TROON HARBOUR

BALLAST BANK

NMRS photograph AY3469 — Making the bank, 1875. Photograph by T & R Annan, Glasgow. Original stated to be at Marr College. [NMRS also have Valentine photos of 1900/1902: AY/3474, AY/3493 and AY/3515.]

HARBOUR

Hume — Built 1808 on, for coal shipments, by the 3rd Duke of Portland. Formed by a natural headland, improved by the construction of a west pier, a long east pier and by quaying the east side of the headland. The basin thus formed is subdivided by 2 piers into inner and outer basins, and there are two dry docks, now owned by the Ailsa Shipbuilding Co. Now used for shipbuilding and breaking, and by small craft. Interesting features are an attractive range of single storey cottages, and the Ballast bank, composed of earth and shingle ballast from sailing colliers, and acting as a shield from the prevailing wind.

NMRS Sheaf Catalogue — William Jessop, engineer, nd.

AA, Th 11.9.1806, 4c — Article: AIRSHIRE HARBOURS. 'To the new harbour at Ardrossan, we have now to add one proposed at the Troon. This place has long been ascertained capable of being made a safe, commodious and deep harbour. With an Iron Railway to the populous and extensive manufacturing town of Kilmarnock, a very considerable trade will infallibly be established, which the mines in its neighbourhood, the commodities it manufactures and the bulky articles it must import, will give such employment as will require a considerable shipping [and] produce a revenue that will benefit those who embark in it.'

AA, Th 27.8.1807, 1c — Notice that a Bill is about to be put before Parliament.

AA, Th 5.5.1808, 1d — The Troon Harbour Bill was read a third time and passed in the House of Commons, Tuesday 16th April 1808.

AA, Th 28.7.1808, 4d — "The intended harbour at the Troon, we understand, will be very soon begun. Already the forming of the course for the iron railway to Kilmarnock has been begun."

The Gentleman's Magazine, lxxxix, pt.1 (1819), p.364 — Completed 1819. Built by Portland to ship coal from his mines.

Edinburgh Magazine, iv, 1819, 464-5 — Cost over £200,000; Iron railway to Kilmarnock built.

AA 15.4.1819 — The harbour of Troon is at last completed ... £200,000 spent by the Duke of Portland in "building a most convenient harbour". Notice taken from a London paper.

AA, Th 11.7.1822, 4c — Coal exports for quarter to 5th July 1822, 13506 tons (Ireland 12861, Isle of Main 210, coastwise 435).

Pigot, 1837, 281 — '… and a secure harbour, into which vessels of great burthen can confidently enter with the wind from almost any point, and anticipating the beneficial results to be expected from the completion of the grand line of railway from Glasgow to Preston, Troon is obviously destined to attain a high rank in maritime estimation. His Grace has of late been making material

improvements in the harbour, by running out dykes and quays; and large basins are being formed, in which the shipping may moor in perfect safety; when these are finished, it will be securely protected from every blast. It has two superior dry docks for the repairing of vessels, large store-houses, a lighthouse and a capacious wet dock in progress; the whole is, and has been for many years, under the immediate superintendence of Mr John Wilson, civil engineer, the Duke's agent. His Grace has also a fine shipbuilding yard here, under the inspection and control of Mr Robert Thomson; the vessels launched from it have not been surpassed in mould, speed, elegance or workmanship; there are sixty men on an average employed in it.'

2SA, 1845, 684 Dec 1841. 1808 harbour constructed by Portland at cost of c.£100,000. Low water draught 15'-16'. Wet Dock currently being excavated from rock.

e-mail from DBSmith 20.11.2000 Stone recently discovered at Troon harbour. THIS STONE AND 160 FEET OF QUAY WALL EXTENDING SOUTHWARDS FOUNDED ON ROCK WERE BUILT IN 1843 DURING THE TIME MR ROBERT INNES HAD THE MANAGEMENT OF TROON HARBOUR **MATTHEW WADDELL** MASTER MASON.

EG, 10400, Tu 27.9.1892, 1085b1086a To be a Port, in terms of Customs Consolidation Act, 1876, with effect from 1st October 1892. Boundaries are North Gailes Burn and "a stone pillar erected on the beach, about one mile south of Troon Point, marking a place formerly called New Burn, and being the northerly boundary of the Port of Ayr." Includes Lady Isle and three miles seaward from coast and island. Legal quays for lading and unlading are:

All that open place, quay or wharf situate at Troon aforesaid and known as the Breakwater, commencing at the south-eastern extremity of the inner harbour, being the interior or western side thereof only, and extending in a north-westerly direction to the entrance of the outer harbour, 3020 feet and varying in breadth from 20 to 60 feet.

Also all that open place, quay or wharf known as the North Pier, commencing at the northern extremity of the entrance of the outer harbour, and running in a south-westerly direction to the north-western extremity of the Ballast Quay, being in length 573 feet and varying in breadth from 30 to 80 feet.

Also all that open place, quay or wharf known as the Ballast Quay, commencing at the point where it intersects the said North Pier, and extending in the south-east direction to the north side of the entrance to the Wet Dock or Tidal Basin, being in length 730 feet and varying in breadth from 40 to 64 feet.

