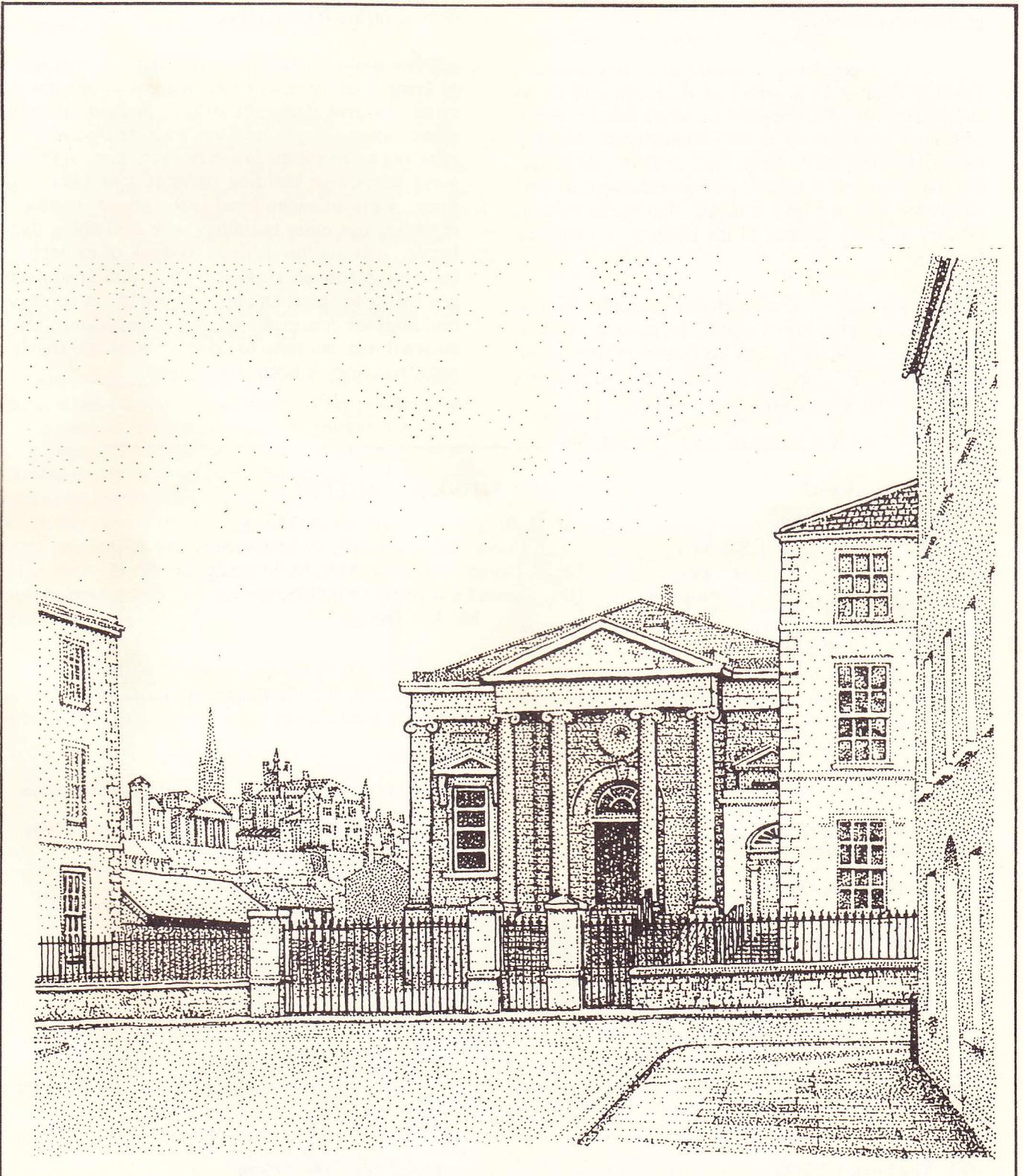


REVIEW

The Magazine of the Foyle Civic Trust

Issue 4

Spring 1993



FOREWORD

Generation after generation on these islands has left its mark on our towns and cities. The skills, styles, and perceptions of our forefathers have produced, in most cases, towns that are interesting, varied and handsome. By responding to the cultural, social and commercial needs of towns and cities, a process of renewal and redevelopment took place. Cities like Dublin and Waterford are now rediscovering their Viking past upon which layer after layer of rebuilding has taken place. These transformations evolved over many centuries with the process of change being gradual and piecemeal.

The rise in population in nineteenth century industrial England resulted in a period of redevelopment on an exceptional scale. Factories, houses, warehouses, breweries, cloth mills all sprang up in many English cities. Many of these large Victorian buildings were of an elegant design; were on a scale which matched their surroundings and were commonly built of a local material. The rise of the shirt industry in Derry resulted in the building of handsome factories.

Nineteenth century conservationists expressed opposition when older buildings were demolished to make way for new ones. However, in some cases the facades of seventeenth and eighteenth buildings were covered over in the nineteenth century, thereby preserving hidden treasures.

Sadly, Derry has little or no such hidden treasures. The remains of a couple of pre-seventeenth century buildings survive, while the walls and St. Columb's Cathedral are examples of seventeenth century buildings. Only a handful of eighteenth century structures still stand. Hence, most of the older buildings that remain date from the nineteenth century. Many of the houses and streets which date from that period could be described as distinguished and graceful in their way. They give the city that special quality which distinguishes it from others.

As we approach the twenty-first century, our capacity to bring about fundamental changes in our towns is more effective than ever before. Indeed, instead of demolishing a single building, we have the capacity to wipe out a streetscape in a very short space of time. In some cases, one building replaces a number of old ones. Only in exceptional cases are we capable of replacing our older buildings with something that is better. It is not too difficult to think of examples of inferior replacements in Derry. The vision, imagination, and ability to create an object of beauty, as far as new buildings are concerned appears to be lacking. Under such a threat, our need to preserve what still stands of older buildings is even more urgent.

OFFICE BEARERS

Chairperson Ms. Joan Pyne
Vice-Chairperson Mr. J. Sammon
Hon. Secretary Mr. S. Canavan
Hon. Treasurer Mr. J. Thompson

EXECUTIVE COMMITTEE

Mr. D. Bigger Mr. A. Malley
Mr. T. Crowe Ms. A. McCartney
Mr. S. Doran Mrs. M. McLaughlin
Rev. Canon Fawcett Mr. J. Tracey
Mr. R.J. Hunter

STAFF: Patrick Quinn

CONTENTS

FERRYQUAY GATE	Marion Meek	3	ISTANBUL	Mary McLaughlin	12
FROM HARBOUR OFFICE TO HARBOUR MUSEUM	Brian Lacey	4	AGNATHA IN THE FOYLE SYSTEM	Olly McGilloway	14
THE HISTORY OF BOOMHALL	Annesley Malley	5	CONFERENCE REPORT	James Sammon	15
LET'S DUMP THE PAST	Joan Pyne	8	A RIVERSIDE WALK FOR DERRY	Joan Pyne	18
A DUBLINER'S VIEW OF DERRY	Ian Lumley	9	BOOK REVIEW		19
BUILDINGS IN JEOPARDY	Robert. J. Hunter	10	THE RIVER CITY	Brian Mitchell	20
			TRUST ACTIVITIES		22

The opinions expressed in the above articles are those of the respective authors and are not necessarily the opinions of the Foyle Civic Trust.

FERRYQUAY GATE

For the last five years, two programmes of refurbishment have been progressing around the city walls in tandem. While the Development Office has undertaken the burden of resurfacing the wall top and providing new amenities, such as lighting and seats, the Historic Monuments team of DOE's Environment Service has continued its repair work, making good after housing demolitions around Bishop Gate, for example, and most recently along Orchard Street. A special team of stone masons and blacksmiths has been working on the seven gates, renewing damaged and dangerous blocks and railings, cleaning the stone and in two cases, Bishop Gate and Magazine Gate, actually resetting the arches.

The work is difficult, not least because a Derryman will never accept a 'danger keep out' sign and will insist on walking or driving through the scaffolding. At Magazine Gate, people battled through plastic sheeting, dense scaffolding and dripping mortar rather than walk one block further up. At Ferryquay Gate a car knocked a man off the scaffolding, despite cones and signs. Butcher Gate involved not only traffic below, but a builder on a neighbouring development who decided to store his steel on the gate, installing it by crane while our men were restoring the parapet! New railings for Shipquay Gate had to be fitted at dawn on Sunday with police in attendance.

Recent work at Ferryquay Gate has been particularly interesting and can serve as an example of the problems we face in a constantly evolving townscape. It was built in 1865, with a large semi-circular arch over the road, and lower pedestrian arches on either side. The central keystones are carved as the heads of Rev. George Walker and Rev. James Gordon, key figures of the siege. Ferryquay Gate's 17th century predecessor was the one closed by the apprentice boys in 1688. In the 17th century all traffic coming from across the Foyle came this way, and today it still carries a fair proportion of it.

The sandstone balustrades on the parapet had worn paper thin in places, and were becoming a hazard. They are now restored. The passageways are part plastered and show

by *Marion Meek,*
DOE Environment Service:
Historic Monuments & Buildings

the outline of archways facing the central carriageway. We have left them undisturbed. We have been fascinated by the iron rings hanging inside many of the gates - does anyone know what they were for? It was usual in past times to put up notices on the gates, sometimes quite substantial board-mounted ones (they show in early photographs). The unfortunate legacy of these posters is rusty nails which swell in the damp and damage the stonework.

As the repairs to the gate were nearing completion, the pub next to it on Orchard Street and the house attached to it with a door onto Newgate Bastion were demolished. Weakened by bombs, the structures had deteriorated. A fine piece of townscape has been lost there; the enclosed view of the gate as approached from Carlisle Road was most attractive. However, the demolition has revealed an interesting stretch of wall. A string course consisting of a row of projecting narrow slabs indicates on the outer wall-face the rough position of the top of the earth rampart behind. The newly exposed wall shows that the old Ferryquay Gate must have been much lower than the present one. We could also see that the basement of the pub had been extended under the pavement at some time. How hard was the digging? The new basement would have been inside the city ditch and possibly was opened with the minimum of work.

We have often been asked why we do not get in hundreds of men and complete the work on the walls in a month. In reality we would rarely choose to work in haste. Apart from the lack of attention to detail such a system would create, the inconvenience for adjoining landowners around the walls would be very considerable. Our present method of working with the context of evolving developments creates far less disturbance. It is hoped that 1994 will see the works on the walls tops and gates completed, and that the conservation programme on the walls will continue on its steady course.



FROM HARBOUR OFFICE TO HARBOUR MUSEUM.

by Brian Lacey

Early this year another major step in the maritime history of Derry occurred with the opening of the new, custom-built port at Lisahally a few miles downstream from the city. Two years ago, in preparation for this move, the Londonderry Port and Harbour Commissioners put the old Harbour Office beside the Guildhall up for sale. The City Council, anxious to preserve it for public and civic use, bought this fine 19th century building and is now in the process of converting it to function as a small, traditional museum. This is just another example of the City Council's active policy towards conserving the architectural heritage of the city; a policy which has included the restoration of the Guildhall, the restoration and 'recycling' of Old Foyle College as an arts centre, and the purchase of Aberfoyle, house and grounds, among several other projects.



