

2019-v1

**DAVID BURNS & CO.
SHIPBUILDERS, INCHES
(UPPER DOCK) ABERDEEN,
C1857 TO C1866.**



STANLEY BRUCE

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Cover photograph – the brig **'Fairy Queen'** aground at Timaru, New Zealand, 28th August 1873, minus one mast.

(Photographer William Ferrier, courtesy A. D. Edwardes collection, State Library of South Australia Ref: PRG-1373-41-17).

This book has been published on an entirely non-profit basis and made available to all free of charge as a pdf. The aim of the book is to make the history of vessels built by David Burns & Co. available to a wider audience. There is much available on the internet, especially on www.aberdeenships.com but unfortunately what's currently available is scattered and doesn't give the full picture.

If you have any comments regarding this book, or any further information, especially photographs or paintings of vessels where I have none. It would be historically good to show at least one for each vessel, and since this is an electronic edition it will be possible to update and include any new information.

I can be contacted at bardofthebroch@yahoo.com

If printing this book, it is best printed as an A5 booklet.

**DAVID BURNS & CO.
SHIPBUILDERS
INCHES (UPPER DOCK)
ABERDEEN
C1858 TO C1866**

BY

STANLEY BRUCE

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Whilst I have taken great care in preparing this publication, I have of course relied on some previous historic information by others. Where conflicting information was found, I have added what seemed the most credible, at least to my mind, I therefore accept no responsibility for any errors or omissions.

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Introduction

The aim of this book is to highlight and record the vessels built by David Burns & Co., Shipbuilder, Inches (Upper Dock), Aberdeen, and make this part of Aberdeen's history available to a wider audience.



David Burns in 1857 / 1858 lived at No. 56 St Clements Street, Footdee. (PO Dir 1857/8). This was a short walk from his shipyard, but probably far enough away so he wasn't looking at the yard, and I guess he could take his mind off work.

David Burns prior to having his own shipyard is recorded as having overseen the building of the 3-masted ship '**George Canning**' (411 tons) in 1856, at the shipyard of Thomas Wright, Inches (Upper Dock), Aberdeen, she was built to the account of Thomas Wright. The Aberdeen Journal, 25th June 1856 reporting on her launch reported that *"...She was built under superintendence of Mr. David Burns, to whom her lines and workmanship do great credit..."*

David Burns & Co. built a variety of wooden-hulled vessels ranging from a small schooner '**Lady Nightingale**' (34 tons) for W. Tulloch, Lerwick in 1860, to an average size for vessels built at this period in Aberdeen, the 3-masted ship '**Commodore**' (562 tons) in 1861 for his Upper Dock neighbour shipbuilder John Smith. They also built the brig '**Shepherdess**' (213 tons) for John Smith in 1863. It was common at this period for shipbuilders, certainly in Aberdeen to build large and small vessels.

All of the vessels built by David Burns & Co. were carvel built, meaning that the planks forming the shell of the hull were fitted side-by-side (Not overlapping) and caulked in-between with oakum (strands of hemp, jute or rope-making materials that were soaked in tar, oil or grease to make it waterproof) or cotton, then the seam was sealed with pitch or tar.

The quality of the vessels built by David Burns & Co. can be gauged by the classification given by Lloyds Register of Shipping (LRS). All the vessels built

by David Burns & Co. were classified by LRS; class 4A1 to 9A1. The brigs '**General Havelock**' (224 tons) and the '**Mayflower**' (195 tons) were both given a reasonably high classification of 9A1 by LRS. (At this period the highest LRS classification available was 16A1 for vessels built with East India Teak). Eleven of the seventeen vessels built by David Burns & Co. were subject to LRS Special Survey, meaning their construction was overseen by surveyors of the society, and this signified that they were constructed of the highest marine quality. This was identified in Lloyds Register of Shipping with a Maltese Cross ✠ aside the vessels entry.

Many of the vessels built by David Burns & Co. had their wooden hulls sheathed in copper or yellow metal. This was a practice carried out for vessels that were intended for use in temperate climates. In temperate climates, the hulls of wooden vessels could be infested by 'Teredo navalis', the naval shipworm, if not protected. This worm is also known to have attacked vessels in the Baltic during summer months.

Yellow metal consists of 60% copper, 40% zinc, and a trace of iron, which was 1/3rd cheaper than pure copper, lasted longer, and was considerably better at protecting the vessels hull. This type of hull sheathing was patented by George Frederick Muntz (1794 to 1857) in 1832 and is often referred to as 'Muntz's Metal', he made his fortune from it.

Some of the vessels built by David Burns & Co. had very short lives, the sea was, and still is, a very dangerous place, especially in a relatively small sailing vessel. (When compared to the size of vessels of today).



*George F. Muntz.
(Photographer
unknown⁴).*

The wreck of the brig '**Fairy Queen**' (213 tons) is an example of the dangers of the sea. Her master must have thought her relatively safe sitting at anchor a little offshore at Timaru, New Zealand, there was no harbour at Timaru at this date. A storm arose, and her anchor cable parted. Her second anchor was dropped but the ferocity of the storm broke this cable as well, leaving her at the mercy of the sea. She was forced aground and

subsequently wrecked, luckily all hands were saved. Some of the vessels in this book have A&CP aside their entry in Lloyds Register of Shipping, this abbreviation means their anchors and cables were proved at a public machine. Basically, their anchors and a sample of their cable was tested and witnessed by LRS surveyors, however this wasn't the case for the '**Fairy Queen**', perhaps things would have been different if they had been. The manufacturing processes and procedures for the manufacture of anchor cable at this date were still in their infancy, and the quality of the material was very much inferior if compared to what is available today.

The lease of David Burns' yard was later taken by Richard Connon & Co., ship-owners, Aberdeen, and used for ship-repair and maintenance. I believe all the yards at the Upper Dock closed in the 1870's.

The last vessel launched at the Inches (Upper Dock) was the screw steamer '**Nancy Lee**' (97 tons) built by **John Humphrey & Co.**, she was launched in 1879.

There were several timber yards conveniently placed at the Inches to service the shipyards, and at least one Blacksmith shop. Many other timber merchants and blacksmiths existed around the harbour especially at Footdee. Other local businesses to benefit from the presence of the Aberdeen shipyards at this period were several ship chandlers, brass and iron founders.

Stanley A. Bruce, BSc, I.Eng., I.Mar.Eng., MIMarEST.

Former shipyard employee,

Hall Russell Ltd., York Place, Footdee, Aberdeen, (1980 to 1991).

