

HARBOURING HERITAGE – A HISTORY OF FORTROSE HARBOUR PART 1



ESTABLISHING THE HARBOUR

BEFORE THE HARBOUR

There is evidence of shipping from Fortrose before the harbour was built. The Aberdeen Shore Accounts have in August 1668 'ane bark going of Chanrie of Ross' (*Chanonry being the old name of Fortrose*) with '40 gades irone' and '70 bolls bey salt'. When a customs establishment was created after 1707 the '**tidesman**'¹, who was the officer in charge, was appointed to 'Fortrose and Cromarty' and was paid more because of the size of the district. In 1722-3 the *William & Catherine of Fortrose*, Hugh Watson, master, traded in the area². Small fishing cobbles lined the shore and the fishermen's cottages still exist on St Andrew's Walk (formerly Shore Street).



¹ A customhouse officer who goes on board a merchant ship to secure payment of the duties

² Information from Dr David Alston, Cromarty

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The picture ³ above is the earliest known view of Fortrose (labelled as Channery) – on the extreme right you may be able to spot a salmon fishing net and cobble.

THE HARBOUR

The building of the harbour at Fortrose should really be seen in the context of a large **economic-social parliamentary programme** to open-up the Highlands starting formally in 1803 following an extensive survey; nevertheless, the harbour would still not have been built without the intervention of local landowners and prominent citizens of the Royal Burgh.

In the late 1700s **the Highlands remained a remote and isolated area** with much poverty. While the Lowlands had prospered in the mid-1700s with roads, canals, coal mines, iron works and agricultural improvements, all of this had yet to arrive in the Highlands and instead the clearances were in full swing with sheep replacing people. Most long journeys to or from the Highlands were made by preference by ship (if you could afford passage). Most Highland roads were little more than cattle tracks except for the military roads started by General Wade which had a specific purpose for the movement of troops along strategic lines rather for the movement of commerce. The lack of bridges made river crossings exceedingly difficult and weather dependent. This gives a flavour of travel in these times⁴:

"The country lying to the west of the Great Glen was absolutely without a road of any kind. The only district through which travellers passed was that penetrated by the great Highland road by Badenoch, between Perth and Inverness; and for a considerable time after the suppression of the rebellion of 1745, it was infested by gangs of desperate robbers. So unsafe was the route across the Grampians, that persons who had occasion to travel it usually made their wills before setting out. Garrons, or little Highland ponies, were then used by the gentry as well as the peasantry. Inns were few and bad; and even when post chaises were introduced at Inverness, the expense of hiring one was thought of for weeks, perhaps months, and arrangements were usually made for sharing it among as many individuals as it would contain. If the harness and springs of the vehicle held together, travellers thought themselves fortunate in reaching Edinburgh, jaded and weary, but safe in purse and limb, on the eighth day after leaving Inverness."

There was also much **social unrest** throughout the country. In this period Britain was at war with the France of Napoleon Bonaparte (and Spain until

³ D Pocock collection

⁴ Anderson's 'Guide to the Highlands and Islands of Scotland,' 3rd ed. p.48.

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1808 and even the USA in 1812). Blockades were hampering trade with the Continent, crops failed badly in the late 1790s and all this drove an interest in improving the national economy – developing the Highlands became a **government priority**.

The Scottish **Highland Roads and Bridges Act 1803**, (43rd Parliamentary Session of George III), established a Commission to supervise the expenditure of moneys on the construction of Highland roads and bridges. Money was spent organizing surveys and prospecting for coal and minerals; on land reclamation and afforestation; on premiums and bounties for linen and hemp production and on public works programmes aimed at providing **roads**, bridges, and **harbours**. As well as government funds, landowners were also expected to contribute based on the value of their estates that the major roads passed through.

Some of the money for construction of smaller projects came from the residual funds of the Commissioners of the **Forfeited Estates**, the estates of Jacobite chieftains forfeited to the Crown, post the Battle of Culloden in 1746, and placed under the control of Commissioners (and later returned in 1787 – mostly sold back creating a fund!). At the start of the project this fund stood at £54 000.

The effect of improved roads with bridges can be seen from extract from 'The Life of Thomas Telford' by Smiles:

"The first stage-coaches that ran northward from Perth to Inverness were tried in 1806 and became regularly established in 1811; and by the year 1820 no fewer than forty arrived at the latter town in the course of every week, and the same number departed from it. Others were established in various directions through the highlands, which were rendered as accessible as any English county."

But there was a great danger that all this development was going to **bypass the Black Isle**. **March 1813** is a critical date in our story when **2 Memorials** were written ('**Memorial**' *a statement of facts, especially as the basis of a petition*⁵) to the Commissioners.

The first concerned roads but had a direct bearing on the harbour (taken from the 7th Report of the Commissioners for Highland Roads and Bridges⁶):

⁵ Concise Oxford Dictionary

⁶ Inverness Reference Library holds a full set of reports.

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Appendix (F.)

MEMORIAL respecting the BLACK-ISLE ROAD.

To the Honourable the Commissioners appointed by the Act of Parliament of the 43d of His present Majesty, for making Roads and building Bridges in the Highlands of Scotland.

The Memorial of Sir JAMES WEMYSS MACKENZIE of Gairloch, Baronet, and the other Heritors of the District of the County of Ross, called the Black Isle,—

Respectfully Sheweth,

THAT the Black Isle, which lies between the Frith of Dingwall and the Frith of Inverness, is the most populous district in the County of Ross, and is highly improvable.

