Port Company Masterplan 2012-2040*, p. 15.
- 2 *Dublin Port Masterplan 2040*, reviewed 2018, p. 17.
- 3 *Ibid*, p. 70.
- 4 *Ibid*, p. 100.
- 5 Bindon Blood Stoney worked from 1856 to 1898 and developed extraordinary construction techniques using 350-tonne pre-cast concrete foundations on North Wall Quay Extension, Eastern break water (Tolka Quay), Alexandra Wharf and the North Bull Lighthouse. John Purser Griffith worked from 1871 to 1913, and was responsible for the continuation of Stoney's deep-water facilities. Joseph Mallagh from 1917 to 1941 developed construction using concrete caissons in Crossberth Quay and Alexandra Quay West (Ronald Cox, Dublin Port Chief Engineers, (Dublin Port Company and Engineers Ireland, 2023)).
- 6 Australia ICOMOS, *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, 2013. <http://openarchive.icomos.org/id/eprint/2145/1/ICOMOS-Australia-The-Burra-Charter-2013.pdf>.



Dublin Harbour, Plan of Shipping Quays, Sheds and Tramways, 1901
Source: Dublin Port Archive

Conservation Strategy Study Area

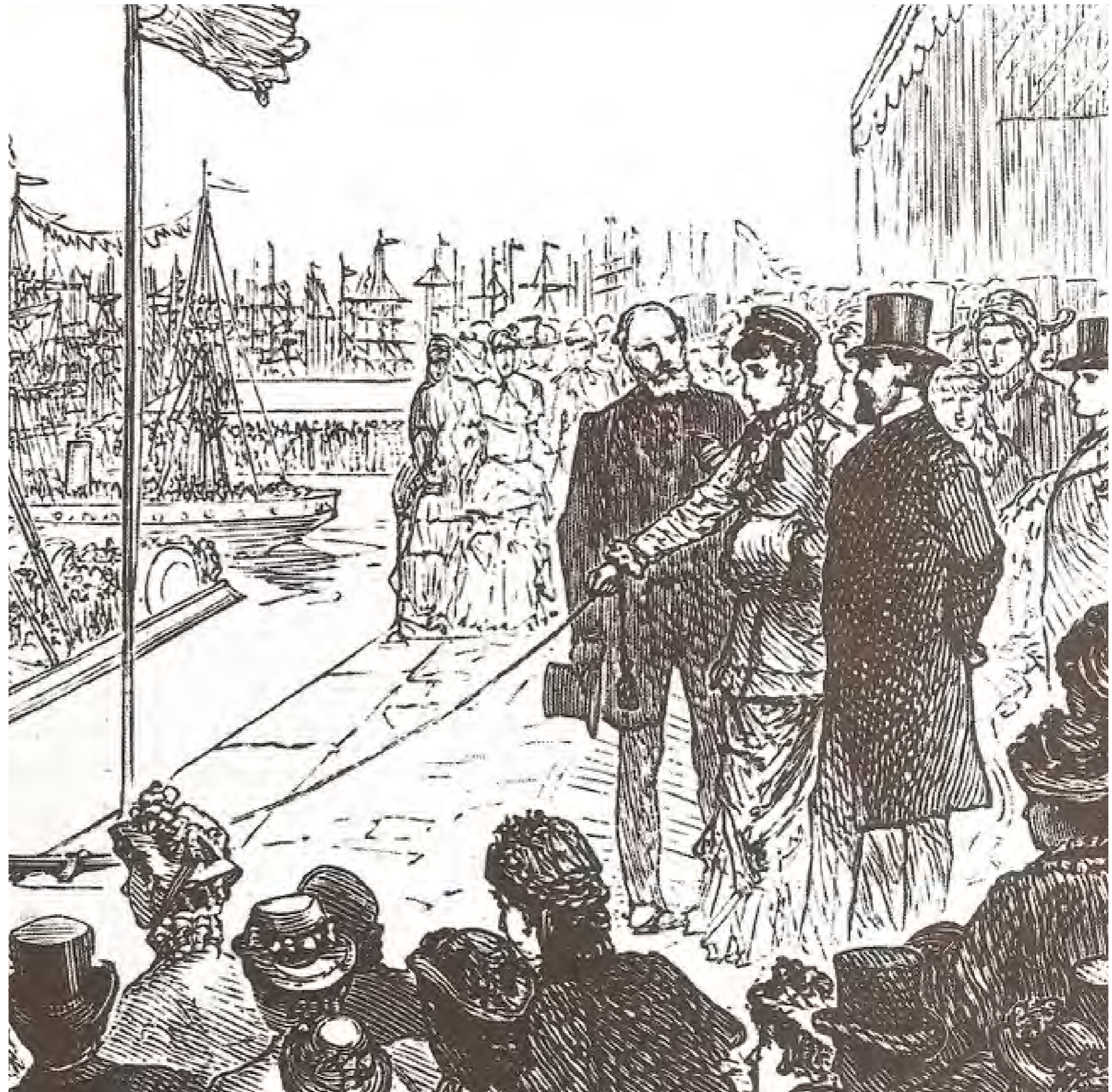
This map identifies the area of focus of the Conservation Strategy in particular with regard to the Policies set out in Chapter 5. The map identifies the area in Dublin Port Company ownership and extends beyond this to include areas under separate ownership and management.



2.0

Understanding the Context

- Scope of Study
- Sources
- Historical Development of the Port
- Current Context
- Cultural Heritage Policy Context
- Masterplan and Rising Tides
- Cultural Heritage and Natural Heritage
- Ownership Statement



Opening of Alexandra Basin
Source: Dublin Port Archive

2.1 Scope of Study

The Conservation Strategy is used to define long-term heritage proposals and interaction with the public, heritage policies and management, and is intended for outside observers to see a long-term Heritage Plan within the Port Estate.

In a similar way to the principles advocated by ICOMOS, the International Council on Monuments and Sites for Conservation Management Plans, this Conservation Strategy is designed to explain constraints and issues that will arise in the future, and set out standards, protocols and managed procedures to mitigate what is otherwise a constraint when approached on a case-by-case or piecemeal basis. This Conservation Strategy is a 'live' document based on a strong foundation of empirical data relating to the project area and subject to periodic review and updating as regulations and guidelines develop and as new opportunities present themselves.

This Conservation Strategy for Dublin Port recognises the complexity of this landscape and incorporates insights from a wide spectrum of core Port interests and disciplines, including but not limited to:

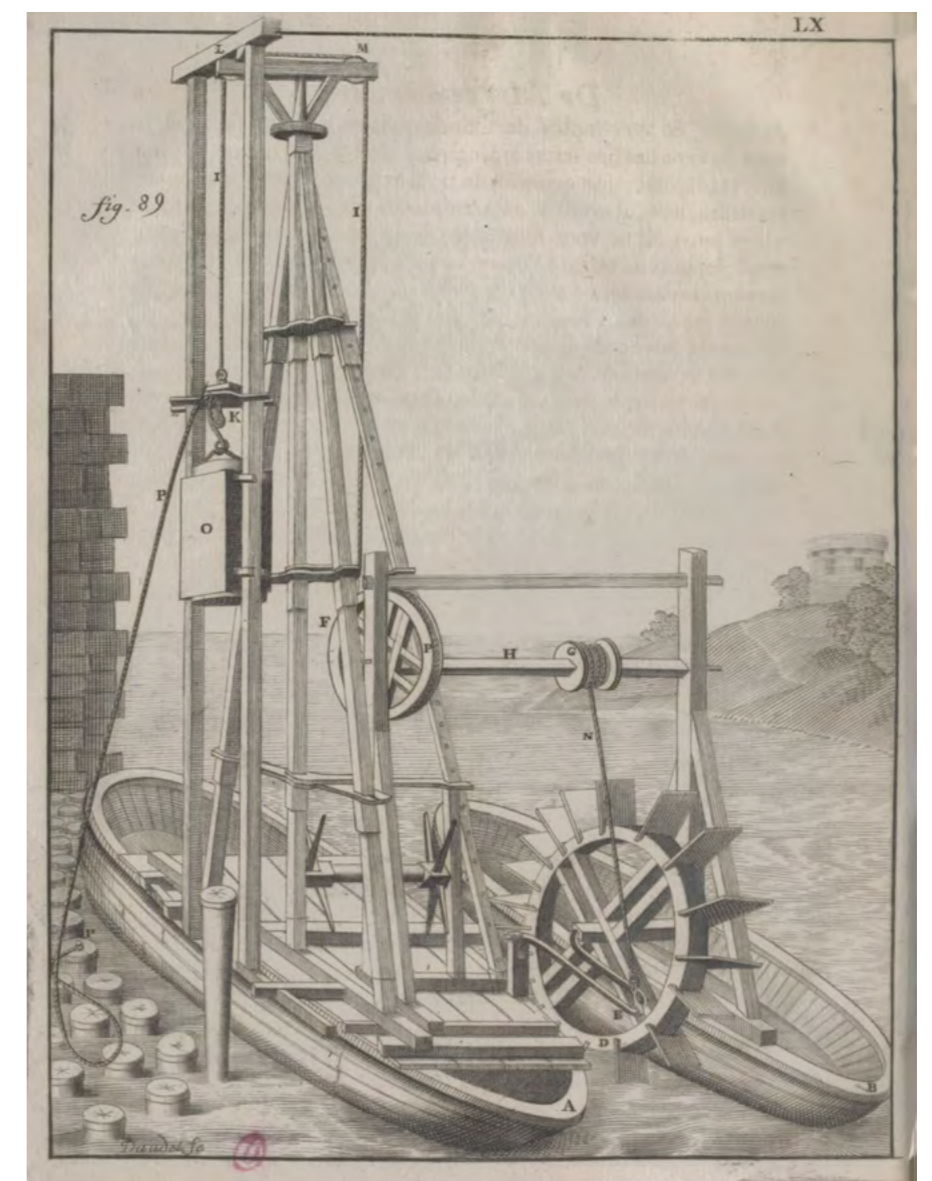
- Port Heritage and Communications
- Port Engineer
- Port Estates and Facilities
- Port Harbour Master
- Port environmental consultants
- Port cultural heritage consultants
- Port community groups (residential, recreational, business) via Dublin Port Company