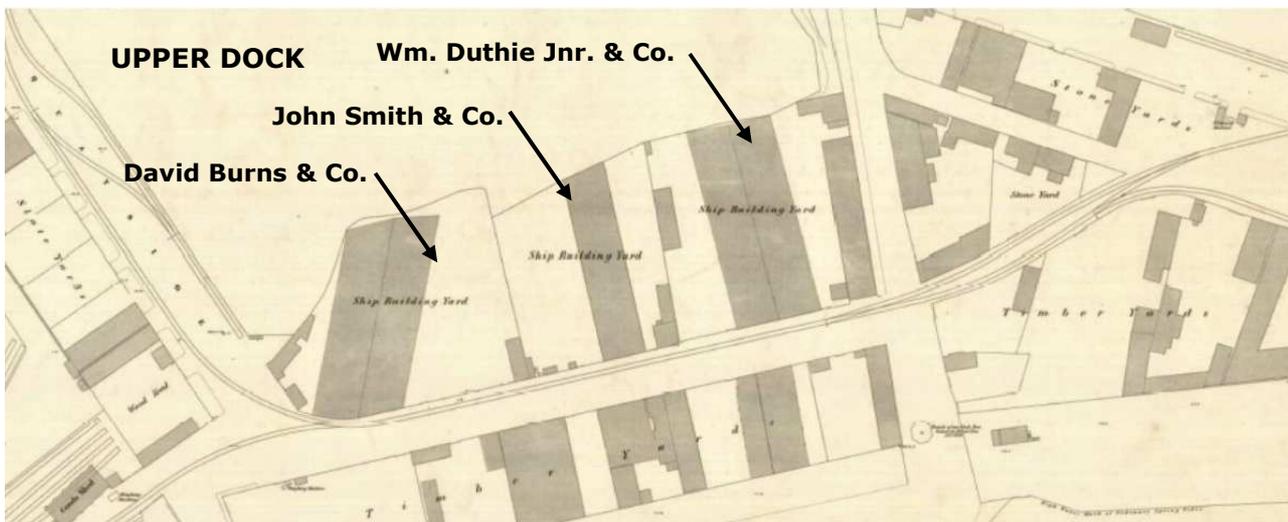
Shipbuilders at the Inches (Upper Dock), Aberdeen.

At this period the Inches area of Aberdeen Harbour Upper Dock was a very busy place with respect to shipbuilding. There were three shipyards, and conveniently several timber yards, and a blacksmith shop. The yards at the southern edge of the shipyards and beyond were all occupied by timber merchants.

The other two Upper Dock shipbuilders in 1866 were:

John Smith & Co. from c1862 to 1867, who had one slip.

William Duthie Jnr. & Co., from 1855 to 1870, who had two slips.



1866 map showing the Shipyards at the southern side of the Upper Dock.

1866: Timber Merchants at the Inches:

- John Donald, timber merchant, Inches, home address: Boatley, Fetternear.
- Joseph T. Willet, timber merchant and commission agent, Bon- Accord Saw Mills, Inches; home address No. 64 Dee Street.
- George Milne & Co., timber merchants, Victoria Dock Sawmills. From c1856 to 1859 they were shipbuilders and built five vessels.

1866: Blacksmiths at the Inches:

- David Mitchell, blacksmith, Inches; home address No. 3 Roslin Terrace, Aberdeen. (Part owner of the brig '**Mayflower**' (195 tons), built by David Burns & Co. in 1860).

Of course, the building of a ship required other trades out-with the shipyard including rope and sailmakers; sailing ships need many miles of rope; other sundry items were purchased from local ship chandlers.

1866: Aberdeen Rope and Sailmakers.

(As per the Aberdeen Post Office Directory 1865 / 1866).

- Aberdeen Rope and Sail Co., Links.
- Catto, Thomson, and Co., Links, Footdee.
- Alexander Hay, No. 21 St Clement Street.
- Robert Youngson & Co., Theatre Lane, Regent Quay.

1866: Aberdeen Rope and Twine Manufacturers.

(As per the Aberdeen Post Office Directory 1865 / 1866).

- William Barclay, Poynerook.
- G. & W. Davidson, No. 18 Quay.
- Gray, Watt, & Co., No. 162 West North Street.
- R. S. Mackie, No. 42 Park Street.
- John Nicol & Sons, Baltic Street.
- Whinton Routledge, and Son, No.219 Gallowgate.
- Skene & Goodbrand, Mounthooly.
- John Taylor, No. 56 Union Street.

1866: Aberdeen Ship Chandlers.

(As per the Aberdeen Post Office Directory 1865 / 1866).

- Mrs Peter Buyers, grocer, ship chandler, & spirit dealer, No. 32 Quay.
- James Cummings, ship chandler & grocer, no's 79 & 80 Waterloo Quay.
- Alexander Inglis, grocer & ship chandler, No. 28 Regent Quay.
- Andrew Sherer, ship chandler, No. 13 Quay.
- George Spark, grocer, ship chandler, & spirit dealer, No. 8 Garvock Street.

1866: Iron Founders.

- James Abernethy & Co., Ferryhill Foundry.
- Barry, Henry & Co., Loch Street.
- Blaikie Brothers, Footdee Iron Works.
- William McKinnon & Co., No. 20 Spring Garden.

The shipyards on the Inches were all closed by the end of the 1870's. The shipyard sites were then used by merchants, mostly coal and stone merchants.

Tonnage of Vessels Built in Aberdeen at this Period.

Year	Burns Tons Built	% Abd Tons Built	Aberdeen Tons Built	Burns No. of vessels built	Aberdeen No. of vessels built	Burns Average GRT	Aberdeen Average GRT
1858	232.5	4.7	4,931	2	12	116.25	411
1859	285	8.6	3,298	2	7	142.5	471
1860	229	3.7	6,231	2	13	114.5	479
1861	562	11	5,103	1	8	562	638
1862	330	4.4	7,428	2	17	165	437
1863	426	5.1	8,296	2	13	213	638
1864	218	2.3	9,412	1	14	218	672
1865	294	3.2	9,120	2	15	156.5	608
1866	366	3.2	11,305	2	16	183	707
1867	241	2.5	9,573	1	18	241	532
Av.		4.87				211.2 tons	559 tons

GRT – gross registered tonnage.

I thought it interesting to show the number of, and tonnage of vessels built in Aberdeen at this period and compare it to the figures for David Burns & Co. Over the ten-year period that David Burns & Co. were in business, the average size of vessel built was 559 tons, almost the same as the '**Commodore**' (562 tons) the biggest vessel built by David Burns & Co.

You can see that the contribution to shipbuilding in Aberdeen by David Burns & Co. was relatively small, ranging annually from 2.3% to 11%, with an average over the ten-year period of less than 5%.

