Set Sail
to Guernsey

Set Sail
TRUST

THE MARITIME STORY
OF GUERNSEY - BOOK 1

Set Sail
TRUST

Book 1 follows aspects of the Bailiwick of Guernsey's maritime history from early times to the end of the 1890s. Book 2 will take the story to the present day. Further downloadable information and stories are in the process of being developed.

See: www.setsailtrust.com

Jersey and its Islands have their own story, see www.jerseyheritagetrust.org

ONLINE STORYTIME!
BC - The Romans are coming!
www.setsailtrust.com

When you see this symbol you can see a video or a downloadable story on the web.

Look out for Marcel the Mackerel as he follows our story.

In the Beginning

Once upon a time, the Channel Islands were not islands but part of the land mass we now call Europe. About 12,000 years ago the Ice Age ended. Ice caps melted and the sea water level rose leaving only the highest parts as land. This land became the Channel Islands.

Sometimes after a storm, the sand on the beaches is blown away and you can see where the old forests were before the sea level rose.

A lot can happen in 12,000 years

One of the Channel Islands, Guernsey is the largest island of the Bailiwick of Guernsey. The others are Alderney, Sark, Herm, Jethou and Brecqhou.

12,000 YEARS AGO
GUERNSEY
FRANCE

11,000 YEARS AGO
GUERNSEY
FRANCE

10,000 YEARS AGO
GUERNSEY
FRANCE

The Bailiwick of Guernsey today

Alderney
Guernsey
Herm
Sark
Jersey

Vazon Bay with the ancient forest exposed (Alan Howell)

A Safe Anchorage

Guernsey is the only one of the Channel Islands that has a natural harbour (today's St Peter Port) and a sheltered stretch of water called a roadstead at its entrance. This made it a safe stopping place (anchorage) for seafarers crossing the English Channel.

Guernsey

Lihou

Herm

Jethou

Brecqhou

Sark

0   5   10km

A roadstead (shown by the red dotted line) is a place outside a harbour where a ship can lie at anchor. It is an enclosed area with an opening to the sea.

Archaeologists believe that the first people to visit Guernsey may have come to the island over 7000 years ago in reed boats, dug out canoes or skin boats like the coracle. Later boats had a single sail and were steered by oars or a rudder. Sea journeys could take many days so the boats needed somewhere safe to stop on the way. Guernsey was an ideal place to beach their boats on the dangerous trip across the Channel.

Did You Know?
Coracles were made from a frame of wood covered in animal skin and steered with an oar. They are still used in the west of Ireland and Wales.

MARITIME - means 'of the sea'

Match the language to these words that mean 'SEA'.

|	
Italian	Maïr
Spanish	Meer
German	Mar
Guernsésiais	Mare

The Wind in their Sails

The wind is the movement of air in the atmosphere from high air pressure
to low pressure. High Pressure usually means calm, settled weather.
Low Pressure usually means windier and unsettled weather.
The difference between High and Low Pressure is called the Pressure Gradient.
Strong winds happen when the high pressure is very high
and the air rushes down to the low pressure area.

High Pressure

steep gradient
- strong winds

Low Pressure

WIND DIRECTION

High Pressure

gentle gradient
- light winds

Low Pressure
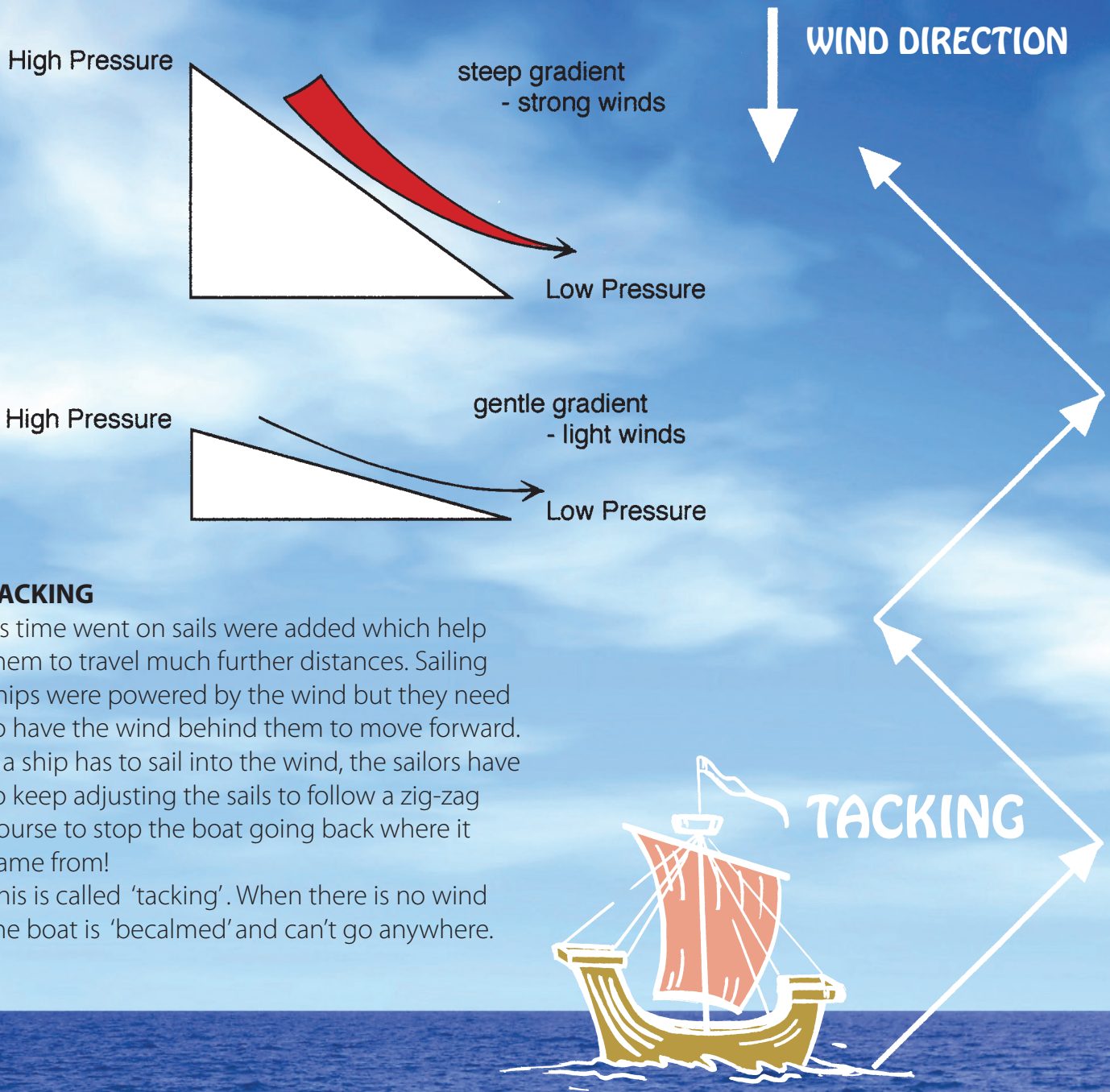
TACKING

As time went on sails were added which help
them to travel much further distances. Sailing
ships were powered by the wind but they need
to have the wind behind them to move forward.
If a ship has to sail into the wind, the sailors have
to keep adjusting the sails to follow a zig-zag
course to stop the boat going back where it
came from!
This is called 'tacking'. When there is no wind
the boat is 'becalmed' and can't go anywhere.

TACKING

Tides

As an island, Guernsey is surrounded by sea. The sea goes out (Low Tide) and back into the shore (High Tide) roughly every 12 hours. This is partly caused by the gravitational pull from the moon and from the sun which makes the surface level of the sea move twice a day. The distance between high tide and low tide is called the Tidal Range. Sailors had to know the tides so they could come ashore safely.
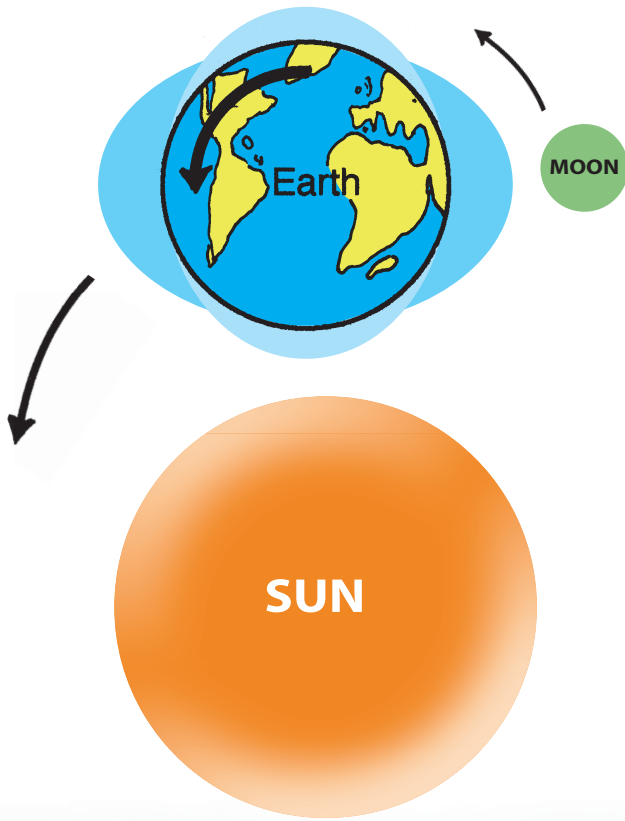
SPRING AND NEAP TIDES

The moon goes around the earth and they both go around the sun. When the moon and the sun are in line the 'pull' is stronger so the tide is higher - a Spring Tide. When they are on opposite sides of the earth they pull against each other and the tides are lower - a Neap Tide.

THINGS TO DO

When is high tide today? - Look for the tide table in the Guernsey Press or search online. Take a photo of your favourite beach at high tide and low tide.

Guernsey has a tidal range of over 10 metres which makes it one of the largest in the world. Lihou Island off the west coast of Guernsey can only be reached by a causeway at low tide.

Currents

To travel along , early boats had to work with the tides and the currents. Currents are movements of the water within the sea. They affect marine life and the weather and often took early sailors far from home!

If the current is stronger than the wind the boat will go backwards.

FLOW OF CURRENT
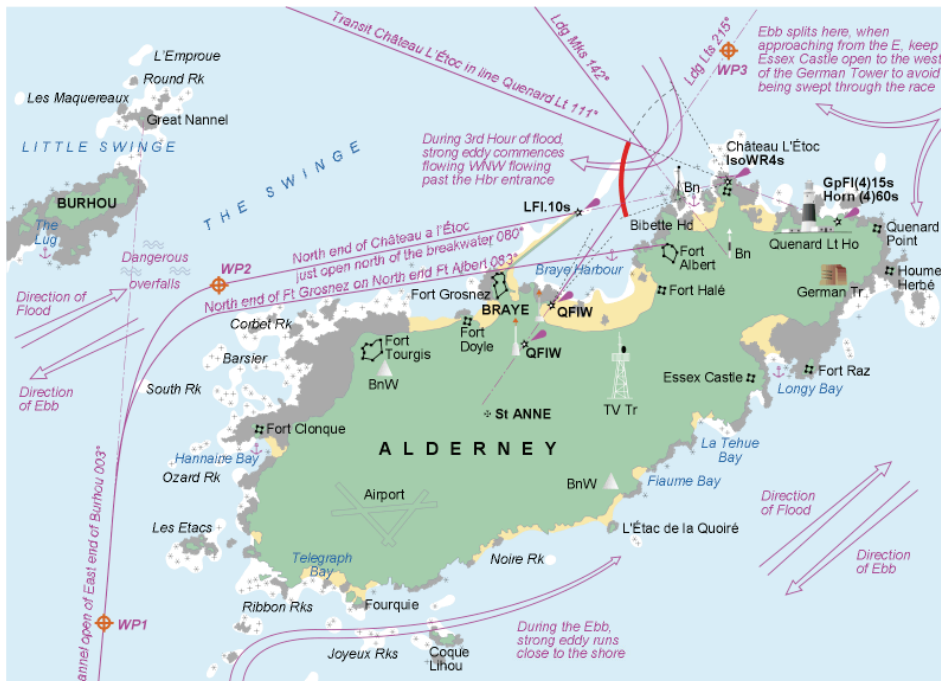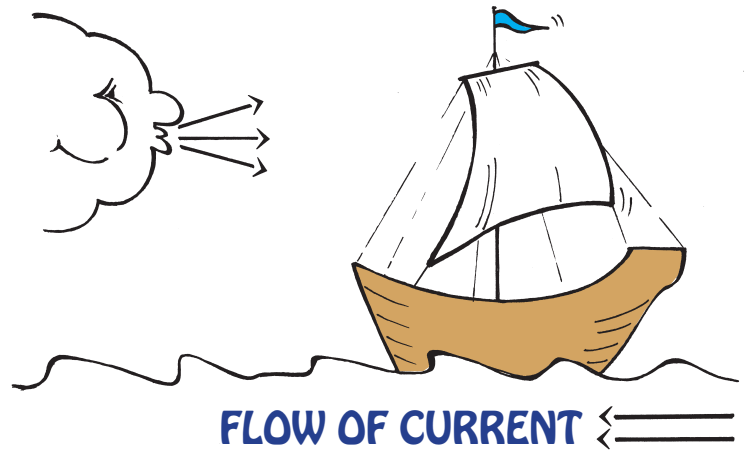
Courtesy of sailingalmanac.com

Alderney has two treacherous tidal streams (currents) on either side of the island: the Swinge between Alderney and Burhou, just outside the harbour, and Le Raz (The Race) between the island and the French coast. They travel at 8 or 9 knots (about 15 kms an hour) which is very dangerous for ships and there are many shipwrecks off Alderney's Casquets rocks.

EARLY NAVIGATION

Sailors could only navigate (find their way) by following the position of the sun and stars so they liked to stay close to the land. This could be very dangerous if the coast was rocky and currents were strong.

I'VE FOUND NORTH

The First Settlers

By 5000BC people in Guernsey were living in farming settlements. They worked as fishermen and farmers using stone, shells, plants and animal bones to make tools. They built shelters and cleared the ground to grow plants to eat, make clothes and build shelters. They also began to trade with visitors from lands across the seas. We know this because flint axes and pottery have been discovered in Guernsey made from materials which are not found in the Island.
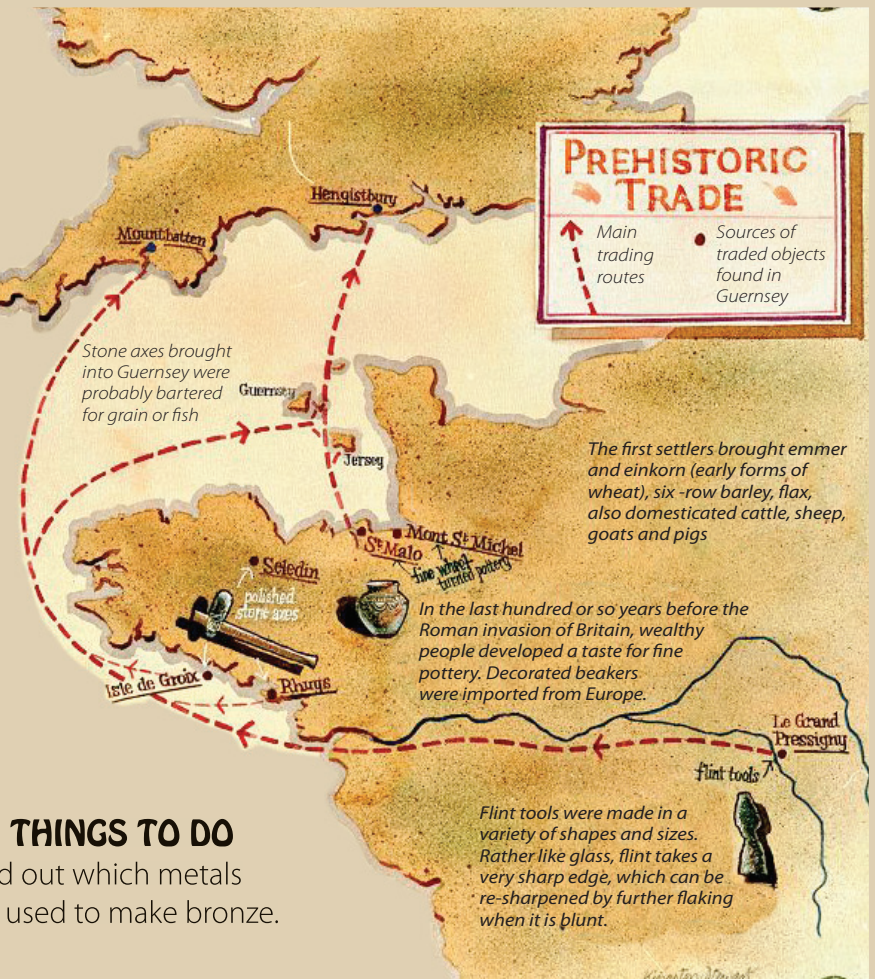

Artists impression- neolithic settlement Brian Byron

BRONZE AGE RECYCLING

Later, tools and weapons made of bronze were brought into the island. Bronze was made from metals which were often heated up and poured into a mould. If the object got broken it could be recycled. A large amount of broken bronze tools and weapons were found in Alderney. These finds are known as the 'Alderney Hoard'. Some are on display in Guernsey Museum.

