NOTES

AA, Th 28.2.1952, 6 — Has a photograph of the Harbour area taken from the top of the Ayr Town Steeple.

GENERAL HISTORY

Hume — Quays on both sides of the river Ayr, with a Mid C19 breakwater projecting from the south bank. Also on the south side was a slip dock, now disused. On the north side is an enclosed basin, formerly gated, built 1874-1878. The south quay is used largely by fishing vessels, and the north quay and basin are designed for coal export, with modern coaling cranes and a coal drop. There is an attractive 2 storey harbourmaster's office with a corner pepper-pot turret.

AA, Th 13.2.1890, 5cd — [Ayr Half a Century Ago: And Since, VII]. History of Ayr Harbour.

AA, Th 20.2.1890, 5ab — [Ayr Half a Century Ago: And Since, VIII]. History of Ayr Harbour, continued.

The Syren & Shipping, 5 January 1949, pp49-55 — Photocopy herewith.

AA 30.12.1847 — Engineers consulted on the harbour have included **James Watt**, 1771; **Smeaton**, 1772; **Rennie**, 1805; though none of their plans have been executed. In 1830 **R Stevenson** advised against a breakwater. Nonetheless **Gibb**'s proposed breakwater was begun in 1836 but not finished. In 1846 Mr **Leslie** produced plans for a 3 acre tidal basin on the south side. The chief exports are coal and freestone.

AA, Th 30.10.1806, 4b — Report of a meeting to consider fishermen and boatmen who would be exempt from the militia ballot. Discussed 27 fishermen and boatmen in Newton (finding 18 liable and 9 exempt) and 16 in St Evox (7 liable and 9 exempt)

AA, Th 5.5.1808, 4d — Meeting of ship owners this week. Discussed the present state of the harbour. They are to memorialize the Trustees on the subject. They pledged to pay an additional tonnage, for the purpose of cleansing and deepening the harbour. "Considering that Air would soon become a deserted village if it wanted the trade of the harbour", and bearing in mind the new harbours being built, and proposed, the Advertiser says that the Trustees should take note.

AA, Th 15.9.1808, 4e — Arrived in Ayr, 11.9.1808, the *Mary*, Hunter, from the Cumbraes, with Freestone for building the Harbour.

AA, Th 29.9.1808, 4e — Arrived at Ayr, 23.9.1808, the *Mary*, Hunter, from Cumbrae, with Freestone for repairs to the Harbour.

AA, Th 6.10.1808, 4e — Arrived at Ayr, 6.10.1808, the *Mary*, Hunter, and the *Farmer*, Baillie, both from Cumbrae with freestone.

AA, Th 21.9.1809, 4c — On Monday during a storm the *Jessies* of Larne, "coal loaded", broke free and sank.

AA, Th 7.6.1821, 4b — The Drudge (sic) Boat, built by Connell & Co., was launched yesterday, and named *Enterprise*.

AA, Th 1.11.1838, 4d — PORT OF AIR - LIVERPOOL AND AIRSHIRE STEAMERS. In AA file. **Gibb**, Aberdeen, suggests a link between North Pier and Breakwater.

AA, Th 8.11.1838, 4b — IMPROVEMENT OF AIR HARBOUR. In AA file. Various suggestions.

AA, Th 1.8.1839, 4d — A Dredging Machine has been bought.

AA, Th 15.8.1839, 4d — The Steam Dredger arrived yesterday from the Wyre, towed by the steamer *President* of the Liverpool Steam Tug Co.

AA, Th 24.10.1839, 4c — Harbour Improvements: See AA file.

AA, Th 26.12.1839, 4e — Improvement of Ayr Harbour. See AA file. [Depth of water on bar]

AA, Th 16.1.1840, 4ab — IMPROVEMENT OF THE HARBOUR OF AYR, &C. It affords us the most unqualified satisfaction to find that the estimate we have of late, from time to time, ventured to make of the increasing importance of this

town, from the improvement of its harbour, is gradually verging from the bounds of what at first appeared only *possible*, to those of *highly probable*. In the Memorial which was transmitted, some time ago, from the Town Council of Ayr to the Lords of the Treasury, praying for the appointment of the Harbour of Ayr as the Packet Station between the West Coast of Scotland and Ireland, it was stated as an inducement for their Lordships' acquiescence in the proposal that this *route* (as proved in the *Advertiser* of a late date) would be *shorter*, more *convenient*, and *safer* than any other. The chief apprehension of some parties interested was that there might not be water on the bar for the Government Steamers at all times of the tide. To remove the possibility of objection on this score, a body of spirited individuals warmly interested in the prosperity of our port, subscribed a loan of nearly £2000, and a powerful Steam Dredge was purchased, the effects of whose operations, though brief and interrupted, have, we are truly glad to state, been to enable our largest vessels in the timber trade to come into port, and discharge without delay; and to prove the statement hazarded in the Memorial alluded to, viz., that *there is already*, at all times of the tide, water on the bar to admit the Government Packets - the Glasgow and Ayr Steamers, which are larger than the Packets, having of late come freely *over the bar at dead low water*! Nor have the finances of the Harbour suffered by these improvements; indeed, it affords us much pleasure to state, for the satisfaction of those who have invested capital in the loan referred to, that while the expenditure has been considerably lessened, the increase in the shipping, no doubt caused to a great degree by the deepening of the Harbour, has gradually augmented the revenue, till it *now yields more income than it ever did at any former period*! Advantages, like misfortunes, seldom come single, though we suspect many of the former are lost, and the latter incurred, from want of 'a watch ahead' to seize the one and avoid the other. Now that the Harbour of Ayr is in the excellent and prosperous state mentioned, we hope to see it, in connection with the Railway, daily rising in importance, and both combining to render Ayr a town of greater note for business of all kinds than it has been hitherto. More than half-a-million of money has been expended on a line of Railway between Glasgow and Ayr; traffic on that line, to pay the shareholders, must be forthcoming; and Ayr, as one of the *termini*, must reap a large share of the advantage, in the facility of communication - the increase of traffic and general business - the establishment of additional manufactories - and the rise in the value of property, not only all along the line, but in and around Ayr. Already we hear of important projects on the *tapis*, hitherto unthought-of. Amongst these, we may mention that we understand it is in the contemplation of the Glasgow and Ayrshire Railway, provided the proposal should be found promising, to establish steamers between Ayr, Campbeltown and Belfast, in connection with the trains. This communication, if carried into effect, would doubtless increase the traffic on the Railway, as the Steamers at present running, even between Campbeltown and Glasgow are, we understand, well supplied with passengers, while they carry the produce of upwards of thirty Distilleries in Campbeltown chiefly to the Glasgow market. The route by Ayr would be considerably speedier, besides bringing 'grist to the mill of the Railway'. Were these Steamers once established between Ayr and Belfast, we should regard the question of the Packet Station as on the high road to a settlement. So far as regards the Town Council and Harbour Trustees of Ayr, we have every reason to think the