That under the authority of the Act of Parliament of the 43d of the King, no less than Six Roads leading through the County of Ross have been already surveyed, and are to be executed pursuant to that Act, to each of which the Memorialists are bound to contribute

205.

M

in

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SEVENTH REPORT OF THE COMMISSIONERS

[April

in proportion to the valued rents of their respective estates; while in the Black Isle there is no Road whatever, notwithstanding its population and capability of improvement; and through it is the only communication from the whole of this and the other Counties to the Northward, to Fort George, the only military depot in this corner of the kingdom.

That with a view to public improvement and advantage, as well as in order to facilitate the access from the Northwest Highlands to Fort George, the Memorialists are extremely desirous that a Road should be made from the Ferry at Fort George, to the most convenient point of the Great Road leading to the Western Highlands by Dingwall, which would also open the communication between the two Royal Burghs of Dingwall and Fortrose; and they humbly solicit the attention of the Commissioners to those objects.

The Memorialists submit, that the necessity and utility of the Road now proposed, will be found worthy the attention of the Commissioners, both in an agricultural and commercial point of view; and, as they are authorized by the County to state, that the proprietors at large are willing to contribute one half of the expense of the undertaking, whatever it may amount to, they beg leave to suggest that some engineer be forthwith directed to make a Survey, Report, and Estimate of the proposed Line of Road; and to fix upon and determine the Situation for, as well as the number of Bridges that may be required, and the probable expense thereof.

COLIN MACKENZIE, Kilcoy.
GEO. F. MACKENZIE, Allangränge.
JOHN GILLANDERS, Highfield.

JAMES WM. MACKENZIE, of Scatwell, Bt.
HECTOR MACKENZIE, Bt. of Gairloch.
A. GRANT, Redcastle.
R. K. MACKENZIE, Flowerburn.

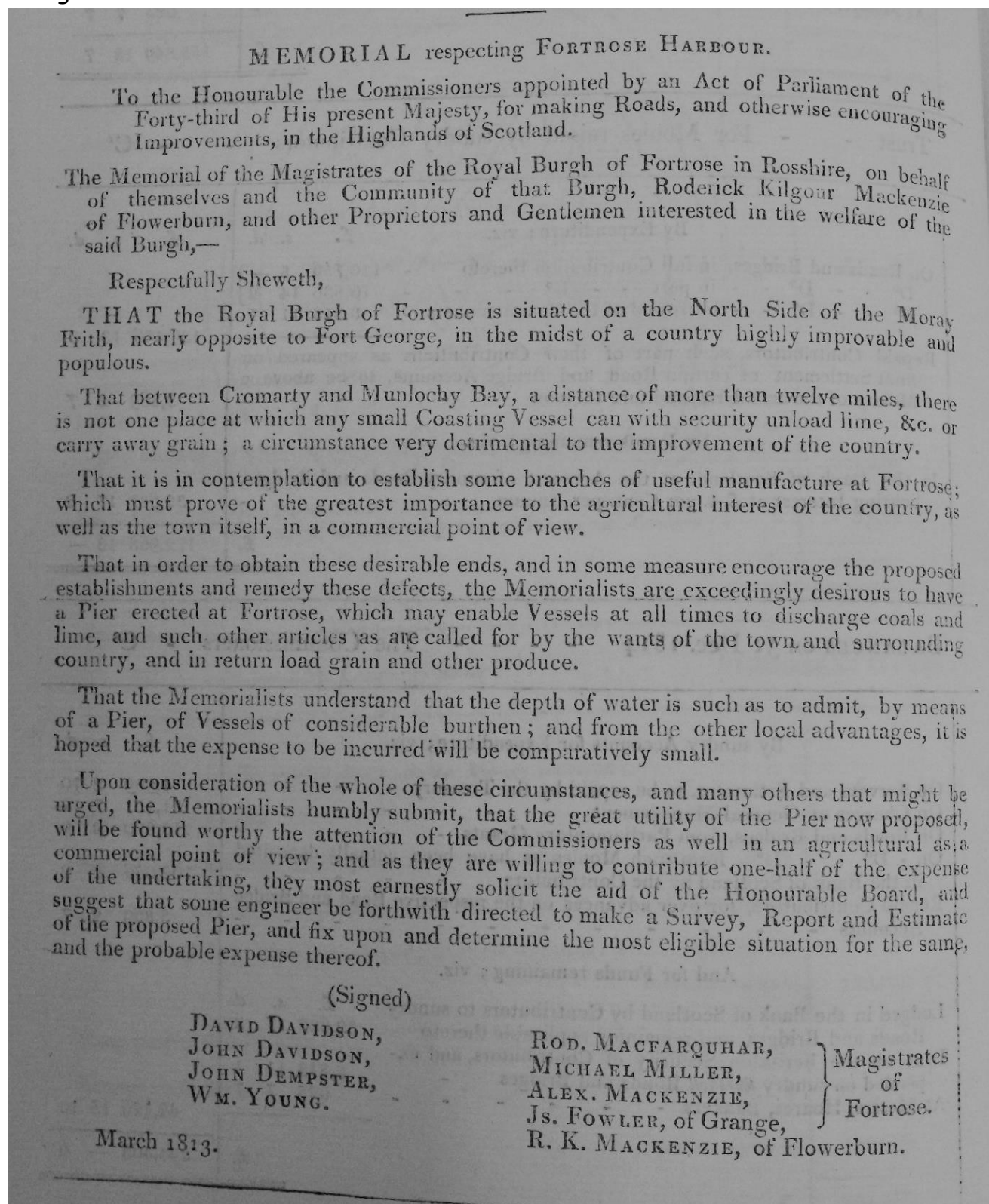
March 1813.

