

Street Naming Stories – Queens Quay Clydebank

In line with the Queens Quay Street Naming Strategy, the following ‘street stories’ describe proposed street names, selected to reference key moments in Clydebank’s history. Each street story is intended to bring focus to the people, communities, industry and geography that cumulatively form Clydebank’s unique heritage.

The street stories listed below are part of an ongoing process to identify and research potential street names for the Queens Quay site, and include those names proposed to Committee in August 2020.

1. The Barns of Clyde:

Street naming story	Brick Clays / Barns of Clyde / Grace / Clydebank Terrace / Tarry Kirk / St James / Bothy School
Heritage Reference:	Brick Clays
Overarching heritage narrative:	Thomson’s shipyard
Heritage context:	Origins of Clydebank
Narrative info.:	<p>A geological map from the 1870s shows ‘Brick Clays’ adjacent to the farmland of Barns of Clyde. This would have been clay deposits suitable for brick and tile making.</p> <p>Brick was introduced to Scotland during the Roman occupation in the first century AD. However it wasn’t until the 18th century that the use of brick began to be used more widely and by the early 19th century brick had become an increasingly important building material in Scotland with the expansion of urbanisation. Bricks were commonly used in industrial buildings and often on the gable and rear elevations of tenements, with stone being used for the front façade only.</p> <p>Until the mid-19th century all bricks produced in Scotland would have been moulded by hand and fired in small kilns which could hold around 30,000 bricks. By mid to late 19th century larger kilns were introduced and by 1900 over 40 million bricks were being produced in the greater Glasgow area alone.</p>
Specific geographical link:	Queens Quay
Biographical link? Direct or indirect?	N/A
Links to the heritage collections?	Local History.
Available illustrative	Photographs, Maps.

material?	
Opportunity for active collecting?	Yes

Heritage Reference:	Barns of Clyde
Overarching heritage narrative:	Shipyard
Heritage context:	Origins of Clydebank
Narrative info.:	<p>The seeds of what could be described as a 19th century “new town” were sown in 1871 when James & George Thomson moved their Clyde Bank shipbuilding yard from Glasgow to a new greenfield site on the farm lands of Barns of Clyde, diagonally opposite the mouth of the River Cart. This choice of site would prove provident in later years. In its heyday, some of the largest ships in the world were launched from this new shipyard.</p> <p>Clydebank was to grow rapidly from green fields and farmlands to one of the most important shipbuilding centres in the world.</p> <p>Landowner Grace Hamilton who sold the land to the Thomson brothers, and was invited in 1871 to break the ground at the new shipyard. A noted philanthropist, the Hamilton Free Church on Glasgow Road which opened in 1884, was named after her.</p>
Specific geographical link:	N/A
Biographical link? Direct or indirect?	Thomson brothers, original shipyard owners.
Links to the heritage collections?	Local History & Archives; museum
Available illustrative material?	Photographs, Maps
Opportunity for active collecting?	Frank Greer collection - potential archive donation.

Heritage Reference:	Grace
Overarching heritage	Origins of Clydebank

Heritage Reference:	Grace
narrative:	
Heritage context:	Grace Hamilton, landowner; origins of Clydebank; first shipyard
Narrative info.:	<p>Grace Hamilton was the landowner who sold the Barns of Clyde site to the Thomson brothers for the purpose of their new shipyard.</p> <p>Grace Hamilton was part of the Hamiltons of Brans and Cochno lineage, whose family had historic ties to estate lands centred around Old Kilpatrick.</p>
Specific geographical link:	N/A
Biographical link? Direct or indirect?	Hamiltons of Barns and Cochno
Links to the heritage collections?	Local History & Archives
Available illustrative material?	Photographs (Cochno House), Archive records
Opportunity for active collecting?	N/A

