



Henry Morris Memorial Trust
Isle of Man (Ellan Vannin) 2024
Final Report

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1. Introduction

Last year, I decided to step outside of my comfort zone. Since I can remember, I have always been a shy person, afraid of speaking in front of people and worrying about what others would think of me: I was scared of being judged.

The Henry Morris Memorial Trust was introduced to me last year by my school, when they held an assembly explaining to us what the Trust is and how the funding program works. After talking with my friends and parents, I decided to apply for funding to do a project however at the time, I did not know what I wanted this project to be.

For a while now, I have been interested in politics and journalism and find both these fields very interesting. Always having a passion for the social sciences and humanity subjects, I find it extremely fascinating how journalism depicts people and their relationships both with our natural world and other people. As someone who is into politics as well, I stay up to date with the latest news and always look forward to watching Parliamentary debates or other political events happening at the time.

This was when I decided that I wanted my project to be about political journalism. In my free time, I used to spend a lot of time on YouTube watching all types of videos when one day I

came across a YouTuber interviewing the Chief Minister of Gibraltar. This inspired me to try and achieve this myself, so I spent over a week emailing the Heads of State and Heads of Government of all the European nations, hoping for one of them to agree to my request: a short interview with them to include in a project about the politics, geography, history and culture of their respective country.

A month later, on the 6th January 2023, I received a response from the Prime Minister of Romania's Press Officer saying that Prime Minister Nicolae Ionel Ciucă accepted my interview request and was willing to help with my project.

Anxious, 3 months later I was on the Wizz Air flight to Bucharest where I sat down with the Prime Minister and interviewed him.

Some people may say this was just one small thing, but I see this as the thing that changed me. Following this interview, my confidence grew. Once I came back to school after the Easter holidays I signed up for the school Debate Club and continued to practice my public speaking. Within the year, I have taken part in many competitions involving debating and public speaking, including winning a debating competition held at the Cambridge Union, organised by Lucy Frazer, the former local MP. Alongside this, I also decided to do another project with the money I received from the Henry Morris Memorial Trust as a reward for my Romania project so I visited the Grand Duchy of Luxembourg and interviewed the Deputy Prime Minister François Bausch about the countries free public transport. As I have progressed through the year, I took all the opportunities given to me and as I am writing this

I was successful in my application for Head Student at school, which I hope will further allow me to develop on my skills.

So, following the success of last year's project, I decided to do it again. As the calendars changed from 2023 to 2024, I went back to my step 1 and started thinking what to do my project on. I wanted to do it bigger, and better.

Originally I intended to visit the Republic of Latvia to do a project on the impacts of communism, however 2 days before my Henry Morris Memorial Trust funding interview this all changed, as I was no longer able to go to Latvia.

48 hours before my Henry Morris interview, I had to act quick and decide on a project. Before visiting Romania, I had never been abroad to a country (apart from Poland to visit family) and the culture in Romania showed me something I never witnessed before: no two countries are the same.

Wanting to explore more cultures, I took my eyes away from mainland Europe and back to the British Isles, the place I have called home for my entire life. Being a bookworm as a child, I was always fascinated by the UK's geography and remembered one of the discussions I had at school with my friends at Debate Club about Crown Dependencies, the "independent" territories around the mainland UK. It was at this moment that I recalled a documentary I once watched about the Isle of Man, a small island in the Irish Sea that has somehow managed to maintain its own Celtic culture, language and identity after all this time.

This was going to be my project.

I made a presentation to show at my interview, working until

2am and was successful, receiving funding. I then booked tickets for the ferry and our hotel, when I realised that considering the islands size and natural beauty, the best way to see it would be on 2 wheels: cycling.

5 months later, myself and my father left Liverpool on the Manannan ferry and just 2 hours later I caught glimpse of the tiny rock that 85 thousand people call home.

Spending 5 days on the Isle of Man, I witnessed what I believe is a true hidden gem of our world and one of my favourite places that I have visited so far. I also saw how proud people are about who they are, which proved that you cannot take away someone's nationality.

The people on the Isle of Man are Manx, not British and you can never take away their national identity.

So, dear reader, I truly do hope you enjoy reading this report as much as I enjoyed writing and carrying it out.

-Kuba Chatkowski

2. Organising the Project

Following my successful interview with the Henry Morris Memorial Trust, I started planning the trip.

Many consider the Isle of Man to be a hidden gem just off the British mainland.

In the 1960's and 70's, the Isle of Man was a massively popular tourist destination for working-class families from Ireland and the north of England. In this period, the north-west of England was going through a difficult economic period, due to the rising unemployment and a decline in industries such as cotton in Manchester. Many families were earning the minimum wage, meaning most of their income had to be put towards their cost of living. With the cost of living high and wages low, many families were unable to afford travel to mainland Europe, so they had to look for cheap holiday destinations nearby. Due to the cheap accommodation and range of activities, the Isle of Man became a tourist hotspot with factories in northern England having to close for two weeks at times as the whole workforce would travel to the island for holiday.

In 1964, tourism was responsible for 75% of the Gross National Income with 21% of the population having employment within the tourism sector.

Around this time, around 700,00 tourists visited the island each year resulting in more and more money being put into new hotels and guest accommodation, as well as into tourist infrastructure. A good example of this was the town of Port

Soderick, a small town south of Douglas. To deal with the tourist influx, a hotel was built alongside other leisure activities such as an arcade and swimming pool.

Port Soderick was a tourist hotspot.

Now, it is a ghost town.

In the 1970's, cheap international flights from the mainland United Kingdom became a hit amongst working-class holidaymakers.

Families were now able to leave the country and go to places they've never been to before, for a much cheaper price than if they were to visit the Isle of Man.

As the years rolled on, less and less tourists visited the island. Nowadays, around 300,000 tourists visit the island each year.

However, the economy is no longer dependent on tourism like it was in the 1960's. As of 2024, the tourism industry accounts for around 0.4% of the Manx Gross National Income according to the Isle of Man National Income 2021/22.

Having experienced a tremendous decrease in tourist numbers, the Isle of Man is focusing on bringing in more tourists by focusing on cultural heritage, nature tourism and most importantly on motorsports for the world-famous Isle of Man TT.

I spoke with the owner of the hotel I stayed at, who mentioned that there are no major hotel chains on the island as there is simply not enough tourists. Most of the hotels, including the one I stayed at, are family-owned and have many empty rooms each night. He also said that the rooms only fill up during the Isle of Man TT, however there is no

point expanding the hotel as after the 2 weeks it would simply be pointless due to there not being enough tourists. Because of the lack of hotels, many motorsport fans opt in for camping during their trips to the island.

To plan my visit, I looked on the internet to find suggested itineraries however I struggled to find travel plans for the amount of days I was going to spend on the Island: 5. Many people visit for the weekend, or even just a day as people believe the island does not have much to offer.

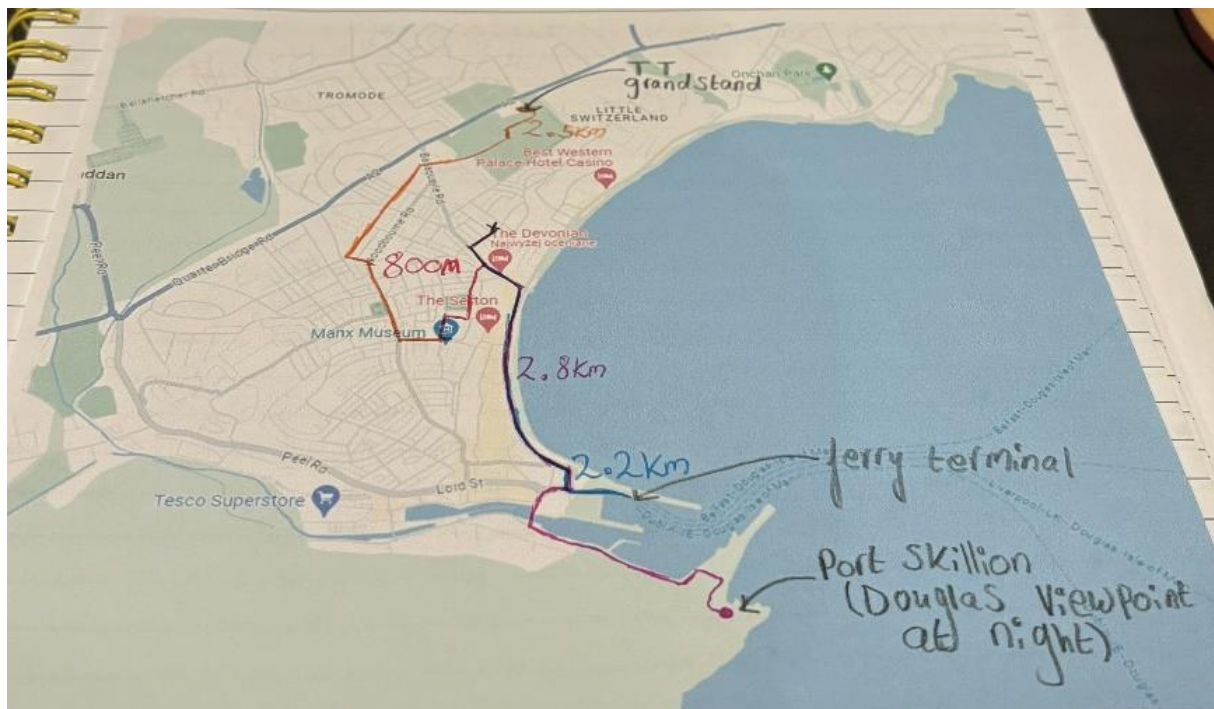
I decided to contact the Manx National Heritage, a charity on the Isle of Man, to help me with the planning of my project and to find places of cultural importance to visit on the Island. I was extremely lucky as I was given a permit from the MNH, allowing me to access their historical and cultural sites for free. This proved highly beneficial for my project, and I am truly grateful for this.

Alongside this, I also wrote to Tywnald (the Manx Parliament) and got support from Julia Cullen, the Engagement Services Executive who was very helpful in the politics part of my project.

Lastly, I wrote an email to Government House, the Lieutenant Governor's Official Residence and to the Chief Minister's Office, asking for a short interview to include in my project. Both the Chief Minister and the Lieutenant Governor agreed to the idea, so I was now starting to work on writing the questions that I would be asking the Lieutenant Governor in person and the Chief Minister during a virtual interview.

Whilst planning my trip, I also got put into contact with one of my father's friends, Geoff Wadsworth, who has links to the Isle of Man. With his help, I was able to add local places to my itinerary and complete my plan. I finished mapping out our cycling routes and timings, and was now ready for the journey to the Island.

Figure 1: Douglas Cycling Route Day 1



3. Politics of the Isle of Man

3a) Overview

The Isle of Man is a truly unique place, as it is a self-governing British Crown Dependency.

This means that the Isle of Man is not part of the United Kingdom, but a self-governing dependency of the Crown. As the Isle of Man is self-governing, it has its own parliament (Tynwald, as well as its own administrative, fiscal and legal systems. However, the United Kingdom is responsible for the international relations and defence of the island.

The Isle of Man is one of three British Crown Dependencies, the other two being the Bailiwick of Jersey and the Bailiwick of Guernsey. Crown Dependencies are not part of the United Kingdom, but a possession of the British Crown which is able to govern itself independently. The Crown Dependencies are able to pass their own laws through their respective legislative assemblies, and is not ordinarily affected by legislation passed in the UK Parliament in London. This is different to the British Overseas Territories such as Gibraltar who the UK have complete power in terms of legislation.

The 1973 Kilbrandon Report referred to the Crown Dependencies as “miniature states with wide powers of self-government”. When I visited Castle Rushen in Castletown, I asked one of the staff there, Mark Watterson, if he considers the Isle of Man to be its own independent country. He

responded saying that the best way to think about it is that the “Isle of Man is independent, but not sovereign”.

As the Isle of Man is controlled by the Crown, the Privy Council is responsible for ensuring their “good government”.

The Monarch of the United Kingdom is the Isle of Man’s Head of State. The Sovereign is branded with the title “Lord of Mann”, which is often used by Manx locals to refer to the His Majesty the King, Charles III. Following the death of Queen Elizabeth II in 2022, for the first time ever the Isle of Man’s Accession Proclamation for King Charles III included a local title:

“Charles III, by the grace of God of the United Kingdom of Great Britain and Northern Ireland and of his other realms and territories, King, **Lord of Mann**, head of the Commonwealth, Defender of the Faith, to whom we do acknowledge all faith and constant obedience [...] God save the King, **Lord of Mann**.”

On the Island, the King is represented by the Lieutenant Governor, who has the power to give Royal Assent and pass any legislation that has gone through the Manx Parliament, Tynwald. Nowadays, the role of the Lieutenant Governor is mainly ceremonial but he is still considered to be the de facto Head of State of the Isle of Man. The Lieutenant Governor of the Isle of Man is appointed by the Monarch on advice from the UK's Secretary of State for Justice, and the term lasts 5 years. As of 2024, the Lieutenant Governor is His Excellency,

Lieutenant General Sir John Lorimer KCB, DSO, MBE.

The Manx Head of Government is the Chief Minister, who is elected by the House of Keys (directly elected branch of Tynwald) after the General Election and the term lasts 5 years. As of 2024, the Chief Minister is Alfred Cannan who is not associated with any political party.

3b) Meeting the Lieutenant Governor

Before my trip to the Island, I contacted Government House (the Lieutenant Governor's Official Residence) requesting for an interview with His Excellency to include in my project. His Excellency agreed to my request, and so I was going to meet Sir John Lorimer at Government House, his official residence in Onchan on the 6th August 2024 at 10am.

Figure 2: Making my way to the meeting with Sir John at Government House



Government House is the Official Residence of the Lieutenant Governor since 1863, and was where I was going to interview His Excellency Sir John.

Figure 3: Government House, Onchan



Figure 4: Waiting for His Excellency's arrival



At around 10am, Sir John Lorimer entered the room and we had a discussion about my project, the Henry Morris Memorial Trust and about my past achievements of meeting the Romanian Prime Minister and Luxembourg's Deputy Prime Minister in 2023.

We then began the formal interview in which we discussed a variety of topics including the role of the Lieutenant Governor, the duties involved with the job, Crown Dependencies and Manx Culture. In my opinion, the meeting was very beneficial for my project as it provided an insight into the complex world of Crown Dependencies and what role/function the Lieutenant Governor plays in a modern world and society.

The interview lasted 41 minutes, and a few of the questions I asked Sir John included:

Me: "Obviously Lieutenant Governor isn't a job you see in UK politics, so could you explain what the job is and what roles you have?"