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The **second memorial of March 1813** petitioned the Commissioners for a **pier (*harbour*) to be constructed at Fortrose**. The Memorial was sent by the Magistrates of the Royal Burgh of Fortrose on behalf of themselves, the Community, the local laird (Roderick Kilgour Mackenzie of Flowerburn) and 'other Proprietors and Gentlemen interested in the welfare of the Burgh.' The case was made that there were no landing places between Munlochy Bay and Cromarty where lime could be unloaded, and grain carried away and that this was 'a circumstance very detrimental to the improvement of the country'. They mention establishing some form of manufacture in the town in the interests of agriculture, the town and commerce. These were 'desirable ends' and the 'Memorialists are *exceedingly* desirous to have a Pier erected at Fortrose...'. The anticipated in bound cargoes were coal and lime (presumably for fertiliser) with return loads of grain and other produce. Again, as with the road memorial, the Memorialists offered to foot half the bill – a very generous offer considering no survey had been done. They conclude by asking that '**some engineer** be forthwith directed to make a Survey, Report and Estimate'.

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Extract from the 7th Report of the Commissioners for Highland Roads and Bridges:



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The '**some engineer**' was of course **Thomas Telford**.



Thomas Telford⁷.

Thomas Telford 'the **Colossus of Roads**' was sent in 1801 to survey the rural roads in Scotland which were mainly the military roads constructed by General Wade and Major Caulfeild between 1725 and 1767. In 1803 he was asked to implement his survey proposals and became the civil engineer

⁷ From the cover of the Atlas to the Life of Thomas Telford Civil Engineer in 1838 engraved by W Raddon from a painting by S Lane

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for the huge government scheme to improve communications in the Highlands. In so doing, Telford built nearly 1000 miles of roads and 120 bridges over the next 20 years. He constructed the Caledonian Canal and he built or improved numerous harbours such as Fortrose. In 1818 he helped to found the Institute of Civil Engineers and became its first president in 1820. Telford was a likeable and convivial man who was always ready with a story or a joke. Telford died on 2 September 1834 aged 77 and was buried in Westminster Abbey. He continued to act as a consultant and engineer to the end of his life. Despite his prodigious output, he left very little in the way of wealth - he had often taken on projects for which he was not paid.

By April 1815 the harbour **survey had been completed** and the Commissioners noted⁸ that they had offered to defray half the costs (estimated to be nearly £3 500) to build a substantial pier 170 feet long with a return pier of 60 feet. They noted that the Contributors had undertaken to complete the work by November of the next.

Extract from page 22 of the 7th Report of the Commissioners for Highland Roads and Bridges:

FORTROSE HARBOUR.—Nearly opposite to Fort George is situate in the Burgh of Fortrose, the Inhabitants whereof addressed to us a Memorial, setting forth the advantages which might be expected to result from a Pier, whereby the Importation of Coals and Lime, and the Exportation of Grain and other produce, might be facilitated.

Appendix (L.)

In compliance with this Memorial, We directed a Plan to be prepared, and offered to defray half the estimated Expense of a sheltered Landing Place, formed by a substantial Pier, One Hundred and Seventy Feet long, with a Return Pier of Sixty Feet long. The Expense will be nearly Three Thousand Five Hundred Pounds; and the Contributors themselves have engaged to complete the work in November next.

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Payment would appear to have been made in stages as this report from 1817 shows:

1817.]	FOR HIGHLAND ROADS AND BRIDGES.	81
Appendix (M.)		
ACCOUNT of Money Received and Disbursed by the COMMISSIONERS for HIGHLAND ROADS and BRIDGES, under the "Act for applying certain Balances arising from the Forfeited " Estates in <i>Scotland</i> , towards making CANALS, HARBOURS, and other Public Works there," 46 ^o Geo. III. c. 155.		
D ^{rs}	- - -	From 16 May 1807 to the 31 December 1816.
C ^{rs}		
<i>Expenditure:</i>		
BY Payments towards the Improvement of		£. s. d.
BURGH HEAD HARBOUR - - - - -	- - - - -	2,000 — —
FRAZERBURGH HARBOUR - - - - -	- - - - -	5,367 10 —
PETERHEAD HARBOUR - - - - -	- - - - -	3,780 4 —
KIRKWALL HARBOUR - - - - -	- - - - -	1,972 2 2
TARBET HARBOUR - - - - -	- - - - -	863 11 9
TOBERMORY HARBOUR - - - - -	- - - - -	1,455 5 4
PORTMAHOLMACH HARBOUR - - - - -	- - - - -	1,584 9 2
AVOCH HARBOUR - - - - -	- - - - -	527 17 —
JURA SMALL ISLES PIER - - - - -	- - - - -	200 — —
FORTROSE HARBOUR - - - - -	- - - - -	1,370 12 10
DINGWALL CANAL (Account not yet settled) - - - - -	- - - - -	893 4 10
By Payments to Mr. Rickman, as Secretary to the Commissioners, from 1807 to 1816 - - - - -	455 — —	20,014 17 1
By Payments to Mr. Hope, W.S. for Law Charges, from 1807 to 1816 - - - - -	387 16 8	842 16 8
		20,857 13 9
<i>Funds remaining:</i>		
1816. Dec. 31. By Balance in the hands of the Commissioners, invested in Exchequer Bills - - - - -	1,000 — —	
By Balance in Account Current at the Bank of Scotland, bearing Interest at £. 4. per Cent. - - - - -	1,266 2 10	
By Balance in Account Current at Messrs. Hoares - - - - -	2,009 14 2	4,275 17 —
		£. 25,133 10 9
(Signed) James Smith, Accountant.		

