

Glenuig Ferry Services

The collection, (Cameron-Head D271/B/II/3/ii/f), at The Highland Council Archives in Fort William, has a collection of documents about the Glenuig to Lochailort ferries. The earliest article is dated June 1947. This document is an extraction made from some of the articles seen there. The last entry in this collection is dated to 1962 and the road from Lochailort to Kinacarra opened on 29 July 1966. Ragnall Ailean Domhnallach, who organised and ran the ferry, was born on 15/12/1916 and died 20/7/1971. This is only a summary of some of the articles seen in this collection and not a detailed history of the Glenuig Ferries.

The earliest dated document says:-

"Ronald Allan Macdonald, Home District, Glenuig.

Glasgow Address: c/o Cuthill, 200 Deanston Drive, Shawlands, Glasgow.

Father has been a fisherman. Started fishing with father aged 16. Joined a whaling station. With Salvesen, Leith, till 1938. Joined Scots Guards. Discharged summer 1944 on medical grounds. Was a Lance Corporal in the Scots Guards 1st. Batt. Got his gratuity - no disability pension.

In early autumn joined the Glasgow Corporation 'Bus Service as a 'bus driver. Has been with them 18 months and is still with them.

Boat: One of 25/30 ft; engine approx. 13 h.p. Has done a certain amount of herring fishing; worked with nets. No navigation certificate but understands the West Coast".

The collection then has two letters dated 5th June 1947 and 18th June 1947 from Norman Sandeman, 25-27 Forth Street, Edinburgh to Mrs Cameron-Head, Lochailort Castle.

The first letter has:- " To-day I have had an interview with Mr. Neville of the Scottish Home Department who are responsible for the Inshore Fishing Section of the Ministry of Agriculture and Fisheries, and have discussed thoroughly the question of a grant for Mr. Ronald MacDonald, Glenuig.

There is no doubt in my mind that he should apply to Mr. Neville ... and I enclose the necessary forms..... Later on in the day I had an interview with the Resettlement Bureau on behalf of MacDonald, and I found that they in fact would only put him in touch with the Inshore Fishing people, and that was all they could do unless MacDonald had been disabled, in which case he should apply to the Disabled Relief Officer, Glasgow."

On 18th June another letter was sent from Norman Sandeman to Mrs Cameron-Head :-

"To-day I have had an interview with the Inshore Fishing Representative of the Agricultural Industry Association Limited While I was in this office an ex-serviceman from Coll was finally ratifying his agreement for a 30 Ft. boat, and I am sure that Ronald Alan McDonald will receive every possible help from these people, and they are willing to arrange an interview provided early notice is given them.

The great problem is obtaining early delivery of boats, and each and every one has to be tested and they have four demonstration boats at the moment, which Mr. McDonald could arrange to see. The manager is a practical man, and wishes to get back to the fishing industry, and I know he will sympathise with McDonald's case, and in my opinion is the man for McDonald to approach.

The difference between this section of the Scottish Industry Association and a similar section of the Scottish Office is that the latter are able to grant loans earlier if the applicant can lay his hands on a boat, and if McDonald can locate a boat either in Glasgow or up the coast, then he will have gone a long way towards the solution of his final problem".

The boat service must have started between June 1947 and September 1947, as the next entry in the collection says :-

"Glenuig Motor Boat Services
for the month of February, 1948.

Increased charges as from 1st January, 1948 because boat was running at a loss from September, 1947 till December, 1947.

New Charges are as follows:-

<u>Hires.</u>	Glenuig - Lochailort	£1/10/0
	Glenuig - Samalaman	£1/15/0
	Passenger Fares :-	
	Glenuig - Lochailort (single)	4s 0d
	Samalaman - Lochailort (single)	4s 6d
	Samalaman - Lochailort (return)	7s 6d
	Parcels and bags up to the weight of 28lbs	1s 6d
	Bulk cargoes 1 ton up to 3 tons	£2 per ton
	Every extra ton	£1
	MacDonald Bros., Glenuig, By Lochailort."	

There is a further list of charges for the Lochailort/Glenuig boat. Although not dated it would seem to be 1948. It contains e.g. :-

Packages less than 14 lbs :- 1/- to packages 98 lbs to 112 lbs - 4/6. (Four shillings and six pence).

Household meal :- 2/6 per 10 stones.

Dirty Goods e.g. cement, lime, slag, hay, straw:- 17/6 per 10 cwts; 35/- per ton.