Lieutenant Governor: "The Isle of Man is a Crown Dependency, which means the King is the Lord of Mann. He is the Head of State on the Island, and I am his representative. In the UK, its rather like a Lord Lieutenant of a county but of course I have wider responsibilities and the Isle of Man isn't a county, we aren't part of the United Kingdom."

Me: "What's the difference between a Crown Dependency

and an Overseas Territory?”

Lieutenant Governor: “The best way to say it is that a Crown Dependency the relationship is with the Crown, whilst an Overseas Territory the relationship is with the Government.”

Me: “Are you elected by a vote or appointed?”

Lieutenant Governor: “Lieutenant Governor’s are appointed, however there is an appointment process. Applicants apply by writing a letter and sending a CV, which is collected by the Crown and External Relations Division of the Isle of Man Government. They then reduce the number, and an interview process begins. The interview panel consists of the First Deemster, President of Tynwald, Chief Minister and in my case the Judge of Appeals. They represent the people of the Isle of Man. Once a recommendation is meant, this is sent to London and the monarch. I was then appointed by the Queen. So, the Lieutenant Governor is selected by the people of the Isle of Man, but is confirmed by the Lord of Mann.”

Me: “Have you been to the Isle of Man before being appointed?”

Lieutenant Governor: “No, not at all.”

Figure 5: Sitting down with His Excellency



Me: “Speaking to local people, it’s clear that you are very popular on the island as you are very proactive in the community. Why did you decide to be such an active member of the local community?”

Lieutenant Governor: “The role of Lieutenant Governor has three aspects to it. Firstly, the Constitutional aspect which involves working with Tynwald, the Parliament, to grant Royal Assent to any laws made. Secondly, it’s the ceremonial side where I am representing the Lord of Mann. This is where I wear the uniform, for the National Day and Remembrance Sunday and other days. These are the smart ceremonies. Lastly, is the community role. I reckon this is about 80% of what we do. I felt, and my wife felt, the best way to engage with the community and to be part of the community is to go

out and meet them. Between the two of us, we are patrons of about 150 organisations. We need to support them, and that's more than just being the name on top of a piece of paper. Actively we want to support them, and that takes time and involves having to go out there and meeting people. Also, we thought that the island is a very diverse island. It has farming communities, business communities, communities from all different aspects. There are lots of different aspects and the best way to connect with the community is to go out and meet them, so we did that. And we enjoy it. Engagement is important, and more than 50% of engagement should be listening and it's all about meeting people. Everything we do, and everything we say, has to help remind people why the role of Lieutenant Governor is still relevant in the 21st century. Some people may say "Why do we need a Lieutenant Governor" or "Why do we need to be connected to the Lord of Mann" and have a wide variety of views. My view is that the Lieutenant Governor can play a valuable role in the community, and despite it being the 21st century, there is still relevance. The appointment still adds value."

Me: "You have mentioned how everything is constantly changing and evolving. Do you think the Isle of Man could ever become fully independent?"

Lieutenant Governor: "If the Crown Dependencies felt that was appropriate because the people of the Isle of Man or Guernsey or Jersey felt that was appropriate or were able to articulate it, that could be considered perfectly possible."

Me: “You have mentioned Tynwald Hill, as well as your National Day. Whilst visiting Manx National Heritage sites, it was mentioned to me that you went out of your way to learn some Manx. Why did you decide to do that as it isn’t something Lieutenant Governor’s normally do?”

Lieutenant Governor: “Tynwald Day is a very important day as it brings together a number of the strands of the Island’s DNA. The Island and the Manx nation has a number of strands that are all interlinked. If you go back in time thousands of years you have the pagan, Celtic, Viking; they’re all here and on the National Day these are all on display and are woven in to this day. People are proud of the Celtic connections with Scotland, Ireland, Wales, Brittany but they are also proud of the Viking connections and the whole ceremony on Tynwald Hill where all the laws made in the last year are read out in English and in Manx is important, as well as the right to petition all go back a thousand years. Quite rightly, when I said “Why isn’t the Lieutenant Governor speaking Manx?” and the people explained to me the history of the ceremony and why some was in Manx and some wasn’t. We are trying to increase the number of Manx speakers on the island, the Government has stated that it wants to double the number of Manx speakers by the end of the decade from 2500 to 5000 people which in linguistic terms is a big ask. I support that, and believe language is such an important aspect of any nation. We should be proud and encourage speaking Manx and use Manx words and Manx expressions. I felt that if the Lieutenant Governor spoke Manx during the National Day and the ceremony on the Hill this

would emphasise the importance of the language. There has never been a Manx-born Lieutenant Governor, which is why Manx wasn't spoken. But I think we should be recognising and celebrating the Manx language which is why the bits I have during the ceremony I do them firstly in English and then in Manx. I underestimated the impact this would have on people, and not just people who spoke Manx, but everyone who was happy I was celebrating the national language and promoting Manx."

Me: "In 2026 once your term as Lieutenant Governor is over, do you think you will stay on the Island or go back?"

Lieutenant Governor: "I've been asked that a few times. There is nothing written, but it would be inappropriate if I stayed as much as we love the Isle of Man. We don't have a home in the UK, and this is home for us. Our sons call this their home as well, despite them not spending much time here. We love it here- being part of the community, the environment, the habitat, the amazing things that happen here such as the TT. But, it would be unfair on my successor if I was still here. Once you finish the appointment, you should leave. We recognise that. It would be unfair on the new guy or girl if their predecessor was still on the Island as there can only be one Lieutenant Governor."

Figure 6: Being awarded the Lieutenant Governor's coin



After 41 minutes the interview was over. Following our discussion, Sir John gave me the Lieutenant Governor's coin for outstanding effort and wished me the very best of luck. I very much enjoyed the interview with His Excellency the Lieutenant Governor as it provided me with a helpful insight into the Isle of Man and what role the Lieutenant Governor

plays in the 21st Century, as well as its relevance. This information was very beneficial for writing this project. So, I would like to once again thank His Excellency Sir John Lorimer for agreeing to do this interview and help with the project. I would also like to thank Hilary Leece, Chief of Staff to HE The Lieutenant Governor, for helping arrange this interview.

Figure 7 and 8: Lieutenant Governor's Coin (front and back)



Figure 9: Standing with His Excellency the Lieutenant Governor outside of Government House



3c) Interviewing the Chief Minister

The Chief Minister is essentially the Isle of Man's Prime Minister. The Chief Minister is elected by Members of the House of Keys following the General Election, and has a term lasting 5 years. The Chief Minister is the head of the Executive branch of Government, which makes the Chief Minister the overall lead for Government matters in Tynwald. The Chief Minister selects Members of the House of Keys to be Ministers of the Government Departments, who then form the Council of Ministers who meet regularly to discuss legislation and policy decisions. They are the central executive body accountable to Tynwald. The Council of Ministers is made up of 9 members, those being:

1. The Chief Minister
2. Minister for Cabinet Office
3. Minister for Education, Sport and Culture
4. Minister for Enterprise
5. Minister for Environment, Food and Agriculture
6. Minister for Health and Social Care
7. Minister for Justice and Home Affairs
8. Minister for Infrastructure
9. Minister for the Treasury

As of 2024, the incumbent Chief Minister is Alfred Cannan who has been in the position since 12 October 2021. He is an Independent MHK for the constituency of Ayre and Michael.

Before my visit to the Island, I contacted the Chief Minister's

Private Office to see if it would be possible to arrange for an interview with him for my project. Unfortunately, he was not on the Island at the time of my visit so I was unable to meet with him in person. However, the Chief Minister's Private Secretary, Samuel Halliday, organised a virtual meeting between Alfred Cannan and myself so that I could still conduct interview and gain further information for this project. So, on Monday the 19th August 2024 I had a 30 minute virtual interview with Alfred Cannan, Chief Minister of the Isle of Man.

Figure 10: Talking with The Honourable Alfred Cannan MHK over Microsoft Teams



During the interview, I talked with the Chief Minister about various topics including his role and responsibilities, Crown Dependencies and Manx Culture. The interview was very useful and helpful for my project, with the information

provided by the Chief Minister being used throughout multiple sections of this final report. I would like to once again thank the Chief Minister Alfred Cannan for agreeing to do the interview and Samuel Halliday for arranging the virtual meeting.

3d) Tynwald

Unique in many ways, the High Court of Tynwald is the legislature of the Isle of Man and “has an unlimited, but not necessarily exclusive, legislative competence”.

The name Tynwald is of Norse origin (Thingvollr), an example of Viking influence on the Island, and means “assembly field”.

Tynwald is over 1000 years old, which makes it the oldest continuous parliament in the world. The Icelandic Althing is a few years older, however it has not been in continuous operation all throughout its existence and history.

Another thing that makes Tynwald unique is the fact that it is a tricameral parliament, meaning that it has 3 chambers: the House of Keys, Legislative Council and Tynwald Court.

The meeting place of Tynwald is the Legislative Building in Douglas, which is home to the House of Keys and Legislative Council. Once the third Tuesday of each month the two chambers sit together as Tynwald, as well as at St John’s on Tynwald Day, the Isle of Man’s National Day.

Figure 11: Main entrance of the Legislative Building in Douglas



The House of Keys is the lower chamber of Tynwald. Its members, known as Members of the House of Keys (MHKs), are directly elected by the people of the Island for a five-year term. The House of Keys is made up of 24 members, with each of the 12 constituencies being represented by 2 MHKs.

Most candidates stand as independents in the General Election, however some join political parties once they are elected into the House of Keys. The main political parties that exist on the Isle of Man are:

- Isle of Man Green Party (promotes Green politics)
- Liberal Vannin Party (promotes Liberalism, greater Manx independence and more accountability in Government)
- Manx Labour Party (similar views as the British Labour Party,

however not associated)

- Mec Vannin (promotes nationalism and establishment of a completely sovereign republic)

Figure 12: House of Keys sign inside the chamber



The most recent General Election was held on 23 September 2021 and resulted in 21 seats being won by independent candidates, 2 by members of Manx Labour and 1 by a member of the Liberal Vannin Party. The seating plan of the chamber is alphabetical order by constituency name, organised into 2 rows. As each constituency has 2 representatives, the candidate with the highest number of votes sits in the front row and the other candidate sits behind them. One of the seats remains empty, and that is the seat of the MHK who got elected to be the Speaker of the House of Keys (SHK). The Speaker is the Presiding Officer of the House

of Keys and presides over sessions within the chamber. Like all the other members, the Speaker is able to vote on motions. The Speaker is the only person who is able to abstain from voting, however if the vote is tied then the Speaker must vote and be the final deciding vote. The Speaker is elected to the position by the other Members of the House of Keys. Since the 27th September 2016, the Speaker has been Juan Watterson MHK.

Figure 13: Speaker's voting panel



As the lower house of Tynwald, the main job of the House is to consider Bills. However, this isn't the only thing discussed in the House of Keys. Statements can also be made by Members, as well as asking questions directed towards other Members. Similarly to the UK with Prime Minister's Questions, there is a time reserved for questioning the Chief Minister which is known as Chief Minister's Questions.

Figure 14: House of Keys Chamber



Figure 15: Me sitting in the Speaker's chair



The Legislative Council is the upper chamber of Tynwald, often compared to the House of Lords in the UK but not exactly the same. The house consists of 11 members, known as Members of the Legislative Council (MLCs). MLCs are elected by Members of the House of Keys for a term of five years, with the people of the Island being able to submit recommendations. The remaining 3 members are “ex-officio”, meaning that they are in the role because of their other responsibilities. These members include the President of Tynwald, Bishop of Sodor and Man and the Attorney General for the Isle of Man. The Bishop of Sodor and Man is the Church of England’s representative and is able to vote during Legislative Council sessions. The Attorney General is the Government’s senior legal adviser, however the Attorney General is not able to vote in sessions. Lastly, the President of Tynwald also serves as the President of the Legislative Council and has the casting vote, as well as the responsibility of presiding over the Council. Since the 20th July 2021, Laurence David Skelly MLC has served as President of Tynwald.

The role of the Legislative Council is to consider Bills, and statements can be made. However, unlike the House of Keys, questions are not usually asked although they are permitted.

Figure 16: Legislative Council Chamber



On the third Tuesday of each month outside of recess, the two branches sit together as Tynwald Court. Tynwald Court is made up of 35 Members (24 MHKs and 11 MLCs), with the chamber being presided over by the President of Tynwald. Various things happen in the joint session, such as the formal signing of Bills before they are submitted for Royal Assent. The chamber also approves Secondary Legislation, as well as allowing for motions to be tabled for debate and submitting questions for oral or written answers is also allowed. During each sitting, the Sword of State must always be present and is placed on a table in the chamber. The sword dates back to the 14th Century, and is one of the earliest objects to associate the Isle of Man with the three legs. There are three Swords of State in existence, the first being used by Tynwald, the second being kept in the Manx Museum and the location of the third sword is unknown.

Figure 17: The second Sword of State



The Tynwald Court chamber in the Douglas Legislative Building is blue, which was the favourite colour of The Queen Mother.

Figure 18: Tynwald Court chamber



Once a year on Tynwald Day, the Isle of Man's National Day, the High Court of Tynwald meets at Tynwald Hill at St John's- an ancient meeting place dating back at least to the late first millennium AD. Tynwald Hill is believed to be made of soil from all 17 of the Island's parishes, and so plays an important role in maintaining the unique Manx culture, heritage and national identity. The ceremony, which is usually held on the 5th of July, still involves ancient Manx customs and traditions such as the fencing of the court, proclamation of new laws and the opportunity to present personal grievances.