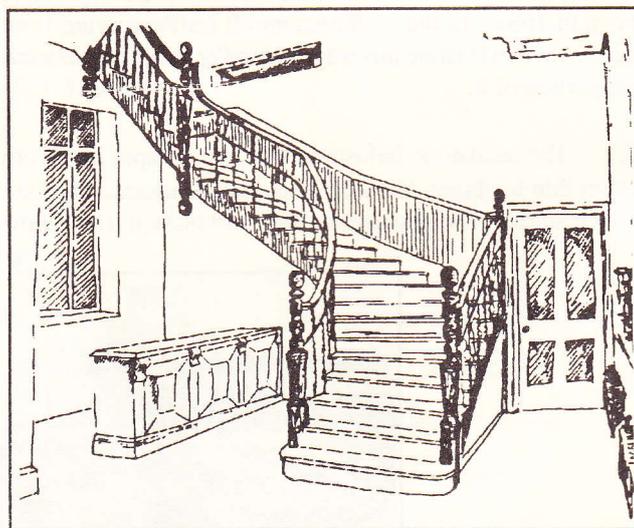
The Harbour Office (J.V. Arthur)

The Harbour Office, which was designed by the Derry architect, John Kennedy (who also designed Christ Church in Strabane), was built in 1882. The design is an interesting Italianate style, in a yellowish sandstone which contrasts well with the reddish facades of the nearby Guildhall. The landscaping of the adjacent Harbour Square, and the recent floodlighting of these two important municipal buildings at night, has helped to create a sense of a dignified civic complex right in the centre of the city. The grassed area and the seating around the fountain at the rear of the Guildhall are, perhaps surprisingly well used by the public, especially during good weather. It might well be a good idea in future to enhance this area with the addition of some public sculpture or with some maritime features such as a large anchor.

The Harbour Office was handed over to the Council's Heritage and Museum Service for development as a museum. It is not a very large building and had not been designed for large numbers of people so that some internal changes were necessary, however, the principle governing its conversion

is that alterations should be kept to a minimum. The building was in excellent condition at the time of its purchase, except for a few small areas of damp and some dry rot which had to be attended to. The biggest change to the building has been the removal of a light partition wall between the two main rooms on the ground floor. This has created a new, large exhibition space. An old wooden counter was also removed from here, restored and recycled in the entrance hall of the building as a very appropriate reception desk. A fine set of original cupboards along the back wall have been retained in position but converted into display cases by removing the central wooden panels in the doors and replacing these with glass. This new display room has now become the home of the "Iona Currach" built in 1963 for the re-enactment of the voyage of St. Colmcille from Derry to Iona. The currach, which is the largest vessel of its kind ever built, was given to the Museum Service by the Ulster Folk and Transport Museum where it had previously been stored.

The only other significant change to the building has been the removal of an additional lean-to office which had been inserted at some later stage under the stairs. The 'departure' of this room allowed the attractive staircase to be restored to its former condition. The beautiful, former boardroom on the first floor has been retained in its original form but has been redecorated and equipped with some modern conveniences. It makes an excellent period picture gallery. The other five smaller rooms in the building function as offices of the Heritage and Museum Service.



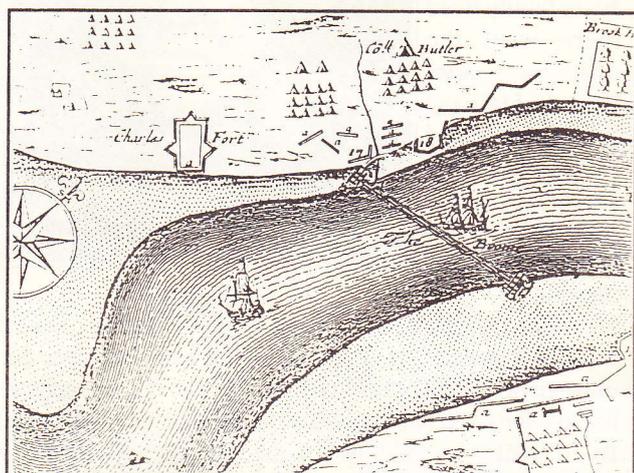
The Staircase at the Harbour Office

The building has been in use already for a range of temporary exhibitions and other civic functions. We are continuing to collect items for display, and later this year, when a number of other minor modifications and repairs are carried out on the building, we hope to open it formally in its new role as the Harbour Museum.

THE HISTORY OF BOOMHALL, LONDONDERRY

By Annesley Malley

The present site of 'Boomhall' is to the left hand side of the new Foyle Bridge as one leaves the Culmore Road. It stands as a ruin with the estate yard in poor condition nearby in the trees. This was the once famous site of the boom across the river during the Siege of 1689 when the river was blocked by a floating boom made up of wooden spars, iron cramps and thick ropes. The actual site of the boom is north of the ruined Boomhall and was anchored to a large rocky outcrop at the mouth of a stream which ran into the Foyle. The other end of the boom was anchored by rocks across the Foyle at Gransha. Each end of the boom was guarded by cannons in forts known as Grange Fort and Charles Fort on the Boomhall side. The boom was eventually smashed by the three ships, HMS Dartmouth, Phoenix and the Mountjoy on 12th August 1689 (New Style).

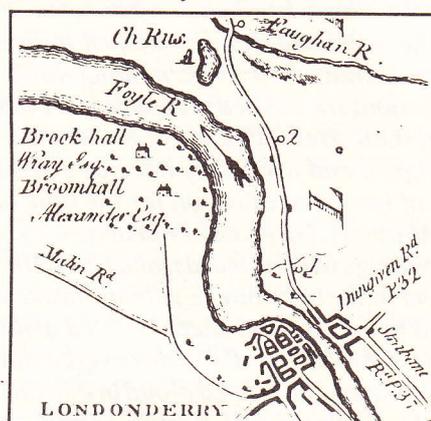


Part of Francis Neville's Map 1689

The land around the site of the Boom appears to have been called Gunsland and this estate was purchased by John Alexander after the Siege. This family had lived in County Donegal at Errity Churchland near Manor Cunningham, and at Ballyclose, Limavady. John Alexander's son, Nathaniel, succeeded to the Gunsland estate on the death of his father in 1747 and he became an Alderman of the City of Londonderry in 1755. He also had a house in the Diamond area of the city. Nathaniel died in 1761 and was buried in St. Augustine's graveyard inside the old City walls. He had five sons and five daughters and it was his second son, Robert, who succeeded to the Gunsland estate and proceeded to buy in neighbouring farms.

Robert Alexander was born in 1722 and married Anne McCullough of Ballyartan, Claudy, Co. Londonderry and had at least four sons and five daughters. Robert became a merchant in the city and developed many different businesses. He was a ship owner, owning the ship 'Alexander' which sailed regularly to America. In 1799 there was even a ship quay named the 'Alexander Quay' along Foyle Street at the end of Bridge Street. He also, with other members of the Corporation, founded a Shambles or meat market off Linenhall Street. Robert Alexander also began a herring

fleet at Inch, County Donegal in 1773 and it prospered for some years and exported the herring to the West Indies. It is referred to by Arthur Young when he visited Ireland in 1776. In 1755, Nathaniel Alexander and others founded a sugar baking industry off Foyle Street and Robert Alexander built a sugar house in 1762, which stood in the old street called Sugar House Lane off Foyle Street.



Taylor and Skinner's Map 1778

Robert Alexander lived at the older house at Boomhall, as it was referred to, the site of which is King James's well, which is still marked on Ordnance Survey maps. Close by is a ha-ha around the walled garden. This was a sunken ditch with a wall on one side to keep sheep from climbing out. It meant that the fence in the landscape could be dispensed with. From a Memorandum of Agreement dated 19th October 1779 between his younger brother James and Robert, the year of the building of Boomhall is given as 1779. The house was possibly designed by Michael Priestly, a Derry architect. James Alexander, as a young man in his twenties, had gone out to India and had made his fortune and held many Government posts. He had been a Member of Parliament for the County of Derry from 1774 - 1784 and was created Baron Caledon in 1790, and Viscount Alexander in 1797, and finally the Earl of Caledon in 1800. He had purchased the estate of Caledon in County Tyrone in 1779 and built the present house.

Robert Alexander lived at Boomhall until his death in 1790 and his obituary in the *Belfast Newsletter* of 6th April is glowing in its tribute to this benevolent gentleman. The estate of Boomhall was transferred to his second son, Henry, born 1763 and with the Glentogher estate of 4000 acres, made up a sizeable property. Henry decided to study law and became Member of Parliament for Newtownlimavady 1788 - 90. In 1800 he became Member of Parliament for Londonderry, but after six months had to give up the post due to a change in residence. This was possibly because he went to live permanently at Glentogher. In 1806 he decided to go to South Africa with his cousin Dupre Alexander, 2nd Earl of Caledon, where Dupre was to become Governor and Henry became Colonial Secretary. He died in South Africa in May 1818.

In her biography of her father "Primate Alexander, Archbishop of Armagh", Eleanor Alexander relates the following story about Boomhall:

"A beautiful stranger in deep distress was found one early morning on the path by the river near the spot where the boom had been attached. Her general bearing and appearance, white hands and rich dress, showed that she was of gentle birth and some consequence. When she was spoken to she made signs that she was dumb. Madam Alexander brought her into the house and treated her with kindness and distinction. All inquiries about her were unavailing; when appealed to she only shook her head. After some weeks had passed she intimated that she wished to live with the servants and share their work; nothing would alter this determination; she seemed to rejoice in the most menial tasks, but she also excelled in embroidery. An exquisite quilt designed and worked by her was given to Robert because of her great affection for the little boy and is now in his family. He loved her dearly; they had secret understandings without words, and he was the only one would ever made her smile. Evidently broken-hearted, she pined in her sad and silent isolated and died after a few years. At the end it was discovered that she was not really dumb. She prayed aloud in a strange tongue, supposed to be Spanish or Portugese and she spoke to those around her, but no one understood her. The mystery was never in any way explained. It was thought that she must have been brought in some foreign ship and landed in the grounds of Boomhall. But why she should have been carried to Ireland and to Derry and why she should have pretended to be dumb will never now be known."

The estate of Boomhall was next occupied by the Very Reverend Dean Gough, Dean of Derry. The valuation list for 1831 shows that the Dean lived there, possibly due to the fact that the present Deanery was being built on the site of the old Deanery. By 1837 Colby in "The Parish of Templemore"

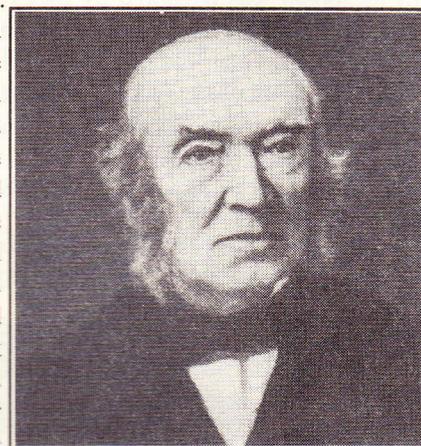


Daniel Baird

states that Boomhall was owned by Lord Caledon and it was occupied by the Bishop of Derry and Raphoe, the Right Reverend Richard Ponsonby, who had become Bishop in 1831. By 1849 the 3rd Earl of Caledon, James Dupre, had sold the estate to Daniel Baird, a wealthy merchant from Derry. It

was stated by Eleanor Alexander, in her book that he sold it to clear away 'a certain fever den in the neighbourhood of Caledon'.

Daniel Baird bought the estate of one hundred and twenty five acres for £6000. The Baird family lived there until the death of Daniel Baird in 1862 and in his will, dated 1861, he left Boomhall to his wife Barbara for her lifetime. She died in 1879 and



John Cooke

the estate then passed to Daniel Baird's grandson, Daniel Baird Maturin, provided he assumed the additional surname of Baird at the age of twenty-five. This he did, but appears not to have lived at Boomhall, but the executors of Daniel Baird's will, John and Joseph Cooke, are recorded as having lived at Boomhall in 1870. These men were the owners of the shipping company J & J Cooke and it was Henry Joseph Cooke, eldest son of Joseph, who remained at Boomhall until his death in 1923.



