Corrected to 4 June, 2026

HARBOUR - GENERAL

Hume	Built 1806 onwards by the 12th and 13th Earls of Eglinton. A natural harbour greatly improved. Until recently there were three basins, one locked, but the latter is now being filled in. Between 1886 and 1891 the Eglinton Dock, an outer basin and a new breakwater were constructed by the Ardrossan Harbour Co. The machinery is now virtually all modern.
Strawhorn	Act for Harbour and Canal obtained in 1805, work commenced 1806, canal abandoned in 1811.
Ardrossan	First foreign vessel to use the harbour docked in 1810 with timber from North America. The first wet dock (The Old Dock) and graving docks were completed 1840-1845. First rail link to harbour opened in 1840. Between 1886 and 1892 the Ardrossan Harbour Co. built the Eglinton Dock, the Eglinton Tidal Basin, the Montgomerie Pier and a 1320' long breakwater. In 1925 a 580' berth was built on the north side of the Montgomerie Pier and north of the new berth 12 acres were reclaimed. The Shell refinery opened in 1926-27, and the Bitumen Plant opened in 1928.
Paterson	The Earl of Eglinton succeeded in 1796. His object was a canal to Glasgow, obviating the long tedious navigation of the Clyde, and thus to render Ardrossan the great emporium of the commerce of the West of Scotland. The scheme was a magnificent one. The Harbour was surveyed and planned by the celebrated Mr Telfer and commenced c.1800. The Earl died in 1819, having spent £100,000 on the as yet uncompleted harbour. Work was virtually suspended from 1819 until 1827, when the succeeding Earl reached his majority.
ASH, Sa 19.3.1864, 4c [1813]	At this period. on the Harbour there are but few buildings. Where Mr Barclay's Engineering Work now stands there is a sawpit, and adjoining a store, a dwelling house, the residence of Edward Hamilton, smith, a wright's shop, and a smithy. As yet there is neither Custom House nor Agents' Offices, Shipyards nor Sawmill, Foundry nor shops and dwelling houses. See full transcript at Ardrossan: General.
ASH, Sa 19.3.1864, 4b [1813]	References to Mr Penny, 'foreman of the masons employed on the Harbour Works', and Mr Hendry, the 'resident engineer'.
Ardrossan Burgh 150th Anniversary, North Ayrshire Museum, 1996. [Copy at Ardrossan Library]	The 2nd phase began in 1843, under John Moffat and John Barr. The wet dock was formally opened 21.2.1845.
ASH, F 20.1.1888, 4b	Some notes on history of Ardrossan Harbour. Work began in 1805 and continued for 14 years. Recommenced in 1825. Wet Dock completed 1840. Tonnages:- 1830, c.2000 tons - 1835, 31000 gross tonnage - 1843, 118,000 gross - 1855, 269,000 gross - 1865, 402,011 gross. In 1875 there were 349.555 tons, measuring coal and iron exports only.
RHP 2024 [1805]	Plan of Pier, Ardrossan, Thomas Telford.
AA, Th 15.8.1805, 4bc	Article on proposals for the Harbour. Transcript in AA in file in Newspapers and Magazines.
AA, Th 31.10.1805	Ardrossan Harbour Co to meet 25.11.1805 to consider estimates for executing outer wall, and head of the South Pier.
AA, Th 12.12.1805, 4b	Meeting on 9.12.1805 approved plans by Telford for 'outward wall and head of the south pier'. The contractor for the work to be Mr Simpson.
AA, Th 30.1.1806, 1c	Committee have 'contracted with an eminent builder to carry into execution this Harbour; the operations are now commenced and will be

carried on with vigour. ... The natural advantages of the Harbour, improved on an extensive and approved plan, and regulated upon judicious and liberal principles, are calculated to ensure success to the views of the promoters of the undertaking, and of this becoming, in a few years, a place of considerable trade and importance.

AA, Th 7.8.1806, 4cd — Foundation stone laid 31.7.1806. Thomas Telford was present. [AA, Th 21.8.1806, 4b, gives the bill of fare for the dinner, which includes 2 roast peacocks.]

Scots Magazine, lxviii, 1806, 723 — Foundation stone laid 31.7.1806. [This is repeated in several later sources including Groome, Colvin and 2SA, where it is described as the project of (Hugh, 12th) Earl of Eglinton and several Ayrshire gentlemen].

AA, Th 4.9.1806, 1c — Reference to 'William Auld, Inspector at the New Harbour of Ardrossan.'

AA, Th 11.9.1806, 4d — 'The works at Ardrossan are going on with vigour ..'

AA, Th 19.5.1808, 1a — Call for 10% of subscriptions.

AA, Th 2.6.1808, 4d — A party of soldiers shipped from Ardrossan for Ireland on 27th May 1808: the first use of Ardrossan for this purpose, and avoiding the march down to Portpatrick.

