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# BOAT RESTORATION, REPAIR AND BUILDING IN THE EAST NEUK

A UNIQUE OPPORTUNITY

RICHARD WEMYSS

## SUMMARY

The purpose of this document is to look at the future needs of boat restoration and repair and building in the East Neuk of Fife, currently operated by the Scottish Fisheries Museum Trust. To highlight the need for an economic development plan looking at:-

- The limitations of the facilities that are presently in use
- The nearest available facilities that could maintain future developments
  - Slipway facilities St Monans
- The development of the current services creating a centre of excellence
- Potential economic development
  - The creation of high value employment, in skilled tradesmen
  - Marine and maritime heritage tourism traffic.
- The Industrial Heritage of the area

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## THE SCOTTISH FISHERIES MUSEUM

### THE MUSEUM AND THE HISTORIC BOAT COLLECTION

The Scottish Fisheries Museum, Anstruther, first opened its doors in July 1969 and over the 49 years since has collected a fleet of historic fishing vessels.

The 22 boats in the collection include the operational flagship Fife type herring drifter, the Reaper built in 1903, and the White Wing, a 33ft Fife yawl built in 1917, with the others on display in the extensive museum complex.

The Museum collection is recognised as being of national significance, and each year more vessels are offered to the organisation with varying degrees of national significance, and in varying degrees of dilapidation.

Other approaches also come from owners of wooden vessels looking for practical help and advice and often they are looking for skilled tradesmen to repair or restore aspects of their vessels.



### THE BOATYARD

Included within the museum complex is a historic boatyard where fishing vessels, yachts and other commercial boats have been built under well-known companies as Alexander Aitken and Smith and Hutton.



Over the last 30 years volunteers have worked on the museum vessels, repairing and restoring them and in 2015 professional boatbuilder and naval architect Dr. Leonardo Bortolami took over the management of the yard. <http://leonardobortolamienglish.weebly.com/>

Projects have included major restorations of the 100 year old White Wing, and 62 year old Fruitful, both historic fishing yawls, developing staff, trainee and volunteer skills, and advising and developing and supervising in the £500k project refit project for the Reaper in 2017.

New projects are being developed from Conservation Management Plans to maintain or restore boats in the museum's collection.

## BOAT RESTORATION, REPAIR AND BUILDING IN THE EAST NEUK

The facility in the museum has a very limited in scope, a 33ft vessel being the maximum length able to be worked on within the building. A vessel of this size leaves little safe working space for the boatbuilders and machinery.

As the fleet gets older further work will need to be done on stabilisation, restoration, replacement and maintenance of the vessels.

The wooden boatbuilding skill base is reducing nationally, museum volunteers with ex full time boatbuilding training are getting older and no younger people are on the job market to replace these skills.

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### OBJECTIVES

- To improve the skill base, by training, retraining and creating apprenticeships
- To create a pool of younger craftspeople to ensure traditional skills are retained.
- To open up new facilities on existing sites and create a sustainable business
- To offer both restoration and repair facilities
- To build small wooden vessels
- To increase employment in the East Neuk with jobs of greater economic value than seasonal tourism jobs.
- To ensure repair facilities remain available for the growing market of old vessel restoration

### ADDITIONAL FACILITIES ARE REQUIRED

The need to access further facilities is increasing all the time. Anstruther harbour has been redeveloped and there is no spare ground or former boatbuilding ground that could be made available there. The Smith and Hutton Yard next to the lifeboat shed is currently car park but some of that will be taken up in the RNLIs investment in a new boatshed and launching facility.

The hauling out slip in Anstruther went bankrupt in the mid-1920s, one of the reasons was the sand in the outer harbour had to physically be cleared from the slipway after every major tide, and so reinstating that would not be a practical solution.

The Scottish Fisheries Museum is a growing hub of skills and knowledge, its reputation for restorations works is growing and the East Neuk of Fife still has a reputation for some of the finest sea boats and finished vessels coming from James N Miller's yard. The historical nature of the area creates an important marketable quality product in boat building. The nearest comparison is a yard of boatbuilder's and riggers T Neilson and Co established at an old graving dock in Gloucester in 1988 and is now a leading specialist in large wooden vessels and their restoration employing over 40 skilled craftspeople. (This yard works on vessels larger than an East Neuk yard would aspire to) Gloucester as the nearest competitor is a long way away and if a St Monans yard was proven viable it would look to establish a firm hold in the market for vessels under 90ft.

