



FOUNDATIONS for RECOVERY

APPENDIX A DUNURE HARBOUR

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UK Government



Dunure Harbour, Dunure: Archaeological Assessment

Appraisal



by Thomas Rees and Louise Turner

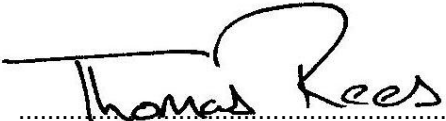
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on behalf of Dunure Harbour Committee


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Introduction

1. This report details the archaeological assessment undertaken to consider proposed restoration works to Dunure Harbour (centred on NGR: NS 2538 1603). These works were designed to inform on the character of the archaeological resource which may be affected, assess the significance of the anticipated impact and thereby inform the design of the proposed development and the formulation of any necessary mitigation strategy.
2. The archaeological resource within the proposed development area comprises elements of the historic harbour structure, in particular the western wall of the basin **A**, the quay walls **B1-B4**, lighthouse structure **C**, northern breakwater **D** and western breakwater **E**.
3. The historic harbour structure, of which the proposed development area forms a part, is a Category B Listed Building (LB 19683).

Planning Context

4. Scotland has been altered by a series of historic decisions about the use of our land and sea. The resultant modern land and seascape is a palimpsest of relict elements from these past uses that contribute to form our historic environment. Our work examines the local historic environment to identify the significant contributing elements (assets) to enable design developments to enhance the historic environment and avoid adverse impacts.
5. The UK and Scottish Governments have passed legislation for the conservation and protection of the historic environment; this legislation has generated a range of relevant designations.
6. The Scottish Government in 2014 expressed its strategy towards the management of the historic environment through *Our Place In Time*. Of note in this context:

Any decision made in relation to the care and management of the historic environment should be informed by the best available evidence, supported by robust data. This is at the heart of all good decision making and delivery, and is core to the international community's approach to managing the historic environment. Our Place In Time 2014
7. All assets, including those without statutory protection, are also curated within the relevant planning system by the appropriate planning authority. Statutory planning control under the Town and Country Planning (Scotland) Act 1997 and associated legislation extend to the mean low water mark of ordinary spring tides, and to marine fish farming. Given that the current development proposal covers changes to an established harbour, these are sought through a licence under the Marine (Scotland) Act 2010.
8. *Scotlands National Marine Plan* (SNMP) provides guidance on all aspects of the marine historic environment with a view to its protection, conservation and enhancement. Specifically:

GEN6 Historic environment: Development and use of the marine environment should protect and, where appropriate, enhance heritage assets in a manner proportionate to their significance. Scotlands National Marine Plan (2015)
9. Central to the approach is the need to secure preservation where appropriate whilst accommodating and remaining responsive to present-day needs. This covers both designated and undesignated heritage assets:

Undesignated heritage assets – those that meet designation criteria or make a positive contribution should also be protected in situ, wherever possible, and consideration given to the potential for new discoveries of historic or archaeological interest to arise. Scotlands National Marine Plan (2015)
10. The SNMP also stresses the importance of development proposals providing information on the significance of known heritage assets, the potential for new discoveries and the

Table 1: Relevant historic environment designations

Designation	Explanation	Environment	Importance	Responsibility
Ancient Woodland	Areas identified within the Inventory of Ancient Woodland based on the longevity of woodland cover.	Terrestrial	National Regional and Local	Scottish Natural Heritage
Conservation Areas	Areas of special architectural or historic interest can be designated as Conservation Areas, under the <i>Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997</i> .	Terrestrial	Local	Planning Authority
Controlled Sites	Under <i>Protection of Military Remains Act 1986</i> .	Maritime	National	Ministry of Defence
Designated Wrecks	Wrecks protected for their historical, artistic, or archaeological importance under the <i>Protection of Wrecks Act 1973</i> .	Maritime	National	Historic Environment Scotland
Historic Battlefields*	Battlefields included on the Inventory of Historic Battlefields giving them protection through the planning system.	Terrestrial	National	Historic Environment Scotland
Historic Gardens and Designed Landscapes*	Gardens and designed landscapes included on the Inventory of Gardens and Designed Landscapes giving them protection through the planning system.	Terrestrial	National	Historic Environment Scotland
Historic Marine Protected Area	The identification of Historic Marine Protected Areas was established under <i>Marine (Scotland) Act 2010</i> . These protect historic assets of national importance within the Scottish territorial waters.	Maritime	National	Historic Environment Scotland
Listed Buildings	Buildings of special architectural or historic interest protected under the <i>Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997</i> as modified by the <i>Historic Environment (Amendment)(Scotland) Act 2011</i> . Classified into (non-statutory) categories A, B and C in decreasing order of importance.	Terrestrial	National, Regional and Local	Historic Environment Scotland and Planning Authority
National Scenic Area	Landscapes of outstanding scenic interest, incorporating historic environment dimension, designated under <i>Planning (Scotland) Act 2006</i> . Receiving protection through the planning system	Terrestrial and Maritime	National	Scottish Natural Heritage
Protected Places	Under <i>Protection of Military Remains Act 1986</i> .	Terrestrial and Maritime	National	Ministry of Defence
Scheduled Monuments	Ancient monuments protected for archaeological interest under <i>Ancient Monuments and Archaeological Areas Act 1979</i> as modified by the <i>Historic Environment (Amendment)(Scotland) Act 2011</i> .	Terrestrial and Maritime	National	Historic Environment Scotland
World Heritage Sites	Inscribed by UNESCO as exceptional places of 'outstanding universal value' under the <i>UNESCO World Heritage Convention</i> ratified by the UK in 1984.	Terrestrial	International	Historic Environment Scotland and Planning Authority

* these Inventories are required to be compiled and maintained under the Historic Environment (Amendment)(Scotland) Act 2011 but there is no statutory protection afforded to the so designated heritage asset.

appropriate mitigation of unavoidable adverse impacts – with the preference for the removal or minimizing of such adverse impacts.

11. All potential historic environment remains identified or postulated within a development area should be dealt with in keeping with the issued planning guidance, and hence through close negotiation with the relevant authority and their advisors.

Approach to Assessment

12. The works comprised a desk-based assessment supported by an inspection survey. The assessment focused on the proposed redline boundary of the proposal. For some resources, where insufficient information was available, an adjacent buffer has been included within the study area to examine any sites that are in close proximity and which present the potential to inform on the resource within the proposed development area.
13. All works were conducted in keeping with the Chartered Institute for Archaeologists' Standards and Policy Statements and Code of Conduct and Historic Environment Scotland Policy Statements.

Objectives of the Assessment

14. The objective of the assessment was to assess the known archaeological sites and the potential for currently unlocated sites within the development area. The assessment was then to determine the potential impact of the development on the archaeological aspects of the resource and hence recommend a mitigation strategy to reduce any adverse impacts.

Scope of work

15. A desk assessment was undertaken using available resources to:
 - ❖ identify the known archaeological sites on, or immediately adjacent to, the proposed development area;
 - ❖ identify significant demolished structures (architectural, social and historical); and
 - ❖ identify areas with credible potential for the survival of archaeological strata.
16. For all identified sites, the characterisation process was to establish the nature, form and extent of the site incorporating an assessment of its date, integrity, level of preservation and importance.
17. Archival sources consulted during this assessment included:
 - ❖ the National Record of the Historic Environment (NRHE) (known archaeological sites; aerial photography; Scheduled Monuments and other designations);
 - ❖ the West of Scotland Archaeology Service Historic Environment Record (known archaeological sites; and archived commercial reports);
 - ❖ National Library of Scotland (bibliographic records, historic Ordnance Survey and pre-Ordnance Survey mapping);
 - ❖ British Library (historic newspapers); and
 - ❖ local museums, libraries and other archives (Old & New Statistical Accounts, local history books).
18. Information contained within available published and web-based sources was also consulted.
19. An inspection survey of the proposed development area was undertaken on 17th March 2022 in order to assist in the characterisation of surviving upstanding archaeological or historic remains and define their key characteristics (including significance).

Archaeological baseline

20. Presented below are details of the historic development of Dunure Harbour, the historic environment site (see Figure 5 for the location of site elements). This is the historic asset that will be impacted by the development.
21. Dunure Harbour is protected for its architectural and historical merit as a Category B Listed Building (LB19683), which explicitly includes the 'artificial harbour' and lighthouse. The harbour is recorded as two sites within the WoSAS HER (WoSAS PIN 42052 & 54541) while HES Canmore records the harbour (151682) and five different structural elements (N Breakwater 281846, W Breakwater 281845, W Pier 281842, Beacon 281844 and Central Pier 281843)
22. No archaeological investigative works have been carried out within the development area though the harbour was included within the Firth of Clyde Coastal Zone Assessment Survey (Sneddon 2003).