AA, Th 22.9.1808, 4c — The important undertaking of building a GREAT HARBOUR at ARDROSSAN is going on with speed, and in a style that promises duration, safety and convenience. Ina few years we trust the whole of the Harbour and Canal will be completed; and by laying open immense fields of coal and lime, will afford staple commodities of trade, facilities to convey manure to, and produce from the various lands on the track of the Canal; and easy and cheap intercourse with the different populous towns betwixt Glasgow and the sea; which will not only benefit the whole country, but establish an export trade from Ardrossan that cannot fail to raise the place to consideration. A large building, to be used as an Inn, is roofing, built in the principles of a Tontine; and the Baths will be ready to accommodate the various watering parties that will be allured to it next year.

AA, Th 16.2.1809, 1de — About two years and a half ago a harbour was begun to be formed at Ardrossan, a very bold projecting point which forms the north head of the Bay of Air, and lies about 15 miles distant from the roadstead of Lamlash in Arran. Ardrossan is protected by this island from westerly winds, while it is sheltered from the north and easterly winds by the other islands in the Frith of Clyde and the high ground of the main land. From the S.W, which is the most exposed quarter, the harbour is completely protected by a natural ridge of rocks which point towards an island called the Horse Island. In this situation the artificial part of the harbour is now constructing, pursuant to an Act of Parliament obtained for that purpose (45 George III, c.30) and agreeably to a plan furnished by Mr Telford.

According to this plan, it is proposed to construct a Wet Dock, 500 yards in length, and 200 yards in breadth, with a depth if 16 feet of water, at the east end of which a navigable Canal from Glasgow is to enter.

In the execution of this plan a Pier has already been erected of 900 yards in length, in the shape of a segment of a large circle, built upon the abovementioned ridge of rocks. At the extremity of this pier the water im[ ] 20 feet, and from thence [ ] and 22 at low water, in [ ] upwards of 18 [ ] on the Grinan Rock, [ ] pf 700 feet from the present Pier head. This space was intended as the entrance of the Wet Dock: but in the course of executing the Pier it appeared that in addition

to the Wet Dock, which is necessary for the commercial operations, a very capacious harbour might be formed, by extending the Pier from its present termination to the Grinan rocks, into which large vessels might enter, and from which they might depart at all times of the ride. This rock lies at the distance of 400 fathoms from low water mark. Immediately within the Rock the depth is 18 feet at low water in spring tides; at the distance of 40 fathoms it is 21 feet; and at the distance of 120 fathoms from the Rock it is 14 feet; from thence to the shore it gradually shallows, at the rate of about 2 feet in each 20 fathoms. A similar depth is found all over the bay within the protection of the Pier, where the ground is a smooth hard sand.

The great advantages to be derived from the extension of the plan, not merely for commercial purposes, but others military and naval, induced the proprietors to call in Mr Jessop to join Mr Telford in examining and reporting upon this important improvement. Their report removes every doubt respecting the practicability of the plan, and shews that the whole harbour, with the addition of this improvement, may be executed for a sum not exceeding £40,000.

The properties of this harbour were, previous to its being begun, very correctly pointed out by Mr Murdo Downie, an experienced master of the Royal Navy. During the execution of the Pier it has been frequently and very particularly attended to by his Majesty's Regulating Officer at Greenock, who has furnished the Earl of Eglinton with many important observations, pointing pout its utility for naval as well as commercial purposes; and Sir Samuel Hood, who examined the place with the greatest minuteness and attention, has given it as his opinion that by the extension of the Pier to the Grinan Rock, this harbour will become very perfect and commodious, and of great public utility.

The favourable situation of Ardrossan very early attracted the attention of his Majesty's Commander in Chief (Lord Viscount Cathcart) as the most advantageous point from whence troops could be embarked from the west coast of Scotland. His Lordship, after having personally examined the harbour, ordered one regiment (the 42nd) to be embarked from thence to Ireland. This regiment marched from Glasgow in two days; they were embarked on the morning after their arrival; they were landed in Loch Larne in Ireland the following day, and the vessels which conveyed them returned to Ardrossan early on the third morning after they left it. This was in the imperfect state in which the harbour now is, but when the Pier shall be prolonged to the Grinan Rock, transports may lie close to it for a length of 700 feet, into which cavalry as well as infantry may march, and proceed to sea the moment they are embarked, for vessels may not only sail from this harbour at all states of the tides, but with every wind.

With the facility of embarking, there are also the means of quartering a large body of troops. The towns and villages of Air, Irvine, Kilmarnock, Stewarton, Dunlop, Beith, Dalry, Kilwinning, Saltcoats, Kilbride, being all within one day's march, and some of them in the near neighbourhood of this harbour, from whence it is further meant to carry a Canal to Glasgow, for which an Act of Parliament (46 George III, c.75) has been obtained. Nine miles from this canal has already been nearly completed, viz from Glasgow to Johnston, a village about two miles from Paisley, close to which it passes. When the whole line of canal shall be finished, troops, with their baggage, may be put on board canal boats at Glasgow, and conveyed to Ardrossan in none hours; and the New Town now building at Ardrossan will soon furnish accommodation for a part of the troops to be embarked.