Other harbour facilities in the Firth of Forth, Rosyth, Methil and Leith are all large industrial facilities with the specific economic and security drivers that go behind operating such a facility. The proposal to expand the Fisheries Museum type of business requires a great degree of flexibility needed to work with small individual owners and clients on small contracts as well as the bigger projects, basing the business in a larger port would not provide this flexibility. Also the proximity to the local fishing fleets would mean that emergency repairs could be carried out when required.

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## THE HAULING OUT SLIPWAY AT ST MONANS

There are currently suitable facilities available in St Monans that were run latterly by James N Miller and Sons

The hauling out slipway, built in 1975/6 is currently under threat with another development in which part of it would be levelled out and used as a car park with the engine shed being turned into toilets and showers for future visiting yachts people.

**This slipway is capable of hauling out vessels of at least 26 metres in length and over 90 tons –**

**This is a significant facility**

The last ever fishing vessel to be built in St Monans was in 2000/2001 was the steel 23.5m Tranquillity INS 35 (now after a major lengthening and refit is still operating as the Opportune LK 209)

The Research TN 449 a Faroese trawler of over 26 metres was slipped here in the 1990s for refit work.

### WHY NOT A SHIP LIFT?

When dealing with historic wooden vessels it is important that the keel is supported along the full length to prevent damage to a potentially weak back bone and framing structures. If a ship lift was the used to lift vessels out before they had been fully surveyed out of the water, additional damage from the lift may occur, a hauling out slip with supportive cradle is ideal for initial surveys.



The 78ft, Research LK 62, a 1901 Zulu type herring drifter after having a new keel fitted at James N Millers, owned by the Scottish fisheries Museum

It could prove to be a very short sighted economical mistake and a historical tragedy to remove this facility from the growing potential and need within the East Neuk and nationally without investigating the market properly.

If this facility were to be levelled out, it would be economically unviable to ever reinstate such a facility within the East Neuk.

St Monans' proximity to Anstruther with the long boat building tradition on those sites, Robertson's, Walter Reekie's then James Miller's, and the hauling out facility where major repairs were done on the Museum boats would make the current free sites in St Monans ideal.

## THE MARKET

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### THE MUSEUM FLEET

The Reaper is about to undergo a major refit at the dockyard in Rosyth as the museum boatyard was not suitable for this purpose. When the vessel returns it will need annual maintenance and to be slipped for repairs and checks.

Within the Museum collection there are other vessels that will need a variety of work from stabilisation to restoration.

Each year the museum are offered about ten vessels most of which have to be turned down, but should a significant historic vessel become available, the museum currently does not have the facility to even study or to record properly. (In 2017 one of the most historically significant vessels the Efficient was broken up in Newlyn Harbour as there was nowhere that could deal with a vessel that size, The harbour authorities spent in the region of £70k breaking it up, the museum could have been awarded a contract to stabilise, remove and consider the vessels future for that size of contract)



The 1903 Scottish Fisheries Museum flagship  
Reaper being slipped at St Monans in the 1980s

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### HISTORIC VESSELS

Currently vessels as far away as the south coast of England are struggling to find facilities that could complete annual maintenance contracts.

To market repair and restoration facilities and skills from heritage surveys to heritage management and maintenance plans.

The museum has been approached by historic vessels on the East Coast of Scotland who need work done and cannot access any facilities

Anstruther has a growing fleet of historic vessels and the local market is growing, there are 9 historic vessels within a ten mile radius of Anstruther. This is more than appear at the Portsoy boat festival and a local event is being redeveloped and re-created for 2018 with one of its specific objectives to show off and highlight these vessels. The Cellardyke Sea Queen festival. Eight of these vessels have connections to the Museum boat yard, boats club and the restoration projects.

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### BOATBUILDING AND PRACTICAL ENTHUSIASTS

There is a market for people wishing to learn new skills.

- Young people to learn a new craft as Modern Apprentices or other recognised training certification

- Boat owners who wish to learn skills to aid in the vessel maintenance –
- Residential short courses paid for by the participants, in caulking techniques , shaping and steaming woods etc
- Historical talks and events and social evenings to tie in with residential courses.
- Volunteering opportunities

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## LOCAL FISHING VESSELS

This slipway is capable of hauling out any vessel in the modern inshore fleet operating in the Firth of Forth. The larger vessels no longer operate locally. For annual refits, maintenance and painting the slipway has an advantage over the beaching and hard facilities in the local area as both sides of the vessel can be worked on at the same time.