proposal alluded to will receive a very hearty welcome. These bodies fortunately vie with each other in forwarding public improvements. From a reference to the Report of the Town Council proceedings in another column, it will be seen that a Committee has been appointed to endeavour to obtain one of the most important improvements contemplated for many years - the widening of the New Bridge, at present much too narrow. The Harbour Trustees, on the other hand, are not less energetic. It is pretty generally understood that the Directors of the Glasgow and Ayrshire Railway have given notice of their intention to apply to Parliament for powers to enable them to carry a branch Railway from their Depôt at Ayr, to the Hurries on the [**4b**] North Quay for the shipment and discharge of goods and passengers; and we rejoice to hear that while it is yet time, a representation will be made from the Harbour Trustees to the Railway Directors, drawing their attention to the possibility of having all the facilities wanted for shipment and discharge, as it were at the very door of their Depôt, by excavating the rocks in the bed of the river there. The former proposal would cost, property included, about £7000, the latter, greatly preferable, from its proximity to the Depôt, is estimated at less than one half of that sum. Feeling assured that the inhabitants of Ayr are, like ourselves, alive to the importance of these matters, we hope no time will be lost, nor exertion spared, in reference to these subjects, to have the interest of the Town and Harbour promoted to the fullest extent in their power.

In connection with the above, we may mention that we believe a Petition to Her Majesty's Commissioners of the Board of Customs is in course of signature here, craving that the Custom-house, at present in Wellington Square, be removed to some of those suitable buildings on the South Quay, close to the Harbour. This change, which would not incommode the Officers of the Custom-house, would prove a vast convenience to the masters of vessels frequenting our Port and particularly to strangers.

EG 5590, F 13.11.1846, 484ab — Ayr Harbour Improvement Bill. Alter/amend/&c 6 William IV. Powers sought include proposal to remove Ayr Mill Dam.

AA, Th 10.2.1876, 4e — "The New Dock Works. The works in connection with the formation of the new Dock at Ayr are being pushed vigorously forward. The weather during the past winter has not been such as to interfere much with the carrying on of operations, and in all departments very marked progress has been made. When we last noticed the state of the works less than three months ago, the first stone of the wall had just been laid; but now a large portion of the eastern wall has been built. Two large travelling cranes are kept constantly at work supplying the builders with heavy blocks, and other stones for backing. One body of masons is chiefly engaged laying the lower courses as soon as the ground is cleared for them, and another body is following them up laying the upper courses. Already some of the chamfered courses which are to appear above water when the dock is flooded are laid at one place; and at the rate of progress now being made it will not be long till the wall is carried up to its full height of 33 feet. There is no lack of material for carrying on the building operations. The stock of hewn blocks is accumulating notwithstanding the quickness with which they are being used up. Three large travelling cranes have been erected for shifting the stones about and placing them on the wagons when dressed, for conveyance to the wall – making five travelling cranes in all now in use at the works. Of rubble for backing – much of it consisting of large lumps of stone – an ample supply is got from the bed of the dock, and by rail from the Bell Rock quarry. The mortar, made from hydraulic

lime imported from Aberthaw, and burnt in a kiln at the works, is thoroughly ground in a mortar mill, and carried off to the wall in waggons, the rails being run right under the mill. Within the last fortnight two cargoes of large whitish-coloured granite blocks have arrived in sailing vessels from Cornwall. Some of these are intended for coping, and others for the masonry of the dock gates, which is to be of solid granite. All the blocks are cut and moulded and prepared for laying into their proper places. Some of the blocks weigh about seven tons. They are lifted from the vessels on to trucks, and conveyed per rail to the dock works.

While the mason work is thus being carried on so briskly, the quarrying and other work of excavation is proceeding with equal vigour. Two locomotive engines are constantly employed from morning till night taking away trains of waggons loaded with sand and clay, which, as emptied, have already formed a high bank all the way around the inside of the sea-barriers, broad enough to accommodate, if necessary, several lines of rails, and forming a complete protection from the sea. The whole of the dock area included in the first section of the work, together with the narrow entrance passage, and the broad outer basin, which is to enter from the river, have been pretty well scooped out; and operations have now been commenced in the second section, which will contain about one-half of the dock project. Gangs of navvies with barrows are at present busily engaged there removing the upper layer of sand; and the centre barrier is now in course of removal, so that soon lines of rails will be extended into that section, permitting of the material being carried away by waggons and locomotives. The portion of the barrier on which the pumps stand will, however, be allowed to remain for some time, and all the waterflow in the workings will be directed to this point. The water pumped is now carried by a wooden conduit to the north-east corner of the dock enclosure, and there emptied into the sea. A third locomotive is pretty constantly employed in bringing stones from Bell Rock quarry, and conveying other building materials to the works. We are sorry to say that between Saturday afternoon and Monday morning last some miscreant removed a rail from the line between the Works and the Bell Rock Quarry. Had it not been discovered before the engine came along, it might have led to fatal consequences. That the thing must have been done with great deliberation is apparent from the fact that a screw key must have been used to unloose the nuts of one of the fish-joints. It is difficult to conceive of any motive for such a dastardly act, unless it is that of malice towards the engine-driver. A reward has been offered for the apprehension of the perpetrator, and we hope soon to hear that he is in the hands of the police.

The new north pier has been completed and planked over, and iron mooring palls placed on it at intervals. As we formerly stated, it is constructed of strong timber piles, deeply driven. The present north pier will in course of time be removed. The groynes running out from the sea barrier are serving their purpose admirably. Already the spaces betwixt them have filled up to a considerable extent with sand, gravel and debris washed in by the tide, and gradually a natural beach will be formed by this means outside of the dock.

In the course of the excavation, many fossils and other things interesting to geologists and naturalists have been brought to light. The other day the antler of a stag, in a fine state of preservation, was found on the western side of the dock about twelve feet beneath the surface, just at the bottom of the bed of sand and on the top of the layer of clay.

In making the sink for one of the pumps a seam of coal about eighteen inches in thickness was found about six feet below the level of the bottom of the dock. It is but just to say that the numerous men employed at the dock have been all along well-behaved, and have given very little trouble to the police.