Figure 19: Tynwald Hill at St John's



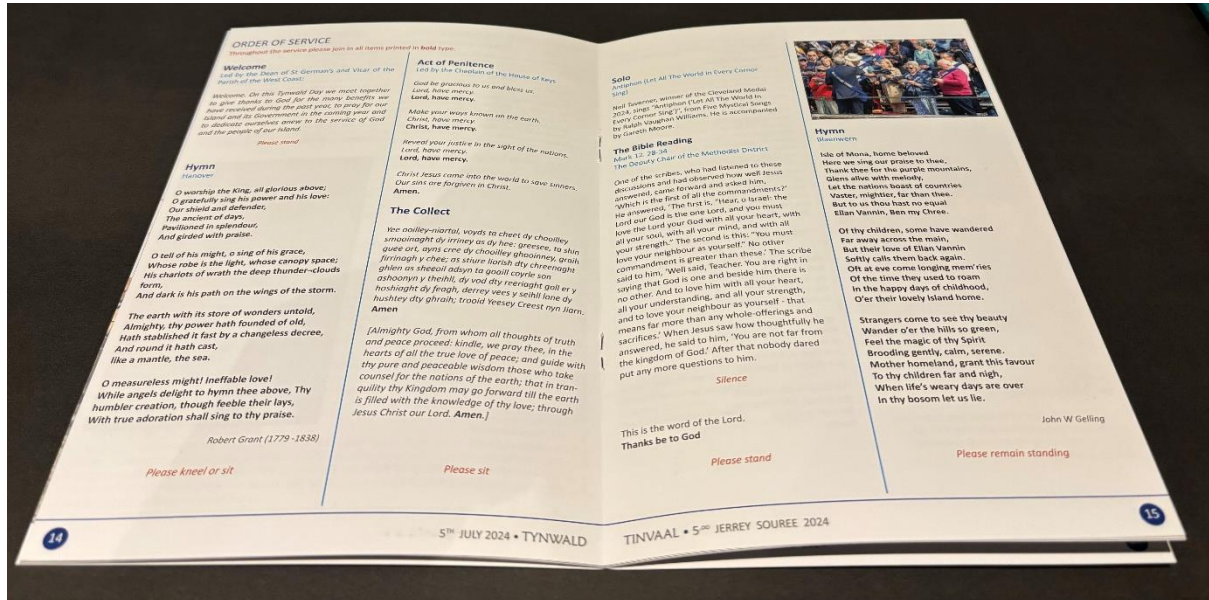
During Tynwald Day, the ceremony at St John's is presided over by a representative of the British Monarchy, normally the Lieutenant Governor, however in the past members of the Royal Family and Late Queen Elizabeth II have attended.

On the day, senior officials are gathered on or close to Tynwald Hill. The ceremony begins with a Church service at the Royal Chapel, with senior clergy from various Christian denominations being present. This represents the religious diversity and unity of the Island, as members of the Church of England, Roman Catholic Church, Methodist Church and other denominations are in attendance and leading the service.

Figure 20: The Parish Church of St John the Baptist, known as the Royal Chapel



Figure 21: Order of Service (taken from Tynwald Day 2024 program)



Following the service, there is a procession to Tynwald Hill that involves the Sword of State.

Once the procession reaches the hill, those taking part in the ceremony are seated in a tiered system on Tynwald Hill:

Top tier: Lieutenant Governor, Attorney General, Members of the Legislative Council, Sword Bearer (carries Sword of State in procession), Chief of Staff to Lieutenant Governor and the Surgeon to the Household.

Second tier: The Speaker of the House of Keys, Chief Minister, Members of the House of Keys, Secretary of the House of Keys, Chaplain to the House of Keys.

Third tier: The High Bailiff, the Representative of the Commission of the Peace, Chief Registrar, the Mayor of

Douglas, Chairmen of the Town and Village Commissioners, the Vicar-General, the Clergy, the Roman Catholic Dean, representatives of the Free Churches and the Salvation Army. Lowest tier: Judge of Appeal, The Deemster, Yn Lhaihder, the Captains of the Parishes, the Coroners and the Superintendent of Police. Two lecterns are also located on the lowest tier of the Hill, for the First and Second Deemsters to use during the promulgation of the laws.

His Excellency the Lieutenant Governor begins the ceremony by speaking both English and Manx Gaelic. The First Deemster (Chief Judge) directs the Coroner of Glenfaba Sheading and Yn Lhaihder to fence the court, an ancient tradition dating back to the times of the Vikings. Historically the area was physically closed off with all weapons being left outside, but nowadays it is more ceremonial and just a way to call the assembly to order. The Coroner of Glenfaba Sheading fences the court off in English, whilst Yn Lhaihder does so in Manx Gaelic. Yn Lhaihder (The Reader) is a very important role on Tynwald Day, as it is not only central in reaffirming the Manx identity of the formal proceedings but also in upholding the ancient traditions and continuity of Tynwald Day events.

Manx customs and traditions are also seen in the next part of the proceedings, which is the proclamation of the laws. Each new law made in the Isle of Man must be promulgated on Tynwald Hill within 18 months, or the law loses effect. This is done so that everyone can hear the new laws and be aware

of them, and for that reason the laws are proclaimed in English by the First Deemster and in Manx Gaelic by the Second Deemster.

Once the laws have been proclaimed, the His Excellency the Lieutenant Governor invites anyone with a Petition for Redress to present it. All members of the public have the right to petition Tynwald, and during this time anyone with a grievance can present a written petition and ask Tynwald for help. This is an ancient procedure dating back to the Vikings, but it is significant as these petitions can lead directly to the enactment of legislation. Once the Lieutenant Governor receives the written petitions, the Manx national anthem is played and the proceedings on Tynwald Hill are over.

There is then a procession from Tynwald Hill to the Royal Chapel where a formal sitting of the High Court of Tynwald happens. His Excellency the Lieutenant Governor is present at this sitting. In this sitting, the Captioning of the Acts occurs which is when the Acts proclaimed on the Hill are signed by the President of Tynwald and the Speaker of the House of Keys.

Once the Acts are signed, the High Court of Tynwald is adjourned and the formal proceedings of Tynwald Day are concluded. However, the celebrations still go on as a fair is annually held to show the Manx culture and national identity. Full of ancient customs and traditions, Tynwald Day is a very important day for the Isle of Man and its Manx residents as it

shows that the Manx culture is very much still alive and not dying. The proceedings of the day are still the same or very similar to how they were hundreds of years ago, showing the importance of maintaining tradition and a unique national identity and pride.

Figure 22: Tynwald Day 2024 Official Programme



4. Geography of the Isle of Man

The Isle of Man is located in the middle of the Irish Sea between Great Britain and Ireland. The Island is west of England, east of Northern Ireland, south of Scotland and northwest of Wales.

The Island is 52 kilometres long and up to 22 kilometres wide, with an area of approximately 572 square kilometres. The Isle of Man has 160km of coastline.

Figure 23: View of the Isle of Man from the ferry



Around the main island there are also some smaller islands and islets which include the Calf of Man, Chicken Rock, St Patrick's Isle and St Michael's Isle. The Calf of Man is a 2.5 square kilometre island off the southwest coast, which is considered by many to be the "most beautiful part of the country". The island is home to a wide array of wildlife such as Manx shearwaters and seals, making it a very important place for wildlife preservation which is why it is mostly untouched. On the west coast of the Island is St Patrick's Isle, which is the site on which Peel Castle was built and is now home to its ruins.

Figure 24: Peel Castle on top of St Patrick's Isle



The physical geography and terrain of the Isle of Man varies drastically throughout the Island. There are two main mountainous areas on the Isle of Man in the north and the south, which are separated by a central valley that runs between Douglas, the Isle of Man's capital city, and Peel, a town on the west coast. From Douglas, you can still see the hills in the distance, especially on arrival by ferry. The highest point of the Island, at 620 metres above sea level is Snaefell which is located in the northern part of the country. On the Island, there is a well-known saying that from the mountain's summit you can see the six kingdoms: the Isle of Man, England, Ireland, Scotland, Wales and Heaven. Some people add a seventh kingdom, the Kingdom of Manannán (the sea). The very north of the country is considered to be flat, consisting of glacial tills and marine sediments. Many shingle beaches can also be found on this bit of the Isle of Man. No part of the Isle of Man is below sea level.

Figure 25: View of the Isle of Man's coastline on the tram from Laxey to Douglas



5. Culture of the Isle of Man

Despite its very close proximity to the United Kingdom, the Isle of Man has successfully been able to maintain a distinct and unique Manx national identity. The Isle of Man is an independent country and its people are Manx, not British.

The Manx people are proud of who they are and have managed to keep this culture alive.

One of the best examples of how Manx culture has been kept alive is through the Manx language. Although the official language of the Island is English, there is still presence of Manx Gaelic with around 2.2% of the population speaking it.

The language is a Goidelic Celtic language, meaning it is similar and closely related to languages such as Scottish Gaelic and Irish. Despite once being spoken by the majority of the Island's residents, the Manx language is now considered "critically endangered". However, in recent years, there have been attempts to increase the number of Manx speakers which has proven to be successful. For example, the Isle of Man Government has introduced primary immersion education in Manx and students are able to study for the Teisht Chadjin Ghaelgagh (TCG) at Queen Elizabeth II High School in Peel, which is a qualification/course equivalent to a GCSE. There is also the opportunity for students to study for and complete an Advanced Certificate in Manx (Ard-Teisht Ghaelgagh) which is a qualification equivalent to A-Level.

Degrees in Manx Gaelic are also available.

In St John's, there is a primary school called Bunscoil

Ghaelgagh which teaches its students entirely in Manx. It is the only school in the world to teach solely in Manx and has enabled over 170 children to learn the ancient language fluently. During my visit to Castle Rushen, I spoke with one of the staff there, Janice Quilliam, who is a fluent Manx speaker. I talked with her about the language and she explained to me how it is a very important part of the island's identity and culture, therefore it is vital to prevent the language going extinct. She was taught Manx by her father, and explained that many of the people able to speak Manx are able to do so due to their families passing down the language to younger generations. She also mentioned to me how she hopes the language continues growing and more people are able to speak it fluently. Currently, most of the people on the Island can speak basic phrases of the language such as "Moghrey mie" which means "Good morning". Overall, the Government's and Culture Vannin's attempt to rescue the language has been successful and Manx residents very much support the cause. The Government aims to double the amount of fluent Manx speakers from 2500 to 5000 by the end of the decade, which in linguistic terms is very difficult and a challenge. However, the Manx people are proud of their language and believe that this goal is achievable.

Figure 26: “Welcome to the Isle of Man”



When people think of the Isle of Man, most people immediately think of the Manx Triskelion- more commonly known as The Three Legs of Man. The triskelion is an important symbol for the Manx people and is the Island's official symbol which can be found on the flag of the Isle of Man. The Three Legs of Man represent the running towards the sun, and since 1300 AD the legs have been associated with the Island's motto: "Quocunq̄ue Jeceris Stabit" which translates to "Wherever you throw it, it shall stand".

According to Manx legend, the Three Legs represent Manannán who transformed into the legs and rolled down a hill in order to defend the island from invaders. However, many believe that the exact reason behind the Triskelion doesn't matter- what matters is that it is the symbol of Mann. The symbol can be found all around the country, from the national flag to the Laxey Wheel. There is no official direction for the legs to be pointing, however the correct version is considered to be that of one foot touching the ground and pointing upward in a clockwise direction. This can be seen on the official coat of arms.

Figure 27: Coat of arms of the Isle of Man, located inside Tynwald



Figure 28: Flags of the Isle of Man flying in Peel



Being a Celtic nation, the Isle of Man has many myths and legends surrounding it. According to Irish folktale, Fionn mac Cumhaill (commonly known as Finn McCool) was chasing a Scottish giant and wanted to prevent him escaping by sea so scooped rock and clay from Northern Ireland and threw it. The chunk of earth landed in the Irish Sea, creating the Isle of Man. It is also said that the hole he created from taking the rock became Lough Neagh and a pebble that fell off midflight became the islet of Rockall.

According to the “Supposed True Chronicle of Man” from the 16th century, the first ruler of the Isle of Man was Manannán.

In Gaelic mythology Manannán is a sea god, warrior and king of the otherworld, as well as being one of the Tuatha Dé Danann who are considered to be a supernatural race. In Manx Gaelic, the Isle of Man is “Mannin”, so it is believed that the island was named after him. Manx mythology describes Manannán as “The Three-Legged Man” who “rolled on three legs like a wheel through the mist”. The Isle of Man’s location means that the Island is often misty and foggy, with the fog being a protective blanket provided by Manannán to keep the island and its inhabitants safe.

Another example of Manx legend is the Fairy Bridge, located on the primary A5 Port Erin to Douglas road. It is thought to be bad luck if you pass over the bridge without wishing the fairies good morning or good afternoon.

Figure 29: Ancient cross pillar with the Manx triskelion, now located in the Manx Museum



In 2018, a public poll was held to determine what the Isle of Man's national dish is, and the public decided on the queen scallop, more locally known as "Queenies". As well as this, Manx kippers are also popular and considered to be the official breakfast dish of the island. During my visit to the Isle of Man, I had the opportunity to try both of these dishes. Personally, I am not a fan of fish and seafood however I found both the Manx kippers and Queenies to be very tasty and delicious.

Figure 30: Queenies, the Isle of Man's national dish

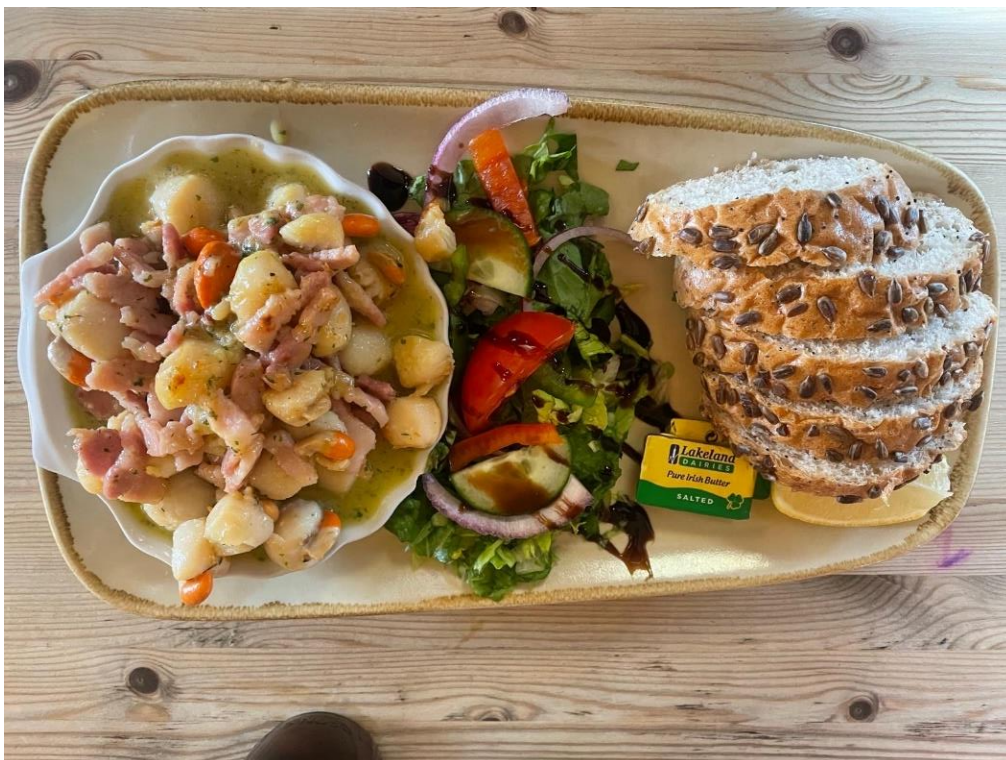


Figure 31: “A traditional Manx breakfast” – Manx Kippers



Whilst planning the trip, my father’s friend Geoff Wadsworth who I have mentioned earlier in this report recommended Davison’s Ice Cream Parlour in Peel, who make their ice cream on the Isle of Man. Me and my father decided to try some of their ice cream and it was delicious.