Heritage Reference:	Clydebank Terrace
Overarching heritage narrative:	Shipyard
Heritage context:	Origins of Clydebank
Narrative info.:	<p>Built by Thomsons for their shipyard workers, Clydebank Terrace was one of the first housing properties to be built in what is now Clydebank.</p> <p>Situated just to the west of the shipyard gate on Glasgow Road the terrace came to be known as 'Tamson's Toon' and comprised two blocks of four-storey tenements. These tenements formed the nucleus of the future burgh of Clydebank, accommodating 700 people.</p>
Specific geographical link:	Glasgow Road
Biographical link? Direct or indirect?	Thomson brothers, original shipyard owners
Links to the heritage	Local History & Archives

collections?	
Available illustrative material?	Photographs, Archive records
Opportunity for active collecting?	A project asking for people's memories of the tenements (which were demolished in the early 1980s)/ photographs/ possibly oral histories / family histories

Heritage Reference:	Tarry Kirk
Overarching heritage narrative:	Shipyard
Heritage context:	First church; origins of Clydebank
Narrative info.:	<p>In 1873 Thomsons built a canteen for its workers and allowed it to be used for community purposes. One of its early uses was for religious services. The building became known as the 'Tarry Kirk', so called because of its tar roof. Clydebank's first church St. James' Parish Church, which opened in 1876 on Glasgow Road, owed its origins to the Tarry Kirk.</p> <p>The church generally played an important part in the early community of Clydebank. Until the late 1890s (when the town was moving northwards) virtually all the new churches in the burgh were built on or close to Glasgow Road and Dumbarton Road. By 1891 there were eleven churches to choose from in Clydebank.</p>
Specific geographical link:	Near Glasgow Road?
Biographical link? Direct or indirect?	N/A
Links to the heritage collections?	Local History & Archives
Available illustrative material?	Photographs, archive records
Opportunity for active collecting?	

Heritage Reference:	St James
Overarching heritage narrative:	Shipyard
Heritage context:	First churches; origins of Clydebank

Heritage Reference:	St James
Narrative info.:	<p>St. James' Parish Church was the first purpose built church in Clydebank and opened in 1876 on Glasgow Road. It owed its origins to the shipyard's 'Tarry Kirk'.</p> <p>The church generally played an important part in the early community of Clydebank. Until the late 1890s (when the town was moving northwards) virtually all the new churches in the burgh were built on or close to Glasgow Road and Dumbarton Road. By 1891 there were eleven churches to choose from in Clydebank.</p> <p>St James Parish Church is now demolished.</p>
Specific geographical link:	Near Glasgow Road/Cart Street
Biographical link? Direct or indirect?	N/A
Links to the heritage collections?	Local History & Archives
Available illustrative material?	Archive records
Opportunity for active collecting?	

Heritage Reference:	Bothy School
Overarching heritage narrative:	Shipyard
Heritage context:	First school; origins of Clydebank
Narrative info.:	<p>In 1872 an 'adventure school' (a voluntary private school) was set up by a Mrs Pitblado in a single-end house at 13 Clydebank Terrace. This was in response to a request from the shipyard workers for schooling for their children.</p> <p>A year later the 'Bothy School' opened in 1873 in a corner of the shipyard in what was the old dining hall. It was the first school in Clydebank to be run by the Old Kilpatrick School Board.</p> <p>The system of School Boards was set up under the 1872 Education Act which brought in compulsory education for five to thirteen year olds.</p> <p>The 'Bothy School' was soon outgrown and in 1876 a purpose-built school opened on Kilbowie Road. Its first headmaster was John Fulton.</p>

Specific geographical link:	Glasgow Road
Biographical link? Direct or indirect?	N/A
Links to the heritage collections?	Local History & Archives
Available illustrative material?	Photographs, archive records
Opportunity for active collecting?	N/A

