



THE GEORGE QUAYLE LEGACY

The Peggy, her new boathouse and
the George Quayle exhibition at the
Nautical Museum, Castletown

A REPORT TO TYNWALD

ABSTRACT

This paper summarises the context and significance of the Nautical Museum site and discusses the options considered for accommodating the historic ship, the Peggy. The objective is to complete the repair, conservation and re-presentation of the whole site to provide a stunning display of the Peggy, fully rigged with her original masts and replicated sails, to facilitate access for visitors of all ages and abilities and offer sufficient space to view the boat in its entirety within a vibrant world-class heritage visitor attraction. Manx National Heritage intends to bring George Quayle and his legacy to life, whilst engaging new audiences by sharing his legacy as part of the story of our island with our own community, visitors and the rest of the World.

Manx National Heritage

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Tynwald Debate – Nautical Museum & the Peggy

In May 2021 questions were raised in Tynwald with respect to the future strategy and programme for returning the Peggy to Castletown. This paper provides a response to the motion:

That Tynwald would welcome the return of the world renowned armed schooner “Peggy” to an appropriate public display in Castletown; and asks the Trustees of Manx National Heritage to liaise with the sponsoring Department who should report by November 2021 on the following issues:

- 1. To provide an outline of the most appropriate structures to house the “Peggy” in Castletown and identify the most suitable area within the Nautical Museum, in order to safeguard this important part of the Island’s history. To include the public display of the “Peggy” for the enjoyment and education of future generations*
- 2. The production of a realistic timeline to secure the return of the “Peggy” with specific and easily identifiable staging posts for when the “Peggy” will be returned to Castletown for public viewing within a reasonable timescale; and*
- 3. To build on the positive statements from the current MNH’s Chair in which he gave an unequivocal commitment that the “Peggy” will return to Castletown as soon as sufficient finance can be raised to re-house her by including a business case for the most suitable option that will ensure adequate funding can be secured.*

MNH welcomes Tynwald’s recognition of the importance of returning the Peggy to Castletown, and her appropriate public display at the Nautical Museum site.

This paper sets down the context for MNH policy and strategy for the development of the Nautical Museum site and the return of the Peggy to public display in Castletown to world class standards befitting her importance, and in doing so addresses the questions asked above.

Executive Summary

The Nautical Museum site, the Peggy and the substantial archive of George Quayle's papers collectively constitute what is referred to as the *George Quayle Legacy*. This assemblage of the site, the boat and the associated archives are of **exceptional significance in an international context**¹.

The National Historic Ships UK entry for the Peggy states:

*'Peggy is an astonishing survival of eighteenth century sailing. Peggy is the oldest complete vessel on the National Register of Historic Vessels and her significance is uncontested.'*²

The Nautical Museum opened to the public in 1951 and has functioned since as a visitor attraction offering access to the historic boat the Peggy, the associated eccentric innovations of George Quayle's Cabin Room and an array of unrelated nauticalia. For 200 years the Peggy's boat cellar home was an aggressively hostile marine environment which chemically destroyed the thousands of iron fixings and compromised the timbers which form her hull. Following detailed assessment and recording, a complex engineering operation was undertaken in 2015 to remove the Peggy from her resting place in the Boat Cellar to a conservation facility purchased using charitable funds. Since 2015 the Nautical Museum has continued to welcome around 6000 visitors per annum and 2000 free public access visits and guided tours to the Peggy in her conservation facility have been enjoyed over the same period.

In May 2021 MNH were directed by Tynwald to provide an outline of the most appropriate structures to house the Peggy together with a realistic timescale to achieve this aim and to reinforce its intention to return the Peggy to public display in Castletown.

Manx National Heritage has previously stated publicly, and is content to confirm here that it remains its intention to return the Peggy to the Nautical Museum site. This will be possible when she is conserved, stabilised and capable of presentation complete with her original masts, rigged as Quayle intended, together with a suitable structure to accommodate her in accessible and stable environmental conditions to ensure her survival for future generations and all her associated buildings, collections and archives appropriately conserved, repaired, displayed, interpreted and accessible. In furtherance of this aim a project has been in development which will ultimately permit the Peggy's return and stunning public display to a new environmentally managed boathouse on the Nautical Museum site and which will re-present the Nautical Museum to share the story of the life of George Quayle, his inventions and innovations, and political and commercial activities.

This paper outlines the background and context for the project detailing seven options (0 to 6) evaluated for structures to accommodate the Peggy. The paper concludes that the most appropriate structure to accommodate the Peggy is represented at Option 4 - Yard (a), a completely new and independent building constructed within the Courtyard of the Nautical Museum at an estimated cost of £2,125,000. To ensure that the Peggy and the George Quayle Legacy are displayed in an environment and structure appropriate to their significance, to enrich the experience and attract residents and visitors the associated work to conserve and repair the historic buildings, design, manufacture and install exhibition content and provide visitor and staff facilities are vital to the successful delivery of the project. Supporting elements have also

¹ Refer to attached Statement of Significance: *George Quayle and his Legacy*, MNH 2021

² (Source 19 August 2021 <https://www.nationalhistoricships.org.uk/page/conservation-peggy-manx-national-heritage-isle-man>)

therefore been included in the recommendation resulting in a total estimated cost of £4,925,000. A realistic timescale to deliver this project, assuming all necessary approvals and consents are given and project funding is secured would permit the site to re-open in 2025.

MNH is conscious that at a challenging time for the Island's finances the costs identified here are significant. The conditions necessary to achieve 'appropriate display' of the Peggy are described in the Design Criteria³ and there are no viable existing spaces which meet all of those criteria. The challenges and barriers that prevent the Peggy being returned to her original location in the cellar are articulated in Option 1 and connected issues also rule out a possible alternative location for the Peggy to be displayed with minimum investment without her mast and rigging as part of Option 3. In each case the Peggy's potential return to the site without her mast and rigging would require significant intervention into the historic fabric of the registered buildings and result in a highly compromised visitor experience which would devalue the site and the international significance of the Peggy. If appropriate display is to be achieved the project must ensure it respects, protects and explains the importance of the Peggy, George Quayle's legacy and the Nautical Museum site for future generations and that it delivers a high quality visitor experience attracting visitors to fulfil its full potential for the island's shared benefit. Seeking to return the Peggy to an existing area of the Nautical Museum or in isolation cannot achieve this.

A major fundraising campaign would be planned and implemented. MNH will work with stakeholders, donors and potential sponsors to raise funds to support the delivery of this major transformational project. Adopting a blended fundraising approach, MNH would seek to secure support from a combination of possible funding sources, including traditional grant applications and philanthropic support. To progress delivery MNH will need certainty on total funding for the development and will work with stakeholders to identify a solution.

This project offers the opportunity to re-present the whole site to provide a stunning display of the Peggy, fully rigged with her original masts and replicated sails with access fully enabled for existing and new audiences of all ages and abilities with the opportunity to experience the Peggy in her entirety and at close proximity with views under, around and into the boat.

The creation of a high impact visitor attraction such as the one proposed in preferred Option 4 (a) would substantially enhance the Island and Castletown's visitor offering, helping to refresh and reinforce the Island's vital heritage offer as a compelling and attractive destination – for the island population, group travel operators and independent incoming visitors alike.

³ p.9

Background

Captain George Quayle, Manxman, politician, banker, soldier and inventor lived in Castletown in the Isle of Man from his birth in 1757 to his death in 1835. His family played a key role in the administration and economy of the Isle of Man at a turbulent time in the Island's history, and Quayle himself was a prominent businessman and politician during the Napoleonic Wars and the height of the Transatlantic Slave Trade.

The family home at Bridge House in Castletown survives remarkably intact and consisted of a substantial dwelling, stables, and associated structures. Quayle added a boathouse, commissioned the Peggy, today a unique survival of 18th century maritime history, and constructed a private dock. The family papers are deposited in the Manx Museum as part of the manuscript collection of the National Archives and Library of the Isle of Man.

Manx National Heritage acquired the site in three separate conveyances between 1942 and 1967 with the first part of what was called the Nautical Museum opening to the public in 1951 and content has changed little in the intervening period. The most substantial change occurred in 2015 following the removal of the Peggy from her place of confinement in an aggressively wet marine environment to a place of safety where she could be stabilised, studied and saved while plans were made and funds were raised to return her to Castletown at the earliest opportunity.

In her boat cellar, the Peggy had been at risk of structural collapse due to the inexorable rusting of her fixings. Her timbers and paintwork were threatened by the effects of chemical and biological decay. Removal to a dedicated, climate-controlled facility, and slow and controlled drying, has effectively halted these processes. Extensive scientific analysis and wide consultation has been undertaken since 2015. A strategy for the long-term conservation of the Peggy has now been formulated that is focussed on minor interventions and careful future monitoring which requires a stable controlled environment.

MNH stated clearly in 2015, and has publicly reiterated on numerous subsequent occasions, that it is its intention to return the Peggy to display at the Nautical Museum as soon as it is possible to do so. MNH can offer its further reassurance that this intention is, and will remain, a key organisational objective until that result is achieved.

Notwithstanding the Covid period, visitor numbers to the Nautical Museum site have remained mainly static (c 6000pa) since the mid 2000's through the relocation of the Peggy to the present day. Public access to the Peggy has been made possible through pre-arranged tours and open days since 2017.

Significance

A comprehensive and peer reviewed professional assessment of the significance of the site (*George Quayle and his Legacy, Statement of Significance*, MNH 2021) has been published and is appended to this paper.

It is essential for the significance of the site to be evaluated holistically. The Peggy⁴, the assemblage of surviving buildings and structures, the Quayle Archive and the known historical and political associations of George Quayle and his family each have their own discreet distinct measure of

⁴ (Source 19 August 2021 <https://www.nationalhistoricships.org.uk/page/conservation-peggy-manx-national-heritage-isle-man>)

importance but, when considering their survival as an interconnected group their collective value is substantially enhanced.

The collective term referred to by MNH for the component parts is the *George Quayle Legacy*. In summary, the *George Quayle Legacy* has been assessed to be of exceptional international significance⁵.

In recognition of the historic significance of the Nautical Museum site, it was Registered (RB No 299) under the Isle of Man Town and Country Planning Act provision in 2021. MNH fully supported this Registration.

The Statement of Significance and Registration of Quayle's boathouse and associated structures were each informed by the Conservation Plan⁶ for the Nautical Museum setting out an overview of the evolution and significance of the place, and identifying both how that significance is vulnerable, and opportunities to further reveal or recover significance in the context of public presentation of the site.