As far as regards commercial [ ], many circumstances concur to [compare?] this harbour and canal to Liverpool and the canal of the Duke of Bridgewater. Like Liverpool, Ardrossan has a manufacturing country behind it, which is also full of coal, ironstone and limestone. One of the most remarkable seams of coal in the world is found in the course of this canal, being from seventy to ninety feet in thickness. There are also inexhaustible quantities of iron ore, of excellent quality, mow worked upon the line near Paisley. By the population returns, it appears that the adjacent districts contain 300,000 inhabitants, and these too in a country which does not produce grain sufficient for three months consumption. Grain therefore will be brought to this harbour from Ireland, to the north coast of which it is immediately opposite, whither coal will be sent back in return; and the linen manufacture of the latter will be exchanged for the cotton fabrics of the former. The erection of this harbour is not only favourable for the transit of commodities to and from every other part of the United Kingdom; its communication with the whole of the west coast of Great Britain is easy; it will reach Glasgow via the canal, and from thence will arrive in the Frith of Forth and the eastern coast of Great Britain by means of the Forth and Clyde Canal. The Crinan and Caledonian canals provide other means of communication with the whole of the west, north and eastern coats of Great Britain.

AA, Th 8.11.1810 [Dinner to celebrate opening of part of canal, see below]. The Earl of Eglinton announced that he had resolved to build a graving dock.

AA, Th 17.6.1813 The additional pier, under the sole direction of Mr David Henry, begun about a year ago at the harbour of Ardrossan is already 200 yards into the sea.

AA, Th 8.11.1821, 1c For sale: "the articles which have been used in carrying on the works at the Harbour of Ardrossan", including tools, cranes, ropes, waggons, barrows, &c.

Groome, 1884, 67 Work ceased in 1815. [NB. Eglinton died in 1812. Gentleman's Magazine, xxiii, 1845, 642, says Tidal Harbour built 1805-1819.

Gentleman's Magazine, xxiii, 1845, 642

Work resumed in 1833.

Groome, 1884, 67 Work resumed under 13th Earl, and completed to a reduced scale. included 2 tidal basins covering 6 and 18 acres; wet dock of 14 acres, with 19' at high tide over the lock sill. Well supplied with steam cranes. LIGHTHOUSE at NW corner of breakwater. Total cost: £200,000.

AA, Th 10.10.1839, 1b Contractors wanted to make repairs to the Breakwater, and to build a Screen Wall. Details from -- Porteous, harbour master. Plans: Grainger & Miller, Edinburgh.

AA, Th 6.2.1840, 1f Contractors wanted - 50 yard Timber Wharf, Ardrossan - plans with Grainger & Miller, Edinburgh.

AA, Th 6.3.1845 Death, 22.2.1845, at Ardrossan. David Henry, CE, 78. First employed on bridge in Ayr, then in England. 22 years at Ardrossan and Portpatrick, 'and the massive masonry constructed under his sole superintendence at those two places, where solidity and durability are the leading features, will long remain a lasting monument of his great skill and judgement as a practical engineer'. [DH c.1766 - 1845]

Shaw Old Dock, Graving Dock and Slipway completed 1840.

CGA, TD 1010/3 Plan of Ardrossan Harbour, c.1840. See also TD 1010/5

Edinburgh Evening Courant 5.10.1839; AA, Th 10.10.1839

Contractors wanted for repairs to breakwater and to build a screen wall thereon. Plans: Grainger & Miller, engineers, Edinburgh.

RHP 2033 1839 Plan of improvements, Ardrossan Harbour, Mr Walker.