2. The Shipyard:

Street naming story	Thomson / John Browns / Harland & Wolff / Foundry / Titan / Queens Quay / Notch
Heritage Reference:	Thomson
Overarching heritage narrative:	Shipyard
Heritage context:	Original shipyard owner
Narrative info.:	<p>In 1847 Brothers James and George Thomson founded the Clyde Bank Foundry in the village of Anderston, which had recently been incorporated into the City of Glasgow. Three years later the brothers moved into the shipbuilding industry and opened the Clyde Bank Iron Shipyard at Cessnock. Due to increasing trade and traffic on the River Clyde, the shipyard (now the site of Pacific Quay) was subject to compulsory purchase by the Clyde Navigation Trust.</p> <p>The Thomson brothers had to look for a new site for their shipyard. They settled on a greenfield site known as Barn O' Clyde, close to the village of Dalmuir. The site was perfect for their purpose. It was close to the rail network; large enough to construct a modern shipyard; and – most importantly – it was on the north side of the River Clyde at its confluence with the River Cart. This would allow larger ships than had previously been constructed to be launched.</p> <p>The new shipyard kept the name of the Cessnock yard (Clyde Bank) and was later joined on the site by the family's engineering works and foundry. As housing for employees was built and a large settlement grew around the shipyard it was decided that this new town should become a police burgh. The town ultimately took on the name of the shipyard, combined as one word instead of two. Thus the town of Clydebank was founded. Yard owner James Thomson became the first Provost of the new burgh. The Clyde Bank Iron Shipyard was sold to John Brown of Sheffield in 1899.</p>
Specific geographical link:	N/A
Biographical link? Direct or indirect?	Thomson brothers – original shipyard owners.
Links to the heritage collections?	Multiple objects in the collections relating to Thomsons; images; fine art; shipbuilding memorabilia; and archives.
Available illustrative	Local History images. Paintings of ships in fine art

Heritage Reference:	Thomson
material?	collection, eg Loch Fynne.
Opportunity for active collecting?	Yes, although the likelihood is quite small.

Heritage Reference:	John Browns
Overarching heritage narrative:	Shipyards
Heritage context:	Shipyards owner / site name
Narrative info.:	<p>John Brown was born in Sheffield in 1816. Although his father had planned on him becoming a draper, at the age of 14 Brown became an apprentice at a company which shortly afterwards moved into the steel making business. John Brown later became the Sales Agent for this company, making enough capital to set up his own business.</p> <p>The John Brown Company owned The Atlas Steel Works in Sheffield, which proved to be highly profitable and innovative, making its own iron from iron ore. The company was the first to roll 12 inch armoured plate for ships. Finding it difficult to work with the partners he had recently taken into the company he'd formed, John Brown left the company in 1871.</p> <p>After John Brown's departure the management of the company fell to the Ellis family, who in 1899 decided to purchase the Clyde Bank Shipyards Company in the new burgh of Clydebank. The yard took the John Brown company name and entered into the annals of maritime history, building such ships as RMS Queen Mary, HMS Hood, HMS Vanguard, RMS Aquitania and many more famous naval and civilian ships. The John Brown name was lost in 1968 when the yard merged with four other shipyards to form Upper Clyde Shipbuilders.</p>
Specific geographical link:	N/A
Biographical link? Direct or indirect?	Indirect link to the original owner of the John Brown Company, who departed the company before the purchase of the Clydebank yard.
Links to the heritage collections?	Multiple items in archives, museum collections, fine art and local studies.
Available illustrative material?	Many
Opportunity for active	Yes

