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Full list of office-bearers on back cover.

THE HISTORY OF THE FISHING VESSEL

"NANCY GLEN"

Henda MacDougall

Over the years fishing vessels change, but the names of the boats remain. "Nancy Glen" is probably the most continuous name in Tarbert. There has been a "Nancy Glen" in the village since 1930, apart from a brief period when "Nancy Glen" was replaced by "Charlotte Ann" TT49. The twist is that "Nancy Glen" and "Charlotte Ann" are called after the same person; Charlotte Ann Glen married Duncan MacDougall in the late 1920s; she liked to be called Nan - hence the name "Nancy Glen".

The first "Nancy Glen" TT10 was bought in 1930 for Duncan MacDougall, and was skippered by his brother John. She fished for herring from the West Coast of Scotland, going down as far as the Isle of Man and Ireland. She was commandeered by the Navy during World War 2, and patrolled the coastal waters looking for submarines. In the 1950s she was replaced with the "Charlotte Ann" TT49, which was skippered by Duncan MacDougall who was the son of John and the nephew of the previous Duncan. In the late 50s and early 60s the fishing boats did not travel the way they do now; they seine-netted, which is what the "Charlotte Ann" did, fishing for white fish. She was replaced in 1960 by Duncan MacDougall and his brother Archie with another "Nancy Glen".

This particular boat embodies more local history than any other "Nancy Glen". She was built locally by Dickies Yard, and was launched on 14th January 1960 by Nan MacDougall. The launch was attended by Mr Ian Noble, the Secretary of State for Scotland. Dickies Yard had built several fishing vessels, but had been starved for orders before they built this "Nancy Glen"; she was 39 feet and 9 inches in length to comply with regulations, so that she could fish within the three mile limit - if your boat was over 40 feet in length you could not seine net there.

After a few years Archie branched out and bought his own fishing vessel, leaving Duncan sole owner of the "Nancy Glen". In the late 1960s Duncan retired, leaving his son John MacDougall to skipper the boat; being only about twenty years of

age John was probably the youngest skipper in Scotland. John's brother Robert was one of the crew members but he later branched out to skipper another boat, and John's younger brother William then became a crew member in 1971. In that year the boat was trawling mainly for prawns. In 1975, because her original 84 horse-power engine was under-powered for trawling, it was replaced with an 150 horse-power engine. John and William's father Duncan died in 1979, leaving John and William in partnership. In 1985 they replaced the boat with "Nancy Glen II".

The reason we now have "Nancy Glen II" is that the first "Nancy Glen" was sold to a man in Millport, Isle of Cumbrae and he decided to keep the name; which he did until his son was born. He then changed the name to "Boy Jamie" after his son, but still kept "TT10". In the early 90s the "Boy Jamie" was decommissioned. She was pulled ashore and smashed up with a JCB. It was found that there was not one piece of bad wood in her, which is a testament to the skill, care and workmanship of the builders of Dickies Yard.

"Nancy Glen" TT100 was built for John and William in Penryn in Cornwall, and took about nine months to build. Several times during the building either John or William would travel to Cornwall to check on the progress. The brothers had decided to make the move from a wooden boat to fibreglass, which meant that the boat would be easier to maintain - no yearly painting necessitating beaching the boat for at least two weeks; a fibreglass boat needs to be beached for only three days (probably) to allow the crew to paint the steel poles and winches.

The "Nancy Glen II" TT100 was under 12 metres in length, so that they would not have to put the boat through costly Department of Trade and Industry surveys; their officials check that the vessel is up to their standard and are sometimes a bit over-cautious, which can cost thousands of pounds! The fishing pattern is always changing, and after fishing the "Nancy Glen II" for nine years John and William decided to sell as opposed to re-engining and re-winchng, which would have been required to cope with this changing pattern. They advertised the boat in the Fishing News for two weeks but received very little interest.

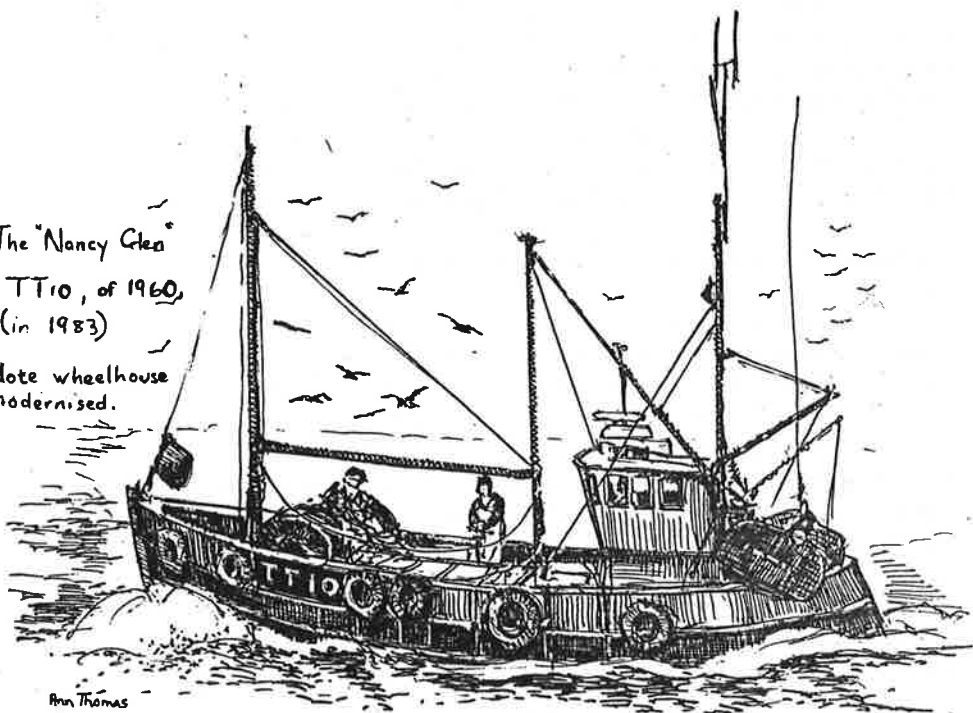
After several weeks, when they were fishing in Loch Melfort, where they had not fished for years, John received a phone call from a man in New Zealand who was interested in

buying their boat. He came to Tarbert from New Zealand and spent a week fishing with the brothers before deciding to buy her. She was then sailed from Tarbert to Liverpool where she was lifted on to a container ship bound for Napier in New Zealand. The journey took thirty days. She still fishes under the name "Nancy Glen".

This now brings us back to John and William and also John's son Duncan who needed to find a boat. They heard from a friend that there was a possibility of a boat going up for sale in Port Seton. John promptly phoned the owner, who invited them to come and view his boat, which they did and on the same day became the proud owners of the Fishing Vessel "Lahai Roi". They sailed her from Port Seton to Inverness, down through the Caledonian Canal to Fort William and so to West Loch Tarbert. Once in Tarbert the "Lahai Roi" became "Nancy Glen" TT100. John and William have now fished with this newest "Nancy Glen" for five years.

The "Nancy Glen"
TT10, of 1960,
(in 1983)

Note wheelhouse
modernised.



