Portaferry and Strangford Heritage
Information Sheets

This work is part of the Strangford Lough and Lecale Partnership’s Turn O’ The Tide programme, funded by the Heritage Lottery Fund which aims to promote the area’s heritage and support local people.

www.strangfordlough.org
Introduction

Portaferry and Strangford are well known for their beautiful scenery and warm welcome. They have an unusual topography, hilly narrow streets bordered by colourful shops, pubs, and cafes, which add to their charm and appeal. Situated on the shores of Strangford Lough, they are served by a ferry crossing the waters to Strangford every 30 minutes (takes only 8 minutes on average). The island-studded Strangford Lough is the largest sea Lough in the UK & Ireland, covering 80 square nautical miles, (approximately 150 square kms including intertidal). It is approached from the Irish Sea through the fast-running tidal “Narrows” which open out into more gentle waters.

Designated as Northern Ireland’s first Marine Nature Reserve, Strangford Lough is internationally renowned for its abundance and diversity of habitats and species and is an area of outstanding natural beauty. Over 2000 marine animal and plant species have been found, many even unique to this area. Take the ferry on your journey of the Trail and look out for seals, arctic terns, Irish hares, porpoises, and otters.

Every building is a historical document, with its form, detailing and setting all telling a story. The one story all buildings tell is how the owners perceived themselves in the society of their time. In Portaferry and Strangford most of the buildings are not formal architecture but belong to a group that is known today as ‘vernacular’. The older buildings date from an age of conformity when people shared much more of their lives with their family and neighbours. The door was always open and the passer-by would see directly into the heart of the home, smell the food cooking, the baby crying, laughter was a shared experience.

Tower houses were built for the purposes of defence and tax collection, large estates and courtyards were owned and run by the land owners, open spaces were used for trading and markets, their waterfronts were adapted to suit the requirements of industry and although the buildings have changed through time their main streets had been established by the 18th century.

They were a thriving populace place, commerce brought in profits and gradually it became the fashion to spend these profits to embellish buildings, create religious institutes and increase trade production. The Heritage Trail will provide a journey of discovery in to the development of the towns, looking at the history of their architecture, people and industry.

This trail has been researched and prepared by local architect Sherie Smyth with support and advice from the Upper Ards Historical Society and the Lecale Historical Society and much of the material has been extracted from their publications.

All information correct at the time of publication.
Portaferry
Portaferry

(T3) Portaferry Castle
The Castle overlooking Portaferry’s harbour was built in the 16th century by William Le Savage and renovated by Sir James Montgomery in 1635. It is a square building with a small projecting turret on the south corner. It is three stories high plus attic and there is no vault. Most of the eastern corner is in ruins. The entrance at the base of the tower is protected by a small machicolation and the entrance to the ground floor chamber is protected by a murder-hole. A curved stairway within the tower rises to the first floor and a spiral stairway in the west corner continues to roof level. It rises in a clockwise direction to allow for defensive swordsmanship.

(M3) Rope Walk Portaferry
The area now used as a car park of the castle gardens has an interesting history. It was known as the Rope Walk as ropes were made there before 1875. After 1877 there was a sawmill started by Hugh Beck. James Elliot owned stables in the Rope Walk and a large shed for keeping his dray and carts in; he also had a walled in court yard, were lorries were kept for the distribution of coal to and from the quay. The Nugent estate stored their sand lime and building material for repairing their town houses. There were about one dozen Ash trees and one Oak tree, this tree is very rare and is the only known one about. The other trees were cut down during the coal strike in 1926 but the oak tree has been preserved. The coal yard was later removed by Enterprise Ulster replacing it with a very nice walkway.

(S11) Orange Hall / Credit Union
This was originally the site of Portaferry fish market. In 1870 the Portaferry Orange and Protestant Hall was built on the site, as the slab over the window testifies. It is a charming red brick building attributed to the architect William Batt, after an agreement was made between the people of Portaferry and the district subscribing to the building fund. The building was built by known local builder Hugh Beck. June 1897 saw the celebration of the Queens Diamond Jubilee and a ball was held in the hall in celebration. The hall was renovated retaining and adding to the buildings character and now is the premises of The Portaferry Credit Union.

(H3) No. 1 The Square Portaferry
This was a former bank operated by the Belfast Banking Company. The bank originally operated from premises in the Strand from 1865 before relocating to this purpose built building in the Square in 1936. The site was previously occupied by the Nugent Hotel. The Northern Bank closed in 2008 and the premises are currently the headquarters of the Strangford Lough and Lecale Partnership.
Portaferry

**H4** 2-3 The Square Portaferry
A building is shown on this site on the Pat O’Hare map surveyed in 1799 - No.2 then owned by a John Magee and No.3 by James Conway. The 1835 Ordnance Survey map shows buildings to the rear and these are thought to be the current buildings. The brick facade was possibly added around the same time as the adjoining bank was built during the late 1930s. It was disguised as a cinema for the BBC drama series Small Island and the local youth and senior’s groups have since developed that theme with their own set of film posters drawing on local stories and characters.

**S10** St Cooey’s Oratory
St Cooey’s Oratory was opened on 29th June 1968. Prior to this date Mass was celebrated in a small Oratory in St Patrick’s Hall. Two shops in the Square and a house in Church Street were purchased by Fr Patrick McAlea to provide the site. Messrs McLean and Forte were appointed architects. Their design resembled the shape of a boat, with a courtyard in front dominated by a porte-cache. The bell in the free-standing tower had once been used in St Patrick’s, Ballyphilip. Granite from Wicklow was chiselled to provide the altar, ambo, tabernacle and credence table. The altar table itself weighs one ton.

**H7** The Market House
The Savage plaque on the south elevation and the Ordnance Survey Memoirs suggest the Market House was built in 1752. Damage caused to the Market House during the course of the 1798 Rebellion may have resulted in the structure being repaired or partly rebuilt and the Archaeological Survey of Co. Down (1966) suggests that the present structure dates from c.1800. During the 1850s clocks were added [or replaced] to the pediments on the north and south elevations and some internal renovation and decoration were carried out later that century.

**H5** 33-33a The Square
This building is thought to date from the 1700s. The shop front to No.33A was inserted some time prior to 1975, with the ground floor of No.33 converted to a shop some time later.