Bronze axe head and halberd

More on Prehistoric times at www.setsailtrust.com

PREHISTORIC TRADE

↑ Main trading routes   • Sources of traded objects found in Guernsey

Stone axes brought into Guernsey were probably bartered for grain or fish

The first settlers brought emmer and einkorn (early forms of wheat), six -row barley, flax, also domesticated cattle, sheep, goats and pigs

In the last hundred or so years before the Roman invasion of Britain, wealthy people developed a taste for fine pottery. Decorated beakers were imported from Europe.

Flint tools were made in a variety of shapes and sizes. Rather like glass, flint takes a very sharp edge, which can be re-sharpened by further flaking when it is blunt.

Prehistoric trade map

THINGS TO DO

Find out which metals are used to make bronze.

The Celts

By the time of the Celts and the Iron Age, (700BC-AD100) the Island had several settlements or villages where the people lived in Round Houses. They bought and sold goods brought by traders on their way to and from France to Southern England. The amber ring, iron sword and shears found in the grave of the Iron Age Warrior from King's Road in St Peter Port, were probably bought or exchanged in this way.

Typical Celtic Round House

Iron Age Warrior - based on evidence found off Kings Road in St Peter Port
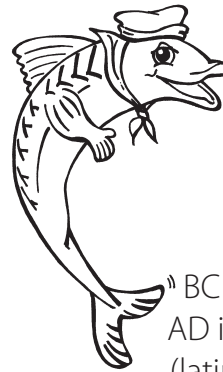
DID YOU KNOW?

BC is short for: Before Christ AD is short for: Anno Domini (latin for the year of our Lord - after the birth of Christ). 2011 is 2011 years since Jesus was born. Sometimes BCE is used instead of BC. BCE is short for: Before Current Era.

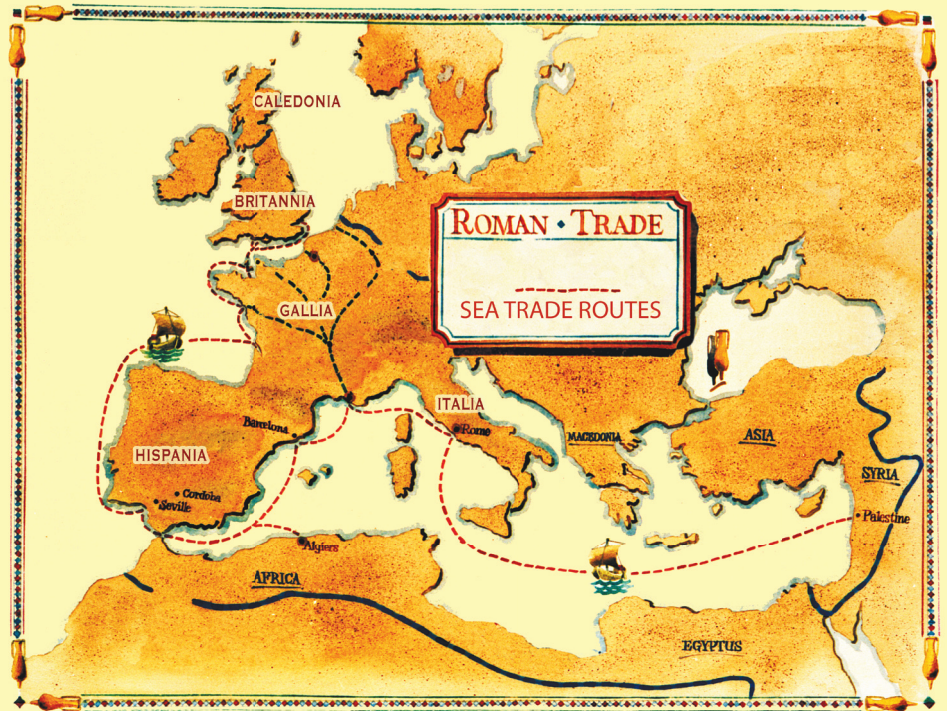*King's Road archaeological site - Round House.*

ONLINE STORYTIME!
BC - The Romans are coming!
www.setsailtrust.com

More on Celts and the Iron Age on www.setsail.com and woodlands-junior.kent.sch.uk

The Romans

The Romans were a great nation who came from Italy. By AD100 the Roman Emperors and their armies had taken over most of what we now call Europe, parts of North Africa and the Middle East. Roman traders brought goods by sea from all over the Roman Empire.

Many stopped in St Peter Port on their way to Britain (Britannia). The harbour became a very busy place with large warehouses and workshops.
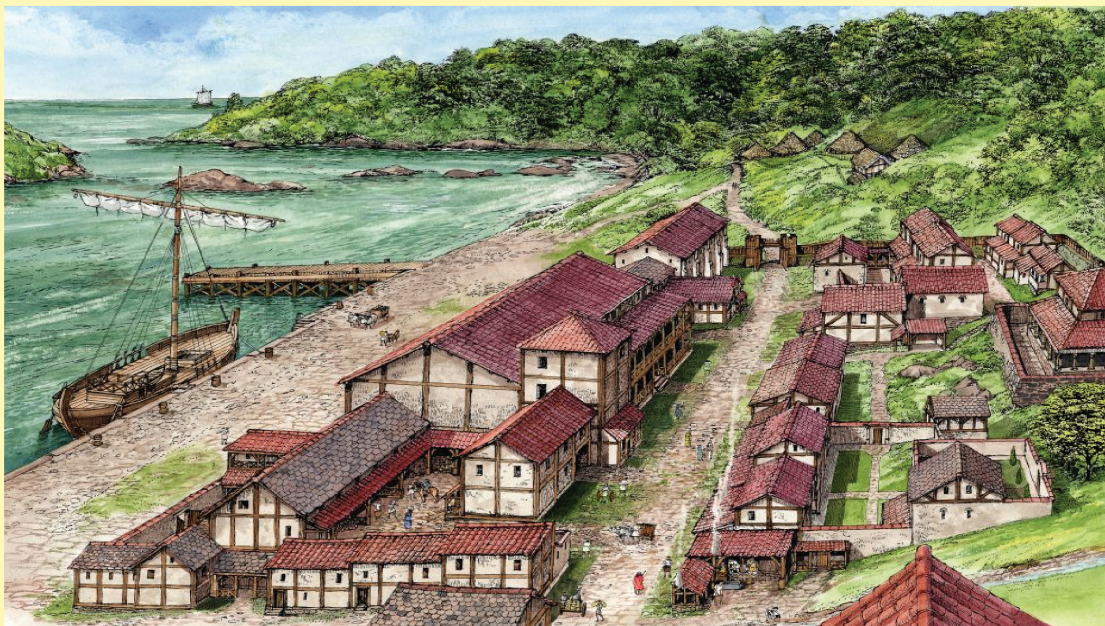
At this time most people in Guernsey were still living in Iron Age settlements but St Peter Port became a Roman town. Archaeologists have discovered many Roman artefacts which show that people living there were probably quite wealthy and successful.

Roman St Peter Port by Brian Byron

The Romans in Guernsey were not above a bit of cheating- they made coin moulds to produce counterfeit coins!!
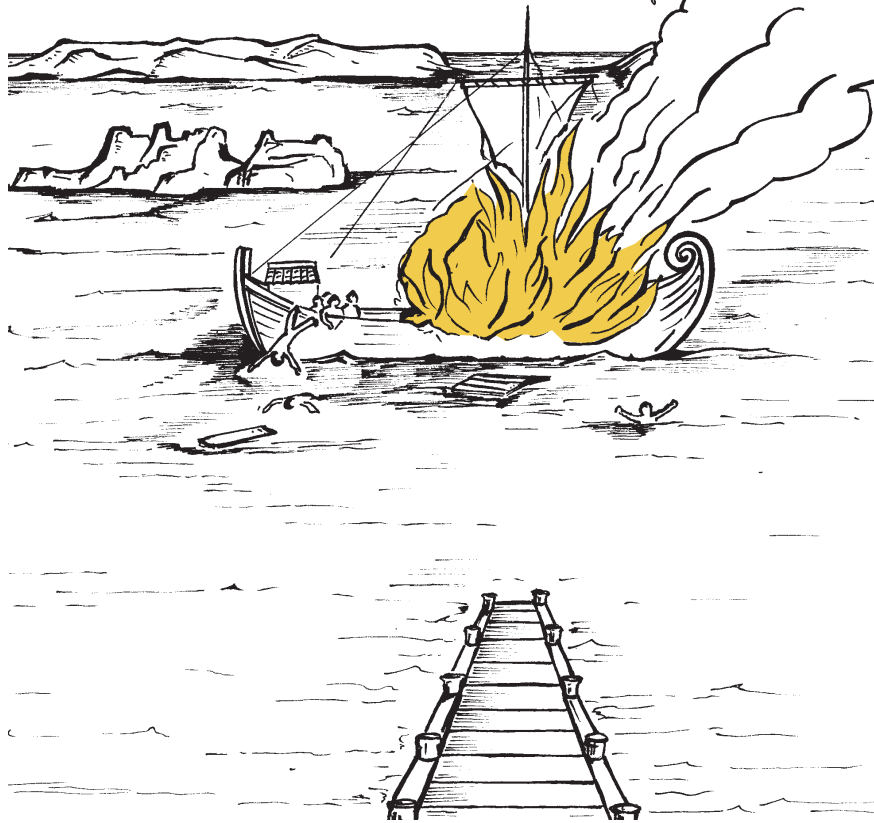
DID YOU KNOW?
The Romans called Guernsey - LISIA
Alderney- AURIGNY
Sark -SERC

Fire in the Galley!

In about AD280 a boat sank in Guernsey's harbour mouth. The marine archeologists who explored the wreck in the 1980s discovered that it was from Gaul (France) and made in the Celtic way. There was probably a fire on board as its cargo of pitch had melted. When the pitch cooled down it went hard and many objects were trapped.

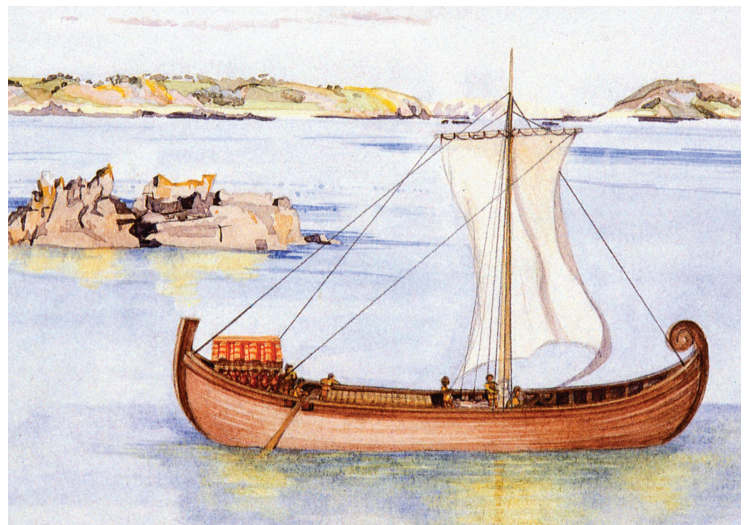**The wreck was nicknamed 'Asterix'.** The ship is so important that the specialists at the Mary Rose Trust were asked to conserve the pieces that had survived. One day we hope they will be back in Guernsey.

This is a piece of pitch from the wreck.

Maritime Trust: Roman Boat in Roadstead- Artists impression

DID YOU KNOW?

When the Roman Empire ended there was less trade and work and many people left Britain. They made new lives in a part of Northern France called Armorica. Eventually the name was changed and the area is now called Brittany .

Visit the Maritime Museum in Castle Cornet to learn about the exploration and recovery of the Roman ship.

ONLINE STORYTIME! Fire in the Galley! www.setsailtrust.com

Find out more: An Activity Book - 'Romans in Guernsey' is available from Guernsey Museum. More about Asterix, Romans in Guernsey and Roman ships on www.setsailtrust.com/e-learning
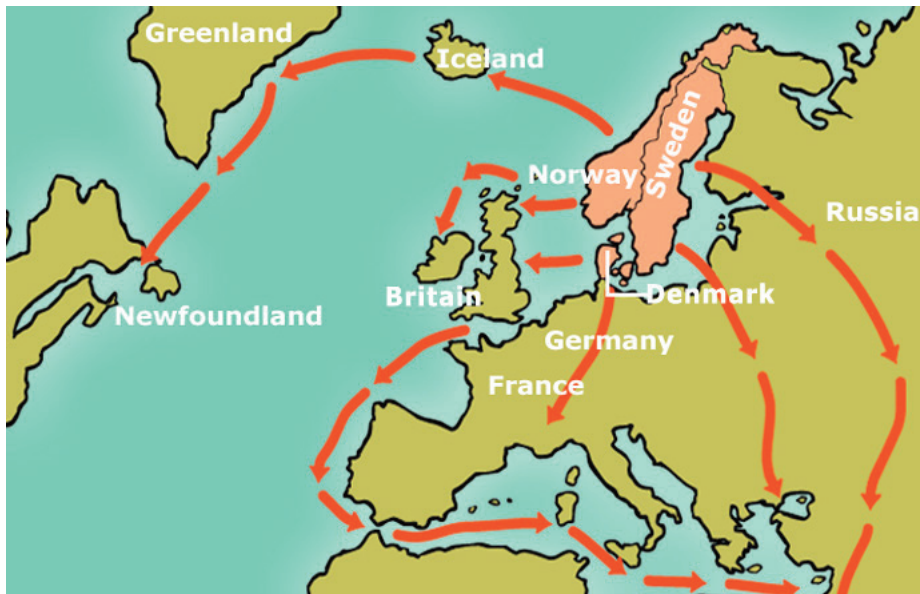
The Vikings!

When the Roman Empire collapsed around AD450, Guernsey and the rest of Europe entered what is now known as the Dark Ages. (This is partly because archaeologists have found few objects to tell us about this time!)

Groups of people from the North were searching for new lands. These included the Saxons from what we now call Germany, the Jutes from Denmark and - the Vikings!

The Vikings came from what we now call Norway and Denmark. They travelled in fast 'longships' to raid and terrorise people living around the coast of Britain and Northern France. Eventually, large areas of Britain were occupied. The Vikings also settled in Northern France near the mouth of the River Seine where Rouen is now. Guernsey did not escape and in about AD870 the Viking leader Hasteinn raided the Island.