Operational Overview

The Nautical Museum Buildings

The buildings on the site owned by MNH represent a continuum extending from late 18th century through to 1967 with some limited late intervention in 2015/16 to facilitate and then partly compensate for the rescue and relocation of the Peggy. The adjacent structures of Bridge House, Bridge Court and Bridge Cottage are part of the same continuum but are privately owned.

The buildings of the Nautical Museum have been preserved and maintained to respect that continuum so that only little has changed since it first opened to the public in 1951. The most significant change has been the excavation of Quayle's private dock which was necessary to facilitate the removal of the Peggy. This added dimension makes the site more easily understood in terms of its connection to the sea while clearly the absence of the Peggy is a major deficit.

Full physical accessibility to the visitor site is impossible to achieve in its current form, with reasonable access only possible across the ground floor level with severe width restrictions in certain areas. When the Peggy was in her boat cellar access to the space and around the boat was extremely difficult for a number of reasons. Staff and visitor facilities are restricted to a very small staff toilet which visitors are not encouraged to use. It is not possible to alter or improve these provisions without significant intervention to the site. Given the collective significance of the site any intervention must be carefully assessed and executed to minimise any risk of compromising the integrity of the historic buildings.

Quayle's private dock, which was partially excavated under archaeological conditions to enable the removal of the Peggy to her conservation facility, is a rare and significant innovation offering a great deal of interest to historians, engineers and visitors alike. Access to this area of the site is best achieved via the original boat cellar which itself will be most easily reached in future from the adjacent courtyard and stables, carriage house and barn range which represent various phases in Quayle's development of the site. These are currently not open to public viewing but with careful

⁵ *George Quayle and his Legacy, Statement of Significance*, MNH 2021

⁶ *The Nautical Museum and The Peggy, Castletown, Isle of Man, Conservation Management Plan*, Drury McPherson Partnership 2014

development in the courtyard the whole site can be made to function effectively so that all areas can be utilised and balanced for accessible public display, interpretation and circulation.

Museum displays and visitor interpretation

When the Nautical Museum opened its doors to the public in June 1951 the star exhibit was the Peggy – displayed in the boathouse with Quayle’s cabin room and apartments above. The loft of the boathouse (said to have been George Quayle’s inventor’s workshop) was reconstructed as a sailmaker’s loft displaying a comprehensive collection of tools from Mr William Clucas, a well-known sailmaker from Port St Mary, who personally supervised the layout of the display. Newspaper reviews of the opening of the *New Manx Nautical Museum* described it as a place for *ship lovers*.

By 1967 the Museum Trustees had achieved their goal to extend the Nautical Museum. New galleries were added to accommodate a range of maritime collections to give a general picture of the nautical life of the Isle of Man in the days of sail. The value of the fishing industry to the Isle of Man’s economy was represented by a collection of models of local fishing vessels. A net-making machine, which was operated at Qualtrough’s works in Castletown, took pride of place alongside a ship’s biscuit making machine from Peel.

The story of the Island’s maritime trade was told through the exploits of the Karran fleet, all registered in Castletown.

While some exhibits were explained through simple labels – the more colourful stories were rendered by a series of experienced guides. These guides were responsible for bringing the exhibits to life – particularly in delivering the intriguing tales of George Quayle and his exploits. This tradition for guided interpretation continued well in to the 2000s.

Although visitor satisfaction with the Nautical Museum remained at acceptable levels – the exhibits and their display methodology did not meet modern standards of museum display and interpretation. For some visitors the Nautical Museum represented a quaint curiosity rather than an exemplar of what a national museum service should be offering. Following the opening of the House of Manannan in 1997 it was possible to present the Maritime story of the Isle of Man in a more diverse, innovative manner which was more engaging and accessible to a broader range of audiences.

Concerns over display standards, recognition of the international significance of the site and the Peggy as a whole together with the potential for a reimagined museum and the Quayle story to appeal to our diverse audiences coincided with concerns over the environmental conditions in which the Peggy was held. This led to the interventions described above to remove the Peggy to a place of safety and to refresh some areas of the Nautical Museum to focus more on the story of George Quayle, using the extensive and rich archives which had been acquired by the museum in the 1940s. New interpretation recognises that not all visitors are likely to be *ship lovers* and that our diverse audiences include families with children who also need to be engaged with and intrigued by the range of human stories through film, interactives and a sense of atmosphere and spectacle.

Operational & Economic viability of site, audiences and numbers

The Nautical Museum is one of four MNH heritage attractions in Castletown, the largest and most popular being Castle Rushen attracting around 30,000 visitors during the season in a normal year. The Nautical Museum has never attracted visitors in significant numbers, the most being just over

8,000 in 2001. It has generally been an add-on to a visit to Castle Rushen or more recently has been packaged with the Old House of Keys (OHOK's) for the Groups Market, with half the party visiting the Nautical Museum whilst the other half visit OHOK's and vice versa. The removal of the Peggy for conservation from the boat cellar in 2015 had no impact on the visitor numbers to the Nautical Museum, with the refreshed entrance and gallery giving it a different focus for a visit and adding appeal for the families market. In addition, guided visits to the Peggy in her conservation facility have attracted around 2,000 people since access was provided at her place of conservation in 2017.

In the 3 years 2017 to 2019 the visitor numbers and income generated from general admissions (not including groups) and retail have been very consistent, with the average visitor numbers at 6,423. The site operation has changed in recent years removing on-site staffing in 2019 in favour of a more tour based offer. In the past the site had two members of staff, seven days a week with the cost wholly disproportionate to the level of attraction and income the site generated. This was reduced to one staff member and then to a tours based offer.

For the Nautical Museum to become anything more than an add-on visit to Castle Rushen or a packaged visit for Groups to the OHOK's, will require a significant investment to create something spectacular, award-winning and world-class. Anything less, will have little impact on the viability of the site or its ability to attract visitors in its own right.

The creation of a high impact visitor attraction will not just improve the viability of the visitor site, it will substantially enhance the Island's heritage offer. Castletown's visitor offering will also be refreshed, helping to reinforce Castletown as a compelling and attractive destination – encouraging more visits and longer dwell time by Isle of Man residents, group travel operators and independent incoming visitors alike.

Setting and Context

The Nautical Museum is a registered building within the Castletown Conservation area. The conservation planning processes for Castle Rushen and the Nautical Museum each highlighted the importance of historic painted and sketched views from the 'Cain' Bridge area towards the Castle and down river towards the Nautical Museum. Images going back to the earliest days of photography also exist. The quality of the historic setting remains very high and any new design must be executed to the highest standards of contemporary architecture which contrasts distinctively while positively complementing this important view within the conservation area.

Manx National Heritage Policy

Since the Peggy was first removed to the safety of her conservation facility and interim home MNH policy has been unequivocal and publically stated on numerous occasions; that she will be returned to the Nautical Museum site when possible. In the intervening period MNH, in addition to investment in researching, care and conservation of the Peggy, carried out a feasibility study which evaluated the architectural, technical and conservation requirements for a return and concluded that it is feasible on all counts to return her to the site. This can be achieved by investment in a new build structure to accommodate the Peggy under carefully controlled environmental conditions together with conservation, repair, new exhibitions, education and public engagement opportunities, addressing access issues and suitable visitor facilities.

A range of options were considered and these are detailed in the following Options Appraisal.

MNH also recognises that the Peggy is one of the most important accessioned objects under its care, of notable quality and acknowledged international significance, and should be a subject of considerable pride for the people of the Isle of Man. The story of the Peggy is integral with the story of George Quayle, his life in Manx politics and commerce and the evidence which survives him in the form of the buildings where he lived, worked and relaxed, together with his archive. Collectively these represent one of the best and most engaging stories that can be told of life on the Isle of Man in the late 18th and early 19th century.

For this reason MNH policy is that the future development of the site, new boat house and exhibitions will be focussed on the life and incredibly diverse interests of George Quayle based around the physical legacy of the Peggy, the buildings and his papers. Returning the Peggy to the Nautical Museum site is only part of the development required. It is essential that it can be delivered in a way which does justice to George Quayle and of which the people of the Isle of Man can be proud. To deliver this, a commensurate strategy is required that addresses the physical aspects of the whole site, the interpretation, education and outreach aspects of the Peggy, related collections, the physical and digital archive, and the buildings.

Options Appraisal

Project Elements

The strategic project plan has a number of distinct but related project elements which can be summarised as:

1. Design and construction of a purpose built boathouse providing optimal public access to redisplay the Peggy and connecting to routes around the Nautical Museum site
2. Conservation, repair and adaptation of the existing buildings to provide exhibition and engagement space and facilitate circulation for visitors
3. Completion of work to stabilise and ready the Peggy for display. Design, manufacture and installation of new exhibition and interpretation, education and public programming
4. Completion of archaeology to the blocked dock gate entrance and conservation of the Quayles' private dock
5. Research and cataloguing of the Quayle Papers and selective digitisation

Design Criteria

A number of locations within the site provide options which have been evaluated for a new boathouse for the Peggy using criteria driven by a combination of factors including:

- **Audience Interpretation & Understanding:** Provide a stunning display of the Peggy fully rigged with her original masts and replicated sails
- **Audience Access:** Facilitating access to visitors of all abilities and offering sufficient space to view the boat in its entirety as well as close views under, around and into the boat
- **National Identity:** The most appropriate location for a structure which can reflect the international significance of the Peggy and which can be a focus for national pride in the unique Quayle Legacy.
- **Fabric Impact:** A design which minimises damaging interventions into the historic fabric and archaeology of the Nautical Museum complex and enhances it where possible.

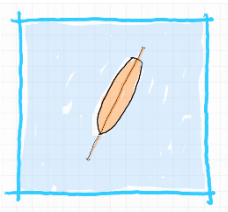
- **Internal Environment:** Providing and maintaining the correct environmental conditions for the long-term welfare and display of the Peggy, including flood protection
- **Setting:** An architecturally distinct building able to function as a signpost to the site whilst equally complementing the site and enhancing the historic setting within the Castletown conservation area
- **Environmental Impact:** A design which minimises its impact on the environment in construction and operation.

Budget Costs

A budget cost has been calculated for the various options by professional cost consultants working with an architect and structural engineer incorporating recent cost information for exhibition design and installation.

The base year for calculated costs included in this paper is 2022. Each year the project is delayed will result in escalating inflationary pressure on the costs of materials, labour and equipment as a result of external factors outside MNH's control.

