

Cellardyke Doigs of the Aberdeen steam trawlers Faith, Monarch and Undaunted

FAMILY TREE

Alexander Doig		M	Catherine Fouller						
Michael Doig 1731	M	Barbara Bowman							
Michael 1767	M 15/8/1794	Elizabeth Reid 20/5/1767 - 30/12/1846							
Alexander Doig 4/4/1807		Married 8/1/1864	Euphemia Martin 24/7/1809						
Margaret Lyll 1834 - 1891	Elizabeth 1839-1842	Euphemia 1839-1840	Euphemia 1841-1842	Michael Snr * 8/2/1843 - 7/3/1926	still born 1845	Christian 1847 -1912	Barbara 1849 - 1852	James * Martin 1851 - 1927	Alexander 1853 - 1935
				Michael Snr * 8/2/1843 - 7/3/1926	Married 1864	Christian Pratt			
Alexander 11/7/1864 - 19/10/1884		John * 15/7/ 1866 - 10/1/ 1933	Michael 29/4/1868 - 27/1/1871	James 29/10/1870 - 1877	Michael Doig Jnr * 2/11/1872 - 6/7/1946	David 5/11/1875 -	James Martin 1877 25/12/ 1893	William 1880	Mary Pratt 1882
					Michael Doig Jnr * 2/11/1872 - 6/7/1946	Married 1895 In 38 West Forth Street	Alison Boyter Henderson D 1934 Aberdeen		
					Michael 1896 Born Cellardyke Married 1925 Frances Milne (1899- 1971) Aberdeen	Daniel Henderson 1899 Born Nigg Married Mary Lily Mitchell 1924 Aberdeen	Alexander 1903 Born Nigg		

* Denotes mentions in articles as Skippers

MICHAEL DOIG (SNR)

*

Michael Doig (Snr) was born 8th Feb 1843 his father was Alexander Doig a fisherman of Cellardyke and his mother Euphemia Martin. The birth was registered in Kilrenny Old Parish Records, he was baptised 13th of March.

He married Christian Pratt of Cellardyke, 8th January 1864 one month before his 21st Birthday, she was 19. He was registered as a fisherman. Her father was John Pratt her mother's maiden name is indistinguishable, it could be Reekie or McGechie

1864

January 1864

Marriages

At Cellardyke on the 8th Inst, by the Rev Gabriel Smith of the U.P. Church Anstruther, Mr Michael Doig, Fisherman to Christian, second daughter of Mr John Pratt.

1879- This may not be Michael Doig (Pratt)

Dundee Courier, 12th March 1879

We further learn that Mr John Ritchie, fishcurer, has sold the house and garden in Cellardyke so long occupied by his family to Skipper Michael Doig, for £350.

1884 – Michael's son Alexander dies – they are living at 58 James Street.

East of Fife Record, 24th October 1884

*On Sunday morning a young man named Alexander Doig, carpenter, son of Skipper **Michael Doig**, died at his father's house at 58 James Street. Deceased only unwell about a fortnight ago, the disease being severe inflammation. With several of his friends—a brother and two uncles—he had almost completed arrangements to leave for New Zealand, when he was cut down. He was a member of the Anstruther and Cellardyke Cricket Club, and as a parting gift the Club had decided to present him with a cabinet-sized portrait of the first eleven in playing costume, with himself included. It will now be presented to his mother. His remains were interred in Kilrenny Churchyard on Tuesday, and were followed to the place of interment by a large number of people, including about 20 of his fellow workmen, and the Cricket Club. On reaching the Churchyard the coffin, which bore a number of pretty wreaths, was carried shoulder high to the grave by six carpenters. Deceased was only 20 years of age, and was greatly beloved by all who knew him for his gentle disposition and Christian character. Much sympathy has been expressed for his parents at the loss they have sustained.*

East of Fife Record 26 Dec 1884

*A public meeting of fishermen was held in the Town Hall, Cellardyke, on Friday evening last week—Skipper R Montador presiding—for the purpose of considering the teind fund. There was a large attendance. The yearly rental, it seems, was now £50, but it being understood that Colonel Bethune, the superior, is now willing to sell his rights for the lump sum of £1100, the meeting was called to consider what action should be taken by the fishermen regarding the proposal. A long discussion ensued regarding the matter, but ultimately skippers Martin Gardiner, James Brunton, **Michael Doig**, Alex. Watson, and*

Wm. Thomson, and the Chairman were appointed to wait upon the factor to the superior end ask him to continue the tack for another three years or otherwise in the interests of the community.

1885 - Michael is elected on to Anstruther Harbour Commission in a similar article in the Dundee Courier it identifies Michael as skipper of the Onward – this vessel would be KY 191 – with a length of keel of 54ft

East of Fife Record 13 Feb 1885

It having been agreed to elect a member for Kilrenny in room of Mr Cormack, resigned, Mr Brown stated that he had been speaking to Ex- Provost Watson, who had been unwell for some time, on the matter, but owing to his illness Mr Watson declined to accept it, although he would have been happy to have done so had he been in good health. The next gentleman he thought about was Mr Michael Doig (Pratt). Mr Sharp thought Mr Doig would be a good person to accept the office, but the difficulty was that he was so often away from home, and would not be able to attend very regularly. Otherwise he was a very competent person. The Chairman—I have not the least doubt that he is a suitable person, but it would be better to have one to attend regularly. In answer to Mr Sharp, Mr Brown mentioned that he had spoken to Mr Doig, who referred to the difficulty he would have in attending the meetings, and said that some other person should be appointed, but if Mr Doig was pressed he had no doubt he would accept it. It was then unanimously agreed to appoint Mr Doig.

East of Fife Record 13 March 1885

REPORTS BY THE CLERKS. The Clerks reported that the dredger had been removed on the 14th ult. by Mr Smith, deputy harbourmaster, who signed the receipt and inventory, as authorised by Mr Henderson, engineer to the Burntisland Harbour Commission. They also reported that intimation of his election as a Commissioner had been given to Mr Michael Doig (Pratt). They further reported that, as instructed at last meeting, they were proceeding with the framing of bye-laws for the harbour, and hoped soon to submit them to the Committee.

