



### The Paternosters **G 01**

Local legend tells how a boat struck the reef known as Les Pierres de Lecq (or the Paternosters) and a number of children were drowned. The story says their ghostly cries can occasionally be heard over the sound of the sea and so it became customary for sailors to say a prayer (or pater noster) on passing this reef.

### La Corbière **F 05**

La Corbière, which means 'gathering place of the crows' has a fearsome reputation amongst sailors due to its rocky outcrops. One of the earliest recorded incidents was of a large Spanish ship wrecked off La Corbière in 1495 leaving the beaches strewn with barrels of sweet wine.

### Corbière Lighthouse **F 05**

The lighthouse was not actually completed until 1874 following years of petitions and representations by the public, fishermen and other interested parties. Designed by the harbours engineer Sir John Coode, and standing 500 yards from the shore, it was the first lighthouse in

the world to be built from reinforced concrete rather than traditional stone blockwork and its light could be seen for up to 18 miles.

### St Brelade **H 05**

Customs records from 1810 show that the bay was popular with smugglers. Large cargoes of brandy and gin were taken on at St Brelade's Bay to be landed secretly on the English coast.

### St Brelade's Church **G 05**

During the 17th and 18th centuries, the crews of the Jersey fishing fleet would attend communion at St Brelade's Church in the western corner of the bay before sailing 3,000 miles across the Atlantic Ocean to fish for cod off Newfoundland. At the height of the cod fishing industry in the 1770s, it is thought that between 60 and 70 Jersey vessels, manned by up to 2,000 Jersey men and boys (10% of the entire population), were involved in the trade.

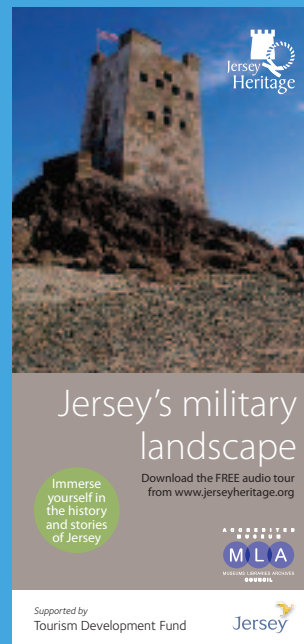
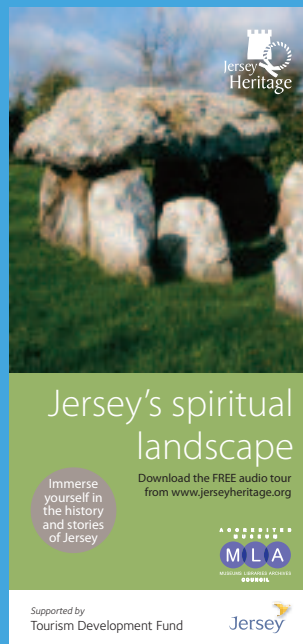
### St Aubin **J 05**

The harbour dates back to 1680 when the then Governor Sir Thomas Morgan ordered a stone pier built at St Aubin's Fort. Until this time, even though St Aubin was the island's main port, ships were loaded and unloaded by carts at low tide.

After the creation of this harbour, merchants began to make cellars to store their goods and the King's Scales, which were used to weigh all cargo being landed, were housed in the Old Court House (once the tallest building in the Island). The Old Court House was also where the bounty seized by the privateers licensed to seek and destroy enemy merchant ships was shared out between the ship's master, his crew and the Crown.



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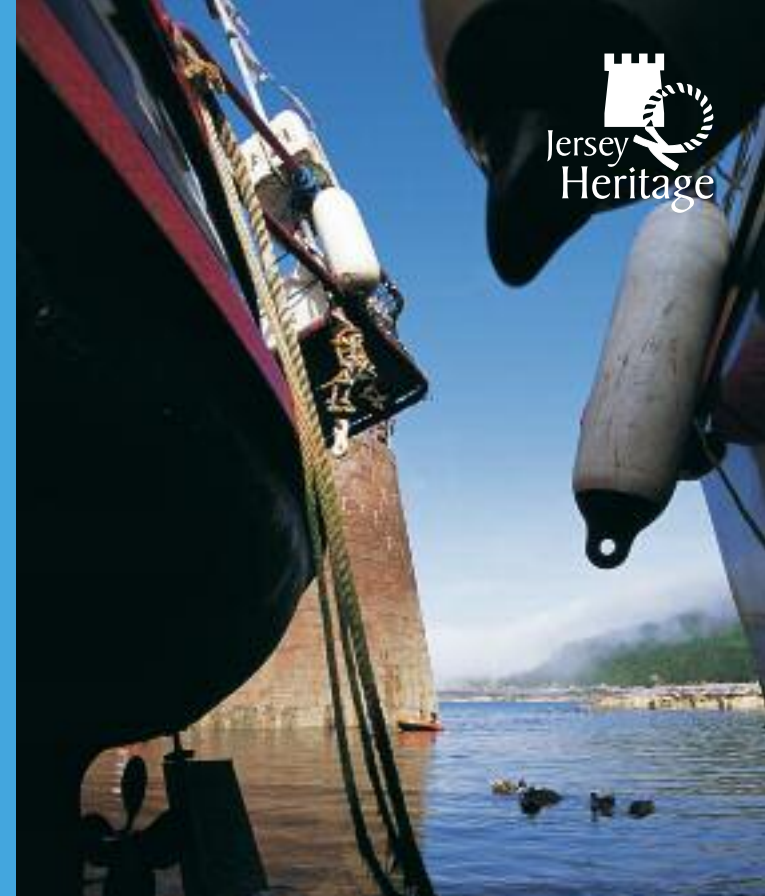
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# Jersey's maritime landscape