Also all those open spaces, quays or wharves which surround the said Wet Dock; firstly, the east side thereof extending in a northerly direction 282 feet and varying in breadth from 40 to 64 feet; secondly, the north side thereof extending in a westerly direction 223 feet and being 50 feet in breadth; thirdly, the west side thereof extending in a southerly direction

365 feet and being 50 feet in breadth; fourthly, the south side thereof extending in a easterly direction 260 feet and being 50 feet in breadth.

Also all that open space, quay or wharf known as the Blind Coal Quay, commencing at the south side of the entrance of said Wet Dock, and extending in a southerly direction to the north side of the entrance of the Graving Dock, 150 feet in length and being 90 feet in breadth.

Also all that open space, quay or wharf known as the Old Quay, commencing at the south side of the entrance of the said Graving Dock, and running in a southerly direction 480 feet, and being 30 feet in breadth.

Also all that open place, quay or wharf known as the Cross Breakwater, projecting into and dividing the outer from the inner harbour, in length 350 feet and in breadth 40 feet.

EG, 15.12.1896, 1303a — Sequestrated. James & Alexander Wyllie, ship-owners, Troon (James Wyllie, Alexander Alexander Wyllie). Commissioners include Robert Carswell, shipbuilder, Troon; Daniel Shields, colliery agent, 12 Gordon Street, Glasgow.

Patton, 80 — Acquired by GSWR in 1902.

3SA, 1955, 617 — Harbour declined after 1918 due to closure of pits and furnaces in Ayrshire.

Engineer, 15.11.1946, 455b — LMSR have recently issued illustrated folder on Harbours of Ayr and Troon.

Edinburgh Gazette 16714, F 6.1.1950, 10b

Two instruments of the British Transport Commission. By the first, delegation of their powers, granted Nov 1947, to the Railway executive withdrawn, and by the second, these powers delegated to the Docks & Inland Waterways Executive. The places covered are Barrow Docks, Ayr harbour, Troon Harbour, South Alloa Jetty, Grangemouth Dock, Silloth Dock, Alloa Harbour & Dock, Bo'ness Harbour & Dock, Burntisland Harbour & Docks, Charlestown Harbour, Methil Harbour and Docks, Pettycur Harbour, Tayport Harbour and Lydney Docks.

COAL EXPORT

EG, 15.12.1896, 1303a — Ref to Daniel Shields, colliery agent, 12 Gordon St., Glasgow as one of the commissioners in sequestration of James & Alexander Wyllie, ship-owners, Troon.

FISH PROCESSING FACTORY

ACC, PlgC 10.3.1953, 87 — (in CPO's report). Proposed (Stevenson & Ferguson, for Troon Fishing Co., but is opposed by Troon TC)

GRAVING DOCKS

Edin Even Courant, 6.6.1811 — 2 graving docks - with shipbuilding yard between them. 1 graving dock will be completed in Autumn 1811, the other will be finished in Autumn 1812.

DNB, "William Mackenzie", civil engineer, 1794-1851

"In 1811 he became a pupil of Thomas Clapham, a lock carpenter on the Leeds and Liverpool Canal. He then worked for John Clapham on a dry dock at Troon Harbour before joining John Cargill, one of Telford's favourite contractors, on Craigellachie Bridge." Full article in Glasgow, Architects.

AA 30.10.1817 — We are happy to learn that the new graving dock at Troon belonging to the Duke of Portland is now completely finished,

the ship *Alexander* of Air having entered it on Friday last. We understand that this dock is the most complete in the Kingdom in point of workmanship and convenience. There are 13 feet of water on the cill at spring tides, the gates are 36' 9" clear and the length of keel blocks above 250 feet.

2SA, 1845, 684 December 1841 Two Dry Docks, the larger 300' long.

BI 7/77 August 1896 New graving dock for the Harbour Board. New graving dock for the Duke of Portland: engineers, **McTaggart, Cowan & Barker**.

BNA, 'Blairbeth' ASH, 1897, on progress. George Lawson, contractor, with James Lawson, site manager. McTaggart, Cowan & Barker, engineers.

B, lxxiv, 401 Nearing completion, 1898. **McTaggart, Cowan & Barker**, Glasgow, engineers. **George Lawson & Son**, Rutherglen, builders.

TT, F 24.2.1899, 5d It may be interesting to recall the fact that the old dock at the north end of Troon Shipyard was, till about the year 1860, the most extensive one on the Clyde, and, owing to lack of accommodation, Glasgow had to send her largest ships to Troon for repairs. When the construction of the dock was contemplated by the Duke of Portland of the day - the late Duke's father, and known as the "good old Duke" - he gave instruction to his engineers that he wished it made large enough to dock any frigate of the line in the navy, but this was overruled by the engineers stating that Troon would never require one so large. The Duke's prescience was soon confirmed, however, as the dock was found to be too small some 20 years afterwards. The loss to Troon and Troon Harbour, owing to the fact that it was not made larger at the time, is simply incalculable. A much larger dock was constructed for Mess Todd & McGregor, now Mess Henderson Bros., Partick, and the owners of large vessels sent them there for repairs, which was a distinct loss to Troon. The Ailsa Shipbuilding Company, who started iron shipbuilding at Troon in the year 1886, and who have carried it on most successfully ever since, found the dry-dock accommodation was not sufficient for the times, and the construction of the new dock was commenced to meet the much and long-felt want. Although the dock is still much shorter than some on the Clyde, it will take in a fairly large vessel.