**H2** 36a The Square
This former bank, with manager’s house, was built c.1918. It operated as a branch until 1972, when The Northern Bank merged with The Belfast Bank and the bank moved to the latter’s premises on the other side of the road at No.1 The Square. The Patrick O’Hare map of 1799 shows the site to be occupied by a building fronting onto the Market Square.
**Portaferry**

**H6) 15 The Square**
It is possible that this house was built around 1830 as the valuation returns of c.1835 record a ‘new’ three-storey house, built and owned by a William McCleery. It had a gateway, cellar and outbuildings and the ‘entrance beside the gateway was under the house and was used as a car house’. This suggests that the unusual double doorway is not an original. The front ground floor room was probably associated with the storage of the carriage and cart and only later incorporated into the house during the later 1800s and the present hallway and the double doorway arrangement fitted into its arch.

**H8-11) 8 Ferry St, 32 The Square, 15 High St, 22 Church St**
The decision to embellish buildings in Portaferry came as the village grew in prosperity in the 18th century. Buildings reflected this with the rising merchants going in search of a classical education. The United Irishmen were deeply involved in the quest for classical enlightenment. The movement was strong in Portaferry with the Rev Steele Dickson setting up his Classical academy in 1781. These buildings are good examples of preserved classical features such as the elaborate entrances.

**No.2) 16-17 The Square Portaferry**
On the North East side of Portaferry’s Market square there stands a very important three-bay, three-storey building built about 1850 and saved from almost total dereliction when restored in the early eighties. The property was for many years a well conducted hotel establishment in the hands of the Keown Family. Public and private celebrations were held there until Feb 1852 when Joseph Wallace leased the property from the local landlord Patrick John Nugent for his hand embroidery business. The building was later leased by John Lawson who established a thriving woollen drapery business. It employed 5-6 tailors as well as dressmakers and milliners. The cutting out room was separate from the main building which in later years was used as a barbershop and now Joe’s Hotspot, (Chip Shop). John Lawson’s business later passed to his son David who in 1930 with the advent of ready-made clothes moved with the times supplying a high standard of ready-made garments and haberdashery. It changed ownership a number of times before finally it was purchased by John McDermott who previously owned a grocery in Ferry St. He restored the building to the new requirements for the current use as a Grocers.
(S8) Ballyphilip Church of Ireland
The church was erected in 1787 at a cost of £1,000, £500 of which was granted by the Board of First Fruits, the remainder was collected by subscription and parish assessments; the late Mr Savage’s family contributed £72. The average attendance in 1836 was 180 people but it could hold 300.

(M4) The Brewery Yard
A local tradition holds that The Brewery Yard at the top of Church St. was once a brewery. The building beside its entrance is also known locally as the Brewers House. The industrial archaeologist E.R.R Green on the other hand states that the site was a distillery owned by John Maxwell. Quoting in the 1830s Valuation Book that the site comprises of a ‘klin, brew house, still house, spirit store and bonding store. A re-examination of Greens source clearly shows that the distillery was actually at the top of Castle St, the premises seem to be used for more mundane purposes such as storage. The first valuation book of 1838 describes the site as a ‘large yard and store houses for grain’, its occupier being Robert Gunning. The site continued to be used by Merchants for storage purposes with James Elliot’s and Co. taking over the premises in 1905 with the noted presence of flax scotching and corn grinding mills. Elliot’s also stored potatoes, hens, and after the Second World War vehicles were stored on the site and a tearoom was present although short lived. The site was used to distribute barrels of beer rather than manufacture them which is how the site may have got its name. It currently runs a business park.

(M1) 4-8 High St Portaferry
No. 4 is a commercial/residential property built in the mid 19th century and is of heritage merit in a conservation area. The Patrick O’Hare map of 1799 shows the site occupied by a dwelling, then in the ownership of Widow Boyd. It contains a late 20th century traditionally styled shop front incorporating console brackets, pilasters and painted fascia sign on an external roller shutter. There is separate access to first floor living accommodation. No. 6 is of late 18th or early 19th century origins and is a former warehouse associated with No.8 High Street. Former uses for the warehouses included a starch works and corn stores. Later, the range of buildings including No.8 were to become the base for the family business W A McMullan and later again Stewart & James, builders’ merchant, hardware and soft furnishings shop. The premises have been vacant since circa 2000. No. 8 is of late 18th century origins, possibly built between 1780-1799. No.8 High St and the flanking buildings were described by CEB Brett (UAHS Survey of Strangford and Portaferry (1969)) as ‘an outstanding fine 10 bay-range of 18th century buildings.’ Originally a four-bay detached house, substantial warehouses were subsequently constructed during the early 19th century, adjoining either end of the property and to the rear. The warehouses to the east and the rear were demolished during the late 20th and early 21st century. The property is currently sub-divided, providing two retail units at ground floor and a self-contained flat at first floor.
(H1) 7 High Street
A building is shown on this site on Patrick O’Hare’s map of 1799 when it was in possession of James Mc Cleery a Merchant at that time – it is thought to be the existing house. Rev. John Orr, Minister of Portaferry Presbyterian Church and the man responsible for the building of the present church, lived there until the 1870s. The property has changed little since then.

(M9) 32 High St. Portaferry Cinema
Doors opened in 1923, and “movies” were shown most days other than Wednesdays, when the premises were left vacant for other activities such as dances, concerts, plays etc. The building is cited at no 32 high St where the gable end is facing High St with a spacious yard between it and the street. At this gable end there is an outside stairway leading up to the projection room which is outside the gable wall thus preventing the noise from the film as it ran through the ratchets from entering the house and annoying the patrons. The screen was a drop roller, set back in the stage, at the opposite end of the hall. The stage was spacious and had a large ‘green’ room to its rear, which was also handy for refreshments for actors at the interval. The cinema seated about 430 people and at the opposite end of the screen under the projecting beam was a gallery with comfortable tilt seats. In the early years of the cinema the pictures were silent and Miss Maria Hinds played the piano during the performances, making the music suit the activity on the screen. The main building was of Scottish brick, which were landed in a ship load at Portaferry Quay and taken by horse cart to the site. The carpenter work was undertaken by Tommy Gilmore. The cinema was the brainchild of John Knox Hinds whose family carried on the business after his death until outside pressure obliged them the close. These pressures were chiefly television, videotapes and finally licensing laws regarding Public House Hours of service, all proving too overpowering for the ageing family.