THE MacCORQUHODALES IN INVERARAY

Mary McGrigor

[This sequel to The MacCorquhodales of Kilchrenan (in Kist 58) is taken from The Barons of Phantilands, or The MacCorquhodales and Their Story, by Peter MacIntyre, Inveraray, He was the brother of the late Alexander MacIntyre, owner of the well known tweed shop in the main street of Inveraray, and was known as "the one-legged tailor"].

Ewen MacCorquhodale, granted protection by the Marquess of Argyll in 1646, and his descendants prospered in their new home. In the old town of Inveraray they apparently built houses on feu. Certainly by 1714 his grandson, Ewen MacCorquhodale, was proprietor of two houses in the old town which formed part of the range of buildings facing Loch Fyne. One of the two was MacCorquhodale's home, the other, let to a tenant, was the hostelry of the town.

The Inn, however profitable, was often the scene of conflict. The MacNicol's who lived in Glen Fyne had a long-running feud with the MacLachlans of Castle Lachlan who held the lands of Brenchoille, seven miles south west of Inveraray. Inevitably they fought when they met at Inveraray market. Then, to crown everything, the sons of both families fell in love with the same girl, a young lady of the MacCallums who lived at Ford on Loch Awe. Both suitors appeared at the MacCallums' house at the time of the Ford market in October 1710. MacLachlan was given the brush off, while MacNicol and the young lady arranged a wedding date.

MacLachlan, however, returning to Brenchoille, set upon his rival making his way home. MacNicol was beaten almost to death; found by one of the Clerks of Braleckan, he briefly survived but died from his injuries within a year.

In the spring of 1711 the chief of the MacLachlans of Brenchoille, having business in Inveraray, stayed the night with Provost Brown, while his men slept at MacCorquhodale's Inn. By midnight a storm was raging and waves pounded on the shore. In the early hours of the morning screams were borne upon the wind. The burgesses, buckling on their swords, ran to the Provost's house and the Inn, to find that the MacNicol's had attacked the MacLachlans, leaving two of them dead. The MacNicol's, identified as being involved in the brawl, were

tried before the Circuit Court of Justiciary at Inveraray. The jury, for whatever reason, found the charges not proven, and "this" says the chronicler, "is just one among many exciting stories connected with the Inn of Inverara." "

Highland inns were notorious for disturbance thanks to the amount of whisky invariably consumed. Some four years later, in 1714, uproar occurred in Kilchrenan during a funeral. Ewen MacCorquhodale's son died in Inveraray, and the Burgesses of the Burgh, as well as many friends and acquaintances living in the neighbourhood, flocked to the funeral. They met at MacCorquhodale's house shortly after one o'clock in the morning, the early start being necessary "as the remains were to be taken to Kilchrenan Churchyard, there to be laid to rest and to mingle with the dust of their ancestors the proud chiefs of Tromlee Castle". Every custom associated with a Highland funeral was duly observed. Saunders MacIntyre, joiner, took charge and stood at the door of the house inviting the people as they arrived to go inside and partake of the refreshments so liberally provided.

Among the first to put in an appearance were the people from the two glens and from the townships in the vicinity. "From the head of Glen Shira and from the Corran came men of daring who had in their day gloried in the fierce sound of battle, and faced death on many a stricken field". With them was Robert MacGregor Campbell, none other than Rob Roy. Unfortunately it was then remembered that no funeral procession should start until after cock-crow, and it was a long winter's night. "Into MacCorquhodale's house the people crowded, and were served with oat and barley cakes and cheese, washed down with a plenteous supply of good whisky drawn from the sma' stills of Lochow...all the old stories of funerals, with the different events which occurred...were rehearsed"

At last a cock crowed. The coffin was put upon the spokes (two planks of wood) and the cortège began the long walk to Kilchrenan. The procession followed the track up Glen Aray. The military road was not yet built, and the walkers probably took a short cut along the old drove road which ran from Glen Shira and across Keppochan Hill to the south shore of Loch Awe. "The different changes of bearers took place at the several resting places on the route...the coffin was set down and refreshments served out to the company".

Portsonachan was reached, the ferry crossed, and the historic graveyard of Kilchrenan entered, without anything

particular occurring. At the entrance to the church was assembled a large crowd of Lorne clansmen - MacDougalls, MacArthurs and MacCorquhodales. Numbers of those were loudly sympathetic while others aroused suspicion of coming trouble by the sullen silence they observed.

The interment proceeded, the turf was placed over the grave. MacCorquodale thanked the people for their attendance, and requested those of the district to join him and his company from Inveraray at the inn, and have a dram together. A few of the Lorne men went along with the funeral party into the inn, but others lurked about the roadside leading from the inn to Tighcreggan (Taycreggan) the port on the west side of Loch Awe.

Round after round of whisky was quickly disposed of, and several were showing signs of bad blood. One of the Inveraray MacCorquhodales and a Kilchrenan man named McDiarmid got hot and angry over the question of the rights of the Inveraray MacCorquhodales, now followers of the Chief of the Campbells, to bury in the tombs of the old Barons of Tromlee. Words gave place to blows, and very quickly the peaceful burial party from Inveraray was engaged in a close and fierce fight with the Lochowside men. Fortunately none of the combatants had weapons, but each man vigorously assailed his opponent with stout oaken or hazel cudgels or rungs. Kilchrenan Inn was wrecked, and almost every piece of furniture smashed to atoms, while outside round and about the inn was the scene of the stubborn contest. "Rob Roy and his companions from the Corran were in their glory, and where the fight raged keenest there were they, dealing forth herculean blows and knocking their opponents over by the score. Finally the Inveraray men fought their way to the ferry, and got over to Portsonachan".

After this, not surprisingly, the MacCorquhodales were buried in the old cemetery at Kilmalieu, which lies just east of the mouth of the river Aray, close to where the family then lived.

Mr David Smith, who lived in the main street of Inveraray, aged eighty in 1904, wrote that Duncan MacCorquhodale, great grandson of that Ewen who came to Inveraray in 1646, married in about 1720 a Mary Campbell who was related to the family of Dunstaffnage. The old people said that this Mary Campbell was the mother of Archibald MacCorquhodale whose name is on the tombstone at Kilmalieu. Mr Angus MacGregor, Croitiville Lodge, Inveraray, eighty-seven in 1904, wrote that he remembered "the MacCorquhodales family known as the Barons...Anne McCallum,

who married Archibald MacCorquhodale, was a noted beauty (the MacCallums appear to have been famed for their looks) and before her marriage had many wooers. Amongst them was one of the ministers of Inveraray who composed a Gaelic song in her praise. The first three lines of the English translation were quoted by Mr MacGregor, who claimed they were known and sung all over the Highlands - "My bonnie young lassie/ Will you go with me;/ I'll buy a silken goon for thee". Possibly he forgot the rest; at least he quoted no more!

Anne is buried at Kilmalieu, where a gravestone supported on pillars bears the following inscription:

Here lye the remains
of
Anne McCallum
spouse of
Archibald MacCorquhodale
who departed this life
on the sixteenth day of January
1795
aged 65 years

and continues with the names of her three children, Archibald, Giels, and Alexander MacCorquhodale.

Mr MacGregor also recalled that Hugh, a son of Archibald and Anne, went to Liverpool where he died. Hugh's wife, Lucia Hall, is buried in Pennicuik churchyard, Midlothian. Their only son, George, married but died childless.