Option 0 – No Change



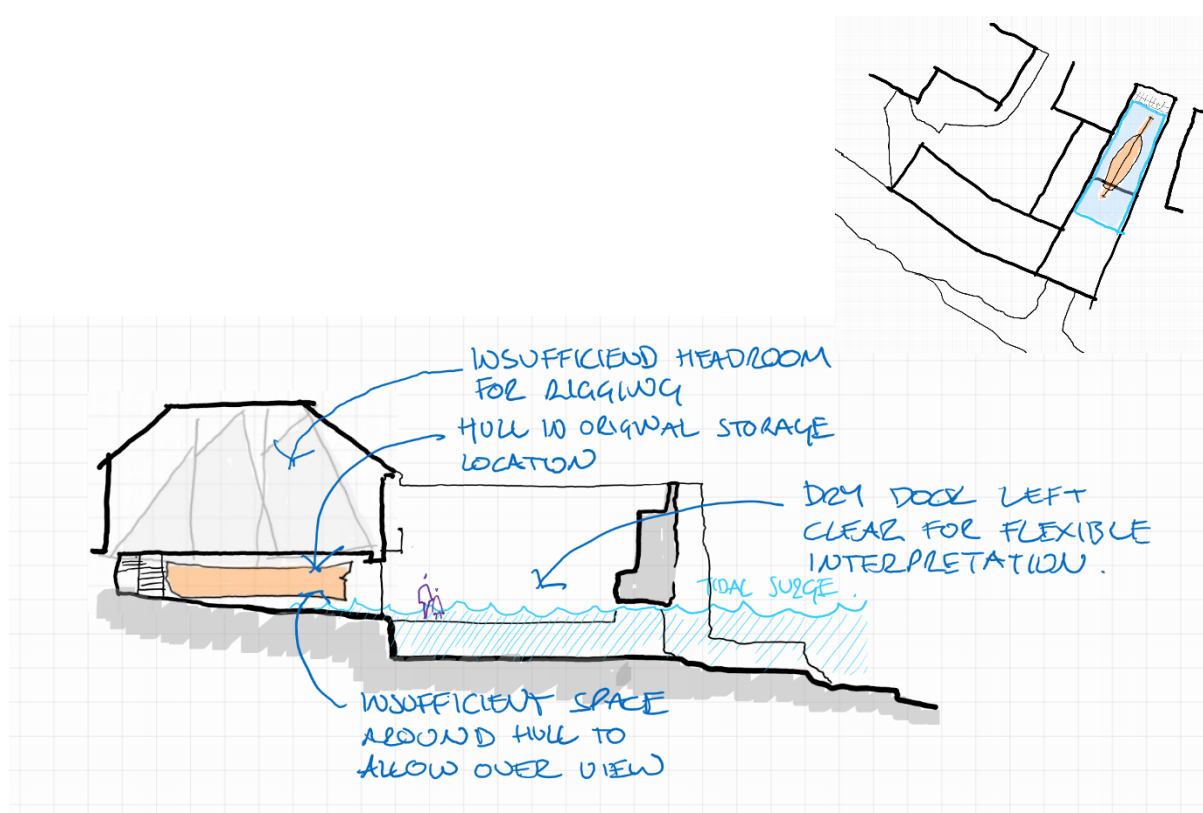
This option represents the *Do Nothing Option or Status Quo Option*, i.e. the Peggy remains at her conservation facility in Unit 9 Cooil Smithy and no new development is planned at the Nautical Museum or anywhere else.

This is the least desirable option for everyone, and in particular audiences, since it would make permanent the separation of the Peggy from the site so that the physical, contextual and emotional connection between them would be lost indefinitely.

In practice however, even were the Peggy to remain at Unit 9 it would not be sustainable to do nothing and in due course MNH would seek to increase access to the Peggy at the unit, the Nautical Museum site will continue to require conservation and repair, the display and interpretation of the site would require investment, education and outreach would continue to be developed and work would continue on the Quayle archive.

Project Element 1: Boathouse	Visitor facilities, access and retail enhancements	£150,000
Project Elements 2 to 5 inclusive	Conservation/Repair of site and display/interpretation, provision of visitor facilities, access and retail enhancements	£2,530,000
Total		£2,680,000

Option 1 – Return the Peggy to her original boat cellar



This option would reinstate the Peggy into the cellar she was removed from for her safety and conservation in 2015.

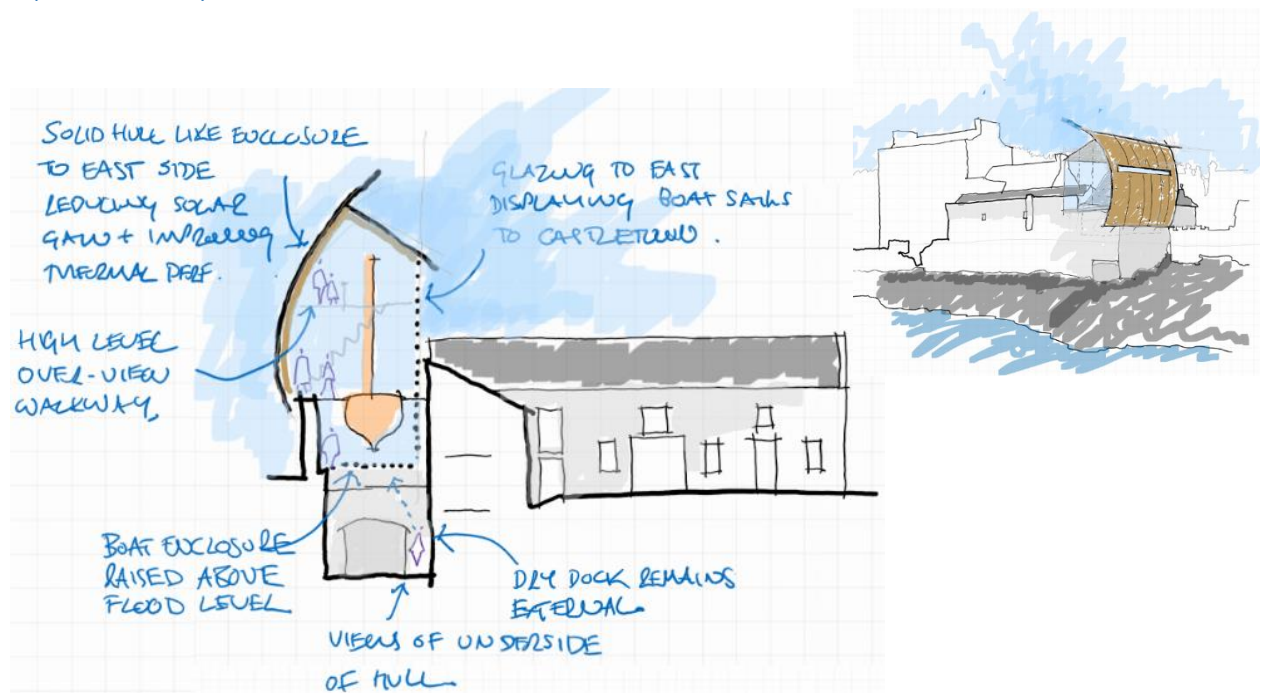
This location is seen by some as her rightful home and would put the Peggy back where she was found and also where many have seen her previously.

This course of action is however unacceptable for a number of significant reasons:

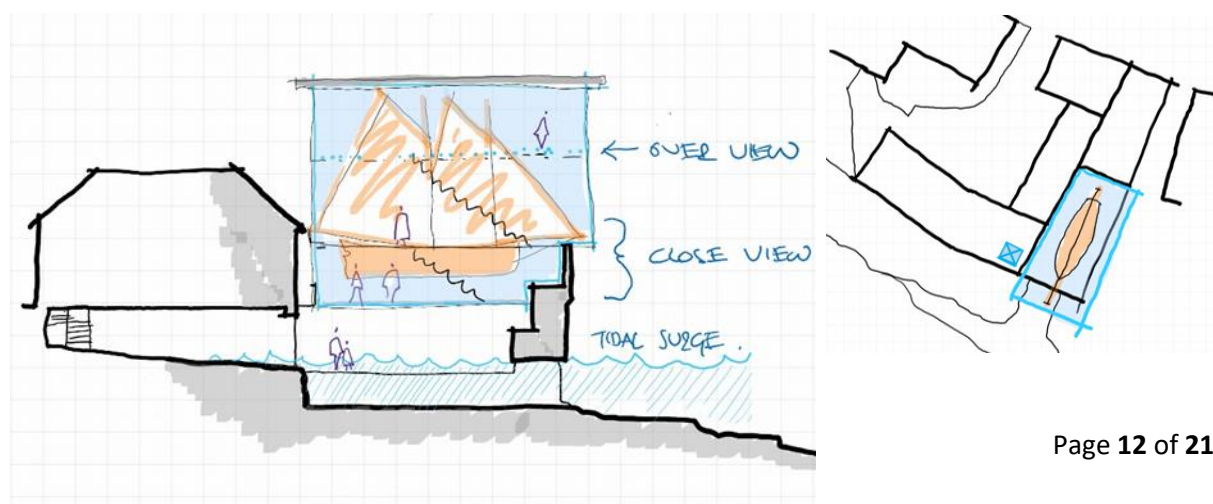
- It is technically impossible to adequately protect the dock and boat cellar from tidal inundation without irreversible damage to the historic fabric and significance of the dock and boat cellar
- It is technically impossible to retrofit/adapt the historic building to perform to the high standards of stable environmental control to ensure the Peggy's survival without irreversible damage to the historic fabric and significance of the boat cellar, Cabin Room and ancillary spaces above

- When the Peggy was in the boat cellar access around her was severely restricted by the size of the space and the means of access to it. Returning her to this location would require extensive damaging intervention to the registered building to protect against tidal inundation and control the internal environment. This would significantly reduce the volume of the space exacerbating the difficulties of already entirely inadequate and inappropriate levels of access, rendering views of the boat severely limited
- It is not possible to display the boat masted and rigged because Quayle's Cabin Room is above the boat cellar.