The new graving dock being constructed at Troon Harbour for the Ailsa Shipbuilding Co is now approaching completion. The operations were begun in the month of January 1897, and it is expected that the opening will take place this summer around June or July. The dock itself is practically finished, but the carpenters are at present employed putting together the large teak-wood gates, which are in an advanced stage, and almost ready for launching into position. When the gates are put on, there is a large piece of rock remaining between them and the coffer dam which will require to be removed by blasting. After this is done, and the pimping engine and boiler house erected - they are also in a forward state towards completion - the dock

will be ready for the admittance of vessels. The situation of the graving dock, we may mention for the benefit of our readers at a distance, is at right angles to the south end of the shipyard, and immediately adjoining the 'wee' dock (which has been filled up with the excavations) and the present launching slip. Owing to the filling up of the 'wee' dock, the company will have room on the building slip for an additional vessel or two. The dock was excavated practically out of the solid rock to its entire length, and the retaining walls and floor are of concrete. Its dimensions are: - extreme length, 364 feet; depth from cope, 30 feet 3 inches; width at bottom, 50 feet, and at top, 86 feet. There will be -2 feet of water on the sill at high water (spring tides). The engineers of the works are Messrs MacTaggart, Cowan & Barker, Glasgow; and the contractors are;- Messrs George Lawson & Son, Blairbeth, Rutherglen. The cost of the undertaking will be somewhere about £28,000. It is expected that their Graces the Duke and Duchess of Portland will perform the opening ceremony.

TT, F 30.6.1899, 4b — New Graving Dock formerly opened yesterday by Lady Ailsa. Designed by **McTaggart Cowan & Barker**, CES, Glasgow, and built by **George Lawson**, Blairbeth, Rytherglen.

AA 6.7.1899 — Graving Dock opened last Thursday. Plans of **McTaggart, Cowan & Barclay** [sic], CE, Glasgow.

B, lxxvii, 67 — Opened 29.6.1899. 360' by 50' at floor level.

HARBOUR OFFICE

Old List 14 — 10 houses in all including Custom House. Long 1 storey row, L shape. Coursed stone blocks, pink coloured ashlar dressings, rusticated surrounds to windows; moulded eaves band; ridge roof, hipped at corner. B.

New List 55 — Post-1883, L-plan range of single storey dwellings and offices, 18 bays to SE elevation comprise dwellings and former custom house 2-3-4-4-2-3 and 2-bay return of harbour facing 12-bay range, comprising 6 2-bay units. Dressed rubble, ashlar dressings. Sash windows in margins. Timber eaves cornice, slate roof, coped stacks, some rebuilt in brick. **Not** on 1883 Feu Plan, ATD 1/187. CS

LIFEBOAT HOUSE

AA, Th 22.12.1870, 4d — Troon New Lifeboat. Mrs Sinclair of Greenock has, through Messrs Neill, writers, presented to the National Lifeboat Institution the munificent sum of £500 to defray the cost of the new lifeboat which is about to be sent to Troon, on the coast of Ayrshire. His Grace the Duke of Portland has granted the site of ground on which the boathouse is to be built; and an efficient lifeboat-station, managed by M. Beveridge, Esq., Collector of Her Majesty's Customs, Jas. Wood, Esq., and other gentlemen, will no doubt be established at no distant period at Troon.

AA, Th 25.7.1968, 6b — New lifeboat, Connel Elizabeth Cargill, arrives tomorrow (Friday). see ref.

AA, Th 26.9.1968, 10a — Old lifeboat has gone to Girvan.

LIGHT

KJ 17.8.1848 — A red light is to be lit from 1.10.1848, 25 feet above high water mark, and 350 yards NE½N from the light house.

LIGHTHOUSES

Mackintosh, Old Troon, 1969, 38 — There used to be three lighthouses, at the end of the inner pier (1827), at the pierhead (1848), and on the breakwater (1889).

AA 5.5.1904 — A new lighthouse at the harbour has been erected on the pierhead, on site of old fixed light. Circular stone base of Corrie red sandstone. 12' high tower of cast iron plates.

MARINA

Nr — Attempts to establish a marina made by Troon Cruising Club in 1972 and 1975-6. In September 1976 announced that agreement to create a marina had been reached between Robin Knox-Johnston and British Transport Dock Board, with a projected opened date of Summer 1976.

AP, F 14.1.1977, 35 — Planning Notice. Landscaping, Templehill, for Troon Marina Ltd. Hay Steel Macfarlane & Partners.

AP, F 21.1.1977, 9 — Troon Cruising Club have interim interdict (upheld) to prevent British Transport Dock Board ordering them to lift 50 boats from the harbour to allow dredging.

AP, F 23.9.1977, 44g — Construction has begun, with aim of 650 berths. Partners are Robin Knox Johnston, John Carter, Roddy Coleman. Due for completion, 1st April 1978.

QUAY

Mackintosh, Old Troon, 1969, 29 — New quay built in 1832.

P&O TERMINAL (Port Ronald Road)

01/26/FL Jan 2001 — Admin Building, East Pier, for P&O. Alastair Murdoch Partnership, Troon.

ROPEWORKS

AO, Tu 17.12.1833, 1b — For sale. 90F in Troon, feued by James Currie and Robert Boyd, and presently possessed by John Currie & Co., rope and sail makers.

EG, F 2.7.1869, 808b — Petition for sequestration of John Currie & Co, rope and sailmakers - William Currie, only known partner. [EG, F 23.7.1869, 911ab, Commissioners include James Currie, ropemaker, Troon]

EG 8011, Tu 30.11.1869, 1537a — First Dividend, 13th January 1870.