Figure 32: Eating Davison's ice cream in Peel



Probably what the Isle of Man is most famous for, the Isle of Man Tourist Trophy (TT) is an annual motorcycle racing event which is often called “the most dangerous racing event in the world”. The race takes place on a 37 and $\frac{3}{4}$ mile long track that covers most of the island, with the race track being the public roads of the island which are surrounded by trees and rock walls. Competitors can reach speeds of over 200 mph, which alongside the roads explains why the race is so dangerous and has experienced 156 fatalities since it started in 1907. The races take place over a period of two weeks, and provide the Isle of Man's economy with a huge boost. The Isle of Man TT has become an integral part of the Manx identity and for many involved in the motorcycling culture, the Isle of Man is the “road racing capital of the world”.

Figure 33: The Isle of Man TT courses through time



Figure 34: Isle of Man TT Mountain Course (Snaefell Mountain Course) which has been the race track for the Isle of Man TT since 1911.



Figure 35: Senior TT Trophy, presented by the Marquis de Mouzilly St Mars for the first race in 1907.



Figure 36: The TT Grandstand, home to the race's startline



Figure 37: Leathers worn during the 2011 TT



6. Manx National Heritage

“Manx National Heritage (MNH) is a registered charity who is responsible for protecting and promoting the Isle of Man’s natural and cultural heritage. We look after some of the Island’s most special places, spaces, archives and museum collections, making them available to people across the world. Manx National Heritage exists to take a lead in protecting, conserving, making available and celebrating the Island’s natural and cultural heritage for current and future generations, whilst contributing to the Island’s prosperity and quality of life. Our vision is:”

“Securing the future of our past”

This was the answer provided to me by Anthea Young, Education Services Officer at Manx National Heritage, when I asked her what MNH is. Whilst planning my visit to the Island, I contacted Manx National Heritage requesting information to include in my project and advice on what sites are worth visiting. Anthea Young was very helpful in the planning process, and provided me with lots of information both through emails and through a pre-visit call we had online. She also provided me with a permit, granting me free access to Manx National Heritage sites around the Island. She also provided me with answers to my questions, which have helped me write this section of the report. I want to once again thank Anthea for her assistance in my research. I would also like to thank Carolynn Greggor, Southern Sites Supervisor, for

her help in regards to visiting the southern parts of the Island.

The charity was founded in the 1880's to research and care for the Ancient Monuments of the Isle of Man. This now includes a museum, a library, an archive and an art gallery.

The charity aims to maintain high standards of care for everything they look after, which includes a variety of historical sites from buildings to landscapes. The Manx National Heritage also plays an important part in maintaining the Island's unique cultural identity, which it does by promoting the Manx language, folklore and tradition.

MNH receives financial support from the Government, who provide around 75% of the funding for the charities core activities and some of their capital projects.

The charity operates at an "arms length" from Government, in order to help fulfil their statutory functions and contribute to objectives for the culture, heritage and economy of the Island. The organisation also works closely with Culture Vannin and the Department of Sport and Culture (DESC), who share mutual interest in the Island's culture and heritage.

The organization depends on visitors not from the island to achieve the required amount of income, as the local population alone cannot generate this amount of money.

Overall, Manx National Heritage are doing a very good job in maintaining the Manx culture and heritage and ensuring that it does not die out.

I also asked Anthea the question “As an Education Services Officer, what does your job entail?” to which she responded with:

“My role as Education Services Officer is very varied! Predominantly the role involves designing, developing, and delivering educational programs that engage the public with the cultural heritage and history of the Isle of Man.

My responsibilities typically include:

1. Program Development: Creating educational resources and activities for schools, families, and the public to help them learn about the island’s unique history, archaeology, natural heritage, and culture.
2. Liaison with Schools: Working closely with local schools, teachers, and educational institutions to align MNH’s programs with the curriculum, ensuring that educational visits to heritage sites are enriching and relevant to students’ studies.
3. Public Engagement: Organising workshops, lectures, and special events for different age groups.
4. Resource Creation: Producing educational materials such as guides, online resources, and school loan boxes to support learning both on-site and remotely.
5. Collaboration: Working with other departments within MNH, such as curation and conservation, to ensure that educational programs are accurate and up to date with the latest research and discoveries.

6. To incorporate the Manx Language into workshops and resources when possible.

7. Corporate Governance: I am a member of the Health and Safety Committee and the Designated Safeguarding Officer for Manx National Heritage.”

6a) Manx Museum (Thie Tashtee Vannin)

Located in central Douglas, the Isle of Man’s capital, the Manx Museum is home to many important artefacts relating to the Isle of Man and its history. The museum, which has free entry, houses many items relating to the Isle of Man’s natural and physical history, explaining the “Story of Man” through time. There is also an exhibition on the Isle of Man TT and tourism on the island which I found very helpful and interesting. The Manx Museum is also home to the Manx Library and Archives, a free research facility open for all to use. At the museum, you will also find the National Art Gallery which contains more than 6500 works by established Manx artists or by artists inspired by the Isle of Man. I very much enjoyed visiting the Manx Museum and believe it is a great way to share the unique Manx culture and history.

Figure 38: Entrance to the Manx Museum



Figure 39: Isle of Man Horse Tram on display in the museum



Figure 40: “The Tynwald Legacy” display in the Manx Museum



Figure 41: Model of a viking longboat, relating the the Island's Viking past



Figure 42: Outside of the Manx Museum



6b) The Great Laxey Wheel (Queeyl Vooar Laksey)

Located in the east coast village of Laxey, the Great Laxey Wheel (locally known as Lady Isabella) is considered to be one of the “must-see” attractions when visiting the Isle of Man. Built in 1854, the wheel is the largest surviving original working water wheel in the world. The wheel is 22 metres in diameter and is able to revolve three times per minute. Designed by Robert Casemate, Lady Isabella was built at a time when waterpower was giving way to steampower. As industry developed and greater amounts of power were required, most industries shifted to harnessing steam. However, coal was scarce on the Isle of Man meaning this would be a very expensive and difficult task to fulfill. Luckily, as the Isle of Man is an island and has many rivers and strams, water was plentiful so it was still viable to use hydropower on such a large scale. So, the wheel was built. The reason for the construction of the Great Laxey Wheel was to pump water out of the Glen Mooar part of the Great Laxey Mines industrial complex which often flooded. The water-powered wheel receives water from the surrounding area, which is then collected into a cistern which is above the top of the wheel. The cistern is connected to the top of the wheel by a closed cast iron pipe. This pipe then carries the water underground from the stone tank to the base of the stone tower. The water pressure forces the water to rise to the top

of the tower and then the water spills into the buckets, which makes the wheel rotate. Lady Isabella's crank connects to a counterweight and long rod, which runs along the rod viaduct to the pumping shaft. The pumping shaft is located 200 metres away, which is also home to a T-rocker. The T-rocker transfers the horizontal motion of the waterwheel's axle into a vertical motion, which then makes the pumps in the mine work. This system has been successful in draining the mine network which used to regularly flood.

Figure 43: The Great Laxey Wheel (Lady Isabella)



Figure 44: Close-up of the waterwheel



Figure 45: The wheel from the top



In the 19th century, lead and zinc mining became the largest industry in the village of Laxey. During my visit to the Laxey Wheel, I was able to enter one of the mine's tunnels and got to speak with an employee of Manx National Heritage, Mike Reynolds, who explained to me the history of the mine. The

mine itself dates back to 1789. Although the areas surrounding Laxey were mainly mined for lead ore, other ores were found in significant amounts such as zinc and silver. The mine had three primary shafts and went down to a depth of 2000 feet. The length of all the tunnels combined was 19.7 miles. The mine employed around 600 people at once during its peak, however the conditions were poor. The workers, including children, were subject to harsh treatment and often suffered from illness or had their lives cut short. Many of the workers had to wake up as early as 05:00 in the morning and had to walk long distances to the mines. The mines themselves were not the most stable, and in total 36 deaths have taken place in the mine- 6 of them were children. One story that Mike told me about was how 3 miners from Laxey went to South Africa to try and get involved in the gold mining. A few years later they came back to the Isle of Man, however during their time in the South African mines they developed silicosis and died soon after their return. I found all this information very fascinating and want to once again thank Mike Reynolds for his help with my project.

Figure 46: Laxey Mine



Figure 47: The Great Laxey Wheel from a distance



Figure 48: The Triskellion on the front of the wheel. When the symbol was being cast, the people doing it forgot to reverse the image so the Three Legs of Man on the wheel are backwards.



Figure 49: View from the top of Lady Isabella



6c) Peel Castle (Cashtal Phurt Ny H-Ins)

Standing on St Patrick's Isle, Peel Castle was originally constructed by the Norwegians who were under rule of King Magnus Barefoot, with construction beginning in the 11th century. The castle is located in the town of Peel and can be accessed by crossing over the causeway. The Norwegians built basic wooden fortifications on St Patrick's Isle, but further buildings and battlements were constantly being

added- construction of the castle was officially concluded in 1860 despite the Norwegians being long gone by then!

Figure 50: View of Peel Hill from the castle



Within the walls of Peel Castle are the ruins of the former Cathedral of St German. Following the end of Norwegian rule, the castle was still used by the Church and the Diocese of Sodor and Man, however this was abandoned in the 18th century. Now, the Church of England Diocese of Sodor and Man is based at the “new” Cathedral Church of Saint German, also in Peel.

Figure 51: Ruins of the Cathedral of St German



6d) House of Manannan (Thie Vanannan)

Figure 52: House of Manannan



Also located in the town of Peel, House of Manannan is a museum operated by Manx National Heritage that focuses on the Isle of Man's Celtic, Viking and Maritime history. The museum is named after the Celtic sea god, Manannán. The museum is very informative and provided me with a greatly detailed insight into the Celtic and Viking past of the Island, and what influence those two groups have had on the modern Isle of Man.

Figure 53: Life-size reconstruction of a Celtic roundhouse



As part of the 1979 High Court of Tynwald's Millennium Celebrations (Manx Millennium Celebrations) a 2/3 scale ship of the Gokstad ship was built. The replica ship, Odin's Raven, was sailed from Trondheim to Peel by a crew of 16, leaving Trondheim in Norway on the 27th of May 1979. The ship arrived in Peel on the 5th of July 1979. Odin's Raven was 15 metres in length, a 4.3 metre beam and 0.91 metre draft to

keel. Now, the ship is on permanent display in the museum for all to see.

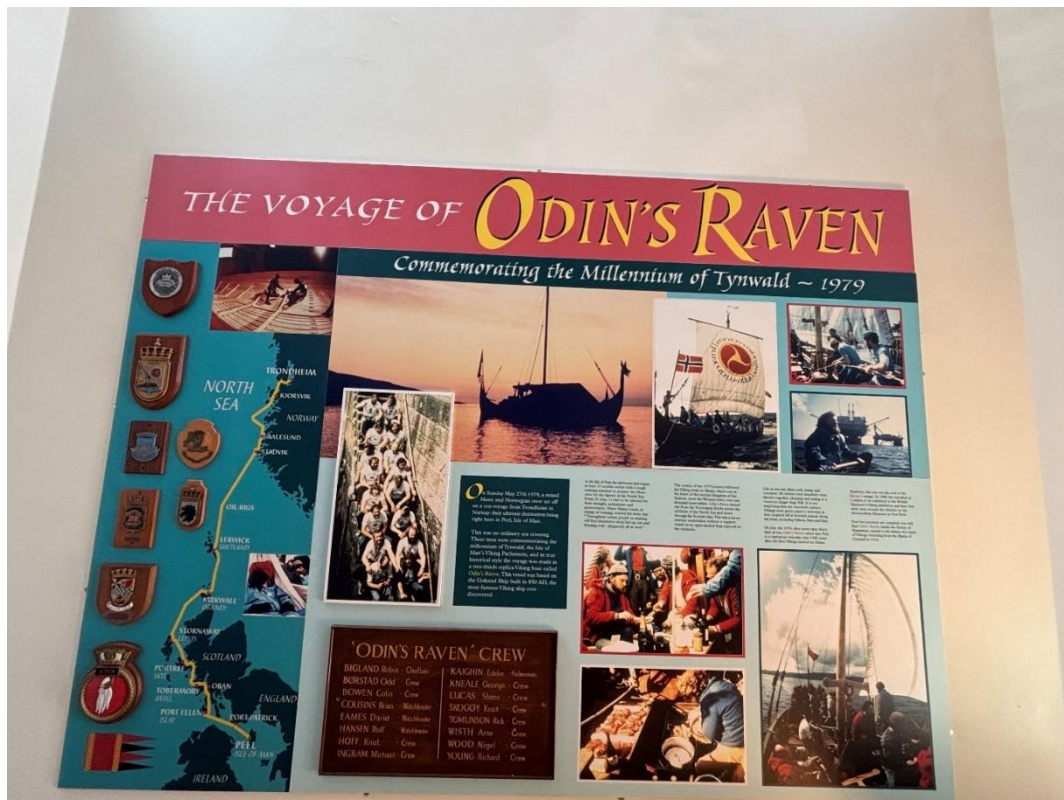
Figure 54: Odin's Raven



Figure 55: Odin's Raven from the front



Figure 56: “The Voyage of Odin’s Raven” information board



6e) Rushen Abbey (Mannishter Rushen)

A place of religious power and piety, Rushen Abbey is located in the village of Ballasalla. Founded in 1134, the abbey was built on land granted by Olaf Godredsson, King of Mann and the Isles. The Abbey was built and gifted to Furness Abbey in Cumbria, who sent over monks belonging to the Savignac Order. In 1147, the abbey came under control of the Cistercian Order. The Cistercians are known as the White Monks, as they wear unbleached, undyed wool habits. A religious order that branched off from the Order of St Benedict and follow the Rule of St Benedict, as well as the Latin Rule which is attributed to Bernard of Clairvaux.

Figure 57: A Cistercian Monk



In 1257, the Abbey Church of St Mary the Virgin was completed and dedicated to St Mary by Richard, Bishop of Sodor and Man. The church was the most important part of the abbey, and was where the eight daily services that the monks were required to attend were held.

Figure 58: The Abbey Church's tower



The Chronicles of the Kings of Man and the Isles (Chronicles of Mann) is a medieval manuscript, written in Latin, telling the early history of the country. The document was composed at Rushen Abbey around 1262 and takes a look at all the significant events of Manx history between 1016 and 1316. The manuscript plays an important part in preserving Manx history and is one of the only sources that go into such a large

amount of detail. The Chronicles of Mann are currently located in the British Library, London.

