PRIMARY EDUCATION PACK

TIMELINE
Titan Timeline

Below is a time line which highlights important dates and events from the history of the ship yard and the Titan Crane. This can be used to support many of the lesson plans within the pack.

1871 SHIPYARD DEVELOPED
Shipyard first developed at Clydebank by one of the Thomson brothers.

1899 TAKE-OVER
John Brown & Co, the Sheffield steelmakers, took over the Thomson yard.

1905 ORDER PLACED
Order placed for Titan Crane with Arrols of Dalmarnock, cost £24,600.

1906 LUSITANIA SETS SAIL
7th June, launch of Lusitania, the world’s largest ship.

1907 TITAN COMPLETED
Titan Crane completed – key to fitting out the liners and battleships now being built at John Browns.

1907 NAVAL SCARE
Naval scare. Germany attempts to out-build the Royal Navy.

1908 WORLDS LARGEST
John Browns (now linked with Belfast-based Harland & Wolff) is the largest shipbuilding group in the world.

1914 WORLD WAR 1
4th August World War 1 breaks out.

1918 HOOD LAUNCHED
22nd August, launch of Hood.

WORLD WAR 1 ENDS
12th November Peace is declared – War is over!

1923 DEPRESSION
The depression hit Clydebank, only two orders were taken.

1925 LUMEN COMPLETED
The first diesel-driven ship built at Clydebank.

1931 EMPRESS OF BRITAIN
April, Empress of Britain complete. Largest passenger ship built in the UK.

1934 QUEEN MARY
26th September, launch of Queen Mary. It was bigger than anything so far built on the Clyde.

1936 CONTRACT SIGNED
The contract was signed to build the 552 Queen Elizabeth.
1939  INDEFATIGABLE
The aircraft carrier brought the value of naval work to almost £17 million.

WORLD WAR 2
1st September Britain declares war on Germany

1940  QUEEN LEAVES
26th Feb, Queen Elizabeth leaves to sail to New York to avoid possible air attacks.

1941  BLITZ
13/14th March town devastated but shipyard missed attack.

1945  WORLD WAR 2 ENDS

1946  QUEEN MOVED SOUTH
Queen Elizabeth moved to Southampton for refurbishment. 1,000 Clydebank men went south to work on the ship.

1949  DIAMOND LAID DOWN
Destroyer Diamond was laid down in March, the first all-welded ship built by John Browns.

1953  STRUCTURE CHANGE
The corporate structure of John Brown & Co Ltd was changed to John Brown & Co (Clydebank) Ltd.

1953  RULE BRITANNIA
16th April, the Queen launched the Royal Yacht called Britannia.

1954  DEARTH OF ORDERS
Britannia delivered but other ship orders had dried up.

1957  JAPAN OVERTAKES UK
UK overtaken as world leading shipbuilder by Japan. Following year UK was pushed into third position behind West Germany.

1964  JOHN BROWN RETIRES
At the start of 1964 Mr John Brown retired to be succeeded by John Rannie as Managing Director.

1965  GAS TURBINES
May, with an agreement signed, John Brown Engineering was committed to gas turbine manufacture.

FAIRFIELD COLLAPSE
15th October, the Fairfield Shipbuilding and Engineering Co Ltd in Govan collapsed despite a £34 million order book.

1966  GEDDES REPORT
Geddes Report was published. Two ship building groups were envisaged for the Clyde, an upper and a lower group.
1967  INTREPID
March, Intrepid sails away from Clydebank, bringing naval work to an end.

Q4 LAUNCHED
20th September: Queen launches Queen Elizabeth 2 (known as Q4).

1968  SHIPYARD MERGER
To prepare for merger, Clydebank Shipyard was first de-coupled from John Brown and Co (Shipbuilders) Ltd on 25th January.

QE2
19th November, QE2 left Clydebank on time with Sir Basil Smallpiece, Cunard Chairman and Prince Charles on board.

1969  CASH FLOW PROBLEMS
Crisis when Cunard suspended payments for QE2.

BANKRUPT
Anthony Hepper concluded UCS should liquidate. 400 redundancies were made at Clydebank.

3,500 REDUNDANCIES
3,500 jobs were to go before August. Simple ships required fewer man hours to build.

CRISIS
By June UCS had run out of money and plunged into crisis for the last time.

1971  LIQUIDATOR APPOINTED
Monday June 14: nearly 9,000 jobs were at stake including the 3,000 at Clydebank

LOSS OF AN INDUSTRY
At Clydebank the news was met with disbelief while the town of Clydebank adjusted to losing the industry.

LAST SHIP LAUNCHED
Alisa the last ship launched at Clydebank.

NATIONAL CAMPAIGN
Shop Stewards campaign to retain Clydeside shipbuilding. Won backing of the public nationally.

BURNT OUT
January, Queen Elizabeth the world’s largest passenger ship was burnt out in Hong Kong harbour.

MARATHON MANUFACTURING
Marathon Manufacturing Company of Houston Texas, acquired the yard on 8th August for the construction of oil drilling rigs and platforms.

2,500 EMPLOYED
Employment was found for most of the 2,500 men still in the Clydebank Division of UCS in liquidation.

1972  YARD PURCHASED
Yard purchased by Marathon to build oil exploration rigs for North Sea.
Shipbuilding era ends.
1980  **UiE ACQUIRE YARD**  
French company UiE acquire the yard and continue building oil rigs.

1988  **“A” LISTED**  
Titan Crane is historically recognised as an ‘A’ listed building.

1999  **YARD FOR SALE**  
UiE put Clydebank yard up for sale.

2002  **DEMOLISHED**  
The shipyards and the engineering works are demolished.

2004  **REGENERATION**  
Clydebank *re-built* start regenerating the shipyards site, and rebuild the quay walls.

2005  **CRANE RESTORATION**  
Restoration work on Titan Crane starts.

2007  **TITAN OPENS TO PUBLIC**  
Titan Crane opens to public as a visitor heritage attraction, along with first projects on the newly named Queens Quays, the new Clydebank College and Titan Enterprise Centre.