We may add that in order to accommodate the increasing coal traffic at the harbour, the Trustees have resolved to erect a new pillar steam crane, capable of lifting 25 tons, on the site of the present lower hurry, which is to be removed. The offer of Messrs J & A Taylor, Townhead works, to construct the crane for the sum of £836 has been accepted. It is in contemplation to employ hydraulic power for the loading of vessels within the dock."

AA, Th 2.1.1890, 5bc [c.1840] 'Commencing then at about where the Artillery Battery now is, there stood on the opposite side of the road from it a little bunker of a place called the pilothouse, where the old salts who took charge of bringing the vessels into and taking them out of the harbour were accommodated, and round the end of which, with glass in hand, they would often be seen sweeping the sea to discover if any vessels were approaching. Close to the pilothouse was a wooden saw-pit and the limekilns where limestone, brought by the Irish vessels, was burned and retailed out to purchasers. All the places mentioned are now included in the area of the Slip Dock. Beyond the limekilns and outside of the Barracks Wall ... was an open space of ground made up by cartage of ballast from vessels. This space was covered with logs of timber belonging to Messrs James Paton & Sons, whose saw mills were in close contiguity.'

EG, F 18.11.1892, 1274b-1275b Draft of proposed Bill. Chief objectives are (in paraphrase);

Replacement of Mortgage and Debt, with Debenture Stock (and necessary administration of debentures)

Revision of Sinking Fund

New Constitution. To be representatives of Ayr Town Council; the Shipping Mercantile and Trading Interests; Debenture Holders; GSWR (1 representative)

Continued right to levy rates, rents, &c., nad right to vary and extinguish various rights.

Incorporation of some provisions in the Harbours Docks & Piers Clauses Act 1847

Amendment and Repeal of parts of Ayr Harbour Act 1855, and Ayr Harbour Amendment Acts of 1866, 1873, 1879 and 1884.

William Pollock, Clerk to Trustees.

EG 12533, Tu 28.1.1913, 109a; EG 12535, Tu 4.2.1913, 127-132, 133a

See refs for details. Part of North Quay declared an approved landing place for animals from Ireland. Disease prevention.

Patton, 82 Acquired by GSWR in 1919.

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

GH, Tu 6.7.1948, 4a The Norwegian boat Rodny unloaded a consignment of whale meat at Ayr recently. Fished in the seas off the Faeroes: the catch was taken on to North Shields. The company concerned, based in North Shields, were considering adopting Ayr for this trade.

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.

AP, F 10.2.2012, 8 [1987] — 25 years Ago. A multi-million pound scheme could get the go-ahead at Ayr harbour. But a lot depends on attracting a hotel and conference centre - to pave the way for a marina, multi-screen cinema, nightclub and water sports lagoon. Ironically, this golden 'half-mile' is being talked about in the week that Ayr showman Frank Codona dies aged 65. Mr Codona had long envisaged developing Ayr seafront, but was regularly turned down.

BREAKWATER

AA 22.9.1836 — Contractors - Breakwater - plans of Mr **Gibb**, Aberdeen.

AA 30.12.1847 — Breakwater, 133 yards long, was begun in 1836 to a plan of Mr **Gibb**, CE.

AA 9.5.1850 — Contractors - supply 90,000 cubic feet of freestone for proposed Breakwater - AHT.

AA, Th 17.7.1851, 1b — Contractors wanted for a 400' breakwater. Plans with Mr **Leslie**, CE, Edinburgh.

AA 19.3.1868 — Contractors - rebuild South Pier and Breakwater - **J I McDerment** - AHT.

AA, Th 13.2.1890, 5c — Breakwater head was reconstructed in stronger form in 1869. It had been shattered by gales.

CANAL?

see Newton, Transport file

COAL SHIPPING TERMINAL

AP, F 16.12.1977, 5efg — To be built. £160,000 high capacity coal shipping terminal on north-west side of Dock. Central government funding for rail link.

COMPASS PIER

ASH, Sa 5.9.1863, 4e — Nearly finished. 160' long, built in 4 months. Uses stone from Belston, Ballochmyle, Ardrossan and Kilwinning Quarries, with granite coping from Newry.

KWP, Sa 19.9.1863, 8c — Now completed. [Repeats details in ASH ref]

CRANES

AA, Th 27.1.1876, 1c — AHT. Contractors wanted to erect a new steam crane of c 20-25 tons on the north side of the harbour.

ELECTRIC

AP, F 18.12.1953, 13a — Foundations being laid for a second electrical crane. The steam crane on the North Quay was demolished some weeks ago.

AA, Th 2.12.1954, 6e — A new COALING CRANE is now in use. Made by **Cowans Sheldon**, Carlisle. A second crane is under construction.

CUSTOM HOUSE

Dean of Guild Court — 1893, **David Gordon**, engineer.

DAM (proposed)

AP 20.8.1937 — Contractors - Dam, 500' west of the New Bridge - **Sir Alexander Gibb & Partners**, Glasgow - ATC.

DOCK LABOUR BOARD OFFICE

Dean of Guild Court 125/138 — 1959, "call stand, shelter, offices and first aid room" for National Dock Labour Board: **Honeyman Jack & Roberston**, Glasgow.

DRAW KILN

AA, Th 29.12.1808, 4b — TOWN COUNCIL PROPERTIES to let: … - Draw Kiln on the Shore.

ESPLANADE

AA 3.6.1880 — Contractor for Esplanade, Slip Dock, &c., is **James Young**, 6 Polwarth Terrace, Edinburgh.

BA 25.6.1880 — Work is in hand.

AA 18.8.1881 — The Esplanade "may now be said to be completed".

ESSO DEPOT, 48 North Harbour Street

Dean of Guild Court 109/19 — 1955, Blyth & Blyth, Edinburgh, CE.

AP 21.2.1958 — Esso Depot in North Harbour Street to be formally opened 27.2.1958. It is on the site of Paton's timber yards. The first shipment of petrol, which docked 20.2.1958, and unloaded 21.1.1958, came from *Esso Genessee*.

FISH MARKET

AP 17.6.1960 — Photo. In course of erection.

AA, Th 17.11.1960, 8 pic — To be opened shortly. Photos.

AA, Th 24.11.1960, 1de — Formally opened last Monday.

BI 72/851 February 1961 — Newly built. Built by British Railways. **William Govan & Sons Ltd**., Ayr, contractor.

nr — In process of demolition, March 1999.

