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<p>PrEseRvIng and sustainably governing Cultural heritage and Landscapes in European coastal and maritime regionS</p>		

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Nature of deliverable	Report

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1. Executive Summary

This report is an output of WP7 “Communication, Dissemination & Maximisation of Impacts” and delivers 16 cultural heritage trails developed by five PERICLES case regions, designed for both locals and visitors as a means of informing them, through immersive digital platforms, about coastal and maritime cultural heritage in the local area or region.

2. Introduction

PERICLES is an EU-funded research and innovation project running from 2018 to 2021. Among its assignments, PERICLES is developing educational materials and organizing activities with schools, tourism industries and local communities to increase awareness and understanding about the importance of, tangible and intangible, coastal and maritime cultural heritage (CMCH).

The Special Eurobarometer (EC, 2017¹), commissioned to assess the attitudes and opinions of European citizens about cultural heritage, revealed that cultural heritage is perceived as important for a large majority of Europeans, not only to them personally, but to their community, region, country and the EU as a whole. This importance is emphasised by the fact that more than two thirds of respondents showed interest in learning more about Europe's cultural heritage.

PERICLES partners have developed cultural heritage trails in Portugal, Malta, Estonia, Northern Ireland and Scotland, covering a range of CMCH subjects, from fishing to industrial heritage, as well as themed trails exploring seafood gastronomy and lighthouses.

¹ EC, 2017. Special Eurobarometer 466, Cultural Heritage, Report. European Commission. 79 p. ISBN: 978-92-79-76436-3. doi:10.2766/576064

3. Methodology

At an early stage the partnership decided to focus on the development of digital platforms, rather than paper booklets, recognising that the majority of visitors own a smartphone and web sites and mobile phone apps represents more progressive promotional and educational tools. Two platforms have been employed, that have the capability to have trails printed off, albeit with relatively limited functionality, the Portal being able to be printed off through a 'printscreen' function for example. For this reason it was then decided to employ a two-stage methodology, utilising the izi.TRAVEL application (<https://izi.TRAVEL/en>), inspired by one of Wageningen University's demo projects on Malta, as well as making use of the PERICLES Portal.

Izi.TRAVEL

izi.TRAVEL is an inspiring and immersive website and mobile application, which serves as a storytelling platform, where museum, destination management organisations or individuals can publish and share audio guides on a free and open platform. The platform is structured to allow people to upload text, images and audio files and combine them into a trail or tour.

The methodology for creating the individual izi.TRAVEL trails in Portugal, Scotland, Northern Ireland, Malta and Estonia is explained in sections three to seven.

Map Your Heritage Portal

The trails toolset on the PERICLES portal provides a rich set of functions to enable users to create their own trails from new and/or existing points, as well as explore trails created by other users. The user can save, edit, bookmark, and share their trails using the platform's sophisticated functionality designed to maximise an easy-to-use, flexible, and aesthetically pleasing experience. Trails can be created at any scale (e.g. local, regional, national) and can be easily downloaded and/or printed.

The portal trail's function differs from that in izi.TRAVEL in a number of ways. Firstly, the portal allows any user to create their own trail entirely from previously existing points on the portal. This is important as it does not require any previous knowledge or content to use the trails tools, which is required when designing a trail in izi.TRAVEL. Secondly, the portal is designed to crowdsource and capture detailed information regarding location, descriptions, values, and media about coastal and maritime cultural heritage, and therefore the trails tools enable the user to explore and connect new and/or existing points and experience other users' perspectives. This is different to the core functionality of izi.TRAVEL, which is to enable the creation of multimedia tourism guides. Thirdly, the portal does not currently include any route-finding technology and therefore does not have the capacity to provide the user with detailed routing information, although it does provide exact location co-ordinates. The portal has been designed to support a very different set of functions to capture and visualise coastal and maritime cultural heritage and therefore izi.TRAVEL is an ideal alternative platform to support this capability.

All trails designed and created in PERICLES can be found in izi.TRAVEL and the portal, both platforms providing different and complementary functions and experiences for the user. When content used in

the trails in this booklet has been captured via the portal, it has then been transferred izi.TRAVEL by the user or members of the PERICLES team-

A screenshot of every trail developed is included in the appendices, along with a series of illustrative uses of the Map Your Heritage Portal.

4. Ireland

Queen's University Belfast created five new PERICLES maritime heritage trails in East Belfast, to be made freely available to the public on the izi.TRAVEL platform. These are:

- East Belfast Maritime Murals (walking tour)
- East Belfast Maritime Memorials (walking tour)
- East Belfast Women's Maritime Heritage (walking tour)
- East Belfast Maritime Memorials – Extended (cycling tour)
- East Belfast Maritime Heritage Sculpture Trail (cycling or long walking tour)

The Belfast trails were devised from the results of cultural heritage marker mapping that formed part of the work for the Belfast demo (<https://www.pericles-heritage.eu/case-region-scotland-ireland/>). This research resulted in the mapping of 60 maritime cultural heritage markers in the vicinity of the port in East Belfast. The original intention was to co-create these trails at workshops with community members and the key local organisations, EastSide Partnership and EastSide Tourism, allowing local people to select their preferred features to be included. Due to the disruption related to COVID-19, which resulted in difficulties engaging our stakeholders, it was decided to design the itineraries in-house. Much of the information leading to the features of the trails and going into the guides, however, was provided by the public and other local stakeholders.

The themes for the trials arose for various reasons. Belfast is famed for its murals, therefore developing a trail around those with a maritime theme was highly relevant and is expected to be popular among visitors to the area. The cultural heritage marker mapping also revealed many maritime sculptures and memorials. These are expected to be popular with locals and visitors alike, particularly the memorials as some of them may not be familiar even to those living the area or their stories are perhaps not widely known. The East Belfast Women's Heritage trail was created to raise the profile of women in the city's maritime heritage, after research revealed that heritage relating to women had been marginalised.

The tours promoted exclusively as walking tours each take around an hour in duration, allowing time to read the stories around each feature. The longer East Belfast Maritime Heritage Sculpture Trail is promoted as a cycling or long walking tour, as both are feasible. The East Belfast Maritime Memorials – Extended trail is promoted as a cycle tour only, as it is significantly longer in distance than the others and only very strong walkers would wish to attempt it on foot. It was decided best not to encourage the average visitor to attempt it.

The text for the tours was written from the extensive information gathered through the mapping exercise. This information was gathered from talking to local heritage experts, as well as online and in

printed literature. It was intended to recruit someone with a local accent to record the audio, however ongoing COVID-19 restrictions impacted our ability to do this. It was decided that the audio would instead be recorded by PERICLES team member Laura Ferguson. The photographs were also gathered during the mapping exercise, with the exception of two archive photographs (in the public domain) that were used in the women's heritage trail to illustrate life for women in the past. In the case of the ropeworks this was necessary as the building no longer exists, although a bridge at the site has been named after it.

The trails are due to be launched in Summer 2021. In addition to being available on izi.TRAVEL, they have also been mapped on the PERICLES portal. Links to the izi.TRAVEL guides for the trails will be provided on the portal when they are launched. After PERICLES, ownership of the trails is to be offered to EastSide Partnership, who operate EastSide Tourism.

5. Scotland

In Scotland, three trails were developed, one themed on lighthouses and the other two more geographically focussed on the small island of Bernera in the Outer Hebrides, linked to the much larger island of Lewis by a road bridge.

The idea for a lighthouse trail emanated from work done on another EU-funded project run by UHI's Centre for Recreation and Tourism Research, whereby geographical data, information and photographs were uploaded and presented on the MaraMap, an information map of the west coast of Scotland designed for maritime and coastal tourists, both on land and sea. Discussions with the Northern Lighthouse Board (NLB) confirmed their enthusiasm to both include lighthouse spatial data on the PERICLES Portal and work with the team at UHI and UoY to develop a lighthouse themed trail.

It was decided at an early stage to use eight principal lighthouse locations in the trail map, from the Mull of Galloway in the south of Scotland to Fair Isle in the far north. These sites are those that are both more accessible and properly geared up for visitors. The NLB expressed concern at promoting other lighthouse sites that are comparatively difficult to reach and which might pose safety issues for visitors.

Descriptions, spatial data and photographs were supplied by the NLB, with the team at UoY creating the trails in izi.TRAVEL, and the audio voiceover provided by Kelly Morrison at UHI. The NLB will effectively take ownership of the trail and start to promote it in the summer of 2021.

The Bernera museum, on Great Bernera, in the Western Isles of Harris and Lewis, is run by the Bernera Historical Society (<https://berneramuseum.wixsite.com/website>). Through previous, related contact the museum became interested in the portal and started to add points of interest in summer 2020. The team at UHI/UoY then contacted the museum to ascertain if it would be interested in working collaboratively to develop a trail. Work on developing trails together started in January 2021. Some sites can only be accessed on foot and therefore the museum suggested developing two trails, one walking trail and a second driving trail. The UoY team created the izi.TRAVEL trails, sourcing the imagery and

textual descriptions from the museum. Again, the audio voiceover provided by Kelly Morrison at UHI. The museum will 'own' the trails after the end of the project.

The three trails will be launched in Summer 2021.

6. Portugal

The University of Aveiro created a trail in the Ria de Aveiro case region dedicated to seafood gastronomy, to be freely available to the public on the izi.TRAVEL platform.

The identity of the Ria de Aveiro region is strongly influenced by the proximity to the sea, the presence of the coastal lagoon, and the way people shaped the territory and relied on these two environments to develop their activities. This identity is reflected in the region's gastronomy. The aim of this trail was to explore and show the connection between the typical seafood gastronomy and the traditions and traditional activities associated to the sea and the lagoon. Therefore, an inter-municipal itinerary was developed highlighting the diversity and richness of the Ria de Aveiro seafood traditions gastronomy, while providing information and drawing attention to places where the cultural heritage can be further understood.

This itinerary goes through six municipalities bordering the Ria de Aveiro coastal lagoon and the Atlantic sea. Unlike many gastronomic routes, this route does not focus on restaurants, but rather on a) **festivals** where typical dishes can be tasted and where local traditions are shared; b) **museums** that can be visited and where people can learn about the traditional fishing activities and canning industry, for instance; c) production areas of iconic **seafood products**, such as artisanal salt production, oyster and fish farming, macroalgae and halophyte plants (e.g. *Salicornia ramosissima*); d) **traditional small-scale fisheries** that can still be observed by visitors.

The text for the tour and most of the pictures were written and gathered during the field work (mapping exercise and short videos), as well as online and printed literature. The ongoing COVID-19 restrictions have caused some impact on our ability to actively engage with stakeholders, to collect additional images, and to attend and get pictures from food festivals, which have been cancelled. Nevertheless, stakeholders have been contacted and several have contributed with materials (mostly photos). They will have access to the information and the opportunity to own the trail after the end of the PERICLES project, and add further material then.

Given the extent of the area and the nature of the attraction points (many are seasonal), it was not intended to be a continuous tour and it was considered that the audio function of izi.TRAVEL does not fit the purpose of the tour. The tour, which will be launched in Summer 2021, is available in Portuguese (<https://izi.travel/en/browse/fb2ef02f-e797-4750-9acb-cbbe0b7fdb6/pt?passcode=aveirocmch>) and English (<https://izi.travel/en/browse/fb2ef02f-e797-4750-9acb-cbbe0b7fdb6?passcode=aveirocmch>)..