1889 – Onward rescues a St Monans boat Mitchel Doig is still registered owner in 1889

On Saturday night, the St Molluscs fishing boat, Thomasina, KY. 378, was towed into Anstruther harbour by the boat Onward, KY. 191, with her mast carried away. It seems that while about half a mile to the west of the May Island the mast suddenly snapped during a fierce gale of wind. In falling it tore up about fourteen feet of deck on the port side, and broke a spare yard. This is the boat which had her mast carried away and her sail torn to pieces a fortnight ago. The mast broken on Saturday was a new one, and this as the first time the boat had been to sea after it had been put in. The damage is estimated at 12, and fortunately covered by insurance. (12 is all the article says)

1890- extract from Harry Watson's Kilrenny and Cellardyke p 161-162 – discussing Stephen Williamson's wish to invest in steam trawlers.

Ever the realist where the fishing industry was concerned, Stephen Williamson had been an early advocate of the trawler. Not until 1890, however, did he receive backing from the East Fife men, and then the support was trickle rather than a flood. In a letter to the East

Fife record, published May 23rd, he set out his position on the issue with the dry logic which was his hallmark; "now I have been asked to take interest in one or two steam trawlers with the view of endeavouring to restore some life to the white-fishing industry at Anstruther. I am quite willing to do so, but only on condition that the experiment does not meet with strong opposition from the great body of fishermen. When I had to do with the representation of the burghs their opposition to trawling was often expressed to me, but I am informed that their views are now greatly modified. When I hear (as recently I did), of a crew toiling a whole week at sea and only making, during all that time, four shillings per man, it appears to me that matters cannot be worse than they are now".

The Local Skippers were not slow to respond, and for weeks to come the correspondence columns of the newspaper were awash with passion, polemic and – occasionally – good sense. Skipper Michael Doig took the MP's part;...

The full article

East of Fife Record 20 June 1890

EAST OF FIFE FISHING INDUSTRY.

We have been requested to publish the following/ correspondence between Skipper M. Doig, Cellardyke, and Mr Williamson, M.P., in reference to above : 58 James Street, Cellardyke, June 14th, 1890.

S. Williamson, M P., London.

Dear Sir - Having read your letter in yesterday's Record asking the views of fishermen on steam line fishing, and I presume on steam trawling, I thought I would give you my opinion. I did not intend to take any part in the discussion publicly, for I believe the most of the fishermen here know what my opinion is. In the year 1883 fire fishermen joined together to get a trawling vessel, as we believed that trawling was sure to increase, and the sooner we went into it the better. But the opposition amongst fishermen was so strong that in the spring of 1884 we gave it up. I was of opinion at the time we did wrong to do so. Had we done so and succeeded it would have been better for the most of the fishermen, as plenty of them would have started trawling, who are not in a position to do so now. We are told by plenty of fishermen now that we should not have given it up. The change in many fisherman's opinions is very considerable since then. I do not think that fishermen should take so extreme vices on the trawling question as to think it will ever be done away with. It is almost the only method England of catching white fish, and now to a very large extent in Scotland and increasing rapidly. With regard to my opinion of steam line fishing boats, I do not think a vessel built entirely for line fishing would pay the expense and uncertainty of getting bait for lines and the time lost. There are certain seasons of the year she would pay, and at other seasons the reverse. When we intended to start trawling we had in view line fishing at certain seasons of the year. The craft we wanted was to be powerful enough for trawling, and not too large. And I think a strongly built vessel with sufficient steam power suitable for either fishing would pay well enough. As regards Anstruther harbour for such a craft it might do, but in regard to the vessel mentioned in your letter the harbour at present is not very suitable. It is only available for boats drawing 6 feet for 6 hours out of 12, which means a great loss of time. Of course in

fine weather there is a little more water at outer quay, but that is only a place for fine weather. The Harbour Commission see the necessity for more water, but it would require a considerable amount of money to make sufficient depth of water required for a fishing harbour. Money should be raised for this purpose, as the harbour would certainly require it.— I am, &c.

M. Doig

House of Commons, 16th June 1890.

Dear Sir,—I have received your very interesting letter of 14th inst., and I thank you for the clear expression of your views, which I am glad to see bear out the conclusion I had arrived at. It seems that experience shows the necessity for trawlers being big enough and powerful enough to have a steady drag in the teeth of wind and sea. A jerky unsteady drag does not answer—for which reason many of the old tugs and paddle boats which were first tried in several localities had to be set aside. Some Aberdeen owners are now building still larger steam trawlers than the one contracted for, but I kept the size and draft of water down to the smallest minimum that experience shows to be necessary in order to do the most successful work. I had, however, thought that if an experiment with a steam liner were tried, a smaller and much less expensive boat might answer. If such a vessel could at times be utilised as a trawler good and well. On all these points I will be glad you confer with Mr David Murray, who has been watching the prosecution of this trawling industry at Aberdeen with much interest during the past few years.

I don't like to hear of Cellardyke fishermen going abroad to prosecute their calling. I am sure that, on the whole, they will be happier at home if they can only earn a decent livelihood, and it is partly to solve this problem, and to see whether or not there is a fair field for the energies of our men at home, that I have shown willingness to make these experiments.

It would be of public interest I think if you would allow your letter to be inserted in this week's Record along with this reply, and I therefore inclose your letter that you may do as I suggest if perfectly agreeable to you.— Believe me, yours very truly,

S. WILLIAMSON.

Mr Michael Doig, Cellardyke. (To the Editor of the Record)

Michael Doig (Snr) and family moved to Aberdeen to skipper Stephen Williamson's steam trawler the Faith (built at Kinghorn 1891) It fished out of Aberdeen as the locals did not want trawlers working here

1891

East of Fife Record - Friday 17 July 1891

On Saturday evening, Messrs Scott & Co. launched from their slip at Kinghorn, the steam trawler, which has been built to the order of Mr Stephen Williamson MP and which is to be manned by Cellardyke fishermen. The launch took place at six o'clock, previous to which hour a large crowd had collected round the slip. Among those present from the East of Fife were Mr Jamieson, Misses L. and A. Jamieson, Marsfield; Provost Anderson, Anstruther; Mr and Mrs David Murray, St Ayles; Mr Williams Birrell, Anstruther; Provost