The fishing fleet is no longer big enough to maintain a full time hauling out business.

A new local business not fully reliant on the fishing industry but providing an option for the fleet will gain a market share of maintenance business.

Short term and small scale opportunities to slip a vessel, survey, clean and paint will become part of the business on offer.

Emergency repairs and MCA surveys could also be completed in the facility

2014 Anstruther District fleet.

<b>Anstruther</b>	<b>Overall length</b>	<b>8.00m and under</b>	<b>8.01 - 10.00m</b>	<b>10.01 - 15.00m</b>	<b>15.01 - 18.00m</b>	<b>18.01 - 24.00m</b>	<b>Over 24.00m</b>	<b>Total</b>
	<b>Number</b>	62	24	11	3	-	-	100

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## THE YACHT MARKET

In the marinas and harbours of the Firth of Forth catchment area there are a large number of pleasure craft, such as fiberglass yachts, heritage wooden boats and steel and aluminium yachts. By retaining the slip and being able to provide covered work areas, works listed below would be able to be carried out, (the catchment area of such a facility for the yacht market would be much greater than just the Firth of Forth, it would stretch from the north of England to the northern Isles).

- Repair works to fiberglass (hull and superstructures)
- Carpentry works iron wooden yacht (re-decking, hull repairs and re-planking)
- Repairs on metal hulls and superstructures of metal yachts
- Paint works on the three types of constructions (gel-coat for fiberglass, bright-works and enamel for wooden yacht and enamel for metal yachts)

Vessel owners in the east coast marinas and tidal harbours frequently struggle due to lack of facilities to carry out, or commission professionals to the perform the ordinary and extraordinary maintenance required to keep a vessel sea worthy and in prime condition.



The museum has been approached due to its current skill levels and ongoing restoration work by private yacht owners to carry out the types of repairs listed above as available yards and skills are difficult to find on the east coast. The museum boatyard could take on such works but is facing difficulties in finding sheds and facilities within a reasonable proximity of Anstruther and with hauling out facilities by a harbour to undertake such works.

Difficulties come from the lack of covered spaces where painting and repairing works could be undertaken during the whole year and particularly over the winter months outside the sailing seasons when the owners often mothball their vessels

The market must be investigated to undertake new built of small and medium yachts, sail and oar dinghies as on the East Coast there are no boatyards undertaking such works. In Scotland there are only a few places which do this kind of work (GalGael and A&R Way boat building are the most active), they are west coast based businesses.

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## ST AYLES SKIFFS

One of the most successful boat building initiatives that has come out of the Scottish Fisheries Museum is the St Ayles Skiff and Coastal rowing movement.

This has had an international impact. Developed in 2009 as a project for communities to build skiffs, to a plan commissioned by the Museum, from kits, has taken off to an extent that no one could have imagined at its inception.

In 9 years there have been over 200 kits produced worldwide, the majority have been bought and built by communities in Scotland. However they are now licensed in the USA, Canada, Holland, New Zealand and Australia. The sport is taking hold in England and the market is growing with the third of the World Championships being held in 2019.

This is a market where training and support could be given to groups that have no experience in boat building.

As these vessels get older maintenance works that require more skills than build skills will be necessary and this should be part of the yard offering.

Residential weekends with classes in a practical education suite in different aspects of a skiff build and maintenance could be available to community builders.

There may also be a market in manufacturing oars, keels and stem and stern posts, specifically for these vessels.

A similar market could be developed with community build sailing vessel kits, manufactured at a local facility.



## BENEFITS

A facility that could be developed based in St Monans designed to restore and repair historic and working vessels with viewing facilities providing interpretation within a historic context would bring multiple benefits to the area.

- Provide full and part time skilled jobs
  - practical
    - boatbuilders
    - designers
    - engineers
  - Managerial
  - Educational
- Provide training facilities for
  - young local people (there are very few practical training opportunities in the East Neuk)
  - Visiting boat owners and workers
  - Residential courses
  - Volunteers to gain experience for CVs
  - Continual professional development
- Create a cultural tourism market for
  - General visitors
  - Boat enthusiasts
  - Fishing History- developing the interpretation work the Scottish Fisheries Museum has begun in Anstruther

With residential courses this would also benefit local accommodation and other tourism providers which could help extend the season, putting on courses outwith the summer period.