(H12) 9-11 Ferry St
Built mid 19th century, circa 1850. The Patrick O’Hare map of 1799 shows the site to be occupied by a single dwelling occupied by Thomas Maxwell. The valuation returns of c.1835 record that much of the west side of Ferry Street was made up of modest single storey dwellings. On the valuation map of c.1861 the plan of the site looks much as it remains today, suggesting that the present house is mid 19th century. It is thought that the right hand part of the ground floor was converted for use as a small public house in the early 1900s. Traders would bring their livestock in through the front entrance of this building out to the back to make exchanges and trade; it remains a Public House today known locally as Dumigans.
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(H13) 13A Ferry St
Built mid 19th century, the Patrick O’Hare map of 1799 shows the site to be at the end of a short terrace of 4 dwellings stretching up from the Strand, set forward of No.11 Ferry Street as today. This short terrace is thought to have been redeveloped circa 1840s as a single building by a Henry Coates. In ‘Slater’s Directory’ of 1846 Henry Coates is listed as proprietor of the ‘Harp Inn’ and in 1856 he is recorded as a ‘spirit grocer’. But in 1861 valuation returns merely refer to the building as a ‘house’. Mr Coates is believed to have sold the property to a Mr Dorrian in 1874 for £400. In 1897 the building was leased to John Trainor, who sold wines, spirits and beers from the premises, and who later bought it outright for £700, and in whose hands and those of his descendants it remained for most of the 20th century.

(M6) 20 Ferry St Portaferry The Stitching Industry
In the year 1895 the Rev W.J. Kelly sent six young Portaferry girls to Ballynahinch to be trained as machine stitchers. These girls returned after 3 months fully trained, accompanied by Miss Stanie McCauley who acted as their manageress. Rev Kelly was a strong opponent to emigration and immediately set to work acquiring premises in Ferry Street known as Neely’s Loft where in 1895 he established the first stitching room in Portaferry. There he gave employment to young girls leaving school where the only other option was emigration. The factory was at the point of being closed when a Mr Tom Somerset bought it outright in 1910. In the factory the machines were changed from treadle to electricity supplied by generator, and in 1915 Mr Somerset undertook the lighting of the streets in Portaferry by electricity. This was followed in 1916 by house lighting and private consumers supply. In May 1970 Mr Bob Jackson was appointed manager of the factory under the lead of the Debretta Co., which saw it grow in strength and output, manufacturing quality denim jeans for Marks and Spencer’s. In 1982 there was a change in management, which lead to its demise, and in the mid 1990s it was finally closed.

(H14) 22-24 Ferry St
Patrick O’Hare’s map of 1799 shows a building on the site forming part of a short terrace of four buildings that extended down Ferry Street to the corner of North New Row, now Shore Road. The valuation map of c.1835-38 and the valuation returns tell us that the house on the site at that stage was two storeys, of relatively recent construction, and occupied by a John Austin. This is likely to be the building which currently occupies the site. From its design, the large shop front is most likely a late 19th or early 20th century insertion. The building was still in use in 1994, but was vacant by mid 1997.
In the early 1850s the Browns settled in Portaferry which was still quite a busy seaport and market town. Peter and Sarah had thirteen children; their eldest son John began his business in Portaferry in 1856. He was a family grocer, hardware, seed and general merchant and on his death in 1866 the business was taken over by his brother William under whose name the business continued as a general store until the 1960’s. William Brown died in May 1911 aged 69 whereupon his business was passed to his nephews Ephraim and Thomas, who unfortunately died in boating accidents. Their Father also suffered a drowning accident in Strangford Lough so their sisters Eleanor and Mary Brown used the business in Ferry St as a drapery shop.

In 1799 the site comprised of two buildings which extended to the corner of Ferry Street and what is now Shore Road. Although much altered it is likely that the existing building dates from around the late 18th century. The property is now a single dwelling but excludes the corner building, now No.30 Ferry Street. The property is currently vacant.

This site in 1799 was a single dwelling, extending further up Ferry Street than the existing building, including part of what is now No. 28 Ferry Street. Although much altered it is likely that the existing building dates from around the late 18th century. The property appears to have last been used as a fisherman’s workshop or store at ground floor and is currently vacant.

Dated 1780, this modest stucco meeting house with paired pointed windows; mildly Gothic with a nice finial over the porch has been much altered from the original. Inside the brown varnished pine woodwork and the planked ceiling made by the late Hugh Beck and his son James give the building a uniquely devotional atmosphere. The inner doorway has seaside scallop shells below its c 1840’s console brackets. The church has simple narrow pews with umbrella stands and a splendid old Iron cylindrical heating stove, with ornamented top, still in use in one corner.
(H19) Gate Lodge Lough Shore
The present structure was built circa 1830. A former shore gate lodge to Portaferry House was built circa 1780 by Andrew Savage and extensively enlarged between 1790 and 1820. The present Gate Lodge appears to date from this later building period. The 1861 Ordnance Survey indicated a small yard with retaining wall at the rear. The building was extended to the rear in 1983 and is currently owned by the Council.

(H38) The ferry
It is not known how long there has been a ferry between Portaferry and Strangford, but it was already in existence in 1180. The ferry was presumably given to the Savage family, who about this time built Portaferry Castle. In 1835 the Portaferry and Strangford Steamboat Co. was formed to procure and run a Steam Ferryboat. There were various partners within the company and it became necessary to extend Portaferry quay to accommodate the steam ferry, with a request being made to extend the quay and the slip into deep water with Isle of Man Stone and pine timbre fenders at the corners, the quay to cost £90 and the slip £30. The Belfast Commercial Chronicle of May 30th 1836 reported the launch of the beautiful new steamer ‘Lady of the Lake’ from the shipyard of Alex McLaine. She was 62ft. long and 13ft. beam, and made the crossing every 15 minutes, beginning her maiden voyage on 18th June 1836, with an artillery salute from the Castle and Windmill hill.

A number of small boats continued to carry passengers while livestock were carried in the horse boat. In 1969 the motor ferry ‘Strangford Ferry’ was built by the Verholme Shipyard in Co. Cork. The new vessel commenced operation in 1969 and was widely used by vehicles and foot passengers. Apart from tourist traffic, which is heavy from Easter to autumn, it quickly became a busy route for cars and heavy traffic between Ards and the South West. In 1975 a second ferryboat was acquired from Dyfed County Council in South Wales. It was named MV Portaferry and enabled the ferry service to continue when the Strangford ferry had its annual refit or needed repairs.