- Regulators (including Dublin City Council, National Monuments Service, National Parks and Wildlife)

The RPS team with responsibility for the Conservation Strategy is led by Dr Alan Barr, Senior Director of RPS Group, reporting to the Port Heritage and Communications Department and the Port Engineer. The team's sub-disciplines include:

- Archaeology, led by Dr Niall Brady, Director of the Archaeological Diving Company (ADCO) Ltd
- Conservation Engineering, led by Christopher Southgate, Director of Southgate Associates
- Conservation Architecture, led by Gráinne Shaffrey, Director of Shaffrey Architects
- Heritage Gain initiatives/Compensatory, led by Seán Ó Laoire, Consulting Director, Kieran Fitzgerald, Associate, and Maliha Rafique, Architect of MOLA Architecture
- Coastal Processes, led by Adrian Bell of RPS

The team has extensive experience of Dublin Port, with the RPS members, ADCO, Southgate Associates and MOLA playing key roles in preparing the EIS and EIAR that were delivered successfully for the ABR Project and MP2 Project respectively. RPS and ADCO are also active participants in the construction phase of the ABR Project, and ADCO has served as the Port's Project Archaeologist since 2015. Shaffrey Architects are currently working on the Odlums' Flour Mill project and the Liffey-Tolka project.



Floating Pile Driving Engine of the type used by the Ballast Office, prior to 1721
 Source: *Recueil d'ouvrages curieux de mathématique et de mécanique, ou Description du cabinet de M. Grollier de Servière, avec des figures en taille-douce, par M. Grollier de Servière, 1733. Fig. 89, plate LX*
 BnF_2013-76536



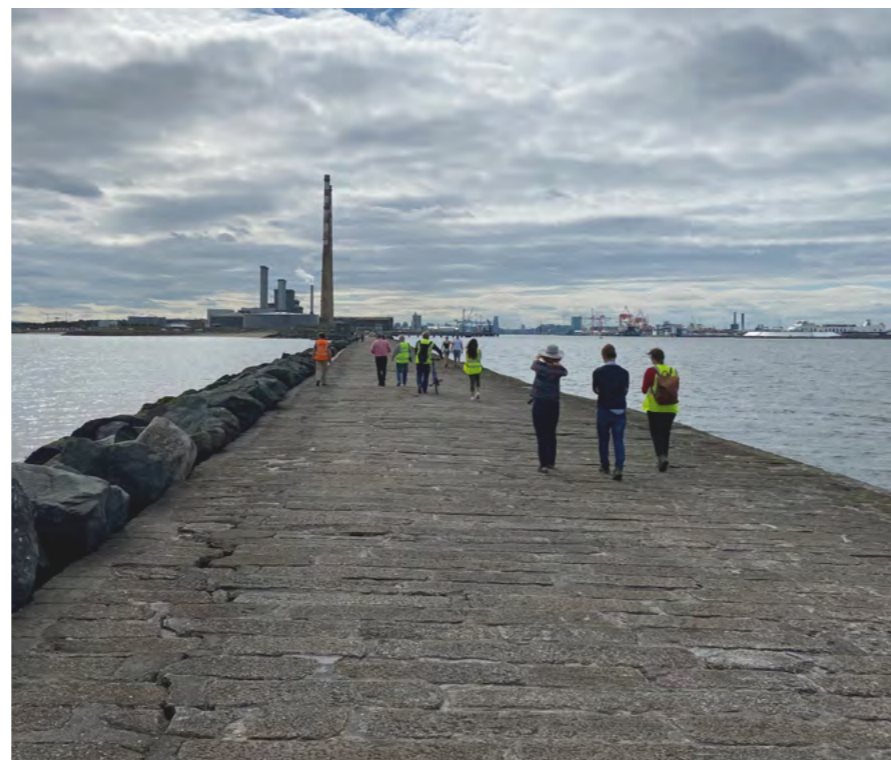
The Graving Docks



Port Precinct Time Ball



The Substation



The Great South Wall

Scope

This Conservation Strategy is a high-level document that sets out its purpose and scope within the context of *Masterplan 2040*. It identifies and develops the Port's vision for cultural heritage within the Port Estate and the relationship between Port and City.

It describes the principal issues in terms of significance, pressures or threats on the Port, and policy issues and legal status.

The Port Estate is approached as a Maritime Industrial Cultural Landscape. It is both the sum of its parts and the focus of individual detail.

The Conservation Strategy presents a narrative of the history of the Port, considering the historical context and the development of the Port's footprint. It draws on existing registers of features, the Port's archives, publications and grey literature (i.e. unpublished studies and reports), as well as current work during the ABR Project and harbour maintenance works, to demonstrate and show the nature of the record and the vulnerabilities that exist on land and at sea, above the ground and underwater.

There are key heritage features that are well known and clearly visible, but there are also many less well-known features and locations/settings that need to be referenced. The Conservation Strategy refers to an audit of the Port's and associated land-owner's heritage assets that are standing and those that are buried, much of which can be collated from existing records and studies, as introduced in Chapter 3.2.

Vulnerabilities exist from development projects within the Port and from those associated with the Port lands. Vulnerabilities also exist from natural processes, and the concurrent research into coastal processes and sea-level rise being carried out by RPS on behalf of the Port plays a key role that has a direct bearing on the consideration of the Great South Wall and the North Bull Wall within the context of the Conservation Strategy and the future integrity of the Port area.

The Conservation Strategy highlights existing and future opportunities for heritage gain and compensatory measures, in terms of setting, in terms of the preservation of standing remains where possible, and in terms of new design initiatives and concepts. The engagement with the public in terms of visitor facilities and

space, events, recreation, education, interpretation and public safety are key issues. In view of the high demand for land for Port use within a comparatively small and intensely used space, clear and robust policies are recommended for preserving and enhancing the setting of certain heritage assets, and these policies are introduced under the heading The Port City.

The management of heritage within the context of the Conservation Strategy will address implementation, which includes decision-making, resources, finance, communications, research, objectives and opportunities, in the short-to-medium-to-long terms, as well as monitoring and reviews.

Method

The project team has held a series of workshops and field trips that have included Dublin Port Company and the principal stakeholders within Dublin City Council, the National Monuments Service and the National Museum of Ireland. The workshops have presented the opportunity to agree the scope and inputs, to understand further the constraints and to report the findings and outputs.

Communication has been key to the successful delivery of the Conservation Strategy and the project team has met regularly over a twelve-month period at fortnightly meetings. A series of wider community engagements are planned and the observations and findings from these will be added to the Conservation Strategy as appendices.

Outputs

The Conservation Strategy is a high-level over-arching document that will inform the cultural heritage risks and requirements for the successful delivery of the Port's future planning needs.

Emphasis is placed on conveying the substance of the Conservation Strategy visually through a set of well-designed maps and selected illustrations that convey the message of the Conservation Strategy to specialist, engineer, and interested person alike.

Key maps and illustrated sequences illuminate:

- An understanding of the site and its significance
- Ownership
- Environmental issues

- Development proposals
- Vulnerabilities
- Opportunities for heritage gain and public access

The Conservation Strategy combines text and image to deliver a landmark study in Ireland that will inform Dublin Port Company's vision and apparatus for managing, protecting and showcasing its cultural heritage assets for the next decade and in line with *Masterplan 2040*.



