



THE SCOTTISH GENEALOGIST

SEPTEMBER 2024

What is an Orraman?

A Genealogical Journey With Mother, Her Dementia And Me

D-Day Memories of a Seaborne Observer

John McAlley, Master Mariner (Part 1)

Mary Hay, Jacobite

A Ferry Tragedy At Dundee

QUARTERLY JOURNAL OF THE SCOTTISH GENEALOGY SOCIETY

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The Scottish Genealogy Society

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GENERAL INFORMATION

WHAT DO WE DO?

The Society is established to promote research into Scottish Family History and to undertake the collection, exchange and publication of information and material relating to Scottish genealogy. We assist members with modest enquiries but do not carry out professional research.

COURSES

We run a series of Courses throughout the year on various subjects to help members and non-members with their research.

NEWSLETTERS

The regular Newsletters are e-mailed to members who have chosen to receive them, and recent back issues are available to read in the online Members Area. If you are not currently receiving our Newsletter please contact us at E-mail: scotsgenpublicity@scotsgenealogy.com.

MEMBERSHIP

All personal memberships of the Society are £20 per year (£25 for family memberships) and entitle all to receive "The Scottish Genealogist" as a PDF by email. UK residents can opt to receive a printed copy at no additional charge. For overseas members who wish to receive a printed copy of "The Scottish Genealogist", and for all institutions, the membership is £25 per year. All types of membership provide access to the online members' area of the website.

The Society has charitable status and members who pay UK income tax are encouraged to use the Gift Aid Scheme. Details of the scheme are available from the Membership Secretary. E-mail: membership@scotsgenealogy.com.

PUBLICATIONS

Information about publications can be obtained from the Sales Secretary, email sales@scotsgenealogy.com. Back issues of the Journal can be accessed in the members area of the website or by contacting the Sales Secretary.

ENQUIRIES

Correspondence should be addressed to 15 Victoria Terrace, Edinburgh EH1 2JL. Telephone 0131 220 3677. E-mail: enquiries@scotsgenealogy.com.

TALKS

These are held from every third Monday, September to April in the Augustine United Church, 41 George IV Bridge, Edinburgh, at 7.30pm. Please check our website for upcoming talks.

THE SCOTTISH GENEALOGIST

Articles are welcomed by the Editorial Team via email. Illustrations should be in JPEG format. Members' queries are welcome for inclusion in the magazine, space permitting. E-mail: editor@scotsgenealogy.com.

SOCIETY WEBSITE

This can be accessed at www.scotsgenealogy.com. Members can access the Members Only Area on the website by clicking "login" at the top of the webpage.

Note that we accept no responsibility for the functionality, accuracy, or content of external websites that may be referenced on our website or emails. If you believe that a link we provide points at inappropriate material, please do advise us at enquiries@scotsgenealogy.com.

CORRECTION

The December 2021 issue (Vol LXVIII No 4.) of the Scottish Genealogist was misnumbered. This should have been LXVIII No 4. This has resulted in there being **no** Vols LXIX No 1 to 4.

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Keeping up to date

The latest Society News

Sign in to the Society Website at scotsgenealogy.com and click on "Society News" in the "Members Area".

To subscribe to our monthly newsletter delivered via e-mail, click on your user name at the top right of the page and choose "Edit Profile" from the drop down menu. Then, under marketing, check the box for "newsletter".

Editorial

The publication of our Quarterly Journal is no mean feat. The new editorial team are entitled to state that, as we contemplate the task allocated to us, and we pay our respects to the many who have previously undertaken the job.

In particular we give thanks for the efforts of Ellen and John Ellis, our immediate predecessors, and note that it is taking the four of us as a new team to replace their efforts as a duo. Respect!

Since its first edition in January 1954, then priced at 2s 6d (today 12½ pence), the Journal has stood the test of time in making a contribution to academic endeavours while seeking to take a popular approach accessible to family research beginners.

The definition of genealogy provided in the first edition, *“the investigation in genetics of the ancestral descent of the individual”*, remains as valid as ever. It is suitably concise in its expression, despite the advent of affordable DNA testing and increased academic focus on the science of the subject.

We inherit significant engagement from Society members and a willingness to write up fascinating stories for publication here. Our next edition for December is already taking shape. The deadline for submissions is Thursday, 7 November.

As ever, it is the strength of the Society membership that makes the Journal. Further contributions are always welcome and we shall apply the lightest of touches in standardising layout and terminology, occasionally adding brevity, in those we publish, while also discharging our legal obligations as editors.

We also welcome feedback on the Journal. That can assist us in the never-ending task of improvement, save us from our, hopefully very rare, errors and enhance the readability and interest, of this, and each successive edition that stands comparison with that first edition.

editor@scotsgenealogy.com

Send contributions to editor@scotsgenealogy.com.

We are also happy to provide feedback on your ideas before you start the serious task of writing a potential article.

We are looking for up to 1,750 words with limited references.

A further up to 40 words describing the author can also be provided which may be published at the end of your contribution.

Scottish Charitable Incorporated Organisation (SCIO) Update

As voted at the Extraordinary Meeting held on 11 April 2024 an application was made to the Office of the Scottish Charity Regulator (OSCR) to convert the Scottish Genealogy Society from an unincorporated society into an incorporated society.

The application was presented on 5 May 2024 and accepted on 12 June.

Acceptance of our application was well within the proposed 100 days to fully process such an application. This was down to the hard work, mainly by Pauline McQuade (Sales Secretary), Alex Wood (Member) and Gill Kerr (Volunteer), in writing the new constitution which was accepted by OSCR without any questions being raised.

Our new name shall be Scottish Genealogy Society (SCIO), Scottish Charity SC053432.

The process of dissolving the old Scottish Genealogy Society, Scottish Charity SC016718, has been initiated. The two charities will run in tandem until all the assets from the old to the new have been transferred. This is a more complex and lengthy process than it first appears.

Updates on the progress will be published in The Scottish Genealogist as well as the website at www.scotsgenealogy.com.

secretary@scotsgenealogy.com

The logo for the Office of the Scottish Charity Regulator (OSCR). It features the letters 'OSCR' in a large, bold, teal font. Below this, the text 'Scottish Charity Regulator' is written in a smaller, teal font, and the website 'www.oscr.org.uk' is written in a bold, dark blue font.

OSCR
Scottish Charity Regulator
www.oscr.org.uk

A dark blue rectangular box containing white text. The text reads 'Registered SCIO' in a large, bold, sans-serif font, followed by 'SC053432' in a slightly smaller, bold, sans-serif font.

**Registered
SCIO
SC053432**

The May 2024 Refurbishment

Regular visitors to the Society premises in Victoria Terrace will have found the library closed for most of May as a long-planned refurbishment to the toilets and the kitchen took place.

The plumbing in there was upgraded and insulation added to the floors. Full replacement of the bathroom fittings and the sink area in the kitchen was carried out and new flooring put down. A storage cupboard replaced one of the two basins in the Ladies which also had a heater installed. The old tank for the immersion heater was removed giving storage space and replaced by an instant water heater.