Garden Party at Boomhall, 9th August 1898 (David Bigger)



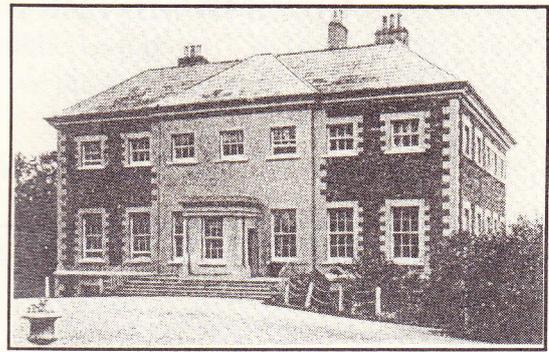
Henry J. Cooke

In 1893 it appears that another ship owner, James Corscaden, lived at Boomhall and also a Mayor of Londonderry, Sir John Barr Johnston and a photograph of a garden party being hosted by Sir John survives dated 1898.

The house would have been let to a number of people after the death of Henry Joseph Cooke

and during the second World War it was occupied by the Women's Royal Naval Service (W.R.N.S.) as indeed were many similar houses around the city. After the war the house and grounds containing 27.75 acres were sold by Charles Edgar Maturin-Baird to Michael Henry McDevitt. The date of this transaction the 3rd November 1949, just over one hundred years after Daniel Baird bought Boomhall on the 29th October 1849.

The house, unfortunately, was destroyed by fire in the early seventies and it lies in a ruined state. The estate yard nearby is still in agricultural use, but is in need of major repairs. Most of the land around the house between it and the



Boomhall, 1909

Culmore Road has been purchased by the Derry City Council in order to create a country park on the edge of the river and the twenty acres around Boomhall remain to be purchased. Perhaps when it is bought the old house etc. can be restored as a heritage centre for the city so that the history of the area and the many famous families who lived there can be told.

Apart from the above Alexanders, many of the other members of the family were famous, i.e. Archbishop William Alexander, husband of the hymn writer Cecil Francis, came from Boomhall; the Alexanders who founded the Alexander Bank, later to become the Bank of Ireland, came from the Limavady branch of the family and Field-Marshal Lord Alexander of Tunis was from the Caledon family and was given the Freedom of the City of Londonderry in 1945.



Boomhall in Ruins, 1993 (Sean Austin)

REFERENCES

Abbott, Rev. Wilfred, *The McClintock Family*, 1948.
 Alexander, Eleanor, *Primate Alexander, Archbishop of Armagh*, 1913.
 Alexander, Rev. Robert, *The Alexander Family of Boomhall*.
 Bence-Jones, Mark, *Burke's Guide to Country Houses*, Vol. 1, Ireland 1978.
Burke's Peerage and Baronetage, 1975.
Burke's Landed Gentry of Ireland, 1958.
 Colby, T.F., *Ordnance Survey: Memoir of the City and North Western Liberties of Londonderry and Parish of Templemore*, 1837
Deputy Keeper's Report, PRONI 1966 -72
 Ferguson, W.S., et al, *City of Derry*, UAHS, 1970
 Leslie, Rev. J. B., *Derry Clergy and Parishes*, 1937

Mullin, Rev. Dr. T.H. *Ulster's Historic City - Derry Londonderry*, 1968
 Mullin, Rev. Dr. T.H., *Limavady and the Roe Valley*, 1983.
 Pike, W. T. , *Contemporary Biographies*, 1909.
 Sampson, Rev. G.V. *Memoir Explanatory of the Chart and Survey of the County of Londonderry*, Ireland, 1814.
 Taylor, G., and Skinner, A., *Maps of the Roads of Ireland*, 1778.
 Young, Arthur, *A Tour in Ireland*, 1776
 Young, R. M. *Belfast and the Province of Ulster*, 1909
Derry Journal 12/2/1793
Belfast Newsletter 6/4/1790
Londonderry Sentinel 26/2/1895; 20/6/1986; 3/7/1923
Londonderry Standard 1946 (Notes on the Alexander Family by the Rev. Wilfred Abbot).

LET'S DUMP THE PAST: FILLING SKIPS IN DERRY

By Joan Pyne



Discarded Architectural Features

There is nothing more depressing or telling than examining the contents of skips that stand outside houses. And what makes that examination even more disturbing is when the skip is deposited outside a listed building, in a Conservation Area. Good solid wood doors, sash windows, timber architraves, skirting, bannisters, and fireplaces and their surrounds are casually dumped. Rarely, also, does one see any of these items being rescued from their impending doom before being ignominiously carted off to rot in the local rubbish dump. Architectural salvage has not, as yet, caught the imagination in Derry. Indeed, rummaging in skips may well be viewed with a certain amount of suspicion as the occupation of vagabonds and vagrants, an activity better carried out under the cloak of darkness!

The essential element in many house renovations is having them "gutted" before they can become "modernised". Most of the original features which have formed part of the house, in some cases for over one hundred years, are eliminated in this "gutting" process. Their replacements are usually of an inferior quality. Vast sums of money are thoughtlessly spent by people, in many cases, well intentioned, who are influenced by the persuasive power of the big-sell "home-improvements" industry. The Fire Authority and the Building Control Department have, in many instances, compounded the problem by imposing their own regulatory standards too rigidly, and

this in turn adds to the volume of material from the interior of houses that is dumped in skips. Year by year we are losing a sizeable quantity of the authentic architectural fabric of the interior of our buildings in the city. A disturbing aspect of this unnecessary wastage is the fact that in many cases government grant aid is given on condition that doors, windows, stairs, etc., are replaced, regardless of their condition. The Society of Ancient Buildings estimates that something like half of the authentic architectural fabric of Britain has been destroyed in the past few decades.

What measures can be taken to halt and prevent this destruction of the inside of older houses? In the short term it appears that very little can be done. People want to change how their houses look, and the tyranny of fashion dictates how their homes are renovated. One area that can be challenged, however, is where renovations are being grant aided by a statutory body. Grants should only be given on condition that original internal features are repaired, retained and reinstated where possible. In the long term what is required is a greater degree of visual education to secure more public awareness of the importance of conserving our old building stock. Unless this is done, skips in Derry will continue to bear useful and beautiful relics of the past to a sad and premature grave in the city dump.

In April 1993, The Foyle Civic Trust, in conjunction with The North West Architects' Association invited Ian Lumley, the distinguished conservationist, to give a public lecture on "Georgian Dublin". He has subsequently submitted his observations on the city which we publish below.

A DUBLINER'S VIEW OF DERRY

by Ian Lumley,
Director, Dublin Civic Trust

To an outsider the first surprise about Derry is that so much of its historic fabric has survived so well. The entry to the walled city from the paved space in front of the Guildhall and up Shipquay Street leaves a memorable first impression of richly varied architecture, urban bustle and exciting public spaces. The charm and quality of the area around St. Columb's Cathedral and St. Augustine's Church is equally unexpected, notwithstanding the security measures which unfortunately prevent a preambulation of the walls. Equally impressive is the intactness of Pump Street and the fine 19th century terraces around Clarendon Street, both testimony to the enlightened Conservation Area management which is so lacking in comparable streets in the plastic window infested Republic.

The great disappointment about Derry is how disastrously it turns its back to the river. In place of the great granaries and warehouses which one would expect in a city which was such a major port in the 19th century, has virtually no quayfront. It is clear that it is the road engineers and not the bombers who have had their way here, leaving useless limbo-like "amenity" spaces such as those around the bus station.

While major publically subsidised development is now being targeted at the city, this appears to be illadvisedly aimed at achieving large 1960's type enclosed centres. The

fortress-like new Quayside Centre ignores the opportunity to create a new urban quarter to link the Clarendon Street area to the river. The quality of buildings lost in recent years and still threatened by development proposals is surprising. The remaining stepped brick terraced houses at the top of Orchard Street present a good example. Surely the merit of retaining these still sound structures should be recognised, to soften the monolithic effect of new development, particularly in such a sensitive site adjoining one of the city gates. The threat to the fine mid-19th century terrace in Sackville Street raises similar arguments. Here is a terrace of buildings of obvious architectural merit, including excellent brickwork, which could be retained for a good mix of uses. It is not enough to have a few arbitrarily protected "Conservation Areas", if the fabric of the city as a whole is not tended, in this case a key group of buildings which enliven the route from the Guildhall to Clarendon Street.

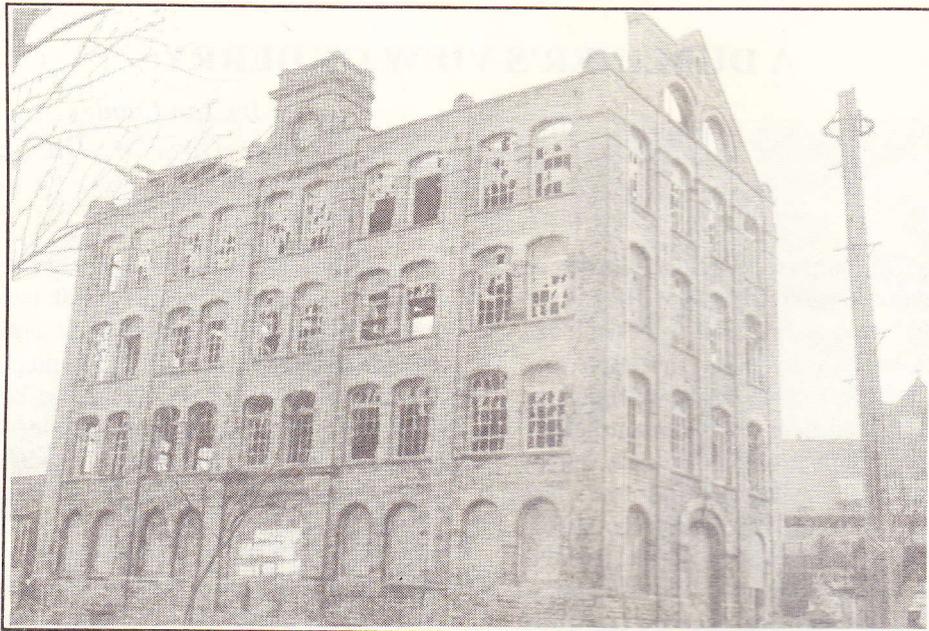
Finally one would like to see more night-time activity being brought back to the walled city and shirt factory districts. The major new hostel near Butchers Gate is a good start. Student housing, if it could be initiated, could well present a catalyst in changing perceptions of the city as a place to live. It must also be hoped that the remaining shirt factories survive long enough for their conversion potential to be recognised.



View of new development from Clarendon Street. (Sean Austin).

BUILDINGS IN JEOPARDY

by R.J.Hunter



Star Factory, Foyle Road

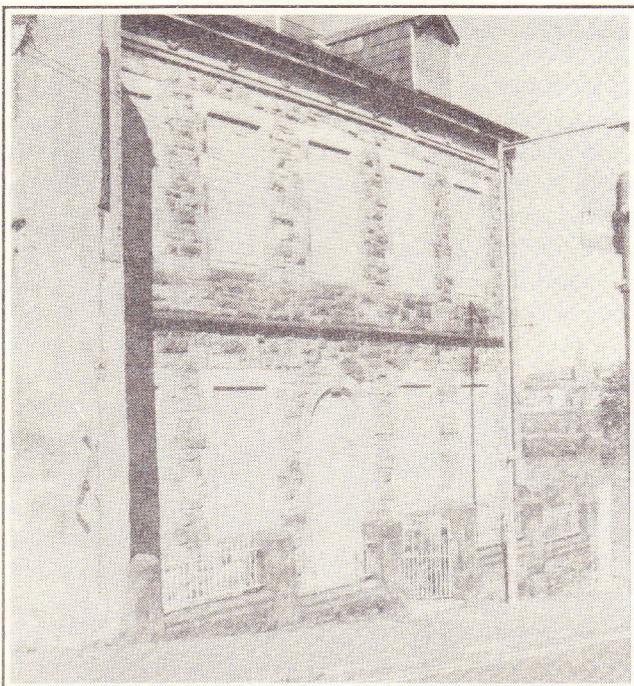
Throughout the city many fine buildings of the last century, of various categories, are up for sale, under threat of demolition or under-used. While all need not automatically be preserved (some are of more architectural merit than others), the loss of many more of them, in the light of happenings over the last twenty years or so, will deplete the architectural heritage of the city and alter too drastically the balance between old and new.