FISHING

AP, F 25.12.1953, 12e — CHANGE IN LOCAL FISHING METHODS. Because of the poor herring returns which Ballantrae district fishing boats have experienced in the last two seasons, owners are being compelled for economic reasons to abandon their traditional modes of fishing or travel to grounds farther afield. In recent weeks, three Dunure 'ringers' have been converted to seine-net vessels. They are the *Girl Margaret*, the *Hercules* and the *Dewy Rose*, and they have found their change of character to be justified by some good landings of white fish, which continue to provide the chief revenue for fishermen operating in the Clyde and landing at Ayr. A Girvan boat, the *Erica*, has also been adapted as a seine-netter. Two boats which have been induced to seek pastures new are the *Senorita* (Maidens) and the *Aliped VII* (Girvan); they are now fishing successfully off the north coast of Ireland, and in the past fortnight they have made many good landings of herring at Irish ports. They were attracted to the Irish grounds as a result of a visit to Ayr of Ulster fish-salesmen. But conversion to seine-netting seems to be the most likely prospect for Clyde fishermen, for the catches of white fish continue to be good, both as to quality and quantity. Haddock have again turned up in the firth in good numbers at Irvine Bay and Turnberry, and these have been fetching prices as high as 14s per stone at Ayr. It is an earnest of the melancholy state of affairs with herring that last week only 227 crans were landed at Ayr; and that these were of such poor quality that only 27 crans were sold for the home market, the remaining 200 crans being disposed for canning, dog food, oil and meal. Many of the Ballantrae district boats will be tying up this weekend for their new year holiday.

RAIL

FISHERMEN'S MISSION

AA, Th 16.2.1961, 8a	A Fishermens Mission to be built in South Harbour Street, at a cost of £20,000. The Royal National Mission to Deep Sea Fishermen will take over the work in Ayr of the Seamen's Christian friendly Society on 1st April.
Dean of Guild Court 134/87	1961, **Leonard F Ivall**, Cullen, architect.
Foundation Stone	Dated 29.7.1961.
AP 5.1.1962	Photograph: in course of erection.
nr	Formally opened 26.5.1962.
nr	Demolished c1996.

HARBOURMASTER'S OFFICES

AA 10.3.1882	Contractors wanted for the "Pilot House and Offices" at the new dock. Plans with **John Mercer**, CE.
AA, [Engineers' Letter Books]	Letter of 14.6.1883, John Mercer to **R & W Paton**, Ayr, joiners. *Be good enough to get the harbour masters offices completed as quickly as possible. By your getting the counter fitted up, the painter will get finished. You are proceeding with the double doors at stairfoot I trust*.

ICE PLANT

Dean of Guild.Court 141/75	1962, **J & J A Carrick** for William Milne Ltd.

LIFEBOAT HOUSE

ASH, Sa 30.11.1867, 4f	Reference to Mr Douglas, sculptor, cutting inscription at Lifeboat House: *The Glasgow Workmen's Lifeboat, on this station, was presented to the Royal National Lifeboat Institution, Oct 15 1867*.
KH, F 6.4.1883, 2f	Slip Dock workshops &c being built on site of Lifeboat House, which is to be moved up the harbour.
AA 11.1.1906	Tenders - take down and re-erect Lifeboat House at site between Fort Street and Railway Bridge - RNLI - **W T Douglass**, 15 Victoria St., London, architect and engineer to RNLI.

LIGHTHOUSE [1]

AA, Th 20.12.1838, 4e	Died at Newton, 17.12.1838, Jean Mathie, 76, relict of John Campbell (b.1764, d.1834). 'She was lighthouse keeper at Ayr Harbour for upwards of 38 years'.
AA, Th 20.2.1890, 5a	'The Lighthouse, at my first recollection of it, was a wooden erection somewhat after the style of a railway signal box. It was burned down ... [and] ... the present lighthouse was erected in its stead, and pretty nearly on the same site.'

LIGHTHOUSE [2]

List 239A	Mid C19 or earlier. Small Stevenson type, tapered 4 stage circular tower of red-painted courses with corbelled and railed parapet, domed circular lantern with square panes. Small cottage attached, single storey, narrow window, door and narrow window, coursers with margins. Ref: Hume, v1, 46. CS.
Hume	The larger of the two (lighthouses), now inland, is a five storey circular tower, with a corbelled machicolated parapet and a circular lantern with rectangular panes and a domed top. Adjoining the base is a small single storey keeper's cottage.

AMG [Allan Gow], Ayr's Unique Lighthouse, in KCCS Newsletter, 34, May 1988. COPY herewith.

AA, Th 20.2.1890, 5a	Replaced earlier wooden lighthouse that burned down. See above.
AA 28.7.1842	Contractors - Lighthouse at Ayr Harbour - AHT.

AA 16.3.1843 — Lighthouse has been erected.

AA 23.11.1843 — Lit with gas for the first time last night.

ASH, Sa 14.11.1863, 5a — A cottage is being erected at the foot of the lighthouse.

ASH, Sa 10.11.1866, 5b — "A large ball has been substituted for the flag that was wont to be hoisted on the Lighthouse from half flow to half ebb-tide". Flag could be indistinct.

LIGHTHOUSE 2

AA 1.11.1877 — Lighthouse on south pier head in course of erection: **J & T Young**, Vulcan Foundry, Ayr.

Hume — The other lighthouse is an unmanned circular iron tower on a concrete base with a conical cap.

AP, F 18.7.1952, 6ef — Photograph. Erection, last Tuesday, of new light on Pierhead.

LIME KILNS — References have been gathered together under North Quay - Lime Kilns, but there were certainly kilns, such as the Patent Kiln, on the south quay.
[See also DRAW KILN]

NORTH PIER

AA, Th 3.12.1807, 4b; AA, Th 14.1.1808, 1a — Contractors wanted to repair the North Pier, including taking down and rebuilding from the foundations. Details: McCoskrie, harbour master.

AA, Th 13.10.1808, 4cd — Reference to storm damage to the unfinished part of the North Pier, and to Mr **Beggs**, the architect.

AA 6.1.1831 — Contractors - 330 yard extension of North Pier, per plans of **Robert Stevenson**, CE.

AA 1.5.1873 — Tenders - Wet Dock, Tidal Basin, Sea Barriers, new North Pier and other works - AHT - **McDerment**, Ayr, or **Meik and Nisbet**, CE, 28 Fawcett Street, Sunderland.

NORTH QUAY

AA, Th 2.4.1807, 1c — Contractors wanted by AHT to repair the north quay from its eastern end to the small lighthouse. Details: Alexander McCoskrie, harbour master.

AO, Tu 4.3.1834, 1b — Contractors - erecting a defence wall, causewaying a large recess or waster, on the north side of Harbour - according to plans and specification which lie ... with Alexander Blackwood, harbour master.

AA 2.2.1860 — Contractors - 250' of Harbour Wall near Lottery Hall - **James McDerment & Sons**, CE - AHT.