SHIPBREAKING

VRs — Joseph John King & Sons Ltd (merchants, Garston, Liverpool) appear to have been shipbreakers. They are in VR 1933/34, and what appears to be their land (tenanted from LMSR) is in VR 1934/35 in possession of Arnot Young & Co (Shipbreakers) Ltd, of Fullerton Ironworks, Glasgow E2.

VRs — West of Scotland Shipbreaking Co Ltd are in VR 1930/31 on (done to 34/35)

WET DOCK

AA 12.2.1846 — Wet Dock formally opened last Monday. Engineer: **Waddell**. 2¾ acres. The first vessel in was the new brig *Lady Cornwall* of Greenock.

KH, F 13.2.1846, 4e — Opened Monday last. Excavation began about 34 years ago, but it is only in past 2 years, under management of Mr Waddell, works engineer, that there has been any real progress.

TRADE

Pigot, 1837, 281 — Ship owners and masters, Troon. *, master only. Robert Andrew, John Boyd, Captain Matthew Brown, Capt John Caldwell, John Cowan, James Currie, John Currie, Capt John Davidson, John Drummond*, Alexander Gillies, John Highet, Capt Alexander Hunter, Martha Muir, Capt Daniel Nichol, Capt Robert Nichol, James Reid, Matthew Samson, William Shields*, Capt Jno Stirling, Robert Thomson, Captain William Watson, John Wilson, John Wilson jun.

EG 5444, Tu 1.7.1845, 208a — Notice re bankruptcy proceedings, Liverpool, of George Pots Halbert, master of the barque *Samarang*, of Newcastle upon Tyne. Voyages given as Greenock to New Richmond; Greenock to Troon, Malta and Burletta, Gloucester, Newcastle upon Tyne, Genoa, Palermo &c., Liverpool, Newcastle upon Tyne; Newcastle upon Tyne, Calcutta, Isle of France, Liverpool.

SHIPYARD

Hume — 310313. Late C19. A much modernized group of structures with 2 dry docks. The engine works building, a red brick structure, is probably original.

TT 7.4.1899, 5a [c1808-] — Shipbuilding in Troon began c.1808 under the then Duke of Portland, and after his time left to various firms, until about 1850 it passed to the Portland Shipbuilding Co. In 1866 it passed to the Troon Shipbuilding Co., and in 1886 to the Ailsa Shipbuilding Co. TRANSCRIPT of auricle herewith.

AA, Th 25.7.1822, 4b — On 23rd July a cutter for the personal use of the Duke of Portland was launched from the shipyard.

AA, Th 16.6.1831, 4c — Launched 10.6.1831, '*Pantaloon*', for the Duke of Portland. "We understand she is intended for pleasuring, and will carry fourteen guns."

TT, F 30.6.1899, 4b — The Duke's main designer was William Sime (later Sir William Sime of the Admiralty) He designed the brig *Pantaloon* in 1831 for the Duke which, after trials, was given to the Government for service as a slave catcher in West Africa.

Pigot, 1837, 281 — 'His Grace has also a fine shipbuilding yard here, under the inspection and control of Mr Robert Thomson; the vessels launched from it have not been surpassed in mould, speed, elegance or workmanship; there are sixty men on an average employed in it.'

AA, Th 13.9.1838, 4b — Launched 6.9.1838, '*Fire King*', the first steamship to be built at Troon. Built by Robert Thomson, Esq., with engines by Napier, Vulcan Foundry, Glasgow. For T A Smith of Tedworth, ex MP for Caernarvonshire. 663 tons.