View looking west above Poolbeg Flexgen
Source: Dublin Port drone photography

2.2 Sources

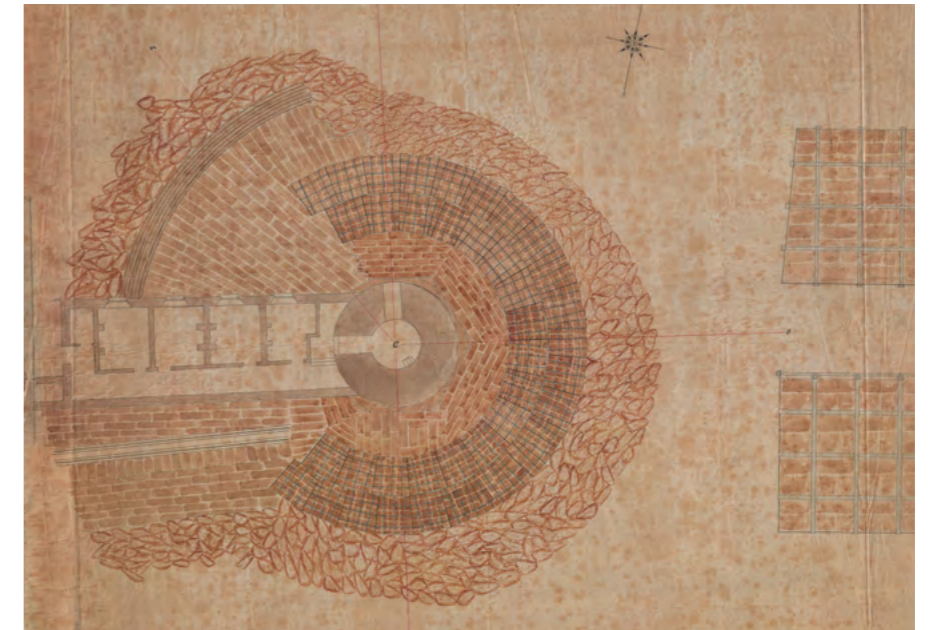
A wide variety of primary sources exist to inform the history and development of Dublin Port. In addition to the standing remains, many of which are recorded in the statutory and non-statutory heritage registers, there are innumerable historic map series, sea charts and engineering drawings, along with historic photographs, paintings, illustrations, audio and multimedia files that illustrate and comment on aspects of the landscape, the activities, the interventions and the sensitivities that intermingle across it. A considerable amount of this material is catalogued and known about, but new elements will continue to be revealed and it is clear that the size of the corpus is beyond finite. Dublin Port Company's own archives, which extend back to the early 1700s, are a remarkable resource of knowledge about the Port and remain indispensable to its management.

The physical remains of the historic port and its associated activities present a first step in any study of its cultural remains. Yet because many of the standing remains date from the late eighteenth century and more recently, they are not necessarily recorded in the Sites and Monuments Record (SMR) and the associated Record of Monuments and Places (RMP) maintained by the National Monuments Service (NMS) of the Department of Housing, Local Government and Heritage (DHLGH), whose focus is on archaeological sites and features that pre-date c. 1750. A counterpoint to this is the National Inventory of Architectural Heritage (NIAH) maintained by the Built Heritage Policy unit of the same Department, which seeks to record sites and features of architectural heritage interest. However, not all cultural heritage features are of architectural interest and to ensure that such elements are recorded, Dublin City Council has established the Dublin City Industrial Heritage Record (DCIHR). In addition, the NMS has created the Historic Shipwreck Inventory for

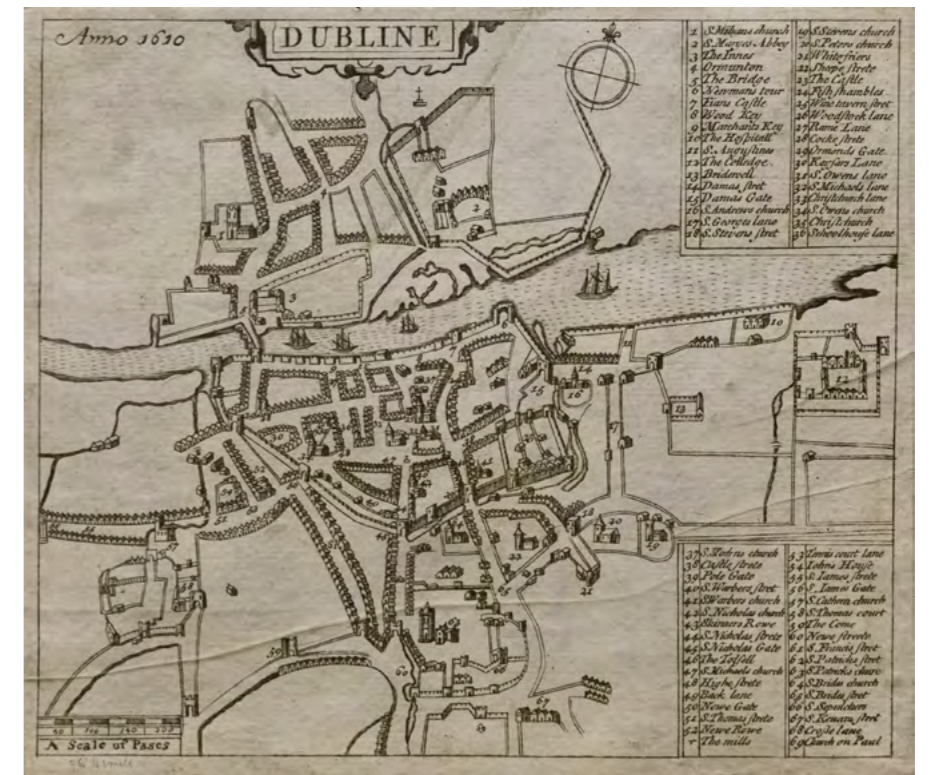
sites that exist under water and any wreck older than 100 years is automatically a protected site in accordance with the National Monuments Act, which is being superseded by the Historic and Archaeological Heritage and Miscellaneous Provisions Act (2023). The NMS also has a Ports and Harbours inventory that can contain useful observations, while the National Museum of Ireland is the national repository for artefacts.

The features and sites that are recorded within the Port Estate on these registers are summarised in the sequence of maps and tables presented in Chapter 3.2, and are referred to as needed throughout the Conservation Strategy. It is the case that not all the heritage features that exist within the Port area are recorded on the existing registers, and it is necessary to anticipate that new features will continue to be identified. Consequently the Port is providing a supporting heritage register of such observations and a list of some of these items identified to date is presented in Chapter 3.2.11.

As Ireland's capital city and principal port, Dublin attracted a series of cartographers and hydrographers since it became commonplace to map places. One of the earliest useful maps of Dublin is John Speed's map of 1610, which shows the small medieval town focused upriver at Wood Quay and Christchurch, and its working quayside.¹ As Dublin expanded eastwards, so the mapping extended downriver, and Bernard de Gomme's map of 'The City and Suburbs of Dublin' (1673) includes a strong focus on the deltine estuary, reflecting the keen interest of that time to start manipulating the river channel to facilitate shipping and expand the city seaward. As with many historic maps and charts, de Gomme's map included factually accurate records of streets and places, as well as aspirations that were never realised, such as the proposal to construct a star-



Poolbeg Light House. Proposed plan for protecting the base of the tower, detail of Bindon Blood Stoney engineering drawing, 1861
Source: Dublin Port Archive, ref 8437



John Speed's Map of Dublin, 1610
Source: Dublin Port Archive

shaped fort at Ringsend that was to straddle the confluence of the River Dodder with the Liffey. Confident large-scale civil and marine engineering projects are a feature of the eighteenth and nineteenth centuries, as well as more recent times, and the historic maps of Dublin and its port area reflect these well.

The Ordnance Survey's map series that commenced in the mid-1800s provide the baseline metrically-accurate maps for Ireland and are accessible online. In addition to their regular coverage of the Port area at 6-inch to the mile and 25-inch to the mile historic map series, the Ordnance Survey maps also informed larger-scale mapping programmes that include the Port area (which are not available online), such as the Dublin City map series of 1847 at 1-inch to 88 feet, and Griffith's Valuation Maps of 1909 at 5-feet to the mile; these maps bring the reader much closer to the detail at street level and permit the recording of small items such as boundary walls, gate posts, service ducts and other less obvious features. The surviving maps may also include annotations or notes added to the base map by various individuals who used them over the years, adding potentially important insight to how streetscapes changed over time.

The National Library of Ireland, the National Archives and the Dublin City Archives retain many of the primary historical sources that inform a study of the Port area and its development. So too does Dublin Port Company, whose archives are currently the focus of a long-term programme of cataloguing and preservation. The archives include engineering drawings, photographs, testimonials and port board records that illuminate the history of the Port, its staff and its operational history since the 1700s.²

One can anticipate that other stakeholders within the Port area will have their own archives of documents and images that are worth consulting. While the ESB may be the principal such stakeholder (its utilities operations include large tracts of the south port area with substations and cabling across the north port area as well), there is every likelihood that smaller operators, the boat clubs and indeed individuals will have their own historic records that can lend insight.

The primary sources have helped to inform a series of comprehensive studies of the Port, and two such books deserve special mention because they are based on a deep knowledge and comprehensive understanding of the sources:

- H.A. Gilligan, *A History of the Port of Dublin* (Gill and Macmillan, Dublin, 1988). Gilligan worked at the Port for over forty years and served as secretary to the Board for seven years. His is a study of the governance of the Port and its interactions with Dublin Corporation.
- J. W. DeCourcy, *The Liffey in Dublin* (Gill and MacMillan, Dublin, 1996). John DeCourcy was Professor of Engineering at University College Dublin and his book presents an encyclopaedic style account of the Liffey's history based on placenames and key personnel, arranged A–Z.