Many thanks are due to the volunteers who cleared the working areas and then came in to do a thorough clean before we re-opened on Wednesday, 22 May.



The new kitchen steps into the 21st century. And upstairs, smart toilets wait for visitors.

librarian@scotsgenealogy.com

The Scottish Genealogical Society At The Meadows

Most folk know that the Fourth of July is the US Independence Day. But for the Society, hunkered down for so long in 15 Victoria Terrace, post-covid Independence Day was the First of June. That's the day we ventured out to re-engage with the wider public after several years of absence.

The event? The Meadows Festival in Edinburgh, with our stall set up on Jawbone Walk, a mere 1,100 meters or so from our HQ.

This is a big event with large numbers of locals and tourists attending over the two days. Even with my Aussie hat on, big brim and all, a mild sunburn after the first day had me searching for the factor fifty for the second day.

The big climate challenge was not, however, the sun, but the significant draught which kept blowing our sign over and meant that our awning was trying to take off.

But the constant stream of visitors, many signing up as new members and buying books of Memorials, made it all worthwhile - and great fun. Providing us with the encouragement to move on to further community engagement.

editor@scotsgenealogy.com



What Is An Orraman?

from the Editor

The 1901 Census shows that John Edmond was an orraman living at Niddrie Mains in what is now Edinburgh's Liberton area. He was the kind of person who today we would like to be able to employ from time to time. Although generally a kind of farm servant, they are simply someone we would now describe as an odd-job person.

orraman, *noun* (Scots Occupation)
an odd-job man

from Collins English Dictionary

But John Edmond was hardly the only orraman in that census. There were one hundred and twenty six orramen in the 1861 and 1901 census records.

In Aberdeenshire, Angus, Banffshire, Berwickshire, East Lothian, Fife, Inverness-shire, Kincardineshire, Kinross-shire, Midlothian, Moray, Nairnshire, Orkney, Perthshire, Ross and Cromarty, West Lothian, and Wigtownshire.

In February 1920, the Edinburgh Gazette carried a notice setting the minimum wages for agricultural workers in Roxburgh, Berwick, and Selkirk as:

Shepherd – not less than 44 shillings per week
Ploughman, Cattleman, Orraman – not less than 39 shillings per week
Agricultural Workers – not less than 34 shillings per week
Female Agricultural Workers – not less than 22 shillings per week

Thus, orramen were a small notch above the base of the social and economic order. The word continues to pop up here and there in later times.

One example of a move from an orraman's home to the highest levels in society can be found in the *Fasti Ecclesiae Scoticae* (the list of Church of Scotland ministers) entry for John Watt who was born at Kennethmont, Aberdeenshire on 8 June 1821. The entry states:

"He befriended and took a deep interest in an orraman's boy of his parish, who became Sir William MacGregor, GCMG, MD, DSc, LLD, Lieut-Governor of British New Guinea and Governor successively of Lagos, Newfoundland, and Queensland, and founder of the Univ. of the latter colony."

A Genealogical Journey With Mother, Her Dementia And Me

by Anne Irvine

Firstly, a little of my background. I worked in Financial Services, and also as a Supporting Artist in Film and Television, but at the age of 48 I gave up work to be a full-time carer for my late mother, who had Vascular Dementia. My career and my past certainly wasn't one of research and genealogy, but as I've aged, I've found myself looking back more and more to find myself, my past, and to make sense of my world.

My story is in relation to dementia, based on my experiences with mother, and also now with my mother-in-law.

We have so much to learn, and record from people living with dementia. All genealogists know that the starting point for any research is with the living. This is social history, and important family information which should be recorded. The next generations can gain so much from the stories of the past - in fact we all can.

The benefits to the people living with dementia can be of focus, calmness, and clarity. They may interrupt the flow of information by recalling a wonderful event around the mention of perhaps a wedding, or a christening. It can open a door to a long-forgotten memory. In most cases this may bring joy and perhaps a happy tear. In some cases, it can, of course, also open sad memories of a dark time in their lives, but in my experience the benefits often outweigh the negatives.

If anyone is considering undertaking genealogy with their loved one and to access stories from the past, my suggestion would be to share old family photographs. It's a very good starting point that can often start the flow of memories and information. It may not be in any particular order or relevance, but you can pick up on their feedback, take notes and ask them to expand on a point raised.

I was always amazed at what my mother could remember in the later stages of her dementia when a door opened from 60 or 70 years before. Patience is always required, but it is worth it as you hear them explain a story that has perhaps never been told. These can commonly relate to family events, holidays, and their former careers, even minute details of their old family homes, and how life was for them in that era.

I and my husband were joint carers for my Mum, as we are again for his Mum. Caring for a loved one with dementia is something none of us ever really expect to do, and it certainly doesn't come with an instruction manual.

I left my career behind in financial services to move in with my mother for the last few years of her life, to be her stronger other half. Mum had always regaled me with stories of the past regarding her career as a bus conductress in Glasgow, and of our family all my life. It was very good for her to focus on this as a way of calming her on days when she was agitated.

I would write down all the sporadic names and information she shared, especially the random stories during her dementia journey. I'm so glad that I did take note of all this information to carry out the research that I am currently undertaking into my family history.

I was unable to do anything formal on this subject whilst I was caring, as Mum wouldn't let anyone care for her apart from myself and my husband. As you can perhaps imagine, we didn't have time for anything but daily living tasks. The lack of sleep, living grief and constant form-filling and dealing with the multitude of things that need to be done for someone who is unable to manage many of the basic aspects of life all drain your energy - and especially your time.

By the time I was born in 1965, my grand-parents, aunts, and an uncle had all passed away. As an only child I felt very much like an orphan even before my mother, who was more like my sister, passed away. Nobody can prepare carers for that moment when you are thrown out of the caring bubble and expected to pick your life back up and carry on without any support.

Genealogy On Prescription?

I've struggled with the final stage of the grieving process, and genealogy has been a way of helping me to look back through many generations of both sides of my family, put together a picture of who they all were, and who I am.

This has been a personal version of social prescribing, and it has been beneficial to my overall mental well-being, as well as making new family connections that I hadn't realised existed. My DNA threw up some unexpected matches and has given me back my identity - this is something people living with dementia and carers often lose after a diagnosis is made, and especially as the illness progresses.

It would be amazing for us all to undertake a social prescribing task to archive our families' memories, as well as our own, to store and record them for future generations. This would allow us to re-live this wealth of knowledge about lives, careers, and the interesting things experienced and achieved in a lifetime.

Bringing your history to life is magical, and a wonderful experience. We all have a story to tell. I hope everyone enjoys researching their own family's past.

And Now, Proving That Genealogy Helps

I'm now working with The University of East Anglia and Exeter University on a number of research projects on ways to improve the journey for the person living with dementia, as well as their carers, friends, and loved ones.

The project that I'd like to tell you about is called Splendid (**S**ocial **P**rescribing for people to **L**ive **E**Njoyably with **D**ementia/memory problems **I**n **D**aily life). I am a Co-Researcher and the PPI (Public and Patient Involvement) Lead for Carers. This study project will run for 5 years, funded by NIHR and is led by Professor Jane Cross and Professor Chris Fox. Here are links to further information on this project.