Welch, and Councillor Jack, Pittenweem; Miss Hutchison, Grangemouth; Mr George Fowler, Cellardyke, &c. Before the launch the visitors had an opportunity of going over the vessel, which is undoubtedly a splendid model of naval architecture. She has been fitted up with all the latest improvements to fit her for the deep sea line and trawl fishing. Her principal dimensions are-100 feet long, 20 feet beam, and 11 feet 2 inches in depth. She has an extra powerful trawl winch sad bollards, a patent David score aft, a short top-gallant forecastle, forming entrance to extra line crew berths, also store-rooms and W.C. She has water ballast under the forecastle, and the cabin has been neatly fitted up in polished pitch pine, and seats upholstered in railway carriage cloth. She is fitted with triple expansive engines to drive her at the high speed of 11 knots per hour. She is built of steel to scantlings considerably in excess of Lloyd's rules, and has been made exceptionally strong throughout her whole construction. Altogether she is one of the finest and best equipped trawlers owned in Scotland. Mr D Murray, is to be the manager, and the crew of Cellardyke men are as follows Michael Doig (Pratt). Captain; Alexander Thomson, James Doig. William Watson, Alexander Wood, cook, and Robert Montadore, engineer. These were all present on Saturday. Punctually at six o'clock she left the ways, and smoothly glided into the water, Miss L. Jamieson gracefully performing the christening ceremony by breaking the usual bottle of wine over her bow and naming her the Faith. Her Number is KY 443, and on her stern is the words" Faith, Anstruther." As soon as she reached the water, and was clear of the launching slip, she curved to the east, the intention being to get her bow to sea in order to steam to Burntisland at once. Unfortunately she backed to the shore too far, and before her engine, could be got to work properly, the stern post had struck one of the submerged rocks. Every effort was made to get her off, the anchor being thrown out and the steam winch being set agoing, with the propeller working at full speed. All was of no avail, and after working nearly two hours in this way, she canted over. A tug arrived from Leith shortly after eight o'clock. but it was useless to attempt anything then, the tide being so far out When the tide came in next morning she was easily got off, and taken to Burntisland, when it was found that she had sustained very little damage. The trawler is likely to arrive at Anstruther sometime in the beginning of next week, in order to take her gear, which has been made at Cellardyke on board. She is now entirely ready for sea, and will make her trial trip on Monday.

1891 The Faith's first trip was to the lines and made £50 landing at Aberdeen on 24th July

1892 Michael Doig fishes at the Faroes – from an annual report to the Anstruther Steam line fishing co

The East of Fife Record 3rd June 1892

...Mr D. Murray pressed upon him the advisability of getting the fishermen to try trawling. He said then that he did not think it would do, because the fishermen were so much opposed to trawling, and had sent him petitions to present to the House of Commons against it. Mr Murray rejoined that the fishermen had changed in their feelings towards the trawlers. He replied that if there were a preponderance of fishermen in favour of a new experiment, he would be willing to contract for a trawler, but first they would have to thrash it out and discuss it among themselves. Well, the result was that he contracted for a vessel, and he would like to take this opportunity of saying how very well the Cellardyke men had managed her. Skipper Michael Doig was evidently a first-class man, had taken her to the Faroe Islands, away he supposed near the North Pole, while he was told the Aberdeen trawlers had to take sea going sailors with them. It was too premature

to say how she was going to do. She was very costly, a trifle over £5000, which was nearly double the steam liners, and her earnings had not been in proportion to the Maggie Lauder's. Of course she saved the bait while trawling, but the ice expense was very heavy, and the trawling gear frequently breaks,, so that he thought there was only from £200 to £300 on hand. It was an experiment, and he was very glad he had done it. He did it in the interests of this locality, not knowing about the draft of water in Anstruther harbour, which was a great drawback. It was apparent to him whenever she was built that she would not be able to come to Anstruther harbour. That, he could assure them, was not his intention, but he hoped she would be a success. He was inclined to believe that the steam liner enterprise was the enterprise for this shallow harbour. They ought to set their minds on that, and in working it out he hoped that the fishermen would make up their minds to stay in the neighbourhood, and not go gadding about the whole coast, to Ireland, Yarmouth, and other places, but live and fish at home, By being gradually transferred from the sailing vessels to the steam liners they would not only make money, but make the locality one of some importance. He thought this meeting an important one, and was at the trouble to come down from London just to hear what they had to say and talk it over with them. (applause) He hoped they would be encouraged to go on....

The Faith still fishes with great lines

Dundee Courier - Friday 08 July 1892

The Sailing of the Fleet. —From the end of last week the boats have been departing for the North, but with the election pending number the more patriotic or maybe enthusiastic supporters of the great political parties will not start till Monday. Others are intending to return per rail, while for long time it was believed that the trawler Faith would be given by Mr Williamson, the Gladstonian candidate for Kilmarnock, but this rumour has been set to rest by the announcement that she was away a cruise with great lines.

Fifeshire Journal - Thursday 15 September 1892

The trawler " Faith," built by Stephen Williamson, Esq., MP., returned to Aberdeen from the Faroe Islands, where she had been fishing with great lines. The time thus employed has been the most remunerative yet experienced by them. Mr Williamson, who visited the vessel, invited the crew to dinner, when, along with several friends, he did the honours at the table.

21st October 1892 East of Fife Record

(This is from a report on the Annual meeting of the Anstruther Steam line fishing company and a discussion as to how their boats could maximise effort and profit, N.B Mr Jarvis was the boatbuilder that built their vessels)

.....Then he thought Mr Jarvis would certify list these vessels might be able to go to the Faroe Island; and catch halibut for a few trips. He could tell them that Skipper Michael Doig found no difficulty in navigating the Faith to the Faroe Islands, and he threw that out as an idea for the future. There were plenty of openings for the employment of

these steam liners in various directions, and if they were not successful in one direction then let them take another, and make them successful.

At 4 Rodger Street, Cellardyke on the 2nd inst. Michael Doig (Pratt), fisherman, aged 66 years.