Option 2 – Dry Dock

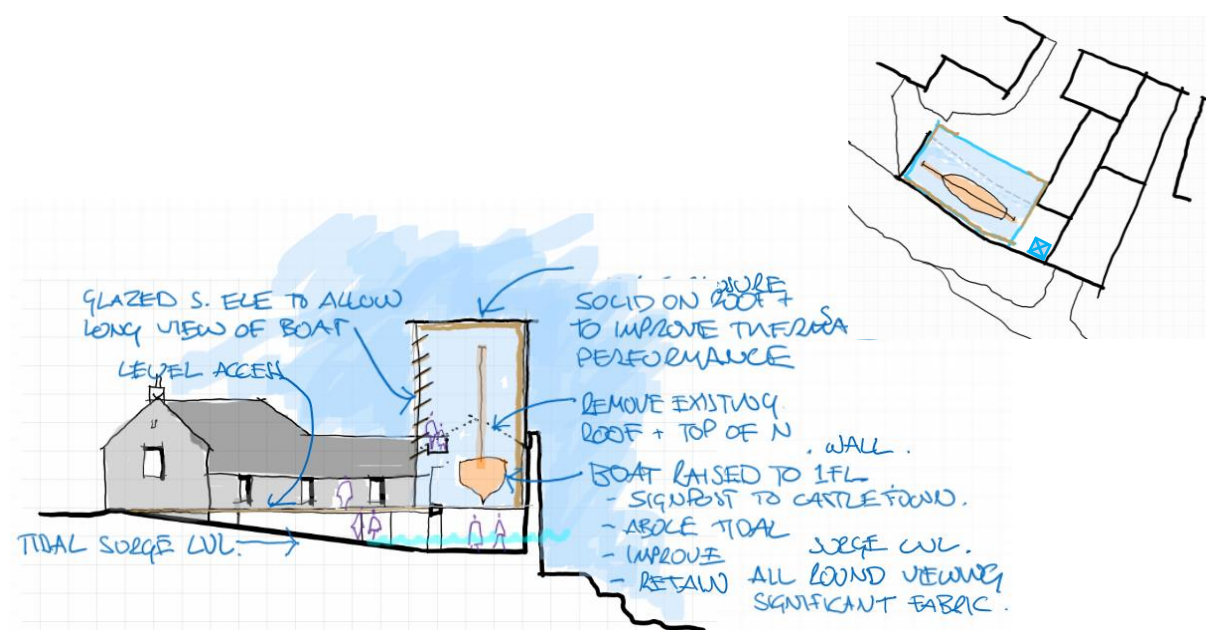


This option locates the boat above the private dock and is considered as contextually an appropriate situation where she could be viewed and understood easily. For the option to function correctly and provide the appropriate environmental conditions, secure from tidal inundation it has to be in an elevated position. The elevated position also enables the Peggy to fit the space with the masts and sails rigged, the bowsprit and (stern) boom. These two factors result in a very high ridge line and space which would provide relatively confined access to the boat for visitors. This option would require extensive supporting steelwork fixed into the excavated dock which will irreversibly compromise historic fabric and archaeology and impair the visitor experience.



Project Element 1: Boathouse – Dry dock	Design and construction of new boathouse.	£2,700,000
Project Elements 2 to 5 inclusive	Conservation/Repair of site and display/interpretation, provision of visitor facilities, access and retail enhancements	£2,530,000
Total		£5,230,000

Option 3 – Stable



This option considers the feasibility of adapting the stable range which faces across the the quayside towards the town. The lower floor of this range of buildings is one of the earliest areas developed by George Quayle and retains a great deal of historic fabric which should not be lost. Owing to the proximity of the incoming tides and the construction of the building it is almost impossible to prevent water entering at this level without significant disturbance to the fabric and so the boat is elevated to first floor level where the building remains Quayle era, although with more recent interventions at floor and roof level.

This option is shown with semi-glazed curtain wall facing into the courtyard area which is cantilevered over the ground floor level in order to achieve minimum acceptable access to one side of the boat when on display. To achieve this it would be necessary to remove most of the front elevation of the building and the entire roof. This would require irreversible damage to the historic building and create a very imposing foreground within the conservation area when viewed from the Quarterdeck direction. Significant structural intervention at ground floor level would also be required to support the roof loadings resulting in compromised historic fabric in the most sensitive part of the range.



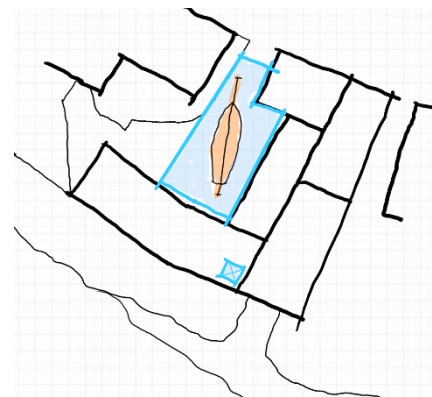
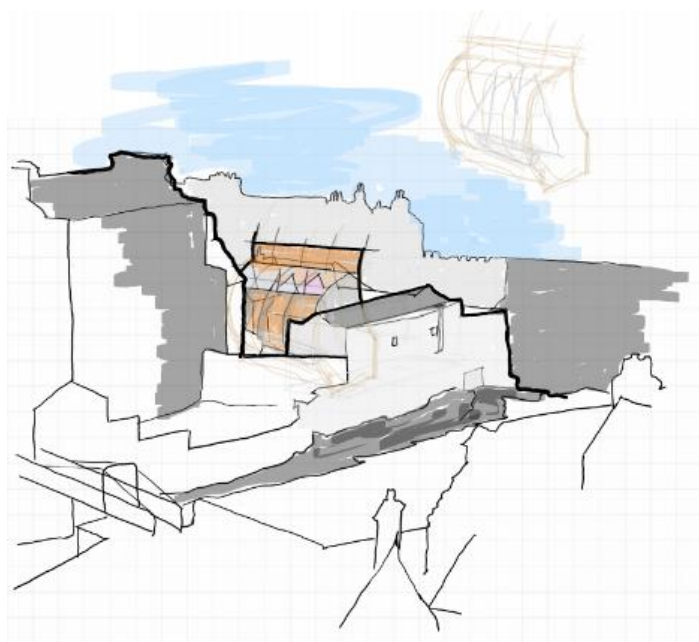
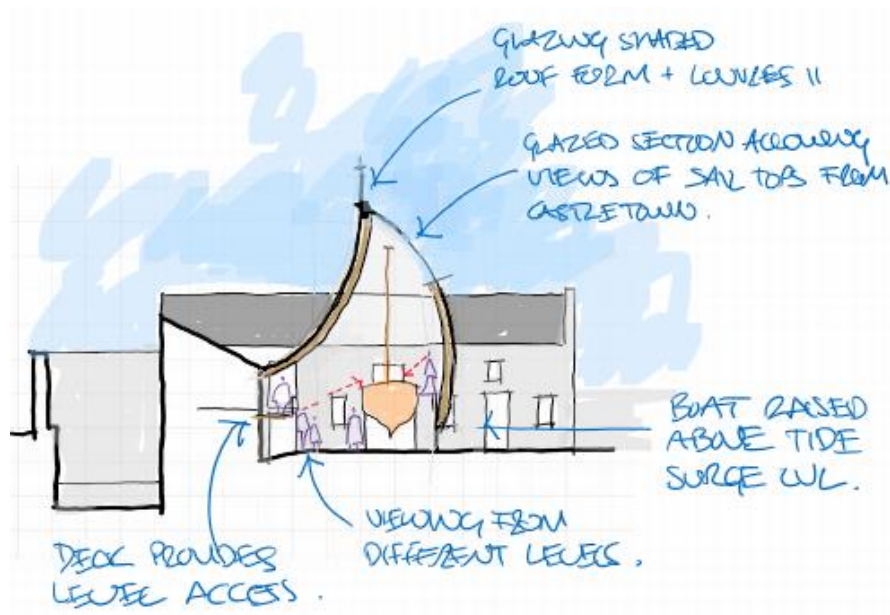
The boathouse is only just large enough to afford access along one side thus severely restricting the flexibility and options for display, interpretation and engagement. Contextually this location, in a stable block she would never have fitted in, makes least sense to the audience.

Project Element 1: Boathouse - Dock	Design and construction of new boathouse.	£2,495,000
Project Elements 2 to 5 inclusive	Conservation/Repair of site and display/interpretation, provision of visitor facilities, access and retail enhancements	£2,490,000
Total		£4,985,000

An alternative lower cost option to accommodate the Peggy on the first floor of the stable building could only be achieved by locating her in the same place on the first floor but without her mast. Whilst this would avoid the cost of an extended external envelope to accommodate the mast and rigging it would still be necessary to remove the roof to place the Peggy in position, reinforce the floor structure and environmentally enclose the space to isolate it from ground floor level which floods intermittently. This would represent a significant intervention to the historic fabric of the registered building and would additionally require investment to facilitate access and circulation to first floor level in a part of the site which is not currently part of the visitor journey. Also the severe constraints on access and visibility of the Peggy would remain as major problems. Furthermore this would miss the opportunity to display this internationally rare example of a complete 18th century boat to its full potential with its original masts.

This variation of Option 3 would not therefore offer an appropriate public display of the Peggy.

Option 4 – Courtyard (a)

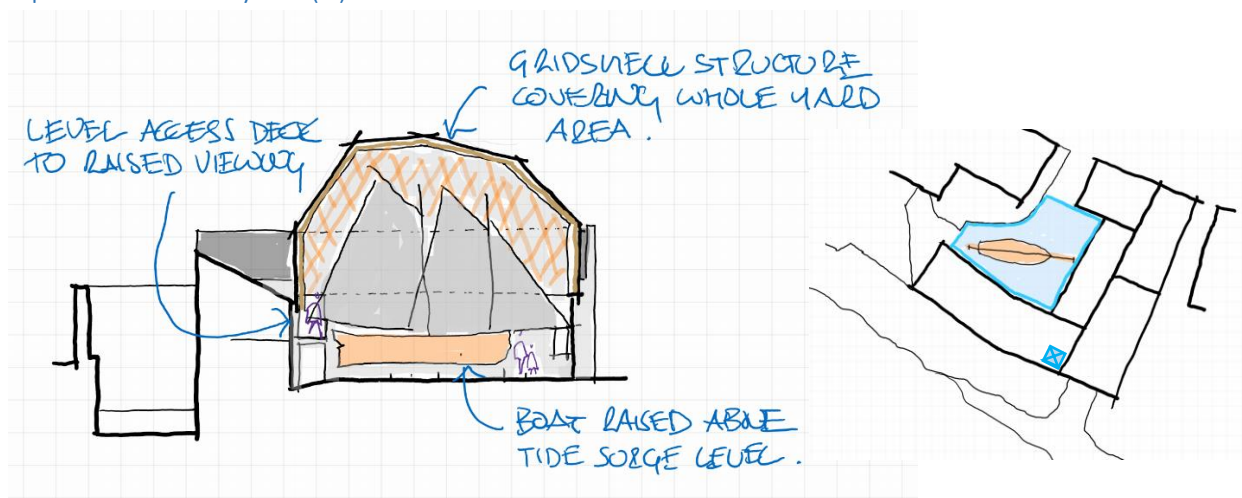


Here the boathouse has been positioned within the courtyard. This option permits minimum intervention to be made to the historic buildings, although some reversible disturbance to the cobbled courtyard surface to achieve support for the envelope and keep water at bay will be necessary. This option is the most straightforward, and therefore lowest risk option to construct. It also offers the benefit of a large enough footprint to provide as much access as possible around the boat when she is on display and this design offers the opportunity to create a very distinctive but complementary roof design which can act as a distinctive piece of architectural signposting while impacting minimally and positively on the setting of a registered building and the conservation area. The gradient of the site and options for routing visitors around the historic building offer the best flexibility for views under, in and around the Peggy.