RHP 43627	1839	Proposed improvements, Ardrossan Harbour, James Walker.
RHP 43630	1840	Proposed improvements, Ardrossan Harbour, James Moffat, surveyor, and James Walker, engineer.
Edinburgh Evening Courant, 15.2.1840		Contractors wanted for a timber wharf of 50 yards long. Grainger & Miller, engineers.
AA, Th 11.6.1840, 1b		Contractors wanted for repairs to breakwater and to build a screen wall thereon. Plans; **Grainger & Miller**, engineers, Edinburgh.
RHP 43631	1842	Plan of Ardrossan Harbour.
AA, Th 16.3.1843		New Slip opened last Thursday.
Ayrshire Monthly Newsletter, F 5.4.1844		Improvements have now been engaged for. The successful contractor is Mr Barr, Ardrossan. Cost: £15,000.
EG 5357, F 30.8.1844, 291a		Sequestration of James Hosie, junior, quarrier, Loans. His commissioners include John Barr, contractor, Ardrossan, and James Moffat, secretary, Ardrossan Railway Co. [and note that a SRA ref gives Collenan Quarry having been opened, c.1845, by Hosie & Barr.]
Ardrossan Burgh 150th Anniversary, North Ayrshire Musuem, 1996. [Copy at Ardrossan Library]		Wet Dock formally opened 21.2.1845.
RHP 43632	1845	Plan of Harbour, John Moffat.
EG 5482, Tu 11.11.1845, 519ab		Bill. Proposed incorporation of Harbour into Glasgow, Kilmarnock & Ardrossan Railway.
RHP 2057	1852	Plan of Harbour.
CO 3/21/22	1855-1860	Engineer throughout this period appears to be John Moffat(t), CE.
ASH, Sa 8.6.1861, 2f		Proposed Improvements to Harbour. Breast of stonework parallel to breakwater opposite Montgomerie Street, to widen the breakwater, and to allow it to be used for commercial purposes.
KWP, 14.11.1863, 1c		Ardrossan Harbour Consolidation Bill. Proposed new works. Wet Dock, south-west of existing wet dock. Breakwater south-east from Pilot House to Campbell Rock. Wet Dock on site of inner harbour. Breakwater south from Burnfoot to Grinan Rock.
RHP 2022	1863	Plan and section, New works, Ardrossan Harbour, John Moffat.
'Ardrossan Harbour Provisional Order - Proceedings at Inquiry, Edinburgh, Monday 25th March 1901'. [Copy in Alexander Wood Memorial Library, Ardrossan].		
	[1866]	The Ardrossan Harbour Co acquired the harbour from Lord Eglinton in 1866 for £200,000.
AA, Th 24.2.1887		The engineer-in-chief to the Ardrossan Harbour Co is John Strain. Prospectus for shares: proposals to build an additional wet dock, tidal basin, quays and breakwater.
ASH, F 15.4.1887, 1a		Old or Inner Harbour will be closed from 15.4.1887, in consequence of making of new Wet Dock.
ASH, F 6.5.1887, 4d		New Dock. 1st pile driven in, W 4.5.1887. Mr Lawson, contractor.
ASH, F 13.1.1888, 4def		Plan of construction work currently going on, January 1888. Copy herewith.
ASH, F 6.4.1888, 3e		PROGRESS AT THE DOCK. Great progress has been made with the work at the Docks since we last reported thereon, not withstanding the hindrance that has been experienced in some sections of the undertaking - as for instance the rubble concrete walls, which cannot be carried on in times of frost. Several of the walls are now being laid, and those of the cross jetty are beginning to show themselves above ground. Some idea can at this stage be formed of the position and magnitude of the work at this portion of the Dock. When the walls are up to the full height, the breadth on top will be 80 ft. None of the walls of this cross jetty have reached the full height yet, but will do so in the course of a few days now. The under-pinning on the south side of the harbour is finished, and a start has been made on the north side. It is a

noteworthy circumstance that underneath both walls a whin dyke runs, and there is another running up the centre of the harbour. The three ridges are of the same formation, and run in parallel lines. A new incline has been formed from the level of the quays down to the bottom of the Dock, at a gradient of 1 in 19, up and down which the locomotives are working at present, taking out the stuff. This incline has been put down with the view of minimising the danger in blasting, as it enables the contractor to work in a direction away from the town. The two main gullets in the workings (both of which are down to the finished level) in connection with the wire rope incline are now within measurable distance of the entrance pit. The northmost one should be through by the end of the week, and the other one in a week or so thereafter. Those looking at the work from the south side of the quay have but a faint idea of what is going on in the deep cuttings on the other side where most of the men are hid from view. Considerably more than one-third of the excavations in the wet dock have now been taken out - the weather all season, if we may except a few days' wet, frost and snow, having been most favourable for carrying on the work. Fair progress is also being made with the new south wall of the outer basin, which is now complete for more than one-half of its entire length, and which will be 180 feet in all. The part next to the main dam is finished up to the top. The curved wall outside Montgomerie Pier is also nearly completed. The berthage here will be for smacks, and boats of light draught of water - the Messrs Burns' berth, and some others, will be further; but those have not been started yet. The excavation for the site of the entrance to the Dock Gate is now down to its finished level - which is 4'6" below the Dock bottom, and the concrete work here will be started in the course of a week or ten days. At the south east corner of the new Dock, it will be seen from the formation of the wall now being built there, that the old boat-slip will be retained, entrance to which is had opposite to Mr Alex Bannatyne's house - one of the side walls being already up to the full height. Provision has been made in this wall for a railway bridge to connect the Lanarkshire and Ayrshire Railway with the existing dock sidings.

Over 1000 cubic yards of stuff is being taken out daily. A large shipment of granite has been received from Cornwall for use in the Dock entrance (all the principal parts of which will be formed of this material). Some may be disposed to ask why this is, seeing there are quarries in Newry, Aberdeen, Peterhead, Dalbeattie and elsewhere in Scotland, but we have no doubt there are sufficient reasons to account for passing over places less remote. In the interval when other work was at a standstill, owing to broken weather, there was no cessation in the work of the stone-crusher; and heaps of rubble stones are to be seen piled up all over the ground, ready for subsequent use in the building of the dock walls and breakwater.

At the site of the passenger station, in front of the Free Church, rapid progress is being made in putting in the foundation for the walls of the station buildings, and the embankment is being formed ready for the reception of the permanent way of rails. Elsewhere we give particulars as to the new station, and the contractors engaged on the work. The road to the North Crescent is now almost finished - the railing being completed, the footpath formed, and the metalling laid down. The railing, we understand, is to be continued the whole way along the front of Montgomerie Street as far as Princes Street.

BNA, 'Blairbeth'

George Lawson found his contract unprofitable, and was relieved of his obligations in January 1889, seemingly by Randolph G E Wemyss of

Wemyss (how, why). Action in CoS until at least 1894. The engineer for the dock seems to have been John Wolfe Barry, CE; the contract was completed by Lucas & Aird.