1899

1899, the Purchase of the Monarch

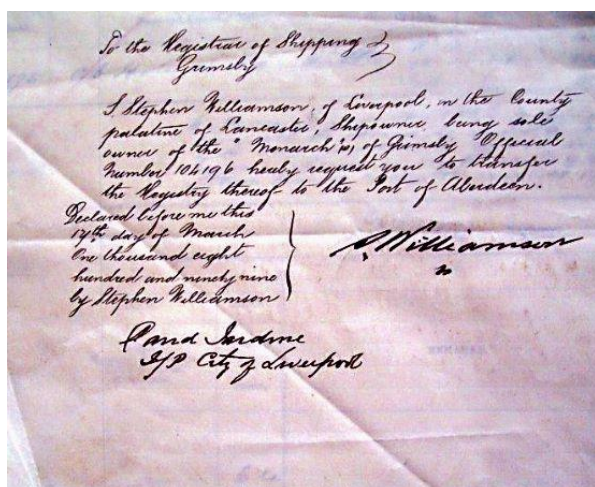
We understand that Mr Stephen Williamson has just purchased the Grimsby trawler Monarch; and that Mr Michael Doig, late of Cellardyke is to be Skipper. He is to be succeeded in the office of skipper of the Faith by his brother James who has been along with him in the Faith for some time.

Monarch - Built by Cochrane and Cooper & sons, Grovehill, Beverley, East Yorkshire,

Yard No 122. 12/2/1895 O/N 104195

96' 0" 20' 5" 11' 0" 47 tons net, 130t Engines by Messrs C.D. Holmes & co Hull.

1st Owner. Anchor Steam Fishing Co. Ltd. 13/3/1895 Reg Grimsby. GY 748 and William Somerville Letten appointed manager. Vessel completed 14/3/1895.



1899 15/3/1899 Sold to S. Williamson,
64/64 Liverpool

Request to transfer registry 17/3/1899 see image. Grimsby Reg closed 20/3/1899

30/3/1899 Registered Aberdeen. A 35. Michael Doig appointed Manager

1906 Sold to Thomas Davidson Commercial Rd, Aberdeen 64/64

1/1/1914 Tonnage altered to 53.96 under provision of merchant fishing act 1907.

29/5/1917 requisitioned for Fishery Reserve, renamed Monarch IV, continued commercial fishing under
naval control

1919 released and reverted to Monarch A 35

6/2/1929 Sold to. William Hutchings, 28 Oxford Rd, Lowestoft. LT 14 (22/64) Aberdeen registry closed
4/2/29

1935 Fishing from Fleetwood Jack Breach Ltd managing director.

12/12/1935 sold to Louisa Breach (43/64) and George Allan Breach, (21/64) Lowestoft. John Victor Breach
manager.

9/1938 Sold to Belgium for breaking – 8/10/1938 Lowestoft Reg closed and vessel broken.

The Monarch painting by J Bourne, Aberdeen Maritime Museum Collection.

Faith was also requisitioned by Admiralty in 1917 for Fishery Reserve, commissioned and flew white ensign; continued commercial fishing under naval control.

Michael Doig (Snr) died March 8th 1926 aged 83 at 17 Gladstone Terrace Aberdeen his wife had predeceased him. He was registered as a retired Trawlmaster. His son John 17 Devenna Gardens East, Aberdeen, was present and registered the death.

JAMES DOIG, BROTHER OF MICHAEL DOIG SNR

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1899, the Purchase of the Monarch

*We understand that Mr Stephen Williamson has just purchased the Grimsby trawler Monarch; and that Mr Michael Doig, late of Cellardyke is to be Skipper. He is to be succeeded in the office of skipper of the Faith by his brother **James** who has been along with him in the Faith for some time.*

From 1913 - 1922 the Faith A 55 was owned by J Black and J Doig

1927

***Mr James M Doig** retired trawler owner and skipper who died on Saturday at his residence 169 Bon Accord Street, Aberdeen was well known in the fish trade for many years. He was born in Cellardyke 76 years ago and with his brother and the late Stephen Williamson MP initiated trawling at that port. About 30 years ago he came to Aberdeen. Mr Doig who retired from the sea during the war is survived by Mrs Doig and a daughter*

JOHN DOIG SON OF MICHAEL DOIG SNR

*

July 1898

At the presentation of prizes at Aberdeen Navigation School on Saturday, Mr John Doig, son of Skipper Mitchell Doig of the S.S. Faith, gained the third prize, a book on astronomy, with 98 per cent. The class consisted of 26 fishermen.

Aberdeen Press and Journal - Friday 18 January 1907

LOCAL TRAWLER DAMAGED. Yesterday a collision occurred in Aberdeen Channel, near the Round House the North Pier, between two trawlers, one entering port, and the other leaving. The local steam trawler Undaunted, belonging Messrs Doeg entering the harbour channel, observed that another trawler was proceeding out the channel sea. The usual precaution of holding to the right side of the channel was adhered to by the skipper of the Undaunted; in fact, on his seeing that, the approaching trawler was coming up in mid-stream, he heeled his vessel over until she almost touched the North Pier. There had evidently been some misunderstanding the part of the skipper and engineer the seaward bound vessel, the Diver, of Grimsby, or it may have been the steering gear that went wrong, as instead holding the south, the vessel's head came to the north, and despite the

efforts of the skipper of the Undaunted to get clear, Diver struck her on the port side. The Diver, on being righted, proceeded sea. The Undaunted steamed up to the Fish Market, and she seems to have sustained some damage to the port side, although no water being made. She will in all likelihood placed on pontoon dock for survey.