7. Estonia

In the footsteps of Kihnu Jõnn

The trail In the Footsteps of Kihnu Jõnn is located in the island of Kihnu, which is part of the Estonian study area in PERICLES. The trail is also a part of the coastal trail E9 (an international designation), since the island of Kihnu is a part of that trail. Kihnu is an island with unique maritime culture, which also includes the tradition of shipping. Many famous Estonian captains have come from Kihnu and this trail reflects the life story of the most celebrated of them all, Enn Uetoa, who, despite his reputation, did not actually have a captain's diploma. There were many such non-official captains in Estonia in the 19th century. The route takes in numerous related sites, such as Kihnu cemetery, the port of Kihnu and Kakra peninsula.

The idea of the trail was born locally by the representative of Kihnu Maritime Association Reet Laos, who also compiled the texts and will record the audios. The images are either historical photographs of Kihnu Maritime Association collections or taken by Reet Laos. National Heritage Board of Estonia helped with translations and the information on and order of the points in the trail.

The trail, including photographs and text has already been launched/made public on izi.TRAVEL (<https://izi.travel/en/7927-in-the-footsteps-of-kihnu-jonn/en>), and it will be enriched with audio later. The trail is perfect for a bike ride, and listening to the materials while biking is effortless. Biking is the main means of movement for tourists on the island of Kihnu, and this is one of the reasons why the trail has been chosen to be a biking trail. The trail is available in English and in Estonian. In the Estonian version of it a lot of information is offered in the Kihnu dialect, which is still spoken in the island.

The trail has been set up on izi.TRAVEL by the National Heritage Board of Estonia, but it can and will be promoted by local tourism industry.

In the footsteps of captains and ship owners of Western Estonia

The trail In the Footsteps of Captains and Ship Owners of Western Estonia follows the European coastal trail E9. Sailing and ship building are important topics in the Western Estonian coastal culture. They became professionalised after the establishment of the Heinaste/Ainaži Maritime School in the present territory of Latvia in the 19th century. Many famous captains studied in this school. The trail takes people to places connected to certain ship captains and ship owners (such as the port of Heinaste, numerous memorials and captains' homes) while also telling funny stories about those people.

The trail was compiled and translated by National Heritage Board of Estonia. The idea of the tour was discussed with the representatives of Estonian Rural Tourism (Eesti Maaturism). Photos were taken by Maili Roio/ National Heritage Board of Estonia.

The trail (<https://izi.travel/en/212e-in-the-footsteps-of-captains-and-shipowners-of-western-estonia/en>) has been launched in English and in Estonian, and the audio files will come later. It has been marked as a biking tour, because it is too long to walk, but, also, because the coastal trail E9 runs in areas which are impossible to approach by car.

The trail has been entered on izi.TRAVEL by National Heritage Board of Estonia, but could potentially be promoted by the tourism industry.

8. Malta

Researchers of the Environmental Policy Group of Wageningen University and Research (WUR) have coordinated the co-production of five audio-guided tours as part of the PERICLES Heritage case study work on Malta. The tours are located in and around the fishing village of Marsaxlokk and are made available through the digital story telling platform izi.TRAVEL. Three types of tours can be distinguished: city walks, nature and heritage trails, and boat tours.

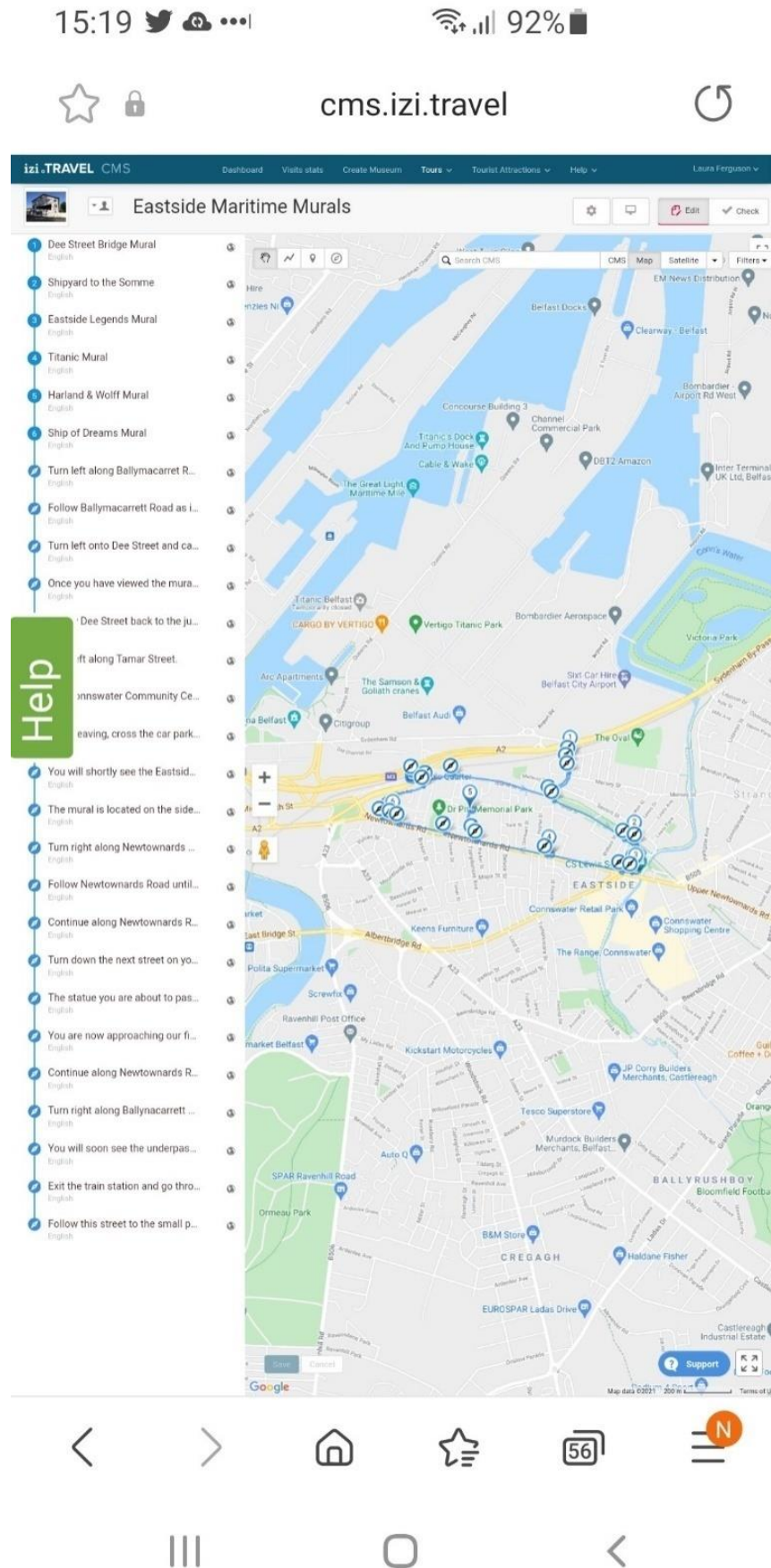
The development, decision-making processes and production were part of a participatory approach which involved several representatives of the local community of Marsaxlokk. Members of the local council, heritage enthusiasts, local tour operators and researchers from the community worked together to identify coastal and marine cultural heritage (CMCH) elements, to conduct research on each of these elements, and to write text, provide images and narrate the stories. The selection of the trails was based on the spatial location of the most visible CMCH elements, the tourists flows around the community, and the identification of lesser-known CMCH elements. The design of the tours has been a decision process of trial and error, to find the balance between the experience and content.

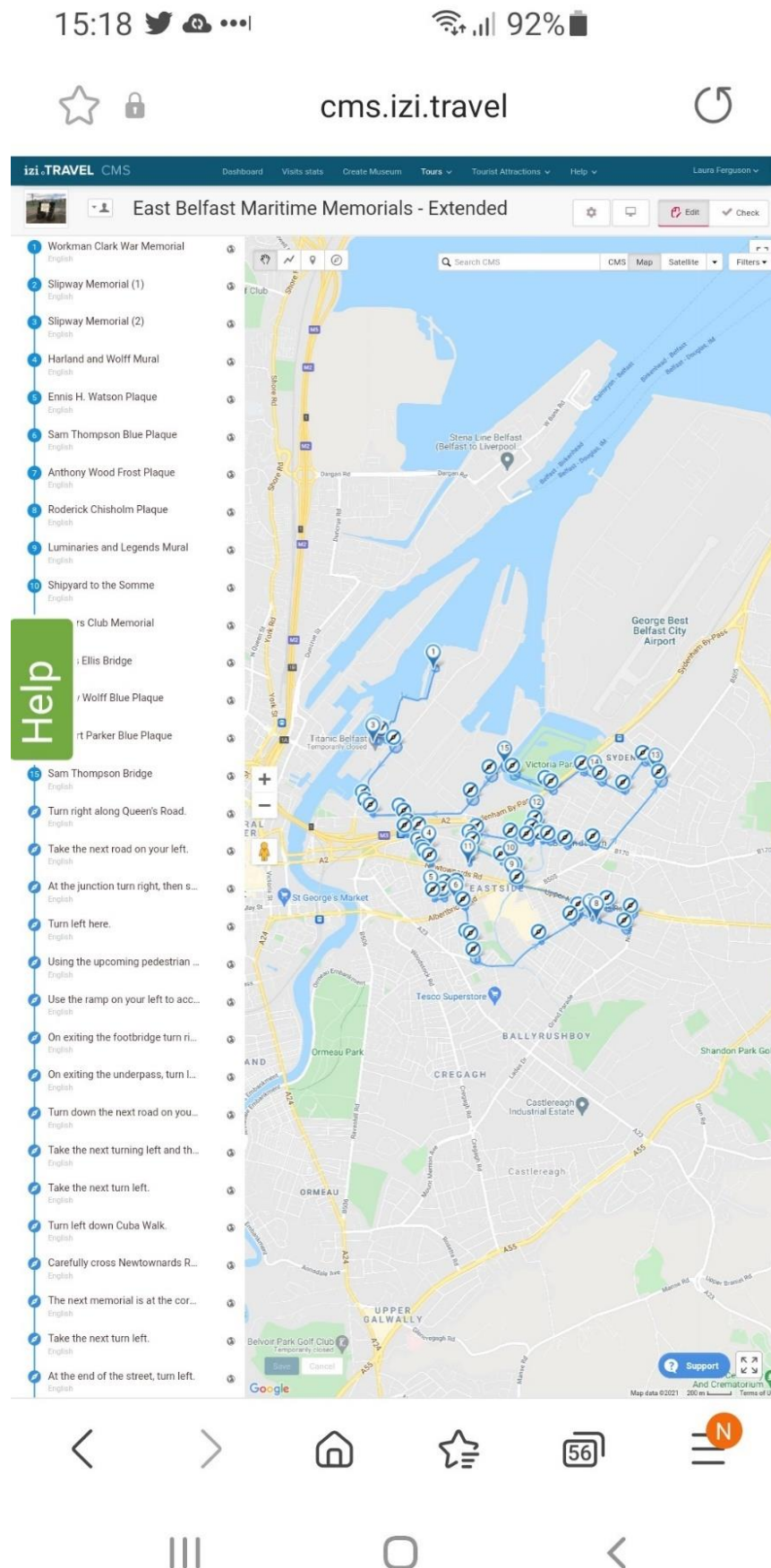
The materials of the audio guides – text, images and recorded voices – were provided mostly by the participants involved in the production of the tours. Together with the WUR coordinators they uploaded the materials and made them available via the platform. At the end of the project, the ownership of the tours will be handed over to the local council of Marsaxlokk, who will be promoting them among both domestic and international visitors. At the same time, a local sub-committee set up with an interest in both managing tourism and heritage will be supervising and enhancing the tours beyond the PERICLES Heritage project.