AA, Th 20.6.1861, 4e — AYR HARBOUR WALL. We are glad to state that the wall on the north side of the harbour, built by Mr Sym, is now nearly finished. Mr Sym has overcome the difficulties invariably connected with works enclosing a river, and altough the wall was expected to have been completed some time ago, yet the obstacles which had to be encountered afford some reason for the slow progress which has been made. Now, however, that the works are fast hastening to an end, the building appears to be most solid in its structure, and doubtless will add very much to the efficiency and prosperity of the harbour. The length of the wall is about 320 feet, in which are built 11 cast iron palls, to which vessels may be moored; and the depth of the wall from the cope to the foundation stone is 27 feet. At full tide there will be from 14 to 16 feet of water, which will enable vessels of pretty heavy tonnage to be loaded and discharged. In the centre of the wall a fine new crane has been fitted up, capable of carrying from 8 to 10 tons; and on each side of the crane hurries are to be erected. This new building, we

believe, is chiefly intended for the coal and iron traffic in connection with the Glasgow & South-Western Railway, and will, no doubt, greatly increase this department of our trade, which is already so very extensive.

AA 7.2.1867 — Contractors - Harbour Wall, from Green Street to opposite shipbuilding yard, and from shipbuilding yard to entrance to proposed new dock - **J I McDement**.

ASH, Sa 20.4.1867, 5c — Operations have commenced .. for the erection of the new Quay Wall at the Lower Hurries.

AA 6.8.1868 — Contractors - seaward extension by 85' of North Quay wall - AHT - **J I McDerment**.

AA 8.4.1897 — Tenders - reconstruction of part of North Quay wall - **H V Eaglesham**.

NORTH QUAY - proposed CHAIN PIER

AA, Th 8.3.1838, 4b — Letter from 'A Friend of Air' supporting proposed railway (GPKAR), suggesting a Chain Pier, a la Newhaven, for the benefit of the Irish steamers, &c.

NORTH QUAY - COAL HURRIES

ASH, Sa 7.11.1863, 5a — AHT petitioned for a second coal "hurries" to be built on new quay at foot of Green Street.

ASH, Sa 28.11.1863, 4f — The erection of proposed new coal hurry on North Quay will mean alterations to railway leading to the North Quay, including the removal of Lottery Hall House.

ASH, Sa 19.12.1863, 5a — The additional coal hurry is being made by Mr **P[eter] Barclay**, Ardrossan.

ASH, SA 12.8.1865, 5b — [Coal totals for July 1865]. George Taylor & Co use the Old Hurries; other shippers use "new hurries at foot of Green Street".

ASH, Sa 14.3.1868, 5b — **Morgan & Allan**, Kilwinning, engineers, are the contractors for the new hurries presently being built.

NORTH QUAY - LAIRAGE

AA 9.1.1913 — Lairage in course of erection, North Harbour. **J & D Meikle**, Ayr, contractors.

NORTH QUAY - LIME KILNS

AA, Th 15.3.1821, 4c — [Reporting Sheriff Court decision as to their being a nuisance -see Ref for full text]. 'For many years past a lime-kiln has been occasionally burning on the north side of the harbour of Air, on the Newton Green and near the sea, and within a year or two this kiln was enlarged, four others built adjoining it, and the whole kept burning with culm or small coal in the seasons of the year when lime is in demand'. Action started before Sheriff in July 1819: Sheriff has issued interdict against their use, but case is expected to be appealed to Court of Session.

AA, Th 26.7.1821, 4b — Notice to debtors and creditors of Air Limekiln Co., formerly James McCall & Co.

NORTH QUAY - SAWMILL

AA, Th 31.3.1881, 4e — Paton's new yard and sawmill opened last Monday. Covers about 8 acres, with various ranges of buildings. There is a 220 hp engine, from J & T Young, Ayr. The old buildings are about 45 years old. Construction supervised by J Clinkshill, Glasgow.

AA, Th 7.4.1881, 5b — Formally opened last Friday.

NORTH QUAY - SMITH, shipping agent & ship broker

EG, (1914) — John Grant Smith retires w.e.f 31.3. 1914. Business sold to James Ramsay, Annbank, and Thomas Buntin Gaunt, Fort Street, who will trade as J. Grant Smith & Co.

PATENT SLIP [See also SHIPBUILDING, below]

AA, Th 24.3.1831, 4b — Among the numerous patent slips now established for hauling vessels out of the water for repairs, the one erected here by Messrs Cowan and Sloan, under the direction of Mr Mirk in the employment of Mr Thos Morton, the inventor, was on Saturday the 19th instant completed, when the expedition and facility which this invention possesses were evinced by hauling up the brig Fame of this port. At high water she was floated upon the carriage of the slip. The mechanical power then being applied, the vessel moved up the inclined iron railway in fine style. &c.

AA, Th 24.10.1839, 4c — The ship-building yard of Messrs Cowan & Sloan shows business is brisk there as usual. The Patent Slip never wants a tenant; and a crack new craft, a credit to her draughtsman, Mr P Smith, waits only the finishing touch, the gilding of her figure-head, to be committed to her element. AA, Th 7.11.1839, 4b: this vessel, the Eglinton, was launched Tuesday 5.11.1839. Built for A B Telfer, for the Liverpool-Ayr trade]

AP 20.6.1947 (see SHIPBUILDING - General) — Patentee was a Mr Murdoch.

RAILWAY BRIDGE [1899]

ASH, Sa 9.7.1864, 5a — GSWR have proposed a railway bridge to link Station, North Harbour Street, with South Quay and Compass Pier.

TT, F 26.11.1897, 1a — New GSWR Bill proposes four new lines, of which 3 are in Renfrewshire. The fourth is the harbour branch, and the Bill also contains powers to construct a bridge.

Hume — Built 1899 by GSWR. A 5-span steel bridge on a curve, with rivetted parallel truss spans supported on pairs of circular stone piers, one of which has been replaced in brick.

Dick Folder 130 — Built 1898, William Melville. Closed c.1960. Demolished 1978.

AA 17.8.1905 — Harbour. Completion. Extension of GSWR *via* iron girder bridge over Ayr to South Harbour.

RATTAN QUAY, North and South Harbour Streets

List 281 — Mainly C18, rebuilt 1713 and 1724-1730, much repaired and rebuilt between 1840 and 1890 and extended under 1855 Act. Stone built quays on both sides of the River Ayr. B.

