

Listed buildings

Listed buildings are considered nationally important. Ramsgate Royal Harbour is Grade II*
— ♦ Grade II

Thanks

— Ramsgate Heritage Harbour Working Group
— Royal Harbour Master Matthew Kenney
— Royal Harbour Operations Manager Colin Browne
— Main text © Diane Harvey-White
— King George IV Royal Standard Ramsgate Town Council
— Drone photography © Mike Bell
— Design *graemecampbell.design*

Images

— 'Ports of England' Watercolour, Ramsgate c.1824 Joseph Mallord William Turner © Tate
— The Call for the Life-Boat Postcard c.1900 Graeme Campbell archive
— King George IV Royal Standard photography © Graeme Campbell Design
— Cover and logo lettering based on 'The Ramsgate Home for Smack Boys' fascia 1881
- Typographer Nancy McCampbell © Graeme Campbell Design

Information

— Ramsgate Royal Harbour ramsgateroyalharbour.co.uk
— Maritime Heritage Trust maritimeheritage.org.uk



● 1

Jacob's Ladder 1826
Designed by John Shaw Senior

● 2

Ice House / 6th Royal Harbour Sea Scouts Group (rebuilt) Housed ice from Norway used aboard fishing smacks to keep fish fresh / One of three in the harbour c.1900 → see ● 34

● 3

Boat building c1800 (site of, also current) / VAG Site (VW cars) c1966

● 4

Sailors' Church 1878 - former **Sailors' Home and Harbour Mission**

● 5

HMS Fervent Plaque 2009 Commemorating WW2 Royal Naval coastal forces based in Ramsgate → see ● 32

● 6

The Ramsgate Home for Smack Boys 1881 Hostel for apprentices to fishing smack skippers

● 7

Powder Magazine 1828 Storage of 500 gunpowder barrels from naval ships

● 8

Dundee Steps 1810

● 9

Sluices 1773 - disused One of seven along the Crosswall to scour out main harbour → see ● 30

● 10

West Pier

● 11

Ramsgate Lifeboat Station Boathouse / RNLI 1998

● 12

Outer Western Marina



● 13

Lighthouse 1842 Design/Build by John Shaw Jnr. Replaced earlier Samuel Wyatt lighthouse 1794/5 located nearer the pier head

● 14

Fairleads Used to haul boats by ropes into the harbour / One of five

● 15

Commercial Quay c.1900

● 16

Crosswall 1779

● 17

Boat Hoist

● 18 +

● 19

Hydraulic Power Units (HPU) 2019 Housing control for Flap Gate, Mitre Gates & Bascule Lifting Bridge

● 20

Marina Office / RNLI (previous location)

● 21

Flap Gate, Mitre Gates & Bascule Lifting Bridge Access to East and West piers when lifting bridge is down

● 22

Dock Office

● 23

Wing Wall 1837 Eight anti-wave openings

● 24 +

● 25

Dolphins - disused Gangway supports

● 26

Bridge 1837-1965 - site of

● 27

Hovercraft pad & arrival and departure office 1966 - site of

● 28

The Royal Sailors Rest ♦ 1903 Seamans hostel and bethal / Hotel / Military Hospital / site of Seawater Baths

● 29

Cervia Steam Tug 1945/6

● 30

Sluices winding gear - disused One of seven along the Crosswall to scour out main harbour → see ● 9

● 31

Commercial fishing

● 32

27 Air Sea Rescue Plaque Commemorating Naval base located at The Royal Oak Hotel ♦ 1942 to 1945 → see ● 5

● 33

Evacuation of Dunkirk Memorial 2000 Commemorating 'Operation Dynamo' 1940

● 34

Dry Dock 1791 Also used as a covered Ice House → see ● 2

● 35

Fish Market 1881-1926 - site of

● 36

Channel Dash Memorial Commemorating 'Operation Fuller' 1942

● 37

Clock House c1817 / Ramsgate Maritime Museum Ramsgate Meridian Mean Time records 5 minutes and 41 seconds ahead of Greenwich Mean Time (GMT)