Peterhead Sentinel and General Advertiser for Buchan District - Saturday 23 February 1907

Trawler Ashore at Scotston. Crew Saved. A gale of exceptional violence prevailed at Peterhead on Tuesday night, and was accompanied with showers of sleety snow. Towards morning the gale somewhat abated but the sea continued to run very high. A little after four o'clock the coastguardsman on night duty Peterhead observed the light of a vessel in close proximity to the land, and, as he thought she was in dangerous position, he watched her closely. His suspicions were confirmed when about 4 the masthead light of the vessel disappeared, and flarelights were displayed, telling that the vessel was ashore. He lost no time in calling Mr Merriman, chief officer of the Coastguard, and rousing the other members of the Lifesaving Brigade by the signal gun. Mr Merriman, with his usual energy, prepared to proceed to the scene of the wreck. He informed the crews of the local tugboat and lifeboat and then set out, about half-past five. Rapid progress was made along the five miles of turnpike to St Fergus, the roads being hard with frost. The lane leading down to the shore, however, was negotiated with difficulty, being full of deep ruts and big stones, but it was accomplished by all hands assisting the horses to drag the heavy cart. The journey to the wreck occupied about an hour, which was very creditable. The trawler was found to be lying about 80 yards from the shore, and the work of rescuing the crew was carried out very smartly. Communication was effected with the first rocket, and eight men who composed the crew were landed within half-an hour.

*The vessel turned out to be the trawler **Undaunted**, owned Messrs Davidson, fish salesmen, Aberdeen, and commanded by **Captain Doig**. The crew were thoroughly soaked by being hauled through the waves, and they readily accepted the invitation of Mr Hall to go to the farm of Kirkton, which was close by, where they were very kindly treated. Meanwhile the local tug with the lifeboat in tow had arrived at the scene, but on it being signalled that the crew had been landed, both boats returned to port. The Fraserburgh lifeboat was also on the spot, and after the rescue ran for Peterhead as it was found impossible to reach Fraserburgh. The vessel is lying on sandy bottom, about 200 yards north of the ledge at Scotston Head, but she struck within one hour of high water, the prospects of successfully salving her are uncertain. The Undaunted left Aberdeen on Monday morning for the fishing grounds, and was returning home with a catch of one and half tons of fish when she struck. The captain states that the weather was hazy, and that he encountered the full blast of the gale which prevailed during the earlier part of the night.*

Thomas Davidson, fish salesman, Aberdeen received a telegram in the forenoon, stating that the trawler Undaunted had gone ashore at Scotston Head, and that the crew had been saved. The telegram asked, that any reply should be sent to St Fergus, the village from which the telegram was despatched, Lieutenant Garrett, R.N., divisional officer of coastguards, also received a telegram stating that the Peterhead Life-Saving Brigade had

been summoned to attend, and had gone to the rescue of the trawler's crew with the rocket apparatus, which had been used. The telegrams were somewhat late in the forenoon in arriving, consequent on the partial breakdown of telegraphic communication between Aberdeen and Peterhead. As soon the message had been received by Mr Davidson, who acts as agent in Aberdeen for the Undaunted, Mr Sherritt, surveyor for the Trawlers and Steamships Mutual Insurance Company, left, by a forenoon train for Peterhead, while arrangements were made to send pumps and salvage gear to the scene of the wreck by the steam trawler Deeside. Seven of the crew of the Undaunted left Peterhead by the 3'40 p.m. train on Wednesday for Aberdeen.

The master of the vessel (**Captain John Doig**) remained Peterhead in order to render assistance with the salving of the vessel. The mate in interview stated that the vessel was on her way to Aberdeen, when the sea became very rough, while a haze hung along the coast. About five o'clock in the morning only occasional glimpses of light on the land could be seen, and during very heavy snowsquall the vessel ran ashore on the beach. The crew at once found that the vessel had grounded on a sandy bottom, and after remaining on board for time, they prepared to come ashore in their boat, but this time the Peterhead Life Saving Brigade had arrived with their rocket apparatus, and brought off the eight members of the crew in safety. They were taken to the farm of Kirkton, where they were very kindly treated, warm clothing and food being provided. The mate was of opinion that, with favourable weather, the vessel could be got off, there is no water in the hold.

Aberdeen Press and Journal - Saturday 16 March 1907

THE TRAWLER UNDAUNTED. SALVED PETERHEAD. The trawler Undaunted, of Aberdeen, which stranded at Scotston Head about three ago, was successfully salved yesterday. During the past week a squad of men, superintended David Stewart. Peterhead, on behalf of Mr Sterritt, the Mutual Trawling Insurance Company, were engaged emptying the vessel's coal bunkers and buoying the vessel with barrels. The trawler was lying a very bad position, being broadside on the beach, and about her own length below high water mark. As she was making no water, steam was easily raised in her boilers, and this assisted materially in getting the vessel off. Early yesterday the operations were commenced, the engines set motion, and ropes attached anchors the sand being heaved by the winch. By this means the vessel's stem was turned a considerable distance seaward. About noon the Peterhead tug Flying Scud arrived on the scene. A hawser was immediately passed between the two boats, and operations were again started. By the united aid of the tug and the trawler's winch and engines stranded vessel gradually moved down the beach until, about 2.15, she floated into deep water. As the Undaunted was being taken in tow by the tug, after being salved, a trawler arrived from Aberdeen take part in the operations, but it was too late to render any assistance. The tug proceeded, with the Undaunted in tow, to the South Harbour at Peterhead, where the vessel was beached. She is undamaged, although she bears the marks her sojourn the sand, the paint in several places being entirely rubbed off and gear being in very rusted condition.

Aberdeen Press and Journal - Monday 18 March 1907

THE STRANDED TRAWLER UNDAUNTED. The steam trawler Undaunted, belonging Mr Thomas Davidson, Aberdeen, which went ashore at Scotston Head about a fortnight arrived in Aberdeen yesterday afternoon in tow of the Peterhead tug Flying Scud. The trawler was refloated on Friday, and beached at Peterhead. It was found that her hull had sustained comparatively little damage, and that no water was being made. The Undaunted will be put in the pontoon dock for a survey.

