TRANSPORT

HARBOUR

Duncan Campbell, The Isles of Cumbrae - A Short History, typescript, 1993

Whilst famed in the 18th century for its linen, Great Cumbrae's main prosperity rested on its status as base for a Revenue Cutter. One of these vessels was stationed there from at least 1724 to about 1820. Whilst details of all the actual vessels are not readily available, the first vessel seems to have been a small sloop. the in 1767 the wherry Cumbrae, custom built in Dublin two years earlier, was armed with eight swivel guns (described as 'already worn') from Dumbarton Castle, and placed on the Cumbrae Station.

The Royal George is the name of the vessel popularly linked with this operation, but the first Revenue Cutter to bear this name made its first appearance not in the Clyde, but in the Firth of Forth, and it was only about 1773 that a captured smuggler cutter named the Fox was fitted out with 12 guns and renamed the Royal George. She, and one of her captures - the Betsey, a brig with 16 guns and a crew of 45 - were highly successful and so a 'new build' was ordered. She became the Royal George

OLD HARBOUR

List 4 — Old Harbour works and basin formed c.1750 under direction of Captain Andrew Crawford, and re-constructed in 1797. The original basin extended as far as the lower end of the present Cardiff Street but was filled in when the front was constructed. B.

J R D Campbell, Millport & The Cumbraes, Irvine, 1975, 96

Quay first made c.1750.

AA — 1928, proposed reduction in size of inner harbour to allow widened and improved access to the pier. **John Cowan**, Glasgow.

CLOCKTOWER

LRIBA application, J B Whyte (of Whyte & Galloway)

c.1906-1911, clocktower, Millport. [Looks 1950s to me)

PIER

J R D Campbell, Millport & The Cumbraes, Irvine, 1975, 96

PIER is of 1833, and was extended 1859-1861.

Duncan Campbell, The Isles of Cumbrae - A Short History, typescript, 1993

Gives date of PIER as 1883.

AO, Tu 19.3.1833, 4b — Work is about to start on a 'handsome pier'.

AA — Have 1833 agreement to the pier from Marquis of Bute.

AA — 1904, Extended and Widened. John Cowan, AMICE, Glasgow.

SRC, B&P 23.6.1981, 962 — Old Pier Offices & Store, leased to Little Cumbrae Estate Ltd, at £1150 p.a., for 10 years from Whit 1981.

SHELTER

AA — 1937, Wylie Shanks & Wylie. Long concrete shelter with hood-like roof, protecting a bench. Has cattle pens to one side, and toilets to the other.

SERVICES

EG 5426, Tu 29.4.1845, 138c — John Stewart, Crescent, Largs, gives notice that he has sold, on 22.4.1845, his shares in the Glasgow, Largs & Millport Steam Packet Co.

SRC, HTC 24.1.1985 — No objection to proposed withdrawal of Largs Millport ferry service.

KEPPEL PIER

See Public Buildings - Marine Laboratory.

LECK PIER
(near Crocodile Rock)

AA, -- 1938. proposed Extension. **John Dymock**, Burgh Surveyor

ROAD

INDUSTRY

Duncan Campbell, The Isles of Cumbrae - A Short History, typescript, 1993

Cumbrae did not wholly escape the effects of the Industrial Revolution. Mr Robert Reid, who resided in Bute Terrace, had his Female Industrial School in what is now a small cottage there, and constructed a small water-powered weaving mill, probably at the head of Cardiff Street, not very far from the present site of the Bowling Green.

UTILITIES

DRAINAGE

E, vol 101, 5.1.1906, 7c — Drainage scheme, estimated cost £5915, in progress or under consideration.

ELECTRICITY

E, 1.2.1946, 97ab — NSHEB Distribution Scheme 4 (Bute, South Cowal and Great Cumbrae) was published 28 Jan 1946, together with Distribution Schene 7 (North Cowal) and Constructional Scheme 4, for a power station at the head of Loch Striven, and a reservoir in Glen Tarsan, with a 15 sq.m. catchment area.

Net — Opened 1951.

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