The three sons, who presumably survived their mother, or at least their descendants, ran a prosperous business both within and without the law. The Reverend Paul Fraser, Minister of Inveraray, contributor to the Statistical Account of Scotland 1791-1799 writes "There is one vessel belonging to the town engaged in foreign trade". Owned by the MacCorquhodaes, and commanded by a dashing sailor called Sandy Munn, a native of the Kyles, she was a noted smuggler. "The Fyne" (as she was called) made many a successful run before the people of Inveraray and of Lochfyneside were aware of the exciting nature of the work carried on by her hardy crew".

"In the year 1770...the large bodies of herring, which for years before regularly frequented the loch, had taken themselves to other waters...In the month of October large 'eyes' of herring struck the Kyles of Bute, and amongst others who left Inveraray in quest of the herrings was the Duke of Argyll's fisherman from the Salmon Draught, and with him as

assistants were two strong youths from Inveraray. One night, in a gale, the boat of the Duke's fishermen rode at anchor in 'Blind Man's Bay'. To their amazement "from out of the dark and heavy mist two vessels suddenly appeared. One carrying as much sail as she could stagger they recognised as "The Fyne." The other, by her smart rig a King's cutter, was plainly in hot pursuit. Just as it seemed that "The Fyne" must be overtaken the fishermen, to their astonishment, saw her crew hoisting a cannon from the hold and running it down to the stern. The cutter closed in, the gun was fired, "the noise of the discharge crashed loud above the din of the raging tempest", her topmast came crashing down. Then off went "The Fyne" "tearing up the Kyles before the gale like a racehorse" and before the cutter's crew could raise another topmast she was out of sight. The fishermen pledged each other to silence, and only when "The Fyne" had ceased her days of smuggling was the story told by the firesides in Inveraray town.

Despite the silence of the witnesses the customs officers continued to try to capture "The Fyne". A cutter, specially commissioned to have her seized, followed her up the Clyde where she landed a perfectly innocent cargo of cured herrings, oak bark and other commodities at the Custom House Quay. From there, still pursued by the cutter, she sailed for Douglas, Isle of Man. Both vessels moored in the harbour and the captains - doubtless in the local hostelry - soon became friends. Meanwhile the contraband cargo was loaded on to "The Fyne" and her crew prepared to make sail. Sandy Munn approached the English Lieutenant of the cutter with a friendly smile. "Well, Captain" said he "we have been on good terms while here and I know there will be hot work between us and our crews when we get outside; so I think we had better go up to the town and have a parting glass." The two men left their vessels as the tide was reaching low ebb. Munn knew that "The Fyne" with her shallow draft would float long before the cutter, and had given secret orders to his mate MacAra to be ready to put to sea. After several rounds in the tavern Munn, glancing at his watch, jumped up, saying he must be off. "Halt" said the Lieutenant "You know I am bound to be with you". The two men hurried down to the harbour where "The Fyne" was casting her moorings as Sandy Munn leapt aboard. She slipped clear of the harbour, her crew raising the sails; and perhaps Sandy waved to the unfortunate Lieutenant, his cutter still stranded on the sand.

Shortly after this episode the MacCorquhodales left Inveraray. They are said to have been the last family to go from the old town when the new town was completed towards the end of the 18th century. Leaving with great reluctance, they cemented "The Pot and the Pan" in the roadside dyke on the site of their old house, just before the bridge across the mouth of the Aray. "The Pan" was removed by Americans during the 2nd World War, but it will be replaced to mark the Millennium by the Duke of Argyll.

The MacCorquhodales who were descended from the Barons of Phantilands thus seem to have left Argyll. In 1900 ex-Provost MacArthur of Inveraray, then Laird of Barbreck, Loch Awe, remembered that when he was a boy "over 60 years ago his mother was in the habit of going to Oban and visiting there two old ladies of this family who had been born in Inveraray. Those Misses MacCorquhodale lived in a house near a place called Black Linn...locally known as Bogie Hall; it was reputed to be a haunted house."

Logically those two old ladies could have been daughters of the beautiful Anne MacCallum, the wife of Archibald MacCorquhodale, who died in 1795. As such they would have been the last of the family to live in the land, the home of their ancestors from the time of Kenneth MacAlpin, King of Scots in the 9th century, to the reign of His Britannic Majesty King George III.

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NOTES ON OLD ACHNABA

Agatha Lewis

This must have been a pleasant place in which to live, sheltered by rising ground on all sides and with a good burn running just below the bank on which the clachan stands.

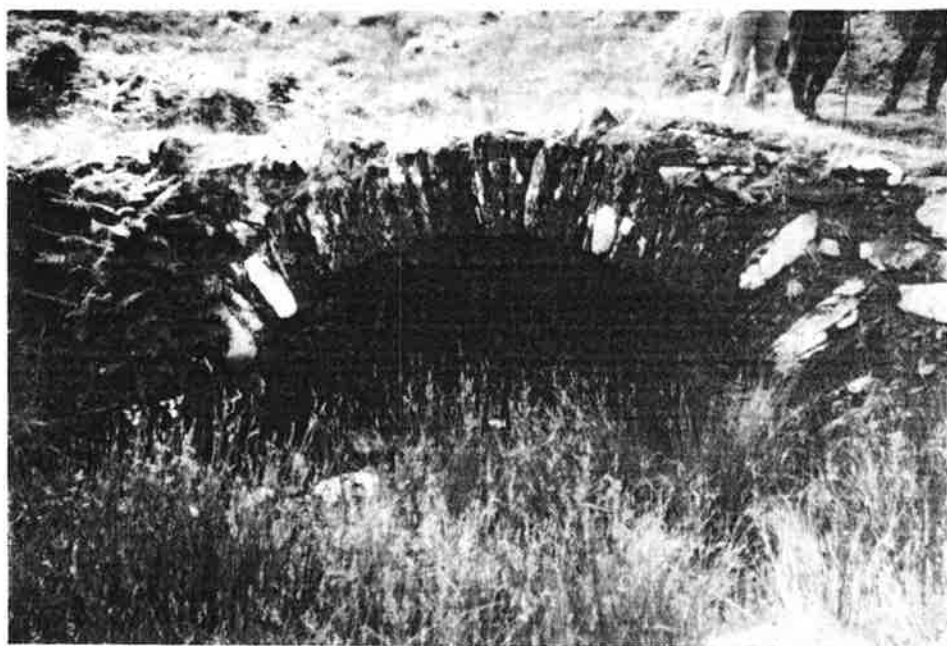
In the list of Fencibles of 1803 all the men are entered as fishermen though the clachan is some distance from the coast. Possibly they used the bay at Silvercraigs on the loch shore below, which was a fishing township.

Access to Old Achnaba was from the old road which left the shore area to cut across the higher ground to the west from a short distance south of Lochgair, and passed close to Kilmory Castle at the Lochgilphead end. The loop of the present "shore

road" was made in 1828, the more direct route being closed in 1830 at the instigation of Sir John Orde of Kilmory Castle. At some time during 1830-40 Achnaba was cleared of its inhabitants to make way for sheep, and on the Ordnance Survey map of 1865 it was marked as "ruinous".