But does this page include an error? The amount shown for Fortrose Harbour is £1,370 12 10 but the handwritten inventory of vouchers for

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payments (National Archives) shows £1870 12 10. A case of an '8' being misread as a '3'?

Inventory of Vouchers of Payments made by James Hope Writer to the Signet, On Account of The Commissioners for Highland Roads and Bridges from 1st January 1813 to 31st December 1815 inclusive, and which Vouchers are transmitted by the said James Hope to John Rickman Esquire, Secretary to the said Commissioners, on 7th September 1816, in so far as relates to the Money arising from the Forfeited Estates.

	Date of Dfts	Terms	Summ Said	Total Amount
<i>Vouchers of Payments for Scots Harbours.</i>				
1815	Aug 10			1280
				1870 12 10

Parliament archives show:

In addition to correspondence with Thomas Telford and other engineers and contractors there is material from the following parties: James Hope was writer to the Signet and the Commissioners' Agent in Edinburgh; John Rickman was Clerk Assistant to the House of Commons and the Secretary of the Commission; John Mitchell was Chief Inspector of Highland Roads, succeeded by his son Joseph in 1824.

'Writers' was the Scottish name for solicitors. Historically, the Signet was the historic seal of the kings and queens of Scotland. In essence, this is John Rickman informing the secretary to the commissioners of payments

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he has made on their behalf. In the end the harbour was completed in **October 1817** (other reports record December 1817) at the cost of £4 016. It appears that the Memorialists obtained a grant of £631 5s 9d. from the Convention of Royal Burghs⁹

In 1815 the Magistrates of Fortrose and others presented a memorial to the commissioners, stating their desire to have a pier erected at Fortrose, that they were willing to contribute one-half of the expense of the undertaking, and craving the aid of the commissioners. The commissioners agreed to the proposal, and directed their engineer to make a plan and estimate of the pier or harbour. The harbour or pier was erected under a contract between the commissioners: and certain persons on behalf of the magistrates of the burgh, and was completed in December 1817. The joint estimated expenditure appears to have been £4015, 6s. 6d., of which the commissioners paid £2007, 13s. 3d. Of the other half, £631, 5s. 9d. was obtained by the magistrates as a grant from the Convention of Royal Burghs, and the balance was raised by subscriptions obtained from parties in the neighbourhood interested in the undertaking. The burgh of Fortrose contributed nothing in its corporate capacity.

The origin of the rose sandstone is thought to be the Munlochy quarry (source of the stone for Fort George).



The Munlochy quarry in 2011. Entrance to the quarry used by the barges.

The extract from the 1872 Ordnance Survey shows the Bay (Munlochy) quarry to be disused:

⁹ From Macpherson versus Mackenzie, Scottish Court of Session, 21 May 1881.

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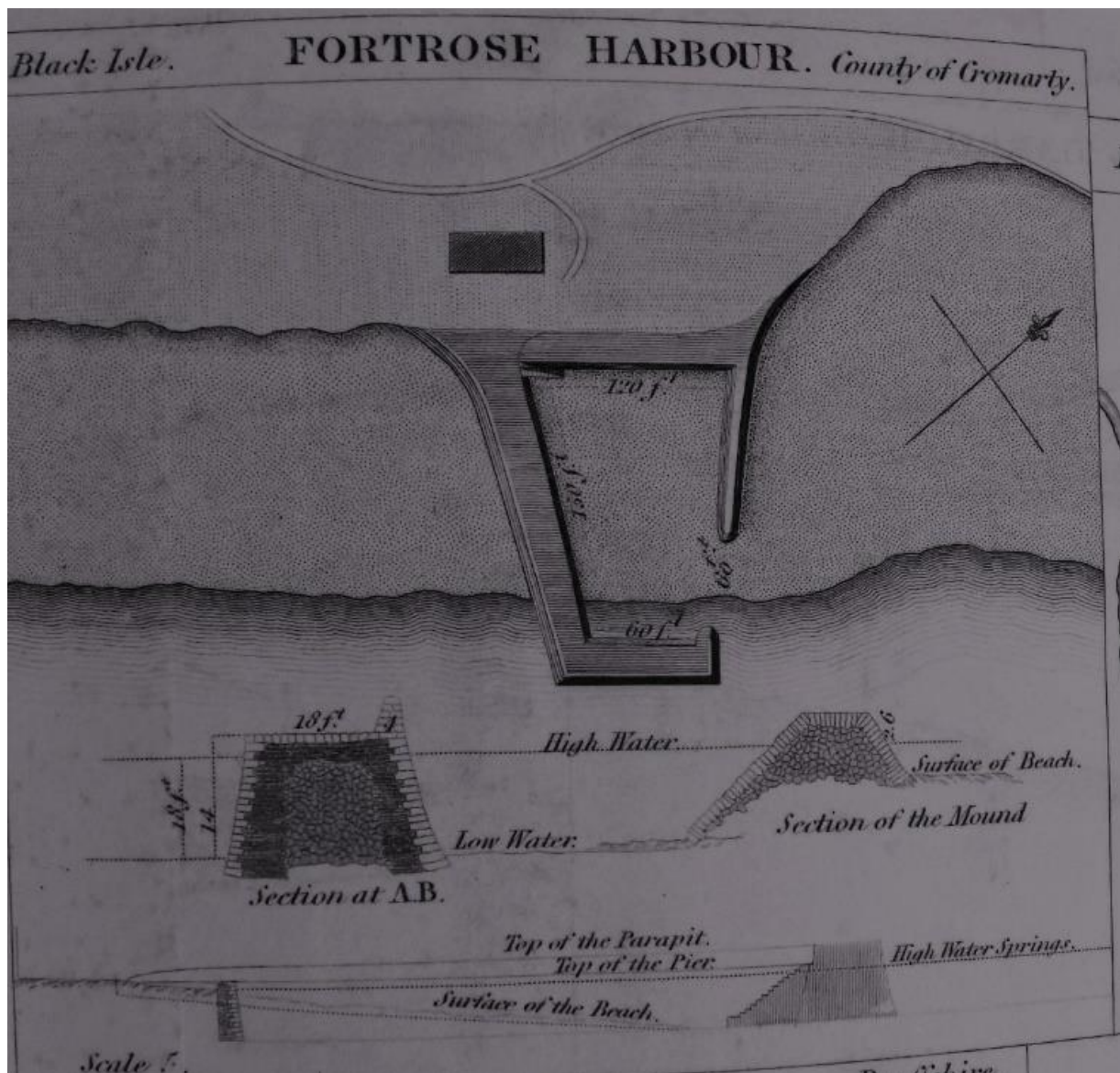
The 9th Report of the Commissioners (1821) explains the **cost overrun** (a result of what today would be termed requirements creep):