Vessels Built by David Burns & Co.

This list was prepared from scratch, as I haven't seen a builders list, I found sixteen vessels launched and completed, and one finished by others. (If you know of any others please get in touch).

Date	Name	Type	Tons	Owner	LRS	L x B x D
1858	Ann Law.	Brig (Wood).	185	John Law, Aberdeen.	 7A1	108'4" x 22'4" x 13'1"
1858	Northerner.	Smack (Wood).	47.5	Fraser & Co., Aberdeen.	 7A1	58'9" x 17'2" x 8'3"
1859	Southerner.	Smack (Wood).	61	Fraser & Co., Aberdeen.	 7A1	67'7" x 19' x 8'4"
1859	General Havelock.	Brig (Wood).	224	Charles Wilson & others, Aberdeen.	 9A1	112' x 24' x 13'7"
1860	Lady Nightingale.	Smack (Wood).	34	W. Tulloch, Lerwick, Shetland.	 7A1	53' x 15'8" x 7'6"
1860	Mayflower.	Brig (Wood).	195	John Law & others, Aberdeen.	 9A1	116' x 23' x 13'3"
1861	Commodore.	Ship (Wood).	562	John Smith, Aberdeen.	5A1	151'1" x 30'3" x 18'6"
1862	Viking.	Brig (Wood).	188	John B. Adam, Aberdeen.	 5A1	103'3" x 24'4" x 13'2"
1862	John George.	Brig (Wood).	142	John McLauchlan, Aberdeen.	 7A1	93' x 22'4" x 13'2"
1863	Fairy Queen.	Brig (Wood).	213	G. Nipper, Melbourne, Australia.	 5A1	111' x 24' x 13'

Vessels Built by David Burns & Co. (Continued).

Date	Name	Type	Tons	Owner	LRS	L x B x D
1863	Shepherdess.	Brig (Wood).	213	John Smith, Aberdeen.	✠ 7A1	110'4" x 24'5" x 13'2"
1864	Malvina.	Schooner (Wood).	218	John McLauchlan, Aberdeen.	4A1	111'6" x 24'4" x 12'
1865	James Horn.	Brigantine (Wood).	160	Aberdeen Commercial Co., Aberdeen.	✠ 8A1	95'4" x 22'3" x 12'4"
1865	Sisters.	Schooner (Wood).	153	John McLauchlan, Aberdeen.	4A1 A&CP	91' x 22' x 12'
1866	Snowdrop.	Schooner (Wood / Iron frames).	141	David Burns, Aberdeen.	4A1 A&CP	88' x 22'5" x 11'
1866	Golden Sheaf.	Brig (Wood).	225	Herman Ganson, Aberdeen.	7A1 A&CP	113'1" x 24'3" x 14'
1867	Aven. (See note).	Brig (Wood).	241	William Knox, Aberdeen.	7A1 A&CP	102'3" x 25'1" x 15'7"

✠ Special Survey carried out by Lloyds Register Surveyors, this was a service available from 1853.

A&CP – Anchors and cables proved at a public machine.

Note: The building of the brig '**Aven**' (241 tons) was started by David Burns & Co., but completed by **John Humphrey & Co.**, Shipbuilders, Inches (Upper Dock) Aberdeen.

John Smith owner of the '**Shepherdess**' (213 tons) was an Aberdeen shipbuilder who also had a shipyard at the Inches (Upper Dock) from c1862

David Burns & Co., Shipbuilders, Inches (Upper Dock), Aberdeen, c1857 to c1866. Stanley Bruce, 2019-v1.
to 1867. In 1863 Smith built the 3-masted barque **'Invercauld'** (1,100 tons) she was the biggest ship Smith built, so I guess he didn't have the capacity to build the 'Shepherdess' and sub-contracted it to Burns.

Ann Law (1858).

She was built as a general cargo carrier, and is known to have traded at Aberdeen, Kennetpans, Leith, Newcastle, London, the Baltic, the Mediterranean including Palermo and Girgenti (both Sicily), and at Archangel (Russia).

She was the first vessel launched by David Burn's & Co., however the Press and Journal 17th February 1858 reporting on her launch, reported that *"Mr Burns' ability and experience are well known, to whom she does very great credit"*.

20th February 1858, the Aberdeen Herald reported as follows: *"A handsome Clipper-Brig of about 180 tons was launched on Tuesday from the Shipbuilding Yard of Messrs Burns & Co., Inches. Shortly before 2pm, a large number of spectators had assembled on the Quays immediately opposite, and the usual christening ceremony having been gracefully performed by one of the Lady Owners, the **'Ann Law'** descended beautifully into the water. Her appearance afloat is everything that could be desired as regards symmetry, and we may hope that her sailing qualities will at once do credit to the Builders and the Port, already justly celebrated for its Naval Architecture. After the Launch, the Owners & Builders favoured with the presence of several ladies, entertained a select number of their friends to wine & cake, and the future success of the **'Ann Law'** was duly pledged and heartily responded to"*.

Continued...

Ann Law (1858). (Continued).

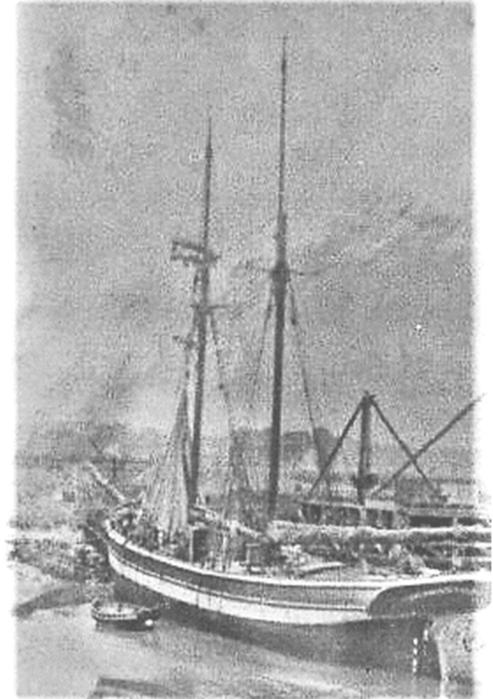
Vessel Name(s)	Ann Law.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	16 th February 1858.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Law, ship-owner, Aberdeen. (64). (John Law died 2 nd June 1874).
Registered Port	Aberdeen. Official No.:20347.
GRT	185 tons.
Length	108.4 feet. (33.04m).
Breadth	22.4 feet. (6.83m).
Depth	13.1 feet. (3.99m).
Construction	Wood. Part iron bolts. Her hull was sheathed in Zinc.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 7A1. ✠ Built under Special Survey.
Other information	30 th September 1878: owned by James Tulloch Jnr. 21 st March 1879: The Aberdeen Weekly Journal reported that during passage between Aberdeen to Leith, she went ashore early morning of the 20 th March at North Berwick in very foggy weather. She was pulled off by a tug and proceeded to Leith. It was also reported that it was “...believed vessel has very little damage”. May 1880: owner and master was captain G. W. Hamilton. She caught fire while being laden with lime for the Aberdeen Commercial Lime Co. at Sunderland, and one of her masts was burned, she was towed to Aberdeen by the steam tug ‘ Crusader ’, repaired and re-rigged as a schooner.
Date Scrapped / Lost	October 1881: on passage from Kennetpans, Firth of Forth, Clackmannanshire for Fecamp, France with a cargo of coal, she was driven ashore during a storm and completely wrecked. Owner and master was captain G. W. Hamilton, mate was William Taylor; she was said to have been partly insured. All hands were saved.