Of the buildings only outside walls remain; there are one or two instances of protruding stones which may have been used to fasten ropes securing the thatch; one wall still retains a short length of a wooden cruck frame. There are no signs of any chimney or built fireplace in any of the houses. An area near the ruins has been levelled, the lower end secured by a low retaining wall - perhaps a kailyard? At some distance along the ridge are remains of lazy beds. The track to the clachan leaves the old road soon after the burn is crossed, at a point where a low rectangle of wall is all that remains of the Cossack Inn. The bridge is interesting, being set at a slant to the line of the burn, instead, as frequently done, straight across; the low arch is beautifully built, showing no sign of wear, and the bed of the burn is paved below the extent of the bridge to counter erosion of the bank.





Francis Blacklay

As is well-known, on a flat rocky outcrop just below the summit of Dunadd there are carvings of a boar and a footprint; also an Ogam inscription (unintelligible; this is frustrating).

According to Bede the Picts, looking for somewhere to settle, were directed by the Scots (then inhabiting Ireland; this is confusing) to cross the sea to the mainland on the east. This they did. Many years later Scots (from Ireland, you remember) also crossed to the mainland on the east, dislodged the Picts further to the east and called their new land Dalriada after Readha their leader. Now the mystery of the carvings.

It was probably Readha himself who, injured in a boar hunt, lost the use of one leg. By practice he became proficient at hopping, and continued as leader until the next Annual Highland Games, the chief event of which was the "Challenge" to determine the leader for the next year. The reigning leader would take up his position on the top of the tribal hillock and chant "I'm the King of the Castle. Get down you dirty wee rascal!" to the challengers in turn, shoving them off the rock. After Readha's unfortunate accident it was decided, no doubt at his prompting, that to make the contest "fair" the challengers should each have one leg bent up and tied at the thigh so that they had to hop too. Readha, being by this time an accomplished hopper, had no difficulty in vanquishing them all. He then consolidated his position by having a footprint carved in the rock to make his stance more secure; he commemorated the incident by having the boar which caused it all carved alongside.

During the next year possible challengers diligently practised hopping, with training managers to help them. The practice rules drawn up by these officials are still preserved in the game of "hopscotch" played by children today.

I hope this clears up several knotty historical problems which have caused controversy in the past.

Oh! the Ogam inscription? Just a record of the score.

...oooOooo...

TOBAGO'S FIRST EXCAVATION

Gloria Siggins

The coastal steamer was about to leave on the overnight sailing to Tobago when a messenger arrived hot-foot bearing an envelope addressed to me "ON BOARD" (underlined fiercely in red) "URGENT" and "PRIVATE" as if it contained secret orders. It was a valedictory letter from JB, my mentor at the Museum in Port of Spain, wishing me well in my "pioneering work" the importance of which he felt I didn't fully realise - and proceeded to tell me in several pages! This diminutive, irascible octogenarian with a larger than life personality was an Unforgettable Character if ever there was one; passionate about archaeology and a respected expert on Trinidad, he rejoiced that at last, after a year of planning, Tobago's first excavation was about to begin. As I read I could picture JB stabbing at his little typewriter, a bottle of rum (strictly forbidden on medical grounds) to hand, then speeding the missive through the night streets to the harbour; JB always had a fine sense of drama.

The previous year the Trinidad & Tobago Tourist Board had organised a survey of historical sites in Tobago to promote the island's turbulent history, in the interests of tourism. A small section of the expedition concentrated on Amerindian sites and located fifteen round the coast, mostly in the low-lying south end of the island; they were pinpointed on a map, and samples of surface pottery collected. JB led this four-member section of course, but poor health often obliged him to sit in the transport while the rest of us searched; but not always - and on one occasion we watched anxiously as, refusing assistance, he clambered on to the trunk of a fallen palm tree and tight-roped across a river, his furled umbrella held out for balance. We waded!

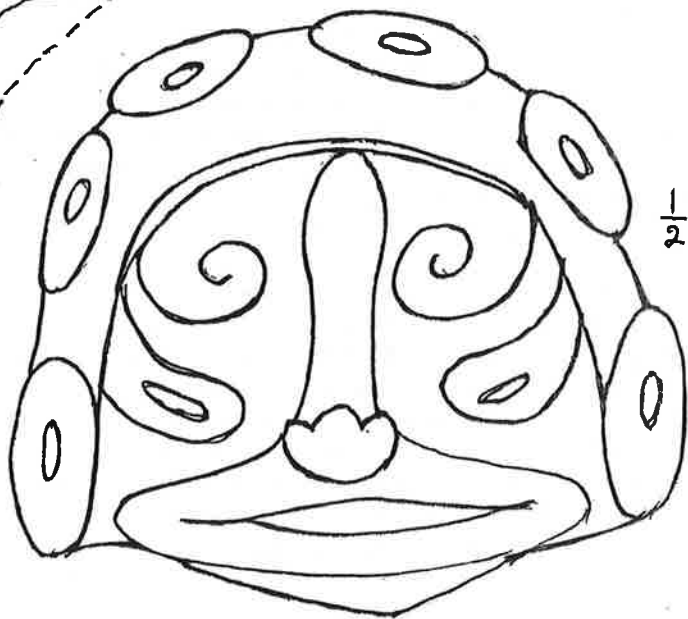
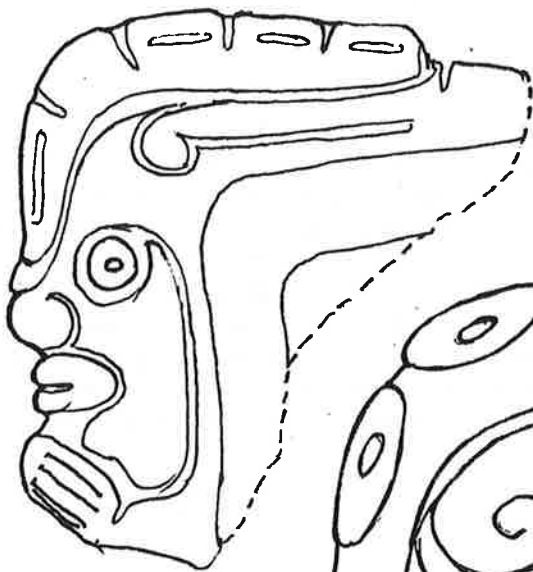
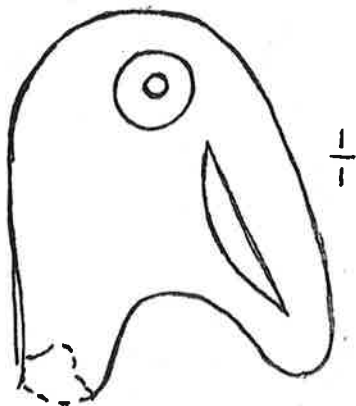
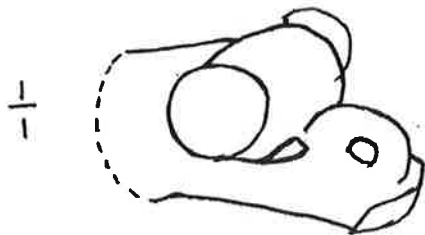
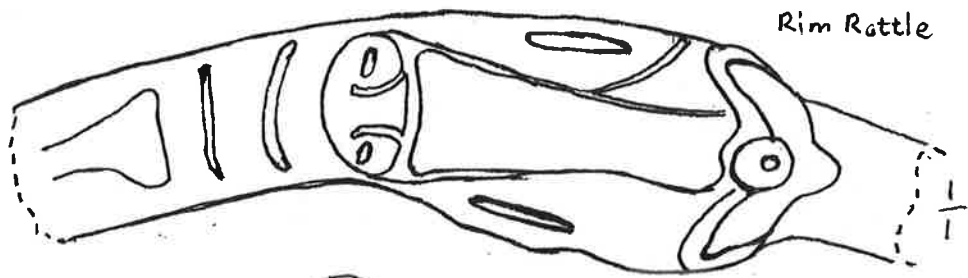
After visiting Tobago in the early 1950s the late Dr G.H.S Bushnell concluded that Amerindian sites were too eroded by water and by sugar cultivation to be viable for excavation, and this did seem to be the case. We found pottery round almost the whole periphery of Mount Irvine Bay (now a fashionable golf course) and on the beach itself; and at the mouth of the Goldsborough River where a large settlement of the "flat-headed tribe" (Arawaks practised skull deformation) is known to have existed as late as 1770; sherds were widely and thinly