EG 10310, Tu 24.11.1891, 1275ab — Bill. Additional capital; largely financial.

KH, F 20.1.1911, 7c — Harbour - Alterations presently being contemplated:-

Graving Dock. Lengthening it by 50', which involves deviation of some rail lines. Thought to be losing some work because the dock is too short.

Demolish old houses which front harbour on SE, and build new Harbour Workshop on site, between old and new Docks.

Remove Harbour offices from the far side of the harbour to Harbour Street, where also a new Custom House is now being fitted out.

EG, Tu 30.11.1915, 1808b — Ship detained, *Progresso*, Norwegian, Ardrossan.

ACC, PC 8.4.1952, 90-91 — Further LAND RECLAMATION proposed - c 4 acres - towards/opposite North Crescent - to be developed by Scottish Oils & Shell-Mex Ltd.

Scots Magazine, 90/5, February 1969

Carries advert for Burns & Laird Lines Ltd. mv Lion, drive-through car and passenger ferry. Sails very weekday (and Sundays in summer) between Ardrossan and Belfast, taking 4½ hours.

ASH, F 6.4.1974, 1abcd — Proposed £200,000 alterations to the Arran berth. Calmac are also to build a new passenger terminal. Proposal is for the extension of the Caledonian Berth, infilling the area between Winton Pier and 'Jerry's Pier'. 'Jerry's Bay' was largely filled in some years ago.

Review of 1974 in ASH, x.1.1975 — In September 1974 it was announced that a new 450' quay was to be built.

HARBOUR MASTER

Pigot, 1837, 240 — John Sinclair.

SHIPPING SERVICES

ARDROSSAN AND ARRAN STEAM SHIP Co. Ltd.

EG 8018 F 24.12.1869, 1665a — Voluntary Winding-up. Liquidators to be Lewis Fullarton, timber merchant, Duncan Stewart, shipping agent and John Emslie, writer and bank agent (also company secretary), all Ardrossan.

BELFAST (DAYLIGHT SERVICE)

AP, F 3.7.1931, 2c — For six weeks in the summer there is a daylight service between Ardrossan and Belfast. This service began in 1890 with the paddle steamer *Adder*, initially from Greenock but switched to Ardrossan in 1892. *Adder* served until 1905. Between 1906 and 1914 the service was provided by the steam turbine *Viper*. Service re-introduced in 1924 with the *Graphic*, which was replaced in 1930 by the *Lairdsmoor*. Burns and Laird Lines Ltd. At luncheon on initial sailing 1931, last Friday (26th June) were, inter alia, John C Hay, general manager of the company, and the ship's captain Neil Campbell.

FLEETWOOD

E, 3.5.1946, 412c — The Preston & Wyre Railway (promoted 1835, opened 1840) included a new port (Fleetwood). By the time it opened, there was through running to London from Preston, and the company sought to use this by running steamer services from Fleetwood to Barrow, and, three times a week, to Ardrossan, thus offering a swifter route to London from Glasgow, &c. See ref.

HUDSON'S BAY COMPANY

AP, F 16.6.1933, 17c — The sailing tomorrow from Ardrossan of the icebreaker SS *Nascopie* will end a 265 year old Hudson's bay Company tradition. Since 1668 the company has sent ships to fur-trade. Now, with the regular ocean transport between Canada and UK, it is no longer necessary for the company to do this. Their furs can be shipped on the regular transatlantic liners, and the SS *Nascopie* will now be stationed permanently in Canada.

HARBOUR - NAVAL

PACTOLUS

Warlow, 105 — 1896. Lamlash/Ardrossan. Submarine Depot Ship, Auxiliary Patrol Parent.
Cruiser, converted to Submarine Depot Ship September 1912. Lamlash flotilla 24.9.1912 - 1914. 9th Submarine Flotilla, Ardrossan, December 1914; 7th Submarine Flotilla 1916-1918, also Auxiliary patrol Parent Ship Clyde December 1914 to June 1919. Depot Ship A/S Tug Ardrossan 1919, at Shandon in Care and Maintenance September 1919, allocated RNR Clyde. Old 1921.

FORTITUDE

Warlow, 60 — Commissioned 20.4.1940. Paid Off 30.9.1945 - retard party remained
Name selected for base at commercial port Ardrossan, 1.9.1939. Naval Officer in charge ordered 27.8.1939, listed as Fortitude 25.2.1940. Nominal Depot Ship: (1) MB Englyn 20.4.1940 - x.4.1942; (2) Danish MFV Fano 9seized 1940) x.4.1942 - 30.9.1945.

FORTITUDE II

Warlow, 60 — Coastal Forces Base. Commissioned 7.5.1941. IN Navy List 2/1944, not in Navy List 8/1942. Nominal depot Ship: Harbour launch Aelda II (a 15 ft small boat previously carried by Aelda), 7.5.1942 to 2/42.

HARBOUR - SPECIFIC BUILDINGS

CANTEEN

ACC Planning, A5701 — February 1953. Convert store to works' canteen, for Ardrossan Harbour Co.