Light feed bran :- 2/6 per cwt. bag; 5 cwts to 10 cwts - 35/- per ton; 10 cwts and over - 30/0 per ton.

Household Meal Potatoes and Salt :- up to 56 lbs. 1/6 per bag; 10 cwts and over 30/0 per ton.

Fertilisers, Lime, cement in bags :- under 5 cwts. 2/3 per bag; 10 cwts and over - 35/- per ton.

Groceries, Hardware and Drapery :- under 5 cwts 70/- per ton; 10 cwts and over - 60/0 per ton.

Hay and Straw in Bales - under 5 cwts 2/9 per bag.; 10 cwts and over 45/0 per ton.

Rates of Using the pier at Moidart. There are four pages of payment rates which include :-

Vessels using the pier at Moidart	0/2 ^d
Passengers	0/2 ^d
Herring Boats etc.	0/4 ^d
Ale	0/2 ^d
Books and Stationary	0/4 ^d per cwt.
Bricks	0/8 ^d per ton
Four-wheel carriages	0/8 ^d each
Two-wheel carriages	0/2 ^d each
Cattle	0/2 ^d each
Sporting dogs	0/2 ^d each
Eggs	0/1 ^d per cwt.
Hemp and cotton, unwrought	1/4 ^d per ton
Hides	1/4 ^d per ton
Husbandry Utensils	1/4 ^d per ton
Masts and Spars	1/6 ^d each
Tin of all kinds	1/4 ^d per ton
Gunpowder	0/1 ^d per cwt.
Tobacco	2/6 ^d per ton
Whisky	0/1 ^d per cwt.

The collection has a statement about all runs made in February 1948:-

3 rd	Mails, 3 parcels, 2½ cwts. Feeding.	£2/4/6
4 th	Gale. Couldn't land at Lochailort, lack of piers.	-----
5 th	33 rations, parcels, 2 cases, 1 hamper, laundry 4 tins petrol, 1 ton feeding stuff	£5/1/0
6 th to 9 th	Gales. Impossible to take any cargo without piers.	-----
10 th	2 runs. 1 st run mails, 6 parcels and 2 passengers. 2 nd run to Lochailort with Doctor, 2 tons of hay return journey	£2/9/6 £5/10/0
11 th	Double run from Glenuig to Lochailort (Hire)	£3/0/0

12 th	Boat broke moorings by gale blown ashore and badly damaged, being repaired where she lies.	-----
13 th	More repairs to damaged hull	-----
14 th	Double run. Mails 1 st run. Hire 2 nd run.	£3/11/0
15 th , 16 th	More repairs to damaged hull	-----
17 th	Mails. 4 parcels and 1 bag feeding.	£2/1/6
18 th	Hire to Arisaig from Samalaman	£1/10/0
19 th	Mails. 29 rations. 6 cwts feeding stuff	£3/6/6
20 th	Gales. Impossible to land.	-----
21 st	Mails. 2 tons hay, ½ ton feeding	£7/2/6
23 rd	Towing of boat from Mallaig to Lochailort	£5/0/0
24 th	Mails and 4 parcels	£1/18/6
25 th	2 tons furniture @ £2 per ton	£4/0/0
26 th	29 rations, 3½ cwts straw, 7½ cwts feeding and mails	£3/16/6
27 th	Gales. Impossible to land.	-----
28 th	Mails. 1 ton hay, 2 passengers and 2 parcels	<u>£4/3/6</u>
		<u>£54/15/0</u>
	5 unsuccessful attempts.	
	Total cost of running and damage to the boat	£37/4/0
	Total income	£17/11/0
	Wages for 2 men for 1 month, £8/15/6 each	£17/11/0

There is also a summary of the running costs for February 1948 :-

"Paraffin 66½ gallons @ 1/2^d = £3/17/3½
 Petrol 7 gallons @ 2/2^d per gal. = 15/2^d
 Lubricating oil 5½ gal = £1/13/0
 Lorry Hiring £3/13/6."

A subsidy was agreed to from 1st November 1948 for twelve months.

The collection has a letter, dated March 1948, from John S Gibson, Inverailort to J.W. McKillop, County Clerk in Inverness.

It states "You will note that the total income for the month amounted to £54/15/0 against which the following costs had to be met - Oils etc £6/5/5½, Lorry Hire £3/13/6, boat damage £27/5/0 which leaves a balance of £17/11/0. Two men operate this boat service, and £17/11/0 is therefore their entire income for Food, supporting their mother, clothing, improvements to boat etc. This plainly shows that the boat is running at a very serious loss.