scattered on both sides of the river and on shingle banks upstream but no concentration marked the former position of the village. However at Lovers Retreat, a headland close to the village of Plymouth, the situation was different. The elevated position had helped to protect it from battering waves, and despite some maize-growing in one part and the digging up of Amerindian skeletons a few years earlier a broad strip of land remained undisturbed; midden earth was exposed in the cliff face. The decision to excavate was made, and a year later I sailed for Tobago well briefed by JB and promising to send frequent progress reports. An account of what might be called the "social side" of the first stage of the project appeared in Kist 57 ["Gold Is Where You Find It"].

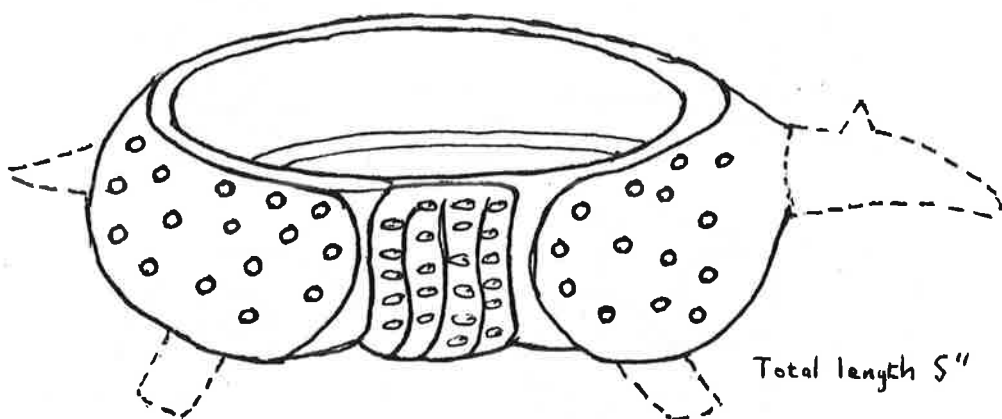
Two of the three ceramic styles found at Lovers Retreat occur widely in Tobago and also in excavations at Cedros and Erin in Trinidad, and indicate the route of the first migrations of pottery-making Arawak people from the Lower Orinoco into the islands about 2,000 years ago. The earlier style was present in the lower levels of each of the five pits dug at Lovers Retreat: sherds of shallow bowls, white on red painting incised curvilinear designs and a very few simple zoomorphic lugs. [See opposite page]. All pottery was fragile and worn. The charcoal-dark matrix also contained pieces of the griddles on which cassava bread was baked - but no food bones, suggesting that the diet at this site might have been vegetarian. A radio-carbon date of AD 640 +/- 120 was obtained from a sample from Pit A.

A group burial just outwith the midden was said to have contained five adults; the bones were extremely friable with no common orientation, but the skulls, the excavator "thought" had showed signs of deformation. The burials were accompanied by a large collection of pottery artefacts and stone implements of a quality not seen before in the Lesser Antilles. The pottery was of the later Trinidad Erin style, sturdily made and imaginatively decorated with 'adornos' the modelled-incised clay heads of animals and humans attached to handles and rims, sometimes stylised and grotesque, sometimes naturalistic. Almost complete vessels included a pot-stand in the shape of a coiled snake and an 'armadillo bowl'. Two bowls had hollow tubular rims containing dried clay pellets to make a rattle. [See opposite and over].

An interesting feature of the assemblage of stone tools was the large proportion of highly polished petaloid celts known



Pottery
from
Arawak site
at Lovers Retreat
Tobago



Armadillo Bowl

in the West Indies, and other parts of the world, as 'thunder stones' and said to fall from the sky. These axeheads, which can be hafted and made to fell a small tree, are usually found by chance in forests and seldom in Amerindian occupation sites except as reworked fragments. A Trinidad farmer brought one into the Museum that he claimed to have picked up, still hot, beside a tree that had been struck by lightning. JB, who wouldn't countenance a supernatural explanation for a mystery, gave him short shrift; but my sympathies were with the farmer - there is something other-worldly about such a celt's green translucent perfection.

Stone implements in the West Indies are confidently ascribed to the Arawaks so it was surprising to find in this group some heavy grey stone objects which normally occur in the Lesser Antilles and are thought to be Carib. As their function is obscure they are called 'ceremonial'; but their presence in otherwise all-Arawak graves is intriguing.

Just as the artistic Arawakan pottery at Lovers Retreat reflected a settled agrarian existence, so the rough sherds found on the surface and at the top of the pits are what one might expect from the restless, warlike Island Carib. These vessels, abundant in Grenada, were poorly made, utilitarian only and with rounded bases which would have needed soft sand or earth to keep them upright; it has also been suggested that

this shape was suitable for carrying in canoes on the long voyages for which the Island Caribs were famed, and the scratched exterior surfaces facilitated grasping and lifting.

Caribs entered the West Indies, probably from the coast of the Guyanas, about a century before the Discovery of 1492. Bypassing Trinidad and Tobago they made for Grenada, the most southerly island in the Lesser Antilles, and began to replace the long-established Island Arawaks by the simple expedient of killing (and sometimes eating) the men and keeping the women as wives. Dominica and Martinique became the main spring-boards for their raiding far and wide; soon after his arrival in the Bahamas Columbus found that they were feared from Trinidad to Yucatan, not least for their cannibalism, and Spanish colonisers left their islands alone.

"Hostile Indians" foiled all early attempts by Europeans to establish a foothold in Tobago. The island had been promoted as a paradise that was uninhabited and ripe for settlement, and in 1628 New Walcheron was built by the Dutch where Plymouth now stands. The luckless inhabitants and those sent out to reinforce them were wiped out by disease and "Indians", a fate that befell the nearby English Fort James, and one built by an expedition from Courland (Latvia, a maritime power at that time). A plan of the Couronian fort actually shows an attack in progress by "Indians" from a "Carib village" which can only be Lovers Retreat.

There is now ample evidence that the Caribs were seasonal visitors to Tobago. They arrived during the months of June, July and August when fish is plentiful in Tobago waters, the visibility is particularly good and sea currents favourable for canoe travel from Grenada. Documentary and archaeological evidence strongly indicates that Lovers Retreat was their landfall, and base for operations in the islands.

We learned a good deal from Lovers Retreat and JB was well pleased. He was soon talking about a remote site in east Trinidad that he would like me to look at, but my enthusiasm waned when he said that a firearm for my protection would be advisable, and that he was sure that the police would give me instruction in its use.