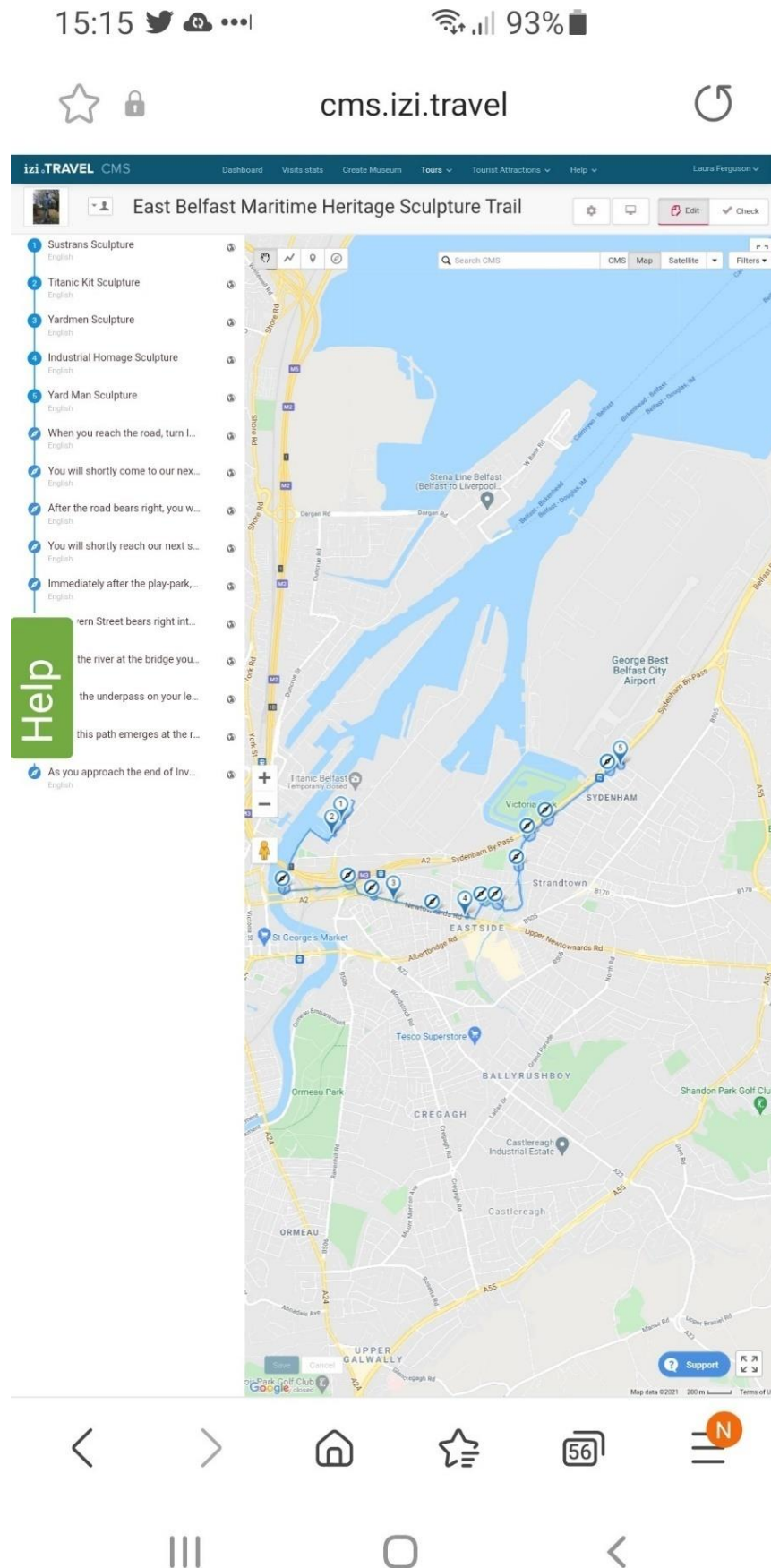
The trails are currently ready and available online, but not yet promoted. See <https://izi.travel/en/aea1-peter-s-pool-trip/en>, <https://izi.travel/en/e9e9-marsaxlokk-s-waterfront/en>, <https://izi.travel/en/afdd-harbour-cruise-trip/en>, <https://izi.travel/en/193d-the-three-bays-kalanka-peter-s-pool-and-il-hofra/en> for example. Due to COVID19, the launch has been postponed to find the right timing at the start of the summer season in 2021. Given the circumstances, the official launch will take place in May/June 2021 to at least reach domestic tourists and we will be able to evaluate the usage and impact at the end of the summer, still within the scope of the PERICLES Heritage project.