The matter is most desperately urgent; should the boat be discontinued, the people from Glenuig would be completely cut off from Lochailort, and would be unable to receive any parcels, post, foodstuffs, animal feeding stuffs etc. In fact, there would be no alternative but for the people to leave the district. I therefore ask you to place this problem before some Committee, which can deal with it, as the matter is urgent".

There is a statement about the Post Office subsidy for the transport of mails from Lochailort to Glenuig in 1948.

"Winter months - 1st November to 28th February, Tuesdays and Saturdays @ £1/12/6 per day = £3/5/0.

Thursdays (Ration Day for Glenuig) £0/5/0. Total per week £3/1/0.

Of this amount, 9/0 must be deducted, being 2 lorry runs at 4/6 per run for the transport of mails from Lochailort Station to the existing jetty.

Summer Months 1st March to 31st October. Tuesdays and Saturdays @ £1/7/6 per day = £2/15/0. Thursdays (Ration Day for Glenuig) £0/5/0. Total per week £3/0/0. Of this amount, 9/0 must be deducted, being 2 lorry runs at 4/6 per run for the transport of mails from Lochailort Station to the existing jetty. Total per week £2/11/0."

There is a letter from Alexander MacDonald to Mrs Cameron-Head. It is headed "Glenuig, Roshven, Lochailort, March 11th 1947, but someone has circled "1947" with "1948 correct?" :-

"Dear Mrs Cameron-Head,

I enclose you details of the motor boat services from Glenuig to Lochailort for the month of February which shows even at the increase of charges, barely covers the costs of the Boat. I have also enclosed a copy of this to my Brother, Simon in Marshall & Person's Garage in Fort William who is also trying to do something about it. This month of February was the best month we had since the new boat went into service but we only go now by the month since the charges increased. Is there any move to the building of piers at Glenuig or Lochailort?

If my income comes below the present figures I'm afraid I will have to give up the job and go elsewhere. For the month of February, we had only £8/15/6 clear between us, out of that we have to take out sea boots, oilskins and clothing.

Yours truly, (SGD) ALEXANDER MACDONALD, (Skipper) of the Glenuig Boat."

Mail charges, May 1948. The collection has a letter from Post Office Headquarters Scotland, Edinburgh on 10th May 1948 to The County Clerk of the County Council of Inverness. It is headed "Glenuig Motor Boat Services" and says "Perhaps I should explain that payments paid by the Post Office for the conveyance of mails to sparsely populated parts of the country are made solely with a view to covering the cost of providing a postal service in respect of unremunerative passenger and goods services.... The question of maintaining the service as a necessary public facility, however, would appear to rest with the Local Authorities and not the Post Office."

The collection has a letter dated 23rd September, 1948, from the Secretary of Agriculture for Scotland, St. Andrew's House, Edinburgh. It is not clear to whom the letter was addressed, but it may have been the Cameron-Heads. It is headed "Glenuig Motor Boat Service". It states "The Department are prepared to make a contribution towards the cost of operating the service for the period of year from 1st October, 1948, at the rate of Two pounds (£2) per week." Two of the conditions of the grant were that "The boat owners will maintain a regular service three times a week between Glenuig and Lochailort for the purpose of conveying passengers and goods between these points, The boat owners will not increase the existing rates for the conveyance of passengers and goods without prior consent of the Department." It continues "The period covered by this present offer is confined to one year so that the Department may be able to gain some further information during that period about the cost of running the service. At the end of that period they will be prepared to review the amount of their contribution and to discuss with the boat-owners the terms on which a renewal may be made.

I am to ask that you will be good enough to ascertain whether the boat-owners are willing to accept the foregoing offer and to notify the Department accordingly."

"Inverness County Council

Glenuig, Roshven (lit)
Lochailort
November 15th 1948

Dear Sir,

In view of the fact that we are running this service under deplorable conditions and at a loss we beg to notify you that we are withdrawing our boat from the Glenuig Lochailort ferry service on 31st December 1948.

Yours truly
(signed) A. and D. MacDonald."

There is a letter in the collection from the County Council of Inverness to Mrs. L.P. Cameron-Head, dated 17th November, 1948 :-

"Dear Mrs Cameron-Head,

GLENUIG MOTOR BOAT SERVICE

Messrs. A. and D. MacDonald have now written me informing that they are withdrawing their boat from service on 31st December. Mr. R. Wallace, County Clerk."