...oooOooo...

JAMES WATT, senior; a merchant of Greenock

William Laing

In Kists 57 and 58 under the title "Behind the Monument" (parts 1 and 2) a short account was given of the Watt family of Greenock and how in a joint effort they developed the first reliable chart of the Clyde and its approaches, entitled The River of Clyde. It was published in 1759 and initially sold by James Watt the Engineer (of steam engine fame) from his instrument workshop in the University of Glasgow.

Ongoing research into the creation of this first chart of the Clyde has shown that the father of James Watt the Engineer also named James Watt (1698-1782), who was a merchant in Greenock, provided some of the information that led to the publication of the final chart which is traditionally assigned to John Watt, elder brother of James the Merchant; however John, who died in 1737, was responsible for only an initial draft from Glasgow to Toward Point; it was James the Merchant and his son James the Engineer who extended the chart to Portencross and developed the inset map that shows the approaches to the Clyde from the North Channel.

Through the good offices of Dr J.N.Moore of Glasgow University Library the writer was made aware of the large collection of Watt family manuscripts held in the archives of Birmingham City Library. A preliminary selection of these, made by Dr Moore, has shown that James Watt the Merchant was an avid collector and recorder of maritime information mostly referring to the west coast of Scotland in general and the Clyde in particular, and that this had in part been used to extend the initial work of John Watt and help create the final Watt chart of the Clyde. James Watt senior's interests, however, were quite diverse, and extend here from a study of the tidal characteristics of the St George's Channel to an economic enquiry into life in the "Lewes" in the mid 18th century.

It is interesting to speculate why James Watt the Merchant went to so much bother to collect and record all this maritime and related information. No hint has yet been found that he intended to publish a pilot book that could have been a useful supplement to the published chart. There have been examples of sailing 'rutters' covering the Clyde area from as early as 1540; these give the information required for 'cape to cape' navigation - distances, directions, tidal flow data and the

establishments of ports, details of safe anchorages and marine hazards. The Watt manuscripts do not achieve such completeness; they are almost free of tidal information despite the fact that they cover awkward locations such as the narrows at Corran in Loch Linnhe and off Duart Point in Mull. Watt describes these areas, including distances and safe anchorages, but does not give the vital tidal characteristics. He prepared quite detailed distance tables, e.g. he covered both the east and west sides of Loch Fyne, giving a multitude of compass bearings of prominent positions from a series of elevated vantage points, but made no attempt even in a crude way to establish base lines of known length and bearing and so derive a grid from which an accurate map could be laid down.

As a merchant, James Watt did have the need and opportunity to travel widely in the west of Scotland; he must have known the ferrymen and packet masters operating near or in the Clyde. As a ship chandler and an adjuster of ships' instruments, based in Greenock, he would know many deepsea ship masters who plied their trade from the upper Clyde ports. Recently evidence independent of the Watt manuscripts has come to light to support this view. A study of the records of the Vice Admiral Court of Argyll in the 18th century (private communication from Frank Bigwood) reveals the following entry for 25th Dec. 1755: "Lybelled Summons: James Watt, wright and merchant in Greenock against Neil Campbell and Archibald MacLarty".

This case covers goods provided for the brigantine "Mary" of Glasgow by Watt to the vessel's owner (Campbell) and master (MacLarty) which had not been paid for! The vessel was bound for London, and the goods provided were partly cargo and partly equipment for the vessel, indicating that the Watt business in Greenock was not only servicing local shipping but exporting goods to England.

James Watt the Merchant was also a Baillie of Greenock and so was involved in the political matters of the day as these affected Greenock and his own business. He was active in opposing Parliamentary moves made by the Glasgow authorities to convert the upper reaches of the Clyde into a type of canal; this would have brought to an end the very lucrative trade, centred on Greenock and Port Glasgow, for transferring goods from ocean-going vessels to shallow barges that could just reach up to the Broomielaw with the tide. Not that Watt was opposed to canals; within his papers are details of schemes to build canals across the Kintyre peninsula, and a series of

canals or cuts that would open up the Great Glen to shipping. Schemes like these eventually came to fruition, unlike some other of his canal ideas that involved cutting a canal between Stranraer and the head of Luce Bay, and using the River Nith and a canal from the headwaters of the Nith to Ayr as a means of getting from the Clyde to the Solway and so avoiding the problems of rounding the Mull of Galloway.

James the Merchant was active from before the 1745 rebellion to his death in 1782. This period coincides with the "Scottish Enlightenment" defined by David Daiches (A Hotbed of Genius, 1986) as an extraordinary outburst of intellectual activity that led to "improvement of man's understanding of himself, both body and mind, both the individual and the social self: and improvement of his understanding of the natural world. There was also general interest in communication, both physical (roads, bridges, canals) and intellectual and social (conversation, written essays, clubs and societies). And everywhere was the aim of improvement".

The large collection of manuscripts by James Watt the Merchant may simply be his humble contribution to this era. It may be that as a matter of habit he recorded in more detail than others what was going on in his local area and what was of potential value to his business and his community; with the exception of his contribution to the Watt chart and the records of the Baillie Court of Greenock there does not appear to be any other contemporary published evidence of his work.

He was fortunate in that his son the Engineer became, before his departure from Glasgow to the South, a close friend of two of the scientific leaders of the "Enlightenment", Joseph Black (chemist, physician, industrial consultant) and James Hutton (a founding father of geology and a canal enthusiast). There can have been very few country merchants in Scotland who had through their family such close connections with such men, and in the position to hear almost directly what were the leading discussions of the day.

It is hoped that the following description of some of his areas of interest, with a selection of quotations from the relevant documents will demonstrate the value of the Watt archive in providing political, economic and cartographic information pertinent to the west coast of Scotland in the mid 18th century

Several of the manuscripts consist of collections of distance measurements, in most cases with no evidence or comment

on how they were obtained, except in the special case where Watt is comparing distances derived from a series of named maps. He had access to maps by Dorret, Adair and Rae as well as the Watt family drafts, and it can be assumed that in the inset map printed with the Firth of Clyde chart the reference "according to the best authorities" must refer to these sources.

In a manuscript Distances of Places in the Clyde he gives the following series on the west side of Loch Fyne:

1. from Skipness to [East] L[och] Tarbert8 [miles]
2. to Barmore11½
3. to Lochgilp and Silver Craigs16½
4. to Ot[t]er [Spit]18½
5. to Loch Gair20½
6. to Inver Lithen -
7. to the Iron Works (Furnace)28
- to Kilbrice (?Kilbride)32
8. to Inverara..... -

A similar table is given for the east side of the Loch, listing places such as Pointaird (Ardlamont Point) Scate, Castle Lachlan, Creggan[s], St Cathrings (St Catherines). A comparison with modern values shows that the errors are random, and the mean error value is about +/- 1 mile.