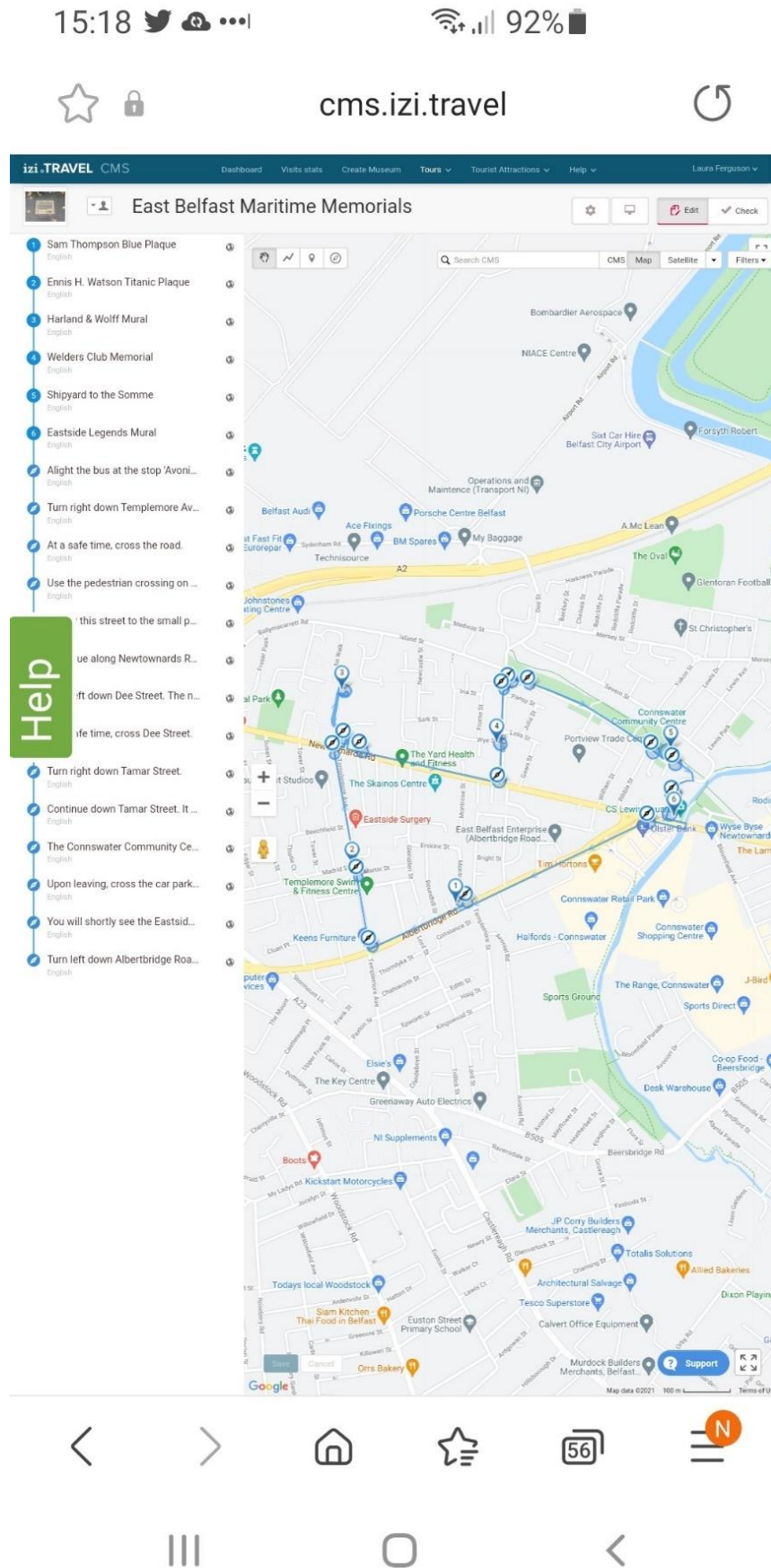
Appendices

Ireland

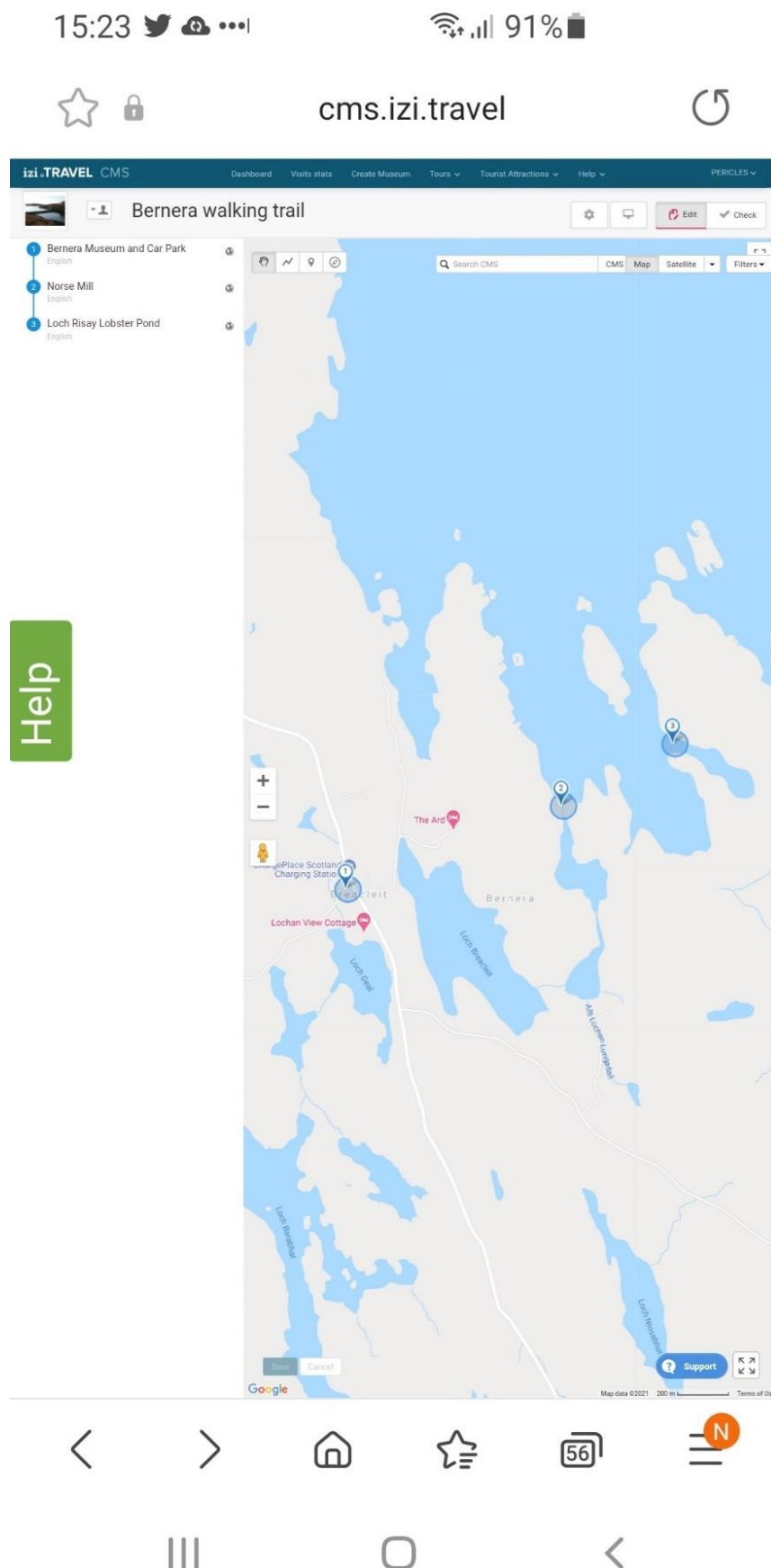


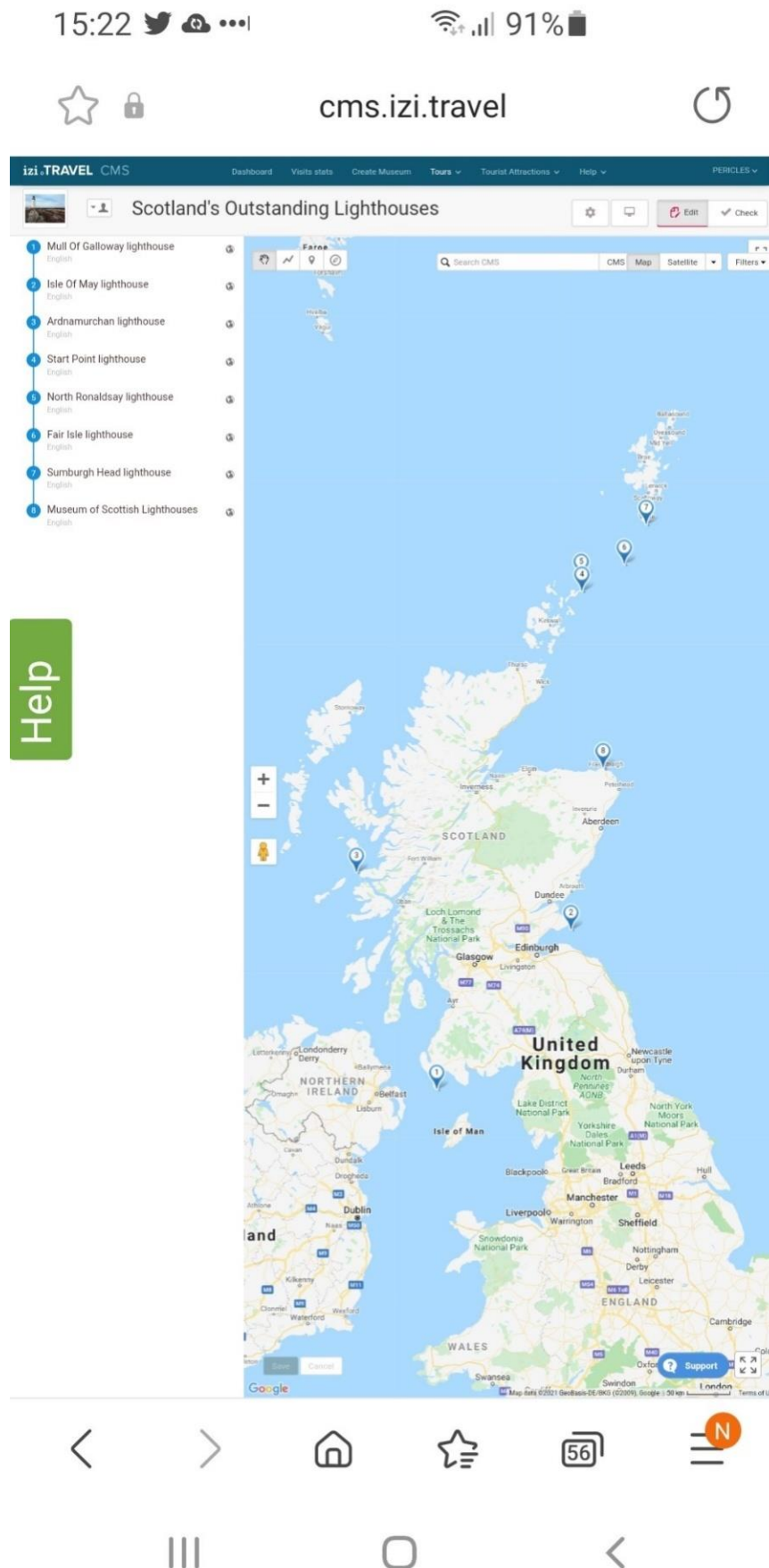


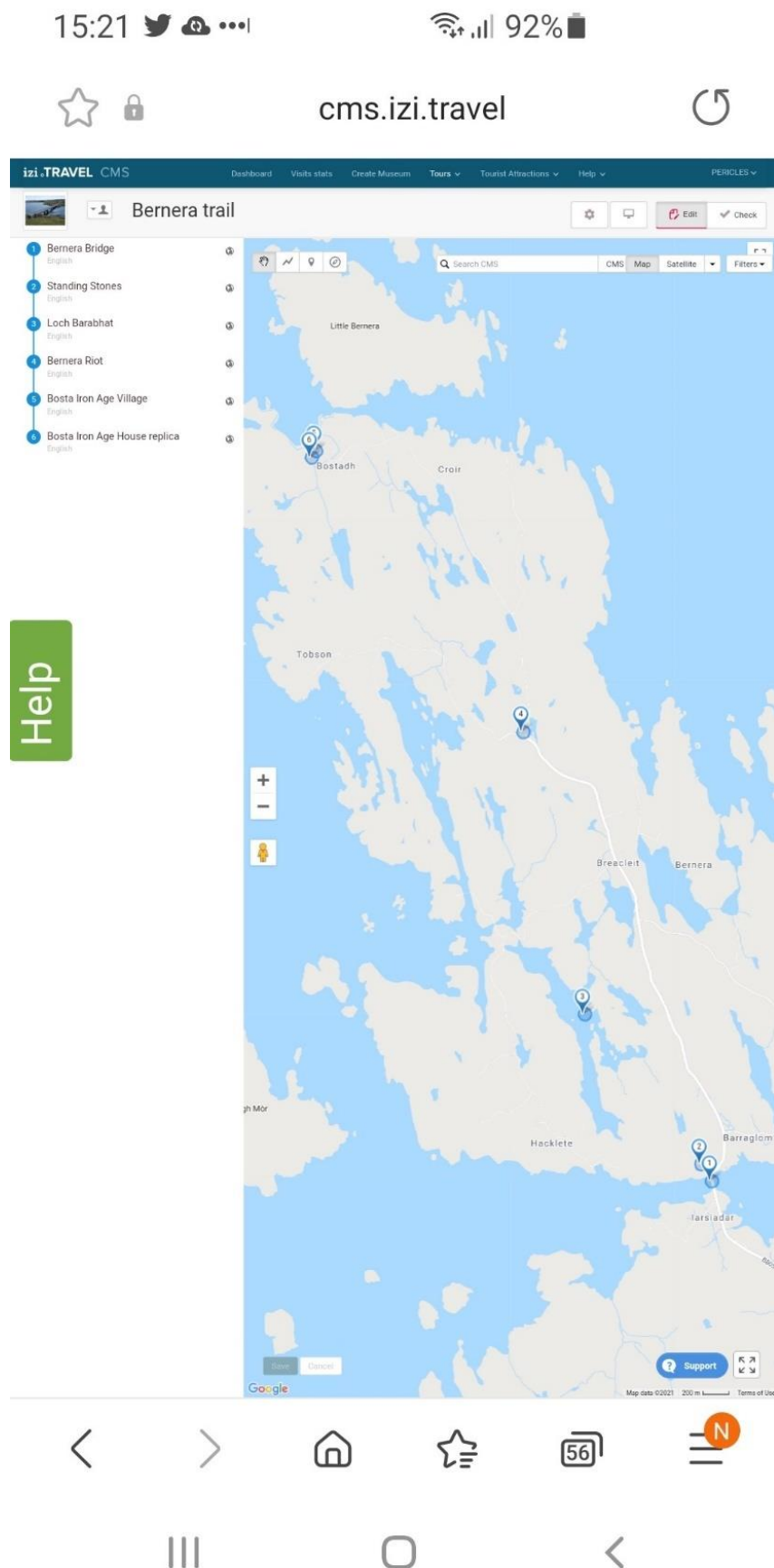




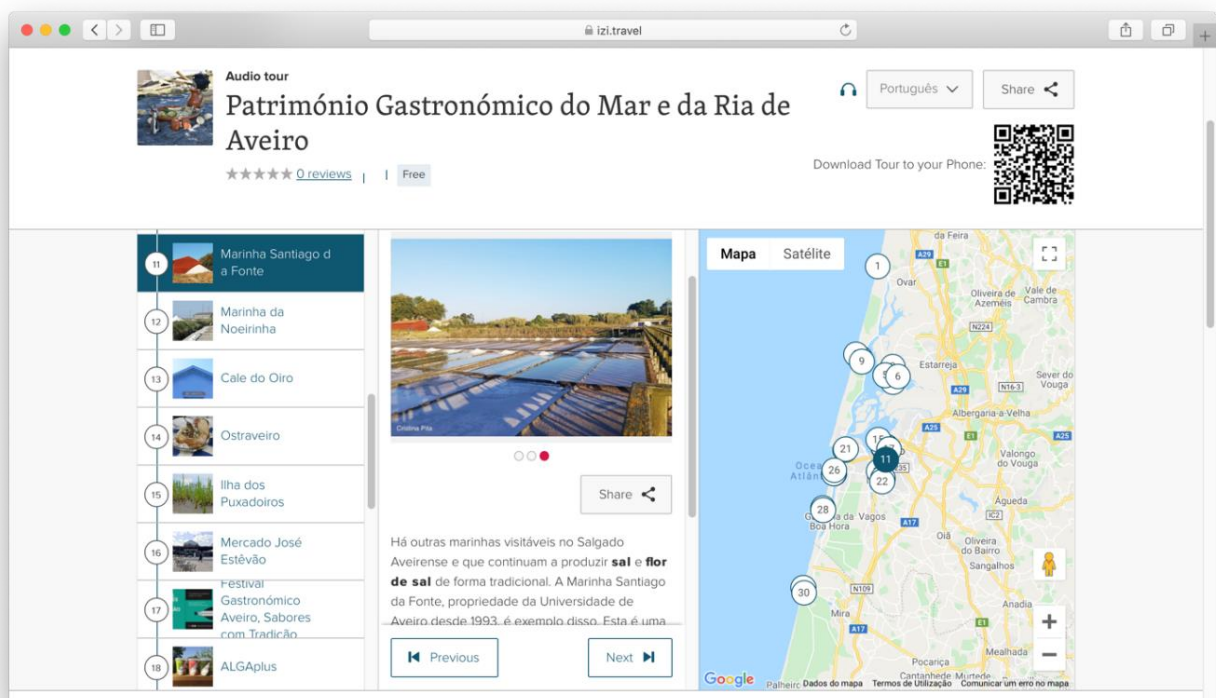
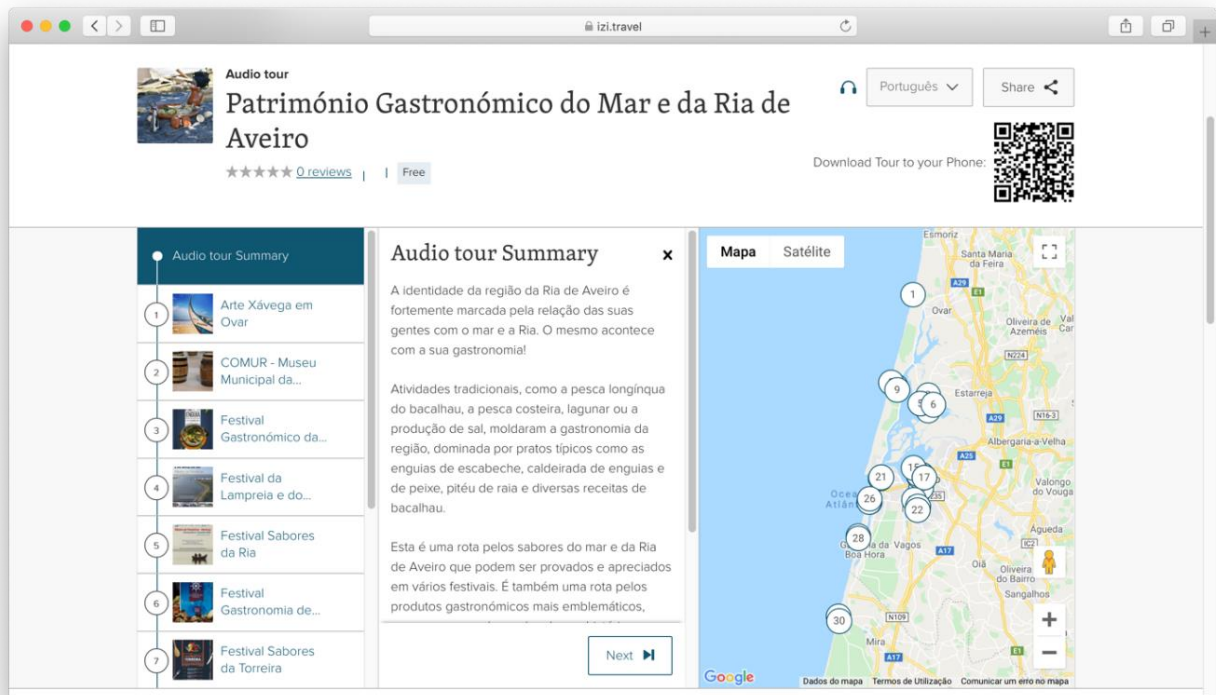
Scotland







Portugal











Estonia

izi.travel/en/212e-in-the-footsteps-of-captains-and-shipowners-of-western-estonia/en



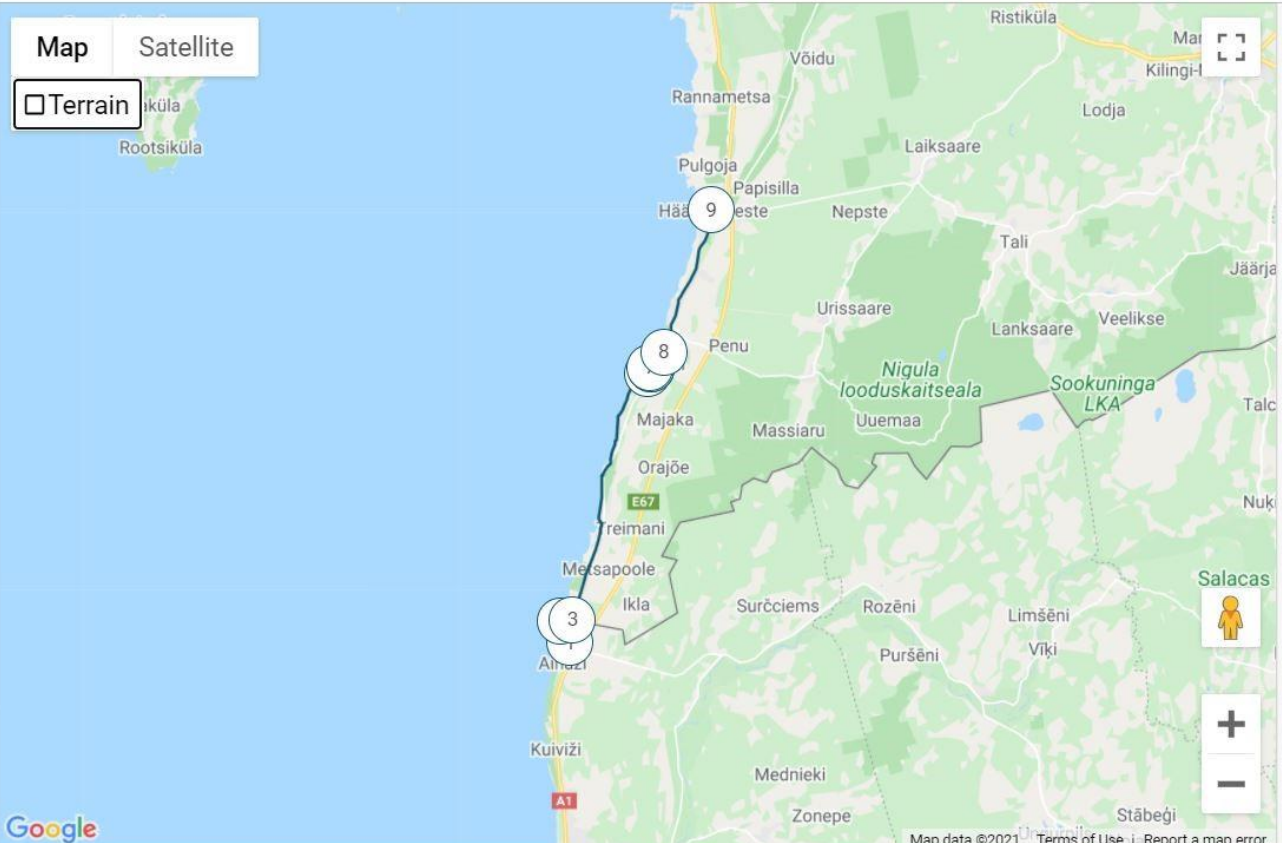
artkleid allveepäränd fotod muu toit konverentsid seadused [KNR] Dictionary of... Ecofleet Kaardid - Avalaht

Muud järjehoi

- 1  Heinaste maritime school
- 2  Port of Heinaste
- 3  The house of captain Konks
- 4  Shipowner's house in Kabli
- 5  The memorial for jaala-ship the Kaja
- 6  The memorial for ship builders in...
- 7  The ship building site in Kabli
- 8  Last sailing ship and

Map Satellite

☒ Terrain



Google

Map data ©2021 Terms of Use Report a map error

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izi.travel/en/7927-in-the-footsteps-of-kihnu-jonn/en

artkleid allveepärand fotod muu toit konverentsid seadused [KNR] Dictionary of... Ecofleet Kaardid - Avalaht Muud järjehoidjad

Audio tour Summary

- 1 The Harbor of Kihnu
- 2 Nord Road
- 3 The power station
- 4 The peninsula of Kakra /Silmavahe
- 5 Sigatsuuru harbor
- 6 Kihnu cemetery
- 7 St Nicholas church of Kihnu

Map Satellite Sangelaiud

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



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Malta

 Delimara countryside walk

Map controls:    