There is a letter "Increased charges as from 1st January 1948, because the boat was running at a loss from September 1947 till December 1947."

		<u>New Charges</u>	<u>Old Charges</u>
<u>Hires</u>	Glenuig to Lochailort	£1/1/0	£1/0/0

	Glenuig to Samalaman	£1/1/5	£1/5/0
<u>Passengers</u>	Glenuig to Lochailort	4/0 ^d	2/6 ^d
	Samalaman to Lochailort	4/6 ^d	3/0 ^d
	Parcels and Bags <28 lbs	1/6 ^d	----
	Parcels and Bags < 1cwt	3/0 ^d	1/6 ^d
	Cargoes 1 to 3 tons	£2/0/0 per ton	£1/0/0 per ton
	Extra tons	£1/0/0	

Signed MacDonald Bros.

In the collection there is also this letter :-

"ON AND AFTER FRIDAY 31ST DECEMBER 1948
THE ROUTINE FERRY SERVICE
GLENUIG TO LOCHAILORT
WILL CEASE TO OPERATE
(SIGNED) ALEXANDER MACDONALD (ENGINEER)
(SIGNED) DOUGALD MACDONALD (SKIPPER)."

The collection then has a letter from Ronald MacDonald while staying in Glasgow to Mrs Cameron-Head on 18th February 1949:-

"c/o Fraser
290 Paisley Road West,
Glasgow S1

Dear Madam,

The P.O. have accepted my tender and they want to know on what date I intend to begin the service. The boat is not ready to be put in service immediately, owing to the fact that suitable accommodation is required for the mails i.e. as stated in the contract, protection from the weather, and the sea to the satisfaction of the Postmaster and of course to protect 5 or 6 passengers from wind etc.

Today I instructed the Berquis Coy. to go ahead with constructing a shelter such as I considered suitable as soon as possible. I pointed out to Mr Berquis the urgency of the task. He assured me that there will be no delay. I am sorry that I cannot say for sure when I shall be home with the boat, but I should think at the very latest 1 month from now.

Another matter I consider very important is - my being granted an additional £1 per week from the Ministry of Agriculture, will you please advise me as to how I go about negotiating with them.

Surely, if it is pointed out to them that the MacDonalds of Glenuig gave up the service because it no longer pays them, an additional £1 at least is imperative. The fact that the MacDonalds decided against re-applying is in itself a somewhat disheartening thought to me, considering that I am taking over the service heavily in debt to start with. The boat will cost me over £500. Bearing that in mind I deem it absolutely necessary that the subsidy be raised to £3 per week the day I begin. Meantime I shall inform the P.O. authorities exactly how I am placed.

I hate to think that the haphazard local arrangement will have to be continued for a week or two yet. I'm sure it has all been rather more than a headache to you and all concerned. Hoping you are in good health,

Yours respectfully

Ronald A MacDonald.

Please ring Lochailort 204 reversing charge tonight, Wednesday after 7pm
Cameron-Head."

There seems to be a gap in records between February 1949 and May 1953.

There is a letter dated 18th May 1953 to Mr R.A. MacDonald, Lochailort/Glenuig Motorboat Service, Samalaman, Lochailort. "I write to inform you that following on an examination of the accounts and receipts produced, the Department are prepared to increase the payment, as from 1st January 1953, from £2 to £3/10/- per week, subject to the following conditions.

1. Rates and Charges. A list of your rates and charges should be forthwith compiled and, once agreed with this Department, should be publically exhibited at Lochailort Post Office and also on the motor boat....

2. It is a condition of the contract between yourself and the Secretary of State that your motorboat should be adequately insured...
3. Handling of goods. Full use should be made of the facilities at each jetty (e.g. sheds) to ensure that goods awaiting shipment are protected from the weather.
4. Regular sailing. The days and times of departure from Lochailort and from other places of call on the Loch should be publically exhibited at Lochailort Post Office and on the boat and only exceptionally, for example on bad weather, should there be any variation in the times of departure shown in the notice.
5. Accounts. As from 1st June 1953, a proper account should be kept of your income and expenditure."

