

APPENDIX I

Specification for the New (West) Pier erected in 1786
Pier intended to be built at Rothesay and to run out opposite
to the foot of the High Street

Dimensions

Length 200 yards or upwards to 210 yards or thereby.
Breadth at the outer end on the top 30 feet. Breadth on top of the head or inner end 20 feet. Average breadth on top 25 feet or thereby. Height at the outer end 20 feet or thereby and the same level to be kept all along. Height at an average about 15 feet more or less according to the said level. Where the pier is of the greatest height there must be $2\frac{1}{2}$ feet batter on the outside and 1 foot on the inside and the same proportion of batter to be given according to the respective heights in the other parts and the breadth of the foundation must be so calculated that after allowing for the batter the breadth on top above required may be afforded.

Materials and Workmanship

All the parts of the pier to be faced with free stones. The stones to be 3 feet long by 12 inches square or if not quite square to have on one side as much as they chance to want on the other. At the back of the free stone 3 feet broad on the inside and 4 feet broad on the outside from bottom to top be filled up with stones sufficiently packed. The middle space to be filled with coarse sand or shingle such as that to be found in the harbour intended to be formed and which is to be taken from thence provided a sufficient quantity can be therein found without digging deeper than the foundation of the new pier; only there must not be any of the shingle taken nearer the shore head than 30 yards of a line to be drawn parallel to the breast erected at the end of Bailie Muir's Quayhead house. The outside foundation stones to be laid from 2 to 3 feet below the level of the present surface until it is brought up to 30 feet of the line mentioned in the last article. No backing is required to be laid behind these sunk foundation stones. Nor will any allowance be given on pretence of hearting below the present surface. The free stones to be equally well dressed and laid as those in the outer side of the present pier.

A stair the steps whereof to be 3 feet long each well laid and properly secured to be made within 60 or 62 feet of the outer end and inside of the pier; And another on the outside about 30 feet from the outer end of the pier the steps whereof to be 14 inches long. Palls of free stone 8 feet long and 2 feet in diameter to be placed at every 60 feet distance on the pier and two such at the outer end all which stones must be free of bracks, seams or veins and perfectly sound and they must be properly secured in the pier so as to answer the purpose for which such things are intended.

Quarries and Materials

Besides the materials already mentioned to be taken out of the harbour proposed to be formed the Contractor shall be at liberty to open a free stone quarry wherever it may be found within the Town's ground and to take whatever stones are necessary therefrom he always working the quarry regularly and he shall also be entitled to take whin or other rubble stones from any part of the Town's grounds or along the shores of the Royalty. Besides the Magistrates and Council shall use their best endeavours to obtain liberty to quarry and carry away free stone for the use of this work from the Harbour Quarry at Mountstuart. The work to be done by measurement vizt. the freestone work and backing at a certain price per rood and the inside hearting at so much per square yard. The stairs and palls may be a separate charge and what is to be stated for these respective articles is to include every expense whether for providing materials, carriage, building, filling up, tools or otherways in any respect or on any pretence whatever.

APPENDIX II

Extract from translation appearing in "History of the County of Bute," by John Eaton Reid of The Charter of Confirmation and Novodamus of 19th February 1584

"Moreover for us and our successors according to the tenor of our present Charter we give and grant to the Magistrates and inhabitants of the said burgh present and to come a free port and harbour for ships in the bay and station of the said burgh of Rothesay and Kyles of Bute, the stations of Cumbray, Fairly and Holy Isle and all others within the foresaid bounds WITH FREE ENTRANCE AND EXIT FOR SHIPS AND BOATS for carrying burdens with all kinds of goods and merchandise not prohibited by our laws and acts with all privileges and liberties of a free port and receptacle for ships WITH POWER FOR THE SUPPORT OF THE FORESAID PORT TO RECEIVE AND RAISE OFF GOODS, MERCHANDISE, SHIPS AND BOATS CARRYING AND TRANSPORTING INTO THE MARKET OF THE SAME ALL KINDS OF LESSER CUSTOMS AND OTHER DUTIES received by whatever magistrates officers and customers of any burgh within our Kingdom to this effect to elect and have the usual customers with coquets and their clerk of coquets in the usual form rendering annually to our Exchequer an account of all and every thing in the said burgh liable to pay dues and rendering the same according to use and wont of the same viz., of all and each lesser customs and other duties pertaining to a free burgh and port to be applied to the use and advantage of the said burgh and the magistrates of the same."