CONTROL TOWER

ASH, F 29.5.1964, 8efg — Completed recently. Photograph. 'A modification of a Swedish design'.

EGLINTON DOCK

Ardrossan Burgh 150th Anniversary, North Ayrshire Museum, 1996 [Copy at Ardrossan Library]
First pile of Eglinton Dock sunk 4.5.1887. Formally opened 12.4.1892.

BI, lxi, 299 — Extension nearing completion in October 1891.

AA, Th 24.3.1892 — The first vessel into the new dock was 'Merzarie' from Bilbao on Tuesday.

AA, Th 14.4.1892 — Eglinton Dock, north of the old dock, Tidal Basin and Breakwater have just been completed by the contractors, Messrs Lucas & Aird, London, from the designs of Messrs Strain, Robertson & Thomson, CE, Glasgow and London. Formally opened last Tuesday.

A, xliii, 173 — New steamboat quay to north of Dock. 10A wet dock. Outer basin of 7 acres. SHEDS being built opposite new berths. Estimated total cost: £200,000.

BN, lxii, 525 — On North side the old Montgomerie Pier used - widened from 30' to 165' - old quay wall underbuilt with concrete on south side, old quay wall underbuilt with concrete on E and W side, new walls of rubble concrete on east and west sides, noew walls of rubble concrete. Dock divided from new Tidal basin by a cross quay. Outer tidal basin covers --- acres (500' by 370') - new walls of rubble concrete. New breakwater, 1320 feet long runs north-south for 1000', and then runs in NE direction. Built of concrete. Strain, Robertson & Thomson, engineers; Lucas & Aird, London, contractors.

FERRY TERMINAL

RSA, 1970 Exhibition, no.381 — Car Ferry Terminal. Graham Law, architect.

AJ, 4.4.1973, 822 — Built by 1973. Ferry Terminal, Law & Dunbar-Naismith. Photograph.

LIGHTHOUSE

TT, F 6.1.1899, 1b — Notice that the New Light in the Lighthouse has been carried way, and that the Old Light will be shewn until further notice.

MONTGOMERIE PIER

Ardrossan Burgh 150th Anniversary, North Ayrshire Musuem, 1996. [Copy at Ardrossan Library]
1890

NATIONAL DOCK LABOUR BOARD, Dock Road

ACC Planning, A8037 — November 1954. Offices, Dock Road; Black & Shapley, for NDLB.

OFFICES

ACC Planning, B297 — July 1956. Offices and Lavatories, Ardrossan Harbour; Black & Shapley, for Ardrossan harbour Co.

OLD DOCK and GRAVING DOCK

Gentleman's Magazine, xxiii, 1845, 642
Wet Dock 21' at entrance and 22' within gates. Area of almost 5 acres. 2 deep water piers extending for 1300' now being built. Graving dock formed. Patent slipway formed. Begun 1840 - Completed 1845.

Edinburgh Evening Courant, 21.3.1844
Tenders wanted for completion of Wet Dock. James Moffat, Ardrossan, engineer.

AA, Th 6.3.1845 — New Dock formally opened last Friday. 3¾ acres. Also a Graving Dock. Commenced about 40 years ago - a tidal harbour built under Mr Telfer. Work recommenced in 1840, Mr John Moffat, engineer. First three boats into the new dock were the barque Springhill of Irvine, brig Pekin of Ardrossan and brig Henry of Ardrossan.

KS, 28.2. and 7.3.1845 — Formally opened 28.2.1845. Originally begun by Mr Telford. £100,000 spent between 1805 and 1819. Operations, under John Moffat, engineer, restrated in May 1844. Lock of 160' by 40'.

BN, l, 640 — Wet Dock entrance collapsed in 1883 and reconstructed in 1887. Dyce Cay, engineer.

OLD POWER HOUSE

List 19 — 1892. Single storey building originally housing 3 boilers producing hydraulic power for the harbour. Red engineering brick with sandstone dressings, slate roof with red tile ridge. Side elevations have 3 round-arched windows. Pedimented gable end with square Italiante tower to

right originally housing the hydraulic ram. Modern clock set in recessed panel. Battlemented cornice. Opened 12.4.1892 together with Eglinton Dock. B.

Hume — Built c.1892. A tall 1 storey 3 by 3 bay red brick building with a lower single storey block and a 3 storey accumulator tower in the style of a campanile.

nr/sv — Restoration 2007-8 as restaurant for Cecchinis. **Robert Potter & Partners**.

HARBOUR - SHIPBUILDING

SHIPYARD

Hume — Late C19 to early C20. Some buildings remain here, including a 3 storey, 6 by 4 bay flat-roofed office block and a 13-bay brick and corrugated iron workshop shed, both derelict. OS 224419.

Pigot, 1837, 240 — Matthew Henderson, shipbuilder.

AA 19.5.1864 — fl 1864, Joseph Russell, shipbuilder, &c., Ardrossan.

ASH, 24.2.1866 — James Shearer, 51, died 22.2.1866. Shipbuilder, and partner of John Barr. Born in Troon (c.1814); 23 years in Ardrossan.