Dublin Harbour from O'Connell Bridge to Poolbeg Shewing Soundings taken in 1889, by JP Griffith

2.3 Historical Development of the Port

As the country's principal port and capital city since the Middle Ages, the story of the Port's development is well known and referenced.³ Its early origins were revealed upriver at Wood Quay, when construction of the future Civic Offices complex uncovered elements of the Hiberno-Norse town and quayside.

The River Liffey offered access to the emerging town, and its wide and shallow course suited shipping in these centuries but shipping changed over time, becoming more deeply drafted and unsuited to the shallow waters within the river channel and the deltine nature of the estuary. By the fifteenth century, the situation was such that the larger and heavier craft would have to use deep-water harbours around Dublin Bay as they were unable to bring their vessels directly to the city. It accounts for why Dalkey would become an important entity at this time, hosting seven fortified merchant's castles, along with Lambay, Clontarf and other small anchorages around the bay.⁴ The city fathers were keen to retain authority, however, and required that all merchandise landed at the satellite harbours was to be transported overland into Dublin before it could be sold.

It was not until the seventeenth century that the city addressed the challenge by actively engineering solutions to encourage shipping back to the city. What began as small-scale local attempts to embank the river were elevated to a more coordinated approach with the establishment of the Ballast Board in 1707 to initiate engineering and reclamation works along the Liffey. The board was established by an act of Parliament and was a committee of Dublin Corporation, which administered the Port of Dublin until 1786, at which point it was replaced by a new port administration that was independent of the Corporation. Although the new entity continued to be known as the Ballast Board, it was the Corporation for Preserving and

Improving the Port of Dublin, which continued until 1867 when it was replaced by the Dublin Port and Docks Board. Dublin Port Company has managed the port since 1997.

City Quays

The quays that present themselves today as a uniform suite of cut granite blocks belong to the nineteenth century but have their origins in the early 1700s, when embankments were constructed downstream of Essex Bridge to the mouth of the Dodder on the south side and to the east wall on the north side. The embankments served to create a single channel for the river and were completed by 1728. They also facilitated the reclamation of lands to the north and south; namely, the North Lotts and the South Lotts respectively.

The Ballast Board upgraded the quays west of O'Connell Bridge, while those downstream to Ringsend would be deepened and further improved to accommodate steam ships. The construction of large enclosed docks on both sides of the river would become industrialised zones.⁵

East Wall Road polder

Reclamation of the North Lotts began in the early eighteenth century. The term 'Lott' derives from the manner in which the various properties within the reclamation area were distributed, which was done by casting lots. A survey carried out in 1715 was directed at dividing the ground into lots to rent to the chief officers of the city. There were acre lots, which covered much of the area, and foot lots which were smaller parcels that abutted what would become North Wall Quay.



Wood Quay excavations showing river-front
Source: National Museum of Ireland



Charles Brooking, Dublin, 1728, detail of
Source: Dublin Port Archive



Ceremonial Silver Trowel used in 1817 to lay
the foundation stone of George's Dock.
Source: Dublin Port Archive



Historic reconstruction drawing showing the East Wall in the early 1700s by Uto Hogerzeil
Source: Uto Hogerzeil for DPC



Laser scan survey showing the eighteenth-century sea wall under the redbrick substation at the junction of East Wall Road and Alexandra Road
Source: ADCO for DPC



East Wall Road Sea Wall opposite Fairview Park
Source: ADCO for DPC

One proposal was for the reclamation to extend all the way to Clontarf's north strand, and it would be built and maintained by the funds raised by the allottees. A map of 1717 sets out the aspirations, but the full plan was not realised and only the southern element was developed.

A massive sea wall was constructed in the late 1720s to permit reclamation within the large swathe of former sand flats. The sea wall lends its name to East Wall Road, and ran north from the Liffey channel, was angled northeast and turned northwest following the shoreline that led beyond where the River Tolka discharged into the bay. It defined the easterly extent of the city on the north side of the Liffey and quickly came into use as a quayside.

A stretch of the sea wall still stands intact over some 375m, west of Alfie Byrne Bridge. The sea wall survives within the Port Estate as a buried feature, where it lies under the later Port boundary wall that runs along East Wall Road. The road name remembers the sea wall, even if its origins have largely been forgotten. Rehabilitation of the former electricity substation at the junction of East Wall Road and Alexandra Road in 2023 (now referred to as The Substation) exposed a length of the eastern façade of the sea wall, and this is preserved beneath the substation where visitors can view the wall through a glass panel set into the floor.

South Lotts

The South Lotts was originally a small parcel of land developed on the south side of the Liffey between Moss Street and Creighton Street for housing in the early eighteenth century but came to be associated with a larger swathe of ground extending east to the River Dodder. This is where the Grand Canal Docks would be developed in the late 1700s, and the Dublin and Kingstown Railway and its workshops along with the city's gasworks in the nineteenth century.⁶

The Dodder in its own right was a core location for the Dublin fishing fleet and the many slipways and landing stages recorded on the historic Ordnance Survey maps on the east bank, or right bank of the Dodder at Ringsend highlight the historic focal point.⁷ The experience of the Ringsend community with the waters of Dublin Bay may explain why the Port's pilots traditionally came from here, while the Port's dockers were from the East Wall and Sherriff Street communities.

Navigation

The delta that formed at the mouth of the Liffey created a multitude of shallow channels, and a large sand bar known as the Dublin Bar formed across the mouth of the river where the riverine sediment held in suspension was released into Dublin Bay. These natural features were impediments to shipping. Plans to initiate specific solutions for navigation, including Captain Perry's proposal for a marine canal between Fairview and Sutton that would bypass such obstacles (1721 or 1725), did not materialise.⁸ The focus instead was on creating a single approach channel across the delta in the hope that such would also scour through the Dublin Bar. These plans would come into focus over time.

The Great South Wall (RMP DU018-066 and DU019-029, RPS 6797 & 6798)⁹

A first attempt was aimed at training the river channel to the east of Ringsend where sands from the South Bull/Sandymount area were encroaching northwards across the delta. In 1716/17 timber piling operations got under way to construct a breakwater that would run between a natural shallows known as the Green Patch to the east of Ringsend and Poolbeg Lighthouse. By 1731 the breakwater was complete and was known simply as 'The Piles', reaching 3,109m in length.

In 1748, the Ballast Board announced plans to construct a double wall in stone that would extend the 2,100m from the west end of the Piles to Ringsend Point. The wall was completed in 1759 and was known as the Ballast Office Wall. It was built with two parallel rubble walls and the intervening space (varying between 37 and 48 feet in width) filled with sand. Today this length of wall lies under Pigeon House Road, but some lengths of its boundary walls are visible as low parapet walls, and a length of the north-facing wall is exposed to its full height as the wall runs alongside the cooling water outfall associated with the ESB Dublin Bay Power Plant.

In 1761 work began to extend the wall to Poolbeg, which took over 30 years to complete. The wall was built westwards from Poolbeg and on the north side of The Piles. The early works included laying the foundations for Poolbeg Lighthouse in 1764, which was completed in 1767. The main wall length has a different construction to that of the Ballast Office Wall, comprising a dry rubble core with granite ashlar in distinctive linear-shaped blocks that form the two façades

of the wall and have a 24-foot wide deck surface. Timber coping was employed in places to bond crossing timbers but much of the timber has rotted out and is replaced by cement.

The collective of wall lengths extending east from the Dodder confluence to Poolbeg lighthouse becomes known as the Great South Wall (GSW). The wall does not appear to have produced much beneficial influence on reducing or scouring Dublin Bar but it did protect the river channel from further deposition of the sands from the South Bull. It also acted as a training wall that directed the tidal currents in a more defined channel. When serving in conjunction with the North Bull Wall (1819-1824), the two great walls were then able to induce tidal scour on the Bar.

The GSW is a registered archaeological monument and a protected structure, RMP DU018-066 and DU019-029, RPS 6797 & 6798.

Custom House, Custom House Quay

The creation of a single channel downstream to the mouth of the Dodder and the development of the GSW were first steps in improving navigation to the city. There was now a wider channel with quays downstream of the post-medieval harbour precinct around Essex Bridge where the Custom House (proposed 1705) was located on Wellington Quay. It was not long before there was pressure to move the port centre downstream to where shipping would have better facilities for loading and unloading. In 1780, John Gandon was invited to Dublin to discuss the building of a new custom house. The site was subject to over-topping during spring tides but Gandon's grand Georgian design was substantially completed by 1791.

The same year, Gandon laid the foundation stone for the future Carlisle Bridge, which opened in 1795. The bridge curtailed shipping upstream of it and cut off ready access to the old Custom House and port area at Wellington Quay. The refocusing of shipping downstream to the new Custom House was facilitated in 1802 when the Wide Streets Commission advised the Ballast Board of their proposal to extend the north quays to the Custom House. The extension was completed in 1814 and became the upstream limit for seagoing vessels. The Carlisle Bridge was subsequently re-built by the Dublin Port and Docks Board and designed by Bindon Blood Stoney. Its renaming to O'Connell Bridge was to tie in with the O'Connell commemoration spirit, and was a better serving structure. O'Connell Bridge opened in 1880.