There seems to be an odd contrariety in much recent development. New office blocks of no special architectural distinction have been built or are under construction while

some older buildings of real worth and dignity remain in decay. A radically different more humanistic approach, argued for over many years and now increasingly followed elsewhere, that of conservation and adaptation, could contribute greatly towards resolving this problem. Hence had an effort been made to buy the Star Factory on Foyle Road, its conversion would have served a dual function: offices would have been provided and a distinguished building with a splendid view given an assured future. Built in 1899 and designed by Daniel Conroy, a local architect whose charming 'chaste drawings of incidents from the life of Saint Columba' appeared in William Doherty's *Derry Columbkille* published in the same year, this is clearly a building which deserves to celebrate its centenary. Such an exercise in commonsense re-cycling could have been proudly promoted for international acclaim.

A similar opportunity now presents itself in education. There is a proposal to build a new school within the city while a number of late nineteenth-century schools, including the National School of 1885 in Bridge St., itself under threat of demolition, remain in the immediate vicinity. The new model - like the new office blocks, in modern building materials - will lack the potential for ornament and detail surviving in any of the older examples. The children's lives will, as a result, be less enriched.

At the level of street architecture, too, there is still some cause for concern. Thus a group of good terraced houses in Orchard St., one with a distinctive rounded corner, stands blocked up and empty. To be sacrificed, it would seem unnecessarily, to the glorification of the new shops in the proposed Foyleside Centre, their destruction will have the effect of depriving these shops of their nearest customers. They could yet be reprieved.



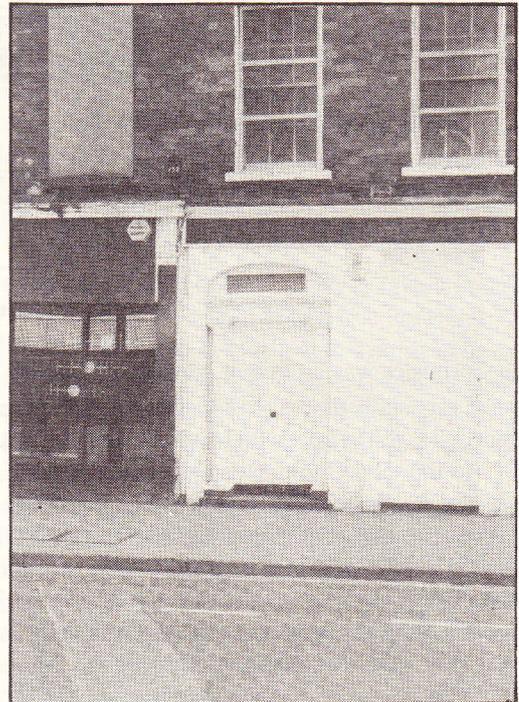
National School, Bridge Street



5 Sackville Street

More regrettable, however, if it happens, will be the demolition of houses in Sackville Street. One (no. 5), has a special worth. Parapetted and with splendid windows and plasterwork, it has an 1880s look. Bearing some resemblance, as it does, to the fine Presbyterian Working Men's Institute formerly in the Diamond, it may well be the last piece of the work of that type of William Barker, architect and surveyor (d. 1898), whose offices were at 25 Orchard St., to survive. It, too, deserves a prestigious future. With few Georgian buildings left close to the city centre (Pump St. is, of course, the conspicuous exception and it demands discriminating attention internally and externally), some at least of those next to it should be conserved. The two adjoining have a special interest: the one (no. 7) revealing with its blue plaque the origins of the Gallagher tobacco company, the other (no. 9) retaining fine original doors and doorways.

All of this has wider implications than the visual good of the city in its own right. The material benefits of the elusive tourism will only accrue to a place visibly proud of its architectural diversity. Also, the cultural challenge of the past here is best met constructively rather than destructively.



Doors and Doorways, 9 Sackville Street

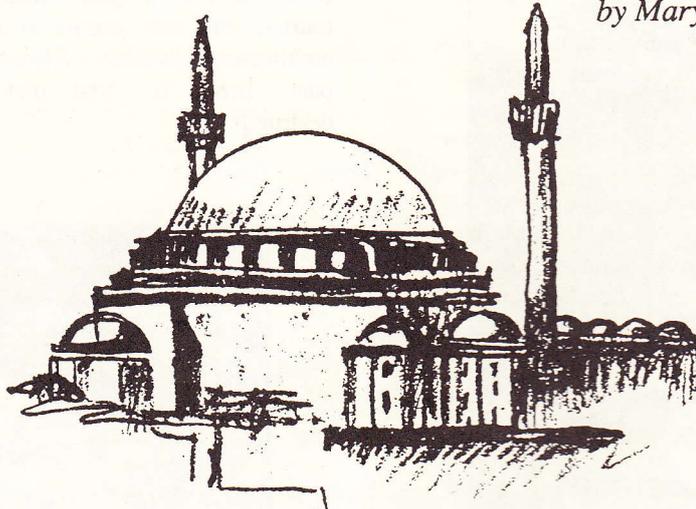
One detects, however, amongst the people a widespread sense of deprivation when destruction occurs. This is not surprising since it surfaces elsewhere as well. The problem - though there is hopeful evidence that this is changing - is that, up to now, they have lacked the political mouthpieces for its expression. Perhaps planning permission for the erection of new buildings should not be given before the re-use of suitable older ones has been thoroughly explored.



Terraced Houses, Orchard Street

ISTANBUL

by Mary McLaughlin



Sketch by Le Corbusier

Le Corbusier was an ardent admirer of Turkish town-planning, especially the way in which forms and spaces were combined. He fell in love with Istanbul when he paid a visit in 1911 to the then Ottoman capital, with his art historian friend August Klipstein. I wonder what his comments would have been at the conclusion of the 7th EUROPEAN SYMPOSIUM OF HISTORIC TOWNS organised by The Standing Conference of Local and Regional Authorities of Europe (CLRAE) at the invitation of the Greater Istanbul Municipality and in collaboration with the Ministry of Culture, Ankara.

The venue could not have been in a more romantic setting: the International Press Centre overlooking the Bosphorus where east meets west; a minaret studded skyline in the background where the muezzin's call to prayer, audible at certain intervals was magical.

In his opening address, Mr. Bengt Molstedt, President of CLRAE, thanked the Mayor of Istanbul, Professor Sozen and Mr. Saglar, the Minister of Culture in Ankara for their hospitality and participation with the organisation of the symposium. He explained the role of the Standing Committee and its involvement in the series of symposia on Historic towns. The twenty seven member countries which currently make up the Council of Europe, has, as one of its principal political pillars, an assembly of local and regional political representatives made up of delegations from the member countries. They meet annually in Strasbourg and more frequently in specialised committees to discuss problems and questions of common concern through colloquies, conferences etc. Their aim is to promote a cross border collaboration between local and regional authorities. Symposia have been held since 1971, the first in Split, followed by Friburg, Munich, Strasbourg and Seville to examine the problems facing mayors, civic officials, town planners, architects and other professionals concerned with the historic built heritage. They realised that they were too ambitious, addressing too many issues, so it was decided to concentrate on one main theme at the sixth symposium held in Cambridge and to do likewise in Istanbul.

The general topic in Istanbul was "**Achieving a balance between historic preservation and urban development.**"

THEME 1: The impact of economic and demographic change and pressure on historic preservation.

Observing the structure of conservation policies within their environmental, social, cultural and urban planning contexts has been the characteristic approach of the Council of Europe on surrounding areas. Therefore it was not surprising that the speakers focused on the radical changes taking place in central and eastern Europe at the moment.

THEME 2: Financial mechanisms for restoration.

Many ways of securing finance were examined:-

- Partnership with the private sector.
- Tax and fiscal incentives to encourage restoration rather than demolition.
- Historic property sold at reduced prices on condition that full repair and conservation is carried out, particularly before resale.
- Special VAT rating on buildings.
- Long term loans.
- Creation of restoration foundations.
- Development of revolving funds.
- Increased use of patronage and sponsorship.
- Insistence that public institutions which own historic properties e.g. railways, accept responsibility for their maintenance.
- Wider acceptance that conservation leads to successful urban economic regeneration - adaptive re-use of old, particularly industrial buildings can often provide a sound economic solution, creating opportunities for housing, hotels and business centre.

THEME 3: Information, publicity and the role of the media.

Calderdale's marketing campaign which was directed at the people, both locally and nationally, who controlled property and capital, illustrated how a strategic marketing plan could attract both industrial and commercial investment. Calderdale Council commissioned the National Civic Trust to prepare a Regeneration and Strategy Report. The Report suggested a reorganisation of the Council to include a special project team to staff an information centre where advice on design was available with the added advantage of exhibition space. This provided a shop window for the initiative. The Council accepted the guidelines of the report and realised the importance of promotional activities. This led to the creation of a public relations and marketing post within the special project team. The key factors: public relations, creation of a high profile and image building were successfully carried out and achieved through harnessing local willpower and resources. (An idea here perhaps for the promotion of our local Area Plan)

It is obvious that the CLRAE has been campaigning for a better way of life within the community and is alert to the fact that in the '90s most people are conscious of the need to maintain or improve the quality of urban life where it exists - create it where it does not. This ultimately led to the publication of a document "The European Urban Charter" introducing a series of guiding principles which should prove beneficial to town councils when planning the development of their towns.

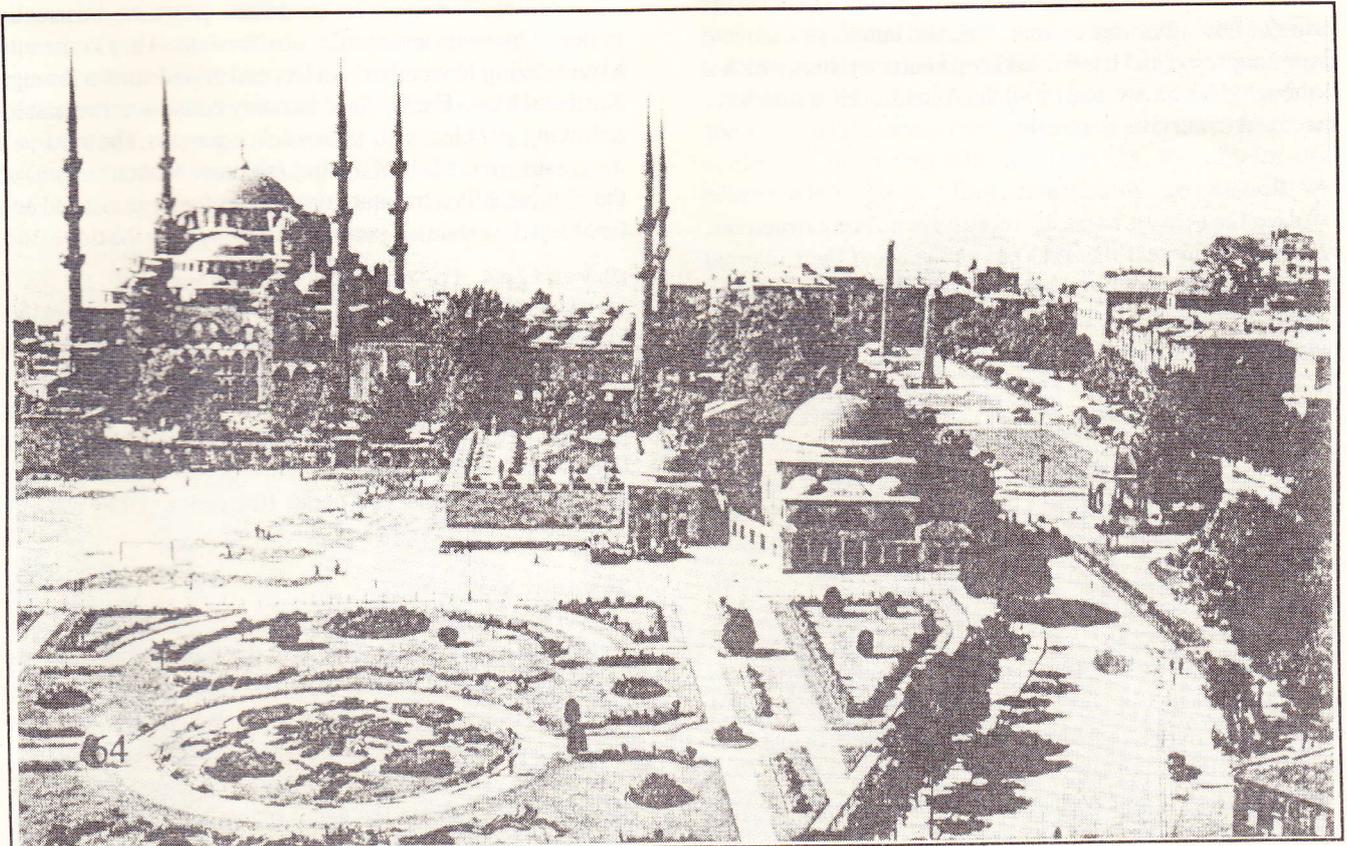
These issues, hopefully, will be discussed at length in the future throughout the member states.