● 38

Custom House 1894-5 / Ramsgate Visitor Information Centre / Pier House 1802 (site of) Location of Harbour Committee / King George IV addressed the Ramsgate community from balcony

● 39

Obelisk 1823 Commemorating the safe return of King George IV to Ramsgate and the awarding the harbour royal status. Referred to as the 'Royal Toothpick'

● 40

Royal Victoria Pavilion ♦ 1903 Former Concert Hall and Assembly Rooms / Nightclub / Casino / Wetherspoon 2017

● 41

Morton's No1 Slipway 1838 One of four

● 42

Victoria Stairs / Dover Stairs

● 43

Jubilee Steps 1831

● 44

East Pier

● 45

LWOST - Low water ordinary spring tides mark

● 46

Advanced Pier / Port Control / Royal Harbour Brasserie / Eagle Café and Passenger Terminal (closed)

RAMSGATE ROYAL HARBOUR A HERITAGE HARBOUR

Protecting and developing its heritage for future generations



Welcome to Ramsgate Royal Harbour
- A Heritage Harbour

This harbour has the distinction of being the only Royal harbour within the UK. As part of the Heritage Harbour group, founded by the Maritime Heritage Trust, Ramsgate Royal Harbour takes its place as a harbour of historic maritime significance. The retained original features, buildings and facilities are important to support historic vessels and maritime skills and as working harbour with a Grade II* designation, Ramsgate Royal Harbour helps to connect the community with the UK's maritime history at the same time as it supports local and national maritime industry and leisure facilities.

- 100
Roman settlement in the area around the harbour
- 1300's
Ramsgate is known to have a harbour consisting of a breakwater and simple pier
- 1483
Ramsgate is named a Cinque Port, as a limb of Sandwich

Bestowed with its Royal designation in 1821 after the safe return of George IV from a European tour, the current harbour was first built from 1750 to provide refuge for those in need. In the eighteenth-century commercial shipping was especially vulnerable from storms at sea and this part of the Kentish coast, so close to the approach to London, had been the site of many shipwrecks. Ramsgate was selected as the location of a new harbour to take advantage of the natural tidal action and currents across Pegwell Bay; vessels losing their moorings in the Downs, off the coast of Deal, would drift across to Ramsgate, which made this area an obvious choice.

The process of construction was not straightforward. It encompassed disagreements on materials and construction methods, as well as five years of no activity at all. As soon as the Pier Arms 10 44 enclosed the harbour in 1766, it filled with silt, which became such a problem that eminent engineer, John Smeaton was consulted. Considered the father of modern engineering, he advocated the inclusion of sluices 9 30 that would remove silt from the harbour with the outgoing tide. This enabled the harbour to function as intended – and to exceed expectations – providing mooring to vessels of up

- 1748
Storms in the Downs wreck many commercial ships
- 1749
The building of a harbour of refuge at Ramsgate is approved by Parliament
- 1750
Work commences, the east pier in stone and the west pier in wood

to 500tons. As the first and last English port many vessels encountered on their voyage, Ramsgate was indeed a border town and it was recognised that a dry dock would be both useful and advantageous, especially for those damaged at sea. Smeaton provided a design for this based on the Liverpool Graving Dock. It was the only commercial dry dock between Gravesend and Portsmouth and was in constant use from 1791 until the 1870's. Smeaton also devised an early form of diving bell called the 'diving chest.' This enabled the masons to work underwater with a constant air supply. It made the process of construction much faster and was used to create the advanced pier, designed to protect the entry to the harbour from the force of the southerlies winds.

'PORTS OF ENGLAND' WATERCOLOURS, RAMSGATE C.1824 - JOSEPH MALLORD WILLIAM TURNER 1775-1851. © TATE - ACCEPTED BY THE NATION AS PART OF THE TURNER BEQUEST 1856



- 1754
Jacob's Ladder, a new method of approaching the harbour is constructed in wood
- 1774
John Smeaton, engineer, assesses the harbour and recommends sluice gates are installed
- 1791
Dry dock is finished providing harbour with repair facilities