Initial Development of Dunure Harbour

23. The lands of Dunure have been associated with the Kennedy family since the medieval period. The main branch of the family was styled 'Kennedy of Dunure' until their elevation to 'Earls of Cassillis' in the mid-15th century. The title then appears to have been abeyance for over 200 years, before it re-emerges with Thomas Kennedy of Kirkhill and Dunure (1672-1754), who had various important roles in Scottish political life, including Lord Advocate and Baron of the exchequer.
24. The Kennedys of Kirkhill were an offshoot of the main branch of the Kennedy family, having reputedly been descended from a younger son of the Kennedys of Bargany, who were themselves a cadet branch established by the early 1500s. How the Kennedys of Kirkhill acquired Dunure remains uncertain, however: a charter issued by James VII in 1686 which lists a number of lands granted Sir Thomas Kennedy, Lord Provost of Edinburgh (father of the Thomas Kennedy mentioned above), does not include Dunure, even though it includes a number of lands and baronies in Ayrshire and in particular the parish of Maybole (*The Records of the Parliament of Scotland to 1707*: https://www.rps.ac.uk/search.php?action=print&id=48439&filename=jamesvii_ms&type=ms: Accessed 11/03/2022).
25. The barony of Dunure remains inexorably linked with Dunure Castle, which still survives as a substantial ruin some 240m SW of the harbour. Originally ascribed a 13th century date by MacGibbon and Ross (MacGibbon and Ross 1887-92), this has now been revised, with the earliest element now recognised as a late fourteenth century hall-house. The castle had been abandoned and was reportedly ruinous by 1694. Popular tradition links the demise of the castle with the occupation of Scotland by Cromwell's forces, with stone reportedly removed from the castle in order to build the Cromwellian fort at Ayr. Recent excavations undertaken on the site of the castle have indeed provided evidence for the systematic dismantling of the castle, including the removal of windows and the setting of fires to process lead used as window comes. Pottery recovered from the site was consistent with a late 17th century date and it is believed that the workmen charged with reducing the structure occupied part of it during this process.
26. For the removal of stone for re-use at Ayr Citadel to have been feasible and cost-effective, access by sea would have been an important requirement. This is not the only reason why we should envisage that some form of harbour facility, however rudimentary, existed on the site of the much later harbour structure. Indeed, the location of Dunure Castle may have been chosen at least in part because of its proximity to a natural inlet.
27. Historic mapping does not give us any indication of a built structures on what would later become the harbour site, but it does convey an impression of what the landscape was like during this earlier period. One of the earliest depictions of Dunure is on a maritime chart prepared by Nicholay which dates to 1583 (Figure 1a); here Dunure is shown as a pronounced inlet located between Ayr and Girvan, which suggests that its location is of potential interest to maritime traffic and implies, also, that some kind of harbour facilities may exist there. Produced just a few decades later was Blaeu's Map of 1654 (Figure 1b),

which revised earlier mapping produced in the 1580-90s by Timothy Pont. This shows the area around Dunure in greater detail: it depicts Dunure Castle as sitting within extensive grounds, apparently enclosed within a fence or pale, in ground located at the south end of a pronounced bay, defined at the south end by a promontory.

28. A later map by Roy surveyed between 1752-55 instead depicts the landform as a pronounced inlet, with the castle occupying ground to the southwest (Figure 2a). Produced just a few decades later was a maritime chart by Keucher in 1774 (Figure 2b), which shows the castle as sitting at the head of an inlet similar to that depicted on Nicholay's chart created two hundred years earlier. Keuchen's close juxtaposition of harbour and castle might suggest that earlier harbour facilities lay to the south of the modern harbour, closer to the site of the castle, but the lack of detail means this it is difficult to establish whether this was indeed the case. These late 18th century maps do however predate the 1811 harbour works, with both showing a coastline which would have offered some form of anchorage or harbour facilities, however basic.
29. No actual physical evidence for any early harbour facilities has as yet been identified, but documentary evidence supports the possibility that Dunure was the site of some kind of activity during the 1600s. An early mention comes in a report by Thomas Tucker which details trade and commerce throughout Scotland, which provides us with an insight into the scale of the settlement and the activities carried out there. Tucker described Dunure as a 'creek' (with the placename here spelled 'Dunneure') which has '*some five or six fisher houses, and not many more houses*' (Tucker 1824, 41).
30. The term 'creek' which Tucker uses to describe the facilities at Dunure is interpreted by Graham as a 'subordinate customs-post.' (Graham 1984, 141). This implies that some form of trade was carried out, although no details are given. Graham does, however, explore the possibilities with regards to how earlier, pre-1811 harbour facilities could have existed at Dunure. He cites the persistence of the placename 'Port Rorie,' which in the 1856 1st edition Ordnance Survey map annotates a point located immediately to the southwest of the 1811 basin, and argues that the site of the earlier harbour is likely to underlie the later facilities, putting forward a detailed case as follows:-

It thus seems possible that an old Port Rorie existed before 1811 in the form of a natural inlet, occupying part of the site of the existing basin and entered from the sea by a passage now blocked by the basin's west breakwater. In support of this suggestion at least three considerations may be put forward. The west breakwater contains an early component, only visible when low tide uncovers its base, and this would have had precisely the suggested effect. Again, when the south-west entry was closed, a new entry into the harbour area would obviously have been needed, and this would have led to the cutting-out of a channel in the narrow throat of the north inlet, as recorded in the Parliamentary report. In the third place, a rock just west of the presumed side of Port Rorie is named suggestively 'Perrorie' in the local guide-book.

Graham, 1984, 142-3

31. Graham's observations suggest that there is the potential for fabric relating to an earlier harbour structure to survive, incorporated within the 1811 harbour wall at Dunure, although identifying any such fabric would only be possible at low tide.

Phase 1 – c. 1811- c.1832

32. Map evidence and documentary sources suggest that some improvements to the to the Kennedy lands at Dunure and Dalquharren had been made prior to the 1800s. Roy's *Military Survey of Lowland Scotland* (1752-5) shows that a designed landscape was already in place around Dalquharren House with a dispute regarding the harbour facilities at Girvan recorded in a letter written by Francis Kennedy in 1758 (Tayler 1949, 228). During this period, however, the harbour at Dunure appears to have escaped notice.
33. In 1761, the estate was inherited by Thomas Kennedy, then aged 13 years old. During his life, he invested much money and effort into improving his estate. He was married to



Figure 1a: Nicholay's Marine Chart of 1583



Figure 1b: Blaeu's Map of 1654



Figure 2b: Maritime Chart by Keuchen (1774)



Figure 2b: Roy's 1752-5 Military Survey of Scotland (Lowland)

Jean Adam, niece of the celebrated architect Robert Adam. Kennedy involved Robert Adam in the building of a new residence on the Dalquharran estate, but his ambitions also included the creation of new harbour facilities at Dunure. These works were underway c. 1811, when a detailed account by Aiton was published, giving insights both into the character of the facility as completed, and its potential for future improvement:

THE HARBOUR OF DUNURE, now forming, is situated on the west side of a small bay, and on a projecting point of land, 7 miles south from the town of Ayr. Round this point of land, the water is from 4 to 20 fathoms deep, with a level clean sandy bottom, through the rock, and enters into a square bason, which comprehends from 700 to 1000 feet of quay. The whole of this bason is sheltered by high ground, and houses and other buildings will form a large square round the harbour. The access from the sea and deep water, is quite easy and safe, with almost every wind, and as the situation is on a point of land, a vessel can work to see at all times, as soon as she gets out of the mouth of the harbour. The depth of water in the passage and bason will be 12 feet at ordinary spring tides, and if at any time it should be found necessary to have a greater draught of water immediately on the outside of the mouth of the passage, to which, ships of any burthen may come close. So that, when finished (which it will soon be) this harbour will be fully equal to any trade which the country may demand.

Aiton, 1811, 54

34. The engineer responsible for the design and build was Charles Abercrombie (Storie 2005, 28). Widely known for his road building, Abercrombie was also involved in the construction of two harbours: Montrose and Dunure (Skempton et al. 2002, 1). His involvement may explain why the harbour was not viewed in isolation, for Aiton also tells us that *'To this harbour there are made and making, excellent roads of communication in every direction, that can be required'* (ibid.). This investment in the harbour can be seen as part of a wider scheme to increase income generated by the estate.
35. An 1811 plan (Figure 3) shows the intended layout with the title *'Plan of the Harbour and Town of Dunure'* showing the scale of the scheme envisaged by Thomas Kennedy. While we can recognise the basin, piers and breakwaters from this 1811 plan, the marked function of the ground should probably be viewed as a masterplanning exercise in 1811 rather than the presence of established industries. In particular, there is no independent evidence for the formation of a dry dock on the northern breakwater as shown on the plan. This plan may have been prepared in support of *'An Act for erecting and maintaining a Harbour, and Works connected therewith, at Dunure, in the County of Ayr'* that was secured in May 1811 in Parliament.
36. As part of this drive for improvement, efforts were made to attract farmers of an improving mindset to take up tenancies, with the harbour facilities at Dunure cited as an advantageous feature. In particular, an advert placed at around this time demonstrates how Dunure Harbour played an integral role in a wider scheme allowing the farming community easy access to raw materials and lucrative markets for their products:

The proprietor has already nearly completed a safe and commodious harbour upon his property, in the immediate vicinity, by which any quantity of lime may be procured from various places, and at reasonable rates, and all produce may be exported to great advantage for the Greenock and Glasgow markets, or to any other place. He is likewise engaged in opening roads of communication from the harbour to the public high way, and in making an improved line of tad through his estate, which will be much more commodious than the present public line, and when these works are finished (which they will be in the course of the present season) the access to these lands, both inland and maritime, will be most complete and singularly advantageous.

Caledonian Mercury, 13th April 1811

37. The works did not pass without incident, with an industrial accident recorded as having taken place on the site during May 1810:

On Friday, as the workmen at the New Harbour of Dunure were blowing up the rocks with gun-powder, a fragment of rock, of considerable weight struck Quintin Macgarva, a young man, on the head, and fractured his skull. The operation trepanning was performed twice, and hopes, though faint, are entertained of his recovery. He has received every advantage of which his circumstances would admit, from the kindness of the proprietor and from medical assistance.

Perthshire Courier, 24th May 1810,

38. Just over a year later, the newly completed harbour at Dunure began operating, with the arrival of the first vessel recorded in the national press in August 1811:

On Saturday last, the sloop Carrick... arrived in Dunure harbour, with a cargo of slates from Easdale. She is the first vessel that has arrived in the way of trade in that new harbour; at the time of her entrance there were thirteen feet of water on the bar.'