Using distances from both his map collection and presumably the experience of coasting masters Watt demonstrated that large distance savings could be made on coastal journeys if canals were cut at strategic places - as follows:

"from Greenock by sea to Leith round going [i.e. via Mull] is said to be 610 miles.

to sail[from Greenock] by a cutt at Tarbert to Mull	84 miles
from [there] to Fort William	30 miles
from [there] by lochs and canals to Inverness	54 miles
from Inverness via Buchaness to Leith	205 miles
Total	373 miles

A saving of 237 miles"

Another calculation from the same manuscript compares a journey from Mull to Leith, either via the Great Glen (289 miles), or via the "Tarbert cutt" and the proposed Forth and Clyde Canal (139 miles) suggesting a saving of 150 miles. These ideas not only reduced the distance but limited the exposure to dangerous headlands and very open waters. Note that Watt the Merchant was thinking of a "cutt" at Tarbert and not at Loch Gilp.

Another manuscript is a rough notebook of travel expenses

and other costs incurred by the Merchant as he travelled on business in Argyll, Islay and Jura. The following extracts give a flavour of the contents and some insight into the variety of the transactions.

August 1769. This a business trip involving the transport of merchandise to somewhere called ?Frapphouses, which seems to be between Loch Eck and Loch Fyne:

Cloch [ferry]	2/8½	(2 shillings & 8½ pence)
[vessel to] head of Loch Eck	3/0	(3 shillings)
paid 5 men's diet 5 days	12/6	(12 shillings & sixpence)
paid drink	4/9	(4 shillings & ninepence)
[ferry] at Dunoon, freight	3/2	(3 shillings & twopence)

July 1767. The following extracts refer to a journey by boat to East Loch Tarbert and then by horse to Campbeltown and Dunaverty, near Southend; the return journey seems to have involved going to Loch Gilp and Bute:

at East Loch Tarbert paid boatmen for freight 3/0.
 paid at ferry house of Tarbert 1/0
 paid horse hire at Baloniktie [Bellochantuy] 2/4
 paid at Campbelton..... 2/10
 paid at Dunaverty 2/6
 received from Archibald Turner, merchant, John Scotsland, Greenock, £5 sterling, which I promise to pay to his wife in Greenock, on my arrival at Greenock.

paid at viewing new church in Campbeltown
 and to worker men£1 2/0
 boat freight to Loch Gilp7/0
 paid at Bute and for boat freight home11/8

These details indicate that John Watt was trading merchandise along the Kintyre peninsula; he was travelling by horse, but the goods seem to be often carried by sea, suggesting the roads were bad. Watt was for some reason involved in the construction of a new church in Campbeltown, and might even have supplied workers from Greenock. He was clearly trusted by his fellow merchants to convey money at a time when banks were not available.

August 1768. This trip takes Watt to Islay and Jura; other documentation indicates that one reason for the trip was to map Loch Indaal in Islay, and also part of the south east coast of that island. He may also have done some mapping in

Jura, near Craighouse and the Small Isles. On his return to East Loch Tarbert he makes a cross country journey to Loch Caolisport on the west side of the Argyll peninsula, before finally returning to Greenock; this is of special interest as he left extensive notes on the mapping of that peninsula between Gigha and Loch Sween. The whole journey lasted four weeks of 1768.

paid at West Loch Tarbert [? for Islay ferry]	5/0
paid at Port Ascaig in Islay [? for freight].....	3/0
paid at Killierow [in Islay]	3/6
[paid] the "Peggy" of Islay, Capt. Robert Wright,	
[? for survey hire]	£2 7/7½.
paid at the Loudons [near Bowmore]	10/6
paid the man and horse at Bowmore	7/6
at Mr.Campbell of Arminish [Jura]	2/0
paid at Port Ascaig coming home	9/0
paid crossing the moor to Loch Caolisport	
for sundries and boatmen	17/6

This journey is of major interest as there is written information on costs, there is a journal, and a very precise chart of Loch Indaal. Further study may reveal why James put so much effort into this undertaking.

James the Merchant, with his background of business and local politics, kept an eye on wider political matters; one item that caught his attention was a government tax on the coastal trade in coal. In his Remarks on the loor [lower] part of the Clyde from the Mull [of Galloway] to Grenok on the coal trade he points out that whereas all sea-borne coal trade in the Firths of Forth and Tay west of a line between Red Head, north of Arbroath, and Dunbar was free of this tax, the situation in the Firth of Clyde was very different. For example coal carried from Saltcoats to Bute and from Girvan to Stranraer was taxed, while coal carried from Kellyburn near Skelmorlie to Ballantrae was tax-free. Watt argued that these "restrictions" on the coal trade were a loss to the owners of coal grounds, caused a limitation on the numbers of people employed both in winning and transporting the coal and so resulted in fewer trained seamen being available for the Navy. It would seem very likely that Watt's business, which involved him in ship ownership and chandlery, also involved him in the coal trade, and that, like most merchants, he was unwilling to pay tax!

Another document, in the form of an enquiry, possibly to an agent in Lewis, as to the economic state and the trading possibilities of the island, shows the wide-ranging interests of the Merchant. He wishes to know details of the local cereal crop (oats/barley), what types of fodder are available (grass/hay/"bog" hay) and whether potatoes or turnips for winter feed were grown. He enquires about lint, hemp and kelp, and about minerals such as freestone, limestone, ironstone, coal and lead. He is interested in marble, slate and wood products, and on details of the local fishing, mentioning salmon, herring, cod and ling; this particular interest extends to whales and oysters. Lastly, he enquires about the availability of cheese and poultry, and which towns and villages have fairs and public markets. All this suggests that he was very much aware of what goods and materials were available and needed in the more heavily populated parts of Scotland, and was anxious to see if there were business opportunities for him in Lewis. Some of his enquiries reveal an understandable lack of knowledge about the geology of Lewis, but his interest must have been whetted by his contact with the 'highlanders' who came to Greenock in large numbers during the local herring fishing season. Sea transport would have been available to support trade with Lewis, as there was an established sea route from the Clyde to Leith which had to pass Lewis, in the absence, at the time, of a shipping passage through the Great Glen.

It is hoped that this short article will raise an interest in the "other" members of the Watt family of Greenock, particularly James the Merchant the father of the famous Engineer. The Watt papers held in the Birmingham archives contain a wealth of information about the west coast of Scotland in the mid 18th century, and I recommend them to local historians.

Note: the main source for quotations in this article is Birmingham Central Library, Boulton and Watt Collection, Muirhead IV, misc. (BCL/BW/M IV/)

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Editorial note.

There is a great deal of valuable material, both in the 'natural history' and 'antiquarian' aspects of Mid Argyll, lurking unseen among our members and our readers. Articles or notes for Kist on Mid Argyll subjects will be welcomed.

BOOK REVIEWS

A LIVING FROM THE LAND: The reminiscences of Tom Porteous, recorded and written by Beryl Robinson. The Gullane and Dirleton History Society, 1999. P/b, 104 pp, 12 photographs. £5.75 (inc. p&p) from Michael Cox, 31 Garleton Court, Gullane, East Lothian EH31 2HP. ISBN 1 870479 05 X.

This little book was the surprise treat of my Christmas. It is what every History Society, including ours, should be doing. Tom Porteous, described in the G. & D. History Society Chairman's Foreword as "a proud and inventive man who gave good service but knew his worth" is in his ninetieth year and looks back to farms with sixteen pairs of horses and workforces of a hundred - but though his memory is unflawed he is always ready to tackle every new device, whether it be a sawbench powered by a motorbike engine, the conversion of a double-decker bus to a turkey-house, or turning himself into a forester. His working life centred on East Lothian farms with very different demands from Argyll holdings, but, as I read, old scents and sounds, and even a few small skills, came back to me. Nor is that all, for Mrs Robinson has done a marvellous job of getting Tom's words on paper and tucking in the occasional explanation of a technical or local term without breaking the flow or losing the rhythm. Both parties are to be warmly congratulated; the book will be a delight to all who remember the 'reign of the horse', and a considerable eye-opener to those who have not had that privilege.