APPENDIX III

Estimate lodged with Parliament upon the presentation of the Harbour and Gaol Bill in 1831

Estimate of the expense of the necessary improvements to the Harbour and Piers of the Burgh of Rothesay in the County of Bute as made up by Andrew Napier, Architect and Builder in Rothesay.

- | | |
|---|--------------------------|
| 1. Breakwater on the entry from the east to the outer or east Harbour with hearting or filling up the same as the other piers (see note 1). | £708:—:—d. |
| 2. Wharf at the head or south side of the outer or east harbour (see note 2). | 610:—:—d. |
| 3. Increased breadth to the west pier so as to make it correspond in breadth and workmanship with that part of the said west pier which extends eastwardly from the northmost extremity thereof (see note 3). | 526:12:—d. |
| 4. Erecting and compleating a drawbridge to unite the east and west piers (see note 4). | 180:—:—d. |
| 5. Deepening, cleansing and scouring both the inner or west harbour and the outer or east harbour. | 600:—:—d. |
| | <hr/> £2624:12:—d. <hr/> |

(sgd.) And. Napier

The amount of the above Estimate is Two thousand six hundred and twenty four pounds twelve shillings sterling.

(sgd.) And. Napier

Notes:

- (1) The breakwater was erected between 1860 and 1865. The job was not priced separately from the East Princes Street breast.
- (2) Albert Place was formed in 1824 and extended in width in 1856, 1878 and 1908.
- (3) The pier was widened in 1846 at a cost of £720.
- (4) The drawbridge was erected in 1833/34 at a cost of £258:17:—d.

APPENDIX IV

Commencing Capital Debt of the Rothesay Harbour Trustees (1831)

Amount borrowed from Exchequer Bill	
Commissioners	£4000:—:—d.
Repaid to date (up till 1831)	1600:—:—d.
	£2400:—:—d.
Amount borrowed from Marquess of Bute	1000:—:—d.
Balance of sums borrowed at sundry times from	
the Burgh of Rothesay and Greenock Bank	1732:15: 5d.
	£5132:15: 5d.
Less amount of funds in hands of Marquess of Bute	1045: 1:—d.
Amount of Debt (1831)	<u>£4087:14: 5d.</u>

APPENDIX V

Abbridged accounts of the Rothesay Harbour Trustees for the
year ended 1st October, 1832

CHARGE

Cash in hands of Treasurer	£206: 8:10d.
Harbour Dues (including arrears recovered)	607: 6: 2½d.
Bank and Investment Interest	2:18:11d.
Charges on Herrings packed on Quays	4:11: 8d.
	£821: 5: 7½d.

DISCHARGE

Harbour Master's Salary	£22:—:—d.
Other wages	4: 3:—d.
	£26: 3:—d.
Burgh of Rothesay to account of expenses of Act	200:—:—d.
Interest on loans	128:—:—d.
Improvements to Pier	45:11: 7d.
Miscellaneous Expenditure	8: 6: 6½d.
Arrears of Dues	72: 7:—d.
Cash in hand and in bank	340:17: 6d.
	£821: 5: 7½d

APPENDIX VI

Clerks of Rothesay Harbour Trust

1831	John Gillies
1852	John Wilson
1874	(John Wilson) (John T. Wilson) Joint Appointment
1874	John T. Wilson
1899	James Carse
1902	Robert D. Whyte, Interim Appointment
1903	J. Scrymgeour Hepburn
1908	James Rose, Interim Appointment
1908	Robert D. Whyte
1947	Alexander R. Howie
1948	Peter M. Morris
1951	Alexander Lindsay
1968	Allan M. Matheson
1975	Robert P. K. Campbell

APPENDIX VII

Harbour Masters

1827	John Leitch
1833	Archibald Nicol
1853	Robert Gillies
1865	George Miller
1883	Robert Macfie
1899	David Macnair
1921	Robert Houston
1939	John B. Stewart
1940	John Cameron, Interim Appointment
1946	William N. Tudman
1969	Donald C. Haggart
1972	A. Gibson
1974	William G. Slater