Caledonian Mercury, 19th August 1811

39. The fact that the first cargo unloaded at the harbour comprised building materials could infer that this shipment was linked with Kennedy's ongoing improvements to his estate, and the housing stock attached to it. These improvements may have included the village of Dunure itself, where in 1819 leases were advertised, with the site described as 'a most advantageous fishing station and a place where various trades may be carried on' (Maxwell 2003, 43). The timing of this apparent expansion co-incides with the death of Thomas Kennedy, whose programme of investment had financial consequences for his estate (Tayler 1949, 229), with the harbour alone reportedly costing £50,000 to build (ibid.). The two massive lime kilns which survive as substantial features within the village may also date to this early stage of development (Storie 2005, 28).
40. It is possible that the safety of shipping had been taken into account from the outset, with a harbour light forming an integral feature of the scheme. Adding a navigational aid for sailors could not, however, protect vessels from the dangers imposed by severe weather, and there are records of two ships foundering at Dunure within a decade of the harbour's creation, with a third ship lost slightly further to the south at Girvan. All three ships were lost on the same morning, January 20th 1817, with a detailed summary provided by the *Perthshire Courier*:

AYR, Jan. 23. – On Monday last, the weather being moderate, and wind off the land, several vessels sailed from this and the neighbouring ports. Towards the evening the wind suddenly checked round to west-northwest and about eleven o'clock increased to heavy gale, with rain and snow showers. The 'Jane,' of this port, Captain Murdoch, bound for Cork, after losing several of her sails, was unable to get out of the bay, and in attempting to take the bar, about three o'clock next morning, struck the ground, unshipped her rudder, and becoming unmanageable, drifted on the south dike, where she now lies.

The same morning, the brig 'Springvale', of Irvine, Captain Fullarton, loaded with coals, for Dublin, was driven on shore on the rocks to the south of Dunure harbour. An express to this effect being received in town, Capt. Wallace, with a party of sailors, proceeded immediately to the spot. When they arrived, they found the fishermen there had already, with great hazard, succeeded in bringing two men off the wreck. By this time the vessel had drifted near a large rock lying at a distance from the shore. The surf was so great that no boat could go alongside. Captain Wallace, with the sailors, and several of the fishermen, got to the rock in a boat, from whence one of the sailors with much difficulty got on board the brig by the wreck of the rigging, and succeeded in making fast the master and another man, who were benumbed with cold, to a rope held by the people on the rock, to which they were hauled up and conveyed to the shore. The

remainder of the crew, three boys, were drowned. In the course of the day the vessel went to piece.

The same morning also the sloop 'Blue Bonnet', of Stranraer, Captain Beaven, was totally lost near Girvan, and the crew, consisting of the master, two men, and a passenger, were drowned. The bodies of the three former, we understand, have been found. The master's watch had stopped at three o'clock, when the accident is supposed to have happened.

Perthshire Courier, 30 January 1817

41. As well as informing us about the very human tragedies that unfolded during the storm that day, these extracts offer us broader insights into the life of the harbour and the role it played within wider trading routes. We learn, for example that Captain Murdoch and the 'Jane' were based in Dunure, and that they were due to sail to Cork, although their cargo is unspecified. The incident involving the Irvine-registered 'Springvale' indicates that she had been heading for Dublin with a cargo of coal before she ran onto rocks off Dunure, but it is likely she had originally departed from her home port before running into difficulties further down the coast.
42. What this incident does indicate, however, is that there was an active fishing community operating within Dunure Harbour at the time, who were willing and able to mount a rescue mission as and when required. This strong link between Dunure Harbour and the fishing industry was to continue on throughout the remainder of the 19th century and beyond: although there is much detailed information available that yields insights into the fishing community at Dunure, this relates to the later decades of the 19th century and the early 20th century, with these early years poorly recorded.

Phase 2 – c. 1832- c.1897

43. Some confusion is evident regarding this phase of the harbour's development, with the Ordnance Survey Name Book later suggesting that the harbour's initial construction did not take place until this time:

Constructed in 1832-3 by the proprietor the Hon. [Honourable] J.F. Kennedy at an enormous expense. His object in having it Constructed at first was to land coal for the use of his own tenantry and the Surrounding Neighbourhood, but from Some Cause not generally Known it failed as a Coal depot. At first it was Capable of admitting Craft drawing 17 feet of water, but at present only 12. The inside is faced with oblong of free stone & lime. A light house on a Small Scale 8 feet high and Circular stands at the mouth of the harbour on the South Side but was never lit. The frequent Storms have injured it Considerably of late. About ten boats Keep up a regular fishing throughout the year by private individuals (Ordnance Survey 1855-7)

44. The Ordnance Survey Name Book credits the building of Dunure Harbour to Thomas Kennedy's son Thomas F Kennedy, who represented Ayr Burghs as a Whig Member of Parliament from 1818 until his retirement. His role in the harbour's construction is reiterated in the Houses of Parliament archives (<https://www.historyofparliamentonline.org/volume1/1790-1820/member/kennedy-thomas-francis-1788-1879> Accessed 23/02/2022), but this attribution appears to derive from the Ordnance Survey's 1855-7 account and the presence of earlier documentary sources attesting to the harbour's earlier creation suggests that both are erroneous.
45. The New Statistical Account further confirms an early date for the harbour's construction, stating that:

There is a small harbour at Dunure, where there are a few fishing-boats, and where lime and bone-dust are frequently landed in vessels, freighted by the farmers from Ireland, but it is getting fast into a state of dilapidation, and if not soon repaired will become utterly useless. (Gray 1845, 373)

46. With the harbour described here as being in a 'dilapidated' condition, it seems unlikely

that such deterioration could have taken place in little over a decade. We could, however, envisage that repeated pounding from several decades' worth of severe winter storms – of the kind described in the newspaper reports relating to the 'Jane' and the 'Springvale' – would make this level of deterioration more plausible. The harbour's 1811 origins are further supported by another mention of the harbour in an 1847 newspaper account which states:

Dunure Creek, a small secure basin, entered by a channel 50 yards wide, cut through the rock about the year 1811, has 20 fishing-boats belonging to it.

Greenock Advertiser, 21 December 1847

47. What then, can explain the inconsistencies evident in the Ordnance Survey Name Book entry? It could potentially derive from some error in the information either received or recorded on site, or from a clerical error. The level of detail included in their entry does suggest that information was provided by an informant, and even if some of the anecdotal evidence does not tally with other documentary evidence, some interesting points are evident regarding the use of the harbour facilities.
48. Firstly, we have indications that attempts were made to establish the harbour as a 'coal depot,' to land coal for the benefit of the local tenantry and wider neighbourhood. Presumably, either the site's isolated location or the 19th century growth of the Ayrshire coalfields (enabling a direct supply by land of coal) led to the failure of this venture. Indeed there is the suggestion that coal from Dailly was exported through Dunure (Storie 2005).
49. The harbour's potential as a fishing hub continued, however, with the Ordnance Survey observing that 10 boats are now based there. The harbour light, with its ingenious method of enabling mariners to navigate a safe route into the harbour from both north and south through the combination of a brazier and an occulting wall, is not – the Ordnance Survey reports – in active use; nor does their informant ever record it as having been in use since the alleged date of construction.
50. The earliest historic mapping to show the harbour facilities at Dunure is the 1st edition Ordnance Survey map of 1858 (Figure 4a). This depiction of the harbour matches the description provided both in the Ordnance Survey Name Book but also in earlier accounts, namely a roughly square basin defined on the west and north sides by harbour walls, and on the south and east sides by the coastline, which has been modified through the removal of any projecting rock outcrops to create two straight edges. This basin is accessed via a narrow channel that links the harbour itself to the open sea and is entered via an entrance in the north wall.
51. The lighthouse is depicted on the map, and the lengths of wall which define the entrance both have rounded terminals. There is also a marked difference in the wall thicknesses of the northern and western lengths of harbour wall, with the northern length appearing to be much thicker. The thinner western wall appears to be accompanied by an area to the west which is defined by a thin line that appears to mark the limits of the coastline: this area of ground may represent either a tidal zone or a consolidated area that can accommodate the main force of the waves before they impact upon the relatively thin harbour wall. Alternatively, this could represent an area where the earlier harbour wall has been subject to deterioration and damage and subsequent repair.
52. Another point to note on the 1858 Ordnance Survey map is the relatively sparsely populated character of the harbour, with only two blocks of houses (presumably one-storey fishermen's cottages) overlooking the south side of the harbour from its west and east ends, and with a substantial central portion of this street frontage remaining as yet undeveloped. Further housing is located further away from the harbour, fronting onto a northeast-southwest aligned road which extends back from the harbour, running parallel with the coastline.
53. It is at around this time that we are provided with more detailed insights into the nature of the fishing industry, with an account of fishing activities at Dunure included in a comprehensive series of books, compiled in 1837, relating to the County of Ayr:

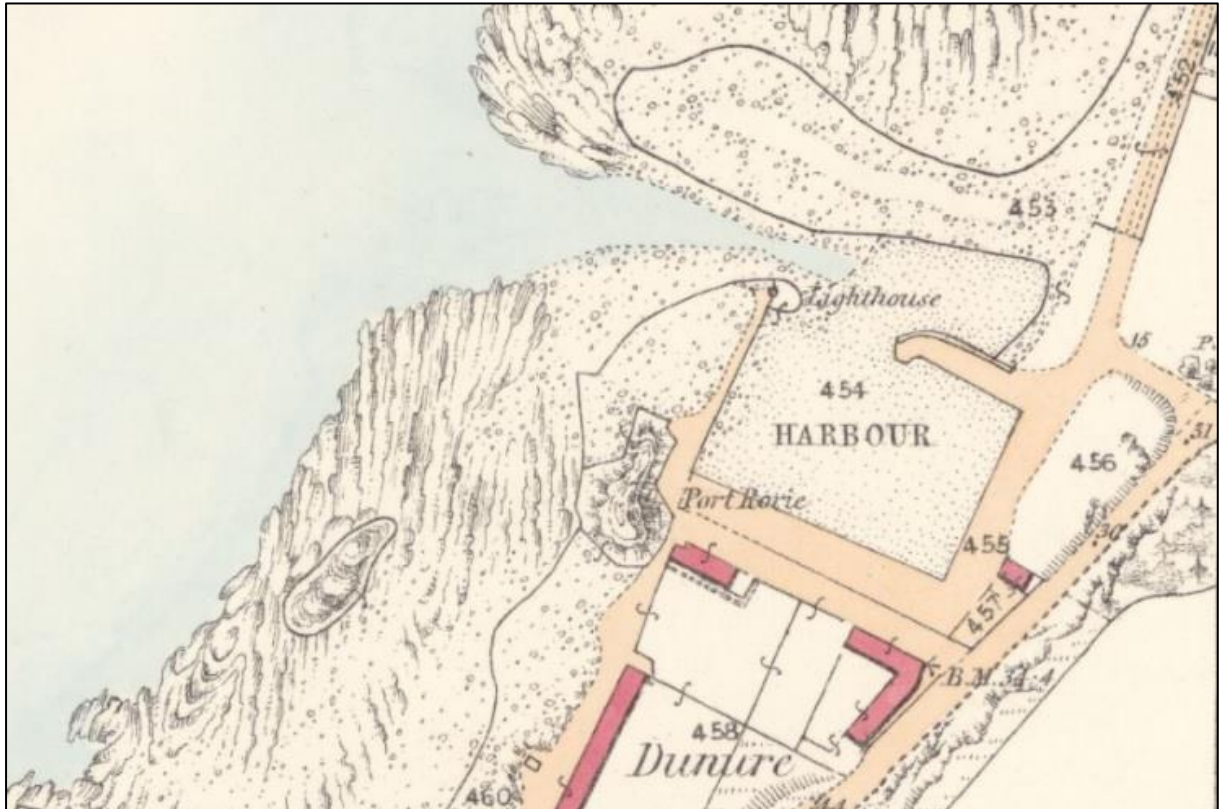


Figure 4a: Ordnance Survey 1st Edition Map of 1858

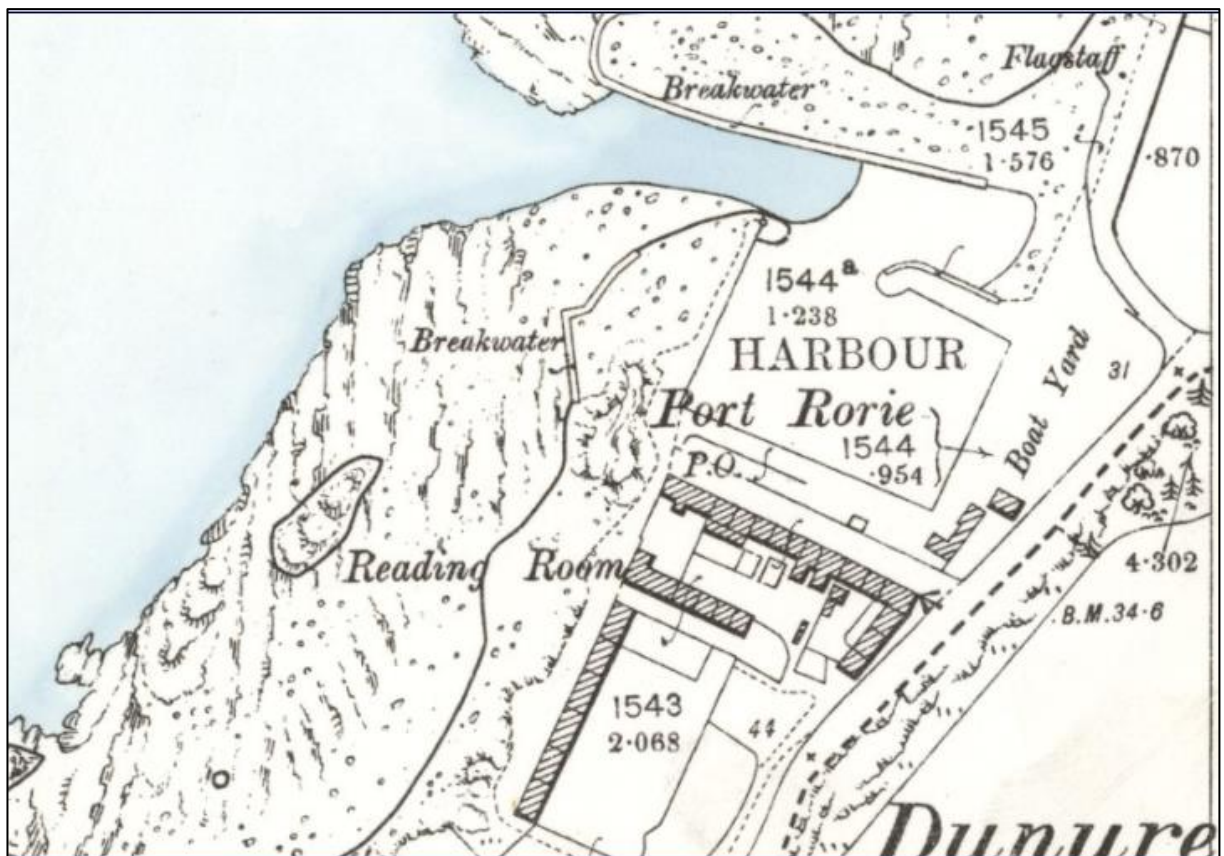


Figure 4b: Ordnance Survey 2nd Edition Map of 1896

At present, there are only seven boats employed with four men in each, and their attention is wholly directed to the fishing of cod, ling, haddocks, whittings, turbot, skate, flounders, mackerel, and herrings, for home consumption. All these kinds of fish are scarce in comparison to what they once were. This has been attributed by some to severe fishing, and by others to the comparative absence of herrings, which do not spawn on this west coast to the extent to which they did formerly (Auld & Cuthill 1845, 52)

54. Although the boats are based in Dunure, the markets for their fish will be located in the bigger ports which are located closer to centres of urban population. Much later accounts provide us with an understanding of why remote locations on the Carrick coast such as Dunure were so attractive to fishing communities. This was due to their close proximity to the Ballantrae Banks, a herring-spawning ground that lay three miles off Ballantrae and stretched six miles to the north and south (Strawhorn and Boyd 1951, 73). Auld and Cuthill also provide us with a detailed record of the methods employed by the fishermen at this time:

The mode of catching white fish followed here, is with long lines. Each boat works from 12 to 14 lines, each line having 1800 hooks suspended from it, at the distance of an ell from each other. The bait used for small fish is mussel, from about Lammas til April, and a worm dug from sandy shores, left to dry at ebb tide, called lug, during the remaining part of the year. The bait used for large fish is herrings and small whittings, which are both taken in preference to haddocks and other small fish. The lines for small fish are all shot or laid in before day-break, and immediately thereafter taken up. In fishing cod, &c. in deep water, lines may be shot in day-light. Turbot is chiefly fished with nets, and it is not many years since it began to be fished at all, or was known to exist in the bay. Next to salmon, this fish is now the favourite for dinner parties. (Auld and Cuthill 1845, 53)

55. The decline in herring stocks appears to have been a temporary thing, perhaps reflecting changing climatic conditions as opposed to over-fishing. A few decades later, in 1856, herring harvests were reported as being at bumper levels, as the Caledonian Mercury reports:

The herring fishing on the western coast has been carried on with considerable success of late, and several boats have brought in good takes. On Saturday, the Ayr boats had from two to ten hundred, the Dunure boats from three to fifteen hundred, and one boat from Campbelton had no less than twenty maize. The quality was good, and the prices obtained were from 9s to 10s per hundred-retailed at a penny a-piece.

Caledonian Mercury, 28 June 1856

56. A further reference, dated 1847, describes Dunure harbour as follows,

Dunure Creek, a small secure basin, entered by a channel 50 yards wide, cut through the rock about the year 1811, has 20 fishing-boats belonging to it.

Greenock Advertiser, 21 December 1847

57. As well as illustrating a modest increase in the number of fishing vessels based at Dunure, this reference re-iterates the 1811 origins of the harbour facility, and confirms once again its character as a basin accessed by a fairly broad channel.

58. Again, this period witnessed a number of shipping disasters, with inclement weather forming a recurring factor in each of these disasters. In 1832, the 'Wemyss' ran aground near Dunure, with the loss of her cargo, but all hands saved:-

Sunday se'nnight the brigantine Wemyss of Alloa, W. Wyllie, master, of 140 tons, laden with oats from Limerick, for Glasgow, left Lochendaul, to which she had betaken for shelter. The wind blew strong from the WNW, which, towards night, increased to a gale. Early on Monday morning, when nearly up with Lamlash,

part of her sails were carried away, and, in spite of every effort, she was drifted towards the lee shore. About mid-day Monday, being unable to clear the land on either the one tack or the other, she was driven on shore, close the harbour of Dunure. The coast here is rocky, and she struck on a rock at some distance from the shore. After an express had been despatched to Ayr for the life-boat, a boat manned by some of the fishermen at Dunure, viz. W. Andrew, A. McCrindle, W. Marshall, John Hay, and James McCrindle, encouraged by Mr Ralston in Dunduff put off and succeeded in gaining the vessel and taking off the captain and crew. The owner, who was on board, was also picked up by the boat in attempting swim ashore. Scarcely had this been done, when the vessel went to pieces, and the grain was entirely lost.

Caledonian Mercury, 29 March 1832

59. Almost two decades later, in 1850, detailed information is given in various newspapers relating to the loss of the 'Margaret,' an incident which this time, unfortunately, did not avoid loss of life:

At nine o'clock on the morning of Wednesday the barque Margaret of Greenock (Norries), bound with a cargo of cotton for Greenock, having left New-Orleans on the 31st December, went ashore about a quarter of a mile to the north of Dunure. She went ashore stern on; ropes were speedily passed to the shore, and by the aid of a number of Dunure fishermen, whose zeal and activity merit due praise, the crew was safely rescued from their perilous position. About two o'clock one of the crew, a young man, a native of America, fancied that by swimming to the vessel he might be able to bring his chest ashore. Accordingly, he plunged into the boiling surf, for the purpose of carrying out his mistaken and unfortunate intention. Arriving at his destination after great exertion, he caught hold of a rope's end suspended from the side of the barque. He seemed to be much fatigued; and, after holding on for twenty minutes, he became so entirely overcome, that he sunk exhausted into the sea, and, before the spectators assembled on the shore, was drowned. In the circumstances it was utterly impossible that any aid could have been extended to the misguided young man. The ship will probably become a total wreck; but, should the weather moderate, the cargo may be saved.

Glasgow Courier, 9 February 1850

60. A later report from the same newspaper reveals that the ship remained intact long enough for its cargo of cotton to be safely retrieved and delivered to its original intended destination:

The Margaret, from New-Orleans, on shore near Dunure, still holds together. The cotton has been daily removed by carts and by rail to Glasgow.