FORTROSE HARBOUR.—The Burgh of Fortrose is situate at the Eastern extremity of the Black Isle-Road, on the North side of the entrance of the Beauley Frith. The expectation of extensive utility from the formation of a sheltered Harbour appeared so well founded, that we readily engaged to afford the usual aid. The Estimate was increased from £.3,500 to £.4,000 by the addition of Forty feet to the extent of the Return Pier, whereby the water at the entrance of the Harbour became a Yard deeper, and the Spring Tides rising Fourteen Feet, access is given to Vessels of considerable burden. The inside of the Harbour is about Thirty Yards Square, and three sides of it form an extensive Wharf. It was finished in October 1817, and we understand it to have fulfilled the expectations of the Contributors.

The 'Return Pier' refers to the main north – south aligned harbour wall in this instance. However, looking closely at the 2 statements and then the plans below (Telford's plans are contained in an annex to the 9th report and

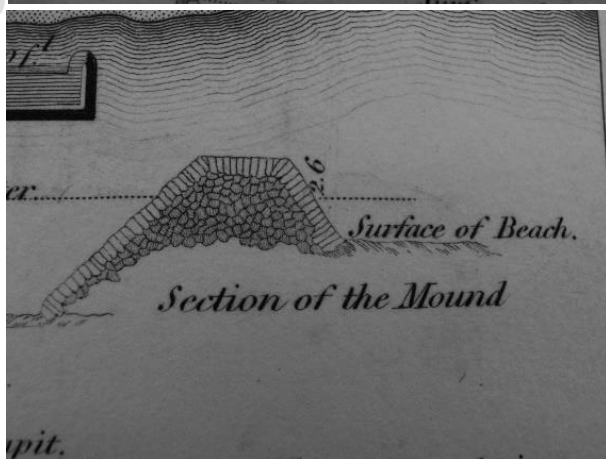
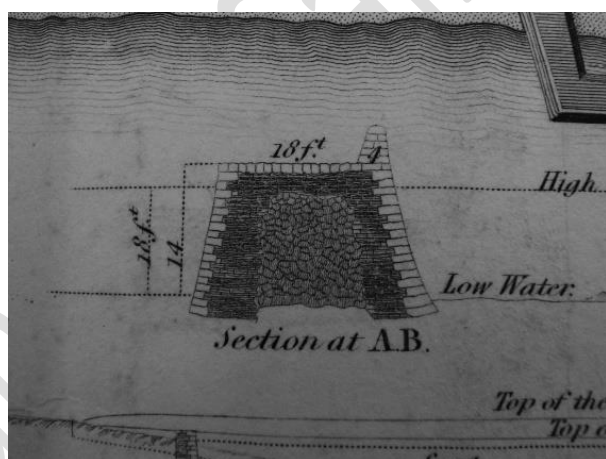
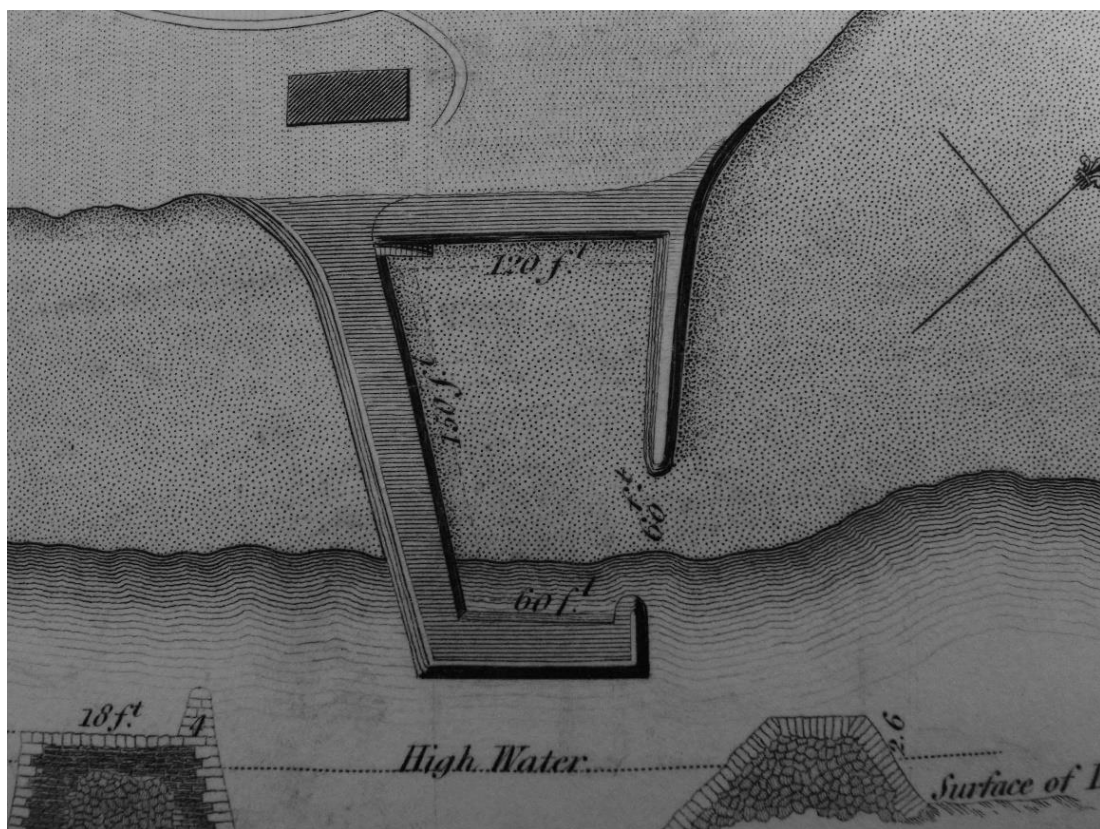
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are on a very small scale) the lengths do not add -up! His original design was for a 170-foot pier, later extended by 40 feet yet the plan shows a pier of 150 feet although this is an inside measurement. Also, of note are just the one set of steps when the finished harbour has 2 and they are in-set rather than proud. Perhaps, the plans in the report are from the original survey and were not updated when the extension was incorporated?