For centuries, Dublin's Custom House was both a testament to imperial power and the apex of the legacy of a visionary and powerful oligarchy whose legacy was 'Georgian' Dublin. The term 'Georgian' is popularly associated with the squares and architectural legacy of that period. The legacy, however, includes the canalisation of the River Liffey and the formation of the matrix of the port which moved progressively eastward.

Canal infrastructure

The arrival of canal infrastructure would transform the connectivity of Dublin with the rest of the country, and the Liffey would play an important role in this. Today the canals offer connectivity westwards for walkers and cyclists. Luas and DCC's proposed rubber tyred rapid transit system will connect to the gateway of the North Port and the heart of the Poolbeg Peninsula respectively.

The Royal Canal was granted permission to be built in 1789 and by 1803 the canal was connected to the Liffey through lock gates downstream from the Custom House. The Grand Canal in turn was facilitated with a grant in 1791 to construct new docks across the River Dodder from Ringsend and would host three graving docks when it opened in 1796.¹⁰

The connection of the Port to the interior of the country by canals from the late eighteenth century is also part of the legacy of that Augustan Age. The Grand and Royal Canals have imprinted themselves indelibly on the image of the city, and the character and cultures of the interior of the country, notwithstanding that they were progressively superseded by the emerging railways from the 1840s onwards.

It is a testament to the legacy of that epoch that the terms 'inner canal' or 'between the canals' are popularly in use in describing the historic city, resultant on their connections to Dublin Port. The Grand Canal commenced construction in 1757 and terminated in the Grand Canal Docks/Basin, hosting the three graving docks when it opened in 1796.¹¹ In their time, the graving docks were the biggest of their kind in the world and represent an exceptional example of Port engineering. Today they are at the heart of the so-called 'Silicon Docks' which, like much of the matrix of the eighteenth- and nineteenth-century Port, has been progressively redeveloped in the last four decades years, contributing significantly to the Irish economy.



A survey of the City of Dublin, John Roque, 1757, detail of
Source: Dublin Port Archive



View along GSW looking east
Source: ADCO for DPC



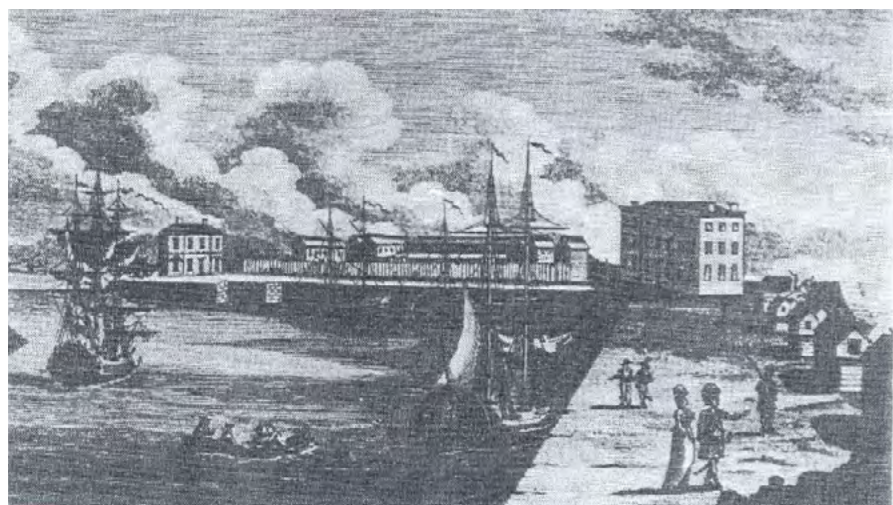
Parapet of the GSW stands today as a low boundary wall on Pigeon House Road in close proximity to the operational port, and has been breached in many places
Source: ADCO for DPC



Custom House, 1851 by Richard Brydges Beechey
Source: Dublin Port Archive ref 7664



Historic postcard showing Custom House and Quays, Lawrence, Publisher
Source: Dublin Port Archive ref 7823



Pigeon House Fort, Samuel Brocas, c 1810
Source: National Library of Ireland, print 1963

The Royal Canal commenced construction in 1790 and originally terminated in Broadstone (1801), but was later linked to the Port at Spencer Dock in 1817. Both canals, and particularly the Royal Canal, struggled throughout their history to be economically viable. The bankrupted Royal Canal was purchased by the Midland and Great Western Railway Co. in 1845. The route and related lands were extensively used to host the emerging railway, which connected with the Port at the North Wall, in 1864.

The Grand Canal did not offer itself as a rail corridor. However, in 1877, the Great Southern and Western Railway Co. created a link to the Port via a bridge crossing over the Liffey, north of Kingsbridge (now Heuston Station), then through a tunnel in the Phoenix Park, on to circling the emerging Victorian City, passing through cuttings in Cabra, and ultimately joining with the M.G.W.R.Co. line at Glasnevin, and thence to the North Wall.

Pigeon House Harbour and Fort – Pigeon House Precinct

As developments were restructuring the focus of port activities within the city area, the presence of the GSW breakwater offered opportunities along what would become the Poolbeg Peninsula.

Rocque’s map of 1757 records ‘The Pacquet Moorings’ next to The Piles and so highlights the existence of moorings that served the cross-channel ferry service of the eighteenth century. Interestingly, this is pretty much where the ferries berth today, albeit on the north side of the channel. Ringsend provided passengers with lodgings from where they would journey to the moorings, at first by tender and then along the GSW. It was not long before attention was directed towards making this location an accommodating haven. The Green Patch had served as a depot during the construction of the GSW, and John Pidgeon was the watch man in the first structure. In 1761 a timber structure was replaced with one of stone and John Pidgeon became the first caretaker of this ‘Blockhouse’ stores. The Blockhouse became a refuge in times of bad weather and was known locally as ‘Pidgeon’s House’. In 1766, the Ballast Office ‘ordered two new wharfs to be built at the end of the new wall near the blockhouse, one at each side, for the more convenient landing...that may be necessary’.¹² John Pidgeon died in 1786 and the following year the blockhouse was replaced by the Ballast Board with an eight-roomed building for the Inspector of Works, and the new caretaker continued providing meals and refreshments for the tourists. The plan for the harbour was made in 1791 and construction was completed in 1793, in the same year that a more

elaborate accommodation was built in the form of Pigeon House Hotel, which remains today and is a protected structure (RMP DU019-027).

In 1793, the Half-Moon Battery (DU019-028), a three-gun platform battery, was built along the GSW to protect ships from privateer attacks, while the 1798 Rebellion led the government to requisition the Pigeon House precinct as a temporary military fort that lasted until 1897. The army’s presence led to the construction of defensive walls and gateways and a series of buildings within the fortified enclosure. The commercial business of the harbour continued until 1813 when the mailboats were directed to the new harbour in Howth, and it was only in 1814 that the hotel served as Officer’s quarters, while meals were still provided ‘for good fellows’ as late as 1848.

In 1897, Dublin Corporation bought the fort from the (British) Ministry of Defence. The site served as a base for utilities’ operations. The first operation upgraded the metropolitan sewerage scheme, which was discharging raw sewerage into the Liffey at the White Bank to the east of the fort. The decision was taken to fill in much of the harbour with a series of sludge beds that were opened in 1906 and which still operate today, albeit as storm overflows, and are registered on the Dublin City Industrial Heritage Record (DCIHR 19_09_004_01). The use of the peninsula for waste-water processing continues, and the footprint of those operations has expanded to the south and are being managed by Irish Water.

The precinct also served power generation, and the three-storey monumental redbrick building that was built along the east side of the harbour in 1902 became the first electricity generating plant in the world to generate three-phase electricity (19_09_006_01). The Corporation handed over the Dublin Electricity Generating Station to the ESB on its formation in 1927. This was the start of the ESB’s presence on the Poolbeg Peninsula, which expanded through land reclamation in the 1970s.

Decommissioned in 1976, the Corporation reacquired the generating station in the late 1990s to facilitate the ‘Waste to Energy’ plant, which was ultimately constructed on an adjacent site.

The Poolbeg Electricity Station was built to the east of the former generating station as an oil-fired station and continues to serve. The station includes the now-decommissioned twin concrete towers that are an iconic symbol of Dublin today.

North Bull Wall (NIAH 50030056)

Construction of the GSW resulted in noticeable improvements for navigation in the Liffey channel but impediments to navigation remained, including great obstruction caused by the Dublin Bar. The early nineteenth century saw a range of plans from marine surveyors, including Captain Bligh’s proposal for a training wall that would run parallel with the GSW (1800). The solution decided upon was to construct the Great North Wall (1819-1824), or Bull Wall, under the direction of George Halpin, inspector of works to the Port Corporation, and Francis Giles. The wall is a rubble construction using quarried stone and was built in stages, which permitted observation of its effect on inducing scour. The wall is 9,000-feet long (2.7km). The landward 5,600 feet (1.7km) section stands above the HWM while the remainder is submerged, is only visible at Low Water and stands 1-foot above the LWM. Its toe lies 1,000 feet from the terminus of the GSW.¹³ The intended purpose of allowing the seaward length of the breakwater to be submerged was to reduce outflow velocities at High Water, enabling sailing ships to successfully navigate the approach channel and the safe haven of the Port. By the time the North Bull Lighthouse was built (1889), the depth of the channel across the bar had increased from 6 feet, in 1819, to 16.5 feet at low water on spring tides. The growth of Bull Island to the north – a UNESCO designated Biosphere Reserve since 1988 – is directly attributed to the changes in sand deposition resulting from the work done to induce scour across the Dublin Bar.