APPENDIX VIII

Passengers Leaving Rothesay

	1933	1938	1943	1948	1953	1958	1963	1968	1973
January	9305	10562	13103	14345	10870	10099	8421	10270	5554
February	6288	7583	11988	12112	9146	9273	7256	10007	5051
March	9561	12469	21582	31156	13879	12607	11860	16068	6812
April	41176	56256	37307	31751	28247	31464	26286	24494	11110
May	41839	43526	49547	70006	42543	52794	40396	49436	20697
June	98862	102985	73466	97633	88469	105831	88904	83608	27565
July	193078	234295	129242	173964	155415	174643	137559	114744	36395
August	190434	233270	104836	167011	157458	170329	120805	104769	35002
September	104397	114143	61193	88732	69925	84301	66506	57327	25082
October	17128	19509	25962	23946	17317	16817	16768	20911	10280
November	7566	9044	15632	13569	9684	10938	9123	11972	6475
December	6537	7690	13362	12589	9172	9046	8880	11721	5447
Additional Passengers								17061	
Total for years	726171	851337	557270	736814	612125	688142	542764	532388	195470

Note: The figures for 1933 to 1963 are based on the turnstile returns of the Harbour Trust. The monthly figures for 1968 are based on the records of The Caledonian Steam Packet Co. Ltd. The additional 17061 passenger journeys are those undertaken on David MacBrayne Ltd., vessels whose detailed records for 1968 are not available. The figures for 1973 are based on Caledonian MacBrayne Ltd.'s passenger ticket returns to the Harbour Trust. In 1973 "10 journey" tickets were introduced. The figures given for 1973 may therefore be slightly in excess of the actual number of passenger journeys from Rothesay.

APPENDIX IX

Vehicles Paying Dues

	1955	1958	1963	1968	1973
January	352	566	1231	1616	2692
February	320	530	1184	1656	2777
March	472	721	1686	2194	3924
April	818	1408	2832	3566	4721
May	794	1400	2706	3370	5215
June	1098	1793	3821	4409	6664
July	1302	1748	4144	5745	8700
August	1424	2191	4749	5337	8623
September	1171	1749	3382	4307	6650
October	702	1016	2626	2598	4755
November	511	677	1385	1726	3680
December	464	724	1255	1727	3607
Total for Years	9428	14523	31001	38251	62008

Note: The figures for 1955 to 1968 are the numbers of vehicles, both inward and outward bound, in respect of which dues were collected by the Harbour Trust. The figures for 1973 are based on Caledonian MacBrayne Ltd.'s vehicle ticket returns to the Harbour Trust. In 1973 "10 journey" tickets were introduced. The figures for 1973 may, therefore, be slightly in excess of the actual number of vehicles shipped.

APPENDIX X

Regulations passed by the Rothesay Harbour Trustees
on 1st May, 1832

All persons having the Charge of Vessels, Steamboats, et cetera arriving at or taking advantage of the Harbours or Piers shall observe the following Regulations:

They shall berth, shift and trim their vessels and slacken and fasten ends and ropes as directed by the Harbour Master and attend at the time appointed for that purpose under a penalty of Forty shillings.

They shall not allow their vessels to rub on the piers but shall keep in use such fenders as the Harbour Master may direct and those in inside shall allow free access over their vessels to those in outside berths and vessels in outside shall fend off from vessels in inside berths under a penalty of Forty shillings.

They shall not obstruct the free passage of other vessels by allowing their vessels to lye at or near to nor by having ropes across the entrance to either of the Harbours under a penalty of Forty shillings.

They shall not make fast their vessels to the piers otherwise than to the rings or palls direct to their vessels and not round the corners or any part of the piers under a penalty of Sixty shillings.

All goods, ballast or any other thing intended to be shipped by or discharged from any vessel shall be laid down upon the Pier where the Harbour Master shall direct and shall be removed therefrom at his desire and effectual means to his satisfaction shall be used for preventing any part falling into the Harbour under a penalty of Forty shillings.

No fires or lights shall be kindled or taken on board any vessel loaded or partly loaded with combustibles as are mentioned in the Thirteenth Section of the foresaid Act (1 and 2 William IV Cap. 34) and fires in all vessels except Steamboats shall be extinguished at 8 o'clock at night and shall not be lighted sooner than 7 in the morning and no firearms shall be discharged near the Harbour under a penalty not exceeding Forty shillings.