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A separate appendix in the 9th report gives a useful set of dates and confirms Telford as the surveyor while the 'Memorialists' acted as the contractor (see the bottom line of the extract below):

1821.]

FOR HIGHLAND ROADS AND BRIDGES.

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and HARBOURS, in SCOTLAND—continued.

Length of Roads; Waterway of Bridges.		SURVEYORS.	Survey and Estimate, certified upon Oath.	CONTRIBUTORS.	Payment or Security, &c. completed.	CONTRACTORS.	Work to be completed.	Contract completed.	Joint Expen- diture.
Miles.	Yards.								£.
—	—	T. Telford - -	Feb. 1813	Marquis of Stafford, and others.	11 May 1813	Earl Gower and others.	1 Aug. 1815	6 Dec. 1816	9,290.
7.	697.	H. Fulton - -	Feb. 1813	Marquis of Stafford, and others.	11 May 1813	W. Young.	1 Oct. 1814	1 Oct. 1814	2,499.
6.	75.	Donaldson and Cuning	13 Feb. 1805	Fraser of Lovat.	17 Jan. 1806	Austyn and Forsyth.	1 June 1807	Oct. 1812	856.
—	—	T. Telford - -	30 June 1813	R. Macfarquhar, esq. and others.	12 Aug. 1814	R. Macfarquhar, esq. and others.	30 Nov. 1815	Dec. 1817	4,015.

The Commissioners duly took the money for their share of the harbour expenditure from the 'Balances arising from the Forfeited Estates' as this 1824 report shows:

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SCOTTISH HARBOURS.

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APPENDIX (L. 18.)

SCOTTISH HARBOURS.

and BRIDGES, under the "Act for applying certain BALANCES arising from the Forfeited Estates in other Public Works there;" 46 Geo. III. c. 155.

25th March 1824. - - - - - Crs.

	By Payments towards the Improvement of :—	£. s. d.	£. s. d.
	Avoch Harbour - - - - -	527 17 -	
	Ballintraed Harbour - - - - -	1,166 7 9	
	Banff Harbour - - - - -	7,973 10 -	
	Burgh Head Harbour - - - - -	2,000 - -	
	St. Catherine's Pier - - - - -	83 10 -	
	Channery Pier - - - - -	646 2 -	
	Cullen Harbour - - - - -	2,070 9 7	
	Dingwall Canal - - - - -	1,904 2 1	
	Fortrose Harbour - - - - -	2,007 13 3	
	Frazerburgh Harbour - - - - -	5,277 17 7	
	Gourdon Harbour - - - - -	994 18 8	
	Invergordon Piers - - - - -	819 14 -	
	Jura Small Isles Pier - - - - -	373 10 -	
	Kiels Pier - - - - -	118 16 5	
	Kirkwall Harbour - - - - -	1,972 2 2	
	Kyle Rhea Piers - - - - -	585 10 -	
	Peterhead - { South Harbour - - - - -	3,900 - -	
	North Harbour - - - - -	11,572 4 -	
	Nairn Harbour - - - - -	1,862 10 10	
	Portmaholmach Harbour - - - - -	1,584 9 2	
	Portree Harbour - - - - -	346 4 8	
	Tarbet Harbour - - - - -	863 11 9	
	Tobermory Harbour - - - - -	1,455 5 4	50,106 6 3
	By Payments to Mr. Rickman, as Secretary to the Commis- sioners, from 1807 to 1822 - - - - -	- - -	755 - -
	By - ditto - to Mr. Hope, w. s., for Law Charges - - - - -	- - -	1,074 6 2
	By - ditto - to Mr. Telford, Engineer - - - - -	- - -	471 2 -
1818: Jan. 13	By Payment to Charles Moodie, Clerk in the Audit Office, the price of his Annuity of £.50 per annum, allowed him by the Barons of the Exchequer - - - - -	530 10 4	
	By - ditto - to William Allen, Porter - ditto of £.20 per annum - - - - -	184 13 8	
	By - ditto - to Sir John McLean, K.C.B., Proprietor of the inn at Dalwhinnie, the sum calculated to be equal to six years' rent still due by the lease - - - - -	131 3 7	
	Paid by the Commissioners to liberate the principal Sum retained by the Barons of the Exchequer - - - - -	- - -	846 7 7
	By Payment to the Road Repair Account, being the Balance of Mr. Telford's Scottish Harbour Account - - - - -	- - -	78 18 -
		£.	53,332 - -