Alexandra Basin, a deepwater entity

With the principal issues associated with navigation along the approach channel being dealt with, attention focused on the port facilities. Shipping had been moored along the city quays when tidal access permitted but the development of steam ships and the demand for increased sea traffic meant that such resources were no longer adequate. The needs of the rapidly developing port soon out-paced the ability of the slipways and the existing Grand Canal Basin dry docks to service the vessels using Dublin Port. The largely undeveloped north side of the Liffey at East Quay became the principal location for attending to ship repair and maintenance.

The new developments began with No. 1 Graving Slip in 1826. In 1832 a second graving slip was built. These were followed by further constructions, including the timber-built Steam Packet Wharf that

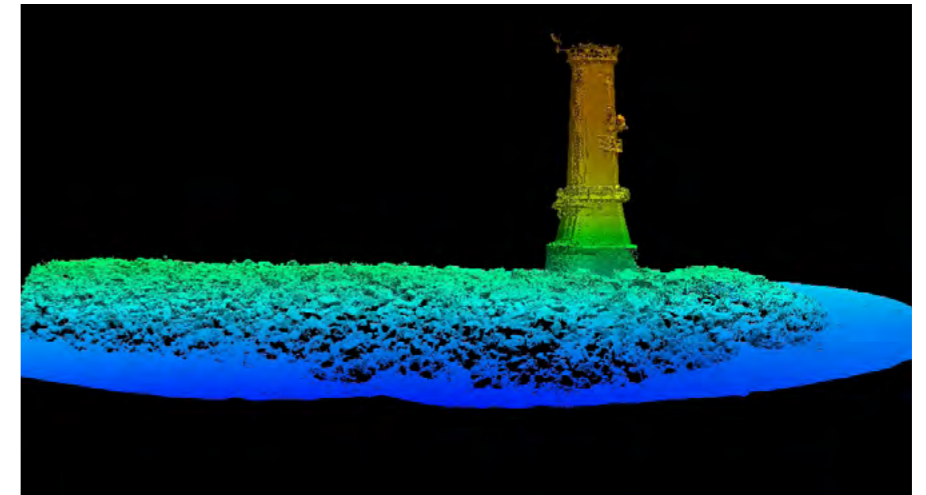
was constructed in the 1830s to serve the most southerly area. The wharf was a temporary structure that was defined more formally in 1885 with the construction of Crossberth Quay.

Plans were made in 1850 to construct a formal dry dock. Graving Dock No. 1 was designed by William Dargan with his young assistant engineer, Bindon Blood Stoney. The dock was opened in 1860 and measured 410 feet long and 80 feet wide. It was constructed using granite ashlar blocks to form a stepped façade down its sides and was curved at its north end. A dedicated pump house was built on the east side of the dock. The dock was closed in 1989 and filled-in under archaeological supervision in 2008. The pump house still stands (NIAH 5000587) and its curtilage has been refurbished as part of the ABR Project and the re-opening of the Graving Dock precinct.

Through the Dublin Ballast Board, the port continued to infill and extend its growing facility, but the single most ambitious aspect was the development of the deep water basin, whose opening in 1885 by the Prince and Princess of Wales, the later King Edward VII and his Queen, gave their name to Alexandra Basin. The basin forms the southern half of the reclamation project and it absorbed the preceding developments. It was a grand design that extended from the East Quay on its north side eastwards along what is now Tolka Quay Road to the Eastern Breakwater that was built between 1858 and 1884 on what is now Breakwater Road, where the breakwater ran south towards the channel.

The south side of the basin is retained within the North Wall Quay Extension, which was designed by Stoney based on the radical idea of making 360-ton pre-cast foundation blocks using Portland cement, granite monoliths and iron girders. The seabed was prepared by workmen operating from within the diving bell, and the blocks were floated into position and lowered to the seabed.

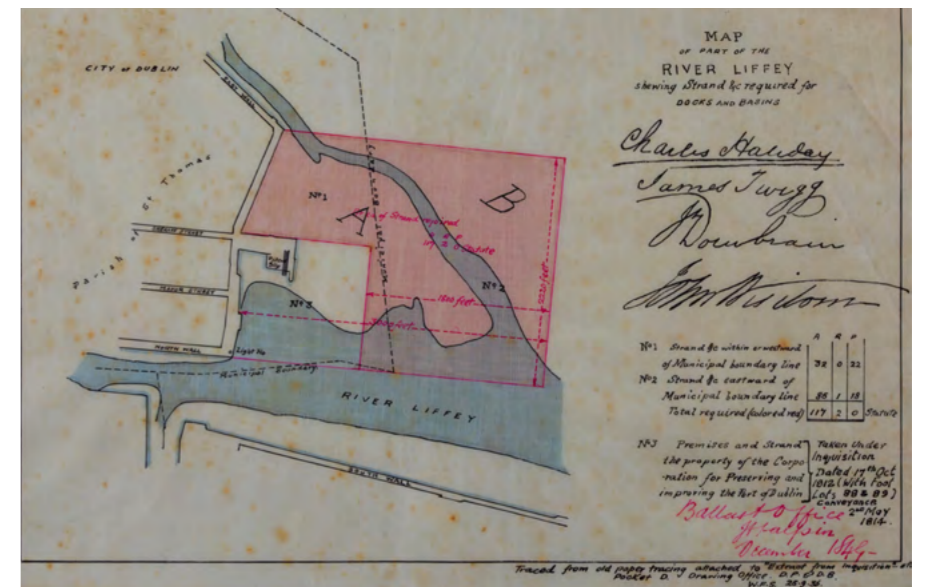
North Wall Quay Extension was completed in the twentieth century, as part of preparations for the Eucharistic Congress of 1932. By this time, a new form of caisson design had been developed for works in the Port, and it fell to the then engineer Joseph Mallagh to complete.



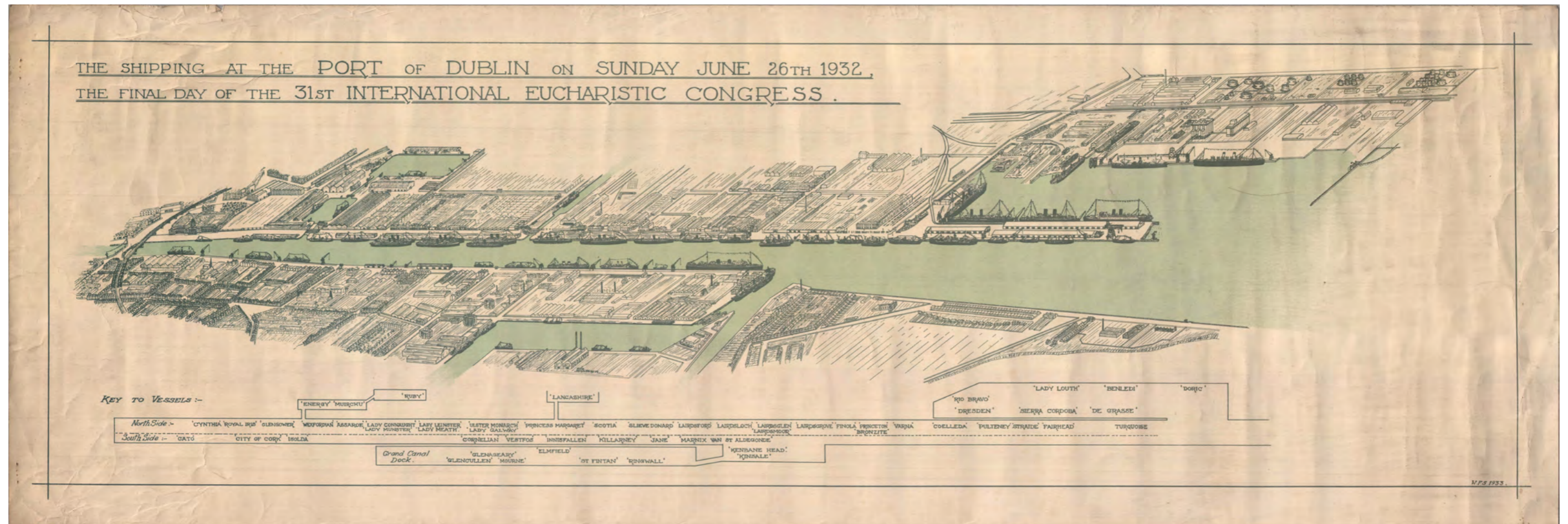
North Bull Wall and Lighthouse, multi-beam image showing above and below the waterline
Source: Hydromaster for DPC