collecting?	
-------------	--

Heritage Reference:	Harland and Wolff
Overarching heritage narrative:	Shipyard
Heritage context:	<p>John Brown was the majority shareholder of Harland and Wolff, a Belfast-based shipbuilder, between 1907 and 1917 with continued share ownership until the mid 1920s.</p> <p>Turbines for some Harland and Wolff ships were subcontracted to John Brown's shipyard, Clydebank.</p>
Narrative info.:	<p>The Harland and Wolff (H&W) shipyard of Belfast was established in 1858 on Queen Island, Belfast. By the turn of the 20th century the yard was one of the largest in the world, with over 10,000 men employed. In 1907 John Brown became the majority shareholder in the company. However, the management of H&W was unchanged with Lord Pirie, Chairman since 1895, remaining in charge until his death in 1924.</p> <p>H&W began to acquire shipyards on the Clyde from 1911. This included the purchase of the London and Glasgow Engineering and Iron Shipbuilding Co., Govan; the former Beardmore Yard, Govan; and Mackie and Thomson Yard, Govan. Under the H&W name, the three yards were combined to create a large modern shipyard.</p> <p>In 1916 H&W also acquired a controlling interest in further yards on the Clyde: Inglis of Pointhouse, Henderson of Partick, and Archibald MacMillan of Dumbarton. H&W also purchased outright control of the Caird's yard in Greenock. In this same year they also purchased (with John Brown) a majority shareholding in the steelmaker Colville's of Motherwell along with that company's collieries.</p> <p>John Brown was subcontracted to build turbines for H&W built ships, due to the latter's lack of capacity to produce them. Ships for which John Brown's produced turbines included the White Star liners Titanic and Olympic. H&W were keen to control information regarding this sub-contracting arrangement in case it reflected poorly on their engineering capability.</p> <p>John Brown's business relationship with H&W led to the delivery of eight ship orders for the Clydebank yard in the period 1910-1922: these were mostly in the post WW1 boom and by the early twenties, as order began to dry up, H&W's obligation to John Brown's began to wane.</p>

Heritage Reference:	Harland and Wolff
	<p>Ultimately, the H&W yards in Belfast and Glasgow, as well as other yards that H&W held a shareholding in, were in direct competition with John Brown's.</p> <p>The families that controlled H&W were well known members of the Protestant community in Ulster and – as a consequence – the shipyard came to be known in these terms. At one point – with a workforce of over 10,000 – only 300 men were Catholic, employed in the lowest jobs in the yard. Instances of intimidation of the Catholic workforce at H&W forms part of the record. After the partition of Ireland, this intimidation became more extreme. The legacy of this was brought to the fore as recently as the early 2000s when the H&W yard faced closure, leading to coverage of H&W's employment practices in the national press.</p>
Specific geographical link:	None
Biographical link? Direct or indirect?	None
Links to the heritage collections?	No items that relate to H&W in the WDC collections.
Available illustrative material?	No
Opportunity for active collecting?	Unlikely – given the location of H&W owned yards, items that relate directly to them would either be donated to a Belfast museum, or to Glasgow Life/the Riverside Museum, unless the item had a specific Clydebank connection.

Heritage Reference:	Foundry
Overarching heritage narrative:	Shipyard
Heritage context:	Shipyard workshop
Narrative info.:	A 1918 map of John Brown Shipyard shows the location of the yard's various workshops, including the foundry.
Specific geographical link:	Near Dumbarton Road/Glasgow Road, between Hall Street and Wallace Street.
Biographical link? Direct or indirect?	N/A
Links to the heritage collections?	Some shipbuilding tools in the collection

Available illustrative material?	Local History photography collection.
Opportunity for active collecting?	Yes

Heritage Reference:	Titan
Overarching heritage narrative:	Shipyard
Heritage context:	Titan Crane
Narrative info.:	<p>The Titan Crane is a large cantilever crane built by Sir William Arrol and Co. for John Browns Shipyard. Ordered in 1905 and upon completion in 1907 the 150ft crane was the largest cantilever crane in the world.</p> <p>The original weight the crane was able to take was 160 tonne, with a radius of 85ft. In 1938 this tonnage was increased to 203 tonne to accommodate the construction of HMS Duke of York.</p> <p>The Clydebank Titan Crane is Grade A Listed. It is one of only four remaining giant cantilever cranes on the Clyde, and one of only eleven worldwide. The American Society of Civil Engineers designated the crane an International Historic Civil and Mechanical Engineering Landmark (one of only five in Scotland), and joining the likes of the Hoover Dam, the Eiffel Tower and Machu Pichu.</p>
Specific geographical link:	Views to the Titan Crane
Biographical link?	N/A
Direct or indirect?	
Links to the heritage collections?	Links to Titan Crane heritage collections.
Available illustrative material?	Titan collections and Local History collections.
Opportunity for active collecting?	Yes