Undaunted was Reg A 49

JAMES DOIG SON OF MICHAEL DOIG SNR

Captain Doig's third son James drowned at San Francisco 25th Dec 1893

Sad Death a Cellardyke Lad at San Francisco.— On the arrival of the mails from San Francisco it was learned that James Doig, third son of Michael Doig, skipper of the trawler Faith, had been drowned in the harbour at San Francisco on the 25th December. The youth was apprentice on board the four-masted ship Glenogil, belonging to Messrs Williamson & Co., Liverpool. He had left to visit friend on board another ship, but from that time until a week later all trace of him was lost. Every search was made by the captain and the authorities, but without avail. On the Saturday a dredger moved to near the Glenogil, and commenced work, in the course of which a body was brought up. It was identified by a brother apprentice as that of the missing lad. On the following day he was interred close beside the captain's wife, who had died a couple of weeks before. It is about two years ago since the unfortunate lad left Cellardyke to join his father in Aberdeen. Much sympathy is felt for the bereaved parents in their affliction and regret at the untimely death of a promising youth. He was about sixteen years of age.)

MICHAEL DOIG JUNIOR

Born in Cellardyke, 2/11/ 1872

Married Alison Boyter Henderson (1873-1934) in 38 West Forth Street, 1895, he had previously been living at 24 James Street, Cellardyke

East of Fife Record - Friday 27 December 1895 page 4

Married

Doig – Henderson – at 38 West Forth Street, Cellardyke , on the 19th Inst, By the Rev McAlpine, Alison B Henderson, to Michael Doig, son of Captain Doig, SS Faith Aberdeen.

In 1896 they were living at 38 West Forth Street and Alison gave birth to their first son. He was also called Michael

East of Fife Record - Friday 6 November 1896

Doig.—At West Forth Street, Cellardyke, on the 3rd instant, the wife of Mitchell Doig, (Henderson), of a son

Michael Jnr became a crew member of the Monarch purchased in 1899 by his father, he and Alison moved up to Aberdeen in 1899, The advert below shows the sale of his fishing gear, he had been a share fisherman on drifters and liners and was moving into employment on his father's trawler which would not require any ownership of gear..

East of Fife Record - Friday 07 April 1899

A QUANTITY of FISHING GEAR, belonging to MICHAEL DOIG, junior., consisting of Nets, Bows, Messenger Rope, Great Lines, &c., will be Sold by public Roup on Saturday, 8th April, at 38 West Forth Street,

Two more sons were born over the following years – in 1899 Daniel Henderson Doig, named after Alison's father, and Alexander Doig in 1903 (Alexander being a common name in both families.) Both Boys were born in Nigg, By 1911 the family was resident in 199 Clifton Rd Aberdeen.

In 1905 both **Michael Snr** and **Michael Jnr** attended a funeral in Aberdeen of Alison's cousins who had been lost from the steam trawler Star of Hope. Andrew and William Henderson both lived with their father John, at 53 Menzies Rd.

By 1914 **Michael Jnr** is skipper of the Monarch

Dundee People's Journal - Saturday 26 December 1914

*HEAVY FINES FOR TRAWLING WITHIN THE LIMIT. Seven trawl skippers pleaded guilty before Sheriff Laing at Aberdeen on Monday having trawled within the three miles limit off on 28th November. The explanation given was that accused were unable to ascertain their precise position when fishing, it was a dark night, and all the aid to navigation had been removed- Owing to the war trawlers could fish only much restricted area. William Main, master the trawler Kennet, of Aberdeen; Robert. Noble, master the Taymouth; Robert Armour, master of the Thistle, of Glasgow; **Michael Doig, master of the Monarch; David Noble, master the Faith** ; and William Baxter, master of the Kittiwake, were each fined £50, with the alternative of forty days' imprisonment. John Barbour, master of the Violet, who had been previously convicted, was fined £80, with the option of sixty days' imprisonment.*

In 1915 **Michael** rescues the crew of the drifter Success.

Aberdeen Weekly Journal, Friday 31 December 1915 & Evening Express

While many heroic and glorious deeds on land and sea are being recorded at the present time, none could possibly excel the daring, undaunted courage and cool resource of captain Michael Doig of the Aberdeen trawler Monarch, and his brave men in rescuing the crew – six in number – of the drifter Success, which was wrecked off Donmouth while on a voyage from Berwick to Peterhead. The clever handling of the Monarch in the tempestuous sea which raged along the Aberdeenshire coast was unquestionably the means of saving six men from a watery grave, and the remarkable coolness and gallantry displayed in the face of certain destruction, if anything miscarried in the navigation,

calculations, affords another striking example of men willing to lay down their lives for their fellows. When such noble acts are recognised on land, it is hoped that the men of the Monarch will not go unrewarded at the proper quarter.

Captain Doig, a well-built cautious and fearless looking type of the hardy Scottish Fisherman – he is a native of Cellardyke and 43 years of age – gave an account of the rescue to an Express reporter with the modesty characteristic of the man. They had been fishing at the grounds off Peterhead, and during the night it came on to blow very heavily, and as they made their way up for Aberdeen harbour an angry sea was raging, betokening more dirty weather to follow. They came dodging up easy ahead, waiting to see if there was any chance of running the bar, but it was out of the question on account of the wild waves that were lashed into a fury at the harbour mouth. About a mile and a half off Donmouth the Skipper had his attention directed to the ill-fated Empress, which was making for the harbour, and he remarked to the second fisherman that they would watch how she got in. Just then they saw the Success, and heard her signals of distress; the whistle was blowing and the crew were waving a flag. They were trying to get off shore but they could not manage it. No headway could be made, and so violent was the storm that although full steam was up the vessel was going astern.

Wild billows raced across the bay, and the Monarch was swept from stem to stern, huge lumps of water dashing on board the craft, and every minute imperilling the lives of the fishermen. It was a spectacle that would have daunted most men, but Skipper Doig kept up a stout heart, and, having once made up his mind, determined to go to the assistance of his distressed comrades. It was a tremendous gale and getting worse all the time, the huge seas were about swamping both vessels, and the Success being a lighter craft, was tumbling about like a cockle shell. She was right on the leas shore, and, to make matters worse, was unmanageable. The Monarch had to turn right round about to get up the weather side of the Success and ascertain what was the matter with the boat, which was rolling about in all directions, sometimes alongside and the next time nearly half a mile apart. They could not get spoken to the distressed vessel on account of the heavy sea and the wind, but after some manoeuvring the Monarch dropped a buoy overboard with a line attached to drift down to the success for the purpose of towing her out to seas. Connection between the two vessels was successfully established, but the tow rope had not been aboard the Monarch five minutes when it snapped..