AA, Th 13.2.1890, 5c — [Ayr Half a Century Ago: And Since, VII]. [The right-angled piece of wall at the Rattan Quay, at the foot of Fort Street, was rebuilt as a result of the replacement of single storey houses by the grain stores of Messrs Steele, Flint, Smith and Hunter. The new wall was built in line with the New Bridge]

ASH, Sa 15.4.1865, 5d — "Workmen have now commenced to remove the Rattan Quay preparatory to the improvements of this part of the Harbour".

SLIP DOCK

BA 7.5.1880 — Contracts open - new Slip Dock, south side of Ayr Harbour. **John Strain**, CE, Glasgow.

AA 3.6.1880 — Contractor for Esplanade, Slip Dock, &c., is **James Young**, 6 Polwarth Terrace, Edinburgh.

AA, Th 3.3.1881, 4f — John Haldane, Inspector of Works on the new Docks, the New Bridge and the new Ayr Academy, is leaving to superintend erection of a new harbour at Lybster.

AA 25.5.1882 — Contractors wanted for engine and boiler houses and chimney stalk at the Slip Dock - **John Strain**, CE, 154 West George Street, Glasgow.

AA 1.3.1883 — Slip Dock. First boat docked for repairs last Tuesday - the *Ceres*, a large Norwegian schooner.

KH, F 6.4.1883, 2f — Baillie McLachlan has begun work in connection with new workshops required for slip-dock and shipyard. These workshops are to be built on site of Lifeboat House (qv) and Harbour Smithy and Shed (to be moved to North Harbour). Workshops to be completed by May. Cost £5000. The "old and extensive" premises of Messrs Paton (who have also gone to North Harbour) are contiguous and likely to be used in connection with the shipbuilding.

Engineer, 7.12.1883, 441 & 444 — Illustrations of slipway hauling machinery, J & A Taylor, Ayr, engineers. [Further page of illustrations in E., 14.12.1883, 462.]

450b — Hauling equipment is based on patent of Day, Summers & Co., Southampton, with improvements by **John Strain**. Boilers, &c., contracted for by **J & A Taylor**, while oak cradle is by J Copeland & Co., Glasgow. Partially opened 27.2.1883. AHT have let slip dock to McKnight, McCreadie & Co., and 'erected buildings to enable them to carry on iron ship building, and thus have added another industry to the town'. First vessel launched 13.9.1883.

AA 27.12.1883 — Slip Dock machinery illustrated in this week's "The Engineer".

AA, Th 15.5.1952, 1ab — The Bridge at the Slip Dock is to be removed.

AA 5.1.1956, 20xSwing Bridge across entrance removed in 1952.

SOUTH DYKE

AA, Th 27.3.1806, 4b — Conractors wanted for repairs to South Dyke. Dets: Alexander McCoskrie.

SOUTH PIER

AA 19.3.1868 — Contractors - rebuild South Pier and Breakwater - **J I McDerment** - AHT

AA 8.6.1882 — AHT agreed to widen the South Pier, according to plans prepared by Mr **Strain**.

AA 15.11.1883 — Improvements to south pier completed.

AO, F 16.11.1883 — South Pier now complete and contractor's plant has been removed. Designed to strengthen it: done by piling on river face and solid concrete infill. Design: **Strain**. [More technical details - may be worth photocopying]

AP 24.9.1937 — Photo. Now re-opened - the old timber work has been replaced by concrete.

SOUTH QUAYS

Pryde, Ayr Burgh Accounts — In 1622-1623 **Alexander Stewart** and **John Masoun**, masons, were paid £164 15s for work at the Quay.

AA, Th 31.1.1822, 1d — Contractors wanted for 80 yards more of the South Wall. Details, McCoskrie, harbourmaster.

AA 5.2.1824 — Contractors - 50 yards of new South Wall of harbour, as far as the "Big Perch".

ASH, Sa 14.4.1866, 5d — A portion of the old quay wall near the Commercial Hotel, Harbour Street, is being demolished to make way for a continuation of the new wall erected last year.

SOUTH QUAYS - IRON ORE BERTH

AA 17.8.1905 — Harbour. Completion .... Creation of an iron ore berth on south side. - 3 5-ton moveable steam cranes.

SOUTH QUAYS - PATON'S WOODYARD

AA, Th 11.1.1838, 1b — James Paton has 'now got his Saw Mills in full operation'.

AA, Th 29.3.1838, 1e — J Paton 'having about completed his Bone Mill' is ready to contract with farmers, &c., for Bone Manure, at 2s 8d per bushel.

AA, Th 24.10.1839, 4c — .. Nor must we forget, in the enumeration of the items of trade at our port, the Patent Saw Mills of Mr Paton, where the giant steam, with his twenty rows of teeth, may be seen daily turning the longest and hardest logs of timber into plank, in a style hitherto unknown in this part of the country ..

Henry & Grant's New Guide, c1869/1870, p.10 — "Opposite (Fullarton's shipyard) is the large wood-yard of Messrs Paton, builders and shipowners, whose stock of timber is always very extensive, and who are the largest shipowners of the port".

ASH, Sa 23.9.1876, 4d — The shipyard [which he had acquired, with other lands inc Falkland, from Alexander Weir, for £14200] has been sold by J M Ferguson to James Paton & Sons for £10200. Patons intend to re-site their sawmills, &c., on the north side of the river.

SOUTH QUAYS - SHED

AA 17.8.1905 — Completion. .... Also new shed for Highland steamers.

SWING BRIDGE

AA 5.1.1956, 20xAP 5.1.1956. Renovated in 1952.

WET DOCK and TIDAL BASIN

AA, Th 20.2.1890, 5a — [Ayr Half a Century Ago: And Since, VIII]. First proposed c.1866, to plans of J I McDerment. Scheme dropped due to lack of funds.

AA, Th 20.2.1890, 5b — Thomas Steele brought matter to attention of James Baird of Cambusdoon, who guaranteed the money, so that work could proceed, to plans, for a much larger dock, by **Thomas Meek**, CE. Opened 18.7.1878.

AA 1.5.1873 — Tenders - Wet Dock, Tidal Basin, Sea Barriers, new North Pier and other works - AHT - **McDerment**, Ayr, or **Meik and Nisbet**, CE, 28 Fawcett Street, Sunderland.

AA, Th 29.1.1874, 4d — Construction of the new Wet Dock is likely to begin this summer, due in large part to the loan of £120,000 from James Baird of Cambusdoon, and a donation of £10,000 from the GSWR.

AA, Th 3.2.1876, 4d; ASH, Sa 5.2.1876, 4c — Work on dock gates has been transferred from a Leith firm, who have resiled from the contract, to **J & A Taylor**, Ayr, engineers.

AA 21.9.1876: ASH, Sa 23.9.1876, 8abc — Foundation stone laid last Tuesday. Contractor: Walter Scott, Newcastle. Begun in 1874.