Ann Law (1858). (Continued).

Kennetpans situated in Clackmannanshire on the north bank of the Firth of Forth once had a small but active harbour which is now silted, and quays decayed / removed. Main exports were coal and salt, and later whisky, with the main import being rye. Kennetpans Distillery is said to be the birthplace of the Scottish whisky industry. It was founded early in the 18th century, and by 1730 was the biggest distillery in Scotland. However, it closed in 1825, so the '**Ann Law**' (185 tons) wouldn't have carried any of their whisky but may have carried Glengoyne (Est. 1833) or other lowland makes.

The Press and Journal, Aberdeen 22nd Oct. 1881, reported: *"...The schooner drove from the Goodwin Sands, Kent, in a north-westerly gale which lasted for three days, during which the most of her sails were rent to pieces. On the third day, the*

master tried to make Gravelines (Northern France), but no pilot would venture aboard, and as night approached the danger of grounding on the deceptive sand banks being apparent, the vessel was perforce put about again, and stood away for about five mile from the shore. At this time a tremendous sea was running, which drove the vessel aground and with the shock then sustained the rudder was unshipped, and the stern post carried away by the force of the waves. The decks were swept fore and aft, the galley was dashed overboard, great stretches of the bulwarks and rails carried away, the heavy seas likewise smashed the long boat and doing a deal of minor damage. The crew, after the vessel had grounded, lost no time in getting the small boat launched and having got crowded into her with difficulty they made for the shore. About four o'clock in the morning the keel of the boat grated on the beach, but the heavy surf immediately upset her and pitched the crew into the water, and it was only by dint of dexterous swimming that they reached the land at all.



A brig berthed at the East Jetty, Kennetpans c1860. (Photographer unknown).

Ann Law (1858). (Continued).

And since the ship foundered there was constantly being washed up on the beach a vast quantity of wreckage, much of which is said to belong to other vessels that have gone ashore during the recent disastrous gale. The master, G. W. Hamilton and mate, William Taylor, arrived in London in a very exhausted condition on Wednesday, the crew having gone there on the previous day. No lives are lost."

Northerner (1858).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, and Holyhead. She was a relatively small vessel, and because of this she wasn't listed in Lloyds Register of Shipping.

Vessel Name(s)	Northerner.
Rig	Smack, 1 mast, 1 deck, a square stern, and probably a running bowsprit (Not confirmed).
Launch Date	1858.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Fraser and Co., Aberdeen. Hugh Fraser, commission agent, (56), Thomas Rennie superintendent of Victor Lodging House (4), and Robert Hogg, shipmaster (4), all Aberdeen.
Registered Port	Aberdeen. Official No.: 22525.
GRT	47.56 tons.
Length	58.9 feet. (17.95m).
Breadth	17.15 feet. (5.23m).
Depth	8.25 feet. (2.51m).
Construction	Wood. Part iron bolts.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class 7A1. ✠ Built under Special Survey. <i>(Shown as a sloop).</i>
Other information	1864: owned by E. Cornish, and registered in Holyhead, Wales. 1873: owned by J. Bragg & Co., and registered in Holyhead, Wales.
Date Scrapped / Lost	Unknown.

Southerner (1859).

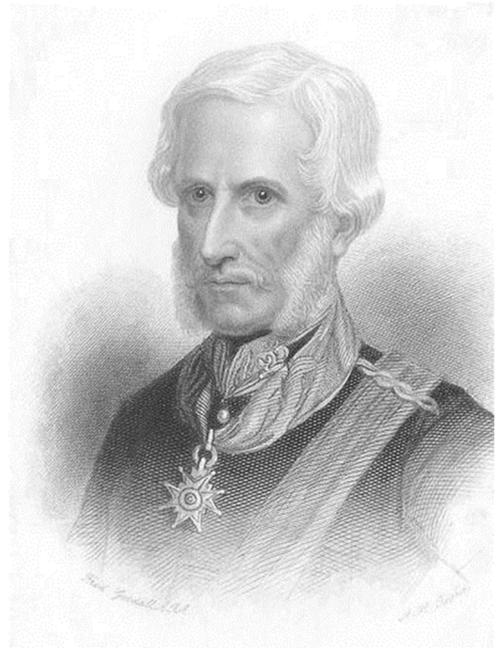
She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Greenock, Glasgow, and to the Mediterranean but probably only in the summer months.

Vessel Name(s)	Southerner.
Rig	Smack, 1 mast, 1 deck, a square stern, and probably a running bowsprit (Not confirmed).
Launch Date	1859.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Fraser & Co., Aberdeen. Joint Owners: William Webster, baker (10), David Mauor, teacher (10), John McLauchlan, ship-owner (10), Hugh Fraser Senior, China merchant (10), William Harvey, spirit dealer (10), George Thomson, miller, (10), all of Aberdeen, and Wiliam Rainie, farmer, Fyvie (4).
Registered Port	Aberdeen. Official No.: 22531.
GRT	61 tons.
Length	67.7 feet. (20.63m).
Breadth	19 feet. (5.79m).
Depth	8.4 feet. (2.56m).
Construction	Wood. Part iron bolts.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class 7A1. ✠ Built under Special Survey.
Other information	24 th May 1861: registered in Glasgow. 1863: owned by A. Chisholm and registered in Greenock.
Date Scrapped / Lost	c1870, details unknown.

General Havelock (1859).

She was built to carry general cargo, and is known to have traded at Aberdeen, North Shields, Newcastle, Port Elizabeth (South Africa), India, Rio de Janeiro (Brazil), Buenos Aires (Argentina), and to the Baltic. She was named after Major General Sir Henry Havelock KCB (1795 to 1857) who was referred to as the 'Hero of Lucknow' (India).