Cruising on the Bosphorus is the ideal way to exchange views with other delegates. I met delightful people from the Edinburgh Civic Trust, also representatives from the Cirencester Trust, Mrs. Doreen Fleming and her husband, together with Mr. and Mrs. Wright from Cambridge who were extremely helpful to me. Surprisingly I was the only delegate from Ireland but, believe me, I tried my best to do a good P.R. job on Derry. I went armed with tourist literature from Derry City Council and Foyle Civic Trust material. Each morning I placed this on the information table and was gratified to watch from the balcony during the lunch recess, people reading or leafing through the brochures and struggling with the crossword in the FCT Review.

The general theme was particularly poignant in the light of the Trust's recent campaign to preserve Ivy House. From what I heard in Istanbul, our campaign would not have been to preserve Ivy House (that would have been unnecessary in Europe), but to insist that the development as a whole should achieve a sympathetic balance within the streetscape.

The general consensus however, was that old buildings should, and must be preserved. They provide the character of our towns. The important factor though would be to investigate every possible source of funding to meet the growing cost of maintaining historic buildings.

Finally I would add that it was a pleasure to attend such a well organized symposium.



Sultan Ahmet Square, Istanbul

AGNATHA IN THE FOYLE SYSTEM

By *Olly McGilloway*

In 1802, in the *Statistical Survey of the County of Londonderry with Observations on THE MEANS OF IMPROVEMENT*, The Rev. G. Vaughan Sampson, Rector of Aghanloo, in the Diocese of Derry, wrote:

... to the rocks they attach themselves by the means of suction. At low water they are discovered and caught with sharp irons hooks, fastened to a piece of wood, which are called loopers. These are a prerequisite to the fishers, by whom they are sold for 10d. to 12d. each; formerly they were much cheaper. They are reckoned a delicacy, when fresh, and are potted to be sent to other countries.

It's said that Henry I died of a surfeit of them; and that his great-grandson, King John, fined the men of Gloucester 40 marks because they didn't pay him sufficient respect in the matter of them. This time every year I watch them: adults moving about brackish water with the tide. I refer to the nature and fate of **RIVER LAMPREY**.

Without Jaws

Lamprey, or 'sucker eels' - as they are known by local people - are peculiar creatures. They look like eels, they're not really fish. They're not what might be called modern fish. They are of a group of fish-like animals called the *Agnatha*: the dominant fish group during the Devonian Period, 350-400 million years ago. From some of them modern fishes have evolved. Most of the species of *Agnatha*, which means 'without jaws', became extinct. Yet, the lampreys - sea and river lamprey - (and hagfishes) keep characteristics which it is thought were possessed by all the *Agnatha*. How they have managed to survive is amazing!

No Bones or Scales

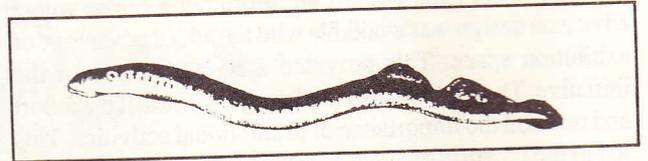
As well as being jawless, lampreys have no bony structures, no scales to protect them no paired fins; and their internal arrangement of systems and organs seems relatively simple. However, in contrast with such primitive characteristics, lampreys have highly specialized methods of feeding and breeding.

Efficient Mouth-parts

Already indicated, the snake-like body of a river lamprey has a slimy scaleless skin. Mature, the body is about 50 cms long and 4 cms thick. The upper parts are a dull slaty-brown or olive-green and, because of this, a lamprey is not easily seen in the spawning stream. The underparts show a creamy colour. And along the centre line of the back - but joined together during the breeding season - the dorsal fins are usually well spaced. In the middle of the head, a single nostril opens into a blind sac. The eyes are noticeable, well-developed, but its mouth is the lamprey's most prominent feature.

At the front of the head, the mouth is a large funnel-like structure. Horn-shaped teeth line the mouth. A projection of muscular tongue stems from the base of the funnel or mouth;

and, similar to those lining the mouth, teeth protrude from the tongue. Obviously designed for securing and taking in food, the mouth also acts as a respiratory passage. For oxygen extraction, the lamprey can breathe by sucking in water which passes across its gills.



A Parasite

The lamprey is parasitic on fish. By pressing the circular edge of its mouth against the side of the body of its host, it attaches itself to fishes such as haddock, salmon, basking shark. With the mouth fixed in position, the lamprey's tongue (with teeth) then punctures and rasps the host's skin. This causes bleeding and the blood is sucked in by the lamprey. It may take in the torn fragments of fleshy tissue as well, but blood is preferred to flesh. The lamprey finds its victim by sight.

Spawn and Die

River lampreys spend about a year and a half at sea feeding on fish, molluscs, crustacea, and worms. With maturity the lamprey migrate into the brackish water of a river system to spawn; and they stop feeding at this time. They swim strongly and, if necessary, can make their way over rocks, weirs, and up vertical walls: hauling themselves up with their sucker-mouths. However, upstream progress is usually impeded by weirs and similar obstructions. They come into a river during November and December and spawn through April and May. Each pair of lampreys constructs the nest by removing pebbles with their sucker-mouths. The nest is a depression in the bed of a hurry (shallow broken stream) of the river, usually a tributary river. After the eggs are laid and fertilised the exhausted parents drift away with the tide to die.

Juveniles in the Parent River

The eggs hatch after two weeks and the tiny worm-like lamprey, like larvae, wriggle into the rich mud downstream of the spawning bed. Blind and toothless, the baby lampreys survive by burrowing in the mud and sand; and they feed at night on particles of plant and animal tissue. After four or five years the young lampreys begin to look like their parents; then, silvery coloured and about 10 cms long, they migrate to sea to start their parasitic life.

Fewer than Ever

Over the past forty years, anglers - very observant people - have noticed a steady decline in the numbers of lampreys using Irish rivers. This isn't surprising. Come every spawning season, returning lampreys possibly find parent rivers more polluted than before. Because of their structure and function, river lampreys of all ages are easily poisoned and killed. Since 1983, searching the usual spawning beds, I find that numbers of adult lampreys are growing fewer with every year. Hopefully, these modest observations are wrong.

THE FOYLE CIVIC TRUST CONFERENCE

by James Sammon

The Foyle Civic Trust hosted a major conference entitled "Derry - A successful Historic City?" during May 1992. The Conference sought to explore how best the City could develop over the coming years given competition with other European Cities for economic investment and for quality of life.

The Conference Chairman, Mr. John Hume, MP, MEP set the scene in his address by observing that in living through a period of unprecedented changes, many European Cities have begun to reflect on the purpose, assets and choices for the future. With that in mind, Mr Hume introduced the first speaker, Dr Peter Harbinson, archaeologist, former member of the Royal Society of Antiquaries in Ireland and the Royal Irish Academy and Chairman of the National Monuments Advisory Council, to outline the historical traditions of the City.

Dr. Harbinson began by saying that the two most significant periods in Derry's history were the founding of the monastery by St. Columba in 546 and the plantation of the City in 1613 by the London Companies. While none of the buildings from St. Columb's period exist today, the monastery settlement, whose descendants were responsible for the great Irish manuscripts, *The Book of Kells* and the *Book of Durrow*, provided a major contribution to the ethos and Celtic/Gaelic character of the City. In 1613, the London Companies, having been granted land, drew up a town plan on a rectangular grid and based on the classical Greek grid system. This was the first major piece of town planning Ireland had seen. Dr. Harbinson referred to an illustration in Varnie's book which contains an illustration of the town of Vitry-le-Francois, regarded as one of the models on which the plan of Derry was founded. This town was founded in 1545 and completed probably by the year 1560 or thereabouts

by Francois II whose wife was, in fact, Mary Queen of Scots, the mother of James I of England and the man in whose reign the London Companies came and founded Derry. Therefore, even the basic plan shape of Derry City has a firm European link. Dr. Harbinson went on to discuss the relationship of church and state as reflected in the street pattern in Derry; while the streets within the City walls are on a grid pattern, the orientation of St. Columb's Cathedral is not on the same axis as the main streets but, in fact, at a diagonal to them. Some are of the opinion that this illustrates the separation between church and state.

The second speaker, Mr. David Williams, brought the conference back to the future. Mr. Williams, a member of the Royal Town Planning Institute, Head of the Regeneration Unit of the Civic Trust in London being responsible for action plans and strategies for areas such as Greenwich Waterfront, Stockport, Llanidoes and Redouth, began by explaining that the Civic Trust in London is based on three concepts: environment, economy and community and that it was the interaction of these that provided the challenge for their work. In other words, in practical terms, building must have an economic purpose, a social purpose and must involve local people. To have quality buildings, you need a good architect, a builder who can build quality and a developer who does not consider the architect an intrusion on his bottom line. To get a quality environment, you must protect that quality by going to the highest and the best. However, good design need not be costly but can be good value for money in that it enhances investment in buildings. Good development involving new buildings or old buildings should seek to put the heart back into the City, to generate confidence, to be sympathetic in scale and form and colour. In short, to care for the places where people live and work.