<https://fundingawards.nihr.ac.uk/award/NIHR203280>

<https://arc-eoe.nihr.ac.uk/research-implementation/research-themes/ageing-and-multi-morbidity-inclusive-involvement-research>

This study aims to understand, and if possible quantify, what benefits there may be for people living with dementia having a specific pathway to access social prescribing.

Social prescribing covers such a wide range of non-medical social interactions - this could range from a stroll in the park, group activities to sky diving and everything in-between, genealogy potentially being one of them.

In the past seven years, since I lost my mother, I have given many presentations to carers and former carers in relation to the effects on carers of caring for someone with dementia. As many former carers may have had a traumatic journey, I often add the line '*We should only ever look back to see how far we have come*'. However in relation to genealogy that's not the case. For many people living with dementia, their memories of the past are vivid, and they often have a wealth of information to share.

[Editor's Note: Anne Irvine included a brief reference, in a contribution to an Antiquaries of Scotland event, which highlighted how genealogy had helped her mother and her through dementia and ensured an enduring legacy for others. We are delighted that she responded to our invitation to write here for us, providing a very different insight into genealogy.

editor@scotsgenealogy.com]

D-Day Memories Of A Seaborne Observer

by Paul Soutar



Dawn – 6 June 1944

Off Omaha Beach on the Normandy Coast, on board USS Charles Carroll.

“After a communion service the night before, I was dozing uneasily on my bunk when Lt ‘Spitfire’ Johnson woke me up and told me to come on deck for an amazing sight. What lay before me was amazing - as dawn was breaking over the coast of Normandy, it was outlined as if on fire. The whole air shook with the noise of the guns bombarding the coast, and of bombs being dropped by the Allied planes overhead. The sky was full of aircraft, Lancasters and Halifaxes returning from the night raids, and Fortresses and Liberators going in. Behind them were the Dakotas towing gliders.”

John Spence PJS2443 – Royal Observer Corps, Seaborne Division
[footnote i]

John Alexander Spence was born in Springwell Place, Edinburgh in January 1921, the son of William Sutherland Spence, a Bus Conductor, and his wife Janet Cook Spence (m.s. Johnstone).

How did John - a 23-year-old Edinburgh lad - come to be on a 5000-ton US Navy Attack Transport ship of the 11th US Task Force on D-Day?

Going back through the war service records, we find that John, at the age of 19, had enlisted into the RAF. Up to that point, he was an apprentice coach painter, living in Keir Street, Edinburgh with his parents. However, by April 1941, after less than a year in the service as an AC1 Aircraft Handler / Ground Gunner, he was discharged as medically unfit from RAF Andover.

On his return to Scotland, John joined the Royal Observer Corps, and was posted to No 31 Galashiels Group ROC at Lauder. In April 1944, the Commandant of the ROC issued a "Challenge to More Active Service" to all members of the Corps – the Supreme Command had asked for -

"... a considerable number of ROC Observers to serve on board ship for [aircraft] recognition duties during forthcoming operations."

The Commandant's message went on to stress the need for skill in instant recognition, because previous faulty recognition had largely contributed to enemy successes against Allied ships and even losses from "friendly fire".

It also stressed readiness to share hardships and personal sacrifice on the part of those left behind to carry on.

Volunteers were sought for one – or two – months' service. They would enter the Royal Navy, and every effort would be made to have any two observers wishing to serve together in the same ship.

Those volunteering would wear ROC uniform, with a Naval armband, and a shoulder flash with "SEABORNE".

John volunteered, along with about 1100 others from the corps. Of these volunteers, about 800 passed the preliminary recognition tests. (John noted in his memories that the remainder were either sent home or on to man coastal ports.)

He became a Petty Officer (Air Identifier) with a naval service number of PJS2443. His Seaborne service was from 10 May to 9 July 1944 [*footnote ii*]:

He was initially posted to RAF Bournemouth, from 10 to 16 May for a week of very rigorous naval and recognition training.

From 17 to 28 May, he was posted to DEMS (Defensively Equipped Merchant Ships) Depot Devonport, awaiting a ship needing a PO(AI).

He then went to DEMS Weymouth on 29 May, from where he embarked on the USS Charles Carroll (US Liberty Ship). He served aboard this ship until 1 July, disembarking at DEMS Greenock on 2 July.

He returned to RAF Bournemouth on 3 July and was discharged back to the ROC on 9 July.



USS Charles Carroll

by U.S. Navy - photo from Navsource.org, Public Domain,
<https://commons.wikimedia.org/w/index.php?curid=89492714>

John highlights three particular memories from his time in Bournemouth:

Firstly, in one of our lectures we were addressed by an officer of the RN Intelligence branch, who told us that we were expected to try and escape if we were captured by the enemy, in fact it was our **duty** to do so.

Secondly, during a training exercise, when we were being lectured to by a veteran RNR (Royal Naval Reserve) officer, one of my comrades thought he would get smart. The officer was very particular about teaching us the correct way to report that aircraft had been spotted. One by one we were put into the centre of the floor, this was when one lad said that the correct response would be, "Enemy aircraft now overhead". The officer was none too pleased with this and said that that if the lad in question had been doing his job properly, "You wouldn't have let it get ?????? overhead!!!".

Thirdly, my memory is of a fly past of aircraft that we would be seeing in the forthcoming operations; as well as the Hurricane, Spitfire, Lancaster, Halifax, Stirling etc, we saw the Fortress, Liberator, Boston, Marauder and other aircraft of our Allies. This display took place at the seafront, and as each aircraft approached, an RAF officer gave a commentary on its recognisable features. The officer concerned was doing this from the comfort of a seat on the Promenade, but as he was describing the Lightning, it flew in over at zero feet!! The effect of the boom of the engines caused the officer to overbalance in his

seat and fall flat on his face! Fortunately, he was not hurt, but all the watching ROC members got a good laugh!!

John's memories continue:

Although it was usual practice to post ROC members in pairs to ships, this was not the case with me, I had come down on my own, and when the Americans asked for only 1 Observer, I was chosen. I was posted to the USS Charles Carroll, but when I arrived to join her at Weymouth, she had not yet arrived. Whilst I was waiting to board the ship, I spent a week in Devonport in Royal Navy barracks.

*When the Charles Carroll came into port, I joined her. She was a 5000-ton US Navy Attack Transport ship of the 11th US Task Force and carried about 500 men. I shared my duties with an American officer, Lt Johnson, who was also known as "Spitfire" as he had previously wrongly identified an **enemy** aircraft as a Spitfire plane!*

The language differences took a bit of getting used to; for example, "chow line" instead of mealtime, and "quit beatin' your gums" instead of stop moaning, but I settled in well and got on with the vast majority of the crew.

On the night before the battle, the 5 June, attended a Communion Service along with many of the crew. The chaplain passed round the Communion Wine in a steel helmet, and asked God to bless all the men involved in the forthcoming actions. After the service, I was dozing uneasily on my bunk when Lt Johnson woke me up and told me to come on deck for an amazing sight. What lay before me was amazing - as dawn was breaking over the coast of Normandy, it was outlined as if on fire. The whole air shook with the noise of the guns bombarding the coast, and of bombs being dropped by the Allied planes overhead. The sky was full of aircraft, Lancasters and Halifaxes returning from the night raids, and Fortresses and Liberators going in. Behind them were the Dakotas towing gliders.

