

**Chapter 1 : Notices to Mariners | Forth Ports**

*Mariners meets the 2nd Saturday of each month (September-May). They meet at 6pm for a potluck dinner, fellowship and a program. In January and February they do brunch at 11am.*

Fyffe Family Papers, William L. Charles Fyffe, also a doctor and planter, first settled in Norfolk, Virginia, and then moved to Georgetown, where he purchased a lot and built a house in . The brothers in America maintained ties with their family in Scotland, including their father James Fyffe, sisters Elizabeth and Magdalen, and brother John, a merchant in Edinburgh. The family also corresponded with a cousin, David Fyffe of Drumgeith, who traveled to Jamaica. When Alexander Fyffe died in , his family had considerable difficulty in settling his estate and collecting the debts owed to him. Over the next several years, William and Charles struggled to ascertain the condition of the estate and the debts owed to Alexander. William sent his young sons, James and Charles, back to his family in Scotland to be educated, entrusting them to the care of his father and sisters. He hoped that the change in climate would improve their poor health. Intending for Jamie to become a merchant, he arranged an apprenticeship for him with his uncle John to learn the retail business, and planned for him to return to South Carolina at the age of . William wrote that if "his Merit should recommend him as a Partner in a good House, or his Friends would support him with sufficient credit to commence Business Adieu my dear Sisters since the Pleasure of meeting in this world is denied us that we may have a joyful meeting hereafter is the earnest Prayer of your most affectionate Brother, William Fyffe" December 1. Plans were somewhat altered by the advent of the American Revolution. After the war, his estate was confiscated and auctioned off. He returned to South Carolina in , but was living in New York by . With his regiment, he embarked for Gibraltar in , then sailed to Barbados in the British West Indies in . David strongly disliked Barbados when he first arrived, calling it "hot, dull, stupid and unpleasant with hardly a redeeming quality" March 6. In , he was transferred to the island of St. Vincent, which he described as "a beautiful island, all fine grand looking hills covered from top to bottom with rich, green, beautifully green wood" September 6. He also noted that "There are a tremendous lot of Scotch people in this island" April 3. Vincent, he fell in love with and proposed to a young woman, Mary Cumming, but his parents refused permission and he was forced to break the engagement. Afterwards he wrote to his mother, "I could not think of it as you both disapprove, nor would I for a moment entertain the idea of marrying a girl without means to support her When the 46th embarked for Canada in , David Fyffe was delayed by a court martial which required his testimony. He was later transferred to the Depot in Ireland, where he finally had an opportunity to visit his family. In , he was able to purchase a commission as major from a retiring officer. He died in .

Collection Scope and Content Note

The Fyffe family papers contain correspondence of various members of the Fyffe family from two periods, and . The majority of the eighteenth-century letters are written by William Fyffe and addressed to his sister Elizabeth Fyffe in Dundee, Scotland. In these letters, he described activities such as his medical practice and rice plantation, as well as family news. William also wrote to Elizabeth concerning the education of his sons James and Charles, whom he had entrusted to her care. In two letters from William to his father James Fyffe, he discussed contemporary issues in South Carolina such as paper currency, the Regulator movement, and the dissolution of the South Carolina Assembly. This part of the collection is completed by a receipt from John Fyffe and a memorial for Elizabeth and Magdalen Fyffe concerning the acres in Georgia they inherited from Alexander. The nineteenth-century correspondence consists of letters written by David Fyffe of the 46th Regiment, while he was stationed at Barbados and St. Vincent in the West Indies. He regularly wrote to his mother, Helen Fyffe, and his sister, whom he affectionately referred to as "Wifey. They document various aspects of military life in the West Indies, such as the movements of regiments, living arrangements, periodic outbreaks of yellow fever, and the English mail packets. David Fyffe also described theatrical productions, balls, races, and other social entertainments organized by the soldiers. In a letter dated March 7, , he told his mother about a recent earthquake in the West Indies which had caused great destruction on the islands of Guadaloupe and Antigua. The same letter also described a large comet he had observed. In , he discussed the issue of emancipation in the West Indies and mentioned a census riot which had occurred in Dominica March

20, June 6.