Glasgow Courier, 21 February 1850

61. And in another report dated almost a month later, we learn that the ship itself was likely to survive the experience, though some repairs would surely have been required once she returned to her home port of Greenock:

The barque Margaret, of Greenock, Norris, which went ashore near Dunure, beyond Ayr, it is thought if the weather be moderate, will be got off.

John O'Groat Journal, 8 March 1850

62. Perhaps the most renowned incidents of this period was the loss of two ships in close succession c.1883. The first was the Danish barque 'Valkyrien,' and the second the steam Tug 'Iron Duke.' These incidents created such a deep impression on the local community that they inspired a poet based in nearby Fisherton to compose an epic verse commemorating these momentous events (reproduced in Storie 2005, 70-71). Most of these shipwrecks were the result of severe weather event associated with winter storms, but extreme weather events which were worthy of note also occurred during the summer

months. One such event had an impact on the harbour community itself, when three members of the same family died following the capsizing of their fishing boat in Culzean Bay in June, 1854:

MELANCHOLY AND FATAL ACCIDENT BY DROWNING IN CULZEAN BAY.— We regret to have to report a very melancholy accident, which has caused a deep sensation of grief in and around the locality where it has happened. Friday evening last was showery and slightly windy, but not so tempestuous as to prevent the fishers at Dunure leaving the harbour with their boats and nets, as usual, in quest of herring. Toward, ten o'clock, it came on to blow pretty hard, accompanied by showers of very heavy rain. At this time, one of the boats containing John Walker of Dunure and his two sons, John and Thomas, respectively of the ages of 18 and 13, were in Culzean Bay, and to avoid one of these heavy showers, made fast the sails and rudder of their boat, leaving her to take her own course, while they crept into the den or cuddy for shelter. Suddenly the wind chopped round, and the hapless boat was in a moment capsized. A boat near was immediately on the spot, but nothing was seen above water, except a bit of sail, and assistance was quite ineffectual. Neither of the bodies of the crew, nor the boat, rose to the surface. Search for them and the boat has since been prosecuted, so far as weather has permitted, but we believe as yet without success.

North British Agriculturist, 14 June 1854

63. Another extreme weather event was recorded in June, 1858, with flash flooding caused by an unusually high intensity of rainfall:

The village of Dunure was. inundated as if by a water-spout, and some fields of potatoes and turnips belonging to Mr. Tod, Dunure Mains, were entirely destroyed. The soil was washed off, and was borne downhill with the deluge of rain, carrying two carts with it into the harbour. Several of the inhabitants had to leave their houses during the night, in consequence of the water having risen to a height of several feet in their dwellings.

Glasgow Herald, 11 June 1858

64. Each of these reports helps paint a more detailed picture of harbour itself, and the fishing communities who lived and worked there throughout mid- to late 19th century, shedding light on how the Ayrshire fishing industry operated at this time, as well as showing how the challenges of navigating a vessel past the hazardous coastline at Dunure might sometimes impact on ships that plied between homeports and destinations far removed from this tiny Ayrshire harbour.

Phase 3 – c. 1897-c.1955

65. Archival sources suggest that the 1890s marked the beginning of concerted efforts to improve the harbour facilities at Dunure. A drawing was made of the extant harbour facilities in 1895 (NRS: RHP 4059), with a further drawing showing the proposed deepening of the harbour and channel (NRS: RHP 4060) prepared several years later (1897). These drawings were produced in association with a slightly earlier (1894) application for a grant to carry out those works (NRS: AF56/214).
66. Details of the scheme are unclear. A much later account, written by a descendant of the Kennedys of Dunure and quoted by Storie, suggests that a grant was secured in 1896 (Storie 2005, 62). Part of these alterations included the deepening of the harbour and widening of the entrance, with works designed by H V Eaglesham (Close & Riches 2012, 315).
67. A later report issued in 1901 summarised progress, but similar works are also recorded from a newspaper item dated to 1923, which records how:

CONTRACTORS ARE WANTED to REMOVE about 460 Cubic Yards of Rock from the Entrance Channel of DUNURE HARBOUR (Tide Work) Specifications

and Plans can be seen at the Post Office, Dunure, at any time up to 1st November, and all offers should be submitted to John McCrindle, Post Office, Dunure, no later than 10th November. The lowest or any offer may not be accepted. (Signed) JOHN McCRINDLE, Sec., Dunnure Harbour Commission.

The Scotsman, 12 October 1923

68. The reference to the channel, as opposed to the harbour, would suggest that any proposed works within the basin itself had been completed, but that works in the channel potentially were outstanding or only partly completed. This in turn may suggest that works had been ongoing for several decades.
69. Contemporary map evidence is provided by the 2nd edition Ordnance Survey map, but since this was surveyed in 1894 and published in 1896, it predates any works carried out as part of these improvements. It shows little change to the main harbour structure from the 1st edition map (Figure 3b), although the channel which access the basin from the open sea appears to have been widened by this point, contrasting with the much-narrower channel flanked by bedrock which is shown in the 1850s 1st edition map. Another difference is apparent in the ground to the rear (northwest) of the west harbour wall and the rear of the wall itself. This is shown with a dotted as opposed to a solid line and the outline of the ground here has changed slightly, perhaps reflecting erosion or even sediment build-up in this location.
70. One important change in the peripheral harbour infrastructure is the presence of structural elements labelled as 'breakwaters', along the north edge of the entrance channel and around the coastal strip which lies to the rear (northwest) of the west harbour wall. Both of these features may represent the formalised representation of existing features, with the presence of an external breakwater perhaps explaining why the western harbour wall, which confronts the open sea, appears so slender in form compared to the much more robust north wall. In this scenario, we can see the north harbour wall as representing the inner wall face of a more substantial structure composed of an outer breakwater, an inner wall, and perhaps a tidal pond or even potentially a spillway in between.
71. Another activity which is evidenced on the 2nd edition Ordnance Survey map is boat-building, with a boat yard shown at the east side of the harbour. How long boat-building had been practised at the harbour is difficult to establish: it is possible that an advertisement placed in an 1868 edition of the Ardrrossan and Saltcoats Herald refers to a boat-refurbishment or even boat-building enterprise run by an individual named John Harbison, with its reference to '*FISHING BOATS FOR SALE. One Fishing Smack, 25 Feet Keel; Two Skiffs of 19 Feet Keel, one of them new, at John Harbison's, Dunure Harbour, by Ayr.*' (Ardrrossan and Saltcoats Herald, 29th February 1868)
72. Beyond the harbour itself, the village of Dunure shows modest though marked expansion. The empty building plots that fronted onto the harbour have been filled, and housing has expanded to enclose three sides of a rectangular block of ground sitting to the southwest of the harbour. Other facilities are noted for residents, including a post office and a reading room. There is also a boatyard, which indicates that boat repairs and perhaps even boat building are taking place at the harbour.
73. Fishing continued to be the dominant occupation for villagers during this period, with the final decades of the nineteenth century recorded in a detailed account of the fishing community in Dunure. This came about through the recollections of John McCrindle, a native of the village who was a fisherman and a County Councillor with an interest in natural history whose intimate knowledge of Dunure led to him being known as 'The Provost of Dunure.' (Strawhorn and Boyd 1951, 73) His prominent role in Dunure affairs is emphasised by the fact that his was the name quoted in association with the commissioning of works mentioned previously.
74. McCrindle's recollection of a boyhood spent in the village during the 1880s was recounted in the Third Statistical Account of Scotland volume relating to the County of Ayr: -

The people lived in small one-roomed overcrowded fishers' cottages. Each

morning the whole family was up at two o'clock, the women and boys to shell mussels and bait the lines, the fishers to man the boats which set out in the dim light of early dawn. They had small open sail boats, from one to two tons, with a keel of twenty feet or thereabouts, each boat manned by a crew of three. For white fish they had to row for four or five hours over the Firth of Clyde to the fishing grounds at the south east of Arran; for herring, down the rocky coast to the Ballantrae Banks. When the catch was brought home, it was the women's job to hire a horse and cart to carry the catch to Ayr, each contributing to the cost in proportion to the size of the catch of their menfolk's boat. Each Saturday they tramped into Ayr to receive from the fish merchant what he decided to give them.

Strawhorn and Boyd 1951, 73

75. Arguably the most important development during this period was the coming of the railway. It took some time to establish the Maidens and Dunure railway as a viable route. It was initially proposed in 1908, and promoted by the Glasgow and South Western Railway company, with the intention of opening up the Ayrshire coast from Alloway in the north to Girvan in the south. Its failure stemmed largely from opposition to the scheme from several wealthy landowners, including the Marquis of Ailsa, whose lands would be crossed by the line. The Bill failed, but a subsequent attempt to promote a railway under the Light Railways Act succeeded, even though it followed exactly the same course as its predecessor (Shaw 1953, 221). Shaw reports that:

The [Glasgow and South Western] Railway Company had determined to build a superhotel at Turnberry, with golf-courses and sea-bathing, to compete with a similar Caledonian Railway hotel at Gleneagles. The hotel and golf course at Turnberry were a complete success and justly very popular. But an hotel which required a special railway at a cost spoken of as £300,000 with little other traffic... had not much chance of being a paying proposition, although it was one of the best hotels in the country. The railway, not well-constructed and in small demand for the greater part of the year, was a complete failure. The hotel and golf courses were ruined during the 1939-45 war.

