**TITLE: SENGLEA 1**

**LINK:** <http://www.languages.dk/digital/indexMT.html#Senglea_1>

**TRANSCRIPTION**

**Cesare**

U hawnhekk issa qegħdin quddiem id-daħla tal-Isla. Bonġu. Inti x’jismek?

**Sindku**

Jien is-sindku tal-Isla u jisimni Joe Casha.

**Cesare**

Joe Casha. Prosit Joe, għidli ftit fejn qiegħed bħalissa.

**Sindku**

Bħalissa qiegħed fid-daħla tal-Isla. Fil-fatt meta tħares lejn din il-mappa qed tindikalek eżatt fejnha. Ovvjament din spjegazzjoni diretta ta’ din il-belt, li hija marittima, hija kompletament imdawwra bil-baħar, u l-postijiet kollha li għandhom ċerta importanza. Pereżempju hawnhekk, in-numru 1 insibu dan l-arloġġ li hemm warajna, dak li huwa hemm. Għandu ’l fuq minn 100 sena. Dak kien għamlu l-Ammirall Japp, l-Ingliż, wara li kien waqa’ l-Forti ta’ San Mikiel. Imbagħad jekk immorru l-oppost tagħha, insibu l-aktar post attrajenti li għandna fil-lokalita’ tagħna. Din hija l-Gardjola. Din tinsab fin-nofs tal-Port il-Kbir. Hemm veduta sabiħa, u wieħed jista’ japprezza l-ġmiel tal-Port il-Kbir li għandna fil-lokalita’ tagħna. U din hija d-daħla tal-Isla.

**Cesare**

Ok, issa nistgħu nimxu ħalli naraw xi żewġ attrazzjonijiet oħra tal-Isla. U hawnhekk sejrin mas-Sindku lejn il-Maċina. Mela. Issa qegħdin quddiem il- Maċina, sewwa, tista’ tispjega dan il-bini?

**Sindku**

Dan il-bini fi żmien il-Kavallieri, kienu tellgħuh biex itellgħu l-opri, ħa nsemmu l-opri Maltin li huma l-opri tal-baħar, li kienu xi skejjel u dawn l-affarijiet, biex isiru ċertu tiswijiet. Imbagħad jekk m’inix sejjer żball, fl-1864 kien waqa’ f’idejn l-Ingliżi, u ovvjament kienu għamlu *replacement* tiegħu. Imbagħad, fl-1927, l-Ingliżi ovvjament kienu reġgħu waqqgħu ħa ngħidlu hekk dan il-*crane* li kien jintuża ukoll fi żmien l-Ingliżi. Aħna proprjament insibuhom bħala x-*Shear Legs* għax qishom żewġ saqajn. Fil-fatt dawk ma kinux eżistenti kif inhuma llum. Imma b’inizzjattiva li ħa l-Kunsill meta organiżża għall-ewwel darba l-festival marittimu, għamilna *replica* tieghu. Ovvjament dan kien sar eżattament madwar sena u tlieta jew erba’ xhur ilu u ovvjament baqa’ hemmhekk ħalli jkun almenu mhux biss ta’ attrazzjoni għan-nies imma jkun hemm xi ħaġa li fl-antik kien jeżisti, x’kien hawn li kien jagħmel tajjeb biex dawn l-Opri tal-baħar ikunu jistgħu jitqandlu mill-art. Dan huwa *boiler* li hawn warajja, ovvjament kienet tintuża fid-*dockyard*, u għandna żmien fuqha mhux ħażin mill-istat li qiegħda fih. Dawn kienu miżmumin ġodda u konna rranġajna mal-*Heritage Malta* biex din il-boiler tiġi hawnhekk bħala tifkira ta’ dak li jkollna bħala wirt storiku li għandna f’Malta. Fil-fatt hawn diversi *boilers* bħalhom, fill-fatt jekk minix sejjer żball hemm ieħor faċċata biswitna ħdejn il-Mużew Marittimu. U jekk minix sejjer żball hawn xi tnejn jew tlieta ohra magħhom pero għadhom miżmuma ġewwa d-*dockyard*.

**TRANSLATION**

**Cesare**

Here we are at the mouth of Isla. Good Morning what is your name?

**Mayor**

I am the Mayor of Isla and my name is Joe Casha.

**Cesare**

Joe Casha. Well done, Joe, so tell me where we are at the moment.

**Mayor**

Here we are at the tip of Isla. In fact this map indicates exactly where we are. Obviously this is a direct explanation of the city, a maritime city, a city that is entirely surrounded by sea, and it indicates sites of historical and cultural importance. For example at this point, on number 1, we find this clock behind us, right there. It is over 100 years old. It had been built by Admiral Japp, who was English, after the Bastions of St Michaels had fallen. Then if we go to the opposite side, we find the biggest attraction of our city. This is the Watch Tower. It is found in the middle of the Grand Harbour. There are beautiful views from there, and one can appreciate the grandness and beauty of the Grand Harbour that we find in our locality. And this is the entrance to Isla.

**Cesare**

Ok, we can move on to visit another couple attractions found here in Isla. And here we are going to the Masonry with the Mayor. Now, before entering the Masonry, well, can you explain this building?

**Mayor**

This building was built during the time of the Knights; it was built in order to put up operas, specifically the Maltese Operas, which were the sea operas, there were also schools and junk yards here for boat repairs to be done. And later, if I’ not mistaken, in 1864 it was taken up by the British, who renovated the building. Later, in 1927, the British had dropped this crane once again, which used to be used during British Rule. We actually regard them and call them the *Shear Legs* because they very much look like thighs. In fact those never existed the way they exist today. However, owing to the Council’s initiative taken when it organized the first Maritime Festival ever, we managed to produce its replica. Obviously that was done around a year and three or four months ago and it has obviously remained here so that at least it will not only be there as an attraction to people but it also has a historical importance, what really was an asset to help the Vessels of the Sea to be lifted off the ground. This is a boiler behind us, which was used at the dockyard, and from its physical state immediately apparent that it is very old. These were kept new and we had arranged with Heritage Malta for this boiler to come here as a memory of Malta’s cultural and historical heritage. In fact there are many boilers like them; in fact if I’m not mistaken there is another one opposite us just near the Maritime Museum. And there are about another two or three with those; however they are still kept within the dockyard.

**SUMMARY AND CULTURAL NOTES**

The Maritime Museum is housed in the former British Naval Bakery at Vittoriosa, one of the Three Cities overlooking the Grand Harbour. The building, designed by British architect William Scamp, was erected between 1842 and 1845 on the site of the old covered slipway of the Knights of St John.   
The bakery was the hub of the Yard and supplied the Royal Navy with its daily requirements of bread and biscuits. After World War II it was converted into offices and stores and as the headquarters of the Admiralty Constabulary. The building remained part of the naval establishment up to the closure of the British base in 1979. For almost two hundred years, Malta was the home of the British Mediterranean fleet. The Royal Navy kept a vast establishment on the Islands

**LANGUAGE NOTES:** C1 Effective User – this is a historical, cultural dialogue between the Senglea Mayor and Cesare.