Map/Satellite/Filters

Search CMS

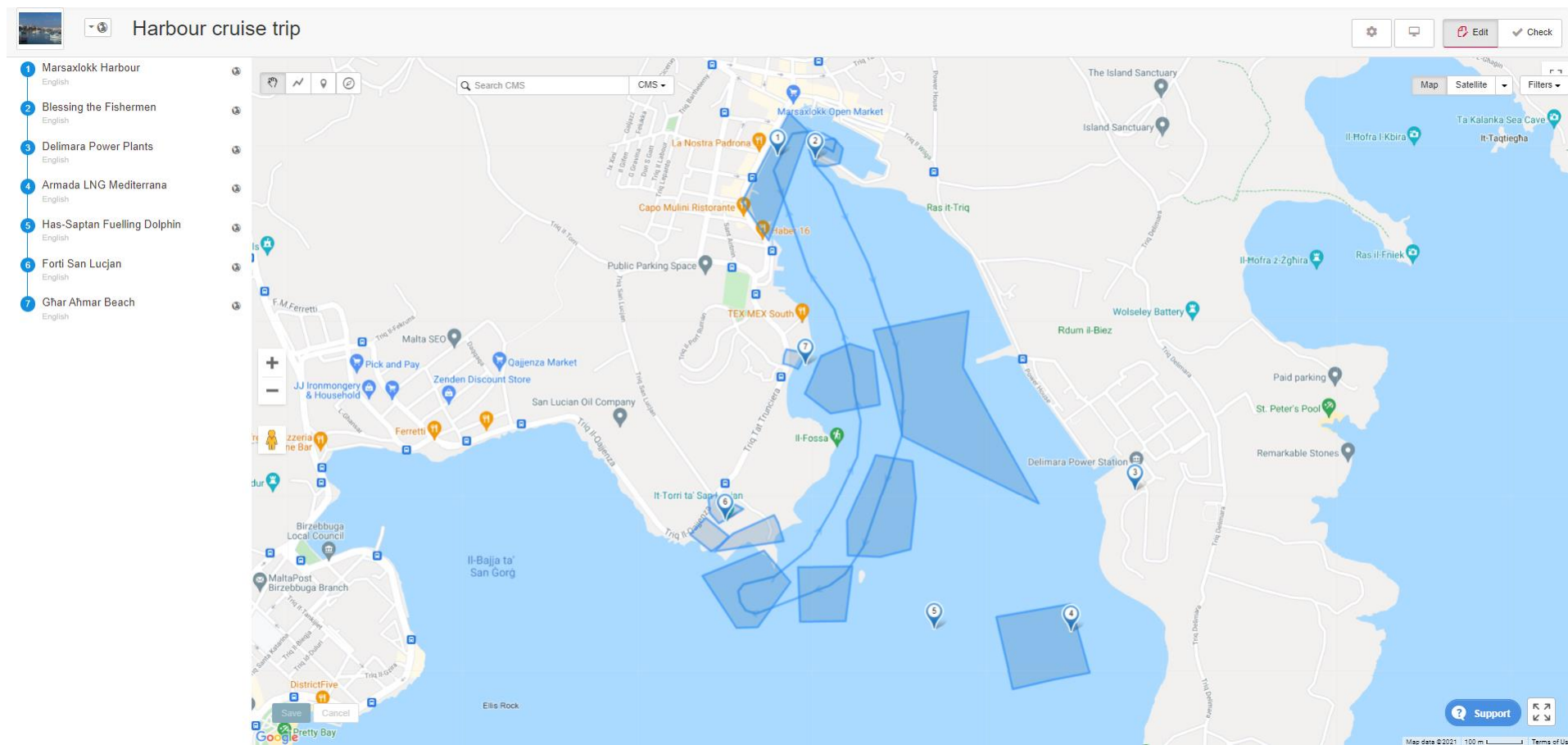
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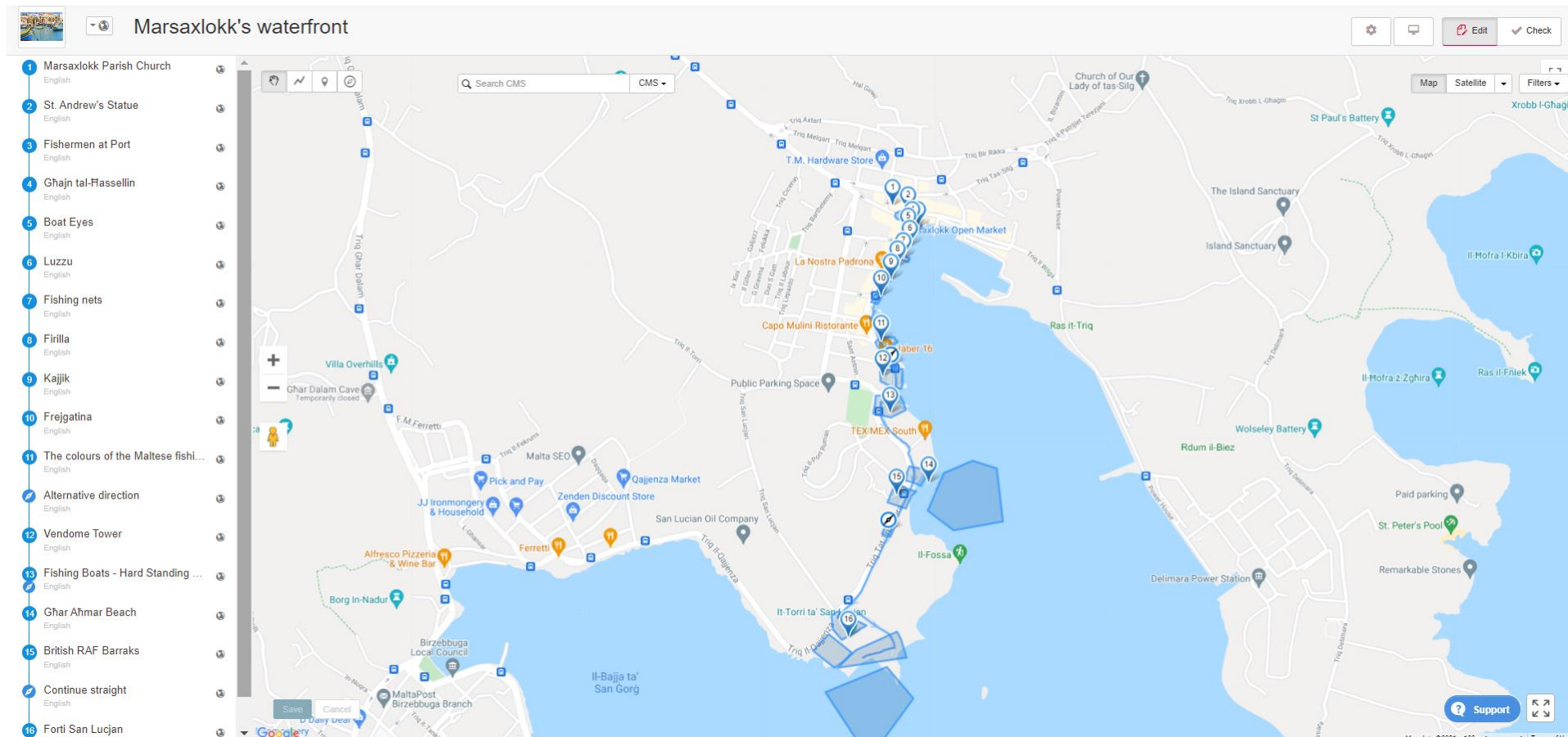
Waypoints (English):






- 1 Fort Tas-Silg
- 2 Marsaxlokk Highest Viewpoint
- 3 Hofra Bay viewpoint
- 4 Il-Hofra z-Zghira
- 5 Turn right
- 6 Il-Qali / Peter's Pool
- 7 Turn left
- 8 Turn left
- 9 Il-Kalanka/il-Qala it-Tawwalija
- 10 Il-Kalanka tal-Gidien
- 11 Dangerous cliffs
- 12 Salt Pans
- 13 Torre della Limara (De Redin)
- 14 Transmitter Tower
- 15 Il-Fanal ta' Delimara, Lighthouse
- 16 Delimara Lighthouse AFM
- 17 Turn left
- 18 Fort Delimara

Map labels: TAL-QATTUS, IL-MARNISI, TAS-SILG, SPAR Marsaxlokk, La Nostra Padrona, TEX MEX South, IL-QAJJENZA, Borg In-Nadur, Birzebbuga Local Council, IL-BROLLI, Pretty Bay, Elis Rock, Il-Bajja ta' Marsaxlokk, Freeport Centre, Malta Freeport, Medserv Operations, Hal Far Civic Amenity Site, AAA MALTA (Association for...), St Paul's Battery, Xrobb I-Ghagin, Xrobb L-Ghagin Hostel, Il-Mofra I-Kbira, Il-Taqtiegha, Ras il-Fniek, Wolseley Battery, Delimara Power Station, St Peter's P., Forti Delimara, Lighthouse Il-Kalanka, Il-Kalanka tal-Gidien, Il-Taqtiegha tad-Delimara.

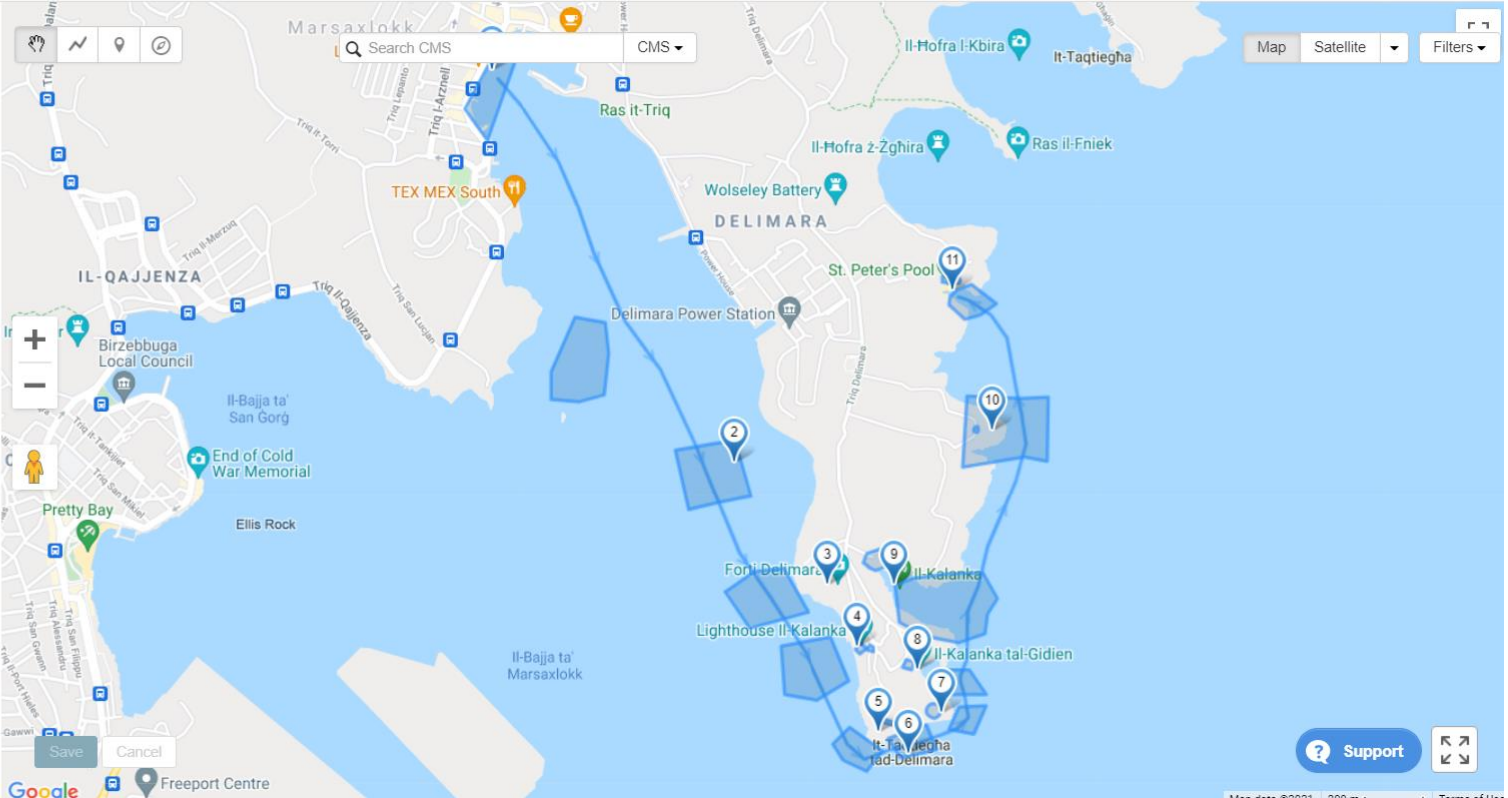
Buttons: Save, Cancel, Support










 **Peter's pool trip**    Edit  Check


- 1 Marsaxlokk Harbour
English
- 2 Armada LNG Mediterrana
English
- 3 Delimara Sea Fortress
English
- 4 Il-Fanal ta' Delimara, Lighthouse
English
- 5 Salt Pans
English
- 6 It-Taqtiegħa
English
- 7 Xifer l-Infern/ Hell's End
English
- 8 Il-Kalanka tal-Gidien
English
- 9 Il-Kalanka/Il-Qala it-Tawwalija
English
- 10 Tumbrell Point Battery
English
- 11 Il-Qali / Peter's Pool
English