The next addition was the construction of a partial dry dock or more correctly a grid with a parking area on the site of the old Newry quay in Strangford. This grid enables repairs and refits to be undertaken locally. Another smaller passenger-only ferry, the “Isle O’Valla” was bought at about this time to cover for when neither vessel was operating. The new £2.7 million MV Portaferry II was officially handed over to Roads Service on Tuesday 23 October 2001 by shipbuilders McTay Marine of Merseyside. After crew training she came into service at 15:00 on Tuesday 18 December 2001. The Portaferry II has replaced the MV Strangford as the main vessel. The MV Strangford has taken over the support role from MV Portaferry and the MV Portaferry sold in May 2002.
(M10) 16 The Strand Portaferry
O’Hares map of 1799, explicitly cites a brewery at what was then Strand Street. The schedule notes the premises as then belonging to John Maxwell with a valuation of £84. This ground, which was formally part of the Old Garden belonging to the castle, had been leased by Maxwell from Patrick Savage on 13 June 1780 for a period of 3 lives and 21 years at a yearly rent of three guineas. The lease implies that Maxwell intended to erect a malt kiln and distillery powered off a stream running through the adjoining New Garden. Given that O’Hare’s map clearly shows a brewery, and that the distillery was in Cuan Place it would seem that John Maxwell actually erected a brewery rather than a distillery on the leased plot. By the 1830s the brewery appears to have ceased operating. The site is then described in the valuation book as an old store and offices belonging to William Maxwell. It comprised of six assorted buildings ranging in size, by 1860 the site was used as a Coast Guard Station.

(T11) Portaferry Quay
A Stone Quay was built some time before 1755 as it appears on George Johnston’s chart of the Narrows published in that year. The depth of the water at the Quay was recorded by the OS memoirs for the parish of Ballyphillip as about 4.6m high tide allowing relatively large vessels to enter the port. The quay was adapted in the later 1960s for the ferry, which still runs regularly. John Lynn of Downpatrick submitted estimates of £90 and £30 respectively for work on the quay using Isle of Man Stone, “with prime timbre fenders at the corners of the quay”.

(H20) Portaferry Hotel
Standing by the shores of Strangford Lough, opposite the Ferry Terminal, the hotel started life as private dwellings in the eighteenth century and it still has the feel of a gentrified country house with Irish paintings on the walls, objets d’art and flower arrangements.

(M7) Saltpans Shore Rd Portaferry
Portaferry like most coastal towns in Ireland had its own salt works at the turn of the 18th century. In a community dependant on agriculture, fishing salt was an essential commodity, not only a necessary component of diet but also for the preservation of fish, meat, butter, and hides for domestic use and trade. The earliest documentary evidence of salt making in Ireland refers to Salts pans being used in Co. Down in the 12th Century. It is recorded before the end of the century that there were attempts to establish Saltworks in Portaferry. O’Hare’s map of 1799 shows that it occupied 31 South New Row, before it became a coal yard around the turn of the century. After 1800 annual reports of over 100 tons were recorded regularly at Strangford until 1823 when the customs records terminated. In 1825 the salt laws and all duties on salt were abolished and without this protection Irish salt makers were unable to compete with salt manufactured in England. By the 1830s most Ulster salt works had closed.
The Portaferry gas works situated at the saltpans existed before 1922. It was fronted by 3 dwelling houses occupied by William Smith, locally known as the gasman. The centre house was a dispensary with Dr. Smith in attendance. Patrick and Mary Ann Rogan lived in the third one. All the houses had half doors and thatched roofs.

The Portaferry Gas Light Co. was officially formed on the 2nd May 1853 and it took over the premises in New Row. The trustees of the Co. were James Brown Warnock, Gentleman of Market Square, and James Warnock solicitor of James St Downpatrick. The businesses of the Co. was “the manufacture and sale of gas for the production of light, at and in Portaferry in the County of Down and the vicinity thereof.”

A schooner brought the coal to the gas works every two months. The residual tar from the works flowed out of a hole at the back of the Saltponds and was used free of charge by the local people to paint their back doors, preserving their boats and they even painted it on their hearths. There is evidence of street lights in photos taken before 1900 outside the Portaferry hotel at the Quay, and The Oratory. There is still the remain of an old lamp frame on No.2 high St. The company continued in business for almost 50 years, The site is now been developed as domestic dwellings.

A second quay was built in the early part of the 19th century in the area of the saltpans and appears on the OS map of 1834. It was further developed between 1834 and 1858 and a coast guard station was also established at the northern end of the town at some time between these two dates. Vessels entering the Harbour had to pay a fee for loading and unloading except for those in ballast. Development of the Waterfont continued with further additions to the quay made by the Mc Causlands for their salvage business. They made it larger reclaiming the land and re-filling it with ash, stone and other gravel. McMullan's also dredged and deepened the dock to allow for more small coasters to discharge their coal cargoes by grab and crane. Both of the main quays were used until the late 1940s by vessels taking potatoes to British and Irish ports.

Patrick O'Hare's map of 1799 indicates a building on the site, in the same position as the existing building. The adjoining site at No.10 Shore Road was described as 'waste,' in other words undeveloped or ruinous. The 1859 Ordnance Survey map clearly shows the existing double fronted house with central entrance, to the right a gateway is shown leading through to a courtyard with a rear return to the main house and ancillary buildings to the side and rear. Steps lead up from the courtyard to a raised walled garden, almost square in proportion. Later The Hougoumont public house and Devon Narrows Holiday Apartments and later refurbished and extended to create The Narrows, providing hotel accommodation, bar and restaurant.
Portaferry

(H18) 38-40 Shore Rd  Portaferry Sailing Club
Patrick O’Hare’s map of 1799 indicates a single building on the site, then indicated as No.7 South New Road, with a large rear central return, much as exists today. The 1859 Ordnance Survey map clearly shows the footprint of two distinct buildings much as exists today, including the rear central return, ancillary building against the north boundary, retaining wall with central flight of steps up to raised walled gardens. The building is thought to date from circa 1840, but may be a remodelling of the late 18th century building indicated on the 1799 map.

An Observation tower on the roof suggests that the property was once the business premises of a sea merchant with adjoining house, all under the same ownership.

The premises now house the Portaferry Sailing Club which has been responsible over the years for running national and international sailing events and is recognised as an excellent centre for competitive racing in Strangford Lough. Events like the ‘Galway Hooker Regatta’ for traditional boats, run annually at the end of June, have brought worldwide fame and recognition to the Club.