M.C.

KILMARTIN: An Introduction and Guide. Rachel Butter. The Kilmartin House Trust, Kilmartin, Argyll, PA31 8RQ. ISBN 0 9533674 0 1

This glossy softback describes itself as a guide to the area based on the displays at the Kilmartin House Museum; whilst a visit to the Museum is certainly to be recommended it is not essential to the enjoyment of the book, which can stand on its own as a valuable account of the history of the Kilmartin Valley. Laid out under five dramatic headings e.g. 'Time and Landscape' and 'Friends and Enemies' the story is told of the contrasting ways people have used the landscape over the last 10,000 years - first nomadic visitors, then settled people who

practised agriculture, then a sophisticated and wealthy society whose dramatic cairns and standing stones were symbols of power both political and spiritual; then a frightened people living in forts and duns, their past seemingly forgotten. With stunning photographs by David Lyon the book is set out like a literary version of a C.D.Rom. Each section of main text is surrounded by pictures, drawings, maps and snippets of further information; there is even a set of practical instructions for making a wicker and hide boat - one never knows when this may prove useful; remember the Millennium Bug. At the back of the book is a gazetteer describing key sites, and a set of 'Footnotes' giving sources. For anyone with some knowledge of the area the book is invaluable in collating what is known and placing it in context; for the novice and newcomer there is no better place to start.

N.O.S.C.

ALEXANDER III, KING OF SCOTS. Marion Campbell.
House of Lochar, Isle of Colonsay, Argyll, PA61 7YR
ISBN 1 899863 55 9

I am not a historian and cannot review this book from a professional historian's point of view; but although historians proper will find it an indispensable addition to their shelves - there has been no full study of Alexander III since Sir James Fergusson's of 1937, which is long out of print - the general reader will not only enjoy the life story of a king whose reign was regarded as a golden age of peace for Scotland, but be carried along by the sweep of the mediaeval background, its splendour, violence, and the unbelievably complicated relations of royal families. (There are tables to help with this!) We can follow the constant efforts of Henry III of England and of his son Edward I to annex Scotland, and Alexander's equally constant diplomatic blocking of the attempts; we learn the characters and motives of lesser actors in the drama; we can visualise the great occasions such as the enthronement of the seven year old Alexander in 1249, and the royal wedding at York in 1251, with its splendid furnishings and brilliant dress, (and the enormous catering provisions). As ever in Miss Campbell's historical work we find ourselves saying "You would think she had been there!" The sets of scholarly notes appended to each chapter, giving sources and comment, and the five appendices bear witness to

over forty years of amassing material, and to the meticulous ordering and selecting of it that have gone into this book. The result is full justification.

A.O.M.C.

DESERTED SETTLEMENTS OF KILMARTIN PARISH. Allan Begg
Argyll & Bute Library Service 1999. £10.99.

ISBN 1 903041 00 7

The researches carried out by Allan Begg from 1986 for some ten years, on foot with a camera and a succession of large notebooks, collected a huge body of information, much just before it slipped away for ever. Selections of his research were published in Kists 45,46 and 47; this book is the full record of his work in Kilmartin Parish, illustrated with his own photographs, in black and white and colour. To read his 'journal of personal observation' is like walking with a friendly companion who shares his knowledge and memories as he goes along. A recommendation - the first printing sold out on the first day, before all would-be buyers were successful, rapidly followed by the second. A new printing is to appear in April.

A.O.M.C.

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CANDLEMAS - A FURTHER NOTE.

(See Kist 56).

Murdo MacDonald

Craignish and Minard Public Schools record the observation of Candlemas. Kilchrenan Public School in Lorn records:

4 February 1876: Wednesday being Candlemas day was, as usual, observed as a holiday. All the Children were present with their offerings.

5 February 1878: This day was held as Candlemas and the Children brought their offering to the Teacher.

8 February 1879: Monday being Candlemas the Children made their usual offering to the Teacher.

Three weeks after making that last entry the teacher resigned. His successor, the new broom, swept in, pronounced the work of his pupils to be "glaringly deficient", and no more is heard of Candlemas.

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SUMMER EXPEDITIONS 1999

April 17th. Kilmartin.

Meeting at the pleasant Lady Glassary Wood car park we heard a short talk from Robert Gordon, then of the Kilmartin Glen Project (see Kist 53), on the prehistoric sites of the area and the methods taken by the Project to make them easily accessible to the public, but unobtrusively so. We then crossed by the new bridge across the road from the car park leading to the Nether Largie standing stone complex, no longer sliced in two by a wire fence, and so on to the further monuments.

May 15th. The Taynish Peninsula.

As always a very enjoyable walk through the Taynish woodland. The small turnout of members made this a very intimate gathering, and it was good to check on sightings of birds and plants seen on previous visits - no woodpeckers this time, nor otters. The highlight of the day was the viewing of a rare plant shown to us by John Halliday, as trusted conservationists!

June 19th. Mount Stuart, Isle of Bute.

Arguably the wettest day of the summer. We crossed from Coltraive to Rhubodach and joined our hired bus. A brief detour in Rothesay let us view the outside of Rothesay Castle (impressive); then on to Mount Stuart where we were picked up by the estate wagonette (in its wet-weather cover) and driven at a stately pace to the house. We spent almost all of our time going round the magnificent rooms at our own pace, enjoying the talks given by the guides posted in each room, and free to examine and ask questions about items that interested us. Lunch in the cafeteria; a brief walk in the rain for some and a visit to the "Mead Hall" (free samples offered!) ensured that most of us went home with a bottle of traditional alcohol.

July 10th. Old Achnaba.

A beautiful afternoon after a wet morning, and we all enjoyed the hillside walk, guided by Agatha Lewis. See pp.9-11 for a description. Photographs by Brenda Parry-Jones.

August 7th. Torran, Lochaweside.

A good day after much rain, which made the tracks very muddy. Guided by Anne Kahane we first climbed up to Dun Toiseach, now very ruinous; but the view was magnificent, including several

crannogs on Loch Awe. Then down to puzzle over a substantial stone building partly set into the hill, probably a special cartshed. Then up to join the old hill road, past the Angel's Well, then across country to the Inverliever cairn, its central cist much disturbed, some slabs displaced and the capstone missing. Down to the main road and back to Torran Farm to view the standing stone, firmly Christianised on both sides by incised crosses.

September 11th. Auchindrain.

About twenty members enjoyed a tour of the township at their own pace, going in and out of the houses, barns and byres with their fascinating contents. The day was pretty dreich, but perhaps gave us a truer impression of some of the hardships that the inhabitants endured.

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AWARD

The Society is delighted that our Treasurer, and former President, Anne Kahane, has been awarded the MBE "for services to archaeology". We know how much she has done for our Society, and she is active in so many other archaeological contexts. It is good that her work has been officially recognised. We offer her our heartiest congratulations.

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Copies of The Kist can be obtained from the Membership and
Publications Secretary, price £1, postage and packing extra.