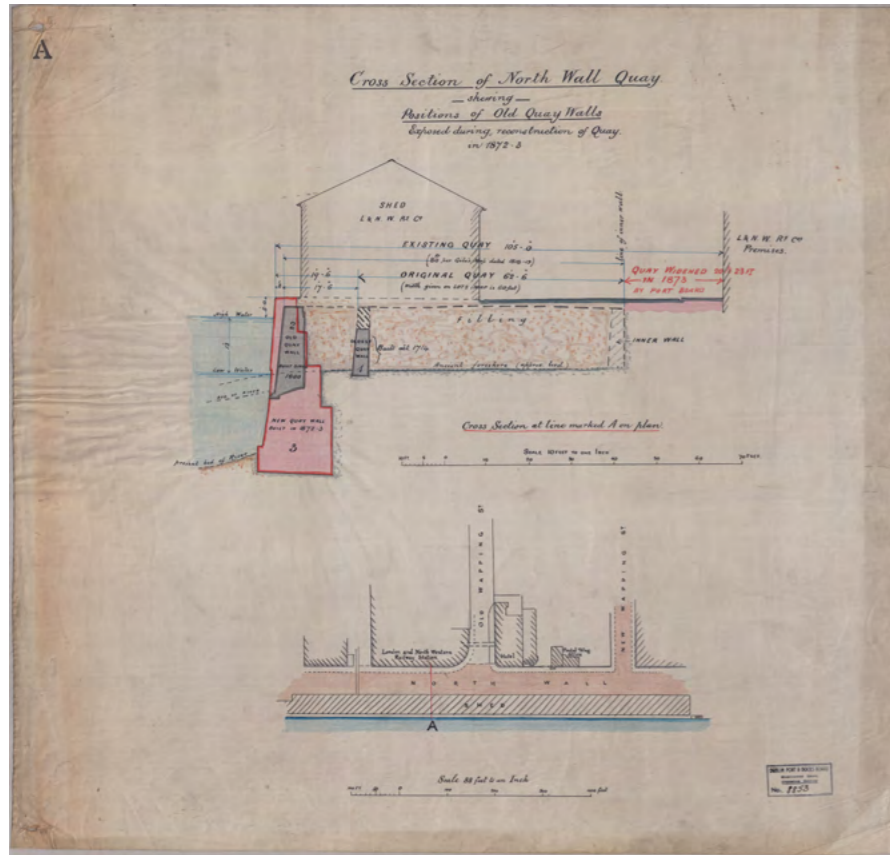
North Wall Quay Extension, Alexandra Basin
Source:ADCO for DPC



Historic engineering drawing of Alexandra Basin Reclamation
Source: Dublin Port Archive



Berthing Arrangement for the Eucharistic Congress, 1932
Source: Dublin Port Archive



Section through North Wall Quay showing Bindon Blood Stoney foundation blocks with ashlar quay stones above
Source: Dublin Port Archives, ref 8853

Alexandra Basin has remained a key focus of the Port as it has continued to develop, and the Alexandra Basin Redevelopment Project (2016-25) is upgrading the quays to accommodate future needs, including sea-level rise. The work has provided the opportunity to expose and record much of the historic fabric of the port area.

The basin has served as the principal landing place for numerous events, some of which have wider narratives across the city, including the Dublin Lockout 1913-14; as a marshalling yard for British Army needs during WWI and during the Easter Rising; it was from here that the British Army withdrew from Dublin in 1922; and it was here that ships associated with the Eucharistic Congress in 1932 berthed.

The sea area to the north of Alexandra Basin would become hard standing and its reclamation programme would take time to complete. To improve access to the land north and east of the graving dock and to the graving dock itself, Alexandra Road was commenced in 1881. The road would serve to separate industrial activities, with shipbuilding and repair to the south next to the basin, and chemical works and fuel storage to the north.

In 1931, Alexandra Quay was established and this has continued to be the reception area for grain. The former Merchant's Warehousing Company's grain silo, now R&H Hall's grain silo and a protected structure (RPS 8785, NIAH 50060589), was originally designed by the architectural firm Batchelor and Hicks as a detached nine-bay 15-20-storey reinforced concrete silo. It was built in 1915-20 by J & W Stewart and has had two principal phases of additions, in c. 1932 and c. 1937 respectively. The Flour Mill Masterplan 2019 encompasses the redevelopment of the former Port Milling Company's complex (formerly Odlum's), which stands next to the R&H Hall silo and is linked by the east-west elevated gantry, a protected structure, denoted in the RPS description for R&H Hall. DPC is actively working on this special project intending it to serve as a focal point of the port's Distributed Museum.

In 1940, Ocean Pier was developed to the east, splitting the basin in two with the activities in Alexandra Basin East focused on the reception of fuel ships.

The boundary wall that extends north from the entrance along East Wall Road to Tolka Quay was originally constructed in the late 1880s and early 1890s to protect the Port lands from trespass. Lengths of the boundary wall will be reduced and repositioned as



Patent Slip Quay under excavation, 2018
Source: ADCO for DPC



Archaeological plan of Patent Slip
Source: ADCO for DPC

part of the Liffey-Tolka Project (LTP) pedestrian and cycleway that will run alongside East Wall Road and is an initiative of Dublin Port Company's policy to advance Port-City Integration. The LTP will also rehabilitate the granite capstones of the former Crossberth Quay and East Quay, which were filled-in in the 1980s and '90s.

The Port of Dublin has remained at the centre of important economic and cultural moments, the dynamic of which is embodied in the ever changing and growing nature of the Port facility. Further reclamation works in the twentieth century have pushed the boundaries of the Port area to the north along the East Wall towards the Clontarf shoreline, and eastwards to define the current extent of Dublin Port.

The south port area has also been developed. Early reclamation to the south of the GSW provided a narrow strip of land to the west of the Pigeon House harbour and it is here that what began as a fever hospital became the Allan R Ryan Hospital for Consumption, which was officially opened in 1910 for the treatment of tuberculosis. By 1918 it was under the care of the Sisters of Charity of St Vincent de Paul, who had a chapel added to the complex.¹⁴ The site is currently occupied by All Away Waste. A later building was constructed to the west of the hospital and is recorded as St Catherine's Annexe but the building does not survive above ground today.

The second half of the twentieth century saw significant development on the peninsula involving further land reclamation either side of Pigeon House Road, with the construction of new quaysides to the north, the expansion of water treatment and power generation to the south and east, and Irishtown Nature Park on a former landfill site between Pigeon House Road and Sandymount. Covanta's Waste to Energy site was developed in the early 2000s.

Rail linkages

Prior to the regeneration of the so-called 'Docklands' the legacy of the rail connections to the Port were readily evident, particularly in the environs of the North Wall. The current regenerated Spencer Dock was until the late 1990s an extensive array of railway sidings owned by CIE/Iarnród Éireann.

Other remnants of that epoch survive in part or in whole, notably the former terminus of the London and North-western Railway Co. on North Wall Quay, and its related Hotel.



Helga II

Source: National Museum of Ireland

The present-day Port Centre area is above the former ship-building yard. Among the vessels built there was the Helga II, the 323-ton cruiser built in 1908 as a fishery protection vessel and also used for scientific research, including the survey of Clare Island from 1909 to 1911. The Royal Navy requisitioned the Helga II in 1915, renaming her HMY Helga. She was used to shell positions in Dublin city centre during the 1916 Easter Rising. In 1918, the Helga attacked a submarine off the Isle of Man and was also involved in the rescue of 90 people from the RMS Leinster, which was torpedoed off the Kish Bank in 1918 and is regarded among the greatest maritime tragedies in Irish waters. After the war, the Helga resumed its fisheries duties and was transferred to the newly-formed Free State Government in 1922. She served as a troop transport along the Munster coast during the Civil War and transported Republican prisoners from Donegal to Dublin. In 1923, the vessel was renamed Muirchú to serve in the newly-established Coastal and Marine Service. With the outbreak of World War II in 1939, she was refitted to resume anti-submarine patrols. At the close of the war, the Muirchú was the first ship to be commissioned by the newly-formed Irish Naval Service but was decommissioned when the Naval Service purchased three corvettes from the Royal Navy. The Muirchú was then sold for scrap, to be broken up at Hammond Lane on the south side of the Liffey from where she had been made only 39 years earlier, but she foundered while being towed from Cork to Dublin.¹⁵

Another notable remnant of the era is the Point Depot. This was built as a terminus for the Midland and Great Western Railway Co. in 1878. It is now subsumed into the landmark 3Arena and is at the heart of the Point Village, which faces the western boundary of Dublin Port. The Point is also the terminus of the Luas Red Line since 2009, providing the public with access to the Western Gateway of the Port, which is part of recent and current works associated with rehabilitating the Port's boundary along East Wall Road.

Rail connections to the heart of the contemporary Port are long established via Alexandra Road. The expansion and development of rail freight remains integral to the future of Dublin Port's operations.

Sub-tidal

The underwater environment retains its own narrative that adds to the complex history of the Port's maritime industrial cultural landscape. The deltine nature of the Liffey estuary retains the potential for submerged landscape observations that may survive in the buried strata below the seabed. The discovery of a fish trap dating to the Mesolithic period (c. 6,000 BC) at Spencer Dock presents clear evidence of early activities along the sand flats.¹⁶

The volume of shipping entering and leaving the Port and the city only continues to grow and the navigation hazards that focused the attention of the Corporation and the Ballast Board have left their mark, both in terms of navigation aids to facilitate shipping (for example, mooring beacons and lightships historically and lighthouses and dredging works more recently), and as shipwreck events.