(S7) Portaferry Parish Hall
The Parochial Hall was the centre of social life in the parish. The original St Patrick’s Hall was built in 1900 to serve the needs of the Catholic parish of Ballyphilip in Portaferry. With the abolition of the Penal Laws in 1829 and the removal of all religious hindrances, the Catholic Church was able to gradually rebuild itself. From 1850, under the leadership of Cardinal Paul Cullen, Archbishop of Dublin, the Church embarked on a major programme of building churches, convents, schools and hospitals to cater for the needs of the people. This was helped in 1871 by the Disestablishment of the Church of Ireland and the abolition of tithes due to it. Catholic confidence and prosperity gradually increased and by 1900 even the small Portaferry parish could embark on an ambitious building project such as this fine hall. Arising from the Gaelic Revival of the late 19th century, parochial halls were increasingly used as venues for the local feis - competitions in traditional music and dancing and recitations in Irish. There is a replica of the Parish Hall at the Ulster Folk and Transport Museum, Cultra.

(T13) Cook St Quay
Mid 19th century. The horse rock on the site of the slipway at cook St was used for loading and unloading a horse ferry. This is a livestock ferry, which was broad beamed with a single mast. Passengers were carried in privately owned ferry each of which was usually 6.7m long with a single lugsail and foresail. When the wind was too light passengers would be taken across in rowboats. The quay now contains a float and jetty, which regularly would be fished on. It is also used as access to the Lough by the Strangford Canoe Trail.
Strangford
**Strangford**

**H23) The Cuan, Strangford Square**
The Cuan Dates back to 1811 when Henry Sharvin took a lease from a Reverend Stuart Blacker for the property. Sharvin’s ran it as a Spirit Grocers and car garage. The McErleans purchased The Cuan in 1989, and opened for business as a licensed guest inn on 17th March 1991.

**M15) James Elliot The Square Strangford**
James Elliot a popular agricultural merchant conducted business in Portaferry and Strangford. He had his stables in the Rope Walk and a large shed for keeping his dray and carts in; he also had a walled in courtyard, where lorries were kept for the distribution of coal to and from the quay. In Strangford his coal yard was on Stella Maris Street with his office facing on to The Square the hub of trade. This was taken down to build new houses but signage remains to attribute the building to its former usage. Dockets of the seed potato trade from 1948 were found in the old office. James Elliott and Co. Ltd. Portaferry and Strangford were the only merchants left in the last years of the potato trade 1948 – 55. The writer of the dockets and the man in charge of the potatoes being lifted from the farms would have been Patrick Beattie.

**M16) Doherty Family The Square/Castle St**
The Dougherty family played a big part in the commercial life in Strangford in the 1800s. Dickie had a grocers and hardware shop in the Square and a furniture shop in Castle St next door to his sister’s paper and confectionary shop famous for its ice cream. Tommy, a younger member of the family, delivered the daily supply of milk to most houses in Strangford in his pony and cart. The milk was supplied by father John who kept his cows up Johns Lane, and also supplied Gertie with her ice cream. Doctors Hill was where their brother Paddy had his farm.

**T2) Strangford Castle**
Overlooking the harbour in Strangford, this appears to be a small tower house from the late 16th century, but a blocked door of 15th century type at first floor level, seems to indicate the remodeling of an earlier tower. The current entrance, in the north-east wall, is a reconstruction, positioned by the surviving corbelled machicolution above and a socket from a draw-bar to secure the original door. The original entrance may have been on the first floor. It is a small, rectangular, three-storey tower house with no vault or stone stairway. The first floor fireplace has an oven. The ground floor chamber is lit only by small gun-loops. The roof has very fine crenellations, again with pistol-loops. The original floors, like their modern replacements, were made of wood. The importance of the Castle’s position commanding the coves and The Narrows beyond was probably the reason for it being rebuilt and maintained in the time of Queen Elizabeth.
(H32) 6-8 Castle St
Early 19th century 2 story terrace, rough cast or rendered with almost all glazing bars complete. Next door is a small house with green garage doors. It was used as the ARP (Air Raid Precautions) station during the Second World War and still shows evidence of graffiti from that era inside.

(H31) 15 Castle St Strangford
This large Georgian house has a good render and the glazing bars complete. It is known locally until recent years as the home of the Kerr Family and was once lived in by Robert Kalloway 59, carpenter and joiner with Harriet 56 and daughter Ethel 15. The house was once owned by Lord de Ros.

(H30) 19-20 Castle St Strangford
In 1901 there were three houses and the entry way here. The first house was occupied previously by the late Nurse Nan McManus, but during the 1960s and 1970s she and her mother lived in the house next door and this first house was lived in by Ellen Kelly. ‘Ellens’ house was vacant in March 1901 but early valuation records show that prior to 1885 it had been a Wesleyan Methodist Meeting House.

(H24) 22 Castle St
Casseta House as it is formally called was previously two dwellings converted into one around 1906. In 1901 the occupant of the left in the row was Mary Brown, aged 23 and a draper. Next door was John Boyce 66 a farm servant. Brown’s house was owned by Richard Murray and Boyce’s by Lord De Ros. By 1907 when the two properties had been knocked into one the owner was Lady de Ros.

(H24) 41-47 Castle Street
There are a number of restored Listed 17th Century houses situated in the conservation village of Strangford in County Down; and are noted as buildings of particular architectural merit. The row consists of five separate dwellings but in 1901 they were just three in the same basic façade; two very large on either side and a smaller house in the middle.
**H26) 41 Strangford Cottage Castle St**
The last house in the row was very large; encompassing what is now Strangford Cottage and a further section of the row. It’s a very fine, long, 12 bay terrace of two storeys with the glazing bars complete and climbing roses. It is a listed building and part of the Strangford conservation site map. It was once occupied by retired surgeon Dr. William Thetford 78, a nurse Florence Cherry 28 and two domestic servants James Green 65 and Lizzie King 40. Next to it No. 43 is a current dwelling which would have been previously attached to No.41.

**H25) 49 Castle Street**
Dr Frederick Peard MacLaughlin, JP, surgeon and physician lived here aged 49 according to the 1901 Census held in the Public Record Office of Northern Ireland. Previously known as ‘Compass Hill House’ he lived with a cook Margaret McKerry 33 and Parlour maid Alice Douglas 23. Dr. Mac Laughlin’s car still survives and is preserved in the Ulster Museum. The garage in which he kept his pride and joy has undergone a more radical conversion and is now Compass Hill Cottage.

**H28) 1-3 Quay Lane Strangford**
Situated at the bottom of Quay lane is this listed dwelling formally two properties. To the right lived Henry Thomas Pitt 60, boatman and his daughter Emily Florence 22, Housekeeper. Next door Lived William McLean 59 a farm labourer and his wife Eliza 55. Next to them was a small store still evident today that was used by the agricultural merchants, James Elliot and Co.