WHAT IS IN A NAME?
Many names in Guernsey have Viking roots.
In the Viking language a large Island is shown
by the ending - ey = Guernsey or Alderney
Small Islands have names ending in - hou = Lihou
A hougue is a mound = Hougue du Pommier
Becq is a piece of land that sticks out into the sea = Albecq
Find some more 'Viking' names on a map of Guernsey

DID YOU KNOW?
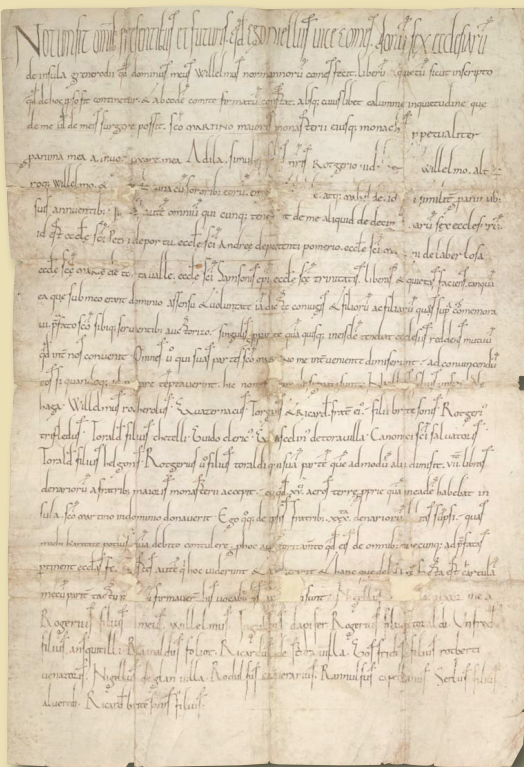Legend says that Hasteinn built a Castle where the Castel Church stands today.

This gaming piece found on the site of the Cobo Longhouse could have been dropped by a Viking!

A document from 1060 which lists the Island's churches.

1066 and all that

The land in France that the Vikings eventually settled in became known as Normandy (land of the Northmen). In AD911 their leader Rollo became the first Duke of Normandy and eventually Guernsey became part of the Duke's lands. From now on the Islanders began to speak Norman - French and lived their lives in the same way as their Norman neighbours.

In 1066, William, Duke of Normandy conquered England. Ships carried all sorts of goods back and forth between the Duke's lands. Guernsey's useful harbour became busier than ever.

LOADING THE SHIPS - Bayeux Tapestry (copy)-©Reading Museum Service

ST SAMPSON BRINGS CHRISTIANITY TO GUERNSEY

The Christian religion is supposed to have arrived in Guernsey by boat in AD 560 when St Sampson landed in the Island on his way to St Malo. In an old document dated 1060, the harbour of 'Sancti Petri de Portu' (St Peter Port) is mentioned. It also lists some of the island churches. By this time Guernsey had 10 parishes with a Parish Church in each one. In the 1100s monks from Mont St Michel set up a Priory on Lihou Island.

LIHOU PRIORY Jane Brayne (artist's impression)

William the Conqueror

11

Into the Middle Ages

By 1150 St Peter Port was a busy place with Guernsey part of what was now the Angevin Empire. This was formed when the lands of Eleanor of Aquitaine in south west France were joined with King Henry II of England's Norman Empire when they married.

Guernsey still has its own own Norman French language called Guernsésiais /JEHRR-nehz-yay/:

English	Guernsésiais
Castle	Châté
Sea	Maïr
Boat	Baté
Sail	Veile
Sailor	Marinier
Fish	Païssaon
Harbour	Cauchie
Rope	Cordage
Battle	Bataïle

ACTIVITY
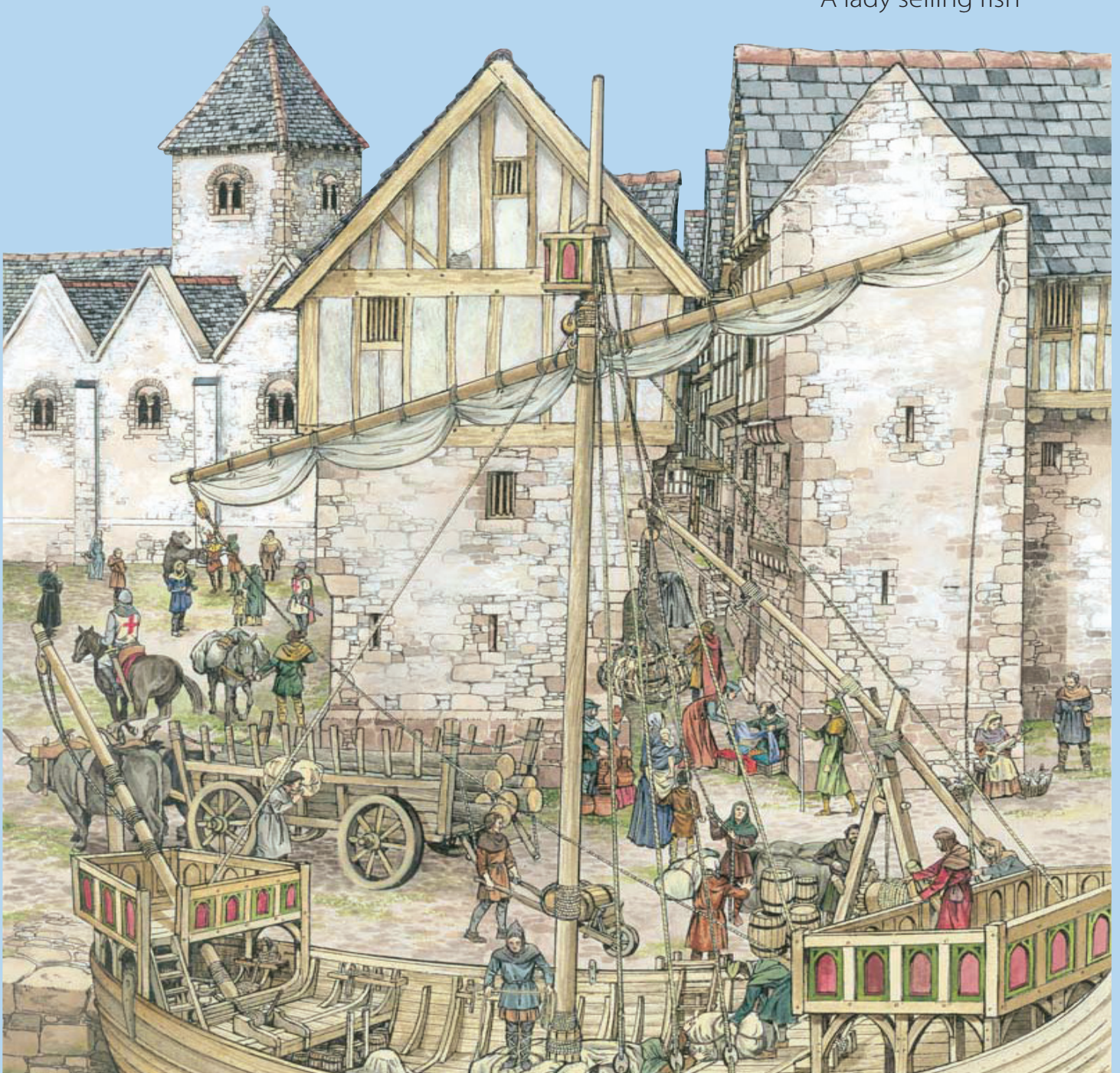Find these people in the picture:
A man with a bear
A ship's captain
A lady buying cloth
A knight on a horse
A man working a crane
A lady selling fish

Brian Byron artist's impression St Peter Port in 1200

In 1204, everything changed!

Ship at the time of King John by Bryan Byron (detail)

King John of England lost his lands in Normandy to the French King but Guernsey and the other Channel Islands remained part of King John's English lands. Guernsey was now almost at war with its French friends! Guernsey's harbour was so important to King John that he ordered Castle Cornet to be built on a rock outside the harbour to protect it.

The Chateau des Marais was also made stronger as a shelter for Guernsey people in case the Island was attacked. The Chateau des Marais was surrounded by marshes in those days. It is said that seamen such as those escaping from pirates, or even smugglers, waded across the marsh to shelter there.
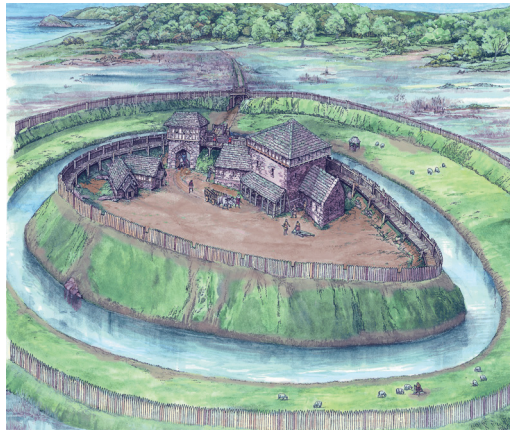
GUERNSEY UNDER ATTACK!

Over the next 200 years Guernsey was attacked several times by the French.

Castle Cornet was captured twice.

Eustace the Monk fought for the French King then the English King and even tried to take over Sark!

Owen of Wales was sent to Guernsey in 1372 by the French King but was driven off by the Islanders.

Find their stories on www. setsailtrust.com/e-learning

Chateau des Marais by Brian Byron

ONLINE STORYTIME!
1204 and all that
www.setsailtrust.com

Castle Cornet under Attack by Brian Byron

Fishing

Many people in Guernsey were fishermen and their catches were traded around the King's lands. Groups of settlers around the coast collected shellfish, seaweed, sand eels, shrimps and edible molluscs such as mussels and ormers.

They built small boats to take them out to sea to catch fish such as mackerel, bass and whiting. Pots were made from willow to trap lobsters, crayfish, spider crabs and chancre crabs. The fish was dried in éperqueries in the Island.

THE ORMER

Guernsey was once famous for its ormers.

These shellfish live under rocks below the low water mark. Shore gathers brought home baskets of them during the 'Ormering Tides'. They made a tasty meal!

Today, overfishing and a change in the way the warm current flows past Guernsey means they are much harder to find.

Guernsey fisherman

Conger eels were stored in barrels of salt.
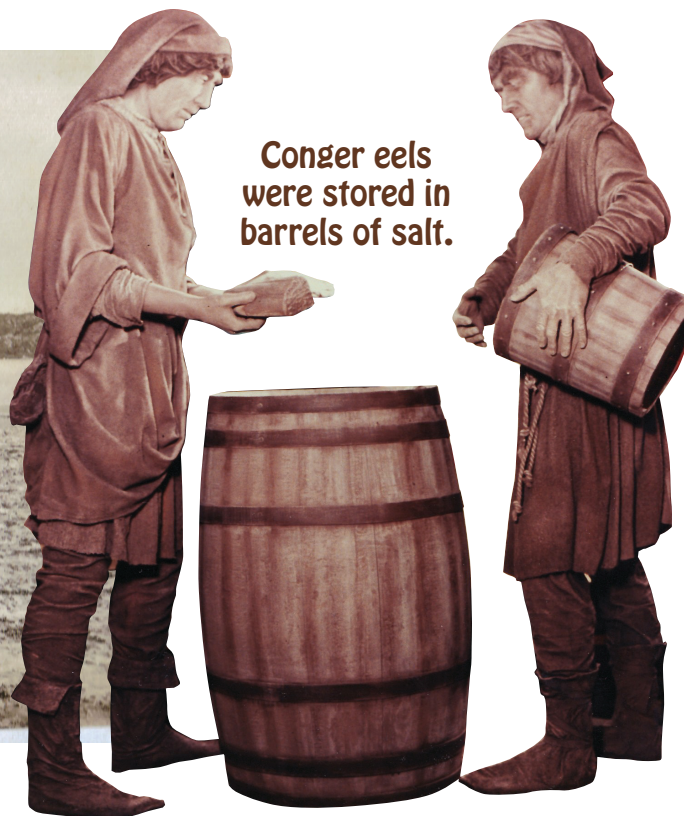
On the Seashore

Seaweed Gatherers by PJ Naftel

The sea gave fishermen a living and Guernsey's safe harbour helped the merchants to trade successfully. However, farmers were also able to use the sea to help their crops. The farmers collected vraic (seaweed) from the sea shore. Special tools were used to cut the vraic which was then washed, dried and burnt. The ashes were used as fertilizer, helping the crops to grow. It was so valuable that when the Island was divided into FIEFS farmers had to get special permission from their Lord or Seigneur to collect it. It was also sold to farmers in France and England. Le Caesar, wrecked in 1662, had vraic in its cargo.

DID YOU KNOW?

Just below Divette in St Martins is what some believe to be the earliest man - made landing place for small boats.
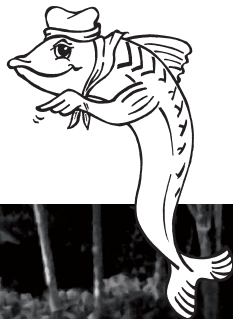
FUEL and FOOD

People gathered drift wood from the many wrecked boats and dug out the peat that was formed when the sea rose over the land after the Ice Age (remember?). Peat was used on the fire for cooking and heating. Sand eels were scraped out of the sand at night and limpets knocked off the rocks and hung in crab pots as bait. Apart from those around the coast, most fishermen lived in the low parishes of Vale and St Sampsons.

The high parishes of Castel, St Saviours, St Pierre du Bois and St Martins had good soil which was best for farming.
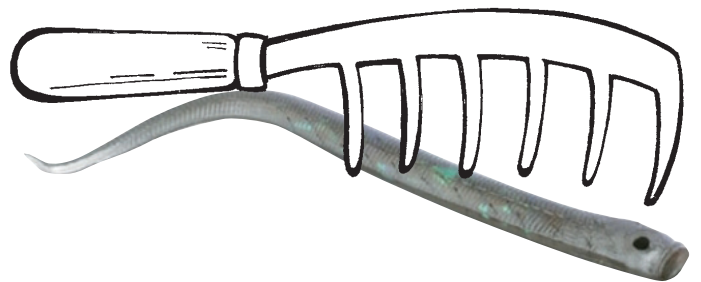
More about fishing and fiefs at
www.setsailtrust.com/e-learning

Fishing the Oceans

In the past, fishing was a good trade to have because the Church ordered people to eat fish on Fridays. The fishermen sold their catches in England and France and they were always looking for better places to fish. Eventually, they discovered rich, new fishing grounds off the coast of Newfoundland (Canada).

The fishermen must have been very brave!

Activity: Colour the three fish
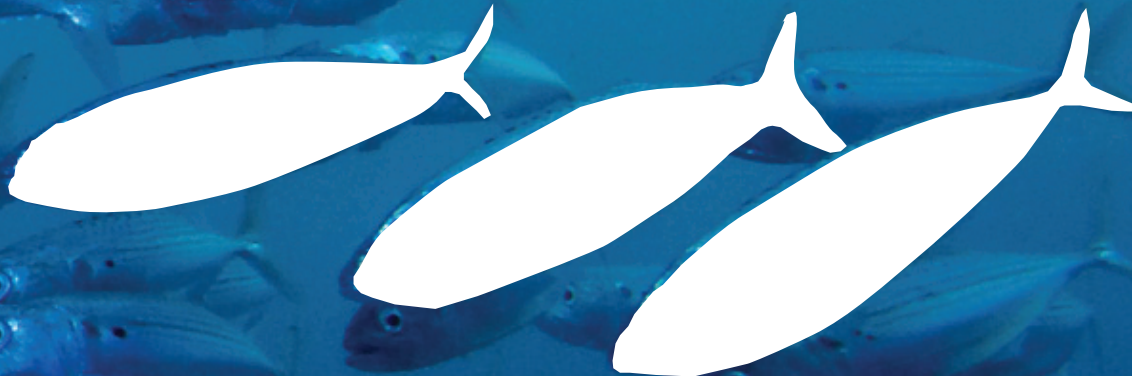
An old document tells of 'Guillaume de Guerneze' who travelled as far as Newfoundland to fish for cod off 'The Banks' during the 1500s. This must have been a great adventure as they had to cross the Atlantic Ocean in small ships with nothing to help them navigate their way at night except the stars. After catching the fish they had to salt or dry it to stop it going rotten (no freezers in those days)! The fish were then brought back to places such as Spain, France or England to be sold.

