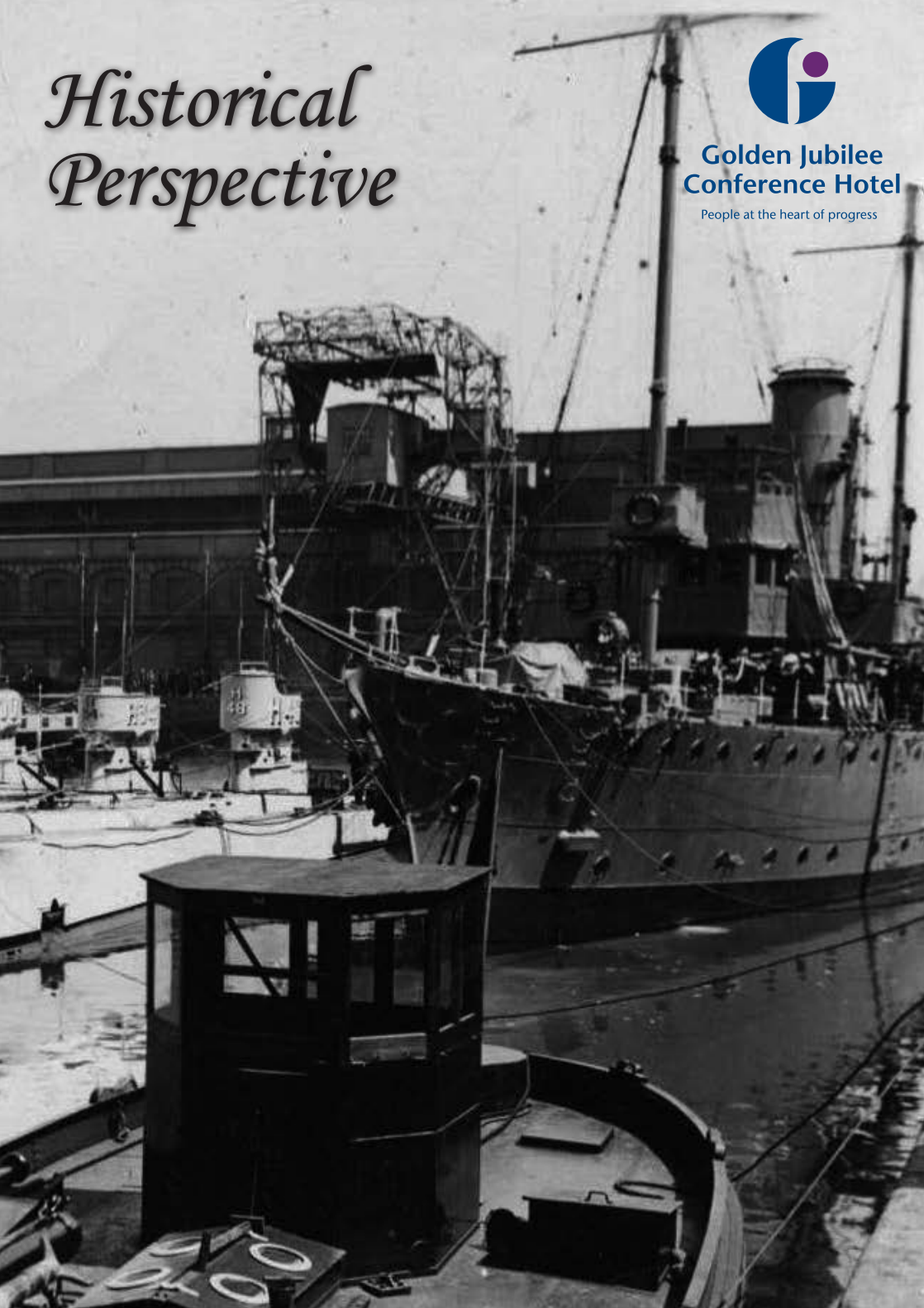


Historical Perspective



**Golden Jubilee
Conference Hotel**

People at the heart of progress



Sir William Beardmore, shipbuilder and engineer

The Golden Jubilee Conference Hotel (formerly the Beardmore Hotel and Conference Centre) is built on the former Beardmore shipbuilding site at Dalmuir, on the River Clyde.