**H29) Quay Lane Fisherman Cottages**
These dwellings according to the 1901 Census were owned by Lord De Ros and lived in by working class families including: George Swail 49 a fisherman, Catherine Farrow 57, housekeeper, her son Richard Farrow 29 a carpenter his wife Sarah a seamstress and their two children among others. The Quay is owned by the De Ros estate and is a rare example, in NI, of a private street.

**H22) The Watch House Strangford**
Originally designed to aid in the campaign against smuggling it was built in the 19th century. It was added to over the years and is now an impressive dwelling house cream painted with a hipped roof. From the landward it is concealed amidst trees; from the seaward and from Portaferry it is a prominent element in the landscape. Coastguard cottages were also built in the village of Strangford just at the corner of Castle Street and Quarry Hill, also at Kilard, with the watch house being the main lookout station with access to the roof.
(T10) Newry Quay
This is adjacent to the dry dock used for ferry maintenance. No other vessels are permitted to use this quay. However why should Strangford have a Newry Quay? It was mentioned once that the Newry Timber and Slate Company had a depot there where they stored imported timber. This was quite a trade in the 19th century. The Old Quay at the Quoile was also used by these ships. Donaghadee was also a depot used by these Scandinavian ships and the Newry Company.

There is another explanation. In 1837, a mere 170 years ago the local paper announced the launch of the SS Victoria. She was a sail assisted steamer, by the look of the advertisement in the issue of the 18th July 1838. It was proposed that she should connect the ports of Strangford, Portaferry, Killyleagh and Ardglass to the wider world, including Newry. She was hailed and lauded as a step to the future and local businessmen saw her as the key to open up all of Lecale to a boom economy. A new quay was put under construction at Killyleagh and an older one in Strangford was reconstructed. It became known and the ‘Newry Quay’ and generations of village residents knew it as such.

(T5) Sarah's Well
Is a stone well overgrown in ivy hidden along the coast of Strangford Lough. Next to it is the bathing pool. The tower is where locals would change for a swim and dry off again. The pool is made up of a square stone wall which fills up when the tide comes in making for a pool in the summer months.

(T6) Katherine Quay
Lord de Ros, a grandson of the Duke of Leinster, became 23rd Baron de Ros in 1839 and inherited the port and village of Strangford, which he decided to make his principal seat. In 1844 he built Old Court and surrounded it with pleasant walks and gardens. Lord de Ros also made many improvements, by extending Payne’s Chapel at Old Court and building Katherine’s Quay as his own private harbour. Today the estate stretches from Strangford Bay to Strangford village, skirting the shoreline. In the 1980s Georgiana, 27th Baroness de Ros, and her husband (Commander J D Maxwell) lived in the present Old Court House while their son (the Hon) Peter Maxwell had a bachelor pad down in the little boathouse at Katherine’s Quay.
Strangford

(T7) Old Quay
In 1629 Payne built the Old Quay ‘where there was none before, that the biggest shippe the King hathe may lay her side beside it’. The old customs warehouse standing close to the Old Quay and now converted to a dwelling is said to date from 1640. Such advantages contributed to Strangford’s enhancement, and before the end of the century it had replaced Ardglass as the main port of Lecale. It is one of the best examples of a medium-sized quay in Strangford Lough that remains from the time. It is an excellent stone pier constructed of flat stones set vertically; with an absolute minimum of mortar. Customs house which together with the quay opposite it were built in 1629 by Payne the agent of the then owner of Strangford to deal with the trade in Strangford Lough

(T8) New Quay
Used for berthing of the second ferry (Usually MV Strangford). Other pleasure crafts are permitted to moor alongside or adjacent to this quay with the permission of the Harbour Master. It’s a large structure that narrows towards its seaward end. It afforded more berthing space where vessels of shallow draught could lie at all states of the tide. A flight of stone steps built into the side known locally as the “hardhead” steps were apparently used for a time by ferry passengers.

(T9) Strangford Harbour
The Strangford Harbour allows the Ferry to collect and deliver passenger and vehicles across the Lough. It is overlooked by rows of 19th-century cottages and a fine Georgian terrace. It was reclaimed in the 1940s to create the lower green and another slip way was added to the shore below it. Only a few small fishing vessels and leisure craft continue to frequent the landing places of Strangford Harbour.

(H33) RUC Station Downpatrick Rd
Early Victorian two-storey house with quoins, glazing bars complete, dripstones, and bargeboards in what the Dutch call timmerman’s bloemkool (carpenters cauliflower). Previously Strangford RUC Station in 1957, it was built at a time when constables went on cycle patrols and got uniforms made by the local tailor. Visits to the station by District Inspector G P Kerr, Downpatrick or County Inspector E A Ferris did not pass unnoticed. Locals knew only too well both officers’ cars and would have quickly informed the patrolling duty of their presence should either of them come near the place.
(H34) 1-7 Downpatrick Rd Strangford
c. 1855, Victorian style terrace stone houses with red brick door and window dressings. They have a single ornamental course of yellow brick. No.7 has a nice shop window as well as being well painted with maintained cement bands. According to the 1901 Census these properties were owned by Lord De Ros and used by the Coast Guard.

(H35) 40-54 Downpatrick Rd Strangford
An important group of houses set behind and above a stone wall; Nos 40 and 42 are a fine pair of two storey houses from c.1800 rendered with quoins and sets of three-light windows and glazing bars; the doorway of no. 40 is plain and no. 42 has a fine three light door case with fan light. No. 54 is a two storey farmhouse with glazing bars, a later porch and nice bargeboards.

(H37) Castle Ward Strangford Downpatrick
Castleward is a house & estate of 820 acres, situated in a stunning location overlooking Strangford Lough; the lawns rise up to the unique 18th century house façade. This fascinating house features both Gothic and Classical styles of architectural treatment, internally and externally. The area around the estate was originally called Carrick na Sheannagh. It was owned by the Ward family in 1602 who bought it from the Earl of Kildare. The Wards came to Lecale in 1570 when Bernard Ward of Cheshire, on being appointed Surveyor- General of Ireland, settled near Strangford and purchased three townlands from the Kildare family. The family continued to live in it until this modern Castleward house was built c. 1760 by Bernard Ward, later Viscount Bangor. In 1836 it was still owned by Lord Bangor. There was one corn mill & one smithy here. Inside the beautiful 820 acre walled demesne you will find an exotic sunken garden and paths that wind their way through woodland and suddenly open onto the quiet shores of the Lough. It is one of the most complete demesne landscapes to survive in Ireland.