AA, Th 21.1.1841, 4g	Died, Templehill, 16 January 1841, Matthew Samson. "He was above twenty years one of the foremen in the shipbuilding yard here."
EG 5315, F 5.4.1844, 118c; EG 5350, Tu 6.8.1844, 265c	In sequestration: dividend postponed. Thomson & Spiers, shipbuilders, Greenock, also as Troon Shipbuilding Co.
EG 5419, F 4.4.1845, 110a	In sequestration: dividend postponed. Thomson & Spiers, shipbuilders, Greenock and Troon.
EG 5454, Tu 5.8.1845, 245b	Gives Thomson & Spiers, shipbuilders, Greenock; Troon Shipbuilding Co; Robert Thomson; James Spiers. Dividend postponed.
EG 5561, Tu 4.8.1846, 325c	Thomson & Spiers, Greenock, and Troon Shipbuilding Co, partners Robert Thomson and James Spiers. In sequestration. Additional and final dividend, 10/-/£, to be paid, but only to creditors of the companies, not of RT & JS as individuals. [EG 5597, F 4.12.1846, 719b, dividend postponed]
TT, F 30.6.1899, 4b [1854]	In 1854 the yard built what was then the largest wooden ship in Scotland, which was used in the East India trade.
AA, Th 3.2.1876, 5a [1874]	The steam yacht Edeline, built at Troon in 1874 for Earl de la Warr ran from Dartmouth to Gibraltar in 5 days 20 hours.
AP 7.5.1886	Troon shipyard, the last on the Clyde making wooden ships, closed last week. [From St James Gazette].
TT, F 30.6.1899, 4b	The yard passed to the Ailsa Shipbuilding Co in 1886.
AA 6.5.1886; AP 7.5.1886	The shipyard has been let for the purpose of iron shipbuilding and repairing to Messrs McCredie & Wallace. The Duke of Portland has agreed to expend a considerable sum of money in extending the yard. The greater part of the old buildings will be taken down, and new buildings, suitable for iron ship building, erected. A jetty is also to be made. Workmen's houses being scarce in Troon it is expected, in view of the increased demand, that building will be carried on extensively during the summer.
ASH, F 9.3.1894, 3h	launched, Wednesday last, Steel screw steamer *Staghound*, for John Neill, Belfast.
TT, F 11.9.1896, 4h	Launched 9th September 1896. Steel screw steamer *Priscilla* for the Zillah Shipping & carrying Co Ltd., Warrington.
EG, 15.12.1896, 1303a	Ref to Robert Carswell, shipbuilder, Troon as one of the commissioners in sequestration of James & Alexander Wyllie, ship-owners, Troon.
TT, F 1.10.1897, 5b	Launched 29th September 1897. Steel screw steamer *Downshire* for the East Downshire Steamship Co Ltd.
TT, F 10.12.1897, 5ab	Launched 7th December 1897. Steam yacht *Evono* for W J Menzies. Designed by **G L Watson**. Managing partners in Ailsa are Messrs McCredie, Wallace and Carswell.
TT, F 10.3.1899, 5d	Launched 4th March 1899. Steel screw steamer *Hermes* for the Neptun Schiffsfahrts Gesellschamt, Bremen.
TT, F 2.6.1899, 5b	Launched 27th May 1899. Steel screw steam yacht *Mingary* for C D Rudd of Shiel Bridge. Designed by **G L Watson**.
TT, F 25.8.1899, 5c	Launched on Tuesday, steamer *Marchioness* for J Hay & Sons, Glasgow.

AA, Th 2.1.1902, 5b	Note of vessels launched by Ailsa Shipbuilding Co Ltd in 1901. See ref.
AA, Th 17.12.1903, 4c	Undergoing trials. SS *Thelma*, for Zaidah? Steam Shipping & Carrying Co Ltd.
Engineer, 2.3.1906, 228c	Contracted to build c.1200 ton steamer for William Sloan & Co., Glasgow.
E, 19.4.1966, 358b	During World War 2, shipyard undertook 14 submarine refits, and 7 minor repairs and dockings. Of total of 89 refits, only Blyth 24 and Dundee Caledon 23 did more.
McIntyre, D, 2006, 48-54	1908-1910 John McIntyre at Ailsa as General Manager. Appointed by Adam Wood (with whom he later fell out). Wood had acquired the interest of Carswell (late by 1908), and had also had differences with Alexander McCredie "who was a splendid type of old master shipbuilder". McCredie had retired as general manager, and been replaced by Peter Wallace "and it was easy to see that his days were numbered". Wallace had one son running Ayr yard and another "with a sort of roving commission" at Troon. Mcintyre appointed John McLay as yard manager at Troon.
Danskin's Cube Book 1901-1911	
	nd, but c.1910/1911. Joiner's Shop, Troon, for the Ailsa Shipbuilding Co Ltd; **James Miller**, architect. Estimated cost, £2540 18s 9d; Measured cost, £3015 3s 3d.
AA 26.10.1911	Plans passed at Dean of Guild Court last Monday: Joiners' shop, &c/., Harbour Road, for Ailsa Shipbuilding Co
3SA, 1955, 618	Opened in 1906: used as Admiralty yard in the War. Still active.
AP, 12.8.1938	Graving dock at Ailsa Shipyard formally re-opened Monday after extensive improvements.
ACC Planning, 2286 and 2300	September 1941. Canteen, Shipyard, for Ailsa Shipbuilding Co Ltd.
ACC Planning, A1187	June 1949. Convert huts to marine engine repair shops, for Ailsa Shipbuilding Co Ltd.
ACC Planning, A3365	March 1951. Blacksmiths shops, for Ailsa Shipbuilding Co Ltd
ACC Planning, A3366	March 1951. Temporary cover, No.4 Berth, for Ailsa Shipbuilding Co Ltd. [Renewed, A5838]
ACC Planning, A5131	September 1952. Addition to Engine Shop, for Ailsa Shipbuilding Co Ltd.
ACC Planning, A5838	March 1953. Renewal of A3366 to March 1958.
ACC Planning, A6649	November 1953. 15 ton crane, and tracks, for Ailsa Shipbuilding Co.Ltd.
ACC Planning, A9409	December 1955. Boiler House, Harbour Road, for Ailsa Shipbuilding Co Ltd.
AA, Th 22.12.1960, 19abc	New offices for Ailsa Shipbuilding Co were opened last Friday.
AP, F 30.12.2011	[1986] Shipyard taken over by Australian tycoon Gregory Copley
Nr	Big shed taken down 2005.
LAUNCHES	
TPT, F 7.1.1910, 5c	1909 launches: Itapuca, of Rio; Itapama, of Rio; Laverock, of London; 2 barges for Rio. [See also one launch at Ayr]
ASH, F 4.1.1924, 3g	No launches in 1923.

AP, F 9.1.1925, 4a — 1924 launches (Troon and Ayr): *Brora, Beauly, Torch, Medway Queen, Beryl, Turquoise, Bergalia, Lady Ailsa*. See ref for details.