No vessel shall be taken to the graving bank, no dock shall be made and no fire shall be lighted at or near the Piers or Harbours for any purpose without first obtaining authority from the Harbour Master whose directions must be obeyed under a penalty of Forty shillings.

All Owners, Masters and Crews of Steamboats shall in addition to the foregoing also comply with the following Regulations.

They shall at all times intimate on their respective boards their hours of sailing and shall sail at the hour so intimated and no alteration of the hour shall be allowed on any pretext under a penalty not exceeding Five pounds.

Free access shall at all times be given over Steamboats in inside to those in outside berths for all necessary purposes and hatchways and coal scuttles when not in immediate use shall be kept shut under a penalty of Forty shillings.

The Engine of Steamboats arriving at the Piers shall be slowed or stopt (sic) one hundred yards from the Piers so as they may move slowly to their berths and when arriving at night they shall have in use a sufficient number of lights not less in any case than three hand lanterns under a penalty not exceeding Forty shillings.

POLICE REGULATIONS

Porters

No person shall be permitted to ply for hire as a Porter until licensed by the Trustees and furnished with a badge which must be constantly conspicuously affixed to his breast and his name painted on his barrow and all porters must be sober, steady and civil to every person and they shall not go on board the steamboat until called by some one of the passengers whose directions shall be immediately obeyed without waiting any other hire. No separate charge shall be made for letters and parcels or goods which ought to have been delivered together and the delivery must take place immediately on arrival — all under a penalty not exceeding

twenty shillings or in the option of the Trustees forfeiture of licence and badge.

Carters etc. etc.

All carters shall lead their horses slowly along the Piers and Breasts, they shall not ride on their carts nor place their horses and carts across the Piers and they and porters shall at all times arrange and place themselves and their carts and barrows on the Piers and Breasts as the Harbour Master may direct under a penalty not exceeding Forty shillings and all Hackney Coachmen shall be licensed by the Trustees and they shall drive slowly along the Piers and Breasts and shall draw up their carriages where the Harbour Master shall direct under a like penalty.

All Porters, Carters and Hackney Coachmen shall at all times accept of the first hire offered and immediately follow the directions of their employer, shall exact no higher fees than those in the following Table and shall have always in their possession and produce when required a copy of these Regulations under a penalty not exceeding Forty shillings for each offence or in the option of the Trustees forfeiture of licence or badge.

TABLE
Porters and Carters

From	As Far As	Carters		
		A full barrowload or when an assistant is employed	A small half trunk or large parcels	For each cart load of 12 cwt. of 6 cwt.
The Quays	The bridge at West end of Montague Street.	£-:-6d.	£-:-4d.	£-:-3d.
	The South end of King Street.		£-:-1d.	£-:-2d.
	The East end of Old Vennel.			
	The School House.			
	The East end of Princes Street.			
The Quays	The North end of Gallowgate.			
	The West end of Bridge Street.	£-:-7d.	£-:-6d.	£-:-4d.
	The Cotton Mill.			
	The Manse.			
	Mount Pleasant.			
The Quays	The North end of Argyle Street.			
	Capt. John Stuart, St. Bride's Hill.	£-:-8d.	£-:-4½d.	£-:-1½d.
	Foley House.			
	The Battery.			
				£-:-6d.
The Quays	The North end of Argyle Place.			
	Argyle Terrace.	£-:-10d.	£-:-8d.	£-:-2d.
	House beyond the Battery to Miss Allison's.			

Similar distances in other directions to be charged at the like rates.

Hackney Coachmen or Others

From the Quays as far as the North end of Gallowgate, Mr.
Black's shade, Princes Street, The Old Manse, South end of
Mill Street and South end of Bridgend Street £—: 1: 6d.
to all other parts of the Town £—: 2:—d.

The Harbour Master with his assistant are empowered and required to enforce all the above Regulations and to use every effort to promote good order and sobriety and to suppress riot, theft, etc., and no person shall insult or obstruct them in any way in the execution of their duty under a penalty not exceeding Five pounds.

The above penalties shall be incurred by offending in any one particular of the above Regulations and the expense of enforcing these Regulations as well as any damage incurred shall be exigible besides the penalties

The Magistrates if they see cause may mitigate the penalties to not less than one fourth.