Heritage Reference:	Queens Quay
Overarching heritage narrative:	Shipyard

Heritage Reference:	Queens Quay
Heritage context:	Ships built at John Browns shipyard
Narrative info.:	<p>John Browns built three of the most famous passenger ships in the world: RMS Queen Mary (1934), RMS Queen Elizabeth (1938) and RMS Queen Elizabeth 2 (known as QE2) (1967).</p> <p>Built for the Cunard Line's transatlantic service, the ships were the height of seagoing luxury. The Queen Mary also won the Blue Riband for the fastest transatlantic sailing, both eastbound and westbound.</p> <p>Queen Mary and Queen Elizabeth were requisitioned as naval ships during World War Two, transporting troops across the globe. Winston Churchill credited the two ships (then known as the Grey Ghosts due to their wartime colour) with reducing the conflict by up to a year. QE2 also saw naval action after she was requisitioned for the Falklands War.</p> <p>Today the Queen Mary is a tourist attraction in Long Beach, California; and the QE2 is a hotel and tourist attraction in Dubai. The Queen Elizabeth sank after a fire in Hong Kong Harbour.</p> <p>Together, these three ships came to be known as The Three Queens.</p>
Specific geographical link:	N/A
Biographical link? Direct or indirect?	Indirect links to the queens the ships were named for: Mary of Teck, Queen Consort of the United Kingdom; Elizabeth Bowes-Lyon (Queen Elizabeth the Queen Mother); and HRH Queen Elizabeth II
Links to the heritage collections?	Yes, archives, local history and museum collections.
Available illustrative material?	Yes, as above.
Opportunity for active collecting?	Yes, we continue to be offered items that relate to these ships.

Heritage Reference:	Notch
Overarching heritage narrative:	Shipyard
Heritage context:	On site
Narrative info.:	Due to the length of the hull of Ship 534 (later RMS Queen Mary), the fitting out basin which sits below the Titan Crane had to be extended. A small notch was cut out of the front

Heritage Reference:	Notch
	<p>of the fitting out basin and brickwork added to strengthen the 'notch'.</p> <p>This meant that the hull of RMS Queen Mary (as she'd been named by the time she entered the fitting out basin) did not impede navigation of the Clyde by other vessels using the river. The Queen Mary Notch can still be seen today and is a permanent reminder that one of the most famous ocean liners in the world was built on the Queens Quay site.</p>
Specific geographical link:	Yes – the head of the fitting out basin.
Biographical link? Direct or indirect?	No
Links to the heritage collections?	As per Queens Quay above
Available illustrative material?	Yes
Opportunity for active collecting?	

3. Ian McHarg:

Street naming story	McHarg / Craigallion Loch / Firesitter / Carbeth
----------------------------	--

Heritage Reference:	McHarg
Overarching heritage narrative:	Historic Environment
Heritage context:	Heritage landscapes; river to hills
Narrative info.:	<p>Landscape Architect and Regional Planner Ian McHarg (1920 – 2001) was raised in Radnor Park, Clydebank. From his childhood home McHarg experienced two views of Clydebank – to the south an industrial network of cranes, derricks and the rising hulls of ships; and to the north rolling farmlands and the Kilpatrick Hills. He believed this early childhood experience formed in him an enduring environmental consciousness that stayed with him throughout his life, and underpinned a professional career of international repute.</p> <p>In the 1930s as the world endured a global depression and McHarg was entering his teenage years, unemployment rose in Clydebank. Groups of like-minded individuals found solace in exploring the rural fringes of the town, forging a path that would become a gateway to the Western Highlands. McHarg joined them with enthusiasm.</p> <p>The ‘Bankie Trek’ emerged in this period – a 3km path across fields and moorland from the outer edges of Clydebank to Craigallion Loch, where the site of a regular campfire became an established stopping and meeting point.</p>
Specific geographical link:	Clydebank Health Centre (work ongoing at Clydebank Health Centre linking to the Arts Strategy for the building has focused on McHarg and his influence).
Biographical link? Direct or indirect?	Yes. Ian McHarg passed away in 2001, which is relatively recent in terms of the WDC Street Naming Policy.
Links to the heritage collections?	Local History & Archives; Museum collections
Available illustrative material?	Photographs, Maps.
Opportunity for active collecting?	Yes – real potential for new research; Local History collecting (esp. photography)