The skipper of the unfortunate craft then declared he could not steam to sea and wanted out of the boat all together. Then captain Doig skilfully manoeuvred his vessel into position again, and at the end of eighty fathoms of line tied a buoy and half a dozen lifebelts, one for each of the crew of the Success. These he dropped overboard and they drifted towards the success and were hauled on board. Captain Doing made signs to the crew to make themselves fast with the lifebelts and they would be dragged through the water to the deck of the Monarch. When the first one plunged into the wild breakers and was safely got on board, the rest quickly followed, and were all safely landed in half an hour in getting alongside the Success. James Reid the Skipper's son saved the situation on the doomed craft. He made everyone fast, and stuck to the last himself. He was a very plucky chap, was the comment of Skipper Doig.

Some of the men were very exhausted, and the skipper had a narrow escape from being jammed between the two vessels, but Captain Doig seized him by the shoulder and got

him on board. The crew had a marvellous escape and but for the skilful seamanship of the rescuers would all in probability have perished. Captain Doig was in the Wheelhouse with George Fowler the mate. Four of the windows were smashed, and the wheelhouse was half full of water, but fortunately no one was injured.

The Monarch after the rescue steamed towards Gridleness, but the sea was too heavy to risk entrance to the harbour, and the boat put out to the bay all night, returning the next day. By that time there was only one loaf among fourteen, and very little water. They could not stay out longer, and ran the bar in the face of a terrible sea, and it was a big risk even at that time.

The crew of the rescuing vessel were

Captain Michael Doig

George Fowler, mate

William Beveridge, second fisherman,

John Duncan, deckhand

John Duncan, deckhand,

Alexander Robb, Chief engineer

William Leiper, second Engineer

Robert Bowe, Cook.

Captain Doig has been a fisherman all his life, on sailboats, drifters and steam trawlers, and has been seventeen years on board the Monarch which belongs to his father, himself, and Mr Davidson Fish salesman.

BERWICKSHIRE NEWS AND GENERAL ADVERTISER - TUESDAY 04 JANUARY 1916

BERWICK BOAT LOST - CREW SAVED BY BRAVERY There were exciting scenes at Aberdeen Harbour entrance Friday, when of the 58 trawlers, liners, and drifters fishing from the port attempted enter. Four of them succeeded, with great difficulty, crossing the bar and getting up the channel, but 2, after making the attempt, turned back and held out to sea again. One of the vessels, the Monarch (Aberdeen), landed the crew of Berwick drifter Success, wrecked the previous afternoon about a mile and a half off Donmouth. The rescue was effected with great daring. By means of lifeline half dozen lifebelts, Capt. Michael Doig (a Cellardyke man) succeeded in having the crew of the disabled drifter pulled through the stormy sea to safety, the critical operation being pulling the men aboard the vessel. The rescued men were John Reid (skipper), Robt. Bruce (mate), Jas. Strachan (deckhand), Jas. Reid (deckhand), all of Peterhead; Wm. Watt (engineer), and Geo. Main (fireman), both of Prestonpans. The rescued crew spoke in terms of the highest praise of the gallantry of the skipper of the Monarch and his crew. The Success 11. was owned Mr J. McC. Holmes, Berwick. She was at the Yarmouth fishing this year, and her return from there a few weeks ago, had to run Burnmouth owing to the dangerous sea in Berwick Bay. She has been in Mr Holmes' possession about 4 years.

Alison died in 1934.

Michael Doig Jnr died 6th July 1946 aged 73 years old. He was described as Shipmaster and resident at 17 Gladstone Place Aberdeen the same house that his father had died in 20 years previously. He died in Woodside Hospital, his sister Mary was present and registered his death.

Aberdeen Press and Journal - Monday 08 July 1946

Death of Trawlmaster Who Served in Two Wars THE death occurred at Woodend Hospital, Aberdeen, on Saturday, of Mr Michael Doig, a well-known Aberdeen trawlmaster, who resided at 17 Gladstone Place. A native of Anstruther, Mr Doig, who was seventy three years of age, came to Aberdeen as a young man, and became associated with his father in a private trawling company. He was a skipper for over forty years. In the 1914-18 war Mr Doig served as a skipper-lieutenant in the R.N.R. Although he had been retired for several years when war broke out in 1939, he again volunteered for service. He joined the Merchant Navy, and later transferred to the R.N.R. He served for a year with his old rank of skipper-lieutenant before being invalided out. Mr Doig is survived by three sons, the eldest of whom, Mr Michael Doig, jun. is in a managerial position with Messrs Harland and Wolffe, Belfast, and was recently awarded the M.B.E.

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155



The Belfast Gazette

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FRIDAY, 28th JUNE, 1946

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.
13th June, 1946.

The KING has been graciously pleased, on the occasion of the Celebration of His Majesty's Birthday, to give orders for the following promotions in, and appointments to, the Most Excellent Order of the British Empire:—

TO BE OFFICERS OF THE CIVIL DIVISION OF THE SAID MOST EXCELLENT ORDER:—

Samuel Corry, Esq.,
10 Victoria Avenue,
Newtownards.

Mrs. May Agnes Florence Elizabeth Haughton,
Harperstown House,
Cullybackey.

Savell Ormrod Hicks, Esq., M.I.Mech.E., A.M.I.N.A.,
Maxwell Court,
Comber.

Dysart McGarrigle, Esq.,
26 Kingsmere Avenue,
Belfast.

Captain Thomas Dawson Morrison, B.L., M.C.,
Inspector,
Royal Ulster Constabulary.

Richard Gray Ronaldson, Esq., M.B.E.,
6 Stormont Park,
Belfast.

TO BE MEMBERS OF THE CIVIL DIVISION OF THE SAID MOST EXCELLENT ORDER:—

Mrs. Grace Stockman Bannister,
Hycroft,
Lisburn.

Leonard Septimus Brew, Esq.,
97 Salisbury Avenue,
Belfast.

Michael Doig, Esq.,
14 Thornhill Drive,
Knock, Belfast.

Mrs. Kathleen Hadow,
Seacourt,
Bangor,
Co. Down.