Shaw 1953, 221-222

76. Despite the limited success of the Turnberry facilities, access to the village of Dunure by rail may, however, have helped contribute to its increasing popularity as a tourist and leisure destination. Its potential as a holiday destination was being recognised in 1939 when a scheme for the creation of 40 houses was put forward which included properties for summer holiday letting as well as for local residential use (Strawhorn and Boyd 1953, 784).
77. Although it was the maritime and fishing industries which had traditionally suffered as a result of mishap and mischance in the waters off Dunure, casual trippers soon proved not to be immune to incident or accident, as this extract from a 1924 newspaper clearly shows:-

AYR BOATING PARTY'S ADVENTURE — Particulars of an exciting incident that occurred to a picnic party along the Carrick shore, near the fishing village of Dunure, were available in Ayr yesterday. On Saturday about 40 of the Hockey Club connected with Ayr Academy and a number of teachers and their friends travelled by road to Dunure, and during the course of the day the uncle of one of the girls took several of the party for a sail in a motor boat. The boat had not proceeded far out from Dunure Harbour when a man on the walls of Dunure Castle raised the alarm that the boat was on fire. The alarm passed to the harbour, and a motor boat put off to the rescue, and within the space of a few minutes returned with the girls on board. The rescued party were welcomed by hundreds of picnickers.-The fire, which had occurred somewhere in the region of the engine, was got under control and extinguished.

The Scotsman, 10 June 1924

78. What this extract also demonstrates is how much the ease of access provided by the railway contributed to attracting a considerable number of daytrippers (described here as 'hundreds of picnickers') to the village, even at this early stage, before the provision for holiday lets had been created.
79. Coarse fishing for sport had not yet been developed as a leisure pastime – if it had, then a marked increase in the numbers of basking sharks noted around Dunure might have attracted the attention of sports fishermen. At the time, however, the sharks were still being harvested on a commercial basis for shark liver oil, once used as a fuel oil but by the mid-20th century used instead for the manufacture of synthetic materials. 1939 in particular saw an increase in numbers, with two of the unfortunate creatures slain the summer of that year:

HARPOONED AT DUNURE MR. JOHN McCRINDLE, veteran Dunure fisherman, told a Daily Record reporter yesterday that in his 50 years' fishing experience off the Ayrshire coast and in the Firth of Clyde he had never seen so many basking sharks as at present. The Dusky Maid, a fishing boat converted for shark fishing, was yesterday engaged outside Dunure harbour. A shark was harpooned about 11 a.m. and after a struggle of two hours the rope broke and it escaped. At 1.30 a second shark was harpooned, and after being towed for eight hours was beached near Dunure.

Daily Record, 5 June 1939

80. Throughout this period, Dunure saw its fair share of tragedy. In March 1906, disaster struck particularly close to home when one of the local fishing boats was capsized on its return to harbour. The fishing boat was crewed by three men, all related, and one man, Hugh Thomson drowned, with details of the inquiry recorded in the local press a few weeks later:

The second inquiry was into the circumstances of the death of Hugh Thomson (74), fisherman, Dunure, who was drowned at the entrance to Dunure Harbour on 28th January. Andrew Thomson (31) son of deceased, stated that his father, brother - in - law , and himself had fished together for three years from Dunure Harbour. On the early morning of the 28th January they were line fishing. They went out between four and five o'clock, and it was a fine morning. The wind shifted to the west, and heavy seas came on. They proceeded to haul their nets about seven o'clock, and at ten o'clock they made for the harbour. When there was a heavy wind off the sea it was difficult to make the harbour. They reached the mouth of the harbour all right. Witness's father was steering, and his brother-in-law and himself were oaring. There was a cross sea from the north-west, and it hit the boat on the fore part. It threw his father out, and the boat ran ahead and left him. A strong current took deceased away clear of the harbour and round the point. They were all thrown out of the boat. Witness got hold of the mast, and his brother-in-law a line baikie and oar. They were picked up. They found his father's body next morning about 500 yards north of the harbour. Robert McCutcheon, brother-in-law, also gave evidence, and a formal verdict was returned.

Kilmarnock Herald and North Ayrshire Gazette, 23 March 1906

81. Another tragic event which was recorded a few decades later involved a motor vehicle that got into difficulties in the harbour area, killing one man:

MOTOR CAR FALLS INTO SEA. Ayrshire Editor Drowned on Return from Funeral. Mr Thomas Gourlay (53), editor and proprietor of the "Carrick Herald," Ayrshire, was drowned yesterday when his car fell into the sea. He was returning with Mr McPhail, former Provost of Girvan, from a funeral of a fisherman at Dunure Harbour. Mr McPhail had alighted from the car, and while Mr Gourlay was reversing it on the pierhead it suddenly toppled over the pier into the water. Mr McPhail ran to the side of the pier and saw the car sink.

Aberdeenshire Press and Journal, 17 January 1934

82. The harbour has retained its popularity as a tourist attraction, with its popularity encouraged in part by the spectacular ruins of Dunure Castle, and by the creation of the Ayrshire and Arran Coastal Path, which is a long-distance walking route running between Skelmorlie in the north and Glenapp in the south.
83. Dunure's popularity as a source of inspiration for artists in particular has produced several noteworthy works through the years. Perhaps the earliest painting which features the local landscape is a portrait of Thomas Kennedy of Dunure (<https://www.nationalgalleries.org/art-and-artists/5332/thomas-francis-kennedy-dunure-1788-1879> Accessed 23/03/2022), the man who first built Dunure Harbour. Kennedy was painted by Raeburn in the early 1800s: in the portrait style that predominated at the time, the subject is shown against an appropriate backdrop which is glimpsed through a window beyond the room where he sits. In this case, the backdrop is the ruins of Dunure Castle, shown as a dramatic silhouette. The portrait is held by the National Galleries of Scotland.
84. The portrait of Kennedy was commissioned from a renowned portrait artist by a landowner keen to emphasise his important role in the area and also, potentially, to confirm his association with the ancient Kennedy clan. It was a good few decades later that we see evidence that landscape artists were visiting the harbour and using it for an artistic subject. In particular, we find references to several works created in the 1880s and 90s. The earliest is reported in the Glasgow Herald, in relation to a forthcoming exhibition at the Glasgow Institute:
- Mr John Miller, of Glasgow, will exhibit in the institute a painting of fishing boats leaving Dunure Harbour, with the boats picturesquely shown against the rock-bound haven*
- Glasgow Herald, 23rd January 1880
85. A later report refers to work created by Mr Muir of Girvan at the Kilmarnock Art Exhibitions:-
- No.2 – Dunure Castle. Bright summer morning ; old castle standing on high cliff ; fishing boats coming out of Dunure harbour*
- Irvine Express, 12 December 1884*
86. Pictures of Dunure were also noted in art collections, with a portrait entitled 'Dunure Harbour – A Westerly Breeze' sold with the rest of the collection of the late John Smart (The Scotsman, 28 November 1899), and a picture entitled 'Dunure Harbour, Ayrshire' included in a catalogue compiled by Dowell's Fine Art gallery which listed the property of the late George Aikman. Aikman (1831-1906) was himself a prolific artist, painting numerous portraits and landscapes, including a number of scenes which had a maritime theme.
87. Another artist who was broadly contemporary with Aikman was Scottish artist James McMaster (1856-1913) whose interpretation of the harbour is certainly recognisable, but where the castle is brought close to create a massive looming presence in the background (<https://www.thewallingtongallery.co.uk/products/the-harbour-dunure-ayrshire> Accessed 07/04/2022)
88. As an artistic subject, Dunure Harbour has continued to attract attention, with the Hawick Express review of the Hawick Art Club's Exhibition in 1993 including this mention of 'Miss L H Cowan-Douglas contributes in varied mood... Dunure Harbour... with the barrels on the wharf.' (Hawick Express, 15 February 1993)

Site Inspection

89. The main component of the historic harbour at Dunure is the basin **A** (see Figure 5a for aerial view, and Figure 5b for historic image with cottages and Port Rorie to rear), which survives in an identical form to that described in the earliest accounts, which date back to the 1810s. Its north and west sides are defined by free-standing pier walls (Walls **B1** and **B4**), while its east and south sides (Walls **B2** and **B3**) are composed of revetment

walls that overlie upstanding sections of rock outcrop. The former appear to have been cut away to create a surface flush with the walling (Figure 6a).

90. The wall faces overlooking the basin are of broadly similar character throughout, although some differences are evident between internal and external faces. The external wall face of **B1** has a marked batter towards the base, with the largest blocks occurring towards the base, and smaller blocks used above (Figure 6b). This contrasts with the inner wall face of west wall **B4**, where the contrast in size of the constituent blocks is less marked but where the larger blocks tend to be placed at the upper levels (Figure 6c). The wall face here is vertical. It has been reported elsewhere that the lower portions of the wall are composed of worked basalt blocks (Storie 2005, 30). The north terminal of **B4** used masonry consistent with that seen in the remainder of **B4**; the large basal blocks and the pronounced batter evident over the height of the corresponding terminal of **B1** were absent here, with the base of the terminal sitting instead upon a projecting area of bedrock (Figure 7a). The inner wall face of **B1** also lacked the large basal blocks (Figure 7b), and like the inner face of **B4**, was straight, with no batter.
91. A marked difference was evident between north pier **B1** and west pier **B4** in terms of their respective wall thickness. The north pier was broad with the walkway extending across the entire width of the wall throughout its length. By contrast, the west pier had a narrow walkway (Figure 7c) or low parapet wall capped with coping slabs running the length of the structure, with a sloping section to its rear, west, side. It was evident that the low parapet with its flat coping post-dated the main part of the pier, and that it represented an attempt to raise the level of the wall, but if this later feature had not been present, the character of west pier **B4** was still markedly different to that of **B1**. Running immediately adjacent to the parapet, at the crest of the sloping section, was another line of flat slabs which could again function as a walkway and which in this case sat on the upper surface of the original pierwall.
92. The sloping section which lay to the rear (west) side of **B4** appeared to be composed of rubble, but was largely obscured by a cement or concrete screed. The relationship of this section to the main structural element of **B4** is unclear: viewed at low tide, in a wider landscape setting (Figure 8a), it appears to represent an area of consolidation which could post-date the initial construction of the west pier, an episode which could be contemporary with the raising of the wall height and the creation of the elevated walkway. It could represent an attempt to make good a partial collapse of the wall's original W face, or even a later attempt to protect an original wall face through the addition of a sloping surface which could absorb the force of the waves better than a vertical – though albeit battered – external wall face.
93. Arguably the most distinctive feature of the west pier, and indeed of the harbour basin as a whole is the lighthouse **C**, which sits at the north end of the west pier **B4** (Figure 8b). An integral part of this feature is the occulting wall which extends westwards from the base of the tower: this acted to mask or reveal the opening at the base of the tower, and the fire burning within, thus enabling ships approaching from either north or south to steer safely into the harbour.
94. The fabric which makes up the lighthouse comprises a similar pale sandstone to that used in the upper courses of the harbour walls, though here, over the lower half of the structure it shows signs of heavy erosion, more so on the west and south sides to the south of the occulting wall. Another important feature to note is the presence of a prominent rolled string course located approximately two-thirds of the way up the height of the tower. This string course is of similar character to another rolled moulding on the external wall face of the east side of the north wall of the basin (Figure 8c), where it has been laid along the line of the walkway, forming the plinth course for a low parapet wall which runs along the northernmost, external, edge of the north pier **B1**. The consistent appearance of this rolled moulding throughout the pier walls further supports the argument that the pier walls, in their surviving form, largely represent a single episode of design and construction.