James Smith, Accountant,
29, Princes-street, Bank.

£. 50,106; and being always granted on condition of equal amount expended by the applicants, shews an Expenditure of not they might be induced to carry the improvement farther), the Total Sum expended cannot have been less than £. 106,664; and superintendence included.—J. R.

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The £2007 13s 3d would seem to represent a more accurate 50% of the £4015 noted earlier for the cost of the harbour.

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As the harbour was completed in late 1817, the 'Parliamentary Road' section from Chanonry Point to Canon Bridge was also completed and came in under-budget so the surplus was made over to the Memorialists to part fund a connecting road to the Kessock Ferry (in this instance the Memorialists paid more than half the cost). An approach road to the harbour (much the same today) completed at the cost of £82 as recorded in the 9th Report:

BLACK ISLE ROAD.	}	The counties of Ross and Cromarty are so much intermixed, that for all road-making purposes, they are considered as one county. The Black Isle (so called) extends from the town of Cromarty to the river Conan;—and from Fortrose (opposite Fort George) to Conan Bridge, an excellent road was marked out under circumstances detailed in our last Report, and was finished in October 1817; with an approach to Fortrose Harbour, which cost £.82. The surplus of our moiety of the estimated expense, and the interest accumulated upon it, amounted to £.1,253, which we made over to the contributors on their undertaking to complete two branch roads to Kessock Ferry, over against Inverness. The estimate and contract price for these roads (together ten miles in extent) was £.3,520, so that the contributors expended about £.1,000 more than the public in opening this useful communication.	Measurement.	
KESOCK BRANCH ROADS.			Miles.	Yards.
		14	708	
		10	—	
		Estimate:		
		£.10,194	2 3	
		+ 81	12 2	
		<hr/> 10,275 14 5		
		Expenditure:		
		£.8,472	9 —	
		50	—	
		81	12 2	
		<hr/> 8,604 1 2		
		Saving	- £.1,671 13 3	
		<hr/>		
		Estimate	- - £.3,520 17 6	
		Expenditure	- - 3,520 17 6	
		<hr/>		

The completion of the harbour and the road should be viewed as parts of the same plan by the local landowners to open-up the Black Isle. The road had also been the subject of a 'memorial' in 1813 and of note, R K Mackenzie of Flowerburn was a signatory to both.

The situation in Fortrose in October 1817 must have seemed radically different to just a few years previously; the town was much better connected to the rest of the county and beyond by a proper road with bridges and a brand-new purpose-built harbour had opened. This map illustrates the situation:



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This picture is an engraving dated 1821¹⁰ (drawn and engraved by William Daniell for his voyage around Britain, 1814 – 25) and shows the harbour much as it is today. The building on the right was the Harbour Store or Weigh House (not to be confused with Quay House which was built later).

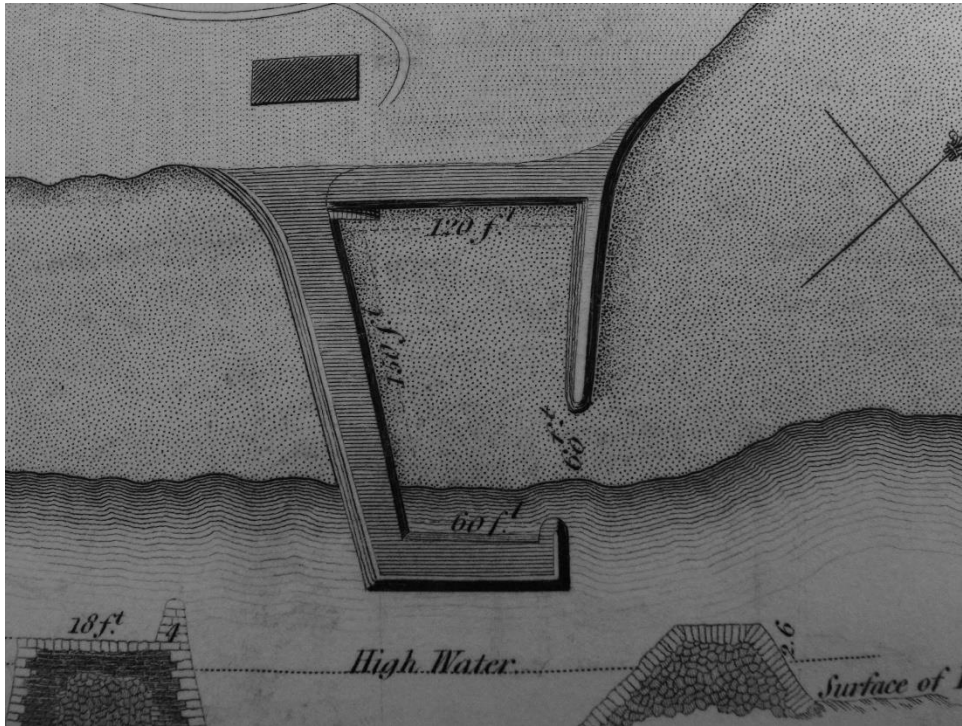
There is a mystery surrounding this engraving. John Garvey's book¹¹ from 2014, 'William Daniell's Inverness & the Moray Firth, an artist's journey in 1815', quoting from Harbours Heritage is clear that Daniell visited and made his sketches in **September 1815**, a full 2 years before it is recorded that the harbour contract was completed. Garvey suggests that Daniell must have worked from Telford's plans but if so these cannot be the plans from the 9th report shown above.