The Charles Carroll was off "Omaha" beach, where I learned later that the casualties were heaviest. We were at the "Dog Red" section of the beach. The troops on board were loaded into the landing craft - just as they were about to set off, the ship's tannoy announced a "Good Luck" message to all. The sea was so rough that there were frequent roaring noises from the landing craft engines, as the rudder screws rotated in the air instead of the water.

A message came in from the beachhead "Congestion back of centre beach, shelling very heavy!" The famous 88mm guns that the Germans had were firing all the time, and men and equipment were being blown apart almost as soon as they landed.

*Then the Luftwaffe came in, fortunately none of them were Stukas, as the banshee-like wailing of those being hard to miss. I kept sweeping the sky with my binoculars, then 3 planes came into view. "Friendly aircraft, Spitfires, 3 at 075 degrees, angle 45 degrees" - just in time to stop the gun crews from firing on them. About 10 minutes later, 3 more fighters appeared. This time it **WAS** the enemy - "Hostile, ME109s, 3 at 100 degrees, angle 60 degrees" - the gunners immediately opened fire on the leading aircraft, hitting it in the engine cowling, it burst into flames and crashed straight into the sea. Another of the ME109s was hit, but it turned away with black smoke trailing from the engine. The third plane turned for home, evidently deciding that discretion was the better part of valour. At that point, Lt Johnson relieved me, but I wasn't too happy, after finding out about how he came by his nickname, about his likely accuracy.*

I was off watch when I was told that 3 of the ship's landing craft had been sunk by just 1 shell. The first one had just dropped its ramp on the beach when an 88mm shell had hit it, killing the coxswain, and causing it to spin round. It then rammed the second one, sending it sinking round, then that one hit a third craft, which also started to sink. The man who told me this had been on the third craft, but had been rescued.

In the late evening of the sixth, we turned for home. Luckily, we had not been hit, but we had lost a lot of men. We also had a lot of wounded on board. However, we had played our part in an historic day, even if it was a very small one.

The Charles Carroll got safely back to Weymouth, where it received orders to set sail for Gourock then eventually on to Okinawa in the Pacific. It was scrapped after the war.

For this service, John received the following medals - **France and Germany Star, Defence Medal and War Medal**. (3 medals in top left of the photo).

John remained in the post-war ROC, serving in No 24 Edinburgh Group ROC. He received the **ROC Medal** for 12 year's continuous service in 1961. (Top right of photo).

Also shown in the lower left of the photo is John's **Normandy Campaign Medal**. Along with other Seaborne Observers, John was awarded the **Normandy Anniversary Medal** (see in the lower right) by the Regional Council in Normandy for the 50th anniversary of D-Day. He received this from former ROC



Commander Margaret Duncan at a ceremony at the Royal British Legion Club in Edinburgh in 1995.

Also in post-war years, John was an Instructor with the Air Cadets in Edinburgh, whilst carrying on his civilian career as a Joiner and later a schools technical support officer.

John passed away in February 2008, the father of three daughters, and grandfather to six – four boys and two girls.

John donated his uniform to the Kirriemuir Aviation Museum. This closed some years ago, but the museum collection was kept together and moved to the Montrose Air Station Heritage Centre *[footnote iii]*. John's uniform has since featured in a number of museum exhibitions.

John is pictured here on the left, wearing his uniform at a reunion event. On the right is a close-up of the ROC and Seaborne shoulder flashes.



[Footnotes]

[i] This is an extract from memories which were originally written down by John Spence for inclusion in a School Project, which was being prepared by his grandson, Andrew Soutar, in 2002. These memories and other details have been collated and are now included in this article for the Scottish Genealogy Society - as a tribute to John and all who served – in the year of the 80th anniversary of D-Day.

[ii] According to research by The Royal Observer Corps Museum, Eastleigh.

[iii] <https://rafmontrose.org.uk/>

What's Coming In December's Edition Of The Scottish Genealogist?

Ernie Greenough – A Man With A “Strange Outlook”

The man who “married” seven times, in the Church of England, the Church of Scotland, the Roman Catholic Church, a Registry Office.

John McAlley, Master Mariner (part 2)

Not just a sailor, John had a personal life too. Know of the Anti-Burghers? His family were members.

Betsy (or Elizabeth) Esplin Bell (1858-1930)

She had a long criminal record driven by her addition to drink, but was she her husband's victim?

Who Knows What Lies On The Other Side Of A Genealogical Brick Wall

When an author writes, “*The helpful volunteers at the Scottish Genealogical Society ..*” her story serves a wider audience.

The Answer To September's Puzzle Picture

That will just have to remain a mystery for now ..

.. and much more

John McAlley, Master Mariner (part 1)

by John Lord

Researching this family is not helped by the variety of ways in which officialdom spells their name! These include Mcala, McCawley, McAulay, McCallay etc. Members of the family, however, from at least the early 19th century, consistently spell it McAlley.

John McAlley, the present writer's great-great-grandfather, was born on 8th September 1821 in the Glensburgh area of Grangemouth, and was baptized on 18 October 1821 at Bothkennar, Stirlingshire, the parish church for Grangemouth. His father, Thomas McAlley, was a seaman, his mother Lillias Hall, the daughter of Thomas Hall, master joiner. This latter fact may have some relevance to the next record we have of John. In the 1841 census he is living at home, and his occupation is Apprentice Carpenter.

With both his father and his elder brother (also Thomas) being seamen, it is perhaps not surprising that, once his apprenticeship was over, he decided to use his carpentry skills at sea. In those days of wooden sailing ships, the carpenter was a key member of the crew.

For researchers, one advantage of having a seaman in the family is that they generated considerable quantities of documentation. In 1835 the Merchant Shipping Act required that crew-lists, and from 1845, Agreements (contracts between Master and crew), be filed with the Register Office of Merchant Seamen. For foreign-going vessels this was for every voyage, for Home Trade vessels a half-yearly return of all voyages.

A crew-list gives the seaman's age, place of birth, quality (e.g. master, mate, carpenter, cook, seaman, apprentice etc), previous ship, date and place of joining present ship, date and place of leaving ship or death. Also, applicants for a Master's or mate's certificate had to submit a list of all service to date. Ship registers record changes of master. In addition, 19th century newspapers carried a considerable amount of shipping news.

John's father was by this time master of the brig *Juno*, belonging to the important ironworks firm, Carron Company of Falkirk. The *Juno* was engaged in a regular shuttle between Grangemouth and the Carron Wharf in London. John, however, decided to follow his brother's example, and voyage abroad. He joined the barque *Nancy*, one of the many vessels engaged in importing timber from Canada, and in May 1842 set sail from Liverpool for St John, New Brunswick.