Heritage Reference:	Craigallion Loch
----------------------------	-------------------------

Heritage Reference:	Craigallion Loch
Overarching heritage narrative:	Historic Environment
Heritage context:	Heritage landscapes; river to hills
Narrative info.:	<p>Craigallion Loch was a destination on the 'Bankie Trek' which emerged in the 1930s. Used by groups of individuals seeking to escape the urban for the rural, this 3km path stretched across fields and moorland from the outer edges of Clydebank to Craigallion Loch.</p> <p>The Loch was the site of a regular campfire that became an established stopping and meeting point. The individuals who met there came from an array of backgrounds, although many had links to the industry of Clydebank. Much was debated over the Craigallion fire.</p> <p>In time, famous mountaineering clubs including the Creagh Dhu, Lomond and Ptarmigan were established by groups connected with the Craigallion Loch fire.</p>
Specific geographical link:	<p>Clydebank Health Centre (work ongoing at Clydebank Health Centre linking to the Arts Strategy for the building has focused on McHarg and his influence).</p> <p>'As the crow flies' directional link to Craigallion Loch?</p>
Biographical link? Direct or indirect?	No
Links to the heritage collections?	Local History & Archives; Museum collections
Available illustrative material?	Photographs, Maps.
Opportunity for active collecting?	Local History collecting

Heritage Reference:	Firesitter
Overarching heritage narrative:	Historic Environment
Heritage context:	Heritage landscapes; river to hills
Narrative info.:	<p>The individuals who attended the fire at Craigallion Loch came to be known as the 'Fire Sitters'. It has been reported that the Craigallion Loch fire burned uninterrupted from 1930 to 1939.</p>

Heritage Reference:	Firesitter
	Notable Fire Sitters went on to become pioneers of the Scottish outdoors and mountaineering movements, advocating the benefits of exploring Scotland's wild places. The vision for the Carbeth hutting community also emerged amid the Fire Sitters at Craigallion Loch.
Specific geographical link:	Clydebank Health Centre (work ongoing at Clydebank Health Centre linking to the Arts Strategy for the building has focused on McHarg and his influence).
Biographical link? Direct or indirect?	No
Links to the heritage collections?	Local History & Archives; Museum collections
Available illustrative material?	Photographs, Maps.
Opportunity for active collecting?	Local History collecting (esp. photography)

Heritage Reference:	Carbeth
Overarching heritage narrative:	Historic Environment
Heritage context:	Heritage landscapes; river to hills
Narrative info.:	<p>The Carbeth Hutters were part of a movement intent on embracing the rural, especially in the period following the first world war. The Fire Sitters of Craigallion Loch were linked to this movement.</p> <p>During the Second World War Clydebank experienced two devastating nights of bombing over the 13th and 14th March 1941. In a bid to flee the bombing, many residents took to the Bankie Trek, seeking safety and shelter at the Carbeth huts.</p>
Specific geographical link:	Clydebank Health Centre (work ongoing at Clydebank Health Centre linking to the Arts Strategy for the building has focused on McHarg and his influence).
Biographical link? Direct or indirect?	No.
Links to the heritage collections?	Local History & Archives; Museum collections; Clydebank Blitz
Available illustrative material?	Photographs, Maps.