The river's shipyards, which included Naval Construction Works, were given contracts for prestigious ocean-going liners as well as warships. The Queen Mary and Queen Elizabeth II were all built in John Brown's yard, now known as Queen's Quay, just a short distance up the river.

William Beardmore's Naval Construction Works officially opened in June 1906 with the launch of the Lord Nelson class battleship Agamemnon for the Admiralty. The yard had 24 successful years before its gates closed during Britain's shipbuilding industry decline. The equipment and plant were sold or dismantled under the condition that no ship could be built there for 25 years.



Beardmore owned various companies that became unprofitable in the post-war economy and he was soon removed from executive control of his company by the Bank of England. His other businesses were wound down over a few years until his retirement and death in 1936.



The Beardmore Glacier, Antarctica

Explorer Ernest Shackleton was briefly employed as secretary of the technical committee at William Beardmore's engineering works in Glasgow. He took up post after returning home from accompanying Scott Wilson in their first attempt on the South Pole during Scott's Discovery Expedition during 1901-1904.

Beardmore was the chief supporter of the Nimrod Expedition and gave Shackleton a £7,000 loan – worth almost half a million pounds in today's money.



As a result of his valued support, Beardmore's name is immortalised in the huge Beardmore Glacier. One of the largest in the world, it begins 83 degrees south and was on the route Shackleton found up to the Polas plateau – almost enabling him to reach the South Pole first in 1909.

From Health Care International (HCI) to National Health Service (NHS)

In 1988, Health Care International was granted planning permission to build a £180 million, state-of-the-art hospital and hotel on the former site of the Naval Construction Works.

The HCI hospital and Beardmore Hotel opened in March 1994.

Both were purchased by the Scottish Executive in June 2002; the hospital was renamed the Golden Jubilee National Hospital while the Hotel retained its original name celebrating William Beardmore.



2016 was the beginning of a new era for the site, as the hotel was renamed the Golden Jubilee Conference Hotel. The Conference Hotel is an integral element of the Golden Jubilee Foundation, a family of facilities which includes the Golden Jubilee National Hospital, Research Institute and Innovation Centre. This will allow the site to not only help in delivering the vision of leading quality, research and innovation, but to continue to develop its reputation as an internationally recognised conference centre of excellence, delivering an ethos of high quality and sustainable services which puts people at the heart of progress.

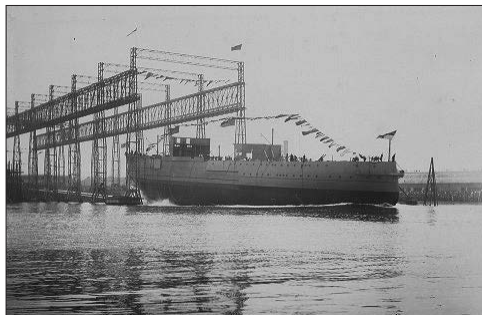


Ship shape conference rooms

Most of our conference rooms are named after vessels built at Beardmore's Naval Construction Works, others have a link to the Clyde.

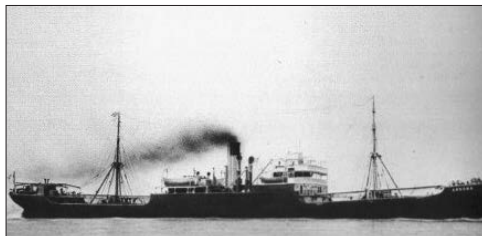
Agamemnon

The HMS Agamemnon was an 18,000-ton Royal Navy battleship that was built on William Beardmore's Dalmuir site. The most powerful warship in the world at the time of her launch in 1906, Agamemnon had the distinction of being the ship that the Turkish delegation signed the armistice on in November 1918. After the First World War she was used as a remote controlled target ship until 1926, before being scrapped in 1927.