On the return journey, disaster struck. During fog on 30 July, the *Nancy* went on shore on the Nova Scotia coast, on the opposite side of the Bay of Fundy from St John, and the vessel became a total wreck. Happily, no lives were lost, and rescuers took the crew back to St John. There, John signed on as an ordinary

crew member in the *Jane Walker*, returning to Liverpool, where he was discharged on 14 October.

Despite this rather traumatic maiden voyage, John didn't quit the sea. For a time, however, he did opt for a more predictable life, joining the *Juno* as carpenter. Not entirely humdrum, however! The *Caledonian Mercury* recorded that on 29 December 1843, while the *Juno* was moored in the Thames off Carron Wharf, another vessel, the *Tyne*, ran into her. The *Juno* was obliged to slip 90 fathoms of chain and her anchor to prevent both ships going on shore. The mate of the *Juno* at this period, Peter McKay, was married to John's sister Lillias, so it was something of a family concern!

After a while, the lure of foreign parts drew John again, this time to the east. In April 1844 he joined a Glasgow ship, the *Ellen*, signing an Agreement to sail from Port Glasgow "for Singapore (!) and any Port or Ports in the India or China seas, as employment may offer." This Agreement provides evidence of the importance of a ship's carpenter. The mate was paid £5 per month, the 2nd mate £3/10/- (£3.50), the steward and the cook £2/10/- and seamen £2; John, as carpenter, was paid £4/10/-!

The crew-list tells us that the *Ellen* did visit at least one other port after Singapore, for a seaman signed on in Macau, China, on 24 October. At Macau, too, the mate was discharged – one wonders why! The *Ellen* returned to the UK, to London, at the end of February 1845.

A few days later, John found himself giving evidence in a trial at the Old Bailey in the case of George Newman who had been indicted for stealing a sovereign, the monies of John McAlley.

The statements made to the court included:

John McAlley: *"I am a ship-carpenter. I live at Mr Terry's, opposite the London Dock-gate. On the night of the fifth of March I was at the Cock public-house – the prisoner came in with some books, and asked me if I wanted any – he pulled out one – I asked the price – he said 1s 3d – I said I would give him 1s for it – I gave him a sovereign, and asked him for change – he said he would go to the bar and get change – I saw him go to the tap-room door – there was another man there, who went out and fetched him back – I never got the change nor the sovereign."*

Andrew Chase: *"I am a seaman, and lodge at the Sailors' Home. I was at the Cock in Neptune-street, and saw McAlley give the prisoner a sovereign – I kept my eye on the prisoner, and as I was going to the door I saw him go out – he ran as fast as he could – I ran after him – he dropped his books and I took him back – he said he only had sixpence for his book."*

John Condan (*Police Constable H179*): “I was called to the Cock by Chase – I saw the prisoner, and asked him about the sovereign – he denied having it, and said he had only a sixpence – I found on him a sixpence, which he said was what he got for the book.”

George Newman (*Prisoner's Defence*): “I went into the Cock to sell my books: the prosecutor was intoxicated; I asked him ninepence for the book; he offered me sixpence, and pulled out a handful of silver and copper, and gave me sixpence; I went across the road; the witness collared me, and asked where the sovereign was; I said I had got no sovereign; I never received any other money of him but sixpence.”

John McAlley (*re-examined*): “I knew what I was doing – I am quite sure I gave him a sovereign.”

Andrew Chase (*re-examined*): “I am sure I saw the prosecutor give him a sovereign.”

Guilty Aged 30 – *Confined Eight Months*

(<https://www.oldbaileyonline.org/record/t18450303-754?text=newman>)

While still in London, on 12 March, John obtained a Seaman's Register Ticket, newly introduced for all British seamen voyaging outside the UK. The ticket's unique number means a seaman can be identified no matter how a clerk spells his name on a crew-list! The ticket also gives a brief description: Height 5ft 9ins, Hair brown, Complexion fresh, Eyes grey.

From April 1845 to May 1846 he was back in the *Juno* as carpenter. A voyage as carpenter in the Quebec-registered ship *Ceylon* followed (dates and destination uncertain, as no crew list found), but then came a major move in his career. In March 1847 he shipped as Chief mate in the Liverpool ship *Agnes*, the master being his brother Thomas! Had his father been teaching him navigation and general seamanship while he was in the *Juno*? This was to be surely an even more traumatic voyage than his first.

The *Agnes* left London for Quebec on 20 March, but called first at Cork. This was at the time of the potato famine in Ireland, and thousands were seeking a better life in Canada and the USA. Ships in the timber trade, including the *Agnes*, glad to be earning on the outward journey, offered a cheap means of transport. But many of the emigrants, weakened by hunger, were already suffering from dysentery and typhus. Crammed into cargo-ship holds, infections readily spread among them.

Arriving at Quebec, these ships had to go into quarantine. The *Agnes* arrived on 21 May, the eighth to arrive at the quarantine station on Grosse Isle in the St Lawrence River. By the end of May there were 40 quarantined ships moored in

the river, forming a line 2 miles long. The facilities on Grosse Isle were soon overwhelmed, and the sick had to remain on the ships, infecting others. Medical Commissioners arrived on 4 June.

Their report said *"We entirely disapprove of the plan of keeping a vessel in quarantine for any period, however prolonged, whilst the sick and healthy are congregated together, breathing the same atmosphere, sleeping in the same berths, and exposed to the same causes of contagion. ... As evidence ... may we be permitted to instance the case of the ship Agnes, which arrived about sixteen days ago with 427 passengers, out of which number not more than 150 are now in a healthy condition, the remainder being dead, or sick on board, or in hospital."*

At some point someone misunderstood this as saying that only 150 survived, and the error has been frequently copied, including on Wikipedia. Nevertheless, the actual figures are shocking enough. Sources vary a little, but a typical one gives: 19 died at sea, 35 at the quarantine station, 96 in the hospital, total 150. Three crew also died – the cook, the carpenter and the steward. The *Agnes* was released from quarantine on 9 June, arriving at the port of Quebec the next day. She returned to London in August 1847.

From 25 December 1847 to 5 September 1848, in a Dublin barque the *Ouzel Galley*, John made two voyages from Dublin to Trinidad and back. His brother Thomas was again master, but apparently took over at short notice, as he was still master of the *Agnes* in early December. Perhaps for this reason, John was just a seaman on the first voyage, but was carpenter on the second, at the same pay rate as the First Mate!

From Dec 1848 to Jan 1852 he was back in the *Juno*, now as mate. For the rest of 1852 he was carpenter in the *Ronochan* and the *Village Belle*, vessels in the timber trade to Quebec and Nova Scotia.

From January to June 1853 he was mate in the *Abeona*, another Carron Company vessel trading between Grangemouth and London, the master being Peter McKay, his brother-in-law. From 20 September to 2 December 1853 John was still in the *Abeona*, this time sailing to the Baltic. He was listed as boatswain and carpenter, and there was no mate; the new master was another brother-in-law, John Moir, husband of John's sister Janet!

Then, on 10 January 1854, at Leith, John took and passed the examination for a Master's Certificate, which was issued at Grangemouth on 3 February 1854.

He was a Master Mariner at last!