(S13) Strangford National School
A flight of steps lead up to quarry hill (Downpatrick Rd) to the school grounds where a plaque is set into the school wall proclaiming that is was a national school built in 1825. A path to the left led to the one and only entrance door while a path to the right lead to the attached headmasters house and forbidden territory for pupils. The school had grounds that were the property of the De Ros Estate. It was made up of two classroom separated by a partition made out of wood but with a panel of obscure glass along the top. The school facilities were minimal, a narrow bench provided seating to an old wooden desk. There was also a small cloakroom, cleaner room and outside toilet. A coal fire heated the classroom. It was lit by natural light and sometimes on dark days an oil lamp would be introduced. Occasionally bad light led to classes finishing early.
**Strangford**

**S3) Strangford Methodist Chapel**
There were several Methodist chapels in the parish over the years. One was erected by Mr George Moore in 1804 with an itinerant lay preacher Mr Averill attending. Another Meeting House was erected in Strangford in 1812 to handle the large congregation. There is no evidence of these buildings today. A chapel or Meeting House was erected in 1833 at an expense of £100 which was raised by contributions from the congregation. The money from the collection was barely enough by pay for lighting the church. There were enough seats for 138 people with an average attendance of 30.

**S4) Strangford Presbyterian Church (on the outskirts of Strangford village)**
This Trinitarian meeting house was built in 1845 after a suitable site was rented from Lord de Ros at a nominal 10 shillings a year. Dr Henry Cooke officiated. It’s first minister was Rev. Thomas Irvine but he resigned in 1864 and was replaced by Rev Aaron Wilkie. He resigned in 1868 and was replaced by Rev Robert Elliott Fleming. The average congregation in 1870 was only about 30 people. In 1878 the minister was Rev Patrick William White and by 1881 it was Rev Robert Taylor Bailey who enlarged the congregation to 60 and undertook extensive renovations costing £75. Rev Bailey resigned in 1887 and was replaced by Rev Robert Allen Beatty who stayed 34 years. On his retirement in 1923 the church shared a minister with Ardglass, Rev William Moore Cargin until 1932. With declining numbers in the congregation and internal structural damage, it was finally decided to close the Church. The concluding service was held on Sunday 7th December 2003 at 2.00 pm and remains closed today.

**H36) Gate Lodge Dufferin Avenue**
Just off the Downpatrick road Strangford there is a stone staircase leading to a Gate Lodge from the late 19th c with mullioned windows. The Avenue was planted and the road improved by Fredrick Temple Lord Dufferin and Clandeboye as a token of regard for his friend, the honourable Dudley Fitzgerald Ros, on the occasion of his marriage October 1953. The white painted lodge with its iron fleur-de-lys railings and vermiculated gate piers has considerable charm. Though plain its has quoins niches in the side walls and dripstones over the windows.

**S2) Old Court Chapel Strangford**
The ancient church was built by Valentine Payne, agent to George Fitzgerald, 16th Earl of Kildare, in 1629 to which a tower and chancel were added by the 23rd Lord de Ros and the chapel repaired in 1740. The church was the private chapel of the de Ros family but also a public one in that the local people have always been encouraged to attend it. At one time all denominations attended it and, for a time it was the only surviving church in the district, Ballyculter and Kilclief both being in ruins. It has never been closed for worship in the 350 years it has been open. Valentine Payne presented a bell to the chapel as a memorial to his wife Elizabeth, in 1629.
(M12) The Potato Trade Strangford
In the mid 1920s there was a considerable sea borne export of potatoes from Strangford by the four merchants engaged in the trade. The potatoes were mainly sent to the Bristol Channel Ports. The main exporter, Elliot’s, had his potato stores along the quay. They were gathered on the farms during October and November and it depended on the prices obtainable or the storage space available on the farms as to how soon the farmers started to dispose of their crops. The crops were transported by horse drawn carts and brought to the Merchants weighbridge. The wheels of the cart were manoeuvred onto the middle of the weighing plate so as to leave the horse standing on solid ground. The cart shafts were then lifted sufficiently to allow a three foot length of wood to be placed under them to take the weight from the horse’s shoulders. With the cart and load resting on the weighbridge the office clerk read of the combined weight. The potatoes were then stored and once ready for shipment they were shovelled into bags held open by workers.

The bags were tied by using curved needles six to seven inches in length and threaded with three feet of twine, sewn up at the mouths of the bags with a lug at each side for lifting purposes. The weight was double checked on a portable weighbridge and any bruised ones discarded. For storing, the bags were built up from the floor to a height of ten to twelve feet with the bags themselves being used as a stairway to the top. The potato sacks were also used by locals to create sails on rowboats.

(M13) Shoe Mending in Strangford
During the late thirties and early forties: a period of mass unemployment, low wages and no welfare support: families with young children had difficulties in making “ends meet”.

This situation opened up a small business in repairing footwear. Children’s and adult’s shoes were all leather and often not very good quality. Soles wore out very quickly and there was no option but repair. He operated from Drumroe, which is about three miles from Strangford, and children from the village walked to Drumroe with their worn shoes and left them with him and walked back to Strangford – many in their bare feet, returning a week or so later to collect them and of course pay. Payment was usually a shilling.

Some years later Johnny Boden, with more experience in the art from working in a shoemakers shop in Belfast, came to live in the village and started a full time business in Castle Street. He did not find leather supplies easy to get and he had to ride a racing type bicycle to Belfast, purchase his sheet of leather; tie it on his back and cycle back to Strangford. This was a day’s work lost and he had to work overtime to satisfy waiting customers: some not too well pleased at the delay. After a few years he had to call it a day and diversified into a tea room for the locals and the occasional visitor.
(M17) The Shipping Industry
In the past both towns had a thriving shipbuilding industry, coal and timber were imported to the port and a considerable trade was done in corn, potatoes, and agricultural produce. During the War of Australian succession (1740-48) trade was drastically reduced with French Privateering and the consequential rise in insurance. There were some shipments of barley and wheat from Portaferry and Strangford. Shipbuilding expanded in the 19th century, upwards of 30 vessels being built between 1801 and 1840. Most of these were schooners and brigs, the busiest period being between 1812 and 1822. There were three main builders, Conway’s, McCleerys, and Thomas Gelston. Portaferry built vessels include – The Ship ‘Bess’ of 500 tons burthen launched from the dockyard of Capt. Edward Conway on April 6th 1802, second in size only to the ‘Cardiff’ of Dublin. Built by the McCleery’s were the Schooner ‘Rose’ 1801, the Brig “Jane McCleery” 1813 and the Brig ‘Maria’ in 1826. There is no doubt that the man who did most for shipbuilding and shipping was Thomas Gelston esq. The shipping magnate of that day.