AAAHH!

Many people believed that the earth was flat and that sailors would drop off the end when they reached the horizon!

DID YOU KNOW?

We made salt in Guernsey from sea water which was left to evaporate in the sun. You can tell where salt was made by looking at the names on a map of the Island. Find the Salerie and the Saltpans. The Guernsey fisherman probably took salt with them to Canada as it was too cold to make salt there.

On the Trade Route

The English Kings still had lands in south west France but without Normandy (remember 1204?) there was no direct land route to England. Traders had to bring all their goods by sea - which was good for Guernsey!

Guernsey traders brought barrels of wine from Bordeaux in western France, linen and canvas from Brittany and wool for the Guernsey knitters from the south of England.

Objects found on the wrecks in the mouth of St Peter Port harbour include pots from south west France and a coin from Portugal.

Compass Rose
The sailors made simple compasses to help them find their way.

Marcel the Mackerel wants to go East. Which way should he go?
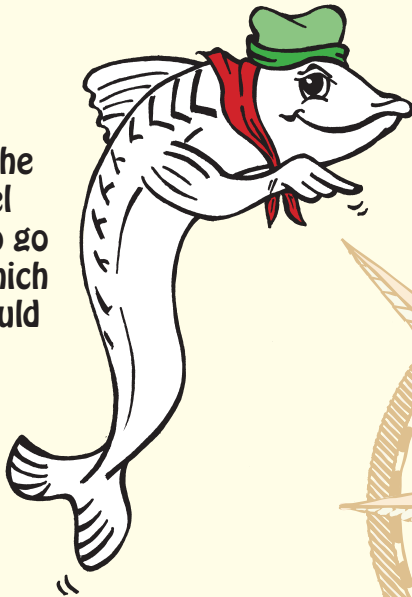
DID YOU KNOW?

Guernsey was a busy place with traders and fisherman. It was also dangerous! Sailors from Bayonne attacked the Vale Priory, tied the Prior up in a sack and dangled him in the sea until a ransom was paid!

ACTIVITY
Mark the Compass points North, East, South and West

Guernsey people were great knitters! The Island was able to get cheap wool from England so everyone knitted. Guernsey made stockings were sold all over Europe. The 'Guernsey' jumper is still sold today.

This green pot found in Guernsey's harbour is from an area called Saintonge in western France
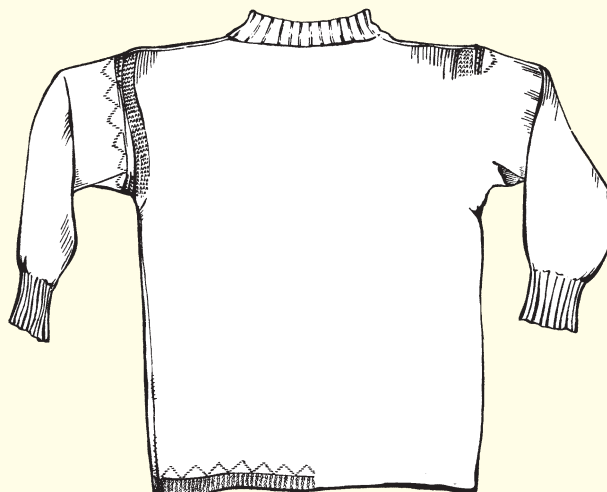
ACTIVITY
Colour in this 'Guernsey' and finish the pattern.

Pirates and Smugglers

A good route for trading was also a good route for PIRATES! As long ago as 1061 Samson d'Anneville is said to have been sent to Guernsey to get rid of Spanish pirates who had attacked Guernsey. He was given a Fief (land) as a reward.

In 1483 a document called the 'Bull of Neutrality' was sent from the Pope which made the Islands neutral territory. This meant that even during wars, no-one could attack ships coming in and out of Guernsey and the other Channel Islands without being punished. However, this didn't always stop the enemy - or the pirates!

In 1521 a ship owned by Guernseyman Thomas Compton was captured by the French but had to be given back '*to the uttermost penye*'.

DID YOU KNOW?

A famous pirate from Normandy called Francis le Clerc was the original 'Peg Leg'.

He lost his leg during the 1549-50 war between France and England.
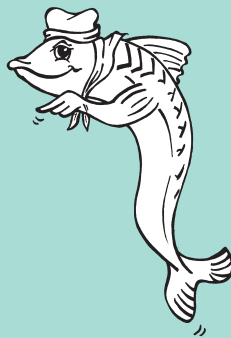
SMUGGLERS!

The merchants who sold goods in England and France had to pay taxes when they sold them. As there were no taxes in Guernsey, they would bring their cargo into the Island, divide it up into smaller packages and smuggle it out in small boats. The local fishermen would stand on look out to be the first to 'pilot' the boats into the shore under the cover of darkness.

The English got so fed up with the Island's smuggling activities that eventually patrol boats with customs men on board were sent to catch the smugglers.

DID YOU KNOW?

In 1807 a £200 Reward was offered for the capture of 'persons unknown' who had fired on the customs men in the 'Tiger'. This is worth about £7,000 today!
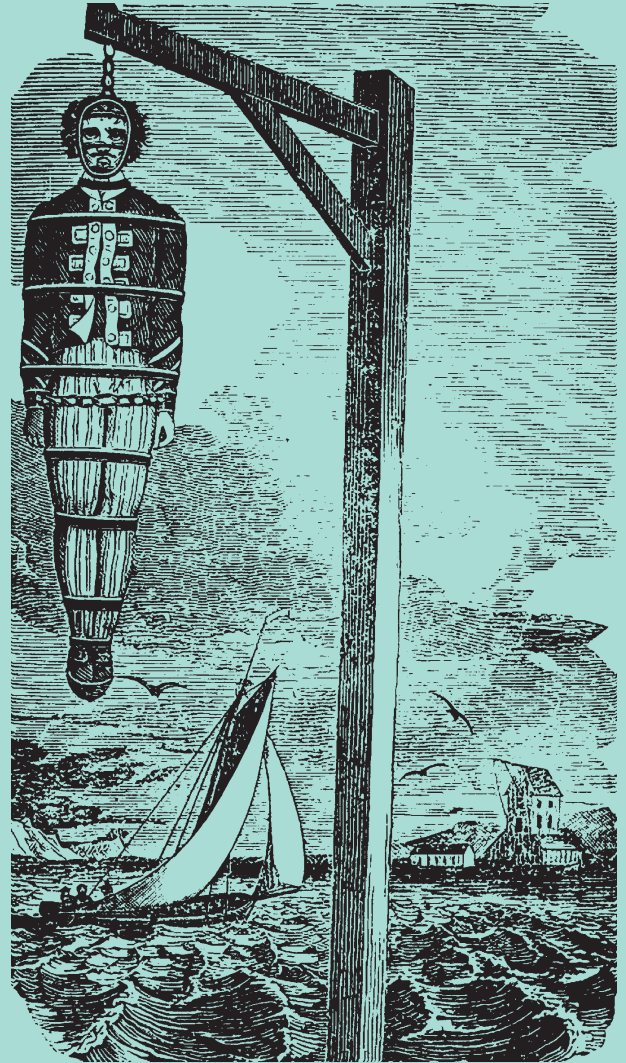
In 1566 Richard Hitchens, the leader of a pirate gang, was caught off Alderney after terrorising the island. He was hung on a gibbet at St Martin's Point.

Guernsey and its Islands in the 1600s from the Mercator map 1695

Tudor Times

Ships off Castle Cornet c 1650 Isaac Sailmaker (detail)

The wars between the supporters of the Catholic and Protestant religions in Europe made life difficult for Guernsey. However, even with pirates and warships getting in their way, Guernsey merchants were still able to trade.

(Remember the 'Bull of Neutrality'?)

Guernsey ships and merchants took goods to and from places such as Southampton in England, Cork in Ireland, Bilbao in Spain, Lisbon in Portugal, Bordeaux in France and Lubeck (now in Germany).

THE MERCHANT'S GAME

Would you have made a lot of money as a merchant? Visit www.setsailtrust.com/e-learning and find out!

CASTLE CORNET

During the wars with France and Spain, Castle Cornet needed to be made stronger as it protected the harbour. Henry VIII ordered plans to be made for new walls that could stand up to the new artillery - cannon! Sir Thomas Leighton came to oversee the rebuilding of the Castle. Everything had to be brought in small boats and many Guernsey people were employed to work on it.

BEFORE HENRY VIII
The Castle in 1492
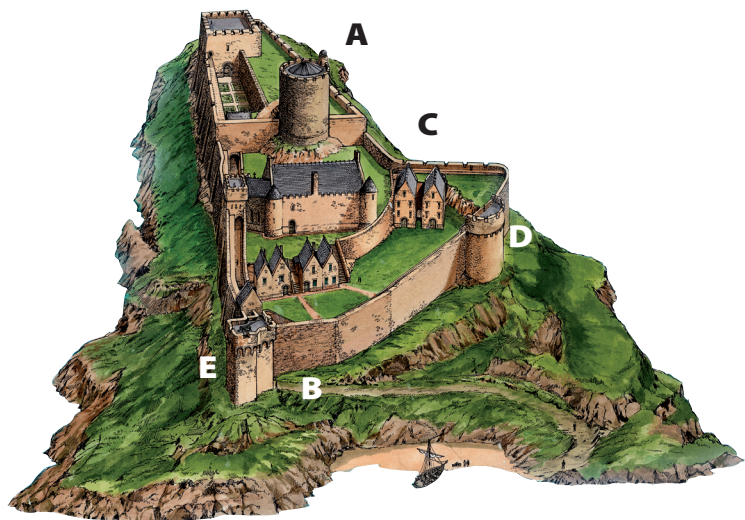
AFTER HENRY VIII
The Castle in 1600
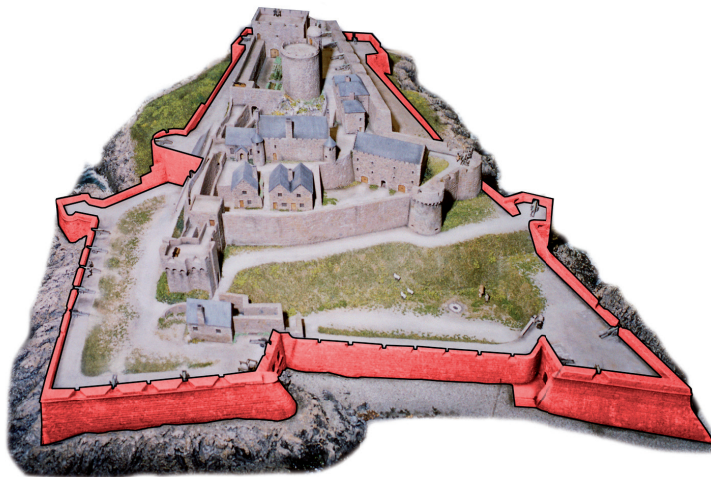
Match the places marked on the 'Before' Castle and label them on the 'After' Castle.

A - Keep or Donjon   **B** - Entrance   **C** - Sutler's House
D - Gunner's Tower   **E** - Barbican

ONLINE STORYTIME!
Lady Margaret
www.setsailtrust.com

Alderney Wreck

When the English army was in France, it needed to be kept supplied with weapons and horses in case of battle. Ships passed by Guernsey and the other Channel islands on their way. A wreck found off Alderney is possibly one of these supply ships as the objects found include cannon, horse stirrups and armour.

All these artefacts were recovered from the Alderney Wreck

More at: www.alderneytrust.com and setsailtrust.com/e-learning

The English Civil War 1642-1651

The English Civil War was fought between King Charles I and Parliament. Castle Cornet belonged to the King but the Islanders preferred Parliament.

Guernsey and Castle Cornet were at war!

The Royalist garrison was besieged in Castle Cornet for 9 years and had to get their supplies from Jersey. Cannons were fired at St Peter Port and cannon balls are still being found today!

DID YOU KNOW?

It is said that Guernsey fishermen collected the cannon balls and sold them back to the soldiers in the Castle!

Peter Osborne, one of the Castle Governors, refused to give in and Castle Cornet was the last place to surrender when Parliament won the war. Poor King Charles I was beheaded and Oliver Cromwell became Lord Protector of England.
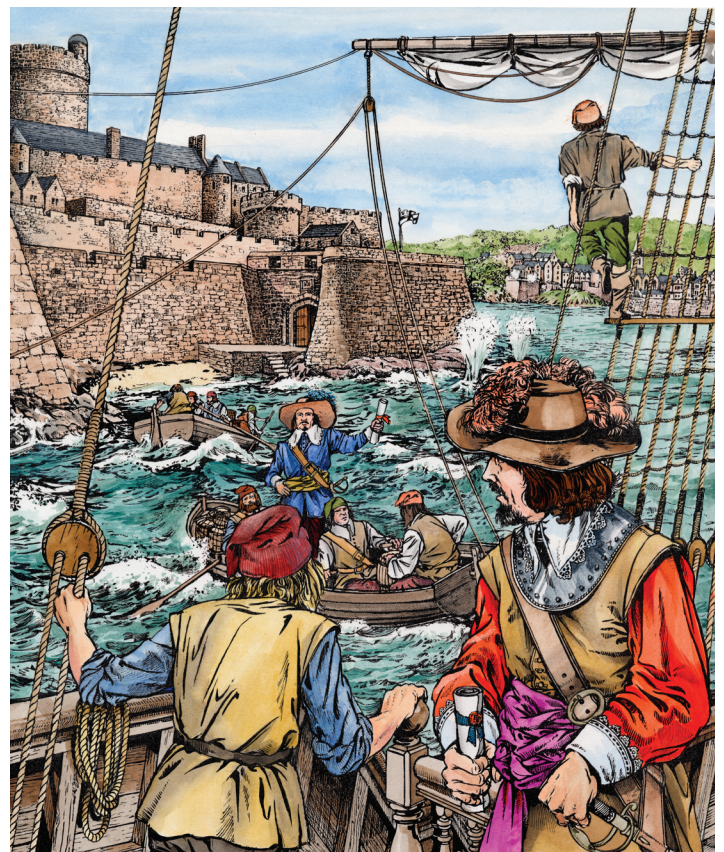
Charles I
K _ _ _ of E _ _ _ _ _ _

ACTIVITY: Finish the captions to the pictures

Oliver Cromwell
L _ _ _ P _ _ _ _ _ _ _ _
of E _ _ _ _ _ _

*Castle besieged
by Bryan Byron (detail)*

Sailing the World

People in Guernsey continued to make their living from the sea. In 1492, Colombus had sailed the ocean blue and 'discovered' the New World (The Americas). Countries such as Britain, France, Spain and Portugal sent ships there in search of new riches and claimed the different areas of land they invaded. They 'colonised' the Americas.

The different countries often attacked each other's merchant ships as they tried to bring the riches they found there back to Europe.

Guernsey men were probably on these ships as they were known to have a good knowledge of tidal ranges and navigation.

NAVIGATION

By the 1600s new instruments had been developed such as the quadrant and the sextant to help with navigation.
Later, charts were drawn to map out the way - and to help ships avoid hidden rocks.

FINISH THE PICTURE
Give Marcel the Mackerel a telescope!