In 1537, King Henry VIII announced that all Catholic monasteries, priories, convents and friaries in England and Wales were to be disbanded, marking the start of the Dissolution of the Monasteries. On the 24th June 1540, the abbot and 6 monks of Rushen Abbey were expelled, allowing for the systematic demolition of the Abbey.

Since its demolition, the Abbey site has been used for many various things. In 1853, Rushen Abbey was bought by the Manx Government in hopes of turning it into a lunatic asylum, however this never happened. In the first half of the 1900's, Rushen Abbey was one of the Isle of Man's most popular tourist destinations. Renowed for its strawberries and creams, tourists and locals from all around the Island and further abroad flocked to the gardens and abbey ruins. A dance floor was built, with a live orchestra to play music as the night went on. During the 1980's, the Academy Nightclub and Merry Monk restaurent called Rushen Abbey home. However, the site soon fell into disrepair and a plan for a 72-bedroom complex was announced. The Manx Government stepped in to preserve Manx history and they Abbey has been owned by Manx National Heritage since 1998.

I very much enjoyed my visit to the Abbey and would like to especially thank Gill Corlett and Brenda Lewthwaite from Manx National Heritage for their help during my visit.

Figure 59: Rushen Abbey gardens



Figure 60: Ruins from Rushen Abbey



6f) Castle Rushen (Cashtal Rushen)

Located in the Isle of Man's ancient capital, Castletown, Castle Rushen is considered to be one of the most finely preserved medieval castles in all of Europe. The castle has played an important part in Manx history and politics, and is

central to the "Story of Mann". It is believed that the construction of the castle started under King Reginald, who began ruling the Kingdom of Man and the Isles in 1188. The first mention of the castle can be found in the *Chornicles of the Kings of Man and the Isles*: "*In the year of our Lord 1265 on the 24th of November Magnus son of Olaf, King of Man and the Isles, died at Castle Rushen and was buried in St Mary's Abbey, Rushen.*" Magnus was the last member of the Godred Crovan dynasty, which meant that his death marked

the end of Norse rule. Between the 13th and 16th centuries, the successive rulers of the island constantly developed the castle. At the start, the castle was simple with a central square stone tower. This original keep had walls that were around three metres thick, made from limestone found at Scarlett. Most of the materials used to build the castle were sourced locally, apart from the oak. Large amounts of oak were needed, so it is thought they were most likely imported.

In 1098 King Magnus 'Barelegs' ordered the people of Galloway to cut timber to be shipped to the Island for the building of fortresses. This suggests that quality timber was in short supply at the time, which most likely would have also been the case during the construction of the castle.

Following the Viking occupation of the Isle of Man, the kings spent time both at Castle Rushen and Peel Castle, until 1242 when the Royal Residence was officially Castle Rushen.

Figure 61: Castle Rushen



After Magnus' death, the Isle of Man ownership was transferred repeatedly between England and Scotland. After many sieges and resistances, ownership of the Island finally returned to the English who claimed that as the Island belonged to many English kings beforehand, they had the rightful claim to the Isle of Man.

In 1405, King Henry IV of England appointed Sir John Stanley as King of Mann. This started the Stanley dynasty and the Stanley family had control over the Island until 1738. In 1521, the title "King of Mann" was replaced with "Lord of Mann", the title which is still held by the Monarch of the United Kingdom to this day.

In the 1500's, the castle became the centre for civil government within the Isle of Man. As the Lords of Mann were not always present, they appointed governors who ruled on their behalf.

Tynwald, who at the time was made up of the Members of the House of Keys and the Lord's Council met at the castle regularly to discuss "great matters and high points". At the time, members of Tynwald were not directly elected, so local people argued that they were not properly voicing the concerns of the local people and the Manx people did not have a say in how their country was being ruled.

In the next two centuries the castle played a role in the Island's turbulent history, including in the English Civil War.

James Stanley, 7th Earl of Derby, the Lord of Mann from 1627 to 1651, sided with the Royalists in the war and went off to fight on the mainland. He was captured at the battle of Worcester on the 3rd September 1651 and executed at Bolton on the 15th October 1651. Following his death, Charlotte Stanley, Countess of Derby (who was of French origin) was in control of the Isle of Man. She attempted to hold Castle Rushem, however this was unsuccessful as a rebellion was led by Manx nationalist Illiam Dhône caused her to surrender.

As time went forwards, the use of the castle changed again. In the 1700's, the castle was used as a prison. The building itself was continuously deteriorating, however a place was needed to house those convicted of crimes- including 26 French officers during the Seven Years' War.

From 1814 to 1816, maintenance was conducted on the keep which was formally converted into a proper prison. The flooring was completely relaid, buildings in the outer ward were cleared and stables were built in their places.

Conditions were not pleasant, and the prisoners had to supply their own food and those deemed fit and healthy were forced to work.

One well-known prisoner who was kept in Castle Rushen was Bishop Thomas Wilson, Bishop of Sodor and Man. Bishop Wilson was very popular amongst the local people, and was partly responsible for an increase in church building across the Island. The Bishop was also against distancing Manx people away from their unique culture, so he produced the

first prayer book in the Manx language. However, in 1722, the Bishop was imprisoned following a clash with the Lord of Mann relating to an archdeacon who allowed the Governor's wife (Jane Horne) to take communion after having made 'slanderous comments'. The Church suspended this archdeacon, and after the Bishop refused to overturn this suspension on request of the Lord of Mann he was fined. Bishop Wilson refused to pay the fine and was sentenced to a nine week sentence. The local Manx people were outraged, and stood firmly on Wilson's side. Each day, a large crowd gathered outside the window to his cell and asked for his blessing. Wilson was released following appeals to the Privy Council and at his release, he was met by a great crowd and procession to Bishops court in Kirk Michael, his residence.

Figure 62: Bishop Wilson's cell



The conditions of the prison worsened even more, leading to its closure.

The castle then was used as a court, and this continued during World War One.

In 1928, Lieutenant Governor Sir Claude Hill suggested that the UK Commissioner for Crown Lands should give Castle Rushen, Peel Castle and Tynwald Hill to the Manx Government. On the 8th July 1929, the handover took place with ceremonies being held at Castle Rushen and Peel Castle, with the keys to the buildings being handed over.

Figure 63: The Castle Clock- it is believed that the one-handed clock was a gift from Queen Elizabeth I during the late 1590's



Nowadays, Castle Rushen is owned by the Manx National Heritage. The former courtroom in the castle is now used as a function room, which can be rented out for events such as weddings. This is also the room where the Lieutenant Governor of the Isle of Man gets sworn in.

Previously in this report I have mentioned Mark Watterson, who I met during my visit to the castle. I had quite a lengthy conversation with Mark, in which he provided me lots of information regarding not only the castle but also the Isle of Man in general. The function room is not normally open to the public, however after explaining my project to him he took me up to the room so that I could see it with my own eyes. The room was very plain and empty as there was no event going on, but it was still worth seeing in my opinion. I also got the opportunity to see one of the side rooms where the Lieutenant Governor gets ready before the ceremony and where he signs the official documents following the ceremony. I'm very grateful that I was able to see these rooms and once again want to thank Mark for his help. When up there, Mark also introduced me to Carolyn Greggor, the Southern Sites Supervisor who helped organise my trip across the various Manx National Heritage sites in the south of the Island.

At the castle I also spoke with Janice Quilliam, who I have also mentioned previously in this report in regards to the Manx language. I very much enjoyed my conversation with her.

I greatly enjoyed visiting Castle Rushen and learning about how it was the centre of Mann for many years. I am also extremely thankful to Mark Watterson, Carolynn Greggor, Janice Quilliam, Lee Kennaugh and Lester Townsend for all being very helpful during my visit.

Figure 64: Mark Watterson, myself, my father



6g) Old Grammar School (Yn Chenn Scoill Ghrammeyoys)

I had the opportunity to visit the Old Grammar School as part of the Castletown Heritage Site Tours that I got kindly booked on to for free. The building is the oldest roofed building on the Isle of Man, which dates back to the 1200's. The building was originally St Mary's Chapel, and provided a larger place of worship for the growing population of Castletown.

Figure 65: The Old Grammar School



In 1710, Bishop Wilson converted the building into a grammar school at a time when education had to be paid for, meaning the school was only mainly attended by male children belonging to wealthy families.

From 1880-1919, William Wicksey served as the school's headmaster. Whilst being the school's longest serving headmaster, he encouraged the boys to succeed and do well, which he did by adjusting the school times to make it easier for more people to attend. He also put many of the students forward for King William's College scholarships, some of them to the value of £405 a year which at the time was a very large amount of money.

Figure 66: Classroom within the Grammar School



The school officially closed in 1930 for the final time. In 1950, the area around it was demolished to make space for a car park however the building was not destroyed, as a way to preserve a piece of local history.

Figure 67: The buildings old roof



I very much enjoyed visiting the Old Grammar School and would like to thank Lindsay Quayle for her explanations during the tour.

6h) Old House of Keys (Shenn Thie yn Chiare as Feed)

The Old House of Keys located in Castletown was the first permanent home of Tynwald's lower house. Prior to 1821, the chamber met in various locations such as Castle Rushen or the Bishop of Sodor and Man's library in Castletown. The building was used as the meeting place of the chamber from 1821 to 1874, which is when Parliament moved to Douglas. Following the movement of Parliament, the building was sold to various banks. In 2000, the building was acquired by Manx National Heritage who restored it to how it would have looked like in 1866.

I very much enjoyed visiting this location during the Castletown Heritage Sites Tour and would like to thank Stuart Quayle for all the information he provided me with and his interesting facts.

During the Castletown Heritage Sites Tour I also visited the Nautical Museum, and I would like to thank Billy Stowell for leading this part of the tour and for all the interesting maritime facts he provided me with.

Figure 68: The Old House of Keys from the outside



Figure 69: Inside the Old House of Keys



7. Cycling on the Isle of Man

I have always had an interest in cycling. When I was younger, I used to go on hour long bike rides each weekend through different terrains, both local and further out. As I grew older, I became more focused on other things such as technology which resulted in me spending less time on two wheels exploring the world. I was determined to go back to cycling regularly, and believed that having this as a major part of my Henry Morris Memorial Trust Project would give me further motivation.

From the research I conducted online, the terrain of the Isle of Man is quite mountainous and hilly so in some areas it would be quite a challenge. I decided to get prepared for what could be a physical challenge by cycling each day for 30 days before my visit, in various locations so that I could prepare myself for any sort of road ahead of me.

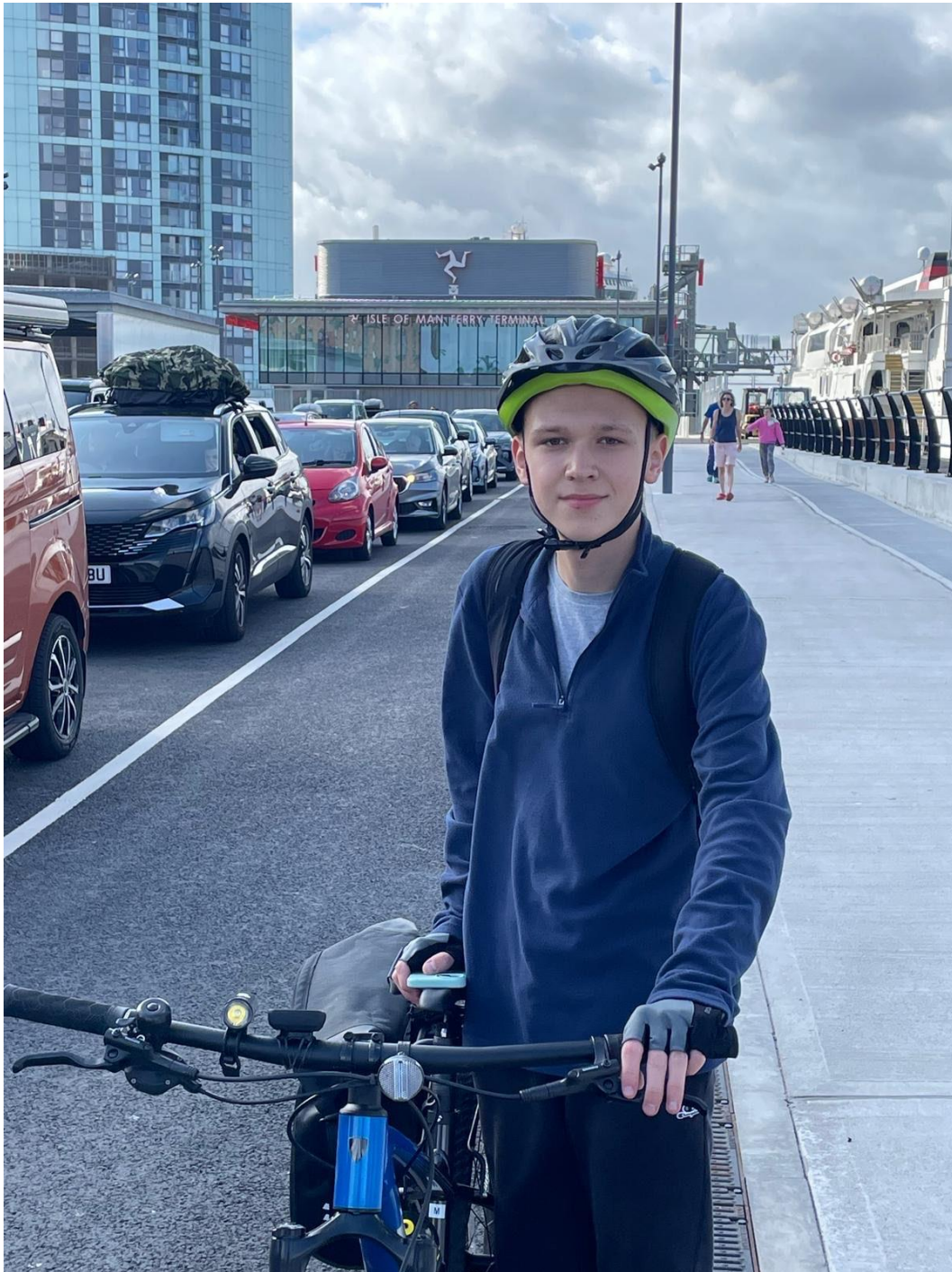
On the 3rd of August, me and my father loaded the bikes onto the car and set off towards Liverpool. We were going to drive to the city and leave the car there, boarding the ferry with nothing but our bikes and our bags. Leaving at 04:00 in the morning, we spent 5 hours in the car driving before eventually reaching the place we would leave the car. We then cycled from the car park to the Isle of Man ferry terminal.

Figure 70: Our bikes on top of the car



Once we reached the ferry terminal in Liverpool, we went through check-in before waiting to board the ferry. The Isle of Man ferry terminal in Liverpool was opened this year in June, and cost £70 million to build- £32 million over budget. The terminal itself is very modern, and offers a wide range of facilities such as toilets and a café.