The Dundee Courier 18th November 1870 reported that *"The Havelock was one of the smartest brigs that hailed from the port of Aberdeen and owned by Mr William Milne, merchant, South Mount Street, Aberdeen."*



Drawing of Major-General Sir Henry Havelock, KCB by Rev. William Brock (1865).

Vessel Name(s)	General Havelock.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	1859.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Charles Wilson (30), and ten others, all Aberdeen.
Registered Port	Aberdeen. Official No.: unknown.
GRT	224 tons.
Length	112 feet. (34.14m).
Breadth	24 feet. (7.32m).
Depth	13.7 feet. (4.18m).
Construction	Wood. Part iron bolts. Her hull was sheathed in felt and yellow metal.
Figurehead	Full size male depicting General Havelock.
Classification	Lloyds Register of Shipping. Class 9A1. ✠ Built under Special Survey.

Continued....

General Havelock (1859). (Continued).

Other information	<p>1859: master Jack.</p> <p>20th November 1863: The Glasgow Herald reported that on passage to Aberdeen, Scotland she picked up and took aboard a crew of six who had abandoned the Dutch schooner 'Stella', which was sinking.</p> <p>1867 / 1868: owned by Watson, master William Milne, Aberdeen.</p> <p>1870: owned by William Milne, merchant, South Mount Street, Aberdeen.</p>
Date Scrapped / Lost	<p>15 November 1870: on passage from Newcastle-upon-Tyne to Rio de Janeiro, Brazil commanded by captain Watson with a cargo of coal and unspecified goods she sank within ten minutes after being run into by the brig 'Albert H. Locke' of Littlehampton, 7-miles south east of Whitby Lighthouse, off Flamborough Head. Crew member John Smith of Edinburgh drowned when he attempted to board the 'Albert H. Locke', all other crew members were saved.</p>

At this date, Charles Wilson, ship-owner, Aberdeen also owned the following vessels:

Name	Rig	Master	Date Built	Tons	Aberdeen Builder
Cheviot	Schooner	Angus	1834	70	Not Aberdeen.
Cynthia	Brig	Burgess	1854	186	Brands & Scorgie.
Eagle	Brig	Fleming	1845	128	Not Aberdeen.
Garland	Schooner	Matheson	1827	88	James Thornton.

Above, all as per the Aberdeen Post Office Directory 1859 / 1860.

Lady Nightingale (1860).

I could not find a definitive description for this vessel, she was either a small coaster or a fishing boat. The Shetland News when reporting on her loss described her as a smack, but she is also reported elsewhere as a schooner.

Vessel Name(s)	Lady Nightingale.
Rig	Smack, (probably 1 or 2 masts, 1 deck, a square stern, and a running bowsprit).
Launch Date	March 1860.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	W. Tulloch, Lerwick, Shetland. (64).
Registered Port	Lerwick. Official No.: unknown.
GRT	34 tons.
Length	53 feet (16.15m).
Breadth	15.8 feet (4.82m).
Depth	7.5 feet (2.29m).
Construction	Wood. Part iron bolts. Her hull was sheathed in felt and yellow metal.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class 7A1. ✠ Built under Special Survey.
Other information	--
Date Scrapped / Lost	8 th January 1887: the Shetland News reported that a vessel of this name was wrecked at Westsandwick, master William Nicholson. Master and two crew members were saved. Owner T. M. Adie & Sons. Described as a Shetland smack.

Mayflower (1860).

She was built as a general cargo carrier, and is known to have traded at Aberdeen, and Archangel (Russia).

Unfortunately, she had a very short life, as she was lost (sank) at only 1.5 years old.

Vessel Name(s)	Mayflower.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	22 nd May 1860.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Law, baker , No. 60 Shiprow, Aberdeen (32). Other Shareholders: Alexander Davidson Junior, grocer (8), Robert Hutchison, shipmaster (8), David Mitchell*, blacksmith, No. 1 Castle Lane (8), Peter Beveridge, manufacturer, No. 122½ Union Street (8), all Aberdeen.
Registered Port	Aberdeen. Official No.: 27576.
GRT	195 tons.
Length	116 feet. (35.36m).
Breadth	23 feet. (7.01m).
Depth	13.3 feet. (4.05m).
Construction	Wood. Part iron bolts.
Figurehead	Full size female figurehead.
Classification	Lloyds Register of Shipping. Class 9A1. ✠ Built Under Special Survey.
Other information	1861: owned by John Law & Co., Aberdeen.
Date Scrapped / Lost	November 1861: lost, owner John Law & Co., Aberdeen, location / details unknown.

**David Mitchell, blacksmith, Inches, home address No. 53 Commerce Street.*

(Abd PO Dir 1859/60).

Commodore (1861).

She was built as a general cargo carrier, and is recorded as having made passages to New York, Quebec, Newfoundland, South America, and New Zealand.

Vessel Name(s)	Commodore.
Rig	Ship, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	March 1861.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Smith, & Co., Aberdeen. John Smith, ship-owner (18), George Thomson (14), Richard Connon and Alexander Rhind Dyer (14-jointly), John Catto (10), and William Beverley (8), all Aberdeen.
Registered Port	Aberdeen. Official No.: unknown.
GRT	562 tons.
Length	151 feet. (46.02m).
Breadth	30.3 feet. (9.24m).
Depth	18.6 feet. (5.67m).
Construction	Wood. Part iron bolts. Her hull was sheathed in felt and yellow metal.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 5A1.
Other information	1862 / 1880: owned by Richard Connon & Co., Aberdeen, and registered in Aberdeen. 24 th Dec. 1863: the upset price of 8/64 th at auction was £570 (£70,000 in 2018), giving her a value of £4,560 (£562,800 in 2018). 25 th May 1877, the Aberdeen Journal reported: <i>"Advices from Quebec of date 12th May state ship 'Commodore' of Aberdeen (561 tons), F. G. Milne Master, belonging to Richard Connon & Co., Aberdeen, which had arrived in Quebec from Aberdeen, came into collision with the 'Cavour', from Havre, in the ballast ground, neither vessel sustained damage of any consequence, but 'Commodore' lost an anchor and 15 fathoms of chain". Note: Fathom = 6 feet (1.83m).</i>
Date Scrapped / Lost	1880: no trace of her after this date.

Viking (1862).

She was built to carry general cargo and is known to have traded around the British coast, including the south coast ports of Colchester and Plymouth; she also made passage to Archangel (Russia) probably in the summer months.