Nocturnal

Quadrant

Sextant
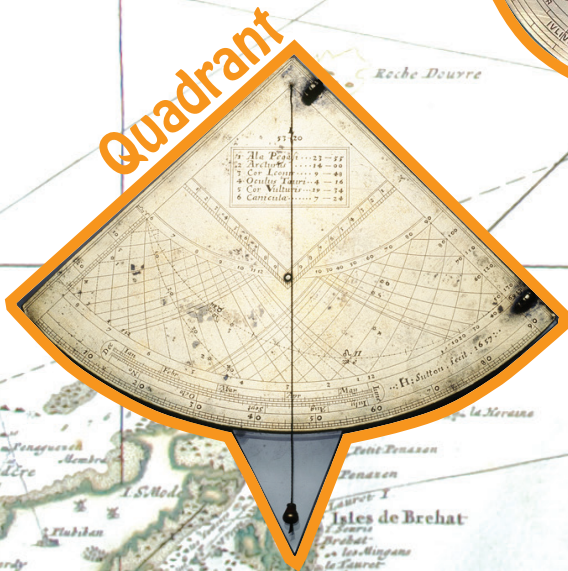
Privateers

In the 1700s when England was at war with France, the Kings of England sold Guernsey merchants 'A Letter of Marque' to allow their ships to become 'Privateers', a kind of official pirate!
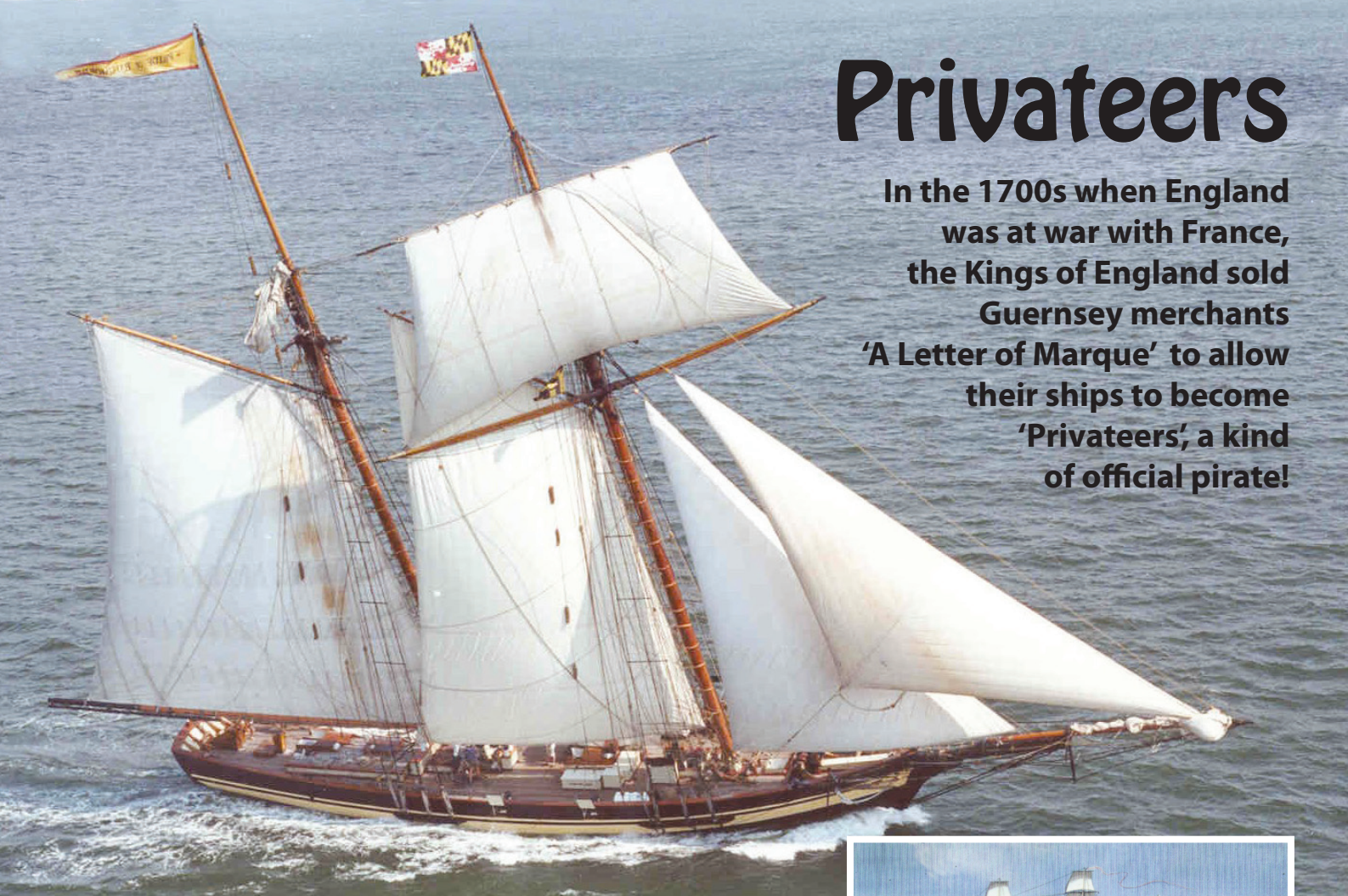
A Letter of Marque was a document signed by the King that allowed the Captain of a privateer to capture enemy ships. The shipowner, Captain and crew sold the ships and their cargoes for 'prize' money.
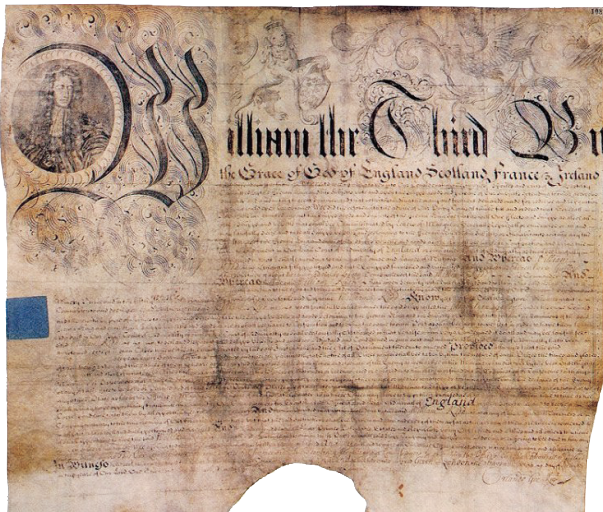
Letter of Marque

DID YOU KNOW?

During 1777, American privateers attacked and took ships just outside St Peter Port harbour and sold them in France.

ONLINE STORYTIME!
Pirates and Privateers
www.setsailtrust.com
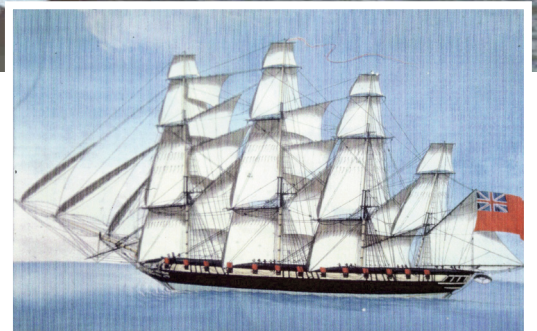
DID YOU KNOW?

The Carteret Priaulx family got a Letter of Marque to use a French warship - L'Invention - as a privateer. This ship had been captured and auctioned by the Royal Navy.

Privateer in a storm by John Brookings

In the Navy

The Royal Navy protected Britain's trade routes and men from Guernsey families joined the Navy to defend the country's interests around the world. Thomas and Philip Saumarez joined the Navy as midshipmen. Later, Philip Sausmarez designed the uniform eventually used by Naval Officers. Their nephew James Saumarez fought at sea in the American War of Independence and he served with Lord Nelson, who helped to save Britain from French invasion by winning the Battle of Trafalgar in 1805.

Philip Saumarez *Thomas Saumarez* *James Saumarez*

DID YOU KNOW?
During their Naval careers, France and Britain were at war so Philip, Thomas and James dropped the 'de' from their de Saumarez name so that they would sound less French!

Battle at Sea. HMS 'Bristol' 1776 Artists impression by Brian Byron

Marcel has been pressed and is now cleaning the decks

PRESS GANG!

The Navy never had enough seamen for all the ships they had. Sometimes men were 'Press Ganged' from bars and taverns. They were forced on board a ship which would move off quickly, leaving them trapped. Many of these men would not return to their homes for many months or even years!
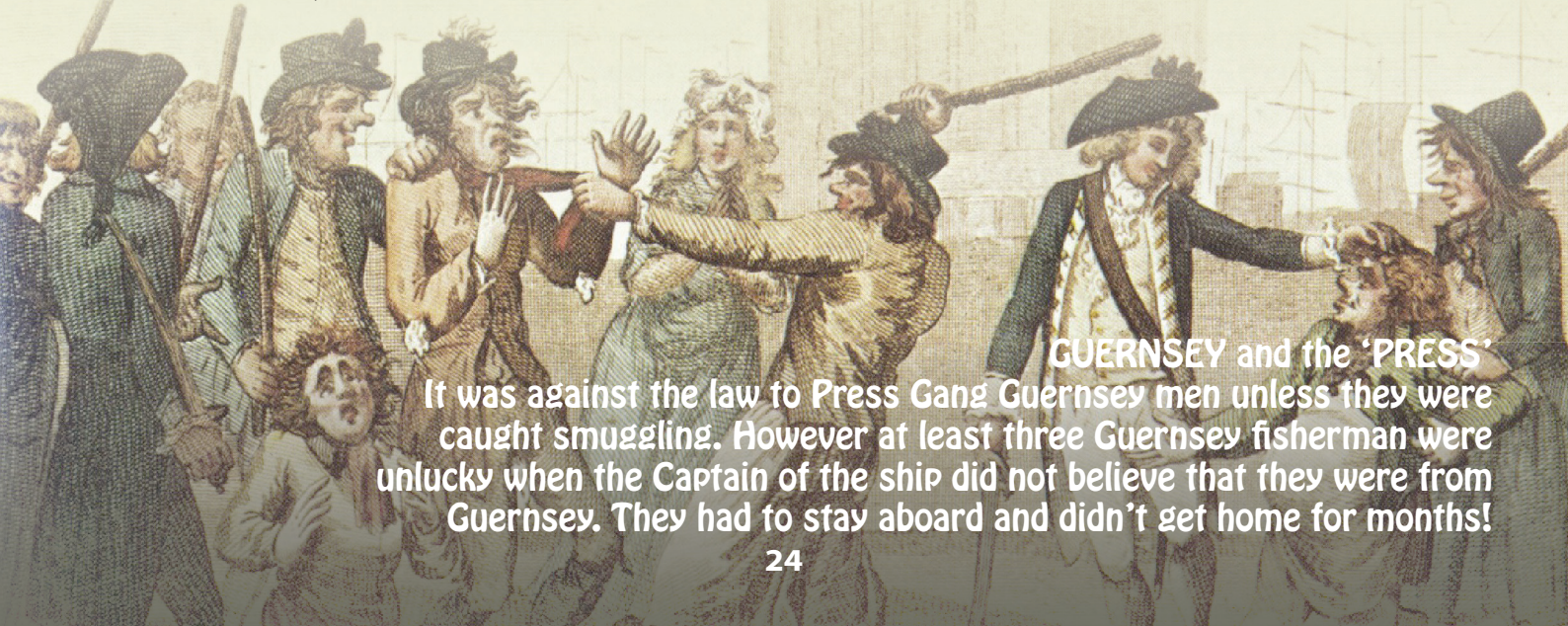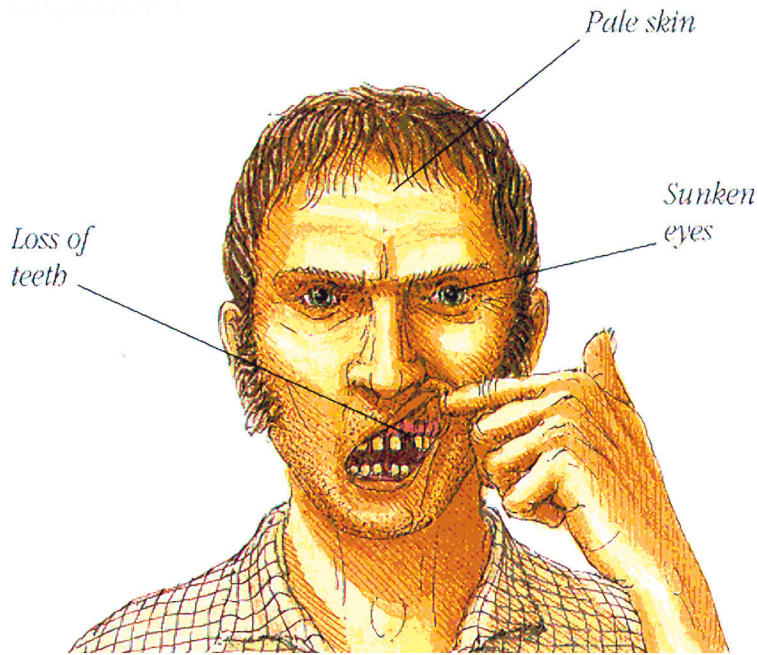
GUERNSEY and the 'PRESS'
It was against the law to Press Gang Guernsey men unless they were caught smuggling. However at least three Guernsey fisherman were unlucky when the Captain of the ship did not believe that they were from Guernsey. They had to stay aboard and didn't get home for months!
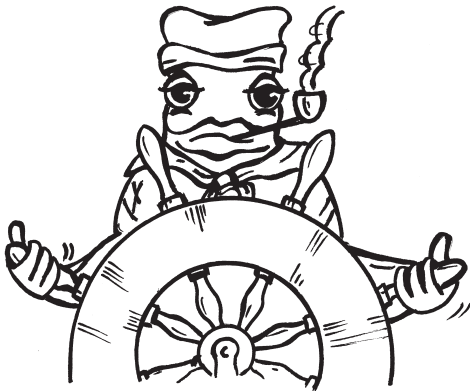
The Life of a Sailor!

Life on board ships travelling long distances was very hard. Many sailors were needed to work the ship. They were trained to work together as a team so that they didn't trip over each other! The sailors took turns to be on watch. They were crowded into the lower deck taking it in turns to sleep on hammocks only 30-40cm apart. Each sailor had a job to do and the Captain's word was law!

Pale skin

Sunken eyes

Loss of teeth

THE SCURVY.
On long voyages many sailors died of scurvy. This was caused by the poor food and lack of fresh fruit and vegetables.

These are some of the jobs that sailors had to do:

Scrub the decks.
Climb the rigging.
Look out from the Crow's nest.
Pull on the halyards. (the ropes to raise and lower the sails)
Turn the capstan.
Fire the cannon.
Lower the anchor.

Be the powder monkey. (carry the ammunition)
Take the wheel.
Mend the sails.
Clean the 'Heads'. (the toilet!)
Help the surgeon.
Help the cook.
Give out the rum.

DID YOU KNOW?
Sea Shanties were songs that the sailors sang to help them to work together as they pulled the ropes and rigged the sails.
www.contemplator.com/sea

WOMEN ON BOARD
Women were not normally sailors but a few joined the navy disguised as men! One 'Lady Tar' (as they were called) stayed undiscovered for years!