Project Element 1: Boathouse – Courtyard (a)	Design and construction of new boathouse.	£2,125,000
Project Elements 2 to 5 inclusive	Conservation/Repair of site and display/interpretation, provision of visitor facilities, access and retail enhancements	£2,850,000
Total		£4,975,000

Option 5 – Courtyard (b)



This option is a variant of Option 4 which makes maximum use of the area available within the Courtyard and therefore the best possible choice in terms of presentation, layout and circulation for the Peggy when placed on display. The asymmetric planform requires a far more complex structural

solution to support a roof and the roof structure itself become asymmetric thus losing the potential for a sail or keel like appearance which is the suggested approach in the other options. The result will be a less distinctive and more massive structure which impacts more on the setting between registered buildings and the conservation area and will have greater visual impact on the occupants of Bridge Court and Bridge House. The additional complexity of the design makes this option less straightforward to construct and higher risk in terms of cost confidence.




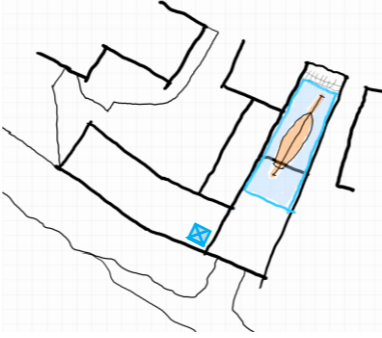
Project Element 1: Boathouse - Courtyard	Design and construction of new boathouse.	£2,110,000
Project Elements 2 to 5 inclusive	Conservation/Repair of site and display/interpretation, provision of visitor facilities, access and retail enhancements	£2,855,000
Total		£4,965,000

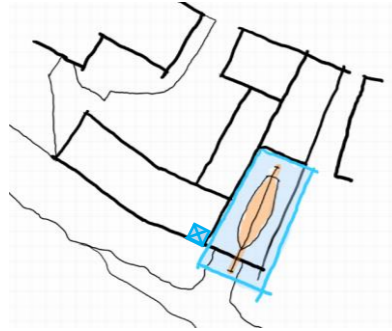
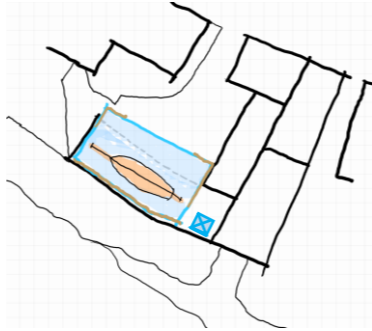
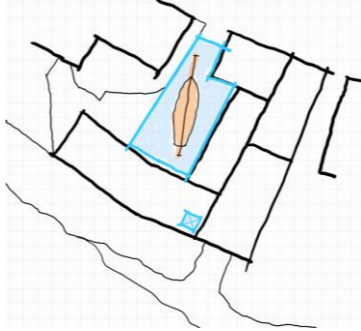
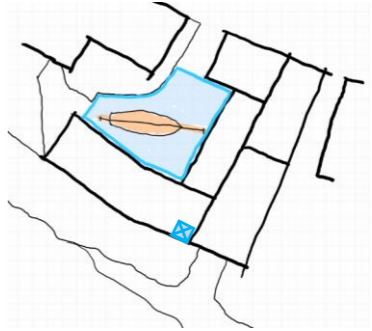
Option 6 – Alternative site for the Peggy

A compromise option would be to construct or purchase a new unit in Castletown to accommodate the Peggy. This would be in stark conflict with the longstanding stated intention to return the Peggy to the Nautical Museum site however and would commit MNH to two operational sites for the long-term.

Project Element 1: Boathouse – Alternative Site	Construction of new building including visitor facilities with full access and retail ; acquisition of site	£2,500,000
Project Elements 2 to 5 inclusive	Conservation/Repair of site and display/interpretation, provision of visitor facilities, access and retail enhancements	£2,530,000
Total		£5,030,000

Summary Reconciliation of Boathouse Options

Primary Criteria	o. Unit 9 (Cost £2,680,000)	1. Boat Cellar (option not costed)
Schematic		
Audience & Access	<ul style="list-style-type: none"> + Max range of views for visitor. + Room for good access and facilities. - No external view of boat. - Boat devoid of historical context. 	<ul style="list-style-type: none"> + Good location for interpreting boat & building's historic use. - Very limited range of views for visitor. - Very limited visitor access and facilities. - No exterior views of boat.
Setting	<ul style="list-style-type: none"> - Building of very low architectural quality (industrial shed) - Visitor arrival very poor (industrial estate) 	<ul style="list-style-type: none"> + No opportunity to create clear landmark for museum. - Need to insert new environmental enclosure reduce already cramped space. - No impact on neighbouring views.
Fabric Impact	<ul style="list-style-type: none"> + N/A (modern industrial shed). 	<ul style="list-style-type: none"> + No significant new structure required.
Internal Environment	<ul style="list-style-type: none"> + Need to upgrade thermal performance of the existing enclosure. + Sheltered, non-coastal location. 	<ul style="list-style-type: none"> + Sheltered semi-underground room. - Boat enclosure within tidal surge level. - Limited space for environmental control services.
Environmental Impact	<ul style="list-style-type: none"> + Max us of renewable services (possible air source heat-pump & PV). + Min glazing orientated to min solar gain. + Min lifecycle impact with re-use of the existing building. 	<ul style="list-style-type: none"> + Max us of renewable services (possible water source heat-pump & PV). + High thermal mass and insulating enclosure to assist internal environmental control. + Min glazing orientated to min solar gain. + Min lifecycle impact with repair & re-use of the existing building.

Primary Criteria	2. Dry Dock (Cost £5,230,000)	3. Stable (Cost £4,985,000)	4. Yard (a) (Cost £4,975,000)	5. Yard (b) (Cost £4,965,000)
Schematic				
Audience & Access	<ul style="list-style-type: none"> + Good location for interpreting boat & building's historic use. - Partial view of rigging from harbour. - Challenging access to all views. - Enclosure partially obscure dry dock. 	<ul style="list-style-type: none"> + Partial view of rigging from harbour. + Good range of views for visitor. + Room for good access and facilities. - Location incongruous with historic function of Stable block. 	<ul style="list-style-type: none"> + Partial view of rigging from harbour. + Good range of views for visitor. + Room for good access and facilities. - Location incongruous with historic function of yard. 	<ul style="list-style-type: none"> + Partial view of rigging from harbour. + Good range of views for visitor. + Room for good access and facilities. - Location incongruous with historic function of yard.
Setting	<ul style="list-style-type: none"> + New enclosure clear landmark for museum. + High quality contemporary arch to enhance CA. + Min impact of views from neighbours to east. 	<ul style="list-style-type: none"> + New enclosure clear landmark for museum. + High quality contemporary arch to enhance CA. - Significant impact S views from Bridge Court. 	<ul style="list-style-type: none"> + New enclosure partially obscured landmark for museum. + High quality contemporary arch to enhance CA. + Min impact S views from Bridge Court. 	<ul style="list-style-type: none"> + New enclosure clear landmark for museum. + High quality contemporary arch to enhance CA. - Significant impact S views from Bridge Court.
Fabric Impact	<ul style="list-style-type: none"> + Independent steel frame to support roof, decks and boat. + Min foundations required as direct fix to bedrock. - Obscuring upper section of dry dock walls. - Potential impact of steel frame fixings within dry dock. 	<ul style="list-style-type: none"> + Independent steel frame to support roof, decks and boat. + Min foundations required as direct fix to bedrock. - Loss of existing roof, 1st floor and upper section of north wall. - Potential impact of steel frame fixings within stable. 	<ul style="list-style-type: none"> + Independent steel frame to support roof, decks and boat. - Significant foundation/bund required as within tidal surge level. - Potential impact of steel frame fixings within yard. 	<ul style="list-style-type: none"> + Independent steel frame to support roof, decks and boat. - Significant foundation/bund required as within tidal surge level. - Potential impact of steel frame fixings within yard. - Complex enclosure to yard boundary walls.
Internal Environment	<ul style="list-style-type: none"> + Boat enclosure raised above tidal surge level. + Glazing orientated or shaded to min UV. - East and South elevation highly exposed to sea. 	<ul style="list-style-type: none"> + Boat enclosure raised above tidal surge level. + Glazing orientated or shaded to min UV. + Sheltered by existing S Stable wall. 	<ul style="list-style-type: none"> + Glazing orientated or shaded to min UV. + Sheltered by existing surrounding buildings. - Boat enclosure within tidal surge level. 	<ul style="list-style-type: none"> + Glazing orientated or shaded to min UV. + Sheltered by existing surrounding buildings. - Boat enclosure within tidal surge level.
Environmental Impact	<ul style="list-style-type: none"> + Max us of renewable services (possible water source heat-pump & PV). + High insulating enclosure. + Glazing orientated or shaded to min solar gain. - High embodied carbon of new build high tech enclosure. 	<ul style="list-style-type: none"> + Max us of renewable services (possible water source heat-pump & PV). + High thermal mass and insulating enclosure to assist internal environmental control. + Glazing orientated or shaded to min solar gain. + Min lifecycle impact with repair & re-use of the existing building. 	<ul style="list-style-type: none"> + Max us of renewable services (possible water source heat-pump & PV). + High thermal mass and insulating enclosure to assist internal environmental control. + Glazing orientated or shaded to min solar gain. - High embodied carbon of new build high tech enclosure. 	<ul style="list-style-type: none"> + Max us of renewable services (possible water source heat-pump & PV). + High thermal mass and insulating enclosure to assist internal environmental control. + Glazing orientated or shaded to min solar gain. - High embodied carbon of new build high tech enclosure.

Preferred Option

Manx National Heritage policy is to return the Peggy to the site and therefore Options 1 & 6, which do not meet this basic criteria, are not regarded as acceptable for consideration.

While Options 2 & 3 offer the opportunity for distinctive and architecturally striking additions to the skyline and the benefit of highly visible signposting for visitors to Castletown they require extensive damaging and irreversible intervention to the historic fabric which would diminish the collective significance of the assemblage. They are also technically the most complex to achieve therefore they are the most expensive options, the least flexible, highest risk and least accessible in terms of visitor experience.

Options 4 & 5 offer the greatest flexibility and accessibility and have far less impact on the historic range of buildings and the context of the registered buildings/conservation area than Options 2 & 3 whilst also offering the opportunity for an architecturally distinguished new home for the Peggy. Of the two, Option 5 is marginally lower cost however it presents a more solid and less architecturally distinct roof profile which will negatively impact immediate neighbours. Additionally, although this option offers maximum floor area for the boathouse it occupies the entire courtyard making access for construction and future maintenance of the building and stables extremely difficult, and therefore higher risk to achieve in terms of access for equipment, plant and operatives.