ASH, Sa 24.2.1877, 8e — AHT have agreed to adopt hydraulic method for opening dock gates. 3 hydraulic hoists, at a cost of £9500, to be acquired from **Brown Brothers**, Edinburgh.

AA 18.7.1878 — Formally opened today.

BA 19.7.1878 — New wet dock formally opened yesterday. **Meik & Co**., CE, Edinburgh. **Walter Scott**, Newcastle upon Tyne, contractor.

AA, Th 3.3.1881, 4f — John Haldane, Inspector of Works on the new Docks, the New Bridge and the new Ayr Academy, is leaving to superintend erection of a new harbour at Lybster.

HARBOUR MANAGEMENT

AYR HARBOUR TRUSTEES

AA, Th 9.12.1880, 4f — Elected, 2.12.1880. Ratepayers: William McColm, James Smith, John G Smith;
Shipowners: Bailie Sloan, John Semple, George McCreadie;
Bondholders: Captain Simpson;
Newton Freemen: Bailie Lang, James Ferguson
+ provost Steele, Bailie Young, Bailie McLachlan, Treasurer Graham, Dean of Guild Hunter, Convener Highet
+ 1 rep, GSWR

ANNUAL GENERAL MEETINGS

AA, Th 9.12.1880, 5b — This a.m. (9.12.1880), County Buldings.

HARBOURMASTER

Captain John M MUNRO

Called late in 1944

Thomas S KAY

AP, F 6.10.1944, 4f — Appointed by LMSR to succeed late Captain John M Munro. Son of late Thomas Kay, editor of the Ayr Advertiser.

DOCKS MANAGER

Robin NICHOLLS, c.1971 - 1977

AP, F 4.11.1977, 23a — 6 years. Going as Docks Manager to Lowestoft.

Thomas L KENNY, 1977

AP, F 4.11.1977, 23a — Previously m.d. of British Transport Docks Board subsidiary, Kenny Stevedores Ltd.

COAL EXPORTS

1908 (TPT, 7.1.1910, 5e) — 558,929 tons

1909 (TPT, 7.1.1910, 5e) — 671,534 tons

SHIPBUILDING

GENERAL

AA, Th 19.11.1807, 1a — To let: those two wood-yards and a sawpit lying immediately above the wood-yards of Messrs Thomas and James Wallace, and James Telfer & Co. Each is 1R 23F 27E 4'. Also the ground above, occupied as a sawpit by John Hunter. Details from the Magistrates of Newton.

AA, Th 21.2.1828, 1d — Shipbuilding yards to let, sometime possessed by late Messrs Ralston & Smith, and by Thomas Wallace, and lately by Hew McKissock & Co. Details from Newton Magistrates, or Stewart Ewing.

AP, F 20.6.1947, 9cd — Transcript herewith.

AA, Th 13.2.1890, 5d — Infers that the shipyard on the north quay was occupied successively by Sloan & Gemmell; D & A Fullarton; Alexander Weir, before being filled up, and a roadway constructed where a swing-bridge had previously crossed the slips, and converted into a saw mill yard for Messrs Patons.

AILSA SHIPBUILDING CO

AP, F 20.6.1947, 9c — Ailsa Shipbuilding, Troon, merged with S McKnight & Co, Ayr in 1902

TPT, F 7.1.1910, 5c — 1909 launch: Sand, of Glasgow. [See also Troon]

CH, F 16.5.1924 — Ailsa II, for William Girvan & Son, Girvan, launched 9.5.1924. To be completed at Troon.

AP, F 20.6.1947, 9c — Closed late 1939

AP, F 20.6.1947, 9d — Reopened in November 1940, under management of London Graving Dock Company Ltd.

AP, F 20.6.1947, 9d — Ailsa resumed management in June 1943

AP, F 20.6.1947, 9c — From 1st July 1947 has been leased to Ayr Engineering and Constructional Company Ltd.

AP, F 28.1.1949, 8b — Ayr DoG Friday. Workshop, shipyard, for Ayr E & C Co Ltd.

DAVID ANDREW & CO

B6/27/3, pp38-40 — 1801, Newton TC dealing with Thomas Wallace, Ralston & Smith, and Andrew & Co with regard to use of slips, land and roads.

AA, Th 12.2.1807, 4c — Launched, today, the c.100 ton brig *Amity*. [AA, Th 23.3.1809, 4a, 1/8th share being sold]

BOYD'S

AA, Th 29.3.1821, 1b — To let, the shed and boat builders yard on the north side of the river, p.p. by James Boyd, carpenter. Details: NTC.

AA, Th 14.3.1822, 1e — To let, the shed and boat builders yard on the north side of the river, p.p. by James Boyd, carpenter. Details: NTC.

AO, Tu 26.6.1832, 1d — A wherry-rigged pleasure boat, the Lord Gray, is for sale and lies in Ayr Harbour "opposite Mr Boyd's building yard, Newton Green".

CHARLES CONNELL & Co

AA, Th 7.6.1821, 4b — Drudge Boat, for Ayr Harbour, built by them, launched yesterday, and named *Enterprise*.

AA, Th 2.8.1821, 4c — Launched yesterday, the 150 ton burden brig *Amelia*.

COWAN & SLOANS

Love, Ayr Stories, 101 — Took over yard of RALSTON AND SMITH

AO, Tu 19.2.1833, 4d — SHIP-BUILDING - *MORTON'S PATENT SLIP* Saturday week, we witnessed a novel and interesting operation successfully performed in the ship building yard of Messrs Cowan & Sloan, which exhibits in a striking manner the great utility and varied purposes to which the patent slip may be applied and which, although it may have been accomplished elsewhere, was then for the first time tried at this port. A handsome new brig of about 150 tons register had just been built by the above Company in their yard here, but in such a situation as to preclude the possibility of her being launched direct from the stocks on which she was constructed - a large store-house intervening betwixt her and the river. In order to overcome this obstacle, a number of perfectly level ways, extending horizontally to a distance of about 45 feet over the middle of Morton's patent slip (from which, of course, there is an uninterrupted descent to the river), were laid on the ground beneath her, and similar ways were attached to her keel. The vessel was secured in a horizontal position by a frame of planks firmly placed betwixt her hull and the ways attached to her keel; after this was done, the numerous props were removed from her sides, when her symmetry was shown off to great advantage; two powerful blocks with tackle were next made fast to the vessel and to a position on the windward side of the slip; and then, by the use of the powerful winch attached to the slip, she was cautiously hauled broadside-on from her birthplace to the centre of the slip, from whence we expect soon to be enabled to witness her transference to the briny deep, and to wish her many a triumphant 'march over the mountain waves' of Old Father Neptune. The above operation attracted the attention of a considerable number of nautical gentlemen, as well as others, who seemed to derive much satisfaction from the cautious and successful way in which it was achieved, as

affording another proof of what can be effected by British skill and capital.