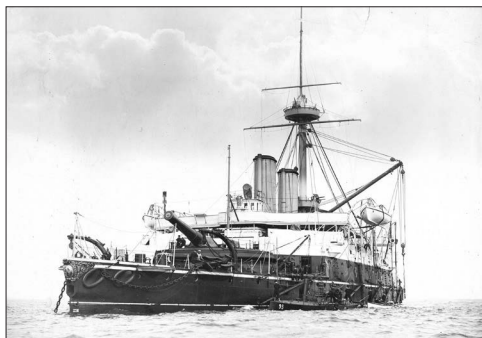
Arcoona

Arcoona was a passenger liner that was built on the site of the hotel in 1924. Commissioned by the Adelaide Steamship Company, Passenger Cargo, Australia, Arcoona was launched on 6 March 1924 and was sold for scrap in 1959.



Benbow

HMS Benbow was a battleship that was launched on 12 November 1913. She joined the Grand Fleet, serving with the 4th Battle Squadron and, following the war, she was in the Mediterranean from 1919 until 1926 before joining the Atlantic fleet for three years. She was eventually scrapped in March 1931.



Berwick

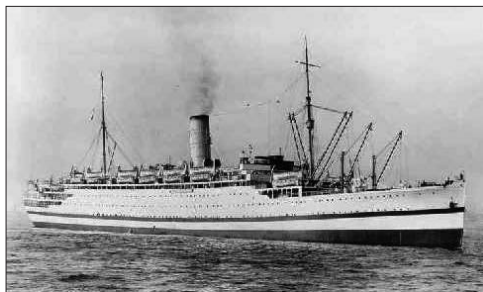
William Beardmore built HMS Berwick on the Dalmuir site. The 9,800-ton cruiser was launched on 20 September 1902 before joining the home fleet and serving in the Portsmouth Division.



During an exercise in the Channel, HMS Tiger struck HMS Berwick while crossing the bows of the vessel. The force of the collision split HMS Berwick in two and resulted in the sinking of HMS Tiger and the loss of 28 of its crew. HMS Berwick was sold for scrap in 1920.

Cameronia

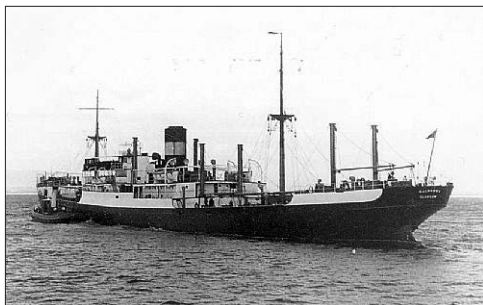
The Cameronia was a 16,000-ton passenger ship built for Anchor Line in William Beardmore's Dalmuir shipyard in 1919. She was launched in December that year before commencing her maiden voyage from Glasgow to New York, via Liverpool, in 1921, with 1,735 passengers onboard. In 1935/36 she was used as a troopship carrying personnel to the Far East.



In August 1945 she was decommissioned after carrying a total of 163,000 troops over a total distance of 321,000 miles. Brought out of retirement in 1948 and refitted, she was used as an Australian emigration ship. She was sold to the Ministry of Transport in 1953 and renamed Empire Clyde before being scrapped in 1958.

Dalhanna

The Dalhanna was one of the last ships to be built and was launched on 26 June 1930. It was a 9,000-ton cargo vessel and was followed two months later by her sister ship, the Daldorch, on 27 August 1930. Little else is known about the freighter ship as Dalmuir shipyard closed soon after her launch.



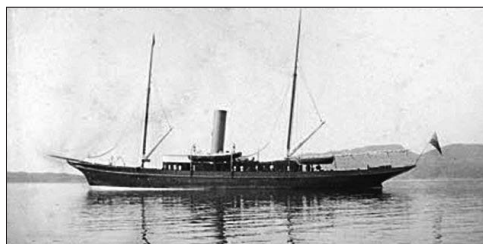
Ramillies

The HMS Ramillies, a 29,000-ton Royal Navy battleship, was launched on 12 September 1916. She was the last British battleship to be launched during the war period and was very active during World War Two. She was torpedoed in 1942 and, following vital repairs, returned to service and was involved in the D-Day bombardment. HMS Ramillies was scrapped in 1948.