Option 4 is preferred for its simpler and lower risk platform as well as its lower impact, discreet yet distinctive architectural profile and sail/keel roofline.

Conclusion

1. The appraisal of Options 0 – 6 inclusive outlines and evaluates the available possibilities for accommodating the *Peggy* in Castletown.

Option 4 – Yard (a) is recommended as the most suitable area within the Nautical Museum, in order to safeguard this internationally important part of the Island's heritage. This option makes full provision for the public display of the *Peggy*, the exhibition and interpretation of the associated collections and archives and conservation/repair of historic buildings, creating a vibrant world-class, fully accessible Heritage Visitor Attraction, for the enjoyment, engagement and education of current and future generations.

2. A programme outlining a realistic timeline to secure the return of *the Peggy*, of September 2025 is proposed. This is based on a sequence and timescales to undertake professional design and procurement commensurate with the scope, scale and importance of the project to Castletown and the wider Manx community and to comply with IOMG Capital Procedures.
3. MNH remains fully committed to returning *the Peggy* to the Nautical Museum site when the requisite funding is available to return her to display in suitable conditions with all her associated buildings, collections and archives appropriately conserved, repaired, displayed, interpreted and accessible.

4. An element of funding will need to be supported by a level of capital bid however MNH are committed to maximising opportunities to identify private funding wherever possible towards this goal and will be starting a process to develop a fundraising campaign in the coming months.

Programme/Timescales

Subject to receiving confirmation of available funds to develop and construct the preferred option and receiving all necessary approvals and consents as the project progresses, the following timescales are indicative of the anticipated timescales to complete the scheme commencing April 2022:

Report to Tynwald	November 2021
Procure and appoint Consultant Design Team	April 2022 to September 2022
Investigation Work	April 2022 to September 2022
Design Development & Procurement	April 2022 to August 2023
Prepare Business Case, submission of Capital Bid	April 2023 to August 2023
Tynwald Approval – Capital Bid	February 2024
Commence works to construct, manufacture & install	April 24 to August 2025
Launch new visitor attraction, showcasing to the domestic market in advance of 2026 international tourist season	September 2025

The anticipated timescale is governed partly by Isle of Man Government capital procedures and partly by the availability of external and internal resources. MNH is willing to work with our stakeholders to explore available options to reduce this timescale, subject to appropriate and sufficient additional resources and approvals being provided to MNH.

George Quayle

and his Legacy



Statement
of Significance

manxnationalheritage.im



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1. Introduction

Who was George Quayle? What was his legacy? How important is it? The answers to these questions will guide Manx National Heritage and others in protecting and promoting this legacy for future generations of Manx residents and a wider community.

Manx National Heritage is the statutory agency responsible for the natural and cultural heritage of the Isle of Man, a British Crown Dependency situated in the Irish Sea. It is a charity governed by Trustees operating at arms-length from the Isle of Man Government from which it receives the majority of its funding. In its care is the site where George Quayle, prominent Manxman, politician, banker and inventor, stored his boat Peggy – both of which were bequeathed to the Manx nation in June 1942 and opened as the Nautical Museum in 1951.

George Quayle lived in Castletown in the Isle of Man from his birth in 1757 to his death in 1835. His family played a key role in the administration and economy of the Isle of Man at a turbulent time in the Island's history and Quayle himself was a prominent Manx businessman and politician during the Napoleonic Wars and the height of the Transatlantic Slave Trade. The family home at Bridge House in Castletown survives remarkably intact and consisted of Bridge House, stables, and associated structures. Quayle added a boathouse, dock and of course he commissioned the boat Peggy herself, a unique survival of 18th century maritime history. The family papers are deposited in the Manx Museum as part of the manuscript collection of the National Archives and Library of the Isle of Man. For the purposes of this document the term 'assemblage' is used as shorthand to include all these components.

Understanding George Quayle's Legacy

The Buildings

The complex of buildings around Bridge House in Castletown are the result of the gradual acquisition of lands and buildings at the river mouth on the east side of Castletown harbour by the Quayle family during the third quarter of the eighteenth century and their subsequent development over the next half century. Bridge House itself (1812) occupies the site of the original Quayle residence, while the property Bridge Court (known to George Quayle as 'Kennedy's') has never been part of the complex and remains in private hands.

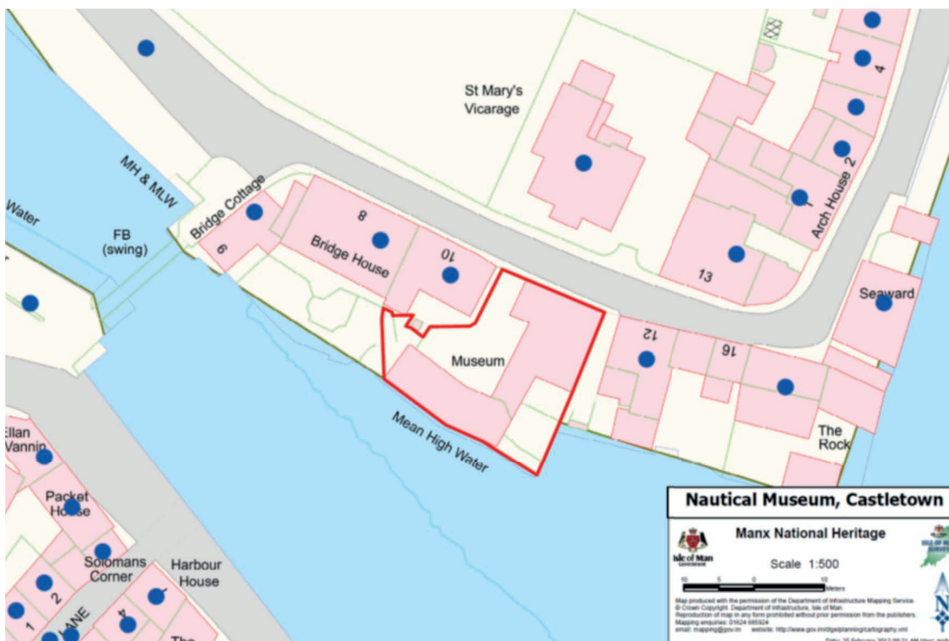
Manx National Heritage owns the buildings which comprise what is currently referred to as 'The Nautical Museum' (outlined in red on the location plan). Quayle's boat house with the Peggy was given to the Manx Museum and National Trust (MMNT) by the Trustees of the Bridge House estate in 1942. An extensive library of papers from the estate had already been transferred to the Archive between 1933 and 1941. The site was opened as a Nautical Museum with the financial support of Tynwald in 1951 to coincide with the Festival of Britain. Conscious of the limited size of the site given to the Trust, negotiations to purchase the coach house and harness rooms were already underway and these were completed in 1952. The stables range and yard were purchased in 1967 to complete the site as it is today.

Bridge Court, Bridge Cottage and Bridge House remain under private ownership. MNH holds a lease protecting the Quayles' eccentric and unique safe which occupies a corner of Bridge House.

Bridge House was placed on the Isle of man Register of protected buildings on 26th September 1983 ('Registered Building No 16') under the terms of the Town & Country Planning Act 1981 (The Registered Buildings (General) Regulations 1982) by the Local Government Board (now Department of Environment, Food & Agriculture).

The remainder of the complex is not currently Registered, though the parts under MNH ownership are included in DEFA's list of buildings proposed for Registration, and a draft proposal is with MNH for comment during 2021.

All the buildings forming the assemblage are within the Castletown Conservation Area: <https://www.gov.im/media/633095/castletownconservationareaorder.pdf>



Location of the current
Nautical Museum in Castletown



Peggy being removed from her boathouse in January 2015.

The Quayle Legacy Project

In 2009 MNH embarked on a series of linked initiatives to understand and protect the Peggy in the context of increasingly high tides in Castletown and evidence for decay in this historic boat. Because of the complexity and diversity of the issues that needed to be addressed, expert specialist advice was sought. This included a Conservation report on the Peggy by Eura Construction Ltd which led to the decision to remove her from the cellar where she had been since the early 1800s. Formal archaeological excavations conducted by Oxford Archaeology North to facilitate her removal revealed a dock constructed for her and the remains of a complex dock gate mechanism as well as other items left in the dock. The boat was moved to a dedicated climate-controlled storage facility in 2015 and has been subject to a series of analyses since then. A Conservation Management Plan was also commissioned from the Drury McPherson Partnership of MNH's buildings within the Bridge House complex which have operated largely unaltered since 1951; the Plan also factored in the Peggy.

The *Quayle Legacy Project* is the working title of a scheme supported by Trustees to return the Peggy to the site and tell the Quayle story in suitably restored premises which meet the needs of the Peggy and visitors alike. It will be a complex and multi-faceted project in a small space with significant access issues and constraints such as rising sea levels and high tides!

The Quayle Bridge House Collection

These records provide insight into family members' involvement in high politics as well as the military, economic and social life of the Island.

Between 1933 and 1941 the papers amassed by the Quayle family of Bridge House, Castletown were deposited at the Manx Museum by Miss Emily Quayle (d. January 1937) and her sister Mrs Edith Pharo-Tomlin (d. June 1941). The manuscripts are referred to as the Quayle Bridge House Papers (QBHP), a title agreed with the donors and respected hereafter by MNH. At the same time and from the same donor the museum collections received several items relating to George Quayle's privately raised Manx Dragoons, including flintlock pistols, military uniform gorgets and helmets, furniture and other smaller items directly connected with George Quayle and his family. More recently MNH acquired the *Governor's Carriage*, an eighteenth century carriage which belonged to John Quayle, Clerk of the Rolls and father of George Quayle which was allegedly loaned to the Island's Governor for formal duties.

The Quayle Bridge House Papers (QBHP) comprise thousands of individual documents and volumes. Not only are aspects revealed within them of the administration of the Isle of Man between the 1750s and the 1870s – also laid bare are the business, legal, landholding, land management and personal interests of generations of this well-connected family, their friends and contemporaries.

The confluence of official and private resources within the QBHP is a strength and notable characteristic of these papers. Four Quayle men held the office of Clerk of the Rolls (CR) at Castle Rushen in Castletown, a role with record-keeping responsibilities. Official documentation stored in the family home at Bridge House stemmed from the work lives of two Quayle men in particular: John Quayle CR (1725-1797) and Mark Hildesley Quayle CR (1804-1879). Archival material includes books of legal precedents commissioned by John Quayle and correspondence. The four Clerks were the grandfather, father, brother and nephew of George Quayle (1757-1835).