The opening of a high quality business would also reinvigorate the local pride that many of the older residents feel for a younger generation, a business that St Monans was internationally respected for.

## THE AMBITION

To create a centre of conservation management excellence within the wooden boat restoration market.

To create a jigsaw of markets and a client base to support a business specialising in the above.

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### STAGE 1

- To re-open the hauling out slipway with temporary shelters constructed round and over the vessels for the workforce and to enable the use of modern techniques and resins, ensuring safe and productive all year round operations.
- To begin full time training courses and apprenticeships
- To develop further the restoration and repair market hub in the East Neuk of Fife

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### STAGE 2

- To build a facility that houses the slipway
  - Including
    - Design and drawing offices
    - Steam box
    - Machine shed
    - Paint store
    - Small boat working facility
    - Steel working facility
    - Wood storage facilities
  - Visitor viewing facilities to encourage tourism visits and tourism employment
  - Training facilities, a class room and technical practical areas
  - School visits – developing the experience with the Curriculum for Excellence guidelines.
  - Work placement opportunities for senior school pupils
  - Heritage and interpretation facilities
    - The level of heritage interpretation would be dependent on the ambition and marketing potential.
      - local yards, i.e. St Monans History
      - East Neuk Boat building
      - the Scottish Boat Building Heritage Centre,
    - Interpretation must offer an experience for the visitors that is unique, that will attract the general public who do not have a link to boats or boatbuilding

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### STAGE 3

- To build new vessels on the slipway at the east end of the harbour, building a new shed to house the work including tourism facilities

- Potentially acquiring the last surviving Miller's shed at the back of Virgin Square to build and repair vessels.

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## WHAT WE CAN OFFER?

### A UNIQUE SINGLE SITE PATHWAY

With a facility like the one described in this document we could offer a unique single pathway providing in depth survey, 3d modelling through to a full conservation management plan.

With the skills already available and new facilities with increased staffing levels we would be able to carry out restoration, stabilisation or repair dependant on the client's needs and available budget.

There are very few opportunities in the UK to come to a yard that specialises in conservation management, working to Historic Ships and Industry conservation standards. There are Consultants who can provide plans to direct commercial yards, many of these yards have very good repair skills but need micro management in restoration work. This is an opportunity to create a one stop shop.

Certificated training

Existing partnerships with organisations within the conservation and restoration market

- Wessex Archaeology
- National Historic Ships
- Shipshape
- M.A.S.T

Volunteer training

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## KEY STAFF

### DR LEONARDO BORTOLAMI

Manager of the Boatbuilding facility at the Scottish Fisheries Museum,  
Bachelor of Architectural Science at IUAV of Venice, Italy.

Master degree in Design Navale e Nautico, Polytechnic of Milan and Faculty of Architecture of Genoa, Italy, with the thesis titled "From work boat to oceanic charter boat: a modern classic schooner".

PhD from the Department of Architecture of Ferrara developing a research activity on restoration boats, in particular wooden built and wooden-metal composite built boat. His thesis, titled "Guidelines for restoration of maritime heritage, wooden built or wooden-metal composite boats" studies and develops the transition from survey, laboratory diagnosis to the execution of restoration works.

16<sup>th</sup> Dec 2017 he published a book titled 'Yacht design e restauro imbarcazioni' Yacht Design and Boat restoration.

His practical skills from boatyards in Italy as well as in Scotland alongside his in depth knowledge of how to identify conservation issues and their management make him one of the foremost experts in Scotland.

Dr Bortolami has overseen the restoration in the Museum of the yawl Fruitful, drawn up Conservation Management plans for other vessels in the Museum collection and overseen the drawing up of the Reaper refit plan, works schedule and contract. He will be spending several days a week at the yard that is overseeing the refit.

Dr Bortolami's reputation in yacht design and construction is growing, one of his designs is in development in Italy and is currently undergoing sailing and sea trials. He firmly believes with the right vision and product, a niche could be carved out in the modern yacht market.