## Chapter 2 : Tracing Master Mariners

*MARINERS AND SEAMEN. Few bodies could be more important to a burgh like Dundee the masters and seamen. Dundee, the second wealthiest burgh in Scotland for centuries was little more than a harbour, having nothing such as minerals like coal, iron, water power or anything else to ensure wealth.*

The earliest date available is which has been printed and published on microfiche. This is readily available for purchase. Although this contains retrospective details to , it officially contains the details only of those Masters in service in though there are isolated entries where the man is known to have died, and the information had not yet been transmitted. Note that these registers can contain a wealth of information about individual voyages and also some biographical information about each man. Note that some of the registers may not be copied at all due to their fragile condition, and that in any case, a black and white photocopies are inadequate as the registers have colour coded entries. Most of the registers have been filmed, and should be available at large archives worldwide which have a maritime section. You should be aware however that some of them have been very badly filmed and can be virtually illegible- this is not the fault of the originals which are perfectly clear. Having passed the examination for a certificate of competency, a man had to make written application for the granting of the certificate. The information was entered in registers and the resultant information is of great value to the researcher. For these, you will need to provide the certificate number. Not all applications have survived. They should include all voyages undertaken over at least the four years prior to the award of the certificate, along with useful biographical information supplied by the applicant. The NMM makes a charge for production of these certificates and has a long waiting period. Their web site is at <http://www.nmm.org.uk>. The Public Record Office has an ongoing programme of filming documents for conservation purposes, and once filmed the records may become available through maritime archives, or LDS Family History Centres. You would be well advised to check whether the documents have become available locally before making a long journey or employing someone to undertake the research. Some records are still in the process of being transferred to the PRO and again you should contact them to check access before travelling. The PRO will not conduct a search on your behalf but will send out a list of researchers prepared to undertake such work. They have recently updated the on-line help leaflets available also via their web site. Their catalogue is now on-line and the correct references of the records you need may be ascertained from that. You will need to identify the correct LDS film reference for ordering purposes by using their own catalogue. Their catalogue is now also available online. A short cut to finding this section of the catalogue is: Go to the custom search page at <http://www.pro.gov.uk> BT 98, to , , , , Other published records - Lloyds Register of Shipping and Mercantile Navy List are readily available at many large libraries and maritime institutions. It is always a good idea to approach the Local Studies section of the Library or local Maritime Museum in the port from where you think your mariner was sailing. It is also wise to join the Family History Society for the area too.

**Chapter 3 : Friends of Dundee City Archives - 17thC Ship List A**

*Mariners of Dundee, Their City, Their River, Their Fraternity* by Hamish Robertson starting at. *Mariners of Dundee, Their City, Their River, Their Fraternity* has 0 available edition to buy at Alibris Alibris for Libraries.