ONLINE STORYTIME!
Lady Tar
www.setsailtrust.com

Philip Saumarez

In 1740, Guernsey man Philip Saumarez joined Commodore Anson's round the world expedition. Anson hoped to capture Spanish treasure ships travelling back to Europe with gold and jewels taken from their colonies in South America. In the end, after a dreadful trip where nearly all the ships and men were lost, Philip and Anson returned with millions of pounds (in today's money) of gold, silver and precious jewels captured from the Spanish Galleon Nuestra Señora de Covadonga.
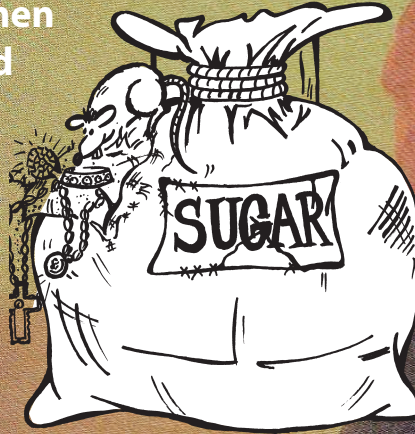
It took 32 wagons to bring all the loot from Portsmouth into London! A lot of the treasure was hidden amongst the cargo of the Spanish ship in sacks and barrels and even whole cheeses were stuffed with jewels!

DID YOU KNOW?
It is possible that Philip had scurvy. When he was killed at the battle of Finisterre a few years later, his body was cut open and they found his lungs 'were shrivelled and stuck to his sides'. He was only 36 when he was shot but would probably have died young anyway.

ONLINE STORYTIME!
All Hands on Deck!
www.setsailtrust.com

James Saumarez

James Saumarez was born in Guernsey in 1757. He chose a seafaring career and was 'entered on the books' of his first ship when he was 12. By 1776 he was acting Lieutenant on HMS Bristol - a 50 gun ship sent to fight the Americans who no longer wanted to be ruled over by the King of England. This was called the American War of Independence. In 1793 war broke out again against France. James captured the French ship 'Reunion' and was made Sir James. Many Guernsey men were involved in the war against France and it's Emperor Napoleon Bonaparte; some of them serving on Sir James' ships.

A NARROW ESCAPE!

In 1794 James was in command of the 36 gun *HMS Crescent*. It was in this ship that he and Guernsey man Jean Breton cleverly stopped a larger French squadron of ships from invading Guernsey!

The Crescent (detail)

Nelson and his 'Band of Brothers'

Sir James was a popular Captain and many of his crew followed him from ship to ship. After he 'struck his flag' (retired) Sir James did a lot of good work in Guernsey. He died in 1836 and is buried in the Castel Churchyard.

NELSON and SAUMAREZ

James Saumarez fought with Horatio, Lord Nelson against Napoleon Bonaparte. He kept the Baltic countries and Sweden on our side so that the Navy got the supplies they needed to build warships. If Saumarez had failed, Britain today could well have been ruled by the French!

Sir James' tomb

Find out more about Saumarez and Nelson in 'Out of Nelson's Shadow' ISBN 1-871560-05-5 **£4.99**. An Activity Book; 'James de Saumarez of Guernsey' is also available from Guernsey Museum.

Sir James in 1801

Defending the Island

Sir John Doyle

Around 1806 when Sir James was in command of the Channel Island Squadron, Sir John Doyle was building defences around the coast against possible French invasion. The French didn't manage to get to the Islands but the men of the Guernsey Militia had to keep watch in case they did!

The Guernsey Militia.
The Guernsey Militia started hundreds of years ago. Every man had to serve in the Militia and be trained to defend the Island. They practised archery at Les Buttes and later learned to fire muskets and cannons. When the Island was at war with France they kept watch from the castles and forts along the coast. Sometimes during harvest time the soldiers' wives took over the 'watch'.

DID YOU KNOW?
One young Militiaman was 'on watch' at Rousse on a cold winter's night. When the next man came to take over in the morning they found him dead of hypothermia (getting too cold).

ACTIVITY
You must set up the defences to stop enemy ships getting to the Island. The range of fire for your cannon is 1000 metres. The entrance to the bay is 2,300 metres. Where will you place your guns: A B C D?
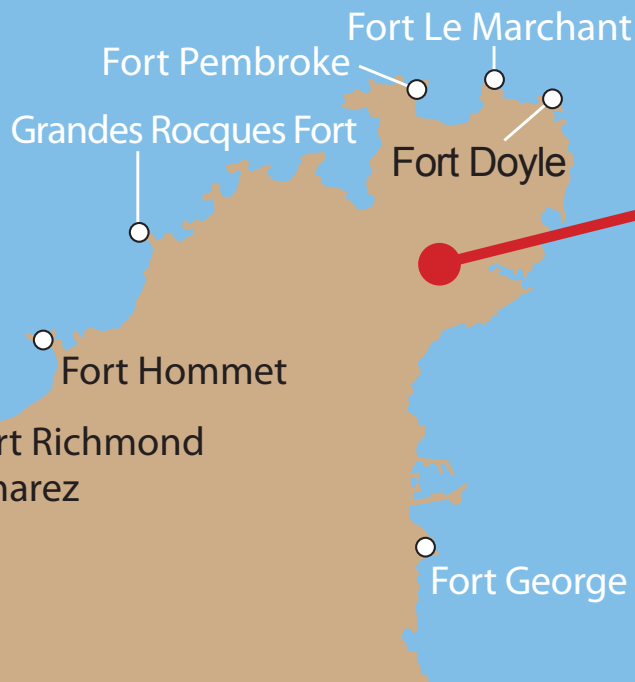
Rocks

A

B

C

1000 m

Rocks

Harbour

D
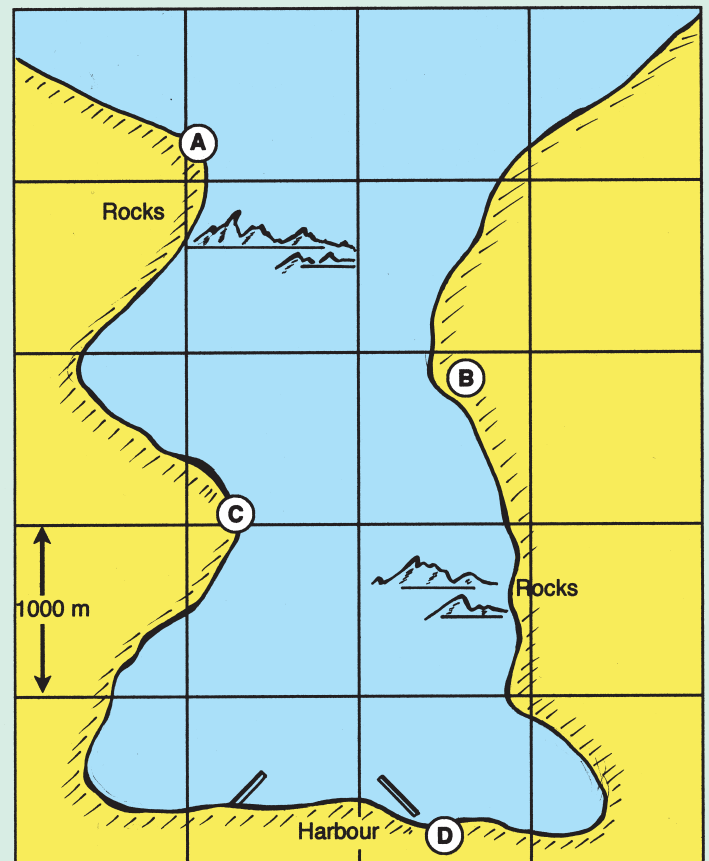
Coastal Forts

Chateau de Rocquaine by Joshua Gosselin

Several loophole towers and three Martello Towers were built along the North and West coast of the Island and many of the sea defences strengthened. Sir John Doyle also ordered a coast road to be built to help the garrisons based at Fort Pezeries and Fort Grey to reach the parade grounds in the Vale.

Braye du Valle (Duke of Richmond Map)

Fort Le Marchant
Fort Pembroke
Grandes Rocques Fort
Fort Doyle
Fort Hommet
Fort Richmond
Fort Saumarez
Fort George
Fort Grey
Fort Pezeries

DID YOU KNOW?

Guernsey was once two Islands! The low lying land at the Braye du Valle had to be crossed by a Bridge. Sir John Doyle ordered the land to be filled in to stop the French using it as a secret landing place.

DID YOU KNOW?

The Martello Tower at Fort Grey was built on the ruins of the Chateau de Rocquaine.

Ship Building

By the 1800s navies around the world, merchants and traders needed more and more ships. These were built from wood by highly skilled shipbuilders.

Guernsey shipowners made money during the wars with America and France as their ships helped to carry supplies. However, when the wars ended the island needed to find new ways of making money.
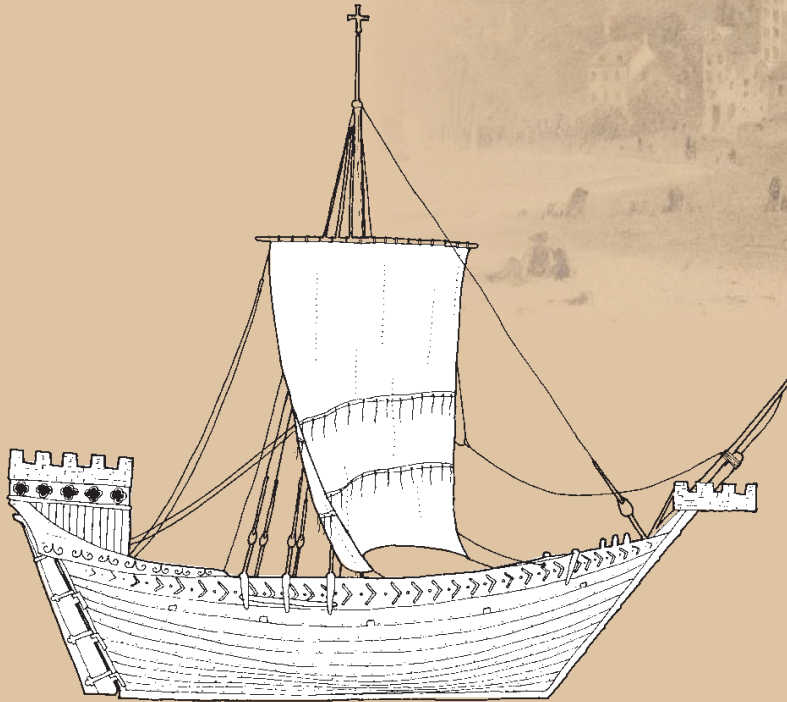
Cogges

Guernsey had been building its own small boats for hundreds of years. Records show that in 1352 Guernsey built 'Cogges' were used to carry fish and canvas, wine and linen.

An Entrepôt

By the 1720s Guernsey had become an Entrepôt. This meant that traders could leave their cargo on the island without paying any taxes. Guernsey merchants wanted ships to carry these goods all over the world.

Shipbuilding seemed the ideal answer!

DID YOU KNOW?

You can visit an exact copy of a ship being built in the old traditional way! It is at Rochefort in France. L'Hermione was a French frigate which carried the French leader La Fayette to Yorktown in the 1780s during the American War of Independence. Find out more at: www.hermione.com

Ship Builders

Many trades were involved in the building of a ship, some of which are detailed below.

The shipbuilder
He bought his timber from experts who knew where to find oak trees of the right shape to make the curved frame of the ship (the hull).

The moulder
His half model of the design made sure the actual ship was built correctly.

The sawyers and shipwrights
They cut and steamed the wood to shape it and make all the parts fit together.
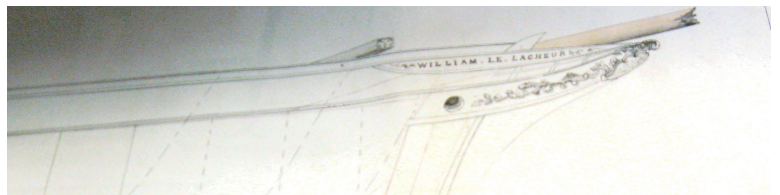

Sawyers workshop Castle Cornet

The draughtsman
He drew up the plans for the ship. These were drawn to scale and given to the various trades so that everything was cut and built to the correct size.

The blacksmith
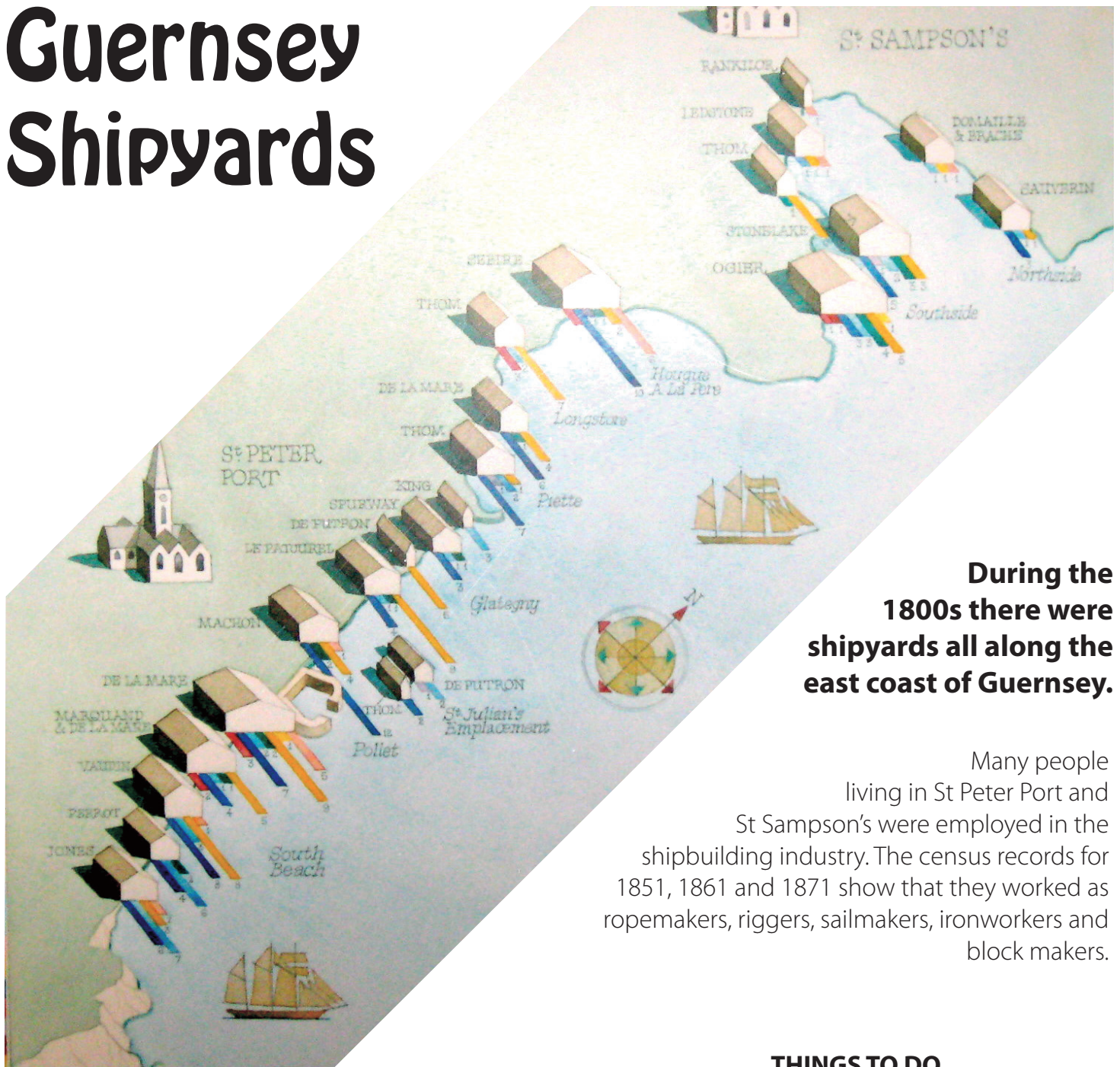He forged nails and brackets to hold it all together.

The rope makers
They made lengths of rope for the rigging. Ropes were often made in nearby lanes called 'Rope Walks'.

The sailmakers
They cut and stitched sails made out of linen and canvas.

Sailmaker's bag

Ropewalk in St Johns Guernsey

Guernsey Shipyards

During the 1800s there were shipyards all along the east coast of Guernsey.