(To be continued in the next edition)

Mary Hay, Jacobite

by Robert Veitch

In previous Journals (June and December 2023) I explained how Mary Hay Tweedie Murray, my great-grandmother, a prosperous farmer's daughter, had been disinherited by her family and ended her days as a humble Edinburgh charlady. And on looking into her origins we found her descent was from the Laird of the Tweedie family and, further back, from the wealthy Michael Carmichael of Hazlehead and Mary Hay (1733-1816), of the Adam mansion, Eastend House which can be seen at Carmichael in South Lanarkshire today.

Mary Hay and her sister Margaret were clearly of genteel social standing, residing as they did later in life at No. 1 South St David's Street, a smart Edinburgh New Town address, located on the corner of Princes Street opposite Jenners but before Jenners and indeed, before the Scott Monument, and parishioners of the Episcopalian chapel, St John in the West End.

Now Edinburgh around the end of the 18th century was a city of culture and had a love of music. The Edinburgh Musical club, before it moved to the Assembly Rooms in George Street, held its events in St Cecilia's Hall in the Cowgate. And we can see among the members, the names of relatives of the sisters (see the 2014 annual of the Old Edinburgh Club) and it doesn't seem in the least fanciful to visualise Mary and Margaret being conveyed over the (original) North Bridge to a grand sociable, musical evening at St Cecilia's.



The old North Bridge, by Thomas Hosmer Shepherd.

Although they chose to live together in their later years, the sisters chose to be laid to rest separately. Mary was to be buried alongside her husband in the family plot at Carmichael, but Margaret wished to be laid alongside her parents in the family tomb, in St Triduana's, at Restalrig in Edinburgh.

When we visited South Lanarkshire to pay our respects to Mary in the Carmichael family plot, just by the door into the kirk we found that the monument confirmed Mary as the daughter of John Hay. But sadly, Margaret buried at Restalrig, Edinburgh was not so lucky. The Scottish Records Society of burials for the Hay family notes that she wasn't granted her last dying wish.

"John Hay, Esq, WS, sometime of Restalrig, treasurer to Prince Charles," died 6 Dec. 1784. Mr. John Hay, his lady, Ann Elphinston died 30 June 1739."

Miss Margaret Hay died on 26 March 1814, aged 79years, from New Town, Edinburgh."*

**Inscription on monument – It was the earnest wish and dying request of this excellent and estimable woman that her ashes should be permitted to be laid in the same grave with those of her beloved and father and mother in the adjoining burying ground, formerly the property of the family, but this request having been refused by its present proprietor, her earthly remains are laid here, as near as possible to that cherished spot.*



St Triduana's Chapel, (St. Margaret's Church) Restalrig

Visitors can make out much of the inscription on the light grey, but weather worn horizontal grave slab, directly beneath the arched window of the crypt. Entry into the Apse is locked but parishioners of the kirk at Restalrig will guide you for free, but readers will not need reminding donations for the upkeep of a kirk are always welcome.

Margaret's parents, 'Mr John Hay and Ann his lady' (or Sir John Hay in the Jacobite Succession and Anne Elphinston, the 'Heiress of Restalrig') and lie within St Triduana's. The Apse served as the family tomb since the time of the 1st Lord Balmerino in the 17th century but fell forfeit to the Crown in 1746 on the execution of Arthur, the 6th Lord Balmerino at the Tower of London (after Culloden).

Now, happier relics of 'Bonnie Prince Charlie' were in the Carmichael family's possession, Mary Hay was the owner of a pair of diamonds from the royal 'knee breeches'. I couldn't imagine what they might look like but Andrew Lang's 1903 account of the royal breeches describing the Prince's arrival at Duddingston (out of reach of Edinburgh Castle guns) gave a little bit of context.

"..a slender young man, about five feet ten inches high; of a ruddy complexion, high nosed, large rolling brown eyes, long visage; his chin was pointed, and mouth small in proportion to his features; (brown hair); but at that time he wore a pale peruke; he was in Highland dress with a blue sash wrought with gold coming over his shoulder, red velvet breeches, a green velvet bonnet with a gold lace round it, and a white cockade which was the cross of St. Andrew."

Also in John Hay's possession was the Hay Goblet, offered for sale by Bonhams, auctioneers, at their New Bond Street rooms in 2014 and as shown.



"A beautiful wine glass, one of a pair of goblets gifted by Bonnie Prince Charlie to his treasurer and secretary, Sir John Hay of Restalrig, will be offered at the Glass auction on 12 November at Bonhams New Bond Street. It carries a pre-sale estimate of £7,000-9,000."

*Known as 'The Hay Goblet', this important Jacobite glass (c. 1768) is engraved with a splendid seven-petalled formal rose and a single bud on a leafy stem, crossed with a thistle among three slender leaves. The glass features a crown above the initials 'I*H', set on an opaque-twist stem, with a pair of heavy spiral threads over a conical foot. It stands at 22.8cm high."*

John Hay may not have been quite the total failure as quartermaster as many allege. For example, the loyal Hanoverians of Glasgow bitterly resented the arrival of 'Squire Hay' at the head of a detachment of dragoons demanding £15,000 for 'their' lawful sovereign and royal master. Hay was regarded as 'Scourge and Persecutor' and Glasgow subsequently, and easily, raised a Regiment of Volunteers to fight for King George at Falkirk.

Also, Charles' opinion of who had really cost him the British Crown lay at Derby where, with victory in his grasp, a chicken hearted decision by his generals was what brought his depleted, discouraged army to their defeat on the boggy battle field of Drumossie Moor.

Nor should it be thought that Scots welcomed the idea of the return of the Catholic Stuarts and their *ancien régime*. Charles had been welcomed by the Edinburgh gentry but Whiggish Glasgow and Lowland Scotland generally were well satisfied with the prosperity which followed hard on the Act of Union in 1707. Consequently they were also happy to be subjects in a constitutional monarchy which recognised that they and their parliament had certain defined rights, the first democracy indeed of the modern world.

Yet after Culloden, better days lay ahead for John Hay. On making good his escape with his Prince he was promoted Major Domo of the Prince's household in the *Palazzo Muti* in Rome, part of a range of Royal Palaces in Rome, set aside for the Stuarts. An exiled monarchy to be sure, but the Stuarts clearly represented Rome's last hope for the return of Catholicism as the established church of the United Kingdom.



*Memorial to the Royal Stuarts in St Peters Basilica, Vatican City;
by Kim Traynor, Wikipedia*

Anyone seeking further information on just how highly regarded the Stuarts were in Rome at this time could do worse than visit the splendid Jacobite galleries in the Scottish National Portrait Gallery in Edinburgh. As a simple family historian my heart leapt when I saw the huge portrait of the wedding of James III and the 16-year-old Polish Princess Maria Clementina Sobieska, for it contained two Scots courtiers, John Hay and John Murray but I quickly realised both gentlemen were earlier than those who served Prince Charles.

Nevertheless, it's interesting that here again is another example of how families, the Murrays, Hays, Elphinstones, clung to their monarchs regardless of political events.

The reason for the strength of the ties between monarchy and nobility isn't so different to understand of course. They both need each other's support; they were in effect interdependent.