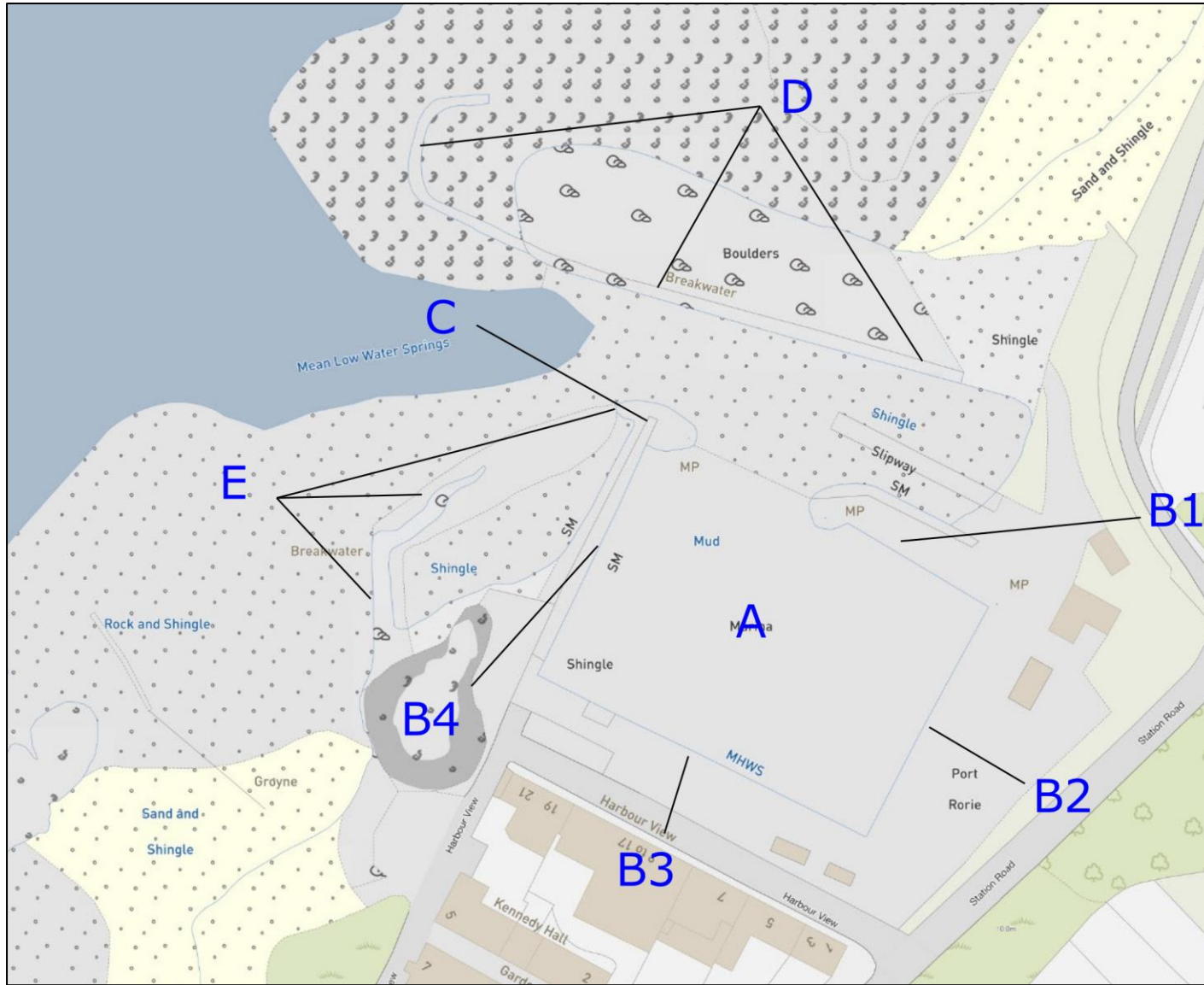


Figure 4: Annotated Plan of Dunure Harbour



Figure 5a: Modern Vertical Aerial Image

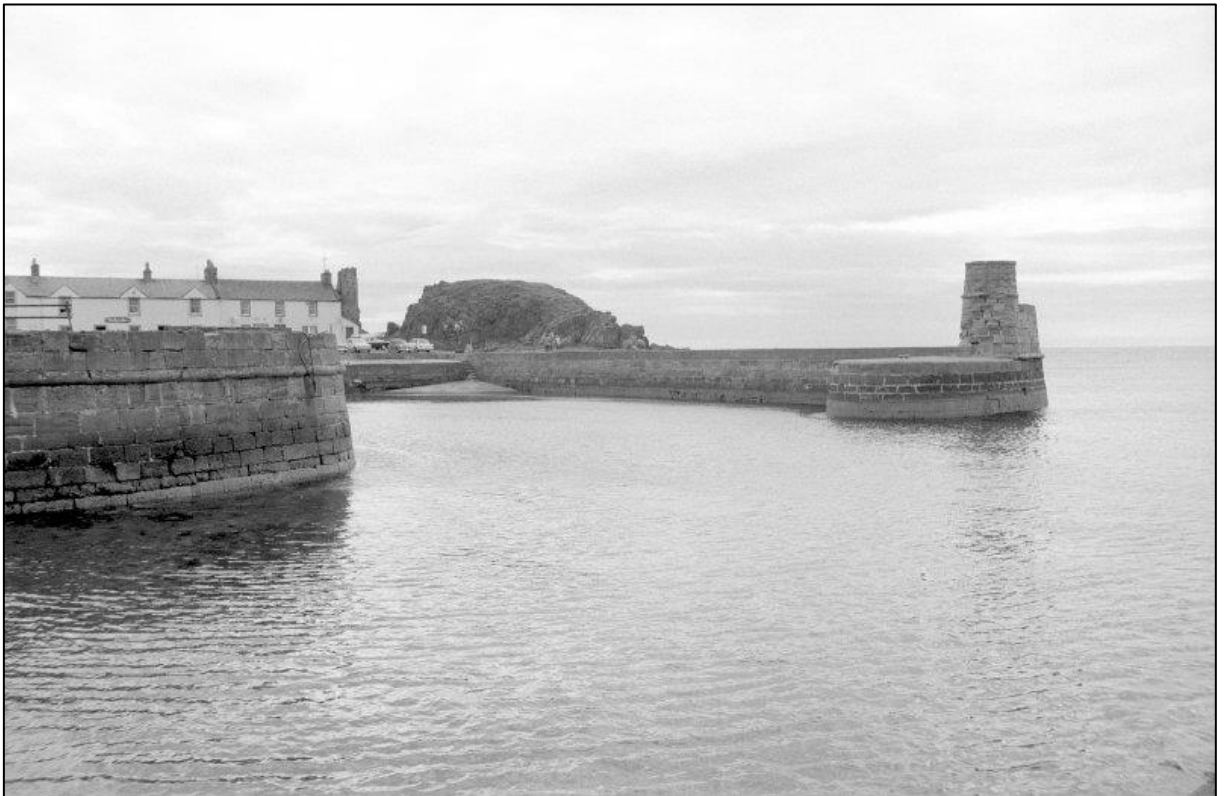


Figure 5b: Historic Image of Dunure entrance between W and Central Piers (**B1** and **B4**)



Figure 6a: Outcrop & Revetment Walling in E Wall **B2** of Harbour



Figure 6b: Terminal of Quay Wall **B1** Fully Exposed at Low Tide



Figure 6c: Internal Face of Quay Wall **B4** Fully Exposed at Low Tide



Figure 7a: N Terminal of West Wall **B4**



Figure 7b: Inner Face of North Wall **B1**



Figure 7c: View Along West Wall **B4**, Showing Line of Raised Walkway



Figure 8a: West Wall **B4** and breakwater **E** in Wider Context



Figure 8b: Lighthouse **C**, Showing Rolled Moulding and Occulting Wall



Figure 8c: NE face of North Pier **B1**



Figure 9a: Historic View of Dunure Harbour, Showing Earlier Access Arrangements



Figure 9b: Current Access Arrangements at South Wall **B3**



Figure 9c: Lowered section of South Wall **B3**



Figure 10a: Cast Iron Bollard, SW Corner of Basin A, S End of West Pier **B4**

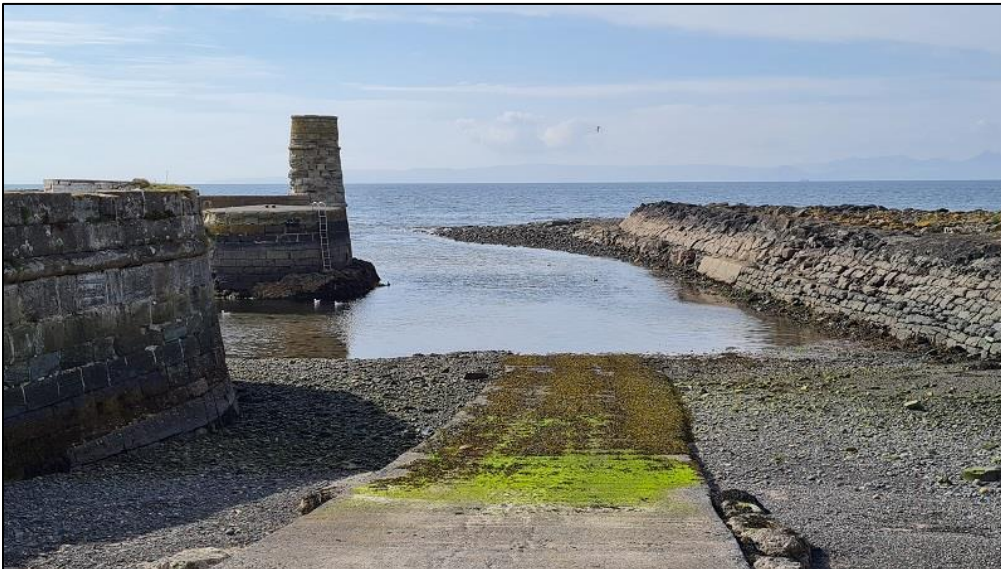


Figure 10b: View to NW along entrance channel, N Breakwater **D** to right



Figure 10c: General View of North Breakwater **D**



Figure 11a: Detail of Central Portion, North Breakwater **D**, Showing Variation in Masonry