William Henry Harrison, Esq.,
35 Sicily Park,
Tinaghy.

George Leyburn, Esq., J.P.,
The Mall,
Armagh.

Frederick McClelland, Esq., J.P.,
Broughshane Road,
Ballymena.

Edmund Howard McConnell, Esq.,
Church Road,
Helen's Bay.

William Alexander Megaw, Esq.,
Ministry of Health and Local Government,
Stormont.

Robert Andrew Parke, Esq.,
Victoria Terrace,
Omagh.

James Watson, Esq.,
Governor's House,
Malone Training School,
Belfast.

Mrs. Marjorie Watson,
Asylum House,
Northland Road,
Londonderry.

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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.
24th June, 1946.

TO BE MEMBERS OF THE CIVIL DIVISION OF THE SAID MOST EXCELLENT ORDER:—

The KING has been graciously pleased, on the occasion of the Celebration of His Majesty's Birthday, to approve the award of the British Empire Medal (Civil Division) to the under-mentioned:—

Mr. William Dunlop,
Townhead Street,
Ballymoney.

Mrs. Jane Miller,
Kells,
County Antrim.

Sergeant William Victor Twaddle,
Royal Ulster Constabulary,
Belfast.

Northern Whig - Monday 24 June 1946

Many Ulster Names in Honours List

Mr. Michael Doig, Thornhill Drive, Knock—Did valuable back stage work throughout War as assistant manager of engineering repairs at Harland & Wolff's. Native of Aberdeen and has lived in Far Kast, having been associated for over 10 years with leading engineering firm China. Came to Belfast 1934. Ex Navy Man Served 1914 - 1918 war

Belfast Telegraph - Monday 24 June 1946

ULSTER IN THE HONOURS LIST. THE EMPIRE ORDER. MANY AWARDS MADE. The second and final Victory List of the King's Birthday Honours contains the following Ulster names:— M.B.E.. principal. Ministry of Home Affairs. Mrs. Grace Bannister, organiser of the services Canteen, Lisburn; Mr. Leonard S. Brew, manager. Harland & Wolff, Ltd., Londonderry; Mr. Michael

Doig, assistant manager, engineering repairs, Harland & Wolff, Ltd.. Belfast;

Belfast Telegraph - Wednesday 23 April 1952

Railway waggon hit stalled car on line 'Dreadful calamity' said judge in awarding £5,000 to Ulster widow A FATAL ACCIDENT at the roundabout where the Rydenham Road and Airport Road meet on the Belfast Harbour Estate led to an action in the Ulster High Court to-day, before Lord Justice Black, which was settled for £5,000 damages and the costs. The plaintiff, Eliza Jane Armstrong, 8 Ligoniel Road, claimed damages for the death of her husband, Ernest Armstrong (44). The defendants were Michael Doig, 14 Thornhill Drive, assistant manager, Harland & Wolff, Ltd., and Thomas W. Jones, Milford Avenue, Dunmurry, charge hand fitter at Short Bros. & Harland.

Appearances—For plaintiff, Mr. McSparran Q.C. and Mr. R. H. Conaghan (instructed by Mr. Frannie Hanna, M.P.) for the defendant Doig. Mr. J. A. Brown (instructed by Mr. H. J. Catthpole). For the defendant Jones, Mr. T. A. Blair (instructed by McKInty & Wright).

Mr. Conaghan, announcing the settlement, said the deceased had been earning £12 19s a week as a charge hand fitter in Short Bros. & Harland. He left in addition to his widow two children, Audrey (7 years) and Rosemary (11 months). The accident took place at a roundabout on the Harbour Estate, where the Airport and Sydenham Roads meet, on September 15, 1950, The deceased was a passenger in a car driven by the defendant Jones. A train was shunting waggons into the Shell-Mex premises and had stopped. Mr. Doig came along in his car and in order to pass the waggons, cut out to the right. Mr. Jones became alarmed that the oncoming car was going to strike his car, and he started to move out of the way across the railway line. The engine stalled His car stalled on the lines and meanwhile the shunting engine began to move and the waggons came along and ran into Jones's car, fatally injuring Armstrong. Lord Justice Black—That was a dreadful calamity. Mr. Conaghan said judgment would be asked for against both defendants. Lord Justice Black approved the settlement. ordered the £5 000 to be lodged in court, and adjourned allocation.

Belfast Telegraph - Thursday 01 January 1953

Manager and architect of H. & W. retire

RETIREMENT announced to-day of two senior members of the staff of Messrs. Harland & Wolff, Ltd., Belfast—Mr. James Wilkie, manager of the Victoria Works, and Mr. T. C. Tobin, M.A. naval architect. Mr. Wilkie, who began his engineering career in Dundee, came to Belfast in 1907 when he joined Workman, Clark & Co., Ltd., later becoming chief engineering draughtsman and subsequently general manager of the engineering department. When the company was reconstituted in 1929 he was one of the first directors, and remained in charge of the engine works until the dissolution Since that time he has been manager of the Victoria Works. Mr. Tobin, a Liverpool man, took both the Mathematical and Mechanical Science Tripos at Cambridge. Before joining Messrs. Harland & Wolff as ship designer in 1913 he had experience with Hawthorn, Leslie & Co., Ltd., Sir James Laing & Sons, Ltd., and Cammell, Laird & Co, Ltd. He was appointed naval architect at Belfast in 1922, and is now succeeded by Mr. Rupert Cameron, B.Sc., who joined the company in 1920.

Q.U.B. graduate - Mr. Cameron was educated at the Royal Belfast Academical Institution and graduated at Queen's University, Belfast. in 1911. He has been assistant naval architect since May, 1952. He is internal examiner in naval architecture in the Faculty of Applied Science and Technology at Queen's University. and is on the Membership Sub-Committee of the Institution of Naval Architects Mr. Michael Doig. M.B.E., who has been appointed to succeed Mr. Wilkie. served his engineering apprenticeship in Aberdeen. He served in the Royal Navy in the Great War and afterwards in the Merchant Navy as chief engineer and assistant superintendent engineer. He came to Belfast from the Wallsend Slipway & Engineering Co., Ltd. in 1934 as assistant engine works manager.