EG, F 2.8.1867, 893b — Barclay & Shearer, shipbuilders, Ardrossan, dissolved 12th June 1867 (Peter Barclay; Charles Shearer). Barclay continues as Peter Barclay & Son. [N.B., Peter Barclay died late 1867].

ASH, Sa 3.3.1877, 1a — Dissolved, w.e.f. 27.2.1877, Barclay, Robertson & Co., shipbuilders, Ardrossan. Business to be continued by James Paterson Robertson, while Hugh Barclay retires.

ASH, Sa 28.4.1877, 1b — Shipbuilding Business for sale. Formerly P Barclay & Son, and latterly Barclay, Robertson & Co. Has 99 year lease of ground from Martinmas 1859.

Glasgow Property Index, 1896 — Unsold. Barclay's Yard, Harbour Street. 1A 1R 38P 8Y held on on 99 year lease from Martinmas 1859. Upset price reduced from £2500 in April to £1250 in October 1896.

Glasgow Property Index, 1897 — Sold for £1000.

ASH 8.12.1899, 5a — James Robertson (c.1821 Farnell Angus - 1899 Southport) was Peter Barclay's manager, then partner, and was also his s-i-l, being married to Mary Barclay) [ASH 21.5.1859 records May 1859 dissolution of engineering partnership between James Robertson and Thomas Miller]

AA, Th 2.1.1902, 5b — Note of vessels launched by Ardrossan Dry Dock & Shipbuilding Co Ltd in 1901. See ref.

ASH, F 4.1.1924, 3g — Launched in 1923: passenger cargo steamer *Lady Louth*, of Dublin

E, 19.4.1966, 358b — During WW2, shipyard undertook 2 submarine refits, 2 large repairs and 31 minor repairs and dockings. See ref for comparisons.

SRC, Highways &c 8.9.1983 — Lowest tender for two ferries for the Renfrew Ferry - William McCrindle & Son Ltd., Ardrossan, at £468,000.

HARBOUR - OTHER INDUSTRIAL
HARBOUR - RAILWAYS

See Ardrossan - Transport and Industry file.

HARBOUR - STAFF

HARBOUR MASTER

Fl. 1944 - 1951 — William BROCK. Living as tenant of SAHCo at The Cove, 7 Stanley Avenue.

AA, Th 8.11.1821, 1a — Reference to newly appointed Collector of Harbour Dues, George PENNIE.

CANAL

Paterson — The Earl of Eglinton continued with his gigantic project. The Canal Company built the canal from Glasgow as far as Johnstone.

Lindsay — To the 12th Earl of Eglinton, who owned large estates in the Ardrossan-Kilwinning- Saltcoats district, the C18 expansion of Glasgow and of its trade with America offered the opportunity to become the owner of an international port. Despite Glasgow's success in the 1770s in deepening the channel, the navigation of the Clyde to the Broomielaw still presented difficulties for sailing vessels; and the valley from Paisley to Kilbirnie provided the obvious route for a canal whose terminus on the Ayrshire coast would bear the same relationship to Glasgow that Liverpool bore to Manchester. In 1791 therefore Eglinton formed a committee with the object of improving the harbour at Saltcoats and linking it with Glasgow by canal.

In 1800 Rennie made a survey plan and report on the harbour. It was on Rennie's authority that Eglinton recommended the canal to a meeting called by the Lord Provost of Glasgow in February 1803. The route was surveyed by John Ainslie, and he and Rennie reported in October 1804. The area through which the canal was to pass was said to be rich in minerals and to have 'many extensive manufactorie;; and it was estimated that a canal for vessels of 25 tons would cost £130,960, and a canal for vessels of 60 tons £166,711. A meeting of 'noblemen and gentlemen' was immediately held in Glasgow and £20,000 was subscribed; but it was resolved that, while Saltcoats would be linked to the canal by a branch line, the main canal should terminate in a new harbour to be established by Eglinton on Ardrossan Bay.

A resurvey by Telford in 1805 included this change and modified the route slightly between Glasgow and Johnstone. The total distance by water from Tradeston to Ardrossan Bay would be about 32 miles, and it was estimated that the canal would cost £134,500 and bring in £13.699 p.a. A meeting held in Paisley in August 1805 adopted Telford's plan and decided to apply for an Act; this Act was passed in June 1806.

In November 1806 it was resolved that the eastern section be built first, as revenue from this stretch would help to pay for building the rest. Work began between Johnstone and Tradeston in May 1807 and on 31 October1810 the section from Paisley to Johnstone was opened, and the section through to Glasgow was completed in 1811. Eglinton failed to find sufficient funds to continue the canal, and attempts to obtnain public funds were unsuccessful; a request to Lord Liverpool in 1817 was rejected as the deepening of the Clyde under an Act of 1809 made the canal unnecessary.

Eglinton wanted to make Ardrossan a major port, and secure cheap carriage for the coal from his mines at Kilwinning, and as the company began to lose money, arguments arose between him and his supporters, who argued that all revenue should go towards completing the canal, and the majority of the shareholders, who argued that it should go to pay off outstanding debts.