His successor, Samuel Wyatt, designed the first lighthouse constructed on the West Pier 10 and featured in the JMW Turner RA painting 'Ramsgate' of 1824 (see above). This highlighted the perils of the sea showing vessels in turbulent waters leaving the harbour and was an early form of promotion – a painting exhibited at the Royal Academy would prompt those who were able to travel to visit and experience the setting of the painting for themselves. Ramsgate was a successful resort offering sea bathing, graceful accommodation and entertainments to the

- 1794
West Pier lighthouse is constructed to designs by Samuel Wyatt
- 1816
The Clock House is completed providing an innovative 'transit line' for setting a ships chronometer
- 1821
King George IV uses Ramsgate harbour to embark and return from his coronation tour. Bestows the title of Royal Harbour in commemoration

leisured classes from the late eighteenth century until the early twentieth century. Princess Victoria was a childhood visitor to the town and a flight of stairs 42 down to the water from the East Pier 44 was named for her. The royal connections established by her uncle continued into the late nineteenth century when the Temple Yacht Club, who had relocated from the Thames in central London, were granted the right to use the title Royal. Positioned on the West Cliff Arcade above the harbour, the views from the

club encompass the entire bay providing an expansive vista on regatta days. John Rennie, the engineer responsible for the London Docks and numerous canals around the country succeeded Wyatt and enlarged the dry dock, created an additional sluice and a vessel called the 'mud boat' to dredge the inner harbour removing residual silt.

His son Sir John Rennie succeeded him and constructed a second entrance to the inner harbour as well as overseeing the first substantial repairs. Now over hundred years old, the harbour provided an important link between the people Ramsgate and the sea, with a sailor's home for the shipwrecked located near the Pier Yard.

By this time sail had given way to steam and the fortunes of the harbour relied now on the fishing industry rather than commercial shipping. This change of industry

- 1878
Sailors Home and Mission Church opens to provide support to the sea faring community
- 1915
The harbour becomes a communication centre for the Admiralty during WWI
- 1938
Eagle Café and Passenger Terminal opens on the East Pier

brought with it merchant trade at a lower level of society and an itinerant population of fishermen from around the country and other parts of Europe, who would moor in harbour but did not live in the town – not exactly the type of guests the Ramsgate Corporation welcomed in their genteel resort. A progressively minded vicar, Eustace Brenan, secured a site within the harbour to construct a mission church and sailor's home. This reflected the diversity of nationalities working from or travelling through the harbour and addressed the lack of residential accommodation for the seafaring community. The Church provided food and board, a post restante facility and the opportunity to learn to read and write. It took over the welfare of

the shipwrecked and ran the sailor's reading rooms. Two years later the Home for Smack Boys 6 opened providing boarding and educational facilities for the apprentice fishermen, many of whom were under the age of 10. The mission found support from the highest levels of society and was an attraction for many visitors who would attend services while in Ramsgate.

As the twentieth century unfolded passenger requirements translated to the need for a more modern terminal, constructed with the streamlined style of the Art Deco age. 46 WWII changed the focus of the harbour, which became a secondary support for Dover and was a refuge for the evacuation of Dunkirk and the Little Ships operation. A final innovative mode of transport came to Ramsgate as Hovercraft services commenced from the harbour in 1966. Two of



KING GEORGE IV ROYAL STANDARD IS FLOWN IN RAMSGATE ON:
- 29 JANUARY GEORGE'S ACCESSION TO THE THRONE
- 19 JULY GEORGE'S CORONATION
- 12 AUGUST GEORGE'S BIRTHDAY

- 1940
Operation Dynamo and the evacuation of Dunkirk operate out of Ramsgate Royal Harbour
- 1966
The first Hovercraft sailing operates out of Ramsgate Royal Harbour
- 1976
Leisure marina opens in the inner harbour

the four vessels in the UK were based in Ramsgate, but this was a short-lived service which has none-the-less left its mark on the harbour. 27 With each change of industry or transport the harbour has evolved to accommodate new technologies and has been at the cutting edge of innovative practices, with engineers and others responsible for new ideas, social philanthropy and scientific theory. The Royal Harbour can be considered to have contributed to the development of civil engineering in this country at the same time as it attracted attention as a tourist destination and artistic subject.