By David Shapton To put these lists into context we need to imagine ourselves back in the 17th Century. These and other sources make it clear that the burgh was small: There, apart from the pier, small boats, such as fishing boats, would have been drawn up on the strand. These were troubled times. The Civil War conflicts of , and , with the attack of Montrose on April 4th , were more serious, however, and worse was to come: General Monk "sat down before Dundee at the end of July and on 1st September ended the siege by an attack at noon". Thereafter, the Scottish Parliament passed three Acts in to assist Dundee. The first provided a tax for five years on French wine, Rhenish, brandy or tent sold within the town. The second authorised a general collection to be made throughout the Kingdom for the purpose of repairing the harbour. The third granted two additional markets or fairs each year. Unfortunately, the shipping records are missing between and , patchy between and , then scattered and very incomplete until Roads, such as they were, were famously bad and much was carried on the backs of packhorses or people. Loads were restricted since a horse, which could have pulled 10 cwt [ kg] on wheels, could carry only lb about 2 cwt or kg on its back. The vile state of the roads meant that wheeled traffic remained unfamiliar in most parts of Scotland until the next century. Perkin in his *Age of the Railway* quotes an incident: As a result, ships and small boats - which could go upriver or land on a beach - were widely used since they could carry larger loads and use the wind as a source of power. Unfortunately, no direct information has survived about any Dundee vessels of this period but quite a lot is known about two relevant replicas of ocean-crossing ships: The *Matthew*, sailed by John Cabot to Newfoundland in She is 60 feet [ The original ship returned from Newfoundland to Bristol at an average speed of 5 knots. The replica has sailed at 7 knots in a good wind. We know also that *Mayflower* carried a small boat known as her "shallop", used to explore the coast, to carry goods between ship and shore, etc. It is therefore likely to be a typical small general-purpose vessel of her time. Some idea of her carrying capacity is given from the record that she took 18 men on one expedition and 32 men on another, together with their equipment and food. Whatever their size, 17th Century vessels sailed well enough down-wind but not so well into the wind. They could be held in harbour or in a bay by containing winds and there could be no tightly timed scheduled runs as there are today with container ships. Sometimes the lists refer to a man as both Skipper and Master. The meaning of "Skipper" is not explained but he may have had a share in the vessel. In regard to this, it was quite common in the English West Country in the 19th Century for a boat to be owned in shares of 64ths of the total value and earlier Dundee vessels may have been financed in a similar way. Certainly, some entries show that the Master owned part of the cargo - also common practice in the 19th Century West Country. In the days before telegraph, telephone or fax getting a cargo depended on personal contact and letters or packets delivered by hand. Such a network of contacts, in Scotland and abroad, would share knowledge of the available cargoes and vessels. It could be not unlike the situation of the 20th Century skippers of Medway barges who, if they were not working for cargo owners or agents, had to be on the lookout for their own cargoes. Cargo was handled by muscle power with ropes and pulleys used to move cargo in slings, nets or on hooks, much as in ancient times. The Shipping Lists record only cargoes unloaded in the harbour of Dundee - goods landed at the Burgh pier or quay. Goods might be taken away directly or put into a safe transit area or store e. The Shipping Lists The Lists, hand-written on paper sheets, were rebound in two volumes in the midth Century. They describe only the inward movements of ships and cargoes to the port of Dundee. The first volume runs from to with a few additional entries. Records from to about the early s usually give additional information about the ownership of specified items of cargo. The title page of the first book has examples of writing practice, no doubt by later hands, but the two dated inscriptions can be read: Begun in the month of March AD The second book runs from to but it has no title page. What follows is very much an account of "work in progress" because, so far, I have transcribed the first book from March to December and all of the second book - There is already sufficient data to show that computer databases need to be set up