16th November 1954, from the Scottish Home Department, St. Andrew's House, Edinburgh to Mrs Pauline Cameron-Head, Inverailort. "Most of the points you raised about the serviceability of the vessel used by Mr. MacDonald have been settled. In view of your anxiety and the anxiety of the local people as to the seaworthiness of the vessel you should know that we have now had a report from the Principal Officer of the Ministry and Civil Aviation, Glasgow to the effect that the inspection of the vessel carried out by one of the Ministry's surveyors while the vessel was afloat showed that the hull and machinery "appeared satisfactory for the purpose intended".....It is understood that adequate life saving and fire appliances are now carried on board. Mr MacDonald's attention has been drawn to the fact that the Ministry do not consider the vessel suitable for more than 12 passengers at one time."

There is a letter dated Nov. 20, but it does not give the year. It could be 1957. It is a letter from R.A. MacDonald to Mrs Cameron-Head and there is a stamped heading "R.A. MACDONALD, FERRYMAN, GLENUIG, LOCHAILORT".

"Dear Madam,

I approached the Post Office in Sept. so that they would consider raising my pay for the service. I don't expect any satisfaction or ?? there now. Please bring to the notice of the authorities that I am considering giving it up and selling the Boat this winter and having already warned the P.O. I will not be bound by their contract. How can I pay a man all year round and carry ½ of what I did in 1956, my Pay has not been increased since then. The Roshven Estate was my best customer, earning me £200 per year approx. They are now getting through by road. But I am expected to continue the service on 1956 wages, only to become redundant within 2 years without any compensation whatever. The Glenuig Estate have been carrying and doing most of their own work for 3 years. I now carry for under 40 people whereas in 1956 the number was 80.

R.A. MacDonald."

There is a letter on 24th February 1959 from The Advisory Panel on the Highlands & Islands, St. Andrew's House, Edinburgh to Mrs Cameron-Head:-

" I am writing to say that with an officer of the Scottish Home Department, Finance Division, I am calling on Mr. Fraser at Fort William on Tuesday 3rd March, in order to go into the accounts of the Lochailort boat services and to discuss with Mr. McDonald its future.

It occurs to me that if Mr. McDonald is making too much out of the service, before we start considering any reduction in his subsidy we ought to consider whether the freight charges could not be reduced since so much is said about their oppression. I am having a comparison made of the freight charges and fares imposed on the Lochailort service with those MacBraynes apply on their Loch Shiel services. Can you say whether the freight charges and fares imposed by Mr. McDonald are a real burden to the Glenuig community or whether they are more of a talking point than anything else and, in particular, are there any aspects of his freight charges which are felt as severe?

On another subject, you will have heard by now that Lord Cameron and Sir William Robieson (Government Director of David MacBrayne Limited) with other Panel representatives hope to visit South Moidart on the evening of Saturday, 21st March. A great deal will be said about the need for a North Moidart road and the Panel representatives' main purpose in attending this meeting will be to hear what is said on that head. Sir William Robieson has told me that he would like to hear any views on the future of the Loch Shiel service. Would it be possible for the Loch Shiel service to be closed down in the winter months and for extended road services by MacBraynes to fill the gap? This would mean a change over in the MacBrayne services for Moidart similar to the change over from sea to road which is taking place in their service to Portree."

There is a letter dated 4th November, 1960 from The Department of Agriculture and Fisheries for Scotland to Mrs. Cameron-Head :-

"Dear Mrs. Cameron-Head,

I enclose a statement giving the rates charged for various commodities, the rates which we suggested might be charged and the rates which Mr. MacDonald proposed.

On 8th September of this year we wrote to ask Mr. MacDonald for a statement showing the revenue brought in by freight charges on the Department's scale, by fares and the mail contract payment and the expenses of running the service. We await a reply.

You said that you thought that the rates which Mr. MacDonald was charging were generally satisfactory to the people using the service; but I explained that before we could enter into a new contract we should have to be satisfied that the rates charged were in line with what had been proposed by us last year.

Subsequently you telephoned to say that Mr. MacDonald had suffered the loss of his mate and that the situation was therefore made more delicate. We appreciate this and propose to take no precipitate action.

Thank you again for your offer of assistance with this service."

There seemed to be plans to stop the Lochailort-Glenueig boat service on 1st December 1960. There is a letter to Mr MacDonald, but it is not clear who sent the letter.