The Hay connection to the Stuarts goes back a long way. John Hay of Restalrig was the grandson of Sir John Hay of Alderstone and his progenitor was Edmund Hay of Talla who was in turn descended from Robert II and Marjorie Bruce and so to the legendary Gilbert de la Haye, 1st Constable of Scotland (d.1333), right hand to Robert the Bruce and signatory to the Declaration of Arbroath.

The Hays are also well represented in the castles of the Scottish Borders, eastern Scotland and far north into Aberdeenshire and fought in the front rank at Bannockburn and probably at Hastings too. But I thought it too much of a stretch for a family historian looking into his great grandmother's roots to dig any further.

In any case, we've perhaps gone as far as we dare with Mary Hay's father, Sir John Hay. Perhaps the editors will allow a final article, looking now at her mother, Anne Elphinstone, of equally strong Jacobite credentials.

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A Ferry Tragedy At Dundee

by Colin Bain

[a reprint from The Scottish Genealogist of December 1993, Vol. XL No. 4]

A serious accident took place on the morning of Sunday, 28 May 1815 which was indirectly to bring about changes in the administration of the Tay ferries, and led to the introduction of an important early steamship. The circumstances were that one of the ferry pinnaces used on the Dundee to Newport crossing was sunk about half a mile off Newport with either 23 or 24 persons aboard, of whom only seven were saved. The vessel sailed about 10.15 a.m. from the Craig Pier as the tide was ebbing. At this state of the tide a sand bank was uncovered, which made a circuit to the eastward necessary, until opposite the east harbour. A strong southeast wind was blowing, which meant that the main lugsail of the pinnace was at first kept reefed (that is tied up to reduce it in size, and hence power) for safety.

At her stern the ferry was towing a small yawl from Ferryport on Craig, with one man aboard. The mainsail reef was then shaken out in preparation for the main part of the crossing. This would cause the boat to heel over, and apparently a quantity of water came aboard. This was not of itself unusual, nor essentially all that dangerous. At this point the helmsman rose, apparently to clear the tow rope, which may have caught on some part of the gear. The pinnace broached, that is swung into the wind. This typically happens when excessive sail is being used with the wind on the quarter (in this case starboard or right rear), and has the potential to overturn the boat. The boat began to fill with water and quickly sank stern first. The man in the yawl reacted with commendable speed and cut the tow rope. He thus was able not only to save his boat and himself, but also a number of others from the water.

Survivors

John Stark – pinnace man

David Board – boatman, Ferryport on Craig

Thomas Rollo – seaman's son

Hugh & James Scott – sons of George Scott, merchant tailor of Dundee

William Ramsay – currier, Dundee

Drowned as far as ascertained

John Spalding – 'Ballad' or 'Cossack Jack', master of the pinnace

David Melville – ship carpenter & 13 month old son

John Luke – flax dresser & son (7) & daughter (15)

Mr Dickson – shipmaster in St Andrews & his cabin boy

Melville Robert Penman – son of blockmaker, Dundee

Peter Smith (15) – currier, Dundee

Robert Stark – son of John. Stark, boatman, Dundee

John Wilkie (12) – son of David Wilkie, carter, Dundee
Alexander Smith (15) – coppersmith apprentice to Mr Middleton, plumber
William Taylor – apprentice rope spinner in Dundee
A boy Fenton – son of flaxdresser, Dundee
John Bennet – son of William Bennet, shipmaster in Dundee, apprentice to Donaldson bookseller, and looked after 5 brothers and sister since death of mother two years ago.

There was an instant outcry regarding the safety of the ferries in general and this boat in particular. It was suggested that the vessel was overloaded. Criticism was also voiced of the conduct of another ferry which passed close by, ignoring the casualties in the water. The cry was for regulation 'as at Leith and Kinghorn', and it was suggested that many of the pinnaces had inadequate crews, so that passengers had to take the helm while the crew set the sail. It was also claimed that the sails were ill made and some of the boats badly constructed and maintained.

This criticism was taken up and in 1817 a joint committee was appointed by the counties of Fife and Forfar to examine the question. The ferry was then operated by 25 boats, manned by about 100 men and boys, and was described as unregulated and disorderly. They proposed a reduction in the number of boats to eight, but with stronger crews, operating to a time table, and obtained an Act of Parliament in 1819 to regulate matters. During the discussion of the bill the use of steam was suggested. At this time some 70,000 persons a year were using the route.

The trustees, who were, as may have been gathered, not men to act in haste, made diligent enquiries into the feasibility of steamships, including those then operating in America, Hamburg and the Mersey as well as nearer home. Eventually in 1821 they had a steamship, *The Union*, built. She was a highly unusual vessel, and can be claimed as the world's first roll-on / roll-off ship. She was a double ended, twin hulled design with a ramp at each end, and it was possible to drive on a coach or cart at one side of the Firth and drive off down the ramp at the other side without turning round or unhitching. This concept was not really re-invented until after the Second World War.

A sister ship was soon constructed by James Brown of Perth, with engine by James & Charles Carmichael of Dundee, and by 1824 the pair were carrying over 100,000 persons safely across the Tay in a year. They can be said to form an important part of the history of the introduction of the steam ship, and of its importance in making travel safe and predictable.

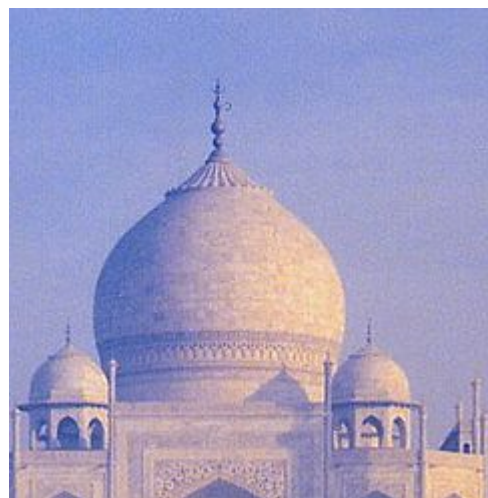
[Editor's Note: The Tay was always a dangerous crossing, as the Rail Bridge disaster of 28 December 1879, when 79 people died, further illustrated.

editor@scotsgenealogy.com]

Puzzle Picture

Last edition's picture showed the Governor's House. It is the last remaining part of Calton Jail in Edinburgh and is now the home of the Scottish Fiscal Commission.

Mirza Shahab-ud-Din Muhammad Khurram (1592–1666) is famous for a building he didn't build and for one he did. What was the former? His tomb says, *"Happy are those who dream dreams and are prepared to pay the price to make them come true"*.