Vessel Name(s)	Viking.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	May 1862.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Birnie Adam & Co. John Birnie Adam, ship-owner, Aberdeen (48), James Hay Chalmers, advocate, Aberdeen (8), and Thomas Adam, Banff, bank agent (8).
Registered Port	Aberdeen. Official No.: 44437.
GRT	188 tons.
Length	103.3 feet. (31.49m).
Breadth	24.4 feet. (7.44m).
Depth	13.2 feet. (4.02m).
Construction	Wood. Part iron bolts.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 5A1. ✠ Built Under Special Survey.
Other information	3 rd January 1867: near Portsmouth, she collided in thick fog with the ' Harriet Wallis '.
Date Scrapped / Lost	Unknown.

The Viking.

Up and down the British coast she sailed,
 Carrying cargoes by the ton,
 It was from Aberdeen that she hailed,
 But she ventured to Archangel, under the midnight sun.

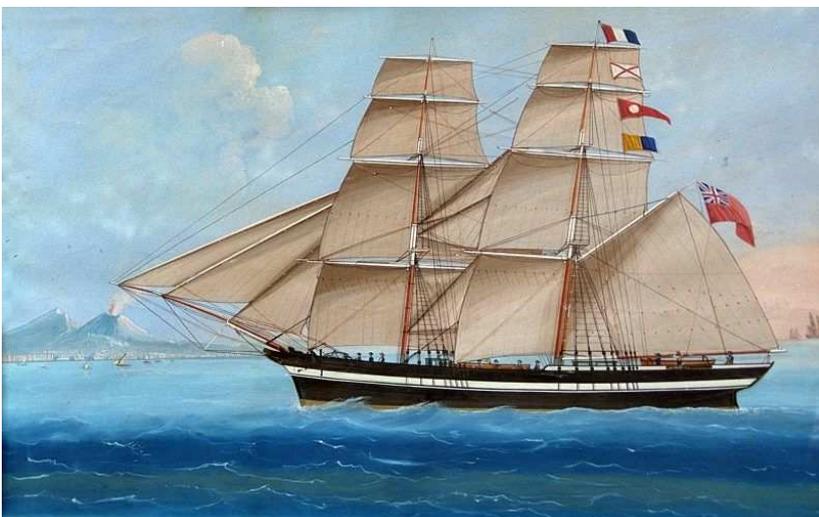
Stanley Bruce.

John George (1862).

She was built as a coaster to carry general cargo and is known to have worked the British coast and made passage to the Baltic.

She had an extremely short life, when she sank at less the one year old.

Vessel Name(s)	John George.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	March 1862.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John McLauchlan, ship-owner, coal and wood merchant, No. 1 James Street, Aberdeen. (64). (Home address No. 3 James Street, Aberdeen).
Registered Port	Aberdeen. Official No.: unknown.
GRT	142 tons.
Length	93 feet. (28.35m).
Breadth	22.4 feet. (6.83m).
Depth	11.9 feet. (3.63m).
Construction	Wood. Part iron bolts.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 7A1. ✠ Built Under Special Survey.
Other information	--
Date Scrapped / Lost	8 th February 1863: she was lost in the Bristol Channel, details unknown.



*Typical brig of this period.
(Artist unknown).*

Fairy Queen (1863).

She was built as a general cargo carrier and is known to have made passages to North America, Timaru (New Zealand), Melbourne (Australia), Archangel (Russia), and to the Mediterranean. She was ten years old when she was wrecked at Timaru (New Zealand). Timaru in 1873 didn't have a harbour so she was moored just off the coast when she was caught in a storm. She lost one anchor, dropped the other, and lost it as well, then was forced on the shore and wrecked. Work on building Timaru Harbour commenced in 1878, 5 years later.

Vessel Name(s)	Fairy Queen.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	February 1863.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John McLauchlan, ship-owner, coal and wood merchant, No. 1 James Street, Aberdeen. (64). (Home address No. 3 James Street, Aberdeen).
Registered Port	Aberdeen. Official No.: 45206.
GRT	213 tons.
Length	111.4 feet. (33.95m).
Breadth	24.5 feet. (7.47m).
Depth	13.4 feet. (4.01m).
Construction	Wood. Part iron bolts. Hull sheathed in felt and yellow metal.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 5A1. ✠ Built Under Special Survey.
Other information	1865: master R. Stephen. 1867: owned by Henry Cook and registered in London. March 1872: owned by J. G. Punch, Sydney, Australia, and registered at Melbourne. May 1872: owned by G. Nipper (Nipper and See), and registered in Melbourne, Australia.
Date Scrapped / Lost	27 th August 1873: she was wrecked at Timaru, New Zealand. She was caught in a violent gale lost her anchors and was forced ashore. All hands were saved. She was insured for £1,600 (£171,000 in 2018), and her wreck was later sold for a mere £136 (£14,500 in 2018).

Continued...

Fairy Queen (1863). (Continued).

The Star, Thursday, August 28, 1873.

August 27. Timaru:

*'It is blowing a heavy south-east gale. The brig **'Fairy Queen'** has parted her anchor, and the schooner **'Duke of Edinburgh'** (77 tons) has been beached. The crew were saved on a rope. The vessel will probably be got off. The **'Fairy Queen'** has parted one anchor, but is holding well. The brig **'Silver Lining'** and ketch **'Wanderer'** (29 tons) are holding well.'*

The Star, Thursday, August 28, 1873.

August 28. Timaru:

*'After dark last night, the brig **'Fairy Queen'** parted her second anchor and came ashore. She struck the rocks and bumped a big hole through her hull. A rocket line was thrown over the vessel, and the crew of nine men were landed quickly. When the last man left the vessel, the mainmast went over the side of the brig. She then slewed off the rocks and was washed up on the beach. The galley fire, or a lamp, capsized and set fire to the vessel, but the waves washing over prevented it from spreading. After nine o'clock, the ketch **'Wanderer'** broke adrift and rapidly headed inshore, and struck full against the **'Fairy Queen'**. The ketch's mast went by the board; afterwards she slewed off, and was washed up on the beach to the northward. The crew, of three men, were intimately saved by jumping into the surf.'*

The Star, August 30, 1873. (From the Timaru Herald).