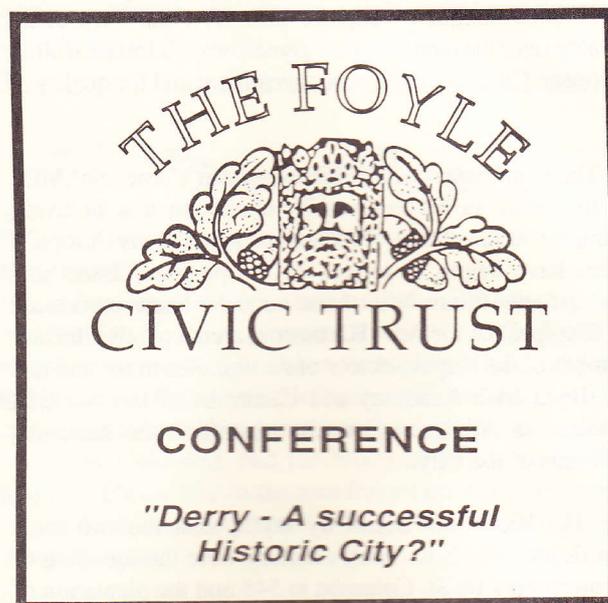
Chairman of Conference, John Hume, with Speakers and the Chairman of the Foyle Civic Trust. (Omega Design)

While it is necessary, in a historic city, to have conservation powers to reduce the constant erosion of the quality of the historic fabric (our heritage), it is suggested we have enough legislation - what is needed is strong public opinion to enforce control by the statutory authorities. Too often, conservation is seen as negative, reactionary and working against market forces. Public opinion must gather force so that conservation itself becomes a market force. The most successful development plans involve a partnership between public and private enterprise. Statutory authorities must know what it wants from developments. To do this, they must identify the assets within the City and determine what the needs of the City are in the future and should create conditions which encourage private enterprise to implement the strategies and action plans of local authorities.

The third speaker was Mr. Frank Benson, Chartered Engineer and Town Planner and Business Studies graduate. He was the first Chairman and Chief Executive of Custom House Docks Development Authority, formerly chairman of An Bord Pleanála. In March 1990, he was awarded the President's Award by the Association of Consulting Engineers in Ireland for his outstanding contribution to Irish Industry. and he is still involved in planning in many parts of the South. Mr. Benson began by defining the competitiveness of cities as being the relative attractiveness of cities and the ability to draw investment and visitors as well as keeping their environment attractive for their own citizens. Mr. Benson quoted from the Green Paper on the Urban Environment published by the Urban Commission in 1990, where it was stated that mere zoning must be replaced by a policy to develop a city as "a product" which will ensure a new quality of social and economic life. Cities are a living organism, which must change, which must accept new and old to live in harmony.

One of the key elements for growing a successful city is for the local authority to have a strategic vision and together with a private sector, to find a means of realising that vision. Another key element is to have a positive urban image which is marketed actively and positively. Mr. Benson went on to discuss the quality of life and its relationship to investment.

Mr. Benson explained that more than ever, businesses will go where people want to go or are content to live rather than the reverse. Cities that are attractive as places to live in and work will be attractive as places to invest. Culture is now recognised as a factor which extends beyond private life to playing a crucial role in economic activity. As we move into the next century, it will be those cities and town which seek to build on their own individuality and uniqueness which will best succeed. The fashionable and trendy are to be avoided as their success, if any, will be short lived. This theme was developed further by the fourth speaker, Mr. John Roche.



Mr. John Roche, Chief Planning Officer, Galway, responsible for the Development Plan and Co-ordinating Officer responsible for Urban renewal, has also recently restored a Galway Tower as a personal project. Mr. Roche began by asking how we come to have cities, i.e. what is the purpose of a city or town? It was suggested that one of the early reasons for the existence of cities was that of defence, whereas in more modern times, cities arise from the need for face-to-face contact as places to do business and as places for discussion. Vibrant cities are centres of art and learning, of commerce and of creativity. Mr. Roche opined that cities need a heart where people can display their personality and culture.

He went on to describe the Galway experience over recent years. Galway city has grown phenomenally in the last 25 years. In this period, the population of the city doubled from 25,000 to 50,000 and Galway has become a major tourist and conference centre. However, despite the growth in Galway, there was a major area of dereliction adjoining the city centre of approximately 14 acres. This area was in urgent need of renewal. It remained derelict, it was too expensive to develop, i.e. it was expensive and legally difficult to assemble sites and hard to attract shopkeepers and shoppers away from established trading areas. The recipe for success involved the following ingredients:-

- The development of a coherent plan by the local planning authority which set out a vision of the completed development, i.e. the plan established how the planning authority would like to see the area when development was complete. In order to carry out the plan, it was necessary to assess the assets and the uniqueness of Galway. Planning is vital. Effective and long lasting renewal is not just a question of accepting any sort of redevelopment on the basis that anything is better than nothing. Desperation is dangerous. It does not inspire confidence. Quality development is needed at all times.

Developers are needed in any regeneration. How could they be attracted to this derelict area. Government supplied the answer in the form of property related tax based incentives and by assisting with the perfection of bad title to building areas.

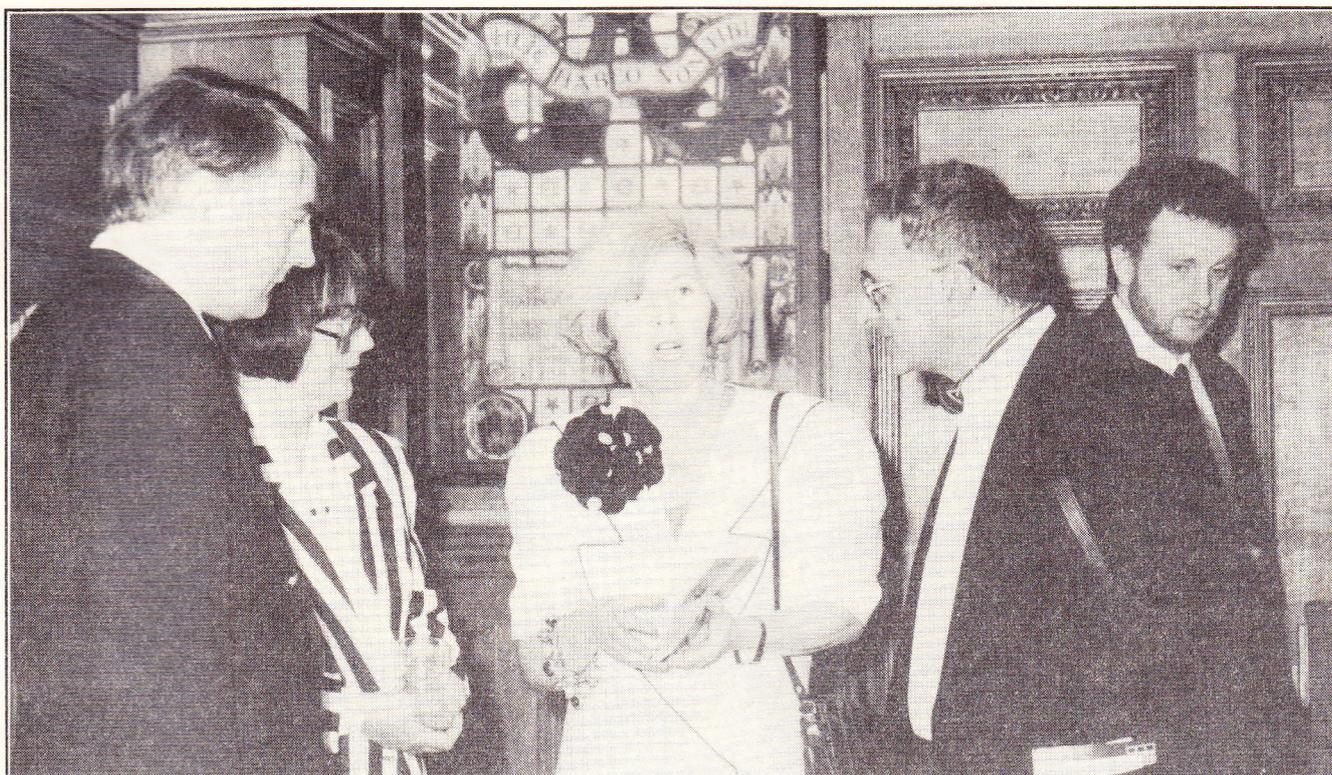
Therefore, it has been said by previous speakers that the basic ingredients for success come from a partnership between public and private enterprise. Galway is a testimony to this.

Mr. Roche then went on to show slides of Galway City as it is today which included before and after shots of particular buildings. These gave proof positive that the plan for Galway City was effective in reflecting the character and atmosphere that is unique and peculiar to Galway. This was evident from the use of many tall stone warehouses adjoining the docks, from the respect given to the medieval street layout and to the variety of colour and old features which fit in with modern architecture in a way which looks and feels comfortable.

Mr. Roche concluded by saying that the local authority should support developers, seek them out and should try and find ways to work together with developers to the mutual benefit of the community. The developer needs to know that the local authority is with the developer and not against him. The local authority must be involved.

The final speaker was Professor Gianni Perbellini, President of the Europa Nostra/IBI Scientific Council. Professor Perbellini travelled from Italy to give his presentation which dealt with the reconciliation of the aspirations of conservationists's attachment to the past with the need for modern development. Conservation must be regarded as an integral part of the development process. Developers and planning agencies should be more aware of the possibilities for re-use of existing buildings. Their value is in established elements of the town state, and their potential, once refurbished, for enhancing the appearance of urban areas.

The conference was wound up by the Foyle Civic Trust Chairman, Mr. J.J. Tracey who thanked speakers and delegates and paid special tribute to Derry City Council, to Impact '92 and to the DOE Development Office, together with private sponsors, who made it possible to have the splendid dinner on the previous evening, and to occupy the magnificent Guildhall complete with all the necessary facilities. He also paid tribute to Mr. Paddy Doherty of the Inner City Trust who gave a most interesting talk on the vital work of the Inner City Trust within the City. Delegates which included a group from the Limerick Civic Trust went on to enjoy a tour of the City and were fortunate to see the City on a sunny day and on a day when Impact '92 sponsored street entertainment, gave a glimpse of the vitality and energy which Derry City has to offer.



Professor Gianni Perbellini (right) with Mrs. Mary McLaughlin, one of the Conference Organisers (centre). (Omega Design)

A RIVERSIDE WALK FOR DERRY.

by Joan Pyne

Since the end of World War II amenity societies have been pressing for canals and rivers to be recognised as potential assets, to be restored, improved, brought into wider use and better integrated into the urban fabric of the towns and cities through which they pass. (Michael Middleton, Cities in Transition, p. 214)

The Foyle Civic Trust, in a submission made to the Recreation and Leisure Committee of Derry City Council on March 5th, 1992, recommended that a Riverside Walk be developed along both sides of the River Foyle's banks. The Trust suggested that a riverside pathway be established along the east and west banks of the River Foyle between the Craigavon and Foyle Bridges, and that that part of the river fronting onto the city be opened up to encourage more interest in, and activity on, the water.

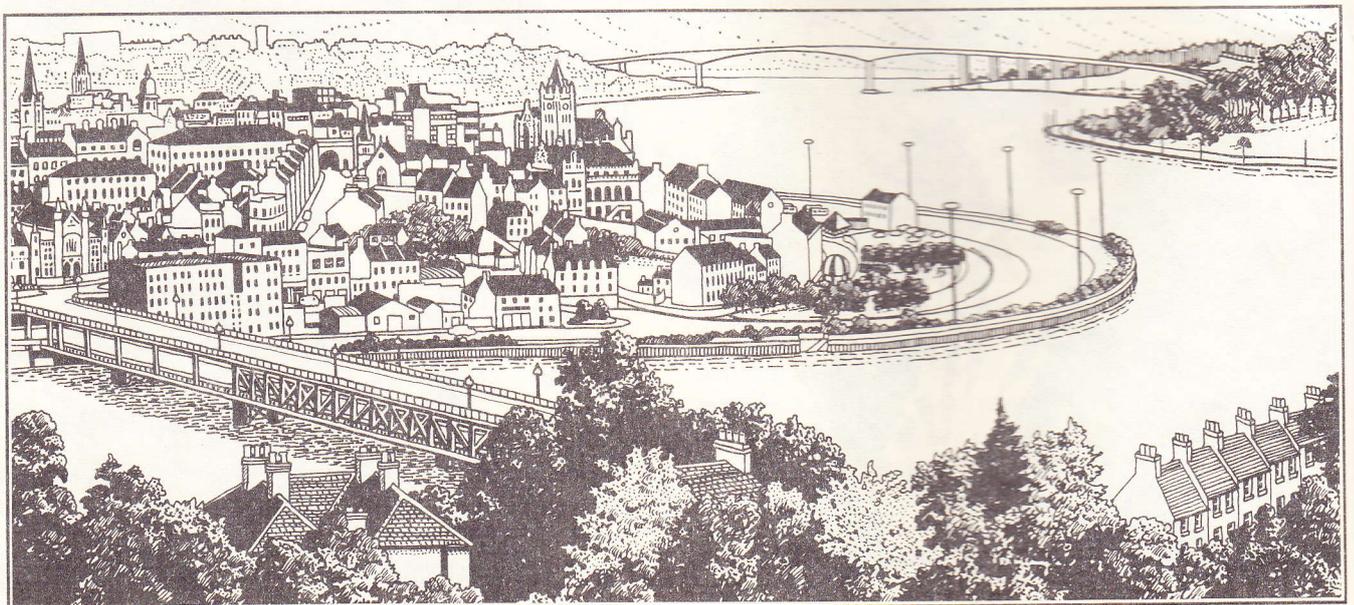
The aims of this project are as follows:

1. to improve the quality of life for all those who live and work in the area,
2. to make the area more attractive,
3. to stimulate tourism as a significant contribution to the local economy thereby helping to create jobs,
4. to create a riverside walk which is desirable, exciting and where people actually want to be,
5. to link up, by means of a path, distinctive areas along the river's edge in a cohesive fashion which will highlight and enhance its maritime features, its geographical beauty, and its importance as a bird sanctuary, to name but a few.