These records provide insight into family members' involvement in high politics as well as the military, economic and social life of the Island. During the time of constitutional change known as Revestment and its aftermath (1760s onwards) documentation reveals the nature of the working relationship of John Quayle CR with the Duke of Atholl and George Moore's work in the delegation sent by the House of Keys to London.

From the rich seam of family papers extraordinary detail and context can be extracted about the Peggy and the construction of her boathouse. Incidental information adds nuance and complexity: we discover that more than one Peggy was owned or part-owned by the family and that a boat called Neptune was laid up in the boathouse at one time.

Moreover the QBHP throw light on the whole life of George Quayle. Both from his own pen and from the observations and record of others, we learn about his formative experiences, character, accomplishments, innovations, travels and familial relationships - even the colour scheme of his phaeton carriage and name of his favourite hostelry in London.

The eldest child of thirteen (nine siblings survived childhood), he was fluent in Italian, played a musical instrument, was fond of wordplay and sketching and to his siblings had a peculiar manner of speech. He stored extensive records of his time raising and leading a company of the Manx Fencibles; also boxes of ledgers and banking accounts from his work as a founding partner of the early Manx bank, George Quayle & Co. (also known as the Isle of Man Bank Company and Quayle's Bank) which operated from Bridge House.



Hat worn by George Quayle as a Captain commanding a company of the Manx Fencibles in the American War of Independence

The background of the page is a painting titled 'Early 19th Century view of Castletown from Hango Hill' by James Strutt. It depicts a coastal scene with a large wooden sailing ship in the foreground, its mast and rigging prominent. Several figures are visible on the shore and on the ship. In the background, a town with various buildings and a church spire is visible across the water. The sky is filled with soft, white clouds.

2. Purpose of this Statement

This document is intended to establish the *Significance* of the complete assemblage that comprises the physical and intangible legacy of George Quayle.

It will encompass all the surviving assets held by Manx National Heritage and others including the archives in Douglas. MNH has applied the SoS methodology across its heritage assets in recent years and it is confident that it is flexible enough to reach meaningful conclusions. More detailed SoS's of individual components of the assemblage may follow in due course.

The process of establishing *Significance* has been undertaken by staff and Trustees of Manx National Heritage but will also involve external challenge. Key stakeholders will be consulted.

This SoS will be publicly available but it is a technical document. It will serve as a quarry for more accessible public material in due course. We are especially grateful to the following people who have read this document in draft and commented on it.

Stephen Beresford, Senior Conservation Boat Builder
(Windemere Jetty Museum)

Ross Brazier, Registered Building's Officer (DEFA)

Louise Brennan, Regional Director, Midlands (English Heritage)

Hannah Cunliffe, Director National Historic Ships UK

Sarah Kay, Cultural Heritage Curator (The National Trust)

Professor Eleanor Schofield, Deputy Chief Executive Officer
(The Mary Rose)

Professor William Pettigrew, Department of History
(Lancaster University)

3. Approach and Methodology

The significance of Peggy and the Bridge House complex can be articulated as the sum of their heritage values, using widely accepted, standardised criteria for buildings and artefacts.

Whilst the methodology was developed for buildings we feel it appropriate to apply it to the archives known as the Quayle Bridge House Papers to give a complete picture. These criteria have been ordered to acknowledge the value of the assemblage from a variety of perspectives ranging from those of the general public to those of individual specialists and academics. They can be considered under four broad headings:

- Communal values: the meanings that the assemblage hold for the people who relate to them, or for whom they contribute to their collective experience, memory and understanding, particularly but not exclusively in the context of the Isle of Man;
- Aesthetic values: the ways in which people derive sensory and intellectual stimulation from the assemblage;
- Historical values: the means by which past people, events, and life can, through the assemblage be connected to the present, by illustrating aspects of social history, trade, architecture, engineering, creativity and craftsmanship; and
- Evidential values: the potential of the assemblage to yield primary evidence about past human activity.



Stern of Peggy showing 1802 paint scheme.

Various more general contemporary values and potentials, for example social, economic and educational, flow from these core criteria and will also be considered.

This document is based upon what is currently known, whilst recognising that such knowledge is incomplete.

The significance of Peggy and the Bridge House Complex has been previously assessed as part of *The Nautical Museum and the Peggy Conservation Management Plan* (Drury McPherson Partnership, August 2014). The NHVR entry for Peggy also includes a statement of significance under the following three key headings as set down in 'Conserving Historic Vessels' (National Historic Ships UK, 2010):

- What is the vessel's ability to demonstrate history in her physical fabric?
- What are the vessel's associational links for which there is no physical evidence?
- How does the vessel's shape or form combine and contribute to her function?

(<https://www.nationalhistoricships.org.uk/register/1125/peggy>).

Designation at an international, national or local level is an indicator of the importance of particular value(s) of a place; but the absence of statutory designation does not necessarily imply lack of significance. Detailed research and analysis may reveal new evidence about any place and designation criteria are reviewed from time to time. The heritage values of a place established through detailed study should therefore normally be compared with current selection criteria for designation or the application of protective policies. *Conservation Principles 2008, s.79*.

In coming to a judgement we suggest the terms exceptional, considerable, moderate or minor to describe the level of significance. We have used 'Local' to mean, significant in the immediate locale, e.g. Castletown. Following from that we have used 'National' to mean Isle of Man, and therefore 'International' refers to UK and beyond.

¹The approach broadly follows that set out in the English Heritage document, *Conservation Principles, Policies, and Guidance for the sustainable management of the historic environment* (2008).

a. Communal Value

The meanings that the boat & buildings hold for the people who relate to them, or for whom they contribute to their collective experience, memory and understanding, particularly but not exclusively in the context of the Isle of Man

1. As an island nation boats, ships, marine communications, transportation and travel are important themes in Manx history and identity: it is fair to say that they have been significant in almost all periods of our cultural past. Fishing and trade - the latter both illicit and legal - played a vital part in the social and economic development of the Isle of Man from the early eighteenth century onwards, but a great deal of material heritage, both architectural and moveable, representing a tangible link to these themes, has been lost or obscured.

2. In the context of modern-day Castletown, the Bridge House building complex, with its landmark residence and utilitarian buildings, yard, dock and boathouse, present an evocative and unspoiled connection to that period. However, although adding greatly to the historic character of the harbour frontage, the buildings are fairly anonymous to most and a significant portion of the site is currently, in any case, not accessible to the public. As a group of buildings, the complex is both physically and intellectually inward-looking and inaccessible, with the result that they are less easily 'read' and appreciated than the range of residential, commercial and storage buildings - all of them of equally maritime character - on the opposite side of the harbour mouth.

3. Most recently, public awareness has centred upon the boat and boathouse, which have been accessible to paying visitors since 1951. For much of the intervening sixty years the informal and romanticised narrative offered to visitors has emphasised the history of the running trade (smuggling) and its alleged connection to Peggy and therefore George Quayle himself. Such stories offer an engaging experience for visitors, even if their direct connection to the boat and the site - and even to Quayle himself - are factually incorrect. Their popularity is reinforced by more intriguing curiosities on the site such as the Cabin Room in the boathouse or the eccentric safe abutting Bridge House. Less interpretive emphasis has been given to how the site relates to the commercial, cultural and social life of the eighteenth and early nineteenth centuries, either in Castletown, or the Island as a whole. These are nonetheless also of great potential interest to the Manx public and visitors to the Island: current research is demonstrating great potential to develop this aspect of public interpretation and therefore enhance communal value.

Peggy herself is known amongst sailing enthusiasts right around the world as evidenced by the interest shown in online blogs devoted to her and by the constant trickle of enquiries regarding her, particularly from model boat builders. Although a sense of ownership is rightly felt by some local Castletown residents, and the Manx people in general arguably see Peggy as part of their communal heritage, they are overshadowed by the larger and more obvious local landmark that is Castle Rushen. That said, many generations of Manx people well remember their childhood visits to the site. Recent debates round the challenges faced by MNH in relocating the boat have generated significant amounts of coverage on TV, Radio and social media.

Conclusion

The boat and buildings have exceptional potential communal value and influence locally and nationally in the Isle of Man, and considerable potential value at an international, if specialised level. However, this potential is presently unrealised and actively diminished by generic and unrelated nauticalia and their separation as assets so that currently they only represent moderate communal value and minor value at national and international level.



b. Aesthetic Value

The ways in which people derive sensory and intellectual stimulation from the assemblage

1. As the oldest surviving schooner-rigged yacht in the world Peggy is an object of considerable aesthetic value in form and decoration. Her antiquity is communicated clearly through her aged surviving paint and fixings, her evident decay, and the marks of hand-tools on her timbers. Her elegant lines and impressive scale can be appreciated by a range of audiences. Together with the survival of her masts, spars, keel housings and armament, and evidence for standing and running rigging, Peggy embodies a unique record of her construction, use and adaptation over time, and an as yet unrealised opportunity to reassemble the parts into an intelligible and dramatic visual whole.

2. Bridge House was the first building to be placed on the register of protected buildings in Castletown. Although architecturally distinct in Castletown, Bridge House is a relatively unremarkable in its detailing although the vertical hung slates are a rare survival and internally the survival of original planform and detailing is better than might be expected. It is additionally especially unusual for the annex accommodating Quayle's safe and safe mechanism. In the United Kingdom it would likely be deemed of considerable to exceptional architectural value.

3. The architectural value of the stables, yard, cellar and boat house, excepting the period rooms, by contrast is modest by comparison with Bridge House. They are nonetheless rare survivors of their type, especially given their urban location, evocative of the period of construction and, with their weathered patina, add strong character to the site. Currently inaccessible to the public, the harbourside elevation of the stables, carriage house and dock are the only publically visible parts of this group of buildings and is an important contributor to the quality and setting of the Conservation Area.

4. As a group, however, the aesthetic and architectural value of the entire Bridge House complex is enhanced by the sum of the individual parts and by their overall completeness and condition.

5. The dock adjoining the boat house is of exceptional aesthetic and architectural value. Having escaped adaptation or redevelopment it is a uniquely complete period feature and directly connects the buildings to the sea in an obvious and tangible way which can be made as relevant to the modern-day observer as it was to George Quayle. It is also a highly innovative technical solution which parallels canal or dock architecture in the UK but pre-dates much of it.

6. The period rooms - Cabin Room, Ante-room and communicating corridor - are of exceptional architectural interest. They are well-preserved, especially the Cabin Room. The novel form of the Cabin Room is without obvious parallel and, most unusually, it retains evidence of its original decoration. This is all the more significant because the decoration echoes or mirrors that of Peggy, with which the room is inextricably linked. The great age of the rooms, clearly appreciable through their style, patina, and worn appearance, adds to their aesthetic appeal.