Many people living in St Peter Port and St Sampson's were employed in the shipbuilding industry. The census records for 1851, 1861 and 1871 show that they worked as ropemakers, riggers, sailmakers, ironworkers and block makers.

THINGS TO DO

Go to the Priaulx Library and ask to see the census from 1851, 1861 or 1871. Look for people who lived in St Peter Port. Have any of them got jobs to do with shipbuilding?

THE LE COUTEUR YARD

The largest shipbuilder on the west coast of Guernsey was Mr G. Le Couteur. Many of the Island's fishing boats were built in this yard.

The Shipyard

Some Guernsey shipyards were quite small with just a workshop and a wooden slipway nearby from which to launch the boat. Others were large enough to build Clippers that could sail the world!

The sails, which could be as large as a tennis court, were made in sail lofts which had large open floor spaces so the sails could be spread out. Fitting the ship out, putting up the rigging and raising the mast were done in the water after the ship had been launched.

The remains of a sailmaker's loft

The masts were delivered ready made from specially selected tall, straight trees when the hull was complete. Once the decking was finished and the figurehead in place on the prow (front), the sails were attached to the rigging, the masts put in place lying down, the ship launched and the masts raised.

Shipyards such as George de la Mare's had a road and a wall between them and the sea. They had permission to break down the wall and then rebuild it again. However, when the Tram service between St Sampson's and St Peter Port was started in 1879 a stronger wall was built and the ships could no longer 'cross' the road. The shipyards had to close!

DID YOU KNOW?

Shipbuilders often put coins under the mast 'step' for luck. This is still carried out on ships like Queen Mary II today.

Cutting the wall
to launch a ship at
Salerie Corner

Shipowners

William Le Lacheur

William Le Lacheur and his son set up an import and export business in London. One of his ships was the Costa Rica Packet which traded coffee from Costa Rica. This made Costa Rica's fortune (at the time) and his family are still celebrated there.

We know that the ships built in Guernsey must have been of very good quality because a San Francisco newspaper reported in 1866 that the Costa Rica Packet built by Mr James Sebire of Guernsey was ...' without exception the best built ship that has ever entered this port...'

The Carteret Priaulx Family

An important ship owning family in Guernsey were the Carteret Priaulx's who had made money smuggling and privateering. They ordered ships large enough to carry sugar from the Caribbean, coffee and hides from South America and cod from Newfoundland.

Gustavus Frederick Carrington

Another Guernsey shipowner was Gustavus Frederick Carrington. He started as a sailmaker but saved his money and bought shares in many of the ships he had worked on. One of the biggest was the Golden Spur which was 656 tons and had half an acre of sail (about one and a half football pitches)! It was a Clipper, built to carry tea and rice from China, and coal from South Wales.

DID YOU KNOW?

The Golden Spur was one of the largest ships built at this time and she came in 11th out of 22 in the Great China Tea Race!

Golden Spur by P J Ouless

Ships Built for Trade

Different types of ships were built depending on how they would be used. Shipowners and builders had paintings made of their ships. These were called Port Paintings.

Schooner	**Barque**	**Brig**	**Brigantine**	**Clipper**
Jessie 1846	Lizzie 1875	Agilis 1860	Morning Star 1857	Golden Spur 1864

The schooner has two or more masts. Schooners could be used to carry cargo across oceans as well as on inland waterways.

A barque usually had three (or more) masts. In the 1800s barques were the workhorse of the 'Golden Age of Sail' as they only needed small crews.

A brig has two square rigged masts. They were fast and easy to manoeuvre so were used both as warships and merchant vessels. However, they needed a large crew for their size.

A brigantine has two masts but only the foremast is square rigged. They could carry a large cargo but only needed a small crew.
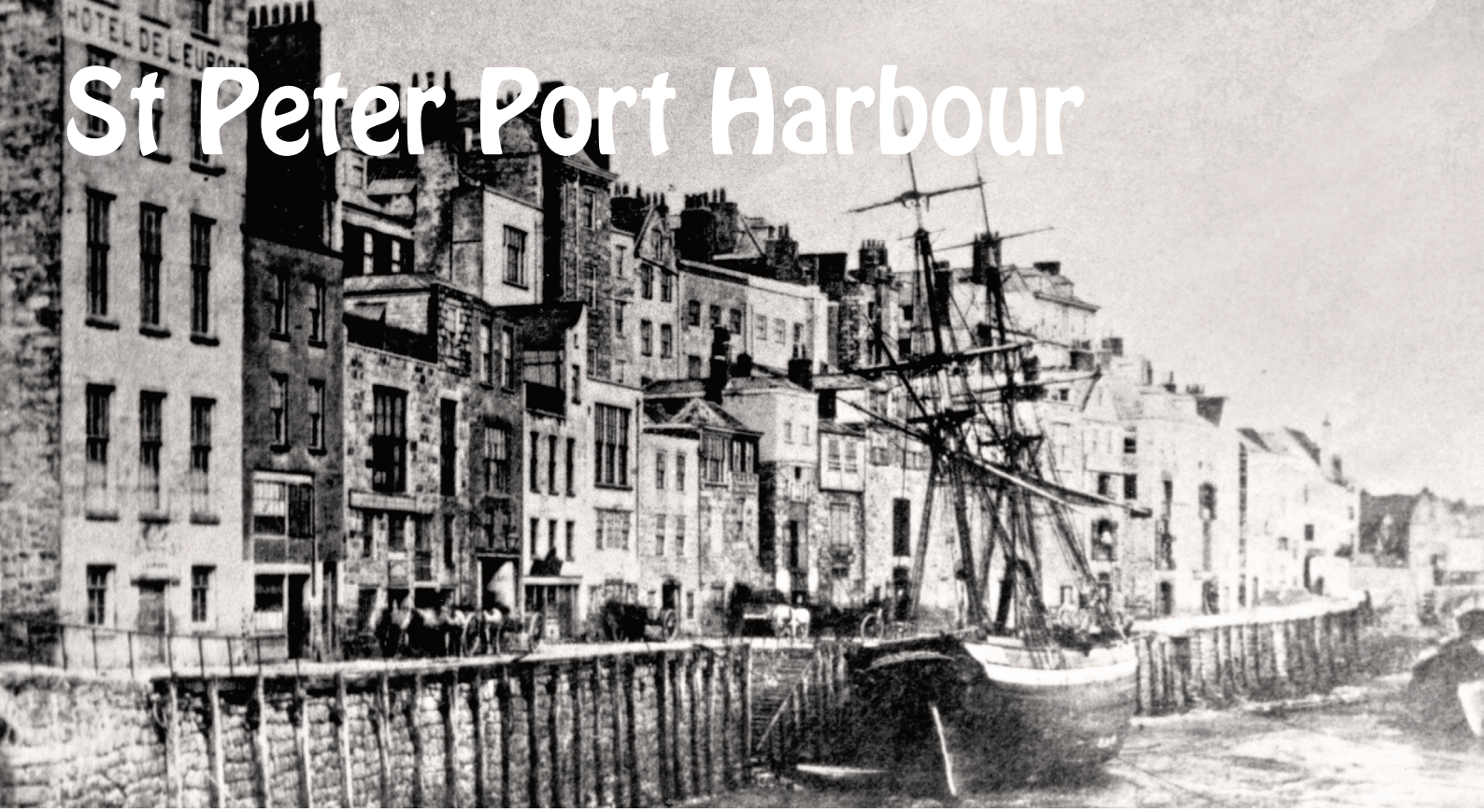
A Clipper has a long pointed bow which allowed them to 'clip' quickly through the waves. They became popular in the 1840s as they could deliver tea rapidly from China.

Between 1780 and 1900 Guernsey-owned ships travelled all over the world.

St Peter Port Harbour

The safe anchorage of St Peter Port slowly developed into a large harbour as piers and jetties were added to help ships to load and unload goods safely. The South Pier was built in 1590 and the North Pier in the 1750s.

By the 1830s the harbour of St Peter Port had become so busy that it was decided to make it bigger by building a new harbour outside the old one across the 'white rocks' to the north and the 'castle rocks' to the south. Many plans were made.
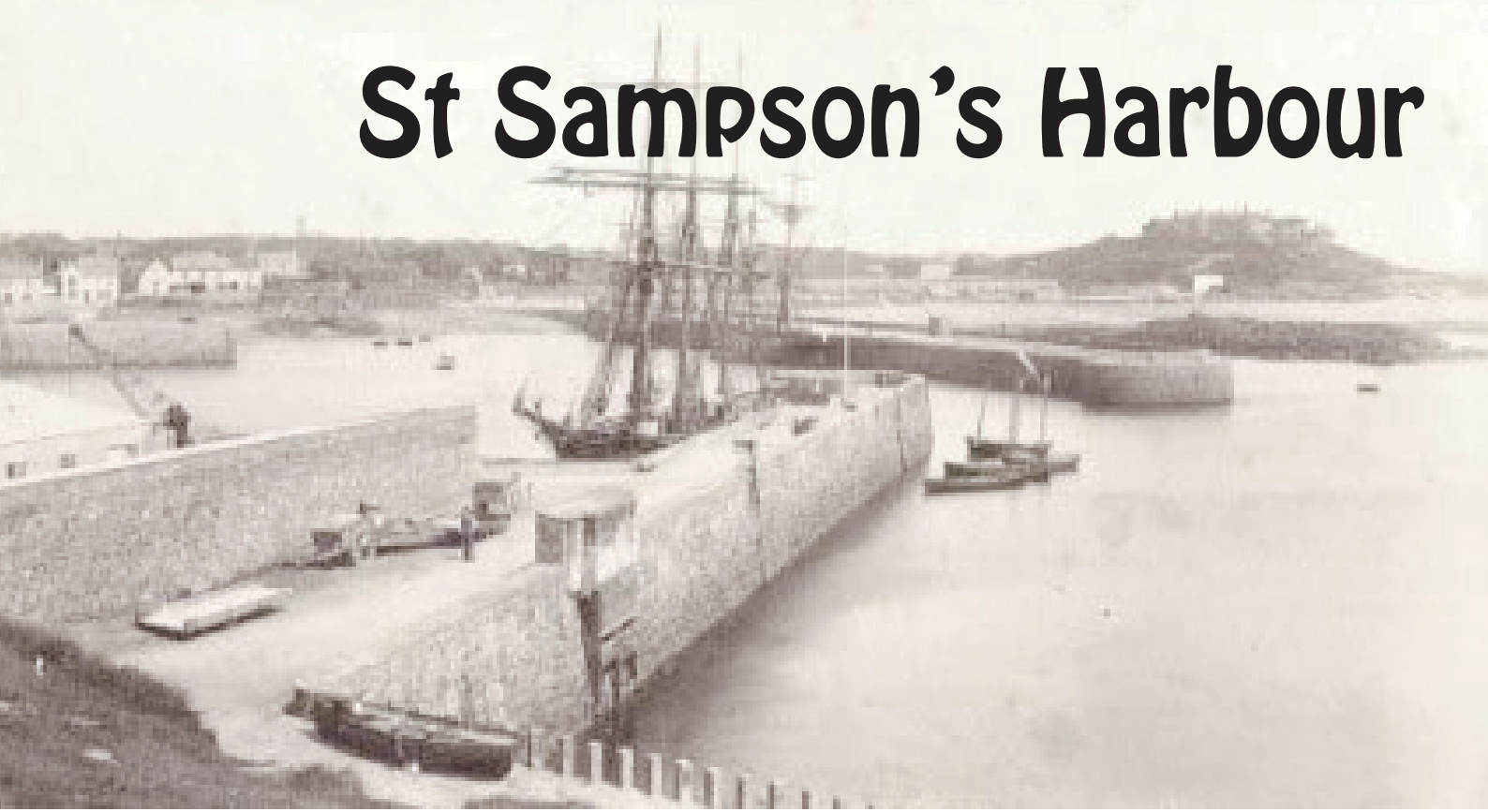

The foundation stone for the new harbour was laid in 1853 and was a very big occasion. In 1864 ships started to use the No. 1 berth at the White Rock.

Model of the harbour as it may have looked in 1900. (Maritime Museum in Castle Cornet).

St Sampson's Harbour

The harbour at St Sampsons developed during the 1800s. Guernsey had a successful quarrying industry by the 1850s and many of the quarries were in the north of the island.

The granite was exported on ships such as those run by the Cheesewright family. The ships left from St Sampsons with their cargo of granite and often returned with coal.

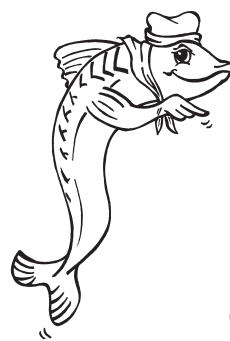Guernsey granite was used as building material across the world.

The steps in London's St Paul's Cathedral are made with Guernsey granite.


Workmen at a quarry in Guernsey.

DID YOU KNOW?

To keep empty ships balanced in the water they carried ballast. This was not for sale but had to be got rid of before the ship could take on cargo. Many of the ships that came into St Sampson's arrived empty. So much ballast was dropped into the sea that the entrance to the harbour ended up about 9 metres shallower!

St Sampson's Harbour after PJ Naftel

Wrecks!

Not all voyages ended with the ships safely in harbour. Before lighthouses, navigation lights, radar or motors to help them, ships often got into difficulties.

The harbour mouth of St Peter Port is littered with wrecks from early times. Most of them have rotted under the sea or become covered in sand as bigger boats churn up the sea bed. However, archaeologists have found many objects and timbers that have helped to tell Guernsey's maritime story.
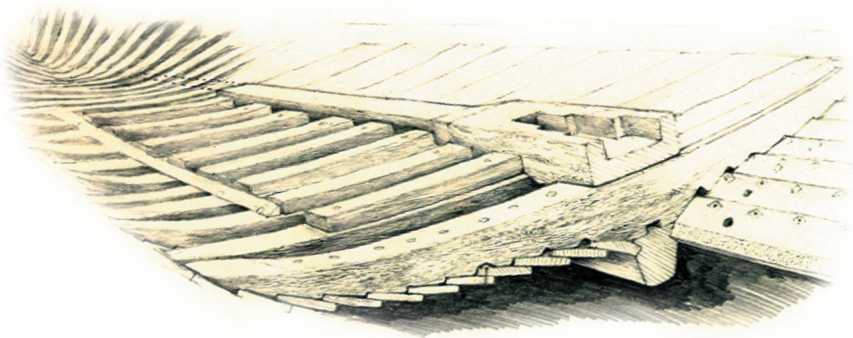
This archaeologist's drawing shows what is left of a 15th century ship wrecked in the harbour of St Peter Port.

ONLINE STORYTIME!
The Boreas
www.setsailtrust.com

Wreck by Peter Le Lievre

On the west coast of Guernsey, the treacherous rocks claimed many ships. The Shipwreck Museum at Fort Grey tells their stories.

Other Guernsey Wrecks
1662 - LE CESAR
This was the first trading ship officially recorded as having been wrecked off Guernsey. It was carrying vraic (seaweed) to be sold as fertilizer.

1744 - HMS VICTORY - 1000 officers and men
drowned in this terrible tragedy. It sank mid-channel and the wreckage washed up on the Casquets rocks off Alderney.

1780 - VALENTINE
This ship was carrying a cargo of spices, dyewood, gold dust and brocade. cloth. when it was wrecked off Sark. The crew was saved but the cargo was lost!

1805 - A Privateer
This ship, heavily laden with guns and ammunition was on its way to the South Seas. It was wrecked in St Peter Port Harbour during a violent gale.

1848 - ARTEUR
This boat was moored in St Peter Port Harbour when it was struck by lightning during a violent storm. At least 9 other ships broke their moorings and were also wrecked.

DID YOU KNOW?
The next ship given the name 'Victory' was the one that Lord Nelson died on during the Battle of Trafalgar and James Saumarez commanded when he supported the Swedes in the Baltic.