*"I would like to highlight the role that Scotland played in the yachting industry over the past two centuries with big firms such as Fife of Fairlie, Watson and Mylne. These three are the most famous examples of a golden age of yacht and boat building for famous sailing competitions like America's Cup which now are almost completely absent from the Scottish market, (Mylne now exist as a design studio and sells the traditional designs for new constructions, Watson is based in Liverpool and is on business as a design firm for mega yachts). Millers of St Monans also had an excellent reputation for the Fifer yachts in the domestic market, the first selling within two minutes of the opening of the London Boat show in 1957. Scottish boat building still has a reputation for excellent craftsmanship and design, and the industry of the future must take advantage of this glorious past. St Monans would be an ideal place to re-establish a traditional skilled yard with the eye on future design and markets."*

## SEAN DOOLEY

Sean is employed in the boatyard as an assistant to Leo, working on the practical and restoration side of the boatyard work, and engaging with volunteers and staff. While Leo is overseeing the Reaper's major refit he will be responsible for day to day management of the boatyard.

In addition to his work at the museum, he is the current owner of one of the only surviving early 20th century sail powered Scottish fishing boats. With his experience of restoration work (his current boat is his second major restrain project) he has unique first-hand knowledge of the challenges facing owners of older boats, and believes that without slipping facilities it will become almost impossible for most of Scotland's heritage boats in private ownership to be kept in usable condition.

He believes the flexibility of this project is paramount, - providing a range of options for historic vessel owners offered from a professional point of practical and heritage knowledge.

*"Of the vessels on the National Historic Ships database 53% are owned by individuals. As the vessels age they require more and more work, which in a large commercial boatyard can easily become prohibitively expensive when compared to the value of the boat. Private individuals are taking on the responsibility for preserving our maritime heritage"*

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## ADVISORS

### DR ROBERT PRESCOTT

Dr Prescott, Trustee of the Scottish Fisheries Museum, has had a long career in the study of Maritime History and conservation management. He was the driving force behind the Museum acquiring the Reaper and oversaw its restoration to its former glory as the last of the large dipping lug herring drifters. Robert was a founder of the Institute of Maritime studies at St Andrews University and sat on the board of the Royal Scottish Museums and the government funded National Historic Ship UK and is widely regarded as a leading expert in the field.

### DAVID TOD

David also a Trustee of the Scottish Fisheries Museum served his time as an engineer but then went on to become a fisherman, designing and commissioning his own vessels and is sited in government studies of the fishing industry for his innovative developments on his vessels that then became industry standards. He later acquired the steel fabricating business of Millar's of Crail, he supplied wheelhouses and completed major conversions of all assizes of fishing vessels. His practical knowledge and experience developing and working out technical solutions help create a wide skill base within the museum management structure.

### THE AUTHOR OF THIS REPORT – RICHARD WEMYSS

Past Curator/ Administrator of the Scottish Fisheries Museum, Richard is now a trustee and the leading expert on the boatbuilding industries of the East Neuk.

Richard was Head of Operations for Shetland Arts during the development, build and operation of the £15 million 'Mareel' music, cinema project and education facility. His position was to oversee the fitting out of the facility, the development of the operational staffing structure and employment and training of those staff. He managed the operations of the facility and for multiple external events (the facility received no operational subsidy), ensuring commercial viability.

His current employment as project manager for the East Neuk Foodbank has given him an insight for the desperate need for full time practical employment and training opportunities in the area in businesses that are not reliant on seasonal tourism turnover.

## HOW WOULD THIS COMPLIMENT THE SCOTTISH FISHERIES MUSEUM AND ITS BOATBUILDING INTERPRETATION AND ACTIVITIES?

Due to the limited size of the Museum boat yard and the growing need for stabilisation, repair and restoration of the existing museum fleet, most of which are under 30ft. the existing yard would be utilised for this work.

The existing historical displays are particularly relevant to the buildings that house them and the skills that were used by the yards that operated from there, this will not be affected as it is an integral part of the journey through the Scottish Fisheries Museum.

The existing yard and its public viewing facilities would be a major marketing tool for the new facility, and vice-versa, many of the current approaches for assistance and skilled work have come through visitors viewing the facility and realising the in house skills available.

The Reaper after its major refit will still need annual maintenance and overhaul work currently costing the SFM up to £20k each year as the vessel has to be slipped and work completed by a commercial company. This bill can be reduced by the work being done virtually in house with a better overview of the Conservation Management issues at a yard that can slip the vessel in St Monans.

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### MANAGEMENT OF THE BUSINESS

All aspects, pros and cons will be investigated as to how this business should be best operated in an economic development plan.