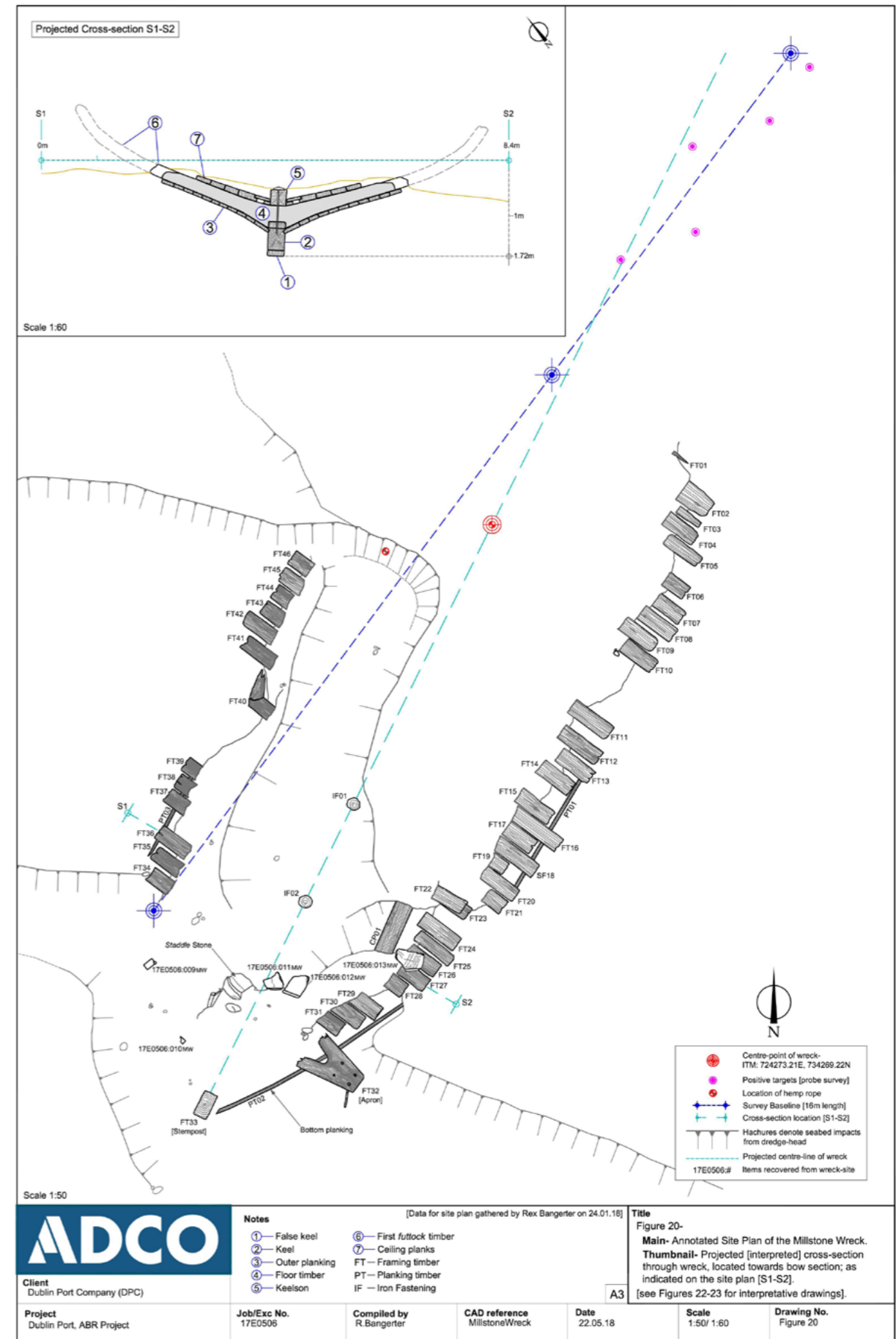
There are more than 300 recorded shipwrecking events associated with the approaches to Dublin, and there are many fewer known shipwreck sites in the immediate environs of the approach channel (see map pp 86-87). One of the unknown shipwreck sites was discovered during the Alexandra Basin Redevelopment Project, when the ruling depth of the approach channel was lowered by 3m from -7m to -10m Chart Datum. The 'Millstone wreck' lies approximately 1km east of the North Bull Lighthouse, at the base of the widened approach channel. A second site was located under Poolbeg Lighthouse and may represent a wreck that has been buried by later rock armour or includes the remains of timber kishes used in the construction of the GSW terminus.



Ship's timber recovered in dredge head, 2017, during archaeological monitoring
Source:ADCO for DPC



Detail of Millstone, recovered during archaeological monitoring of dredging, 2017
Source:ADCO for DPC



Archaeological plan of the Millstone Wreck.
Source:ADCO for DPC



Poolbeg Lighthouse today
Source: Dublin Port Archive



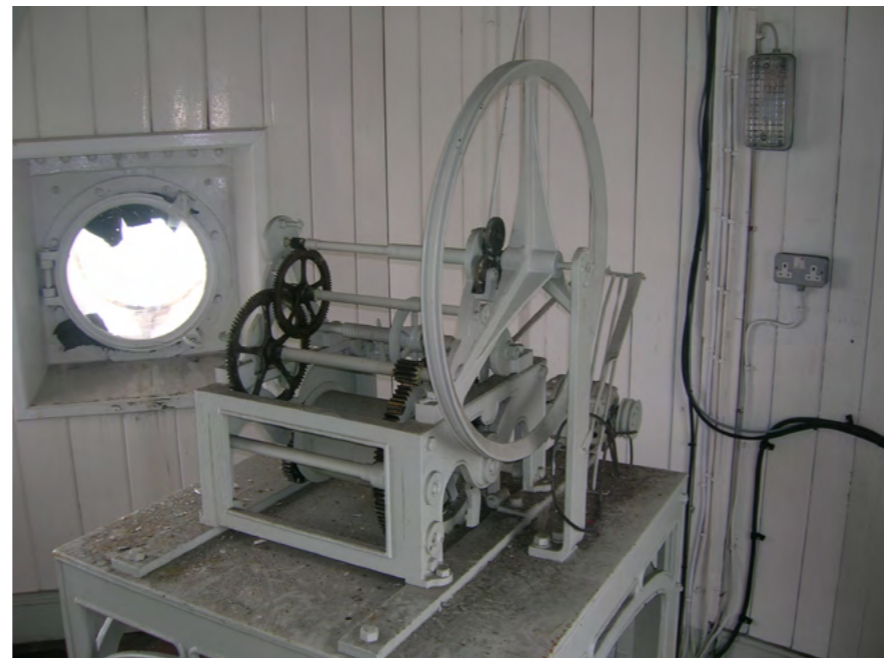
North Bull Lighthouse
Source: ADCO for DPC



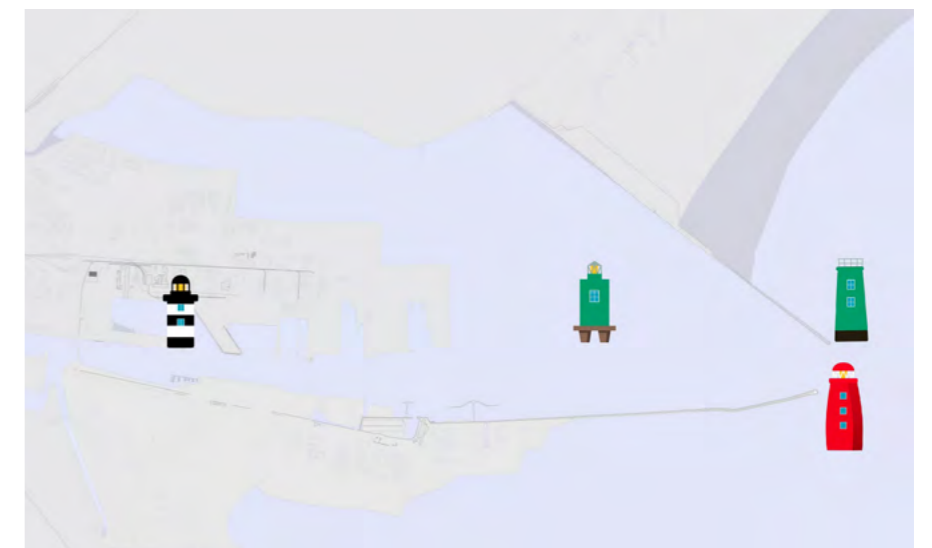
North Wall Quay Extension Lighthouse
Source: Dublin Port Archive



North Bank Lighthouse
Source: ADCO for DPC



Interior of North Wall Quay Lighthouse
Source: ADCO for DPC



Lighthouse Locations Dublin Port
Source: Dublin Port Archive



Breakwater Lighthouse, which no longer survives
Source: Dublin Port Archive



*Aerial view c. 1950s looking east along North Wall Quay Lighthouse and onward to Breakwater Lighthouse
Source: Dublin Port Archive, ref 0057*