Figure 71: Waiting to board the ferry



At around 10:30 we boarded “Manannan”, our ferry to the Isle of Man operated by the Isle of Man Steam Packet Company, the oldest continuously operating passenger shipping company in the world.

Figure 72: Boarding Manannan



Once all the passengers boarded, at 11:15am we set sail towards the Isle of Man- a crossing that would take approximately 2 hours and 45 minutes. At around 14:00 we arrived at Douglas, the capital of the Isle of Man. After arriving at the port, we disembarked Manannan and began making our way towards our hotel, located in the city. We cycled alongside the promenade, taking in the views of the sea and the City of Douglas. We arrived at our hotel, Arrandale House, and unpacked our bags.

Figure 73: Arriving on the Isle of Man



After unpacking in our hotel room, we returned to our bikes and began to explore the city on two wheels. One of the other reasons I decided to include cycling as a part of my project was to see more of the Island. I believe that by driving you aren't able to experience all that a place has to offer, and by cycling or walking you are directly in the world's natural beauty. During this time we also visited the Manx Museum, mentioned earlier in this report. After our museum visit, we continued to cycle around the local area before having dinner.

Figure 74: Douglas Promenade during the evening

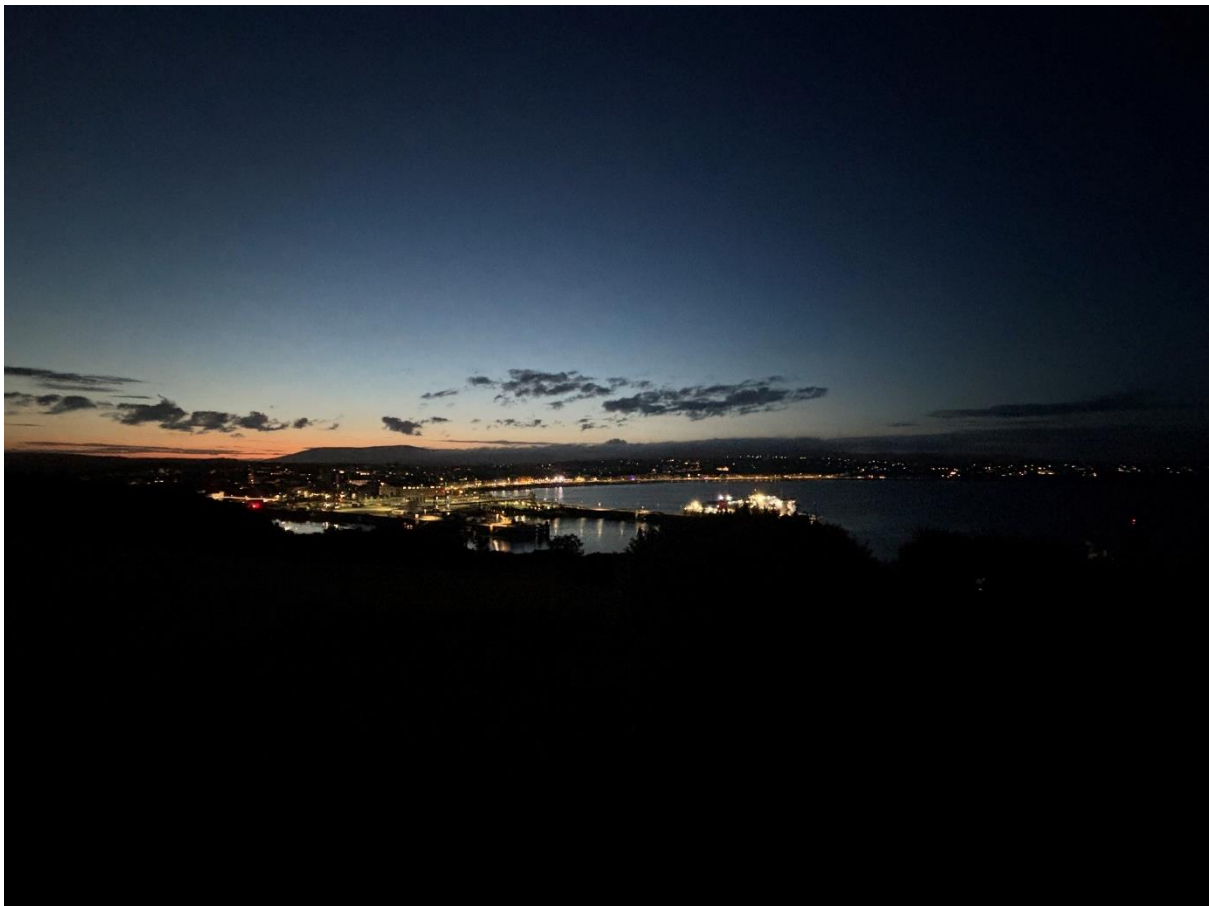


Figure 75: Douglas Harbour Lifting Bridge (also known as the Millennium Bridge)



Geoff Wadsworth recommended to us that at sunset we should visit Douglas Head, to see the whole city of Douglas lit up. On two wheels we made our way up to the top of the city, and were welcomed with an incredible view.

Figure 76: View from Douglas Head



We then made our way back down to our hotel in order to get some rest for the day of cycling ahead of us.

Figure 77: Douglas Promenade Gardens



Figure 78: Gaiety Theatre



The next day, we woke up, had breakfast and got ready for the day's cycling. On Sunday, we were going to the towns of Castletown and Ballasalla. Setting off at 9am, we were going to cycle around 18km to Castletown to visit Castle Rushen. The weather was good, and we began the journey. The route we took proved to be quite challenging, containing steep hills and turns. As we cycled our way up, many other cyclists passed us however they were all on electric bikes which made it much easier for them. I found the hills to be a challenge, however I persevered and did not give up.

Figure 79: Country road to Castletown



I found the journey enjoyable yet challenging, allowing me to practice and improve my cycling skills.

Figure 80: Cycling towards Castletown



During the journey, we took a wrong turn and got lost however after one hour and 21 minutes, we arrived in the town and visited Castle Rushen. After visiting the castle, we went to Costa and had a small snack before heading to Ballasalla in order to see Rushen Abbey. This cycle journey was much easier however it lacked the views of the sea that the earlier cycle ride came with.

Figure 81: My father and I outside Castle Rushen on our bikes

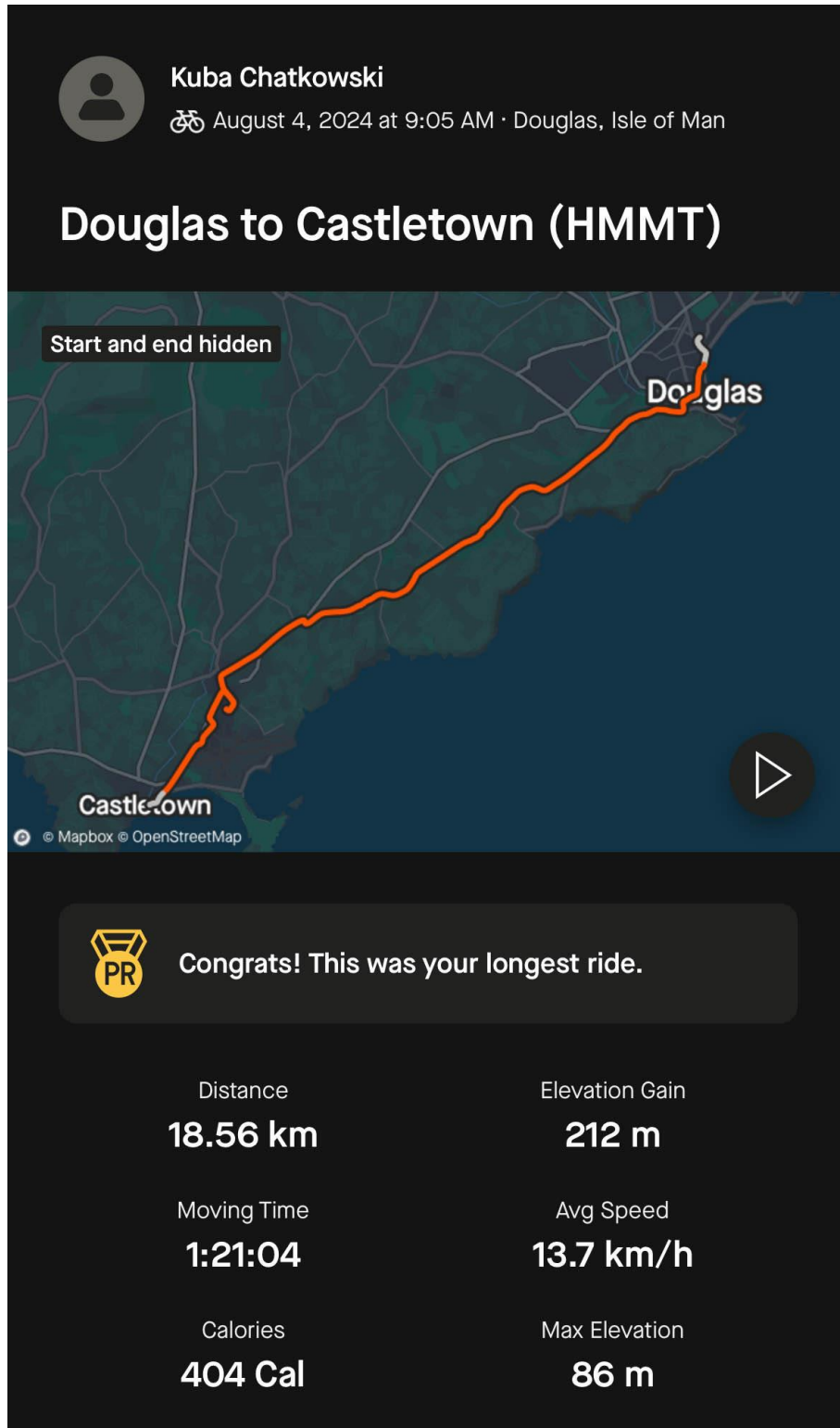


During our visit to Rushen Abbey, it started raining heavily so we sought shelter at the Manx Aviation and Military Museum hoping for the rain to stop. However, the seemed to only get worse so we just decided to start cycling back towards Douglas. Instead of taking the country road, we took the main road which was much easier to cycle on, especially in this weather. We crossed over the Fairy Bridge and after 1 hour and 5 minutes we arrived back at our hotel.

Figure 82: Cycling back to Douglas



Figure 83: Screenshot from Strava (Douglas to Castletown)



I found the day of cycling to be very enjoyable and fun. After returning to the hotel, we had dinner before going to sleep.

The next day we were cycling towards the north of the Island, to the village of Laxey in order to see the Great Laxey Wheel.

Once again leaving at 09:00, we cycled for 1 hour and 2 minutes before reaching our destination. We then spent some time visiting the Wheel and surrounding areas. The cycle was much easier than the day before, but the views were just as exciting.

Figure 84: Cycling to Laxey through fields



Figure 85: In front of Laxey Wheel



Figure 86: Laxey Wheel from a distance



Another unique feature of the Isle of Man is the Manx Electric Railway. The railway connects Douglas, Laxey and Ramsey with an electric interurban tramway. Having never been on a mode of transport like this, we made the decision to take the tram back to Douglas instead of cycling back.

Figure 87: Manx Electric Railway tram



The tram journey was quite bumpy, however it was enjoyable. Our bikes were loaded onto the carriage and secured into place, meaning we did not have to worry about them. The tram made its way along the Island's coast, revealing views we would not have been able to see from cycling on the roads and fields.

Figure 88: View from the tram



Figure 89: Screenshot from Strava (Douglas to Laxey)

Kuba Chatkowski
August 5, 2024 at 8:59 AM · Douglas, Isle of Man

Douglas to Laxey Wheel (HMMT)

Start and end hidden

Mapbox · OpenStreetMap

50% This activity completed 50% of the Alzheimer's Society - Cycle for Dementia! 100 mi

Distance	Elevation Gain
13.22 km	189 m
Moving Time	Avg Speed
1:02:10	12.8 km/h
Calories	Max Elevation
301 Cal	142 m

We then spent the remaining days cycling around the Island, visiting a range of other places. In total we cycled over 113.62km, allowing us to see the Island face-to-face on two wheels. I greatly enjoyed the cycling aspect of the trip and have been cycling every single day since I returned back home. Who knows, maybe one day I will be the next Mark Cavendish!

We boarded the Manannan ferry and 3 hours later, were back in Liverpool. Cycling back to our car, we loaded the bikes onto the roof and began driving back home.

Figure 90: Manannan



8. Manx Aviation and Military Museum

Located at Ronaldsway Airport, the Manx Aviation and Military Museum focuses on aviation history of the Island, as well as the Manx Regiment- a British Army Light Anti-Aircraft unit. I visited the museum during my visitor to the Isle of Man and got to speak with Ivor Ramsden MBE, the museum's director. I have been in contact with him via email following my visit, and he has kindly provided me with a plethora of very helpful information to assist me with writing this section of the report.

7a) The Manx Regiment

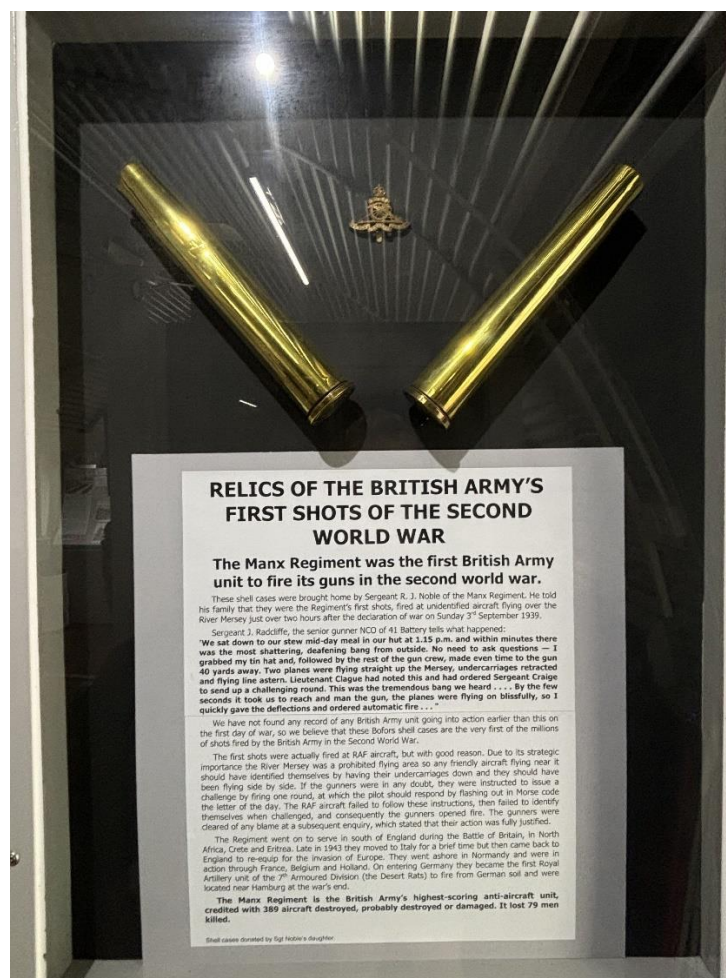
The Manx Regiment (officially "the 15th (Isle of Man) Light Anti-Aircraft Regiment, Royal Artillery") was raised as a Territorial unit in the summer of 1938. Initially, the unit consisted of two batteries (41st and 42nd) as well as a Regimental Headquarters. The regiment was mainly armed with 3 guns: Vicker guns, Lewis guns and Bofors guns.