AP, F 21.1.1949, 6ab — Photo. Launch of Grecian by Mrs J. Douglas Latta. James Turnbull, new m.d., in photo.

AP, F 4.2.1949, 5d — SS Grecian, for Ellerman Lines, launched last Friday (28th). Had been named on 18th Jan by Mrs Latta, but launch weather-delayed. Details.

AA, Th 6.2.1969, 10c — Launched on Mon 31st January 1969. m.v. Bowtrader, a dredger for British Dredging (Sand & Gravel) Ltd., Cardiff. 6th vessel for this form since 1962.

PEOPLE

Alexander McCREDIE, 1835-1913

TPT F 24.10.1913 — Died 17.10.1913 at 'Davaar', Louisa Drive, Girvan, in 78th year. Born Lendalfoot, to fishing family. Glasgow - apprentice carpenter, Kelvinhaugh, then removed with A Stephen & Son to Linthouse. 1871, manager, A & J Inglis, Pointhouse. 1882, started shipyard in Ayr with late Samuel McKnight. 188x, manager for Lord Ailsa at Maidens. 1886 formed Ailsa Shipbuilding Co Ltd. Retired, 1906. "… many fine yachts and merchant vessels were constructed during his regime." widower, son, daughter.

AA, Th 23.10.1913, 4h — Born 1835. To Maidens, 1885.

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AP, F 14.1.1949, 8c — After resignation of Thomas Millar OBE as M.D., James Turnbull, formerly shipyard manager, is to be General Manager.

ROYAL NAVY

Warlow, 181 — Naval Base closed 17 February 1919.

ALICE

Warlow, 16 — (1930). Base and Accommodation Ship. Requisitioned September 1939. Armed yacht; Accommodation Ship 1941, re-allocated as mobile accommodation ship for TLC crews - complement for day passage only whilst en route. Troon 26.3.**1942**. Sold 1947.

DINOSAUR — See Royal Troon Golf Club.

FULLARTON

Warlow, 62 — [Mostly at Irvine]. Fullarton (Tron) closed and dockyard work ceased 18.4.1946.

TROUBADOUR

Warlow, 144 — (1924) Lamlash. Combined Operations Craft Care and Maintenance Base and Accommodation Ship.
By 15.1.1946 when Naval Office in charge lapsed, tender to Fullarton, 18.4.1946 tender to Dundonald (not an Ayrshire base) - base closed and paid off 12.9.1946.
Ex Warrior, yacht. A/S Yacht for service abroad July 1940, requisitioned 1942. Mobile accommodation ship LCT personnel

from 1942 - reduced complement for day passage only March 1942. Commissioned 11.5.**1942** to Troon. Base ship Lamlash (dates above). To Greenock 15.9.1946. Sold 1947.

YACHTING

AA, Th 25.2.1864, 1e — For sale, Troon, 17th March, the yacht *Resolution*, belonging to the Duke of Rutland. Built by Inman, Lymington, in 1842 for the late Duke. Details from Captain Watson, Rutland House, Troon.

MARINA
nr — Opened in 1978.

PIER, BARASSIE
KWP, 8.7.1865, 4c — Barassie. A 100 yard PIER is to be built on the North Rocks. See ref.

ROAD

RAIL

GENERAL
2SA, 1845, 683 December 1841 — Ayr to Irvine line opened in 1839. Work is in progress to connect Troon station with the harbour.

BARASSIE DISASTER, Friday 4th February 1898

Article by David L Smith in Scots Magazine, 93/1, April 1970, 47-51: PHOTOCOPY in Parishes &c, files, under Troon.

Material from Kilmarnock Standard, Sa 12.2.1898, reprinted in EAFHS Journal, 28, April 2011, 7-10: PHOTOCOPY in Parishes &c, files, under Troon.

BARASSIE STATION, 26-28 Hillhouse Road
AA, Th 7.11.1968, 29ab — Notice. Consent has been given to closure of Gatehead and Drybridge stations, and passenger services between Barassie junction and Kilmarnock. Consent not given to closure of Barassie station.

BARASSIE WORKS — See INDUSTRY

GPKAR HARBOUR BRANCH
AA, Th 4.6.1840, 1c — Contractors wanted for Troon Branch, from Barassie Mill to Troon Harbour. The resident engineer, William Johnston, will be at Barassie 11/12.6.1840.

KILMARNOCK AND TROON RAILWAY
Railway Magazine, Vol.5, August 1899, 98
Ch 48, George III, 1808.

AA, Th 28.7.1808, 4d "The intended harbour at the Troon, we understand, will be very soon begun. Already the forming of the course for the iron railway to Kilmarnock has been begun."

AA, Th 22.9.1808, 4a Advert by Dugald Campbell of Skerrington for the coals of Hurlford, mentioning their "nearness to the town of Kilmarnock, to which an iron railway is begun to be made from the Troon, where a new spacious harbour is to be immediately formed."

nr Sailed from Ayr, 5.1.1810, the *Eliza*, McKelvie, Troon, with cast iron for the railway of that place.

Pigot, 1837, 281 'From the extremity of the harbour directly to Kilmarnock runs a railway, on which immense quantities of coal are conveyed from the neighbourhood of the latter town, and from hence shipped for Ireland, &c; about 100,000 tons are exported annually.

2SA, 1845, 683 December 1841 1810 coal tramway constructed by Portland from Kilmarnock to Troon. Horse-drawn: now in poor repair but working.