Two of the last vessels built in Portaferry were Schooners, the ‘John and Joseph Richardson’ in 1839 was still in service in Larne in the 1890’s and the ‘Jane Gunning’ in 1840 owned by James Flemming of Lurgan in the 1880’s. A maritime wreck dating from the Second World War can be seen from The Lough Shore Road at Portaferry in Ballyhenry Bay. The ship which is best viewed at low tide has an interesting story. It was a Liberty Ship known as S.S. Empire Tana, built in 1923 as “Carso” in Trieste, Italy. It was captured by the Allies in 1943 and renamed. The ship was used as part of the Gooseberry Breakwater on the British “Sword” Beach in Normandy on D-day 6th June 1944. After the war the ship was purchased by the John Lee Breakers Yard, but when being delivered to the breakers yard it struck a rock, sank and broke into 2 pieces where it lies today.

(H21) Strangford House

Strangford House Built around 1789 is a Grade A Listed residence and is one of the best known of the original properties, not only in the village itself, but in the south Down region as a whole. Retained are many of the original features including window shutters, beautiful ornate cornice ceilings, deep wooden skirtings and architraves, magnificent fireplaces, solid mahogany doors and escutcheons. According to the 1901 Census the Rev. Edward Rooke, 49th Chaplain to Lord de Ros at Old Court was residing in Strangford House with his two daughters and a servant. Lord De Ros when purchasing Strangford House immediately sold the walled garden to Francis Quail, from 1901 onwards the house was split into two for rating purposes one being described as house, offices and land, the other just as land i.e. the walled garden.
(M11) Old Customs House Quay Lane Strangford
In 1629 Customs House was built by Valentine Payne to handle trading in Strangford. Customs duties were payable by merchants who used the ports to import and export produce and were payable to the Earls of Kidare, land owner of that time. The 1659 census records that there are Scots and English Planters in Strangford. This led to an increase in exports to Scotland and the port exported one third of the total volume of Irish oats. Grain was exported to Liverpool, Belfast, Dublin and Glasgow; potatoes to Liverpool and Dublin. Strangford remained the chief port of Lecale in the first half of the 19th century, exporting grain, provisions and livestock, and importing coal, iron, slate and timber.

(S1) Strangford Catholic Church ‘Mary Star of the Sea’
This chapel was built in 1820 on a site given by Lord Henry Fitzgerald and built at his expense with an extra £10 a year for expenses. Before this Catholics in the area celebrated Mass in a store on Newry Quay in Strangford belonging to Samuel Norris Esq. Lord Henry gave an annual donation of £10 on consideration of being allowed two seats for the use of his visitors and servants. In 1824 he erected the ornamental crosses. In 1836 it was described as a plain building with a slate roof and 5 small windows, 5 seats and a mud floor. Rev. MacGowan bought land from de Ros Estate for £120 to build Stella Maris Hall which was opened 27 Dec 1926. This chapel was destroyed by fire in Sept 1930 by a careless altar boy and replaced by the present building in 1932.

(T1) Audleys Castle
The castle is probably from the 15th century, but its early history is unknown. The castle is named after its late 16th century owners, the Audleys, an Anglo-Norman family who held land in the area in the 13th century, although it is not known if they built the castle. It was sold, with the surrounding estate, to the Ward family in 1646. It is a three-storey Tower House set on a rocky height overlooking Strangford Lough.
Map: H
Historical Buildings

1. No 7 High Street
2. 36a The Square
3. 1 The Square
4. 2-3 The Square
5. 33-33a The Square
6. 15 The Square
7. Portaferry Square, The Market House
8. 8 Ferry St
9. 32 The Square
10. 15 High St
11. 22 Church St
12. 9-11 Ferry St
13. 13a Ferry St
14. 22-24 Ferry St
15. 28 Ferry St
16. 30 Ferry St
17. The Narrows Shore Rd
18. The Sailing Club 38-40 Shore Rd
19. Gate Lodge Lough Shore
20. Portaferry Hotel
21. Strangford House Castle St
22. The Watch House Stella Maris St
23. The Cuan Strangford Square
24. 41-47 Castle St
25. 49 Castle St
26. 41 Strangford Cottage
27. Casetta 22 Castle St
28. 1-3 Quay Lane
29. Quay Lane Fisherman Cottages
30. 19-20 Castle St
31. 15 Castle St
32. 6-8 Castle St
33. RUC Station Downpatrick Rd
34. 1-7 Downpatrick Rd
35. 40-54 Downpatrick Rd
36. Gate Lodge Dufferin Avenue
37. Castle Ward
38. The Ferry
Map: M
Merchants and Trades

1. 4-8 High St Portaferry McMullans Merchants
2. 16-17 The Square Portaferry Keowns and Wallace
3. Rope Walk Portaferry
4. The Brewery Yard Church St
5. 22-24 Ferry St Portaferry Browns Merchants
6. 20 Ferry St The Stitching Industry
7. The Saltpans Shore Rd Portaferry
8. Portaferry Gasworks Shore Rd
9. 32 High St Portaferry Cinema
10. 16 The Strand Portaferry
11. Old Customs House Quay Lane
12. Elliots Agriculture Merchants
13. Shoe Mending in Strangford
14. Elliots Stores Portaferry
15. Elliots Store Strangford
16. The Square/ Castle St The Dougherty’s
17. The Shipping Industry
| 1. | Strangford Catholic Church |
| 2. | Old Court Chapel |
| 3. | Strangford Methodist Chapel |
| 4. | Strangford Presbyterian Church |
| 5. | Portaferry Methodist Church |
| 6. | Portaferry Presbyterian Church |
| 7. | Portaferry Parish Hall |
| 8. | Ballyphilip Church of Ireland |
| 9. | St Patrick Catholic Church |
| 10. | St Cooey’s Oratory |
| 11. | Orange Hall |
| 12. | Portaferry National School |
| 13. | Strangford National School |
Map: T
Towers and Quays

1. Audleys Castle
2. Strangford Castle
3. Portaferry Castle
4. Windmill Hill
5. Sarah's Well
6. Katherine Quay
7. Old Quay
8. New Quay Harbour
9. Harbour
10. Newry Quay