"Dear Mr. MacDonald,

With further reference to your letter of 10th November, I am writing to say that I am sorry to note that because of your difficulties in obtaining an assistant you have felt obliged to give notice. We have had an opportunity of discussing the situation with Mrs Cameron-Head as a result of which we are very much aware of your own difficulties and also, on the other hand, of the importance of the motorboat service to the people of Glenueig and Roshven. For the latter reason we hope that it may yet be possible for you to find a solution to your difficulties and Mrs Cameron-Head has suggested to us that a solution may be found by engaging a full time assistant instead of a part time assistant as in the past. We do not know, of course, what the cost of this would be but we would be ready to consider it in the light of the current financial results of the service. We do not have an up-to-date statement of the financial position and we would therefore be grateful if you would let us have the statement asked for in my letter of 8th September. This would enable us to assess the situation and we would like to have the opportunity thereafter of discussing it with you in order to see how best we would be able to assist."

There is a letter dated 11th January, 1962 from The Department of Agriculture and Fisheries for Scotland to Mrs. Cameron-Head :-

"As you know we received a letter in November last from Mr. MacDonald saying that his hand was improving and that he hoped to be able to continue the service as usual. I am sure that this change of heart was prompted by encouragement and assistance from yourself. The people of the area and we too have every cause to be grateful to you.

In the meantime, we have been looking into the question of charges.. It is true that MacBraynes charges have gone up slightly since we last looked at this but we have no firm basis of comparison because we do not know what Mr. MacDonald's present charges are.... As I told you we would be ready to review the amount of the subsidy payment if this seemed to be justified by the facts disclosed by the accounts and by Mr. MacDonald's future prospects. We should of course have to take into account in this his prospects of carrying traffic in connection with the forthcoming road works." (The construction of the road from Lochailort to Kinacarra).

The archives have a letter, 11th January 1962.

Dear Mr MacDonald

In your letter of 17th November last you wrote to say that your injured hand was on the mend and that you would therefore be able to continue the motor boat service. The Department are glad to know that this is so and I hope that by now your hand is very much improved.....

The road was opened to the public on 29th July 1966.

The collection also has a document labelled "Population of area served by Mail-boat on 30th September 1970." The report shows the names of 55 adult ferry users, 11 users over 11 years of age and 17 users under 11 years of age. The boat seems to have served 28 people at Camusrory Outward Bound School, with 4 permanent staff, 16 serving each course. Five seasonally occupied houses involving 40 people are also shown. It is not clear which ferry is being referred to, but it seems likely that it was the Loch Shiel boat service.

Mr John MacKay	Mr & Mrs I.M. Budge
Mr James MacKay	Mr & Mrs D Nicolson
Mr Roderick MacKay	Mr James Nicolson
Miss Mary MacKay	Miss Catriona Nicolson
Mr & Mrs MacRae + 1 over 11 and 3 under 11	Miss Rachel Nicolson
Mr & Mrs A MacNeil + 1 over 11 + 3 under 11	Mr & Mrs J MacLeod +2 over 11 and 1 under 11
Mr A Baynon	Mr Donald MacLeod
Mr & Mrs MacKintosh	Mr John Murdo Morrison
Mr & Mrs MacIntyre +1 over 11 and 1 under 11	Mrs T. MacDonald
Mr. Alex. MacPhee	Mr John MacKenzie
Mr. Donald MacPhee	Mr Ian H MacDonald
Mr & Mrs N. MacDermott +1 over 11 and 4 under 11	Mrs MacDonald
Miss M. MacPhaill	Mr & Mrs R MacKenzie
Mr D MacDonald	Mr Graham MacKenzie
Miss Hill	Mr Rod MacKenzie
Mr & Mrs Robert M +1 under 11	Mr & Mrs Finlayson +1 over 11 and 2 under 11
Mrs D MacKay	Mr J Falconer
Father MacMaster	Mr & Mrs Marky +2 over 11 and 2 under 11
Miss Ferguson	<u>Mrs S MacDonald</u>
Mr & Mrs Alex. Morrison +2 over 11 and 2 under 11	Total 55 11 over 11 and 17 under 11
Mr Kenneth Morrison	
Mr Kenneth Morrison	
Mr Ian MacPhail	
Miss M MacPhail	

<u>Camusrory Outward Bound School</u>	
Permanent Staff	4
Each Course	16
Mr & Miss MacDonald, Tarbert	2
Mr & Mrs Cameron	2
Mr Callum Cameron	1
Mr Robert Hannah	1
Mr Matheson, Stoule	1
Miss MacDonald	1
<u>Seasonal occupied houses</u>	
Inverie House (average)	12 (4 months)
Scottas House	15 (3 months)
Glaschoille	8 (months)
Swordlands	8 (months)
Mr & Mrs Jarvie	<u>2 (months)</u>
	<u>45</u>