Map controls: Map, Satellite, Filters

Support

 **The three bays - Kalanka, Peter's Pool and Il-Hofra**    

 1 Marsaxlokk Harbour
English

2 Armada LNG Mediterrana
English

3 Delimara Sea Fortress
English

4 Il-Fanal ta' Delimara, Lighthouse
English

5 Salt Pans
English

6 It-Taqtiegħa
English

7 Xifer l-infern/ Hell's End
English

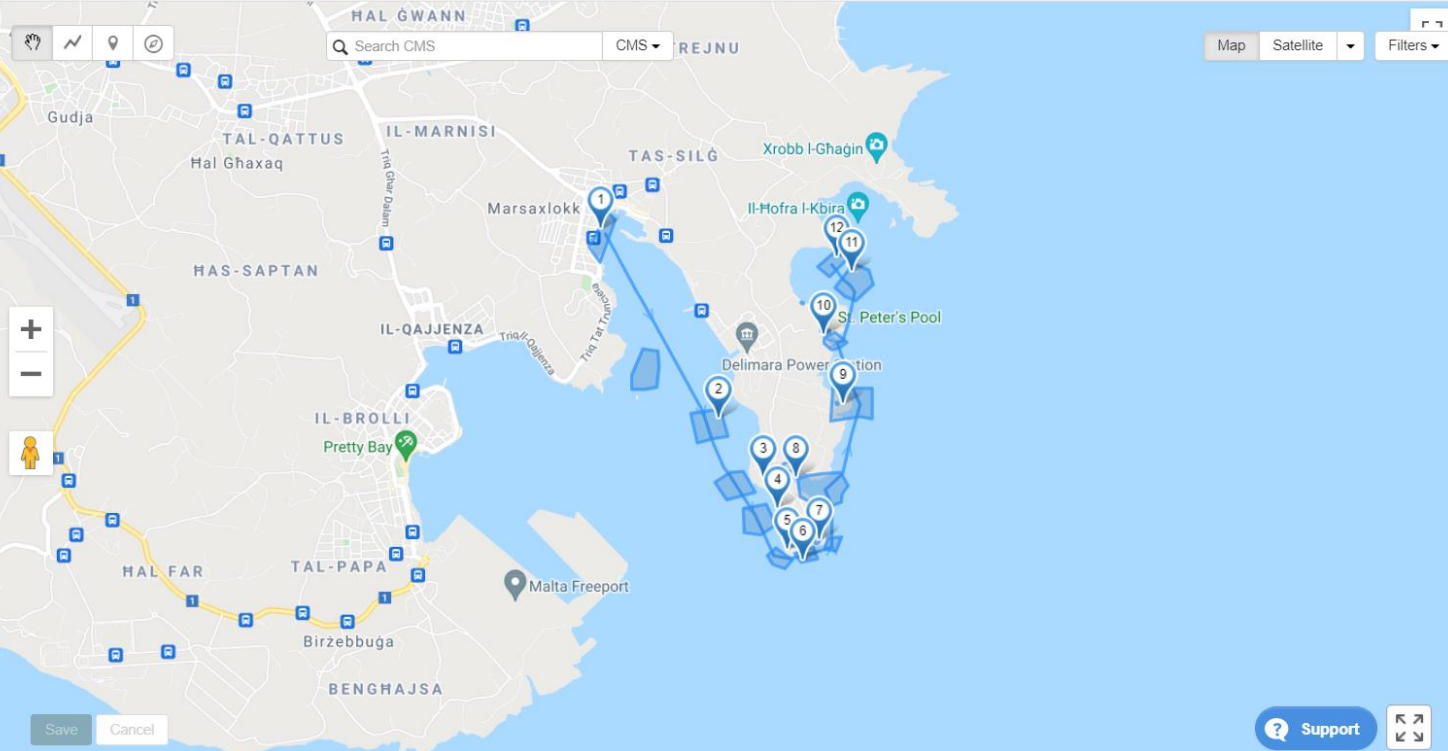
8 Il-Kalanka/il-Qala it-Tawwalija
English

9 Tumbrell Point Battery
English

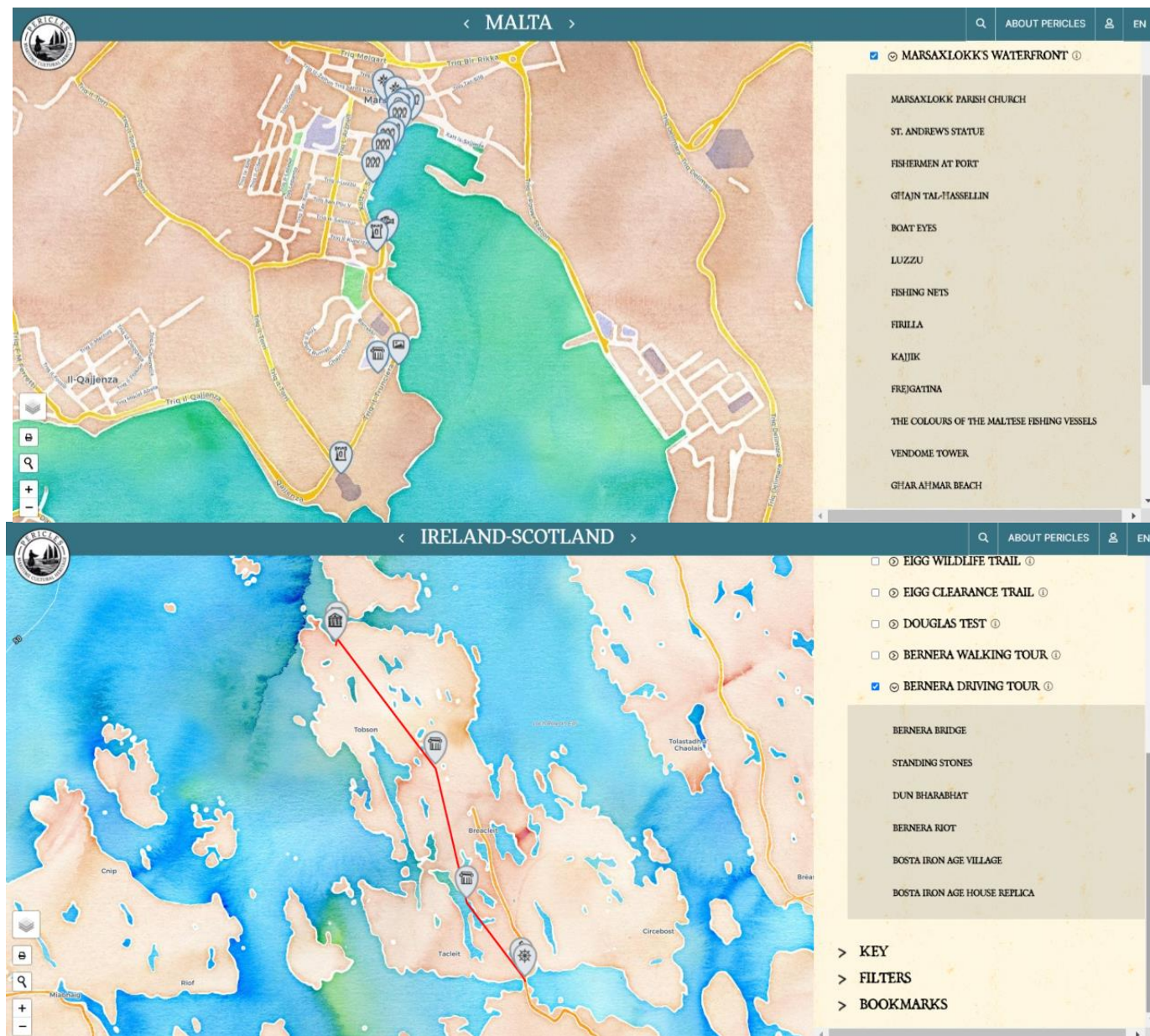
10 Il-Qali / Peter's Pool
English

11 Ras il-Fenek Point
English

12 Hofra bay
English



Map Your Heritage Portal



< IRELAND-SCOTLAND >

EXTENDED/CYCLE TRAIL ①

☒ SCOTLAND'S OUTSTANDING Lighthouses Trail ①

- MULL OF GALLOWAY LIGHTHOUSE
- ISLE OF MAY LIGHTHOUSE
- ARDNAMURCHAN LIGHTHOUSE
- START POINT LIGHTHOUSE
- NORTH RONALDSAY LIGHTHOUSE
- FAIR ISLE LIGHTHOUSE
- SUMBURGH HEAD LIGHTHOUSE
- MUSEUM OF SCOTTISH LIGHTHOUSES

☐ EIGG WILDLIFE TRAIL ①

☐ EIGG CLEARANCE TRAIL ①

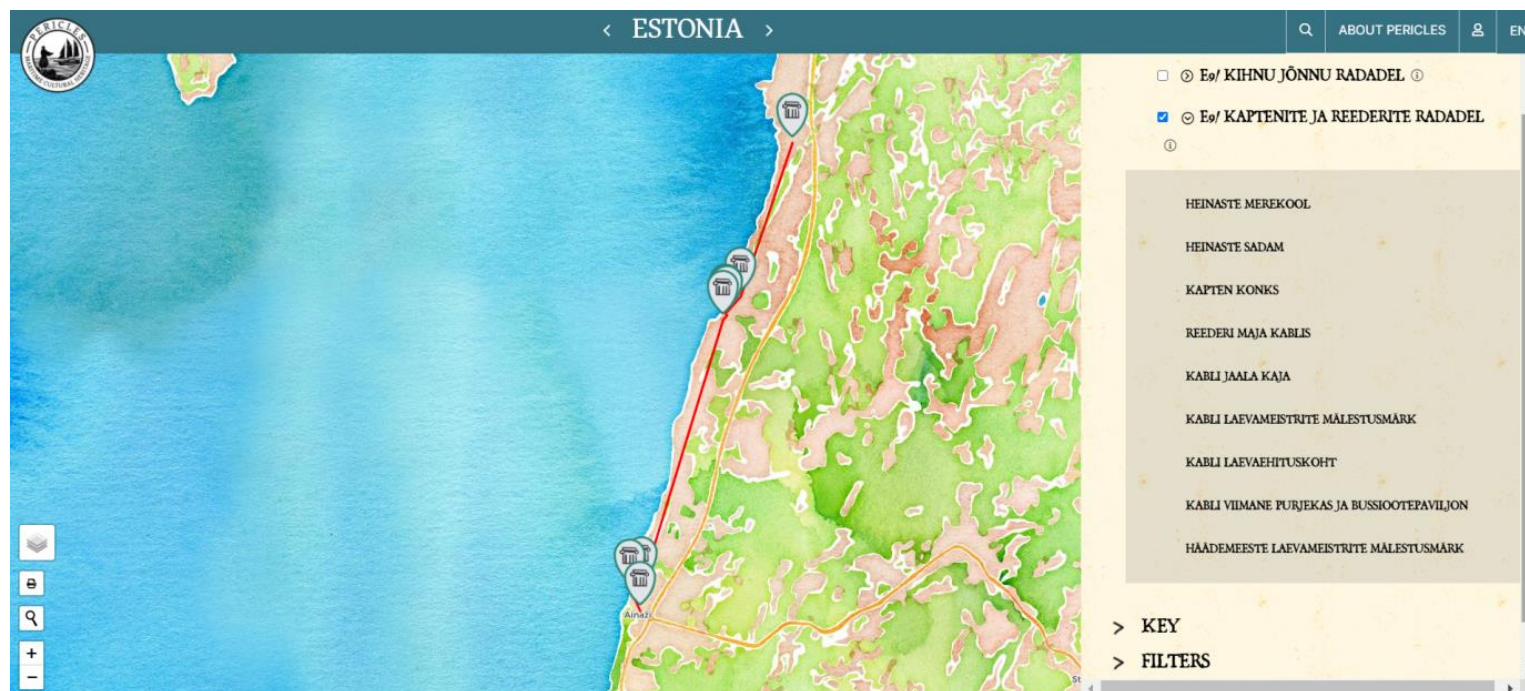
☐ DOUGLAS TEST ①

< IRELAND-SCOTLAND >

☒ IN THEIR OWN WORDS: EAST BELFAST'S SHIPBUILDING PAST ①

- TITANIC SLIPWAY
- SAMSON & GOLIATH CRANES
- SAM THOMPSON BRIDGE
- JAMES ELLIS BRIDGE
- CONNSWATER COMMUNITY CENTRE
- LUMINARIES AND LEGENDS MURAL
- INDUSTRIAL SCULPTURE
- TITANIC MURAL
- THE SHIPYARD CHURCH
- HISTORY GIRL MURAL