AO, Tu 26.3.1833, 4c — The Bethea, for the Greenock - North America trade, launched from Morton's Patent Slip, Cowan & Sloan's, last Wednesday.

AO, Tu 18.3.1834, 4b — Sloop Bargany, for Mr Whiteford, tacksman of Bargany Coal-works, for trade between Girvan and Ireland, launched last Friday.

AA, Th 19.7.1838, 4b — Brig Royal Exchange launched Friday last. Mr Smith, draughtsman.

AA, Th 3.1.1839, 1e — A schooner, 'now building', for sale. Could be launched in 14 days.

AA, Th 9.4.1840, 1a — Business dissolved 2.4.1840. Hugh Cowan retires; John Sloan continues on own account.

AA, Th 13.8.1840, 4b — To be launched tomorrow, from John Sloan's yard, the 386-ton ship Assam being, with the exception of the Tamerlane of about 4 years ago, the largest vessel built in Ayr.

Love, Ayr Stories, 101 — Become SLOAN AND GEMMELL

D & A FULLARTON

Love, Ayr Stories, 102 — Took over from SLOAN AND GEMMELL

AA, Th 11.2.1864, 4d — Launched from yard of D & A Fullarton, Tuesday last: sloop Robina for James McCreadie, Ayr, merchant.

Henry & Grant's New Guide, c1869/1870, p.10

"On the north side of the harbour is the shipbuilding yard of Messrs Fullarton, from which as trig and handsome vessels of all sizes are turned out as from any yard on Clyde".

ASH, Sa 23.9.1876, 4d — The shipyard [which he had acquired, with other lands inc Falkland, from Alexander Weir, for £14200] has been sold by J M Ferguson to James Paton & Sons for £10200. Patons intend to re-site their sawmills, &c., on the north side of the river.

LONDON & GLASGOW ENGINEERING & IRON SHIPBUILDING CO LTD

ASH, Sa 23.12.1876, 5d — On Monday the iron sailing barque Assel was launched from the Ayr yard of London & Glasgow Engineering & Iron Shipbuilding Co Ltd.

McKNIGHT, McCREDIE & Co

Engineer, 7.12.1883, 450b — AHT have let slip dock to McKnight, McCredie & Co., and have 'erected buildings to enable them to carry on iron shipbuilding' First vessel launched 13.9.1883.

AA, Th 23.10.1913, 4h — [Obituary of Alexr McCredie]. McKnight was 'at one time with Messrs Aitken & Manson, Whiteinch.'

TPT, F 24.10.1913, 5e — Gives date as 1882. McCredie (later of Ailsa) subsequent went to Maidens as manager for Lord Ailsa, and then founded Ailsa in 1886.

S McKNIGHT & CO

[EG 5592, F 20.11.1846, 624c — Petition for Final Discharge of debts (sequestration, 30.9.**1819**) by Samuel McKnight, Kirkcudbright, formerly SMcK jun corn merchant shipowner and general merchant. Any relevance to Ayr SMcK.

C&I, 1896 — Samuel McKnight, sole partner in S McKnight & Co., died 22 January 1896.

AA, Th 2.1.1902, 5b — Note of vessels launched by S McKnight & Co Ltd in 1901. See ref.

AP, F 20.6.1947, 9c — Merged with Ailsa Shipbuilding Co Ltd, Troon, in 1902.

Then see AILSA, above

NEWTON SHIPBUILDING YARD

AA, Th 16.3.1871, 1d — Newton Shipbuilding Yard for sell, or to let. 3A 3R with "large wood-yard, patent and launching slips, rope walk, business office, stores and other houses connected therewith." Details from Newton T C.

RALSTON & SMITH	
B6/27/3, pp38-40	1801, Newton TC dealing with Thomas Wallace, Ralston & Smith, and Andrew & Co with regard to use of slips, land and roads.
nr	Robert Smith died c.4.9.1806 - Robert Ralston died 10.12.1806.
AA, Th 22.5.1806, 4c	Robert Smith died 18.5.1806 in 53rd year. He was at the time First Magistrate, and 'as an enterprising merchant, and a worthy man, his loss will be long regretted'.
AA, Th 5.6.1806, 4c	Robert Ralston will collect debts, &c., of Ralston & Smith, which continues as Robert Ralston.
AA, Th 19.2.1807, 1a	To let, large and commodious warehouse possessed by late Messrs Ralston & Smith. 'Situated immediately behind the Riding House, and entered to off the main passage to the Barracks.'
AA, Th 23.4.1807, 4c	For sale. Two shipbuilding yards on north side of the river, occupied by Captain Thomas Wallace in Newton, and the late Messrs Ralston and Smith. 'Their situation for ship-building or wood-yards is amongst the best in the country'. Offers to Newton T C. Details: Stewart Ewing, writer in Ayr.
AA, Th 28.5.1807, 4b	Roup now to be F 5.6.1807.
Love, Ayr Stories, 101	Became COWAN AND SLOAN
AA, Th 23.3.1809, 1e	For sale in Ayr, "stout, new" sloop *Unity*, built by Ralston & Smith.
SLOAN	See COWAN & SLOAN, and then SLOAN AND GEMMELL
SLOAN & GEMMELL	
Love, Ayr Stories, 101	Took over from COWAN AND SLOAN
Love, Ayr Stroies, 102	Became FULLARTONS
THOMAS WALLACE	
B6/27/3, pp38-40	1801, Newton TC dealing with Thomas Wallace, Ralston & Smith, and Andrew & Co with regard to use of slips, land and roads.
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AA, Th 28.5.1807, 4b	Roup now to be F 5.6.1807.
COAL EXPORTS	
AA, Th 3.2.1876, 4d	January 1876. 20783 tons (Geo Taylor & Co 13974 – Wm McColm 4395 - Thomas Steele, 1712 – Merry & Cuninghame 546 – Hugh Duff 126 – W C Currie 30.
SHIPPING	
EG, Tu 12.10.1915, 1543b	Ship/Cargo detained at Ayr. M.I. Mandal, Danish.
AP, F 18.2.1949, 8b	On Tuesday, 15 Feb 1949, the Pyrope, owned by William Robertson, Glasgow, landed 500 tons of limestone from north Wales; the first since 1939. 200 tons is for iron works in Glasgow, the remainder, already ground, for agricultural use on Ayrshire farms.

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