EG 5480, Tu 4.11.1845, 426a427a
Bill. Amendments to KTR Acts (of 48 Geo 3; 7 Wm 4; 1 Vic), and to GPKAR Acts. To sell or lease to the GPKAR; to make alterations to the line. To make deviations 'between a point near the Limekilns and a point near Girtridge Mill' and between Cockhill and Gatehead, with associated abandonments. To abandon section between the GPKAR and the harbour. To upgrade the line for locomotive use. To make three branches: 1, Thirdpart to Treesbanks; 2, B1 at Arrathill to East Whitehill, Symington; 3, Thirdpart to Muirhouse Colliery.

EG 5536, Tu 12.5.1846, 202a
Meeting, Town Clerk's Office, Kilmarnock, 26.5.46, to vote on Bill to enable line to be leased to GPKAR, and to authorise GPKAR to alter part of the KTR, and construct branches. George Douglas, clerk.

EG, 5558, F 24.7.1846, 305b Royal Assent, 16 July 1846, for Act authorising lease to GPKAR.

TT, F 6.1.1899, 4g The Kilmarnock and Troon Railway, which the Glasgow & South-Western Company are asking Parliamentary powers to purchase by agreement, is an interesting bit of line. It was there as a railroad many years before the steam engine came upon the scene. The Duke of Portland had coalpits up Kilmarnock way, and he had a harbour at what was called "the Troone". It was exceedingly dear work conveying the coals by road, and it occurred to the Duke, or to somebody who did the thinking for him, that if a railroad were laid from the pits to the port the horses could draw far more coals after them than they ever could on the highway, and with much less exertion. His Grace thereupon set about having the line made.

That was in the year 1810, and the science of railway-making was yet in one of its very earliest stages. Enormous difficulty was experienced in crossing the Shewalton Moss near Irvine. More than once the sleepers, rails, ballasting and all disappeared in the treacherous bog; but perseverance had its reward at last; the railroad was made and for 30 years before the Glasgow and Ayr Railway was opened coals and passengers were conveyed

between Kilmarnock and Troon three or four times a day. The speed was not by any means phenomenal, for the horses took their time, the line needed much repair, and those were the days of deliberation; but the Duke's purpose was nevertheless abundantly served. In due time the railroad became a railway, and now, apparently, it is to become in law what it has long been in fact - a bit of the South-Western system.

PASSENGER USE

Railway Magazine, Vol.5, August 1899, 98

A trip in one of these waggons from Auld Killie to Troon and back was looked upon as a novelty by the inhabitants of Kilmarnock in much the same way asa trip on an electric or funicular railway is now looked upon by visitors to certain seaside resorts.

TROON STATION

New List 56

James Miller, rebuilt 1892. The station comprises 2 single-storey gabled office and service blocks, that to the E side being smaller. Picturesque detailing with applied timber framing contrasting with white painted harl infill. Mullion and transom windows linked at upper light-level by frieze of octagonal and square panels. The main western block has a projecting gabled porch, smaller gables break the eaves of the wings to either side and on the eastern block. Slate roofs with ridge tiles. Both ranges have pilastered timber and glazed elevations to the platforms, the later roofed with a series of low glazed pyramids and linked by rivetted joists spanning the lines. Bracket clock retained on the west platform. Covered footbridge to north. Ref: Biddle & Nock, The Railway Heritage of Britain, 1983. B.

Hume

Rebuilt in 1892 by the GSWR, architect **James Miller**. A 2 platform through station, with striking platform buildings with harled finish and imitation wood framing. There are steel-framed awnings, linked, with an open centre section, and the platforms are linked by a covered footbridge.

AA 22.5.1890

The GSWR have commenced operations to erect a new station at Troon.

AA 28.4.1892

To be opened for passenger traffic on Monday first.

KH, F 6.5.1892, 3a

New Station and Loop Line opened to passengers on Monday 2nd May 1892.

AA 5.5.1892

The plans were prepared in the office of Mr Melville, engineer to the GSWR.

SRC, HTC 24.1.1985

Contract for platform alterations in connection with electrification let to Diack & MacAuley Ltd., Moodiesburn, at £61501.

Plaques on site, seen 20.12.2000

Plaques include that of the 1892 bridge (**Alex Findlay & Co**., Motherwell, 1892), which was taken down in 1985. The station was restored, and formally re-opened 15.9.1986.

INDUSTRY

BARASSIE WORKS

Challoner — Built 1901, and extended in 1907.

3SA, 1955, 624 — Begun by GSWR 1902. In 1928 became repair factory for LMSR. Covers 25 acres, 6 under cover.

TT, F 4.8.1899, 3cd — [Obituary of Lady Howard de Walden]. "Lately, however, some coolness appears to have sprung up between Lady Walden (sic) and the people of Kilmarnock. The Glasgow and South-Western Railway Co had resolved to carry out a big extension of their engineering works at Kilmarnock, but failed in negotiations to acquire land for the purpose, owing, it is said, to the exorbitant terms that were demanded on behalf of her ladyship. It is now understood that in consequence of these negotiations having fallen through the additional works will be erected at Barassie."

AA 2.11.1899 — The GSWR have feued 40 acres at Barassie and are to build a new Engineering Works.

TH, F 5.1.1900. 4f — A commencement has been made on ground preparation: a siding has been built, and a wooden hut put up.

AA 6.6.1901 — Nearing completion, and expected to be in full operation by July.