Conclusion

In both local and international contexts, the boat and buildings as a group are of considerable aesthetic significance; individual parts are of exceptional value.



Period rooms at the Nautical Museum.

c. Historical Value

The means by which past people, events, and life can, through the Quayle assemblage, be connected to the present, by illustrating aspects of social history, trade, architecture, engineering, creativity and craftsmanship.

1. The early years of the 18th century were both exciting and turbulent for the Isle of Man. Still governed as a private domain under the Earls of Derby and then the Dukes of Atholl, the island was outside the new Customs arrangements brought in by the UK Act of Union in 1705. The ability to import freight at lower tax rates set by the Island was exploited. Thus Guinea goods used to barter for enslaved people were landed directly from Holland and handled by merchants helping to supply the rapidly growing Atlantic slave trade through close connections with Liverpool and other Irish Sea ports. Resources from the new plantations in North America and the Caribbean such as rum and tobacco, as well as goods from Europe such as brandy, were landed legally on the Isle of Man and then smuggled covertly to customers around the Irish Seaboard. Whilst this predates George Quayle of course - his family (particularly his maternal grandfather) and the Manx community benefitted significantly. Much of the development of the towns of Castletown, Douglas and Peel has its origins in this period - and many larger properties in the countryside can also be linked to this wealth.

Growing pressure from the UK Customs authorities and the Exchequer led ultimately to the Revestment Act of 1765 which redirected Customs revenue back to the UK. A period of austerity followed. Slaving ships no longer put in on the way to Africa as they had since 1718 but the island continued to engage with slave trade and associated plantation economy. Manx money was invested in these trades, Manx mariners were aboard and in command of the ships, Manx families owned land in the colonies and even Manx herring fed the crews. The Manx mercantile and maritime communities diversified and adapted during the 18th century. Some of the money directly accruing from slaving was held in Quayle's Bank and in Bridge House specifically. Clients of the bank, founded in 1802, included Captain Hugh Crow who commanded several vessels on triangular voyages beginning and ending in Liverpool, the 'Middle Passage' of which delivered slaves to markets in the New World.

The early nineteenth century brought in the abolition of British involvement in the slave trade (1807) but saw continued growth in Britain's colonial influence. The Island benefitted from this growth economically but was also threatened by the political and military challenges from others - including Napoleon.

The Quayle assemblage is therefore intimately associated with the development of early modern life on the Isle of Man.

2. As rare, almost complete, survivals of the late eighteenth and early nineteenth centuries they are of surpassing historical value: as an ensemble they are unique on the Island.
3. The buildings reflect very clearly the importance of the maritime economy through the presence of the boat, boathouse and dock, not to mention their prime location at the harbour mouth.
4. The importance of civic life, style and fashion in eighteenth century Castletown is evident in the form and function of the buildings. The period rooms and the boat are finely made artistic expressions of the age.
5. Enlightenment ideals of rationality and technological innovation, as well as fun, permeate the building and Peggy. The safe, Cabin Room and dock all incorporate examples of ingenuity and invention. Peggy is an experimental racing yacht with parallels to today's land and water speed record ventures. She is of exceptional historic interest.
6. The intense innovation in commerce in the late eighteenth century, alongside the explosion in international communication and trade, are all strongly evidenced by Bridge House, the safe, the boat house, Peggy, and by the extraordinary Quayle Bridge House Papers held in the National Archives and Library of the Isle of Man.

Central to all these is George Quayle himself, arguably the best-documented Manx person of the 18th Century. As a merchant, banker, and soldier he mixed with both the elites and regular people, cajoling a group of ordinary Manx farmers and gentlemen into serving in a cavalry regiment for home defence during the Napoleonic Wars. His remarkable travels, connections and preoccupations are reflected in a rich legacy of correspondence, drawings, inventions, and architecture.

The QBHP illuminate 18th and 19th century preferment and patronage, Quayle and Moore involvement in manufacturing and trading ventures and connections within and far beyond the British Isles. Letters brought London news from George's solicitor brother Thomas, detailed reports of the Royal Artillery career of another brother John (posted to Jamaica, Gibraltar, Ceylon and south east India) and updates on the business dealings of Moore cousins in North America.

Conclusion

The boat & buildings are of exceptional national historical significance. In some respects this significance and potential has yet to be fully explored. Peggy herself is of exceptional international historic significance. As stand-alone resources the QBHP have strong historical and evidential value. Taken with other surviving manuscripts they are enhanced and strengthened even further.

In particular, the following resources are relevant: additional Quayle manuscripts from a descendant of Thomas Quayle of Bartonmere, the Atholl Papers and the records of John Taubman SHK (1723-1799) of the Bowling Green, Castletown (merchant, politician and business partner of John Quayle) and of his son Major John Taubman (1746-1822) of the Nunnery, Braddan.



George Quayle ran a bank from Bridge House in Castletown.

d. Evidential Value

The potential of the assemblage to yield primary evidence about past human activity.

As stated earlier the significance of Peggy herself is reflected in her listing in the National Historic Fleet of the UK, a sub-set of the *National Register of Historic Vessels* (NRHV). National Historic Fleet vessels are distinguished by:

- being of pre-eminent national or regional significance
- spanning the spectrum of UK maritime history
- illustrating changes in construction and technology
- meriting a higher priority for long term conservation.

There are around 200 vessels currently in the National Historic Fleet which have been assessed for significance based on their age, design innovations, historical associations, level of originality, condition and rarity.

1. Peggy is inscribed in the National Historic Fleet due to her pre-eminent national significance: *'PEGGY must be viewed as a unique source of information pertaining to small vessel structure and form of the late 8th century'*.

2. Quayle's accounts of her construction (QBHP) link her to specific individuals, a specific time, place and social context.

3. Peggy is the earliest surviving schooner in the world. She is the last surviving intact example of the shallop hull form. She is the earliest known and sole surviving example of a boat fitted with sliding keels, a technology now ubiquitous. She is the best-preserved eighteenth century sailing vessel in the world. In addition she is in fact two vessels in one, her current form (1802) superimposed upon the original (1789). She is of **exceptional international** evidential value.

4. The dock (1802) is a rare survival of the period, and is possibly uniquely complete. With the remains of the early plateway in the cellar, and the technical innovations in water management, the dock and cellar, despite their diminutive dimensions, are of **exceptional** significance.

5. The buildings dating from the period to 1825 offer important evidence of urban development in Castletown. This can be combined with extensive documentary evidence of land sales and social and cultural commentary contained in the QBHP and associated records held on Island at the Manx Museum. This is of **considerable national** significance, with great potential for further research.

6. The potential significance of the archaeological deposits underlying the Bridge House complex still needs to be tested. They have potential to preserve evidence for, and explain the development of, the site both prior and up to the construction and use of the buildings now present. The unexpected discovery of the dock is proof of the rest of the site's potential to preserve further evidence not just of the site itself but also of eighteenth and nineteenth century harbour development on the Isle of Man.



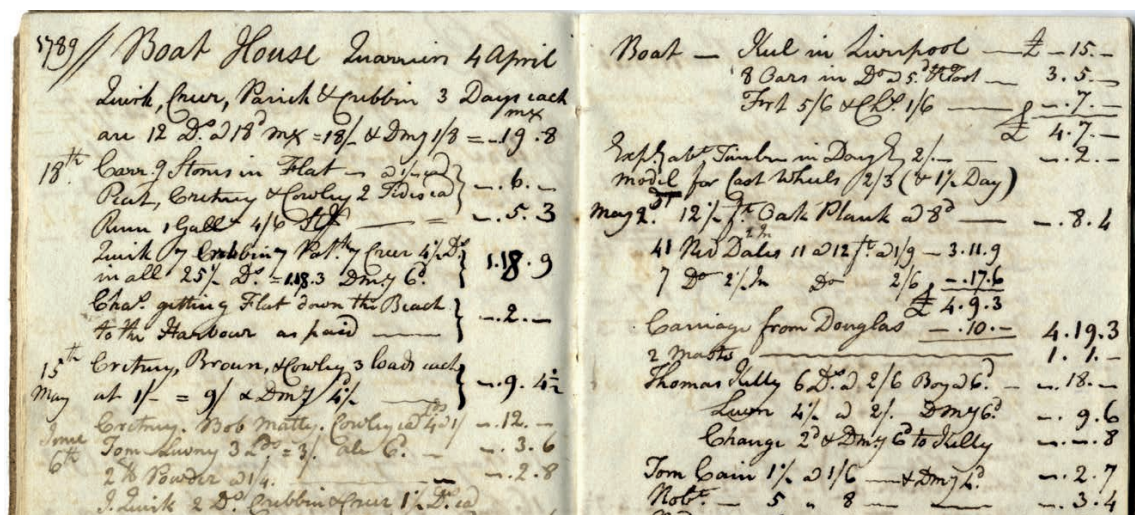
Excavation of the dock in 2014-16.

7. The Quayle Bridge House Papers are of exceptional international significance. From the national and international perspectives, the papers detail how, despite the Revestment, entrepreneurs like George Quayle were able to sustain the Island's importance as a catalyst for the commercial and financial development of the North West of England, Scotland, and Ireland. The papers demonstrate how George was at the centre of a national and international epistolary network during the final years of the eighteenth and first years of the nineteenth centuries. George's family were central to this network and correspondence with them offers fascinating glimpses of English and imperial contexts (including India) and across several themes: naval/military, cultural, and commercial. George also sustained commercial and financial relationships with businesses in England, most notably in Liverpool and London. As such, the papers shed interesting (and rare) light on the ways in which these English businesses operated and how they related to the Island.

The Banking Records of George Quayle (containing 12 boxes) are also of huge value to the economic historian. Financial records that cover this period are very rare - especially those that contain customer records. Such specific and graphic mention of the Peggy and the Bridge House complex in the papers greatly enhances the means of interpreting them. Overall, the scale of and variety within the collection qualify it as of exceptional international significance. The papers provide new means to explain much the Island's place in the development of international commerce and finance during a crucial phase of economic development for the British Isles.

Conclusion

It will be clear that, taken together, the boat, buildings, archives and collections are of **exceptional international evidential** significance.



George Quayle's ledger.

4. Conclusion and Issues

This Statement of Significance is necessarily a work in progress. It reaches the conclusion that the assemblage of the site, the boat and the archives are of exceptional significance in an international context.

The built structures directly associated with the life and times of George Quayle are the most significant within the complex, and any redevelopment must respect their significance and preserve their integrity.



Castle Rushen from the Market Place, 1774 by Moses Griffith.



Peggy in her dock prior to removal for conservation 2015.

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