The proposed riverside walk would extend between the two bridges. This riverside path would be purpose-built to facilitate pedestrians, cyclists, the disabled and joggers. The land adjacent to the river, both on the east and west banks, is mostly owned by Derry City Council, the Department of the Environment, the Ministry of Defence, and by the Irish Society. It is hoped that these agencies will look at this project in a sympathetic light. Approaches could be made to the Ministry of Defence in the near future to explain our proposal to acquire a riverside right-of-way at Fort George and Ebrington Barracks. If in the future there is any change of ownership of the above mentioned security installations, we would like the M.O.D. to give the City Council preference in acquiring the land alongside the river at these sites for this purpose.

A well-laid out and sensitively designed riverside walk would open up the river to further uses. If people were induced to walk its banks they might be further tempted to use the river itself. For far too long we have turned our backs to the water. With the relocation of the main harbour activity at Lisahally that section of the river fronting the city will soon become devoid of activity. Unless some action is taken, a ship or boat, of any description, will become a rarity on the upper reaches of the Foyle in the future. In other Irish Towns, for example, Limerick or Galway, all sorts of water activities are to be observed from the quayside, rowing and sailing to name but two. The river and quayside should once again, play a role in the day to day life of the city of which they were an integral part in the not-so distant past.

There is a big movement in Britain and in mainland Europe to enhance the water amenities of cities and town. Why can't Derry do likewise? Instead of creating barriers between the town and the water we should be trying to recreate these maritime links. The McCorkell Mill and Ivy House were a part of the nexus between the harbour and the



Drawing by Tim Webster

city. Their demolition is an example of the weakening of the bonds that ought to connect Derry and the Foyle. It also seems a great pity to deny shoppers in the new Quayside Centre even a glimpse of the river from that building. Sympathetic development on the waterfront should be seen as a priority by the city fathers. The North West Architects Association has produced imaginative plans for development along the river which includes a bridge linking St. Columb's Park with the city. The Friel Report, commissioned by Derry City Council, included recommendations for a marina, an hotel, a theatre and a museum, among other things, along the banks of the river. The acquisition of the Harbour Building by the City Council, and its decision to develop a Harbour Museum in the building is a positive step for which the Council is to be commended.

The Foyle Civic Trust would like to see an enquiry set up into the possibility of initiating more interest in water-based activities on the Foyle. The use of a cruiser, especially during the summer months is viewed as a welcome amenity by locals and tourists alike.

The environmentally-sensitive project outlined here has considerable tourist potential and would be another facility in the city. Those who live in, or who visit Derry, especially on a Sunday when there is very little to amuse us, would find it pleasant to walk by the river or to observe those engaged in more active riverine pursuits. Due to the establishment of large housing developments around the city in recent decades, it is now more difficult for those people living in Derry who do not have their own means of transport to have access to the countryside.

The Foyle Civic Trust sees the above proposals as a very well worthwhile undertaking which could be implemented within the next few years. Other cities have implemented similar policies with great success. Why should Derry remain an exception and continue to box off its river frontage with a motorway system?

BOOK REVIEW

Marjorie and David Todd, *Register of Gravestone Inscriptions in Old Glendermott Burial Ground, Church Road, Londonderry*, 1988.

Sheelagh and David Todd, *Register of Gravestone Inscriptions in Leckpatrick Old Burial Ground, Artigarvan, Strabane*, 1991.

Deirdre and David Todd, *Register of Gravestone Inscriptions in Old Donagheady Burial Ground, Benowen, Donemana*, 1992.

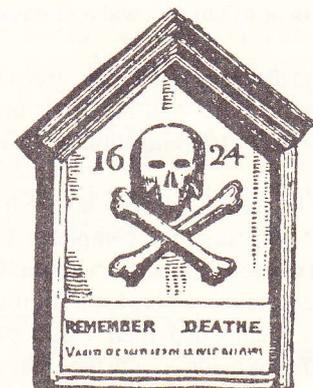
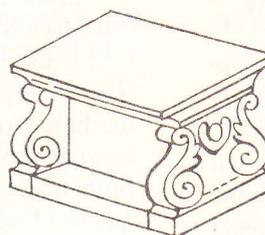
The idea of recording, mapping, indexing and publishing one graveyard is a daunting task in itself, but to take on a series of graveyards is a labour of love. The Todd family i.e. David, Sheelagh, Marjorie and Deirdre have obviously enjoyed their work enormously in recording for posterity *The Old Glendermott Graveyard*, published in 1988; *The Leckpatrick Graveyard, Artigarvan* in 1991 and *The Old Donagheady Burial Ground, Donemana* in 1992.

The A4 sized books are well laid out with grid references for each stone together with inscriptions, measurements, drawings and photographs of important stones. In each book there is a history of each graveyard and at the rear of each

book is not only the important surname index with cross references for spouses, but an index for placenames and monumental sculptors, together with a bibliography where appropriate.

The cost of the books is around £3 each and this is a very modest price to pay for all the hard work which the Todd family have put into them. They are obtainable from any local bookshop.

I hear on the grapevine that a fourth book on Grange Graveyard, Br̄ady, is in the offing and I look forward to reading it in the months to come.



In March 1993 The Foyle Civic Trust, in association with The Verbal Arts Centre, organised a competition for the best personal statement in the form of an essay about the built environment of Derry. It was hoped to encourage people to put their thoughts, feelings, opinions, ideas, fears, hopes and aspirations about the city on to paper. A prize of £100 was offered. The competition attracted a high standard of entry but the judges finally awarded first prize to Brian Mitchell for his imaginative and constructive approach, which re-emphasises many of the points made in the Trust's submission to Derry City Council. An extract from the winning essay is printed below.

THE RIVER CITY

by Brian Mitchell

Sitting, on the third floor, by the corner window of Austins' cafe I am struck by the beauty of Derry's setting. I am reminded of Arthur Young's praise of its setting on his departure from the city on the 8th August 1776, *"the view of Derry, at the distance of a mile or two, is the most picturesque of any place I have seen; it seems to be built on an island of bold land rising from the river, which spreads into a fine basin at the foot of the town."*

On a mild winter's day in 1993, from my lofty vantage point, I marvel at the way the Foyle Bridge seems to be suspended in mid-air above the tree line of St. Columb's Park; at the sweep of the River Foyle which stretches as far as the eye can see; at the solid red brick and massive factory buildings scattered throughout the city, reflecting Derry's one-time position as a world leader in shirt manufacturing; at Derry's walls, with their bastions and cannons, and the streets laid out in a grid pattern, evoking a period when Derry's prime role was a strategic and defensive one; and at the tantalising glimpse, above the city's skyline, of the hills of Inishowen, the ancestral home of many Derry folk.

I also reflect that Derry's heart, the inner city within the old walled city, which was in danger of extinction in the seventies has been saved by the combined efforts of government, community groups and private individuals. Shipquay Street has regained its former elegance through skilful refurbishment and rebuilding; one's eye is met by a succession of typical Georgian houses - the simplicity of design, the symmetry of the windows, only broken on the ground floor with decorative, round-headed doorways - stepping up a steep incline. The scars of dereliction and neglect have all but disappeared through the combined efforts of urban renewal and environmental improvement.

I am also thankful for the green spaces at Brooke Park, St. Columb's Park and the Foyle urban park which offer the opportunity for relaxation in the midst of a modern city.

The future seems to hold out hope in the form of new office and shopping complexes being built along the river front where the infrastructure serving a busy port once stood. The grain silos, where local ship owners William McCorkell & Co., unloaded their cargoes of Baltimore grain in the 1890's has made way in the 1990's for the building of a retail and entertainment complex. Some will raise their arms in

horror at this. I personally don't believe in preserving something for the sake of preserving it; buildings must serve a useful function. A balance needs to be struck between preserving the old and building the new. The conversion of the old Rock Mills into student housing was a marvellous adaptation of an old building. However, each new generation should be given the opportunity to contribute to the fabric of the city.

I do feel a slight unease, however, at the distancing of the river from the city. It was the river which gave life to this city. It was the artery on which Christianity was brought to Scotland in the 6th century AD by Columba. It was the gateway to the fertile valley lands of the Foyle valley for the hardy Scottish planters on the 17th century. It provided salvation to the besieged during the great Siege of Derry. From the 18th century it carried many people from the north-west to a new life in the New World. And in the 19th century it was the nerve centre of Derry's industrial and commercial prosperity.

At the turn of the 20th century a walk along Derry's quays would have been an adventure which excited all the senses. Located on the river frontage were railway termini, harbour tramways, travelling cranes, landing stages for river ferries, moorings for the Glasgow and Liverpool steamers and for the paddle tenders which connected with the American Liners at Moville, goods depots, coal depots, transit sheds, cattle pens, bonded warehouses, rope works, engineering works, iron and brass foundries, grain silos, bakeries, cornmills, flour mills, saw mills, bacon curing factories, a shipbuilding yard, a butter market, hotels and pubs.

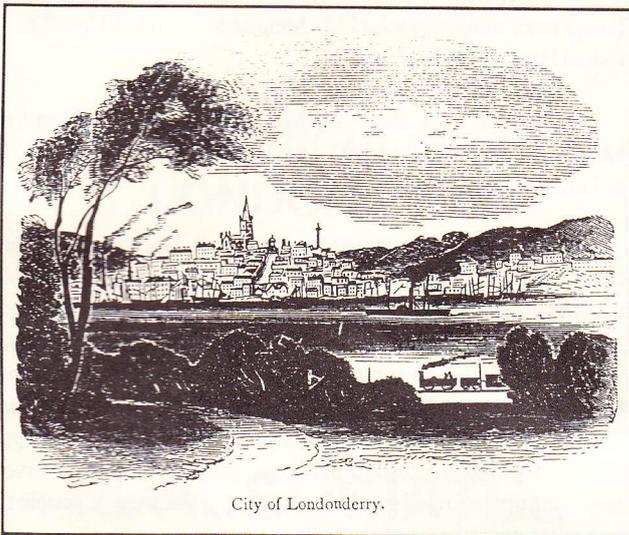
To a young boy going to school in the late 60's and early 70's Foyle Street seemed like Manhattan; a journey through a canyon lined with warehouses, factories and mills.