*'Last Wednesday three vessels were driven ashore during a strong-easterly gale, and one of the number totally wrecked. Luckily no lives were lost, the seamen - eighteen in all - being safely rescued, some being saved by the rocket apparatus, others by the assistance of a number of willing hands on shore. The vessels in the roadstead at the time of the catastrophe were four in number - the brigs **'Silver Lining'** and **'Fairy Queen'**, the three-masted schooner **'Duke of Edinburgh'**, and the ketch **'Wanderer'**.*

*The **'Silver Lining'**, brig, owned by Mr Murnin of Sydney, 228 tons, Leisher, master, arrived at Timaru on August 14 from Newcastle, having on board a cargo of piles, maize, coals etc., about a third portion of which had been unloaded by Tuesday last. This was the only vessel which escaped out of four.*

The 'Fairy Queen', brig 214 tons, Spence, master, was owned by Messrs Nipper and See, commission agents, Melbourne and Sydney, and was one of the finest vessels of the kind with the exception perhaps of the 'Prospero', that has ever visited this port. She was an Aberdeen clipper, nearly new, and was well found in every respect. She arrived in the roadstead on August 12 from Newcastle, with a cargo of 345 tons of coal, consigned to Mr Henry Green, the whole of which with the exception of twenty tons had been discharged before Saturday last.

The gale commenced during the night, and blew steadily in till Wednesday morning. The sea continued to increase, Wednesday, all four were pitching heavily. About twenty minutes after one, when the gun at the flagstaff, where Capt. Mills, the harbour master, was keeping a sharp look-out, announced something was wrong. The brig 'Fairy Queen' had parted her cable, and was drifting in towards the reefs off Sea View Villa. The signal had the effect of attracting a large number of people to the beach. In addition to the rocket-apparatus being placed in readiness to be conveyed to any place it might be needed, the lifeboat crew were ordered to be ready for action. After the parting of the 'Fairy Queen's' cable another anchor was dropped from the brig. There was about a length between her and the reef.

At 3.15 p.m., the 'Duke of Edinburgh', parted and drifted towards shore, passing close to the ketch 'Wanderer'. When about a chain from the shore, at the point where the remains of the old breakwater lay, and where a rocky reef juts out, the schooner's jib's were hauled up, and the vessel steered in a southerly direction, everybody hoped endeavouring to lay up to the wind and stand to sea but the rest of the sailed were seen to be clewed up, and the vessel steered towards the shore, and beached immediately in front of the Government Landing Service shed, where she swung round, her stem pointing towards the south. A rope was thrown on board from the shore. The cradle was then set to work, and five of the seamen were taken off in a very short time. The sea was occasionally making a clean breach over her. A hawser was then got on board the vessel, fastened securely to some piles on shore. Ropes were attached to the masts and attempts were made to cant the vessel towards the shore in order that the breakers might not have such an injurious effect upon her. The attempt was fruitless, as was also the endeavour to haul by means of the Landing Service engine, the

stern of the vessel up the beach. Several articles including the chronometer were taken ashore. The injured done to the schooner is not apparently great, the rudder having carried away, and the copper stripped partially off her port side. The tide left her high and dry.

*No sooner did darkness set in than both wind and sea sprung up stronger than ever. About 7 o'clock the **'Fairy Queen'** had broken loose. A blue light was burned on shore indicating a good position to strike the beach. Unfortunately, she went too far to the northward, and struck on a rocky reef, about four chains above where the **'Duke of Edinburgh'** was lying, the sea rushing clean over her. A small fire was immediately lighted, and the apparatus fixed, by which a rope was dropped fairly between the vessel's masts. Just after this a barrel of pitch was procured, and lighted on the rocks a little way up the cliffs. No time was lost getting the cradle to work again, and one by one the seamen (nine in all) were conveyed to shore amid cheers of the crowd, the mate and captain coming last. From the time the vessel broke away till the men were rescued very little over half an hour has elapsed. The crew were only just got off in time, for a few moments after the last had been pulled ashore an enormous roller struck the vessel and caused the mainmast to go by the board, at the same time forging the vessel (which had been lying head on), broadside on to the rocks, the deck canting towards the shore. At about ten minutes to eight o'clock the after part of the vessel's bottom had been stove in. Shortly after this the galley was observed to be on fire.*

*A cry was raised that there was another vessel ashore, which proved to be the ketch **'Wanderer'**. The rocket apparatus was again got ready. The vessel struck mid way between the **'Duke of Edinburgh'** and the **'Fairy Queen'**, but was immediately driven off again and driven heavily against the brig, her mainmast at the same time going by the board. Suddenly, a heavy breaker tumbled in, and the vessel was carried to the stem of the brig, her bow running on to the beach with the stern to seaward. The seamen, three in number - master, mate, and another - were observed clinging to the bowsprit; a line of men on shore now joined hands, and as each man jumped off he was conveyed ashore, all being very much exhausted. The vessel shortly after this was again carried away northward by a heavy roller, and deposited on the beach about a chain and a half from*

the 'Fairy Queen'. When the tide had left the shore sufficiently to get on board the ketch's dingy and the clothes of the sailors were fetched ashore.

Fears for the brig 'Silver Lining' were felt, more especially as it was known that the captain's wife and two children were on board. At about eleven o'clock the wind and rain suddenly ceased. Another blue light was exhibited from the vessel, and this was answered by a gun from the lighthouse. Fortunately, just as she reached the outer breakers a land breeze sprang up and carried her away.

The 'Fairy Queen' continued to burn throughout the night, burning a hole in the deck, a quantity of coal, and a portion of the rigging. Friday morning she was put up to auction by Mr R. Turnbull, and knocked down to Messrs Bradden and Shiers for 135 pounds. A 15 cwt anchor and 60 fathom cable, and a 10 cwt anchor and 30 fathom cable, as they lay buoyed in the harbour, fetched 9 pounds, the purchasers being Messrs Hill, Simpson, and Graham. The captain lost private effects to the value of 40 pounds. Most of the cargo was landed yesterday 'Duke of Edinburgh'.

The 'Wanderer' shifted four chains further northward with yesterday's morning's tide, and although injured slightly in her after part only about twenty bags of the wheat on her was injured. Later in the day 200 bags of wheat were got out, and sold by auction for 7s 9d per bag, Mr Cliff being the purchaser. The vessel will be sold at auction today.

The 'Duke of Edinburgh' was valued at 1,300 pounds, and is insured in the South British Insurance Company for 650 pounds. The 'Silver Lining' is insured in the same office for 1000 pounds. The 'Fairy Queen' is covered by a heavy insurance policy.

A chain length = $1/10^{\text{th}}$ of a nautical mile / 100 fathoms (600 feet).

The Star, Wednesday, 3rd September 1873.