☐ EAST BELFAST WOMEN'S MARITIME HERITAGE ①




North Ronaldsay Lighthouse

BUILDING | [EDIT](#) | [DELETE](#)

DESCRIPTION

North Ronaldsay is the northernmost island in the Orkney archipelago of Scotland. History North Ronaldsay was the third lighthouse the Commissioners built, being preceded by Kinnaird Head and Mull of Galloway. Thomas Smith, an Edinburgh lampmaker, was the engineer with Eddies Walker, an English lighthouse designer, to advise in the initial stages. Smith was assisted by his step-son Robert Stevenson, founder of a famous family of lighthouse engineers, and grandfather of Robert Louis Stevenson. Smith chose to build the first North Ronaldsay tower at Kinnaird Head, the most westerly point of Dennis Head. The transport of workmen and materials from Leths slowed down the work, but by the autumn of 1789 the masons, John White and James Sinclair, had constructed 70 ft tower of local unworked stone, along with the lightkeeper's dwellings. The bill of the mason's work came to £199-10-0d. North Ronaldsay was first lit on 10 October 1789 along with Eddies Green lighthouse. The most advanced lighting system of the time was the catoptric or reflecting system, which consisted of a cluster of lamps burning oil, with copper reflectors, the reflectors were covered with a soft linen rag and Spanish white or finely powdered chalk until they were perfectly bright. These instructions were to be strictly adhered to, or a great part of the effect of the light was lost. In 1806, a lighthouse was built at Fort Bunt and North Ronaldsay. Their combined activation was




Sumburgh Head Lighthouse

BUILDING | [EDIT](#) | [DELETE](#)

DESCRIPTION

The lighthouse was built by Robert Stevenson in 1821 and is the oldest lighthouse on Shetland. History The name Sumburgh comes from Norse - Sumburg, the South Broch. On Mr Stevenson's inspection voyage of August 1815, he stated that "Sumburgh Head was an eligible situation for a lighthouse and he will survey the rock and report as to the proper site for a lighthouse." The building work started in January 1819 with Mr. John Reid of Porthead as the building Contractor. Sumburgh had walls of double thickness to keep out the damp. It also had 26 reflectors instead of the normal 21 and in 1822 the annual cost of maintaining this station was £650-00. The most serious offence a lightkeeper could commit was falling asleep on watch as this might allow the light to be extinguished, impair its efficiency, or even alter its character by letting the revolving machinery run down. There were fifteen cases of this kind in the second half of the 19th Century. The worst was a conspiracy at Sumburgh Head in 1871 by which two lightkeepers agreed not to report the other for sleeping at his post. One of them was a Principal lightkeeper with 23 years service - both were dismissed. The optical apparatus is group flashing with Stevenson's equiangular refractor showing flashes every 20 seconds. The contractors were Charles Brotherton & Co Ltd of Birmingham and also James Dove & Co of Newcastle. Edinburgh. The following notes of work at Sumburgh




Ardnarmurchan Lighthouse

BUILDING | [EDIT](#) | [DELETE](#)

DESCRIPTION

Ardnarmurchan Lighthouse is situated on the most westerly point of the British Mainland. It was established in 1848 by Alan Stevenson. History There have been many arguments about the name Ardnarmurchan, two of the most likely are, Point of the sea rounds or others. (Arde meaning Point, Murchu meaning sea round or others) and the Point of the gables or windows below the 'top' from Murchu means wickstead. The site for the lighthouse was chosen in 1848 and 20 acres of land was bought for the sum of £20-00. The land was owned by Mr Alexander Cameron who was also paid, rather grudgingly, £38-00 for any inconvenience during building operations. The contractor responsible for the building work was a Mr Hume. During the three years it took to complete the lighthouse, scurvy broke out among the workmen and a doctor had to be called in to treat them. The oil light was first exhibited on the night of 5 October 1848. Two lightkeepers were appointed at a yearly allowance of £18-00. They kept two cows and about a dozen sheep at the station. On the morning of 22 January 1852 there was severe storm and lightning struck the tower causing broken panes and plaster to come off the walls. Fifty feet of boundary wall was knocked down and 40 feet of road was washed away by the heavy seas. The keepers boat was broken up although they had secured it 15 feet above the last known high water mark. The lighthouse was automated in 1948 and




Museum of Scottish Lighthouses

BUILDING | [EDIT](#) | [DELETE](#)

DESCRIPTION

I've heard of a full-size lighthouse built right through the middle of a 16th Century castle? No, we thought not. But seeing it before, so come and share in the wonder of this truly unique castle, understand the history and courage of our lighthouse keepers and marvel at the sophisticated engineering that saved lives. Our guides are fully trained and love to laugh. Castle Kinnaird Head Castle and the adjacent Kinnaird Tower are two of the best preserved structures of the ancient 'tower castles of the Orkneys' situated along the Buchan coast. The 16th century castle was built by the Frasers of Phylor to demonstrate dominance and power over their planned town of Fraserburgh. Fading out of fashion, the castle was sold to the Northern Lighthouse Board in 1797 to be converted into Scotland's first modern lighthouse, making Kinnaird Head unique among Scotland's castles. As well as the tower itself, original features such as the old castle kitchen and remnants of the grand hall can be seen by visitors. Discover the castle's unique 400 year story of continual renovation and survival from castle, to lighthouse, to museum. The adjacent Kinnaird Tower is an ancient pre-reformation building steeped in mystery and curiosity, dramatically perched over the crashing waves. Visit the upper vaulted chamber of the Kinnaird Tower to view seven preserved roof pendants, carved in stone, showing the Fraser's family connections and commitment to the faith. Kinnaird Head




Mull of Galloway Lighthouse

BUILDING | [EDIT](#) | [DELETE](#)

DESCRIPTION

Outh, gales and grandeur of cliff and sea that is unsurpassed - this is the Mull of Galloway. It's as far South as you can go in Scotland, without falling off the 260ft cliffs. The lighthouse was established in 1830 and engineered by Robert Stevenson. History The lighthouse at first showed 'intermittent' or 'toccating' lights, where two opaque cylindrical shades were moved up or down so as to meet and obscure the light at fixed intervals, with periods of darkness longer than those of light. The cost of this lighthouse was between £4,000 and £5,000. The building part of the work was done by contract, and the engineer lived on the lighthouse, getting some of the articles by contract and others made under his own supervision. The contractor responsible for the building was Brotherton and Scott of Edinburgh. Several changes have taken place at Mull of Galloway since 1828, at one time the lamp was a combination of strong brass and sparking crystal, turning through two and three quarter minute revolution on beautifully made rollers - so perfect that the 5 ton of lens could be moved by hand. The lamp was as simple as the familiar sky. It, by hand with pencils and then pumped up, for at the world like a camp-cooking stove. But there the reverberance ended for the surrounding prisms, which gave off myriad rainbows on a sunny day, caught the light and magnified it to the power of 20,000 candles. In 1971 Mull of Galloway was converted to electric. It is a water-beam lens




Isle of May Lighthouse

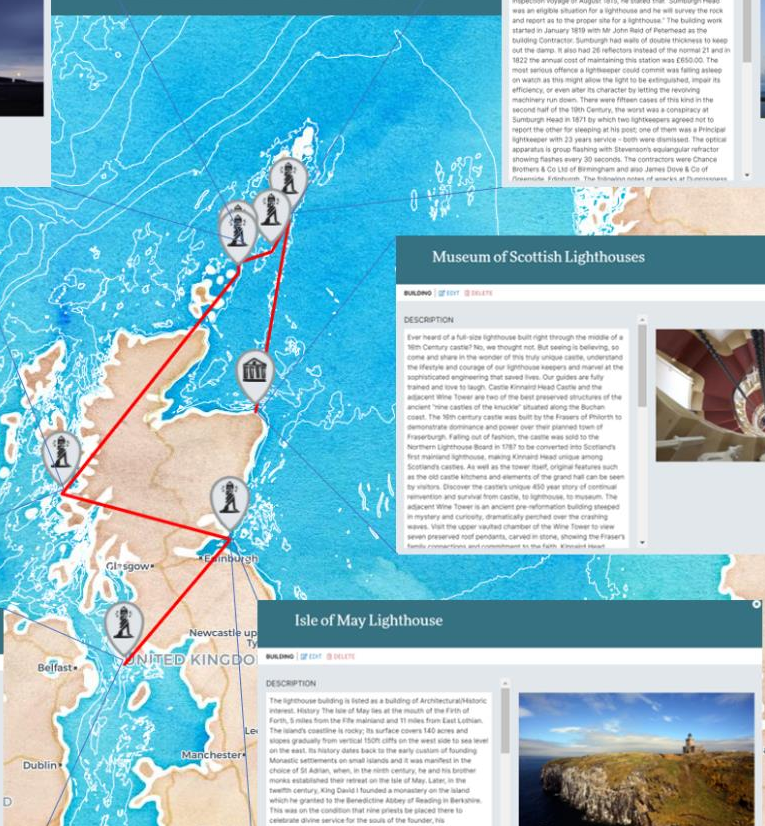
BUILDING | [EDIT](#) | [DELETE](#)

DESCRIPTION

The lighthouse building is listed as a building of Architectural/historic interest. History The Isle of May lies at the mouth of the Firth of Forth, 5 miles from the Fife mainland and 11 miles from East Lothian. The island's coastline is today its surface covers 140 acres and slopes gradually from vertical 1500 cliffs on the west side to sea level on the east. Its history dates back to the early custom of founding Monastic settlements on small islands and it was marked in the choice of St Adian, when, in the ninth century, he and his brother monks established their retreat on the Isle of May. Later, in the twelfth century, King David I founded a monastery on the island which he granted to the Benedictine Abbey of Reading in Berkshire. This was on the condition that nine priests be placed there to celebrate divine service for the souls of the founder, his predecessors, and successors, the Kings of Scotland. The Benedictine monks continued in peaceful occupation until the thirteenth century when the monastery was possessed by the sea of St Andrew. This act saw the disbanding of the settlement, and with the wreckage of marauding invaders and the passage of time the buildings gradually fell into disrepair. Today the only remaining evidence of the island's religious past is the fragmentary remains of the chapel built in the twelfth century and dedicated to St Adian. The tower of the West end South Cliff, from a later foundation



Ireland-Scotland



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