Pilots

There were many rocks at the approach to the harbour mouth so fishermen who knew the waters around Guernsey offered to act as 'pilots' and earned extra money guiding the boats in.

Jean Breton was a fisherman pilot on board James Saumarez' ship HMS Crescent. He helped to guide Saumarez' squadron of ships through the rocks off Cobo Bay, close to the shore where the French ships couldn't follow. Breton received a medal in recognition of his skills.

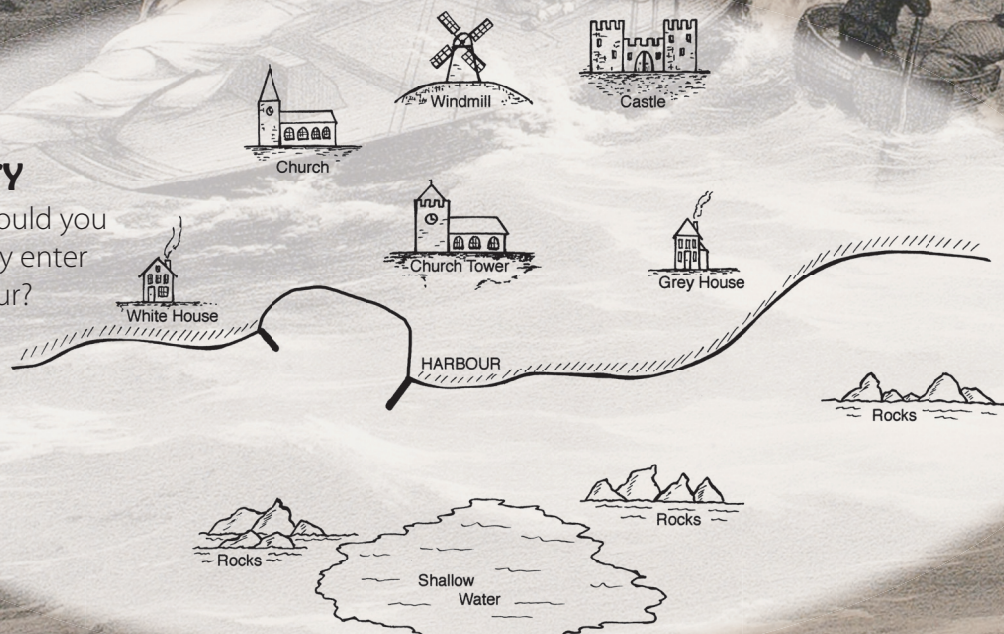*1838 Edward Cooke Pilot Boat*

NAVIGATION MARKS

Sailors have always used navigation marks. Jean Breton was said to have lined up *'your house and mine'* to steer them through the rocks to safety. Even now some houses and landmarks are painted white so that sailors can 'line up' the marks to make sure they are steering a safe passage.

DID YOU KNOW?

The currents can run so fast (5 knots) past St Sampson's Harbour that even today, every ship needs a pilot to enter the harbour!

ACTIVITY

Which marks should you line up to safely enter the harbour?

Windmill

Castle

Church

Church Tower

Grey House

White House

HARBOUR

Rocks

Rocks

Shallow Water

Rocks

Lighthouses

The Romans used lighthouses that they called Phares. It may be that they built one in Guernsey to protect their trading ships but no evidence has been found. Sometimes lights were hung to guide ships in safely but permanent lighthouses were not common until the 1700s.

The first lighthouse in the Channel Islands was probably the one built on the Casquets off Alderney in 1723. On the west coast of Guernsey the treacherous rocks had claimed so many ships that a campaign was started to build a lighthouse. However, it took over 30 years before the Hanois lighthouse was finally lit in 1862. A lighthouse was built on the Castle Emplacement in the 1850s (The Castle Light) and a light was fixed to Brehon Tower in 1856. These made St Peter Port harbour a much safer place to enter. St Sampson's harbour got its lighthouse in 1874.
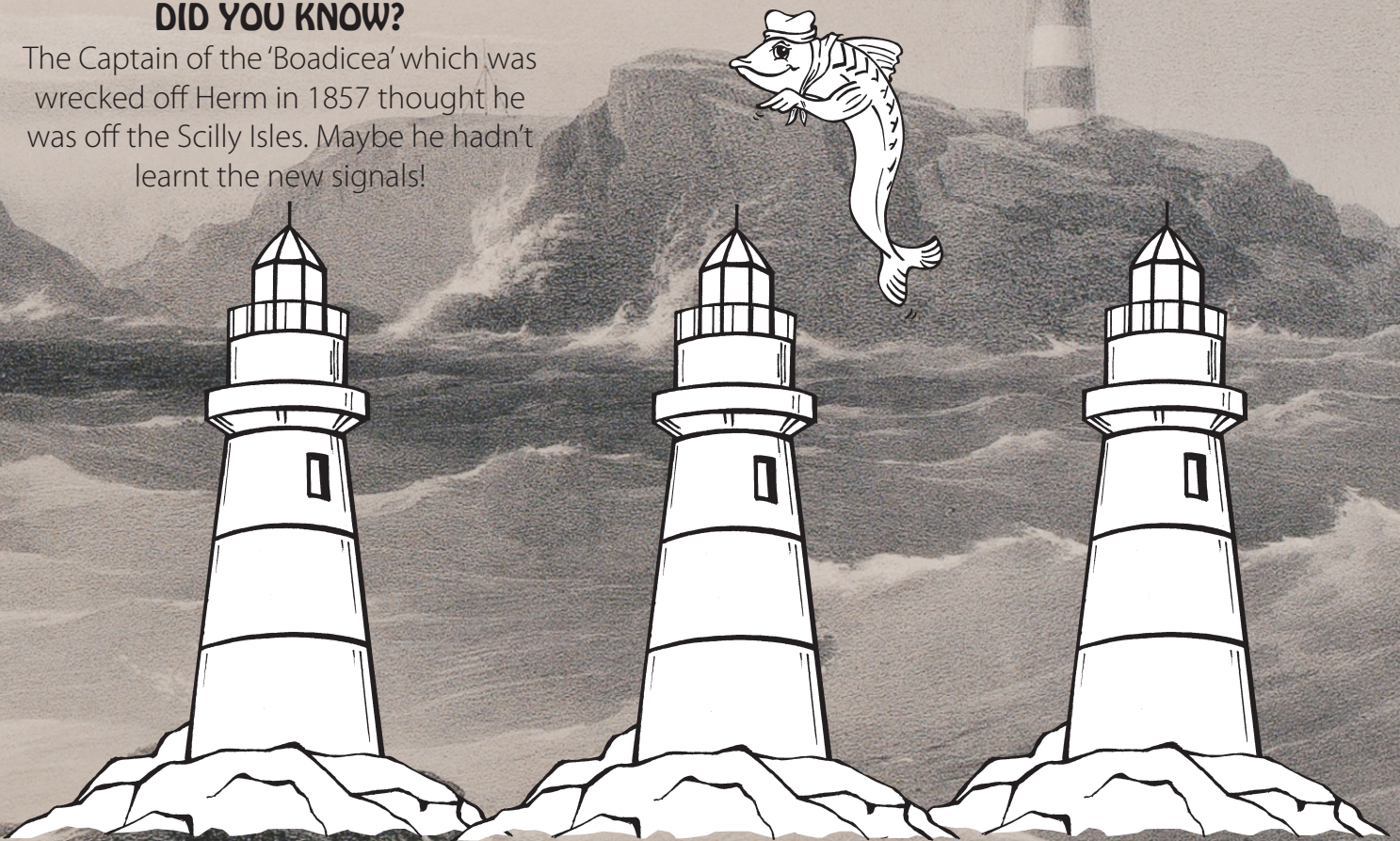
LIGHTHOUSE MEN

Early lighthouses were manned. The men took turns to live in the lighthouse and made sure the lamps were kept alight. They had to have everything brought in by boat so in stormy weather they could be stranded for days.

KNOWING YOUR LIGHTHOUSE

It was important that the Captain of the ship could recognise where he was by the lighthouse. Each lighthouse flashed a different code. This could be red / white/ red or long - short- long (like Morse code). The lighthouses themselves were also painted in different ways.

DID YOU KNOW?

The Captain of the 'Boadicea' which was wrecked off Herm in 1857 thought he was off the Scilly Isles. Maybe he hadn't learnt the new signals!

ACTIVITY - Using only three colours: black, white and red. Colour these lighthouses differently to match their names: Zebra Bay, Red Cove, Three Colour Point

Wordsearch

Can you help Marcel find these words?

COGGES   BLACKSMITH   VIKING
ENTREPOT   PRIVATEER   MERCHANT
MOULDER   RIGGING   SAUMAREZ
SAWYER   SARNIA   OGIER
HERMIONE   ROMAN   GUERNSEY

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Y Z J G X S Z X Z B M T Q J P K W H M X
Z R Z N P P L S G Z Y L G D N N B Q Y J
F W Q I F V J L Q B N J H Z P V F F E C
Q H J G Z Y Y Q W F B Y H P V Q T V S Q
B E W G F O G I E R J B Q V B J N D N V
R R W I R J Q T O P E R T N E B A K R V
O M X R Q E K X V J B J Q W Q Q H J E V
M I J Z V V Y P Z L J T W N N B C J U S
A O J D M T M W A J W S V B C Q R J G E
N N V T X L J C A X Z C D V B V E Q V G
C E V B W L K Y J S F X D N Y Q M F K G
Q J B G P S T Z V X J R W V J F Y Q Z O
R F W P M V G W M O U L D E R F F C Z C
J Z W I W Z K L K K K K J J W J J X P M
K M T J Q J F Z R E E T A V I R P Q W W
H H L X A I N R A S B K Z V I K I N G M
Y Q Q P Q X J J X D W B H Q X Q Y F Y M
H K T D X R Z B B B Q Z D D J J Q O H D
F F D K R G R Z Z E R A M U A S X Y Y Y
R R K R Z Q Q R F F J K Z K J D D B G D
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The End of Sail

The building of the 'Sarnia' 1894

The last sailing ship built in Guernsey and designed to sail to foreign lands was the Morning Star built in 1874. She travelled to Brazil, the West Indies and Canada. The very last sailing ship to be built in Guernsey was the 'Sarnia'. She was launched from Peter Ogier's shipyard in 1894 and used to carry cargo between Guernsey and St Malo. Sailing ships were being replaced by faster and more reliable iron steam ships and none of the shipyards in Guernsey were large enough to build these.
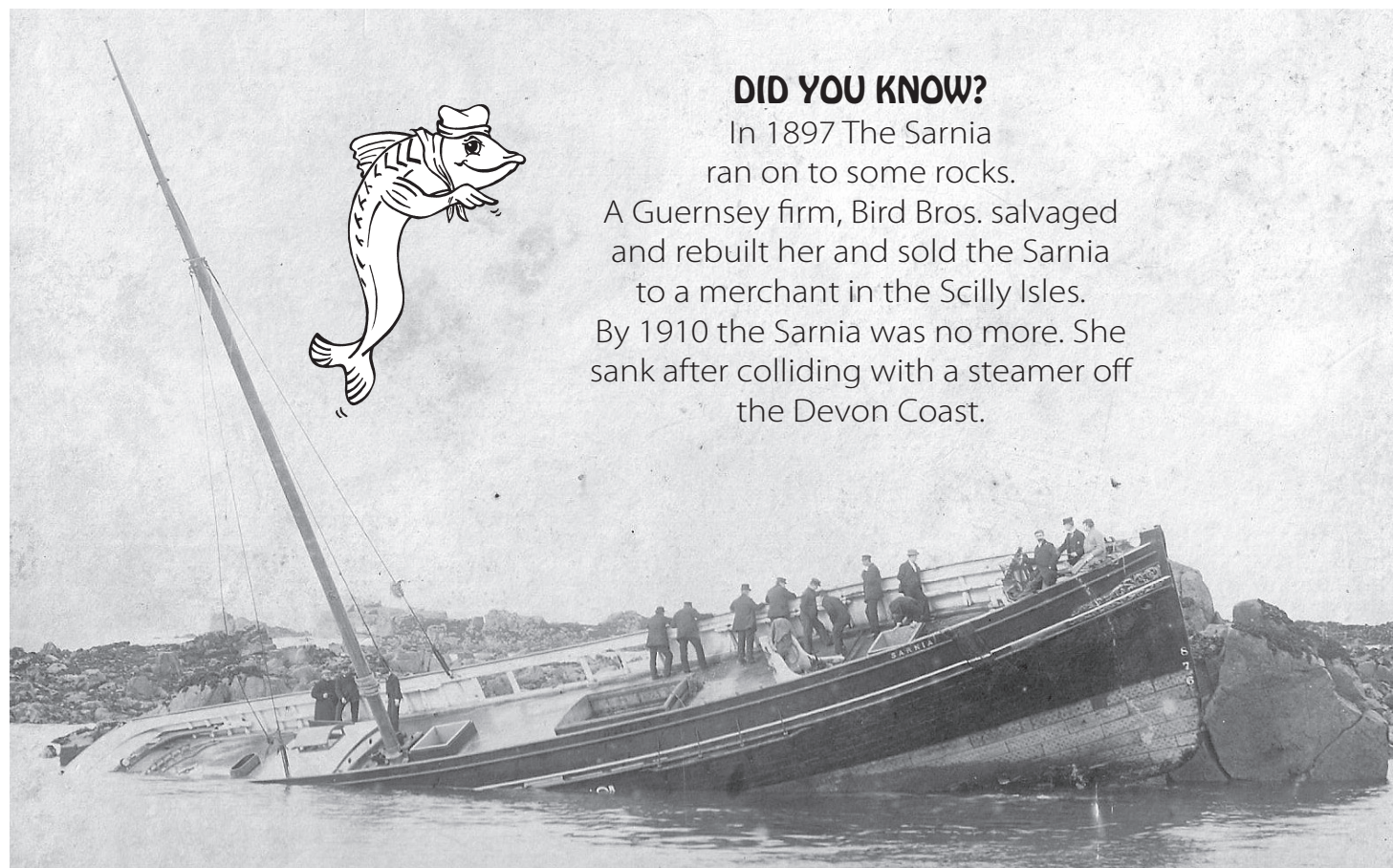
DID YOU KNOW?
In 1897 The Sarnia
ran on to some rocks.
A Guernsey firm, Bird Bros. salvaged
and rebuilt her and sold the Sarnia
to a merchant in the Scilly Isles.
By 1910 the Sarnia was no more. She
sank after colliding with a steamer off
the Devon Coast.

It was the end of the Age of Sail, the shipbuilding industry and the end of a century. Guernsey now had to adapt and develop its maritime story to meet the Age of Steam.

Answers

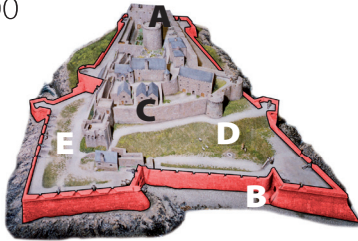p2   Italian - Mare
      Spanish - Mar
      German - Meer
      Guernésiais - Maïr

p8   Caledonia   Scotland
      Britannia   Britain
      Gallia   France
      Hispania   Spain
      Italia   Italy
      Egyptus   Egypt

p17   Compass Points
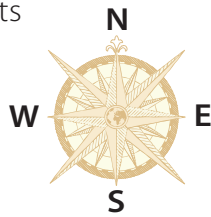
p19   Castle in 1600

p21   **L**ord **P**rotector of **E**ngland
      and **K**ing of **E**ngland

p28   B & C
p40   Castle and Church Tower
p42   Wordsearch

p43   Hull - 4
      Crows nest - 1
      Foremast - 5
      Mizzen mast - 8
      Figurehead - 7
      Bow - 2
      Stern - 3
      Keel - 6