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Jersey's coastline is dotted with harbours and havens. Explore these maritime landscapes and learn about the Island's once thriving shipbuilding industry and the fortunes that were made from smuggling, fishing and overseas trade.

**St Helier Harbour L 06**

Before 1700 St Helier had no decent harbour although a map of 1545 does show two stone piers in the area under Le Mont de la Ville, near where South Pier is today.

**La Folie L 05**

The modern harbour dates back to the construction of the stone fronted quay at La Folie in the early 1700s. Because it was open to the south-westerly gales, which are thought to have destroyed previous landing facilities in the area, many people regarded it as a foolish project – a folly – from where the area gets its name.

**Elizabeth Harbour L 05**

Later additions to Jersey's main harbour include the Elizabeth Harbour, the tanker berth adjacent to the fuel farm at the southernmost edge of the port, the Elizabeth and St Helier Marinas and La Collette yacht basin.

**Havre des Pas L 05**

This is a former Victorian seaside resort in the area known as La Greve d'Azette. The sea water bathing pool that now dominates Havre des Pas is an early example of the maritime landscape



changing from a working environment to a leisure one as the shipbuilding industry declined.

There were a dozen shipyards along the beach; along the promenade is the site of Francis Allix's shipyard, preserved as memorial to Jersey's maritime heritage.

**Rope Walk L 05**

Behind the shipyards were a number of rope-makers and rope walks and if you walk up Green Street you will find place names like Rope Walk and La Corderie which hint at this area's industrial past.

**La Rocque P 06**

La Rocque Harbour, at the south-eastern corner of the Island, has been home to local fishermen since the Middle Ages. They traditionally fished Les Minquiers, the group of small islets and reefs that lie nine miles to the south of Jersey.

On the 6th of January 1781, La Rocque was chosen as the unlikely landing place for a French invasion of the Island. A treacherous Jerseyman led the French boats though the safe channel between the rocks known



only to the local fishermen. Six hundred troops led by Baron de Rullecourt landed safely and marched on St Helier in the early hours of morning, surprising the Island's Lieutenant-Governor and forcing him to surrender. Despite the surrender, the French were intercepted in the Royal Square by a defence force under the command of Major Peirson and were defeated in what became known as the Battle of Jersey.

**Seymour Tower P 06**

As a result of the Battle of Jersey the bolstering of Jersey's coastal defences was deemed a priority and the following year, Seymour Tower was built, standing a mile offshore to the east of La Rocque.

**Gorey P 04**

Head north along the Royal Bay of Grouville and you come to Gorey, the centre of the oyster fisheries for most of the 1800s.

At its height, the industry employed some 2,000 men as well as hundreds of women and girls who sorted and packed the oysters ready for export. Unfortunately the industry collapsed in the 1860s because of over-fishing. Nowadays Gorey is largely a leisure port, offering shelter to visiting French yachts and providing a convenient base from which local boat-owners can explore Les Écréhous. In the last 30 years, the oyster industry has

resumed in the bay although today they are farmed rather than fished - you may notice rows of oyster bags on tables when the tide is low.

**St Catherine's P 03**

The breakwater was intended to be the northerly arm of a new deepwater harbour, which would offer a refuge to British ships patrolling the French coast and help counter the threat of a French invasion. The project was finally abandoned in 1855 when it was decided that the bay was not deep enough to accommodate the new design of steam ship.

**Bouley Bay M 02**

Until the arrival of the Germans in 1940, few fortifications were built on the northern coast where the steep cliffs provided a natural defence. However, the geography of the area also prevented large scale development. One such anchorage is at Bouley Bay, one of the largest bays on the north coast.

In the 17th and 18th centuries, several large fishing boats were kept in the bay and these were hauled above the high water mark using capstans. It was also home to a small shipbuilding industry. The existing pier dates back to 1827, when it was built to provide shelter to around 30 oyster boats.

**The Black Dog of Bouley Bay**

In local folklore, a large black dog with saucer shaped eyes is said to have roamed Bouley Bay at night, terrifying the local residents. One version of the legend is that the story was put about by smugglers who were using the bay to land contraband goods and wanted to do so without being disturbed.



**Grève de Lecq G 01**

A favoured landing point for smugglers. For centuries, fishermen launched their boats from the beach at Grève de Lecq until a foundation stone for a pier was laid in 1872. Unfortunately the pier was damaged by a huge storm in 1879 and within a week a large central section had collapsed into the sea.