The Regiment was mobilized and sailed to Liverpool on the 24th of August 1939. Once they reached Liverpool, they took up the anti-aircraft defence of the Mersey from Gladstone dock to Princes landing stage. On the 28th of August, the Isle of Man had another battery raised (129 battery), increasing the total number to 3. As war in Europe broke out, a

Company of the Auxiliary Territorial Service (A.T.S.) was raised and formed on the Island. This Company was affiliated with the Manx Regiment and joined them by the end of September.

An interesting fact that many people don't know about is that the Manx Regiment was actually the first unit in the British Army to fire its guns in the Second World War. These shots were fired at RAF aircraft by the Regiment, as the aircraft entered a prohibited flying zone and failed to identify themselves.

Figure 91: The British Army's first shots of World War Two



The regiment was dispersed for operational duties in the Midlands and Southwest of England in October 1939. The Manx Regiment's Batteries and Troops served in various locations across these two areas of England. Firstly, they protected airfields in the Cotswolds. During the Battle of Britain, the Regiment served in Portsmouth, Southampton, the Isle of Wight, Dorset and Plymouth.

Figure 92: Map showing movements of the Manx Regiment



On the 19th of November 1940, the Regiment embarked for the Middle East, with their destination being Egypt. Once they reached their destination, 2 Batteries left the Regiment as there was a great demand for light anti-aircraft artillery in

East Africa (41 Battery) and Crete (129 Battery). The 42 Battery and Regimental HQ remained in Egypt. They were responsible for the anti-aircraft defence of the Suez Canal and were joined by 41 Battery as it returned from East Africa. 129 Battery was overrun by the German forces and lost in Crete. In 1942, the Regiment moved into the Libyan desert and had many men join as replacements of those who were lost. However, the majority of these men were English, not Manx.

In June 1942, the Regiment moved to Alamein. A month later in July, the Regiment joined the 7th Armoured Division (known as the Desert Rats) and remained with the Division until the end of the war.

In December 1943 the Manx Regiment was recalled to England for re-training and re-equipping to prepare them for the June 1944 invasion of Europe.

The Regiment landed in France near Ouvranches, and worked its way through the continent. The Regiment was involved in many famous battles in France, Belgium, Holland and Germany. When the German armies finally surrendered in May 1945, the Regiment was in the Hamburg area.

During the war, 79 men from the Regiment were killed. However, the 15th (Isle of Man) Light Anti-Aircraft Regiment, Royal Artillery was the British Army's highest scoring anti-aircraft unit. The Regiment shot down around 500 planes and destroyed 389 of those, making them unrivalled to any other anti-aircraft Regiment.

Following the war, in 1947 the Regiment reformed as 515 (Isle of Man) LAA Rgt and was part of the 59 AA Brigade, headquartered in Liverpool. In 1955 the Regiment became the 42 Division Counter-Bombardment (Isle of Man) Staff Troop, before merging into 288 (2nd West Lancashire) LAA Rgt in 1961.

The Regiment no longer exists, but their story is remembered by the people of Mann.

7b) Manx Airlines

Most countries have their own airlines, and the Isle of Man was no different.

In September 1937, Isle of Man Air Services Ltd. was formed. The airline was based at Ronaldsway Airport and operated flights to England and Scotland. The airline's fleet was made up of 10 de Havilland Dragon Rapides, although between 1937 and 1940 they had 1 de Havilland Dragon.

On the 31st of January 1947, the airline's last flight took place as the next day the airline would cease all operations. The Civil Aviation Act 1946 marked the formation of British European Airways (BEA), an airline that would be nationally owned. The Act meant that all regional airlines were to be nationalised, including Isle of Man Air Services. During 1946, they were able to operate regional flights to Liverpool, Manchester and Blackpool from Ronaldsway. Due to the

amount of flights, Ronaldsway became the 2nd busiest airport behind Croydon and was well-known amongst travellers. However, this was now all going to come to an end. On the 1st February 1947, the remaining fleet of 4 aircraft was passed over to the UK Division of the British European Airways Corporation. The airline may have ceased operations, however the three million miles flown and 137,359 passengers carried remained as a memory in the minds of all the passengers and those involved in the airline.

Figure 93: Ronaldsway Airport



On the 20th of May 1947, AIR CHARTERS EXPERTS LTD was registered as a Manx company. The Isle of Man was becoming

a major holiday resort within the British Isles and a sudden tourist boom was expected. Many feared that BEA would not be able to cope with the needs of the Island and increasing tourist numbers, so Captain G.H. Drummond decided to take matters into his own hands. For this reason, he formed Air Charters Experts Ltd so that charter services could operate for areas not covered by British European Airways. The declared object of Air Charters Experts was *“to establish, operate and maintain Air Services; to enter into contracts for individual flights and generally to arrange for the transport of passengers and goods or merchandise by air and for carrying out business in connection therewith...”*

The airline operated a de Havilland DH 89 Rapide, a plane that was able to cruise at 132mph. The plane had enough space to carry 8 passengers, but only carried 7 in order to leave room for their luggage.

On the 9th July 1947, the company was re-organised and became MANX AIR CHARTERS to emphasise the connection to the Isle of Man.

By the end of the year, over 300 passengers flew with the airline and a DH 89a Rapide was bought in December. As the calendars changed to 1948, two more planes were bought which were named after popular Manx glens: G-AKGY ‘Glen Maye’ and G-AKSE ‘Glen Mona’. The airline continued to operate, and in 1949 celebrated two years of operations. Within these two years, 3960 passengers were carried over a total of 107,434 miles by the fleet of four Rapides. The

charter airline flew to many airports across the British Isles, mostly in England and Ireland, and many airports got used to seeing the Three Legs of Mann on their runways. As years went by, Manx Air Charters began operating more and more flights to even more airports, and even started operating scheduled flights. Due to this, the name “Manx Air Charters” was no longer deemed appropriate so on the 21st February 1953, Manx Air Charters Ltd became MANX AIRLINES LTD.

Equipped with De Havilland Dragon Rapides and Douglas C-47 Dakotas, Manx Airlines was born. In bold red lettering, the words MANX AIRLINES stood out on the fuselage (main body) of the planes, with the Three Legs of Mann appearing on the tail and under the cockpit. The Nissen hut complex that served as the airport before was gone, and a brand new terminal building stood in its place and, as expected, the tourist boom happened.

Opening in June of that year, the terminal building dealt with over 30,000 passengers a month at its peak. Ronaldsway was now the third busiest airport in the British Isles, behind Northolt and London. The passenger numbers continued to increase, and at times the entire fleet of Manx Airlines was in use carrying passengers all over the Isles. In 1953, for the first time ever, the company’s workings showed a profit.

On the 1st of March 1954, Manx Airlines formed an engineering company called Manx Aero Engineering Company Ltd. to deal with any repair, maintenance and

overhaul work. Over the next year, scheduled services increased and charter services decreased, which resulted in the sale of G-AJGV 'Glen Helen (one of the 'Glen' Rapides) in June 1955. Due to this, the fleet for the 1956 season was reduced to three Rapides and one Dakota. This was a major problem, as this insufficient for the summer commitments. A hunt began for a replacement Dakota, however there was no luck. The aircraft were scarce, and despite one being found it was sold to Derby Aviation instead.

Behind the scenes, Manx Airlines were negotiating with British Air Services Ltd and it was announced that they would be taking over Manx Airlines. It was also revealed that Manx Airlines would become a subsidiary of Silver City Airways.

In May 1956 the take-over took place and Captain Drummond, Chairman of Manx Airlines, stated: *“The directors are satisfied that, in view of being unable to obtain sustainable aircraft, the sale of the company is in the best interests of the Isle of Man, only large organisations being capable of coping with the ever-increasing traffic. Manx Airlines Ltd will continue to be domiciled and administered from the Island.”*

In 1958, Manx Airlines was completely absorbed by Silver City Airways and 5 years later, following a merge with Channel Air Bridge, British United Air Ferries was formed. These airlines continued operating to the Isle of Man, but this was the end of “Manx Airlines”. For now...

January 1982. On a cold winter's day, the Airports Board met to discuss a topic many people had on their minds: what was the future of services to the Isle of Man going to look like? In May 1982, another Airports Board meeting was held, but this time it was attended by Mr Michael Bishop and Mr Liddiard from British Midland Airways, and Mr Leslie Vondy and Mr Philip Chapman from Air UK. After discussions between the Board and the two representatives from different airlines, a formal agreement was reached: a new airline would be formed to serve the Isle of Man. The airline was going to be a joint venture, with British Midland Airways owning 75% of the company and Air UK owning 25%. The agreement was formally signed in London on the 28th of July. The airline was going to be named "Manx Airlines Ltd" (like the previous airline) and would server as the Isle of Man's national airline. As usual, it would be based at Ronaldsway.

At launch, the fleet of the airline was to be made up of 2 Fokker F27s (1 leased from each parent airline) and a Vickers Viscount 810 (leased from British Midland Airways). The airline also acquired more aircraft, as well as leasing more planes from other airlines.

Early in the morning, lights cut through the silent night at Ronaldsway. It was Monday the 1st of November 1982 and a group of smartly dressed people entered into the doors of Ronaldsway Airport. The atmosphere was hectic. As more and more personnel arrived at the airport, preparations were being made for Manx Airline's inaugural flight. As passengers

gathered in the terminal, the words "*Manx Airlines announce the departure of their flight JE 601 to Glasgow*" echoed through the terminal building. Excitement rose as history was being made. On the runway, an Embraer Bandeirante wet leased from Genair was moving away from the terminal at 07:35. As excitement rose, the aircraft rolled across the runway before disappearing into the morning sky. As this was happening, the whines of Dart turbo engines were heard by all in the area as a Viscount was preparing to take-off at 07:40, taking passengers onboard Flight JE 303 to London. At 08:15, the first Manx Airlines flight landed at Ronaldsway bringing passengers to the Isle of Man. As passengers disembarked the aircraft, the cabin crew thanked them in Manx Gaelic, similar to how they were also greeted onto the plane in the ancient language. Manx airlines was after all the countries national airline, and emphasising the Manx culture was of great importance.

The airline operated regular flights. Each day, it flew to Liverpool three times; twice to Belfast, Glasgow Heathrow and Manchester; and once to Blackpool and Dublin. Twice a day, there was a service operating between the cities of Liverpool and Belfast. Manx Airlines was a success, and continued to grow and develop over the years.

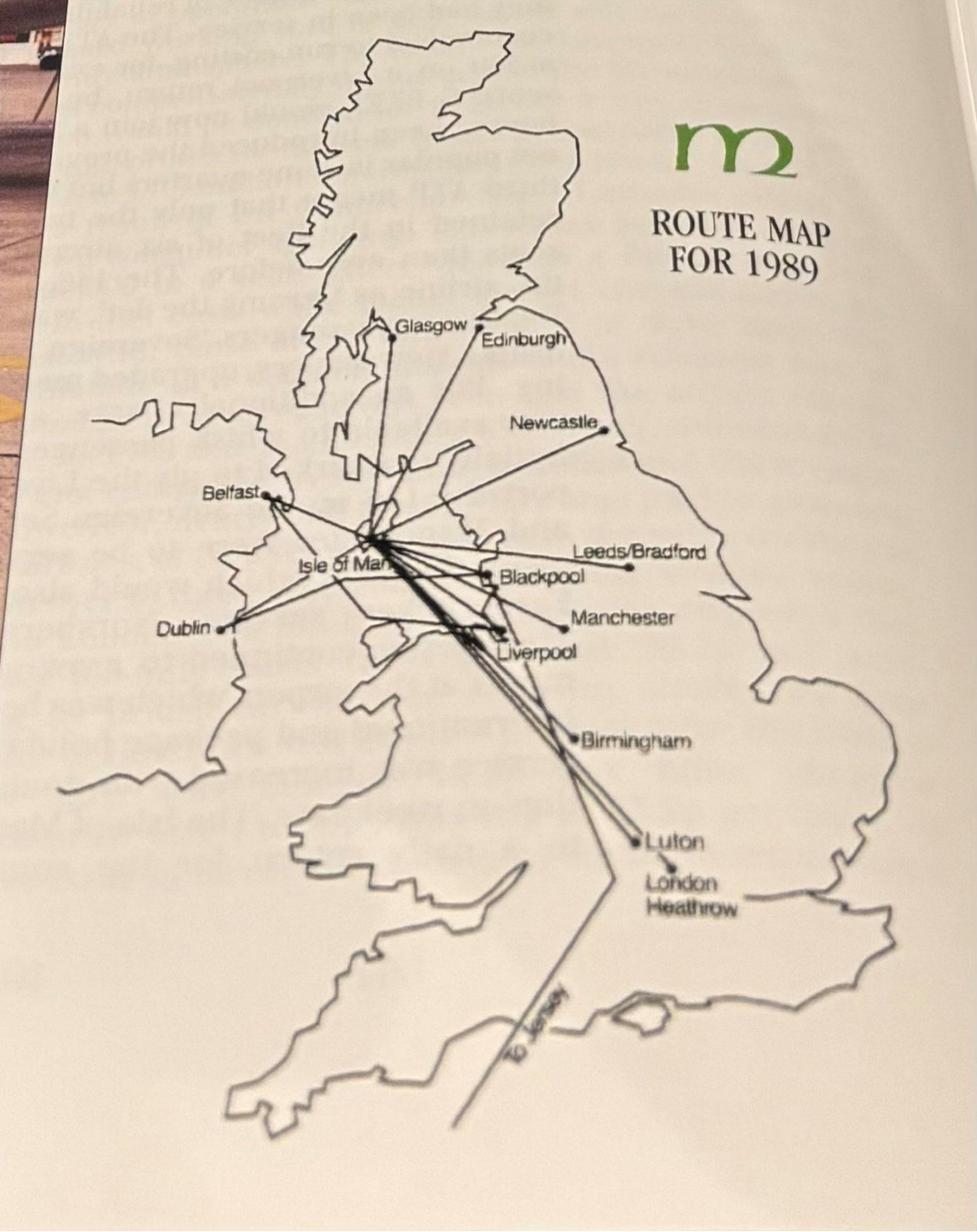
In 1987, Airlines of Britain Holdings (ABH) was formed. ABH was formed as a holding company for British Midland Airways (one of Manx Airline's founders) and all its subsidiaries. The holding company now owned 100% of British Midland

Airways, Loganair and Eurocity Express. However, they only had 75% of Manx Airlines. After negotiations, a year later in June 1988 Air UK let go off their 25% stake, and it was acquired by ABH. Manx Airlines was now completely owned by Airlines of Britain Holdings.