Opportunity for active collecting?	Yes, including new research.
---	------------------------------

4. Inchinnan & Newshot Island:

Street naming story	Inchinnan / Newshot / Beacon
Heritage Reference:	Inchinnan
Overarching heritage narrative:	History of West Dunbartonshire
Heritage context:	Earldom of Lennox
Narrative info.:	<p>Inchinnan Palace in Renfrewshire was one of the oldest houses of the Lennox Family thought to have been built in 1506 by Matthew Earl of Lennox. The ancient Earldom of Lennox consisted of Dunbartonshire, and parts of Renfrewshire, Stirlingshire and Perthshire. The Earls of Lennox were the main landowners in Dunbartonshire. Malcolm, the 5th Earl, was a great friend and ally of Robert the Bruce in the Wars of Succession. He had a seal recorded in 1292 which is a saltire cross, seen today in West Dunbartonshire's Coat of Arms.</p> <p>Although nothing remains of Inchinnan Palace, Garnieland Farm (now demolished) was believed to have been near the site of the original palace, and included the lands of Newshot Island.</p>
Specific geographical link:	West Dunbartonshire
Biographical link?	N/A
Direct or indirect?	
Links to the heritage collections?	Local History & Archives
Available illustrative material?	Maps, archived material
Opportunity for active collecting?	Yes
Interpretative opportunities	Yes

Heritage Reference:	Newshot
Overarching heritage narrative:	Shipyard
Heritage context:	River Clyde
Narrative info.:	Newshot Island in the River Clyde is a scheduled monument and a conservation site. At low tide wrecks are visible, including 4 wooden schooners destroyed in a fire

Heritage Reference:	Newshot
	<p>during the construction of the Kingston Dock in Glasgow in June 1914. They were burned out and towed to the island. There are also remains of abandoned mud punts once used in dredging operations in the river, and a c1852 iron hulled dive support vessel.</p> <p>At the height of the Clyde shipbuilding industry there was a constant battle to keep the riverbed free of silt and sand and the area around Newshot Island was particularly problematic. RMS Queen Mary briefly grounded on Newshot on her inaugural journey down the Clyde on 24th March 1936.</p> <p>The nature reserve on the island is a 73-hectare site with salt marshes and a reedbed which serve as a feeding and nesting site for migratory birds from North America, Siberia and West Africa. Some of the birds include skylarks, greenshanks, snipe, and black tailed godwits.</p> <p>Although called an island, the upstream section of Newshot is in fact physically linked to the mainland on the southern bank of the river. This is thought to have been caused by the build up silt when two causeways were constructed in the 19th century to link the island to Garnieland Farm in Renfrewshire.</p>
Specific geographical link:	Queens Quay
Biographical link?	N/A
Direct or indirect?	
Links to the heritage collections?	Local History & Archives
Available illustrative material?	Maps
Opportunity for active collecting?	Yes

Heritage Reference:	Beacon
Overarching heritage narrative:	Shipyard
Heritage context:	River Clyde
Narrative info.:	The Clyde Navigation Trust, established in 1858 to develop and manage the River Clyde, set up navigation beacons along the river which were lit up at night. Beacons are still used today, although nothing is now visible of the 19 th century beacon which once stood on the north side of

Heritage Reference:	Beacon
	<p>Newshot Island indicating the southern edge of the deep water channel.</p> <p>Under the direction of the Trust, navigation along the river was improved by increasing the water depth and the channel width to enable shipping to access Glasgow from the Firth of Clyde.</p> <p>By 1871 when Thomson's shipyard was beginning, a minimum depth of 6.7m at high water was available between Greenock and the Broomielaw in Glasgow – a distance of 35km.</p> <p>The dredged navigation channel of the River Clyde begins at Greenock and is still lit by beacons upstream from the Erskine Bridge.</p>
Specific geographical link:	N/A
Biographical link? Direct or indirect?	N/A
Links to the heritage collections?	Local History & Archives
Available illustrative material?	Photographs, archive records
Opportunity for active collecting?	Yes