BN, lxxx, 826 — Begun December 1899, nearing completion in June 1901. 2 blocks of 350' by 150', and c.175' by 150'. Carriage Repairing Works for the GSWR.

KTC, TC 10.11.1971 — Reference to proposed closure of Barassie Wagon Repair Works.

nr — [BREL]. Closed 30.6.1972.

CALDER'S MILL

TT, F 13.1.1899, 5a — The debris of Messrs Calder's Mill, which has been an eyesore for some time, is in course of removal.

HARBOUR SAWMILLS

EG 10309, F 20.11.1891, 1264b — September 1891. Adam Wilson & Sons. 30.9.1891, James Wilson leaves the partnership, but it continues under William, Gilbert and David Wilson.

ACC Planning, 3870 — September 1946. Additions and alterations, Troon Harbour, for Adam Wilson & Sons Ltd.

ACC Planning, A607 — January 1949. Sheds, for Adam Wilson & Sons Ltd. Treated as a minor warrant.

ACC Planning, A695 — February 1949. Machine Shop - replacing demolished building - Sawmills, for Adam Wilson & Sons Ltd. No decision.

ACC Planning, B173 — June 1956. Additions and alterations, offices; Stevenson & Ferguson, for Adam Wilson & Sons Ltd.

HOSIERY MANUFACTURING CO., Gillies Street

A 3.3.1916 — Work projected. Premises - £1750 - in Gillies Street for Hosiery Manufacturing Co., Irvine.

ROPEWORKS — [Site is 1-10 PORTLAND TERRACE]

AP, 8.7.1881 (In AP, F 3.7.1931, 2c: Fifty Years Ago)

The lethargy which has for nearly twenty years characterised the feuing of ground on the peninsula on which Troon is situated is

now thrown aside since the advent of the accession of the young Duke of Portland. During the deadlock of his predecessor it was with the utmost difficulty as much could be obtained as would suffice for a police office and a lifeboat house. An extensive builder from Glasgow has just broken ground, and already shown commendable energy in entering upon the utilisation for building purposes of the beautiful meadow, so long the ornament of Troon and a great attraction of visitors thither. The ground is feued by James Dickie, Esq., a wealthy native of Troon, who is well-known in Paisley, owing to his having been for several years lessee and tenant of Ralston House. He has feued a large portion of a meadow bordering on the beach where, in days of yore there was a great ropework of Troon. Speaking of this, it may be stated that the large loft of the ropework was in 1820 used as a preaching station, there being at the time no church nearer than Dundonald. On a Sabbath evening when the minister had drawn the service to a close, the congregation found themselves isolated from terra firma in consequence of the water having risen several feet above the foundation. When descending the ladder the pioneer of the flock found himself up to the loins in sea water. The minister gave out a psalm and predicted that the water would, as in the days of Noah, soon be assuaged. This however did not satisfy one of the company, for he waded out, brought his horse and cart, and had the whole of the flock removed to green pastures.

SALTPANS

AA, Th 21.1.1828, 1e — Advert. Salt works. J Cunningham, R Wilson & Co. Manufacture salt, Epsom salts and magnesia.

AO, Tu 11.3.1834, 1f — For sale, a p.o.g of c.3R. 'on part of which the old Salt Works formerly stood'. 'A more eligible situation for villas is not to be had about Troon'.

SAND QUARRYING

ACC Planning, A5155 — September 1952. Win and work sand, Darley Woods. Welbeck Estates Ltd.

UTILITIES

DRAINAGE

CO 3/8/1/3, County Council 1895-1898, 149, County Council, 5.5.1896
Extra £300 expenditure on Troon Drainage authorised.

GASWORKS

KS 24.3.1883 — Contractors wanted for extension.

ACC Planning, 4450 — June 1947. Alterations, Troon Gas Works, Barassie Street, for Troon T.C.

ACC Planning, A6382 — September 1953. Governor House, Troon Gas Works, North Shore Road, for SGB.

SEWER OUTFALL (KILMARNOCK), Barassie

ACC, PAHC 11.12.1930 Discussion of Kilmarnock TC's proposal to build a sewer from Kilmarnock, with an outfall sewer at Barassie.

ACC, PHSC 7.4.1931 Proposals from Babtie Shaw & Morton CE, Glasgow, anent Hurlford and Crookedholm drainage scheme, and linking ihe outfall to the new Kilmarnock burgh sewer.

WATER SUPPLY

CO 3/8/1/1, County Council 7.10.1890, 104-105
Reported that Duke of Portland intends to increase water supply to Troon, and that his engineers, **Leslie & Reid**, say can be obtained at moderate cost from own lands.

CO3/8/2/1, 159-161, Standing Joint Cttee 19.7.1892
Dundonald Hills scheme has been adopted. Plans, W Robertson Copland, CE, Glasgow. Contractors, Leslie & Reid. Estimated cost, £15,000. Will provide 240,000 gallons per day.

CO 3/8/1/2, ACC 1893-95, 202, County Council 1.5.1894
Approve £15,000 expenditure by Kilmarnock DC on Troon Water.

CO 3/8/1/3, ACC 1895-98, 233-234 County Council 6.10.1896
Approve expenditure of £2250 to acquire pipes, &c., connected with old water supply for Troon.

CO 3/8/1/3, 233-234 County Council 6.10.1896
Troon Water: £100 approved to extend pipes to new hotel near Craigend.

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