¹⁰ D Pocock collection

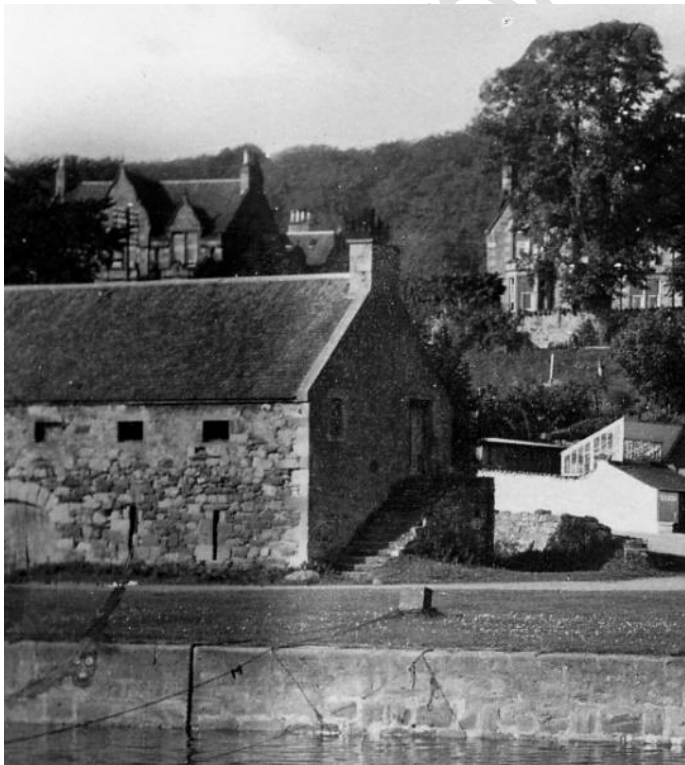
¹¹ ISBN 978 1783064 328

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The plans show the grain store as a rectangular building:

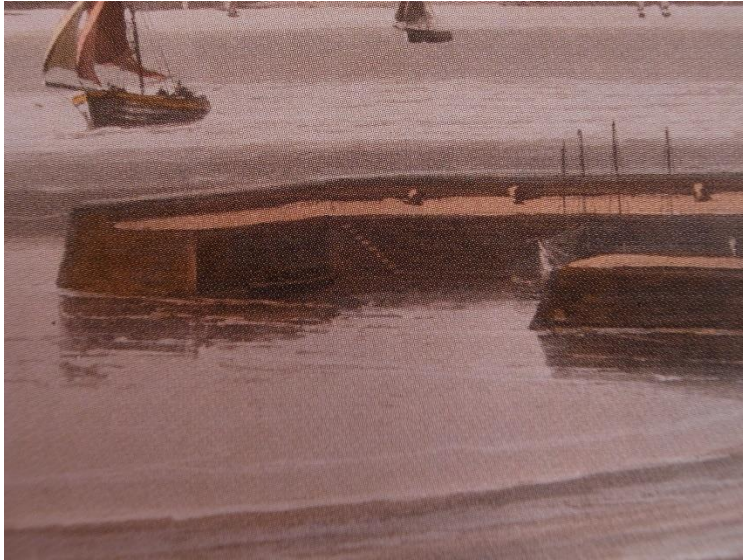


whereas the engraving shows a building with a rear extension (there is no photographic evidence of the rear extension) and external steps. This photo does show the steps:



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Also, as remarked earlier, Telford's plans showed just one set of harbour steps 'proud' of the wall in the north-west corner; Daniell's engraving clearly shows a set of steps (possibly in-set) in the south-west corner of the harbour, much as they are today.



So, if Daniell was working from plans, it was not from the only set of Telford's plans that have been located. Did the contractors produce a more detailed set? Was the harbour far more advanced in September 1815 (on schedule for a November completion?) than previously thought? It is a mystery.



Present day (March 2012)

HARBOURING HERITAGE – A HISTORY OF FORTROSE HARBOUR PART 1

Telford was seemingly immensely proud of the 'match funding' solution for the provision of the more minor projects utilizing funds from the Forfeited Estates as this report on Scottish Harbours shows:

The principal harbours improved in this manner were Peterhead, on which upwards of £.30,000 (one-half paid by the Commissioners) was thus expended ; on Banff Harbour, £.16,000, in like manner ; on Frazerburgh Harbour, about £.11,000 ; at Fortrose, at Cullen, and at Kirkwall, about £.4,000 each ; on the whole, about £.110,000 was thus expended, by a careful application of about £.50,000, arising from the forfeited estate funds, which at first authorized little hope of this degree of useful application. The smaller objects of aid are best exhibited in a statement of the expenditure of the entire fund, which was exhausted in the year 1824. [See Appendix (L.)]

Did the harbour live up to the promise made by the Memorialists? The next part looks at the industry that grew-up around the harbour.