Figure 94: Photos of Manx Airline's fleet, taken from "Wings of Mann"



Figure 95: Manx Airlines route map 1989, taken from “Wings of Mann”



1991. Manx Airlines Europe is created to expand and fly routes within the United Kingdom. The airline was going to be based at Cardiff Airport, in Wales. The airline also flew return to Brussels twice a day, and once a day to Dusseldorf.

On Sundays, there was a single return flight to Paris.

Jetstream 31 aircraft were acquired for this project, and services started on the 27th March 1991. Further aircraft were purchased and the airline continued to grow as it did before. In 1995, Manx Airlines Europe agreed to become a franchise partner of British Airways, operating routes from Manchester as “British Airways Express”.

As September 1996 approached, it was announced by Airlines of Britain that the regional airlines held by them would be put in a separate grouping. The British Regional Airlines Group (BRAL) was formed. Despite this, Manx Airlines was still able to maintain its own identity and operated five of its Manx branded aircraft on routes to and from the Island.

Turning into the new millennium, Manx Airlines still operated however in 2001 BRAL was purchased by British Airways for £78 million. British Airways CitiExpress was formed from the regional airlines, however Manx continued to operate as its “own” airline. Half way through 2002, it was announced that Manx Airlines would be integrated into the regional airline/carrier, meaning operations would cease.

20 years after its creation, Manx Airlines operations officially ceased on the 31st of August 2002. The final flight was

supposed to be flown onboard a Manx Airlines plane, however it suffered technical difficulties meaning a sub-chartered aircraft had to be used for the service from Birmingham to Ronaldsway. The honour of operating Manx Airline's last flight was given to Captain Paul Quine, a Manx-born pilot, who landed ATP G-MANB at Ronaldsway on Saturday the 31st of August 2002, at 20:10.

Manx Airlines was over, but it left a legacy. And who knows, maybe one day Manx Airlines will make a return.

Figure 96: Route Network 1997, taken from "Wings of Mann"

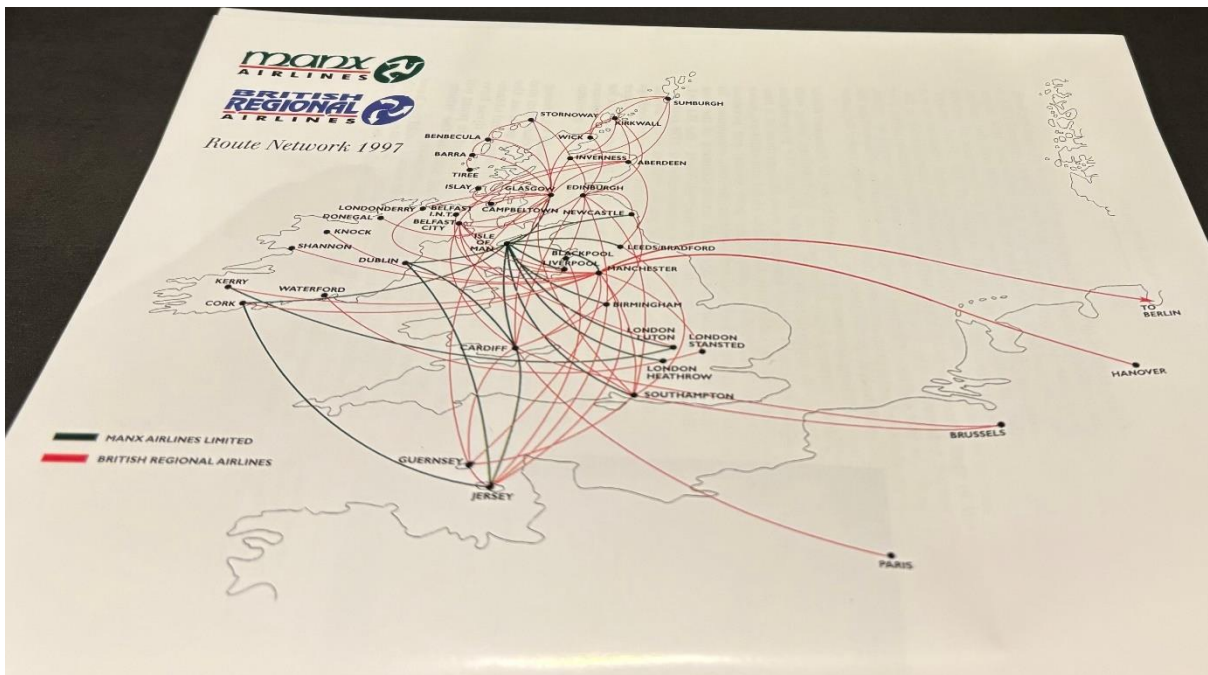


Figure 97: British Regional Airlines fleet list, taken from “Wings of Mann”

Type	Reg.	c/n	In service	Notes
BAC 146-200	G-MANS	2088		
BAC ATP	G-MANE	2045	4/94 - current	
BAC ATP	G-MANF	2040	6/94 - current	Ex Loganair G-LOGB.
BAC ATP	G-MANG	2018	10/94 - current	Ex Loganair G-LOGA.
BAC ATP	G-MANH	2017	8/94 - current	Ex Loganair G-LOGD.
BAC ATP	G-MANJ	2004	11/94 - current	Ex Loganair G-LOGE.
BAC ATP	G-MANL	2005	9/94 - current	Ex Loganair G-LOGC.
BAC ATP	G-MANM	2005	10/94 - current	Ex Loganair G-LOGE.
BAC ATP	G-MANO	2006	10/94 - current	Ex Manx G-ERIN.
BAC ATP	G-MANP	2025	12/94 - current	Ex Manx G-OATP.
BAC ATP	G-MAUD	2002	10/94 - current	Ex Manx G-UIET.
BAC ATP	G-MAUD	2002	10/94 - current	Ex Manx G-PEEL.
BAC ATP	G-MAJB	41018		Leased to British Midland. In BA colours, April.
BAC J41	G-MAJC	41005	6/94 - current	New in service.
BAC J41	G-MAJD	41006	9/94 - current	Ex Loganair G-LOGC.
BAC J41	G-MAJE	41007	5/95 - current	Ex Manx G-WAWR.
BAC J41	G-MAJF	41008	9/94 - current	Ex Loganair G-LOGK.
BAC J41	G-MAJG	41009	2/95 - current	Ex Manx G-WAWL.
BAC J41	G-MAJH	41010	8/94 - current	Ex Loganair G-LOGL.
BAC J41	G-MAJI	41011	4/95 - current	Ex Manx G-WAYR.
BAC J41	G-MAJJ	41024	5/95 - current	Ex Manx G-WAND.
BAC J41	G-MAJK	41070	5/95 - current	Ex Manx G-WAFT.
BAC J41	G-MAJL	41087	9/95 - current	New in service.
BAC J41	G-MAJM	41096	5/96 - current	New in service.
BAC J51	G-GLAM		9/96 - current	Ex Manx Airlines
BAC J51	G-LOGV			New in service
BAC J51	G-BSIW			Ex Loganair
BAC J51	G-LEGS	3657		
Shorts 360	G-ISLE	3658	3/84 - current	BRAL, Scotland
Shorts 360	G-BVMY	3755	3/84 - current	BRAL, Scotland
Shorts 360	G-BMAR	3653		current BRAL, Scotland
Shorts 360	G-BKMX	3608		current BRAL, Scotland
Shorts 360	G-BLGB	3641		current BRAL, Scotland
Shorts 360	G-CLAS	3655		current BRAL, Scotland
				- current Leased from BAC Express

All Manx Airlines' aircraft operating with British Regional Airlines bear the BRAL logo on the side of each aircraft, below the cockpit.

Figure 98: Manx Airlines display at the Manx Aviation and Military Museum, Ronaldsway



Figure 99: Manx Airlines Limited logo

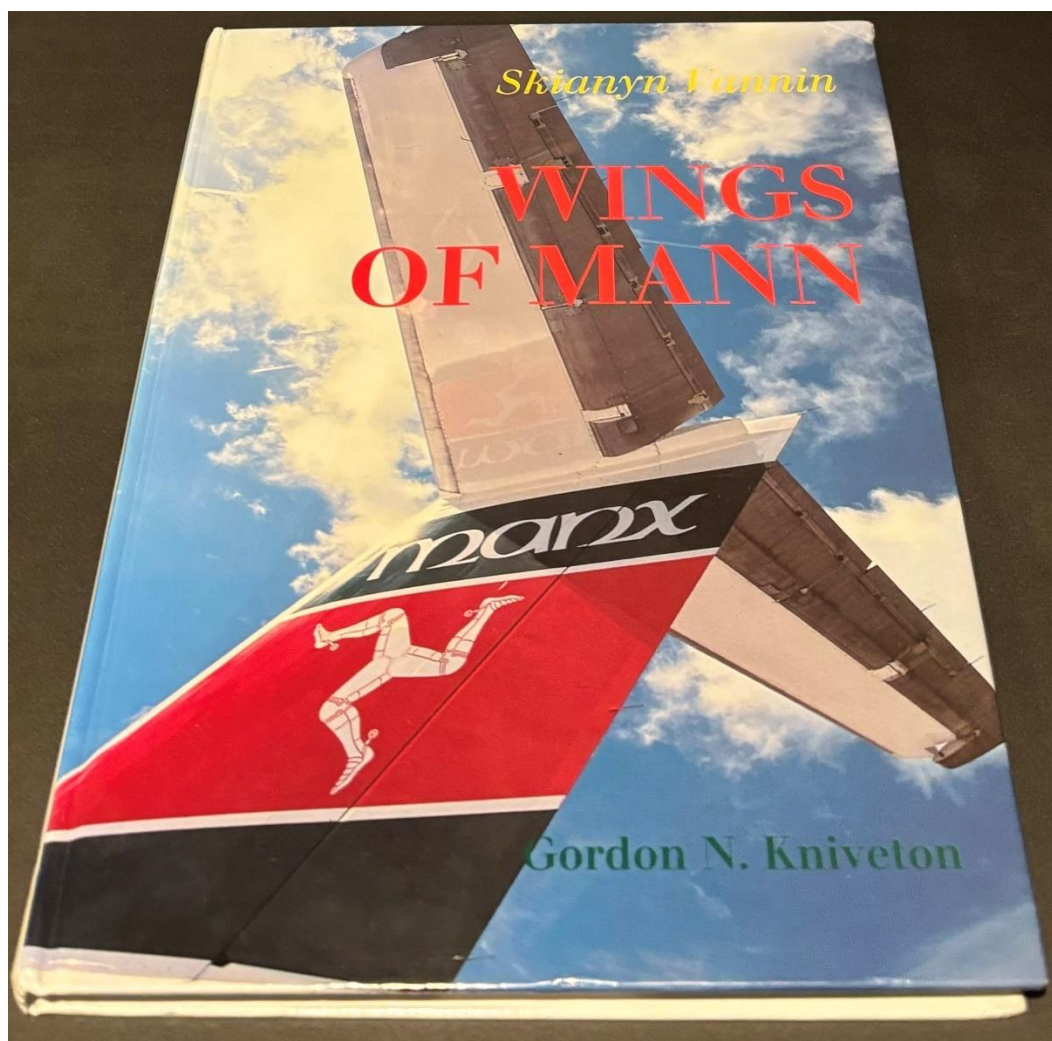


Figure 100: Manx Airlines aircraft on display at the museum



This section of the project would not have been possible without the support of Ivor Ramsden MBE and the Manx Aviation and Military Museum. Ivor has been a great help, providing me with loads of information on the Manx Regiment and Manx Airlines. He has supplied me with many resources and was kindly sent me a copy of “Wings of Mann/Skianyn Vannin by Gordon N. Kniveton” which proved to be massively helpful in writing about the airline. Once again, I want to thank Ivor and the museum for all the support they have given me.

Figure 100: Wings of Mann by Gordon N. Kniveton



9. Conclusion

The Isle of Man has done what many would consider to be impossible. The Manx people have maintained their own unique identity and culture despite all the challenges they have faced. The Island is 20 miles away from Scotland and 82 miles away from England, but the British influence has not taken over the Manx identity. The Manx people are warriors. Their language was on the verge of becoming extinct, but now there are more speakers than ever before. There were fears of the Vannin culture dying out, but it is more alive than ever. The people of Mann are proud of who they are and I saw that for myself. If you ask someone from the Isle of Man who they are, they will proudly say they are Manx- not British. You cannot take away someone's national identity, and you definitely cannot wipe out a culture from a country. The Isle of Man has stood against the test of time and is still the Gaelic heart of the British Isles. Mann has fought for its own parliament, own government, own language, own identity, own currency, own version of a passport, an own flag: a country, and it was successful.

This project has taught me that you don't have to go miles away to discover a different culture. This project has opened my eyes and revealed to me that right on the doorstep of the United Kingdom you have a country that is completely different to England. This trip has been one of the most fascinating and exciting trips of my life, and is one I will remember for ever- from the friendly people, to the culture

and to the food. If you ever have the chance of visiting the Isle of Man, do it. You will not regret it. You will see an ancient nation standing against time. You will experience something unique, something precious.

As Manx National Heritage say, you will experience
The Story of Mann

And, one day, I will be back to the Island to discover more of the British Isle's hidden gem.

To all those who helped me with this project, thank you. You have shown me what the Isle of Man is, and what it has to offer. This would not have been possible without you.

Thank you.

Thank you to the Henry Morris Memorial Trust for funding this project.

Ellan Vannin.

Gura mie ayd.



9. Acknowledgements

This project would not have been possible without the following people:

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 - Manx National Heritage
 - Anthea Young
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 - Mark Watterson
 - Lester Townsend
 - Janice Quilliam
 - Lee Kennaugh
 - Billy Stowell
 - Lindsay Quayle
 - Stuart Quayle
 - Gill Corlett
 - Brenda Lewthwaite
 - Rafal Chatkowski