before the information can be made easily accessible. The Shipping Lists show that Sir Alexander Wedderburne used a simple, effective and easy-to-check system, the essence of which was the keeping of two sets of books: Shipping Lists which were compiled by clerks, probably the tallymen who recorded the arrival of the ships and what was landed. Support for this view is the fact that although most entries are in date order, this is not always so. This information would be useful in avoiding disputes between the carrier and the owner of the cargo, as there was an independent record of the landing cargo. It could also be used to check whether dues had been paid or were still owed. A record of dues paid into a separate office and kept separate from the Shipping Lists except for auditing purposes. Evidence for this is in the - entries but it makes sense to think that it was used earlier by the family. This is typical of other seafaring communities and sons would follow their fathers in a hard, uncomfortable, dangerous, but sometimes profitable calling. We can safely imagine that the seafarers believed that the merchants on land made most of the money. The entries in the List vary in style of handwriting and in the amount of detail given. The language is that of the Scots tongue of the time, latinised to some extent, with the spelling as pronounced. Transcriptions of the following entries provide an interesting comparison. Eduard Edward 6th July On which day compared James Moncur master of the bark called Eduard lately come from Quhidbro Queensburgh on Isle of Sheppy in Kent in England and entered the said ship sic containing bark pieces of bark to be used for tanning? The second set showed changes not just in style of handwriting but in the cargoes landed: Dundie Dundee 21 May This said day John Kenny master of the good bark called William of Arbroath of burthen burden 10 tun tons compaired and entered the same come from Montrose and laodned loaded with victwalls victuals ie foodstuffs. In testimonie testimony whereof he has submitted the same on [the] day and place foresaid. In testimonie whereof he has submitted these presents made his declaration [on the] day and place forsaid. Signed John ffraser Dundie 24 May This said day John Cleton master of the good bark called the John of Dundie of burthen 10 ton and entered the same come from Inderheder Inverkeithing and launded with coalls coal. In testimonie whereof he has submotted this same day and place forsaid. Entries such as this and the one for 21 May are evidence for the use of the Shipping List in checking whether proper dues had been paid. Another entry of considerable interest shows that a group of people had got together to bring a cargo from Roane in France. Roan, near Bordeaux, was a fishing village favoured by some Scottish Colorists at the turn of the 20th Century. Seeing that Bordeaux spelt Burdeaux in the 17th Century as in a present day Spanish map was well known to Dundee mariners it is possible that the cargo in the Grace was indeed shipped from Roan. The following was transcribed by AH Millar and published one hundred years ago, in Item thrie doz poitts and foure rym palpire pteining to Donald thornetoun Item thrie doz poitts and 3 gross cartis pteining to Alexr ross. Item foure pund gallenttis pteining to Alexr Symer. Item 2 doz poitts 2 gross cartis 6 gross Cannes 2 doz spongis ane gross pennaris and Inkhornes pteining to Patrik Carmichaell. Item 16 doz poitts girds 3 gross Cartis 1 doz sponges pteining to Alext blair and Jon traill. And sex pocks waid and tua dussone poitts pteining to Andrew Cowye. The cargo is a mixture of "ordinary" goods such as waid woad - used as a dyestuff and "luxury" items such as black silk or rich embroidery materials. One of the potentially interesting uses of the information from the original entries is to list cargoes belonging to one individual over a period of time, giving an idea of his or her commercial activities. However, the card index system, modelled on that used in the Dundee Archives for shipping lists of a later period, was intended primarily to track the movements of masters and vessels into the port of Dundee. Entries, such as that for 25th April for the Grace whose master was Alex Blair, can be transcribed into a tabular form. This is facilitated by showing sum totals for each of the different kind of cargo in the cargo column for each single entry. More complex analysis, say of the large number of different kinds of cargo that the Grace once carried, will require data to be held electronically. It would then be possible to review, both speedily and accurately, quantities of a specific cargo type over a period of one or more years and to follow the activities of masters or vessels over a period of years. As an example, although incomplete, the following transcript of extracts illustrates the activities of a single master:

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### Chapter 5 : Dundee International Submarine Memorial - Wikipedia

*Extraction of baptisms for Dundee Mariners Church - NRS Reference CH3//4. This record set contains entries (in PDF format), and has not, as far as we are aware, been published before.*

### Chapter 6 : Maritime Photo's General

*Notices to Mariners Firth of Forth. Ports of Leith, Rosyth, Dundee and Tilbury. London Container Terminal handles in excess of half a million containers per year.*

### Chapter 7 : Carlisle Border Reivers - Wikipedia

*Difficulties arose over the constitution of the Mariners Church. By order of Assembly in , the church was sold and the congregation was sanctioned as an ordinary charge, apart from the former constitution, under the name of St. Paul's.*

### Chapter 8 : DUNDEE (ST. PETER PARISH), SCOTLAND - BURIALS -

*Photopolis Old Dundee In Photographs. Photopolis is a major photographic digitisation programme undertaken by Dundee City Council with funding from the Scottish Cultural Resources Access Network (SCRAN). A selection of high-quality photographs from various collections in the Central Library and the City Archives have b.*

### Chapter 9 : Ancient Celtic Laws

*Alexander, Charles, and William Fyffe of Dron were three brothers who emigrated from Dundee, Scotland, to America in the s. Alexander Fyffe settled in Savannah, Georgia, as a merchant with the business Alexander Fyffe and Company.*