Options to be explored

- Run through the existing museum structure
- A separate Charitable Company
- A not for profit social enterprise
- A commercial company
- A Cooperative



## WHY ST MONANS?

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### PROTECTING A VALUABLE HISTORIC INDUSTRIAL HERITAGE SITE

It could be argued that the alternative development do not protect the industrial heritage in the way this proposal does, reviving and growing a living heritage that goes back to at least 1747

John Robertson Snr began a boatbuilding yard in St Monans in 1861, operating from a shed at the top of the Coal Wynd, the vessels being built at that time were around 40 – 45ft. these vessels were dragged or towed down a steep brae to be launched in the harbour.

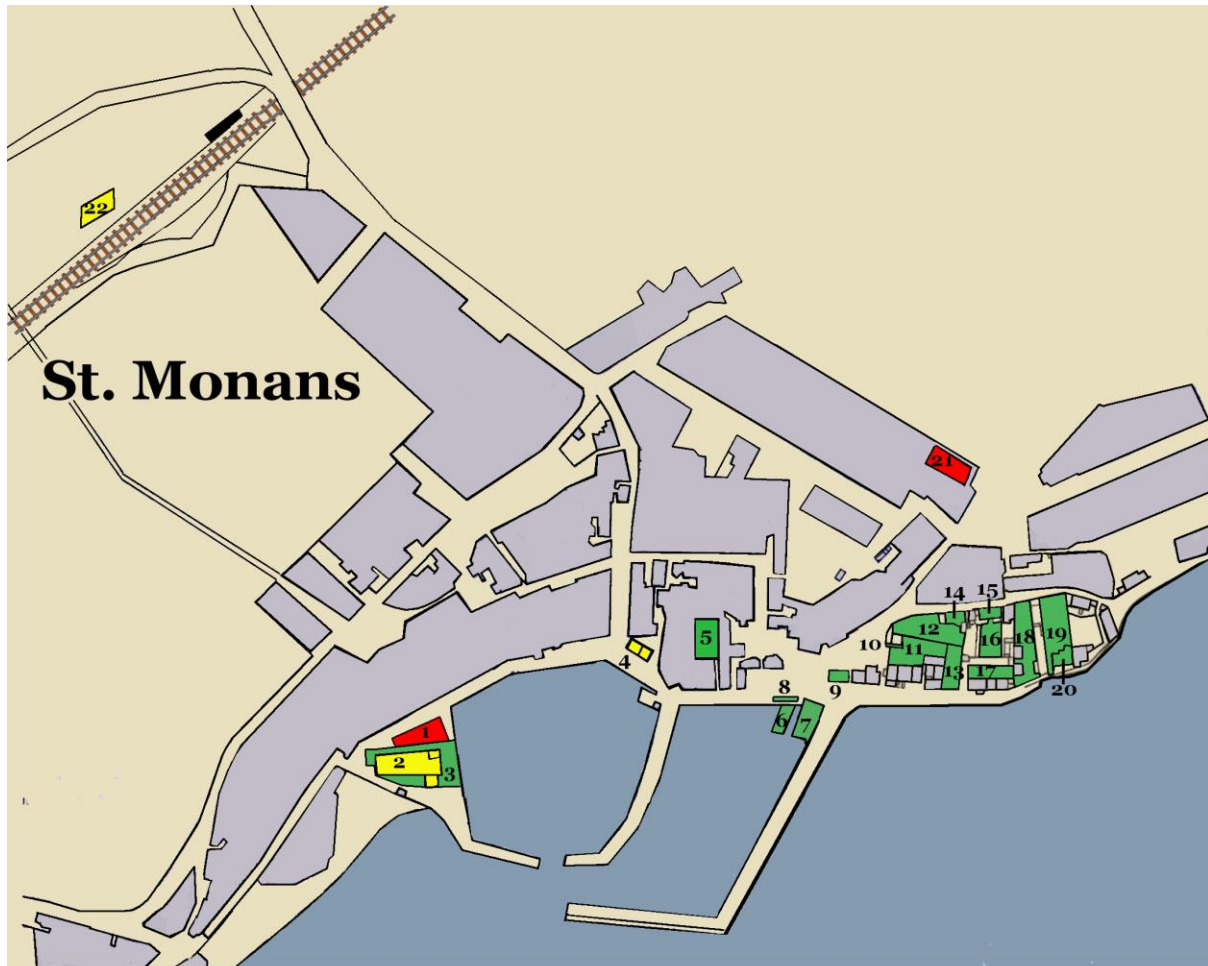
By the 1890s the size of the first class Fifie had reached 60ft and by the turn of the century 70ft. These 35ton plus boats could no longer be built at the top of the hill and dragged safely down to the harbour, so John Robertson Jnr leased the land at the West Pier to build his highly regarded Fifies, and in the early years of the 20<sup>th</sup> c he built five steam drifters. The yard was taken over by his son in law Walter Reekie in about 1913. Reekie built many vessels there erecting and extending the sheds (and expanding his business into Anstruther in 1927) Walter Reekie built the last Steam drifter in the East Neuk and was renowned for his ring net fishing boats and seiners. During WW2 he also built Admiralty type motor minesweepers both the 115 and 126ft versions. After the war he built multi-purpose vessels until his untimely death in 1949 when he fell on to the gunnel of the Pride of the Clyde and ending up fatally injured in the harbour. The yard was kept going for about 5 years run by the family and the foreman, Joe Buttars, but I was sold in the mid 50's to James N Miller's the other boatbuilding yard in the town.