In the inter-war years the major events in the city's calendar were focused on the quay. From the City of Derry's boat-house, where access to the river was gained by a set of wooden steps, an annual regatta was held on the Foyle. For the duration of the regatta the quay, bedecked with flags and bunting, took on a party atmosphere. A summer holiday, furthermore, wasn't complete without a day trip to Moville on one of the city's side-wheel paddle steamers.

In the 19th and early 20th centuries the needs of Derry port ensured the close links between river and city. As times changed the buildings along the quay fell into decay and were ultimately demolished. The needs of the motor car led to the construction of a dual carriageway along the river front which, unintentionally, acts as a barrier between river and city.

There is now a need to find some new focus for Derry's river frontage which will draw people back to the river. In the USA, Canada and Australia there have been many imaginative projects to bind a city to its water frontage.

Ellis Island, in New York harbour, is being restored as a museum dedicated to the promotion, advancement and understanding of America as a nation of immigrants. It will act as a constant reminder of the US's immigrant heritage.



City of Londonderry.

In Philadelphia, "Penn's Landing" museum - incorporating a port of history museum and several ships turned floating museums - is set on its Delaware River waterfront.

In Baltimore's inner harbour stands a number of attractions including Pier Six Concert Pavilion, the National Aquarium, the World Trade Centre and several US warships turned floating museums.

In San Francisco, Pier 39 offers speciality shops for fashion, crafts, bookstores, restaurants and musicians performing in protected plazas and courtyard.

In Seattle the Marine Aquarium on Pier 59 is one of the city's most popular spots. It is built in Puget Sound, so that many of the fish you see are those that happened to be swimming by. The aquarium has even developed its own salmon run.

In New Orleans the free half-mile Canal Street ferry trip, which departs every twelve minutes, on the Mississippi River is the best bargain in the city; giving great views of the river, French Quarter, docks and shipping on the river.

In St. John, New Brunswick, Canada a boardwalk links a shopping complex with the harbour where a flood of Irish immigrants landed after the defeat of Napoleon at Waterloo in 1815.

Derry needs a project which will once more focus attention towards its river front. The modern office and shopping blocks are very welcome but they will not draw people towards the river on their doorstep. At Dorman's Wharf, on disused landing stages on the east bank of the Foyle, the planners originally envisaged a waterfront amenity scheme of upmarket apartments, restaurants and facilities to run boat trips. Reality dictated the construction of an office block to house civil servants.

The project does not need to be on a lavish scale; we need to make the best use of what we've got, and be realistic. A "Laganside" is certainly not a realistic proposition; we do, however, have the raw material to create something quite special.

The relocation of the port downstream at Lisahally will offer increased opportunities to develop the waterfront. Furthermore existing attractions such as the Foyle Valley Railway Museum, and proposed ones such as the Harbour Museum could provide the focus for an imaginative development.

The Foyle Valley Railway Museum, set in its own riverside park, already portrays the city's strong connections with the railway, recalling the era when four railway companies operated services from termini located by the river. Of even greater potential the museum offers rides on a steam train along two kilometres of track.

The former Harbour Commissioner's Office is being converted into a Harbour Museum. This will portray Derry's great maritime tradition; of the Derry-owned sailing fleets of J & J Cooke, William McCorkell & Co. and the Foyle Line.

I would like to see the establishment of an attractive riverside walk, stretching from the Craigavon Bridge to the Foyle Bridge, which could become very popular with walkers, runners and cyclists. This walk would connect with the Railway Museum where an extension of its railway track across the border into Donegal would give passengers a worthwhile trip, not only in duration but also in terms of scenery, along the banks of the river Foyle.

The Harbour Museum would also re-establish the city's link with its river by informing the visitor of its role in the development of Derry. It would be quite special if this museum could be physically linked (by a footbridge or tunnel) to the river and to a landing stage where boats ideally an old paddle steamer, would offer trips to link up with the Railway Museum or take passengers sightseeing on the Foyle.

In my dreams an integrated development of walkways, rail and boat would have the potential to draw the river back into the heart of this very special city.

FOYLE CIVIC TRUST ACTIVITIES 1992 - 1993

The following is a summary of our activities for 1992 - 1993.

It has been a busy and an eventful year. We are now in the process of looking for suitable long-term accommodation. The possibility of acquiring a derelict building, renovating it to a high standard and using it as the Trust's headquarters, is among the options being considered. However, our work continues uninterrupted in temporary accommodation in the city centre.

Enquiries about securing funding for a professionally qualified person to manage the Civic Trust's activities are at a preliminary stage. Mr. T. Jackson from the International Fund gave the Committee a most useful talk on funding available.

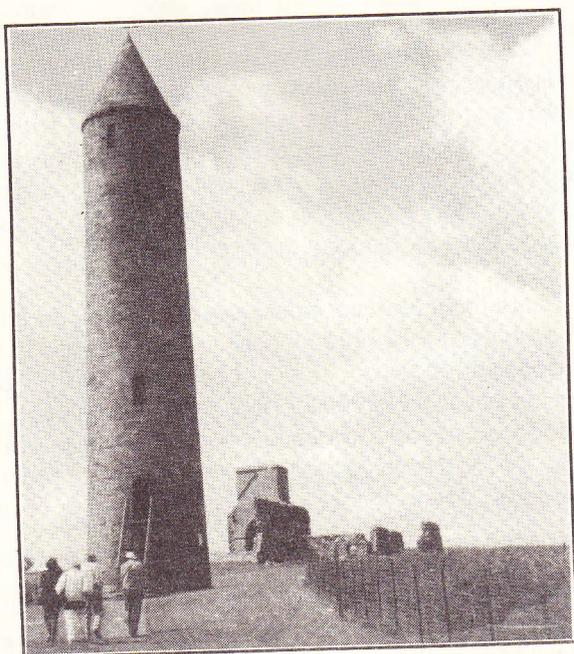
The Trust campaigned and lobbied councillors, made submissions to the Council and presented proposals to the Planners concerning the Strand Road Development. A few of those recommendations were incorporated into the development but most of our suggestions went unheeded.

The Civic Trust hosted an international conference, titled "Derry - A Successful Historic City?", with assistance from IMPACT '92 last May. Over eighty people attended the conference which was chaired by John Hume, MP, MEP. A report on the Conference is published in the *Review*.

Mr. Ian Lumley, distinguished conservationist, gave a public lecture in the Tower Museum, entitled "Georgian Dublin", jointly hosted by the Trust and the North West Architects' Association. An article on his impressions of Derry during his visit, is published in the *Review*.

The Foyle Civic Trust, for the third year, supervised the job placement of a student from the University of Ulster.

The Trust and Ulsterbus collaborated on and initiated a CivicBus Tour of the city. The tour will run twice weekly this summer.



Foyle Civic Trust Outing to Devenish Island

Derry City Council has funded the publication of a brochure, and is paying for the services of a guide to accompany the tour.

The Trust made a submission to Derry City Council on proposals for a Riverside Walk. (A copy of the submission is published in the *Review*).

The Trust lobbied local councillors and wrote articles for the press in its attempt to dissuade the D.O.E. from going ahead with its plans to convert the grounds of St. Augustine's into a car park. Sadly, our recommendations went unheeded by the D.O.E.

Mary McLaughlin, a member of the Executive Committee, at her own expense, represented the Foyle Civic Trust at a European Conference on Historic Cities, in Istanbul in September 1992. A report of her visit is included in this magazine.

Annesley Malley was the guest speaker at the Belfast Civic Trust's tenth anniversary A.G.M. Members of Armagh Civic Trust visited Derry on 17th May.

Annesley Malley and Mary McLaughlin gave a talk on the history of Derry and the work of the Civic Trust to Eglinton W.I. in January.

The competition organised by the Verbal Arts Centre and the Civic Trust, encouraging the public to write about the city, was won by Mr. Brian Mitchell. His essay is published in the *Review*.

The Foyle Civic Trust presented a written submission to the Draft Londonderry Area Plan 1996 - 2011. The main suggestion in the submission included the need to preserve our older buildings, the re-use of large industrial buildings, the potential of the River Foyle, the upgrading of derelict property and the need for people to live in the central area of the city.

Members of the Executive Committee of the Trust, together with members of the North West Architects' Association, had a meeting with Mr. M. Murphy, Chief Executive of the Western Area Education and Library Board, to present ideas concerning the possible use of the church prior to its sale to a private purchaser.

On the 12th July 1992 members of the Trust had a most enjoyable trip to Enniskillen, visiting Devenish Island, Castle Coole, Monea Castle and Tully Castle.

The Chairperson and Committe Members of The Foyle Civic Trust would like to thank the following for the help and assistance they have given in the past year:

Brian Lacey and Derry City Council
Paul Hipsley and Guildhall Press
Fergus McAteer
Sam Burnside and the Verbal Arts Centre
Omega Design
N.W. Architects' Association
Tim Webster

We would like to congratulate Derry City Council on bringing the Walled City Conference to the City next year and we look forward to offering any assistance we can with this.

G. McCORMICK 
BUILDING CONTRACTORS

**HOMES OF DISTINCTION
PRIVATE DEVELOPMENT –
DESIGN & BUILD SERVICE**

JOINERY MANUFACTURERS



17 KILDOAG ROAD, GOSHADEN
LONDONDERRY
(0504) 42632
FAX: (0504) 46079

FOX'S CORNER

SATURDAY
ANTIQUE MARKET
4 LONDON STREET
(Above Bookworm)



- BRIC-A-BRAC
- ANTIQUES
- FURNITURE
- COLLECTORS
- ITEMS
- RECORDS
- BOOKS

SEAMUS CANAVAN & ASSOCIATES

**Consultant Chartered
Town Planners and
Architectural Designers**

*Consultants in Town Planning and
Architectural Design
including Development Appraisals,
Environmental Assessments and
Feasibility Studies.*

Particular interest in Listed Buildings
and Conservation Area Work

18 CLARENDON STREET, L'DERRY,
N. IRELAND BT48 7ET.
Telephone No. (0504) 371700
Fax. No. (0504) 372187



**O'NEILL
BROS.**



(BUILDING CONTRACTORS) LTD.
Building Contractors & Joinery Manufacturers
Authorised Contractors for Atlas Building Systems

Suppliers to the Trade and Public.
Manufacturers of High Class Joinery
Specialists in Church, Bar, Shop & Reception Counters,
Windows, Doors, Stairs,
Fireplace and School Furniture



*We are pleased to be associated with HMD Architects
on a number of contracts including O'Doherty Fort,
the New Hostel in Magazine Street, Derry,
the Credit Union Offices, Abbey Street, Derry
and the Womens' Refuge, Derry.*

For Design and Installation contact us now at:
18 Pennyburn Industrial Estate, Londonderry.
Tel. No. (0504) 262701 Fax. (0504) 263215
Mon. - Fri. 8.30 a.m. - 6.30 p.m. Sat. 8.30 a.m. - 1.00 p.m.

MANOR MOULDINGS

*29 Kildoag Road,
Goshaden,*

Co. L Derry BT47 3TQ.

Tel. No. (0504) 45103

Specialists in the Restoration
of Listed Buildings,
Period Houses, Churches,
Hotels and Bars

CITY PAINT AND WALLPAPER SUPPLIERS

Suppliers of advice
and information to
owners of
Listed Buildings
in Derry's two
Conservation Areas



SACKVILLE STREET, DERRY BT48 7BQ.
Tel. (0504) 265994. Fax. (0504) 265994.

*P. J. Doherty
(Derry) Ltd.*

BUILDING CONTRACTORS



**STATION HOUSE,
DUKE STREET,
DERRY BT47 1DH.**



**Telephone No. (0504) 49199
(4 Lines)
Fax. No. (0504) 49147**

THE FOYLE CIVIC TRUST

congratulate
DERRY CITY COUNCIL

in attracting
**The Walled
City Conference**

**TO THE CITY
IN 1994**