Zaza

The Zaza was the first vessel to be built in the Dalmuir yard. It was a 450-ton steam yacht built for William Beardmore and launched by his wife on 5 July 1905. It was then used as an armed patrol vessel during the First World War.



The HMT Lancastria

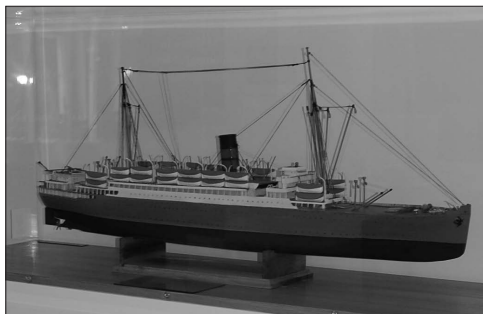
The site is home to the permanent memorial of the HMT Lancastria which was constructed at the Beardmore and Son's Shipbuilding Yard.

Originally launched as the cruise ship Tyrrhenia, the HMT Lancastria was taken over as a troop ship in 1939 during World War Two. After successfully evacuating troops from Norway, the Lancastria was one of the ships selected for Operation Ariel, to rescue large numbers of the 150,000 British troops left behind in France following the Dunkirk evacuation.

Two weeks after Dunkirk, on 17 June 1940, the Lancastria was struck four times by a German bomber off the French coast of St Nazaire. The ship went down in less than 20 minutes, with fewer than 2,500 of the estimated 9,000 people on board surviving.

This was the largest loss of life from a single engagement in World War Two and is also the largest loss of life in British maritime history; greater than the Titanic and Lusitania combined.

The memorial was recently the host of a commemorative ceremony marking 75 years since the disaster, and is open to the public to pay their respects seven



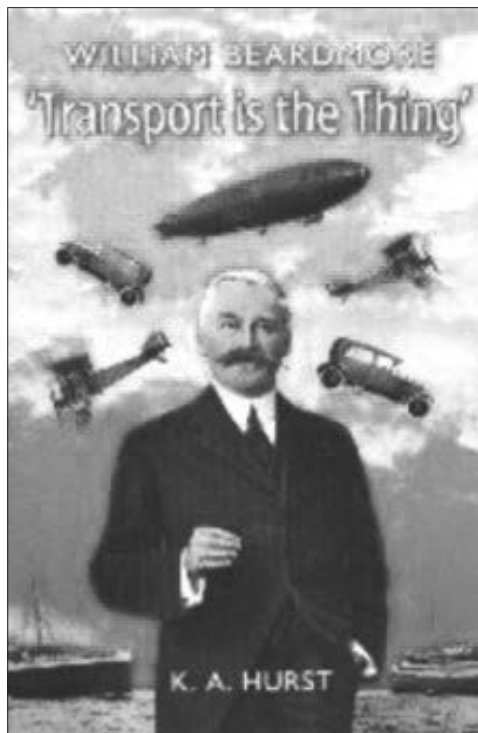
The Beardmore Legacy

During and after the war, Sir William Beardmore continued to acquire additional companies while also modernising his existing businesses. His plants also oversaw the production of railway locomotives, motor vehicles – including buses and aircraft, as well as his well documented work with ships.

He was elevated to the peerage and took the title Lord Invernairn. His company, Beardmore's, was also responsible for building the impressive R27, R32 and, most notably, the 643ft R34 airships. The latter was built at Inchinnan and flew the first ever East-West air crossing of the Atlantic from 2 to 6 July 1919.

Beardmore took special pride in this and, on the aircraft's return, it became the first airborne craft to achieve the Atlantic 'double' – crossing both ways.

A range of cars was produced just after the war by Beardmore Motors Limited and motorcycles were produced briefly during the 1920s. Car production continued until 1929 and the manufacture of taxis continued south of the border until the 1960s.



The Golden Jubilee Conference Hotel
Beardmore Street, Clydebank, G81 4SA

www.goldenjubileehotel.com