When James N Miller's closed in the late 1990s it was the oldest surviving boatyard in the UK having opened originally in St Andrews in 1747 and transferring to St Monans in the 1770s. It was a renowned yard having built luxury yachts, fishing vessels, pilot boats, small yachts, ferries and many other bespoke vessels.

In 1975 Miller's closed the Reekie shed and dug out a hauling out slipway and ran a ship repair service from there until the yard's demise.

St Monans built boats had an international reputation for design and quality of workmanship.

There have been over 17 boat yards operating in the East Neuk of Fife since the mid-19<sup>th</sup> century and all the evidence of the harbourside operations have gone except in St Monance it would be a tragedy to destroy this for the sake of a few car parking spaces when it still has the potential to provide an economic benefit to the area while protecting and growing a traditional skills base.



- |   |   |
|---|---|
| 1. John Robertson Jnr's Yard - in use late 19th C   | 12. Miller's Rose Street Shed No , Small boats built her  |
| 2. Walter Reekie's Shed - Early 20th C until 1951 sold to Miller's in use ununtil slipway built in 1975 | 13. Miller's Shop with Office Upstairs  |
| 3. Miller's hauling out slipways 1975 -   | 14. Miller's paint store and toilets  |
| 4. Walter Reekie's Shop, Office , and saw bench behind  | 15. Willie Miller's House   |
| 5. Miller's Shed no   | 16. Willie Miller's Garden  |
| 6. Miller's building slip definately in use from late 19th C until shed built                           | 17. Engineering shop and hardware store, nails nuts bolts etc, above this was the drawing down loft and joiner's workshop |
| 7. Miller's Shed, Wooden at first, steel shed constructed in ? demolished 2014                          | 18. Woodstore and yard  |
| 8. Miller's boiler house with steam box and work bench  | 19. Woodyard and saw  |
| 9. Miller's Drawing Office  | 20. Miller's hardwood store, private residence above  |
| 10. Miller's Steam Box  | 21. John Robertson Snr's yard 1861, shed built 1873 in use until full time building at No 2.                              |
|   | 22. Walter Reekies saw mill   |

## THE WAY FORWARD

### ESSENTIAL ELEMENTS

- Fife Council are made aware of the economic potential and no funds are awarded to other St Monans Harbour developments until an economic study is completed.
- Stage one an economic development study is commissioned to understand the potential market and economic benefits to the area.
- Stage two if the development study proves a market, a full business plan is drawn up



# HISTORIC PHOTOGRAPHS

## 1. THE BOATYARD AT THE WEST END AND LAUNCHES



Robertson's approx 1900



Pursuit 1907,  
with another steam drifter under construction



Walter Reekie's Bonita 1932



Jas N Miller's Halcyon 1957

## 2. MILLERS YACHTS



6 Fifer Type yachts being built 1960s



The luxury 75ft Wild Venture built in 1964

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### 3. THE SLIPWAY IN USE

The first vessel on the slip - Jimmy Gowans and Henry Anderson guiding the Fidelitas KY 245



The last vessel built in St Monans - Tranquillity INS 35 built 2000 23.99m , 83.9 tons



One of the Largest vessels on the slip - Faroese trawler Research TN 449, 26.5m