Figure 11b: Detail of W End, North Breakwater **D**, Showing Variation in Masonry



Figure 11c: W Breakwater **E**, Masonry Exposed at Low Tide

95. One area where significant change is evident, however, is in the ground levels and access arrangements of the south wall **B3**. Historic images of the harbour (e.g. Figure 9a) show that land access to the harbour facilities was via a narrow road which climbed steeply up from the quayside along a line roughly parallel with the adjacent street, angling sharply to the south at the junction between the two roads. In the original configuration, a parapet wall had been built along the edge of the landform, extending along much of the N side of the street and pierced only by the junction with the harbour access road and at the west end, where the south wall **B3** appears to be lower, allowing small boats to be pulled up onto a stretch of shallow sloping ground in the SW corner of the basin.
96. The configuration of the SW corner has now been altered through the removal of this informal slipway through the raising of ground levels (and also wall height) along the western portion of wall **B3** (Figure 9b). The precise date when this took place is unclear, but it is possible that the work involved deepening basin **A** in the SW corner in order to allow boats to be moored within the basin as opposed to pulled up on the shore. The western extension of the parapet wall was removed, and the current stepped configuration was established. This was likely to be contemporary with the raising of the west pier **B4**, and the change in configuration no doubt predated the unfortunate incident in 1934 when Thomas Gourlay died as a result of his car falling into the sea at the harbour. Whether cast iron bollards were added after this tragedy in an attempt to prevent incidents of this kind is uncertain, however, as the design of the bollard and the use of cast iron is arguably more indicative of early 1900s work than of an object post-dating the mid-1830s (Figure 10a). The steps which originally allowed access into basin **A** from the top of wall **B3** and which are shown in the historic painting of the harbour still survive today.
97. The approach to the basin and its entrance in the north wall is via a rock-cut channel which runs along its north side (Figure 10b). The north side of this channel is defined in places by north breakwater **D** (Figure 10c), now perhaps much reduced. In terms of their broad character, the individual blocks are roughly worked in comparison to the squared masonry used in basin, but rather than marking a different phase of construction, this may reflect a difference in perceived status between the purely functional breakwater wall for the channel and the more impressive, better-finished masonry used in the basin, and particularly in its external north wall. What becomes more evident at low tide, when more of the structure is exposed and open to scrutiny, is that the masonry used in its construction is not uniform in character. Much of the structure is composed of small squared blocks, roughly similar in size (Figures 11a and 11b), with a contrasting stretch of walling, composed of markedly larger blocks located in the central section. This either represents patching of the original structure, or three phases of activity, with the westernmost section forming a later extension. Patches of poured concrete or cement represent another, more recent, attempt at repair.
98. Documentary evidence suggests that the reclaimed ground lying to the north of the north breakwater **D** was originally earmarked for the construction of harbour facilities linked with boat building and repair. Historic mapping evidence suggests, however, that none of these plans were actually realised, and the lack of any surface traces or structural remains confirms this.
99. The final element which makes up the harbour structure is the west breakwater which runs between the west end of the west wall and the projecting spit of land named Port Rorie. This follows the line of a breakwater first formally labelled as such on the 2nd edition Ordnance Survey map. Its earlier origins are however confirmed by the depiction of a similar structure, albeit unlabelled, on the earlier 1st edition map.
100. Viewed at low tide, the character of west breakwater **E** is revealed as comprising large squared blocks of masonry. Although it is much more modest in scale than the walls which define basin **A**, its character is similar. That this particular feature represents part of the original harbour scheme seems entirely likely, as the character of the masonry is entirely keeping with both the walls/piers **B** and the lighthouse structure **C** (Figure 11c). The balance of ground which lies between west breakwater **E** and the pier wall is filled with rock armour (see Figure 8b) which appears to have been covered with mortar or

cement in places to create a smooth surface, although this is now much eroded. This is surmounted by a narrower band of sloping mortared rubble which abuts the west (rear) wall of **B4** and which has already been discussed more fully at an earlier point.

Significance

101. The significance of archaeological sites can be assessed to be of National, Regional, Local or Other significance – where Other described a site that retains minimal potential to contribute further to the understanding of our Historic Environment.
102. The historic harbour structure was built c. 1811 to a design by Charles Abercrombie. It is a designated site (Category B Listed Building – HES Id: LB19683), and should be viewed as being of Regional significance.
103. The entry in the Listed Building register does not specify the extent of the structure included within the Listing, merely describing the listing as including the 'artificial harbour' and the 'lighthouse.' On this basis, the listed building is taken to encompass all structural elements of the harbour (at minimum items A to E) including ancillary features.

Impact Assessment

104. The works to be undertaken at Dunure Harbour comprise the following:
 - a. Consolidate and Repair the West Breakwater **E**;
 - b. Restoration of Lighthouse and occult wall **C**;
 - c. Repointing of harbour walls **B1 to B4** and localised re-dress/ repair /indent of stone;
 - d. Repair masonry and concrete screed to rear of west wall **B4**;
 - e. Widen access wall path with outer wave baffle to rear of west wall **B4**;
 - f. Repair and renew steps in SW corner of basin **A**, steps in wall **B3** and lowered section of wall **B3**;
 - g. Replace concrete surface with cobbles to rear south wall **B3** and **B2**; and
 - h. Upgrade small fishing stores on North pier **B1**.
105. Consolidation and repair works (a, c, d and f) are not anticipated to result in substantive loss or damage of archaeologically significant structures that embody complex archaeological information. The archaeological impact of this work is considered to be insignificant.
106. The construction of the new wall-head access path (e) will overlie the concrete cap of the West Wall **B4** and the screed to the rear. This is not anticipated to result in substantive loss or damage of archaeologically significant structures that embody complex archaeological information. The archaeological impact of this work is considered to be insignificant.
107. The range of concrete repair or replacement works (f and g) associated with walls **B2** and **B3** have the potential to impact earlier, concealed masonry structures. This is an untested potential and, on balance, the most likely to expose such earlier structures are likely to be the concrete work on steps and the lowered section of wall (f). There is the potential for the archaeological impact of this work to be of minor significance should earlier masonry fabric be exposed during these works.
108. The upgrading of the fishing stores (h) are not anticipated to result in substantive loss or damage of archaeologically significant structures that embody complex archaeological information. The archaeological impact of this work is considered to be insignificant.
109. The restoration of lighthouse **C** including the occulting wall (b) is anticipated to encompass the full dismantling and rebuilding of this structure with substantial stone replacement. Inspection of this structure has shown that it is unlikely to embody complex

archaeological information being rather an unused masonry structure (in effect akin to a folly). Since the structure is to be rebuilt in an identical manner and has already been subject to recording, the archaeological impact of this work is considered to be insignificant.

Mitigation

110. On a precautionary basis archaeological mitigation on the range of concrete repair or replacement works (Impact Assessment items f and g) associated with walls **B2** and **B3** that have the potential to impact earlier, concealed masonry structures. We recommend a programme of archaeological monitoring during any breaking or cutting out works to ensure masonry structures are identified and recorded before loss or re-covering with new engineered finishes.
111. These works should be controlled by an archaeological Written Scheme of Investigation agreed with the planning authority and the West of Scotland Archaeology Service.
112. Where investigative works are undertaken to inform the delivery of these concrete repair or replacement tasks, we further recommend that they are observed to identify whether the potential for concealed masonry structures can be clarified at this stage. Should clearer evidence for the absence of masonry structures be garnered, this may negate the need for subsequent archaeological monitoring of the main works.

Summary and Conclusions

113. A programme of desk-based assessment and inspection was conducted to establish an archaeological baseline of Dunure Harbour, Dunure.
114. The existing harbour structures – which comprise basin **A**, piers/walls **B1** to **B4**, lighthouse **C**, north breakwater **D** and west breakwater **E** - are together assigned Regional significance on account of their category B Listed status. The majority of the structures have their origins in the earliest c.1811 scheme of harbour construction, although some later alternations and repairs are evident in the southwest corner of basin **A**, along the line and to the rear (west) of the west pier **B4** and in north breakwater **D**.
115. No evidence of earlier harbour structures is anticipated to exist on the site, with the 1811 harbour construction and later works having removed substantial areas of bedrock and remodelled the foreshore extensively.
116. Because of the nature of the majority of the works proposed at the harbour, which largely comprise repair and renewal of the existing structures, no significant archaeological impacts are anticipated. The most intrusive aspect of the works – the dountaking and rebuilding of the now much-eroded lighthouse **C** – will impact the structure, but given the lighthouse will be rebuilt, has been subject to recording, and is unlikely to incorporate complex archaeological deposits this is again considered to be insignificant.
117. The exception to this are those works that are repairing or removing relatively late concrete surfaces associated with the south and east quay walls (**B3** and **B2** respectively). Here there is the potential for the exposure of earlier masonry structures. On this basis we have recommended archaeological mitigation through monitoring works in these areas. Should investigative works be undertaken for these work elements, monitoring of these investigative stages may inform further the appropriateness of this recommendation.

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