Plans for completion dropped after 1820. Johnstone-Ardrossan railway was authorised in 1827. Ardrossan to Kilwinning built 1827/28, which provided Eglinton with his cheap coal carriage. Between 1829 and

1836 branches were built to Saltcoats Harbour, Doura pits and Fergushill; by 1836 plans to extend the line to Johnstone were given up, and in 1840 the canal and the railway became separate companies.

Thomas — Calls Telford's route, 'this boldly planned waterway' and dates passing of Act as 20 June 1806. States also that the Glasgow Johnstone canal opened 4.11.1813, and that Ardrossan & Johnstone Railway was authorised 14 June 1827.

AA, Th 18.10.1804; AA, Th 25.10.1804

Carry the reports of Rennie and Telford. [In Ayrshire General Articles File, under 'Canals'.

AA, Th 30.1.1806, 1c — 'The proposed Canal from Glasgow by Paisley and Johnston, to the West Coast (the subscriptions to which are already about half the amount of the expense estimated and daily increasing) falls into this Harbour. From the inexhaustible mines of coal, ironstone and limestone, everywhere abounding in the line through which it passes, and from its connecting more intimately the east and west coasts of the nation together; and these and the inland part of the country with England, Ireland, the British Isles and Fishings, and the Western Ocean; the advantages to be derived from the completion of this canal to the public in general, to the country through which it passes, and to thee west coast in particular are at present incalculable.

AA, Th 3.7.1806, 1a — 1st AGM to be 17.7.1806 in Paisley. [Report in AA, Th 24.7.1806, 4b]

AA, Th 9.10.1806, 1a — To be a general meeting in Paisley, Th 6.11.1806.

AA, Th 7.7.1808, 4b — Sale of Mill (Boyle Stirrat & Co), Dalry. The line of the new canal to Ardrossan passes within forty yards of the premises.

AA, Th 10.11.1808, 1e — For sale, part of Dalgarvin (sic): 21A 40F on south side of Kilwinning-Dalry road, occupied by Archibald Blair. Contains coal. Bisected by the line of the Ardrossan Canal.

AA, Th 4.5.1809, 1d — To be a special general meeting, 29th May 1809.

AA, Th 8.11.1810 — On Wednesday last part of the Ardrossan Canal was opened with great ceremony and a dinner given on the occasion at which the Earl of Eglinton, and a number of respectable gentlemen attended.

RHP 2052 — 1821 plan by Archibald Kenneth & Son

EG 5480, Tu 4.11.1845, 422b423c

A bill of the Caledonian Railway seeks powers to, inter alia, 'take down and re-erect in a more convenient manner, the aqueduct bridge by which the Glasgow Paisley & Ardrossan Canal is carried over the … Polloc & Govan Railway. [Which is being acquired by the CR]

EG 5482, Tu 11.11.1845, 488bc — Bill: alterations to 46 Geo III, &c, allowing Ardrossan & Johnstone Railway to be sold to the Glasgow, Kilmarnock & Ardrossan Railway.

EG 5483, F 14.11.1845, 602ab — Bill. GPKAR to acquire Glasgow, Paisley and Ardrossan Canal.

EG 7902, F 13.11.1868, 1379a1380a

GSWR Bill to acquire Glasgow Paisley & Johnstone Canal.

EG 7905, Tu 24.11.1868, 1453a-1456a

Bill to allow City of Glasgow Union Railway to, iner alia, make an extension of their deviation of the Glasgow Paisley & Ardrossan Canal.

EG, F 2.7.1869, 797a — Acts receiving Royal Assent: an Act to vest the Glasgow Paisley & Johnstone Canal in the GSWR.

EG, F 19.11.1869, 1447a1448ab — Bill to vest the canal jointly in the GSWR and the Caledonian Railway.

ARDROSSAN & JOHNSTONE RAILWAY

AA, Th 21.2.1828, 4e — To be Special general meeting, 18th March. James Sword, clerk.

AA, Th 6.3.1828, 4d — Contractors wanted for cutting and embanking the first section. Details with James Sword, company engineer, at their offices in Saltcoats.

AA, Th 6.3.1828, 1e	Kilwinning, coal in Bridge-end, Blacklands, Nethermains, &c., to let; lands are close to the proposed Ardrossan and Johnstone Railway.
Pigot, 1837, 239	'An act of Parliament was obtained in 1827, for making a railway between Ardrossan and Johnstone, but as yet it has only been finished to Kilwinning, a distance of six miles; a branch of four mileshas also been made to the Eglinton coal field. The principle trade is in coal and stone, which are shipped here [Ardrossan], chiefly to Ireland. A considerable trade is also carried on in the conveyance of passengers along the railway; during the year ending September 31st, 1835, upwards of 21,000 persons were so conveyed, and there was a great increase in the ensuing year.'
Pigot, 1837, 277	(Saltcoats). James Moffat, superintendent of Ardrossan and Johnstone Railway.
EG 5534, Tu 5.5.1846, 184a	Meeting, Carrick's Hotel, Glasgow, 16.5., to vote on Bill to form railway (route not stated), and purchase Ardrossan Railway and Harbour. Chairman, Earl of Eglinton. Campbell & Tennents, solicitors.

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