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September 2024

Nairnshire Voluntary Infantry Pay Lists & Officers' Returns 1798, 1808, 1809, 1810 & 1812, & Nairn Lieutenancy Minute Book 1819-1831	Stuart Farrell
Parish of Auldearn Poor 1843, & Auldearn Parochial Board & Parish Council Minutes 1874-1897	Stuart Farrell
Burghead War Memorial, & Burghead Cemetery Burial Register 1869-1883 & 1896-1944	Stuart Farrell & Doug Stewart
Garvald, East Lothian Burial & Mortcloth Records	Joy Dodd
Gogar Churchyard, Corstorphine Parish, Edinburgh. Monumental Inscriptions	Eileen Ferguson
Memorial Inscriptions in Stranraer. 1: Old Kirkyards	
Nairnshire Roll of Honour for the Great War 1914-1921	Kenneth Nisbet
Road to Maggieknockater: Exploring Aberdeen and the North-east through its Place names	Robert Smith
Protocol Book of Alexander Cok 1567-1571	Iain Flett, ed.
Pedigree of the Family of Ker of Cessford, Greenhead and Prymsidelock (including Hoselaw), and later of Hoselaw, Roxburghshire <i>[includes linen family tree]</i>	Christian L Reid
Aberlady, East Lothian, Burials and Mortcloth Records pre 1846	Joy Dodd

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Family History Journals – New Arrivals

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The Historian June 2024 Issue no 128, p.5

"A Cutting Tale - and an Unexpected Great Grandmother" by Ken Kennedy
[Story of William Kennedy 1890-1918]

"From Dundee to Latvia" by Sandra Muir, p.17

[Story of Henry Martin died 1908]

Lanarkshire FHS Journal June 2024 Issue no 85

Hartwood Hospital Paupers Cemetery, p.9

[Information about the Cemetery Record Book which lists over 600 graves and over 1200 names]

Cairt: Newsletter of the Scottish Maps Forum July 2024 Issue 45

Two articles about two Scottish land surveyors: George Robertson (1783-1845) and letters dated 1829-1832 from William Scott describing his work as an apprentice in Sutherland

Descent: magazine of the Australian Society of Genealogists June/Winter 2024

"John Bland 1815-1865" by Kathryn van der Mei, p.57

[John Bland was born in Edinburgh and emigrated to Australia in 1840]

Transactions of the East Lothian Antiquarian and Field Naturalists' Society Vol XXXIV 2024

"Papple: the History of an East Lothian Farm", by Joy Dodd and Eric Glendinning, p.53

[James Balfour purchased the Papple estate in 1820 for £63,000. James Balfour was a 'nabob' having made his fortune in India but the story of Papple dates back to the 12th century with Norman and Anglo-Saxon names families in possession. Later owners were Lauders, Ogills and Blantynes and brief histories of tenant farmers are included.]

Ancestor; Quarterly Journal of the The Genealogical Society of Victoria Vol 37 Issue 2 June 2024

"A beginner's guide to researching your Dutch ancestors", by Martin J Playne, p.30

The Manchester Genealogist Vol 60 no 2 2024

"The Caledonian Asylum Petitions", by Lorna Kinnaird, p.153

[An organisation which helped Scots families in distress in London. The records include family details and the author is aiming to catalogue all the records from 1819-1926]

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for information and do check for program amendments before setting out
for meetings.**

16 September 2024

“The Royal Company of Merchants – the City of Edinburgh Merchants”
by Vincent Mason, Archives and Treasures Committee

21 October 2024

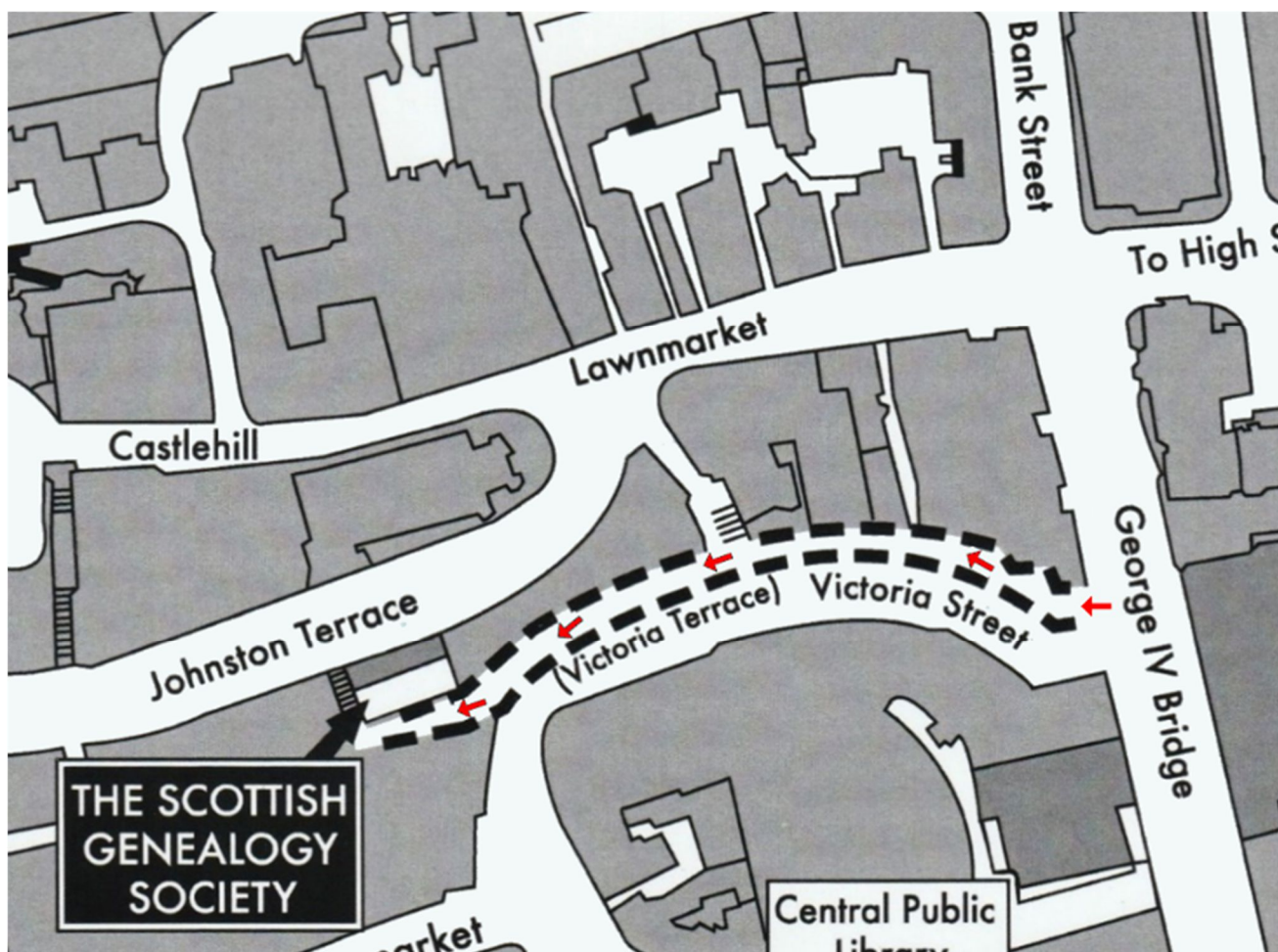
“Scotland Beneath the Surface” by L Bruce Keith, Author

18 November 2024

“The servants in Traquair House – What the Archives tell us about their
lives” by Margaret Fox, Archivist

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