The Wrecks at Timaru:

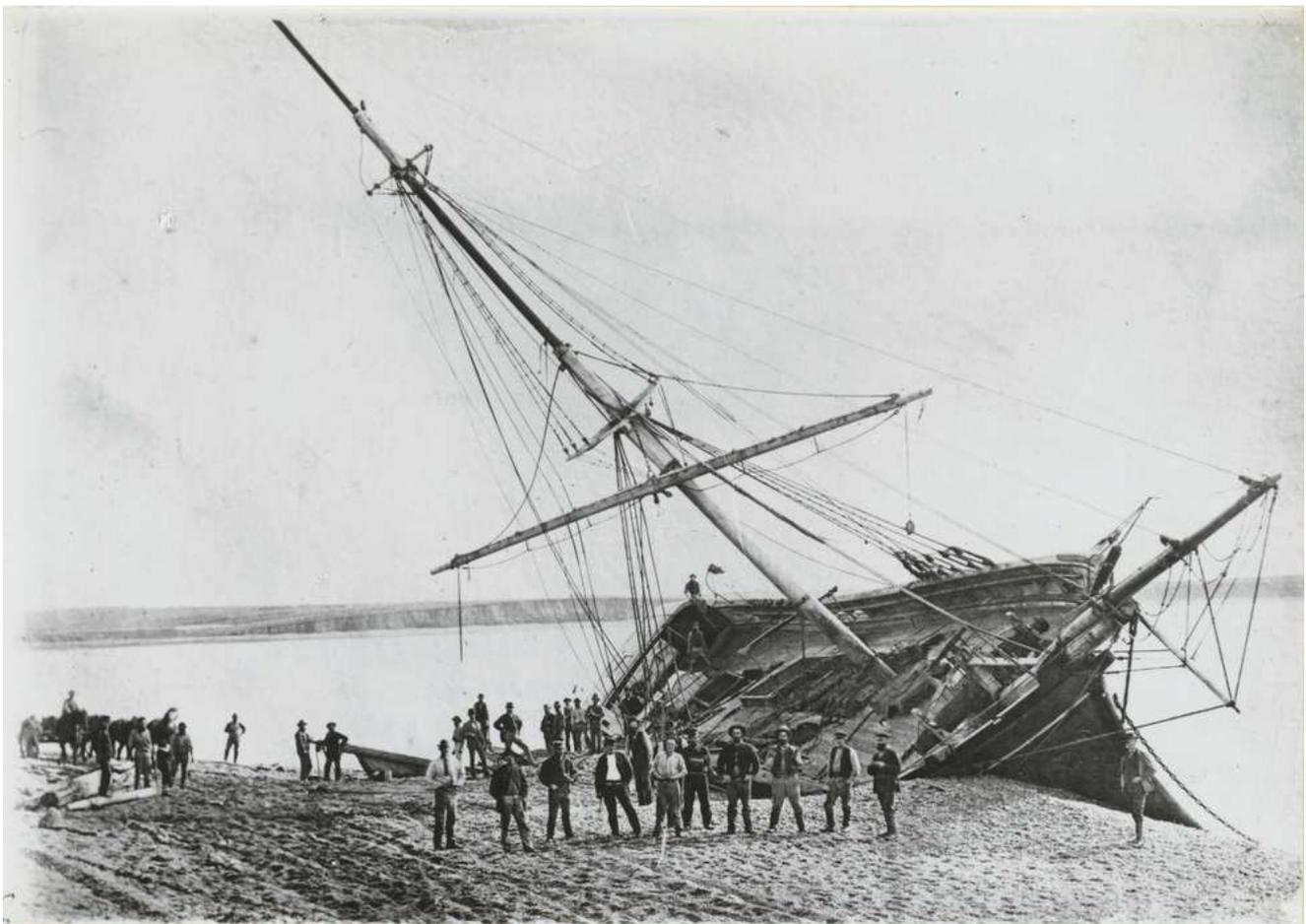
The dismantling of the brig 'Fairy Queen' was commenced Friday. Captain Gibson and Captain Scott held a survey on the schooner 'Duke of

***Edinburgh'** on Saturday, and drew up a report recommending that she should be abandoned to the underwriters.*

Otago Witness Sept. 6, 1873.

*'The hull and parts of the **'Fairy Queen'** were sold by auction today for 144 pounds.'*

During the mid-1800's photography was still in its infancy, and there are very few photographs of this period in existence. The only one I could find for a vessel built by David Burns & Co. was this one of the brig **'Fairy Queen'**. Unfortunately, this photograph taken by William Ferrier shows her aground on the beach at Timaru, New Zealand 28th August 1873. The photograph shows, her main-mast lost, no sails, and her figurehead lost or perhaps removed.



*Brig **'Fairy Queen'** minus her main mast, aground on Timaru Beach, New Zealand, north of the Government Landing Service on 28th August 1873. (Photographer William Ferrier, courtesy A. D. Edwardes collection, State Library of South Australia Ref: PRG-1373-41-17).*

Shepherdess (1863).

She was built as a general cargo carrier, and is known to have traded at Aberdeen, Arbroath, Alloa, London, and to Adelaide (Australia), Brazil, South America, France, and Cadiz (Portugal).

Vessel Name(s)	Shepherdess.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	December 1863.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Smith, Shipbuilder, Aberdeen. (64).
Registered Port	Aberdeen. Official No.: 45220.
GRT	213 tons.
Length	110 feet, 4 inches. (33.63m).
Breadth	24 feet, 5 inches. (7.44m).
Depth	13 feet, 2 inches. (4.01m).
Construction	Wood. Part iron bolts. Her hull was sheathed with yellow metal.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 7A1. ✠ Built Under Special Survey.
Other information	11 th February 1864: she was sold to Benjamin Lumsden Thomson, of No. 115 Leadenhall Street, London, and registered in London. John Smith lost £1,070 (£133,500 in 2018) in this transaction, this contributed to his bankruptcy in 1867. 7 th September 1865: at Natal, South Africa, she was put up for sale at a sum not less than £2,800 (£345,500 in 2018). Pre-1869: owned by Captain Peter Brown and registered at Arbroath. 2 nd June 1869: 16/64 shares sold to a Mr Joseph Ferguson, ship-owner for £385 (£45,000 in 2018), making her value £1,540 (£180,000 in 2018).
Date Scrapped / Lost	13 th April 1877: she left Laguna, Brazil for Falmouth with a cargo of log wood, but was wrecked on the bar off Lugana port. All hands were saved, but she, and all of her cargo were lost in deep water.

Malvina (1864).

She was built as a general cargo carrier and carried cargoes such as coal. She is known to have traded at Aberdeen, Shields, New York (America), and to the Baltic.

'Malvina' is a feminine given name derived from the Gaelic *"mala mhinn"*, which appropriately means *"smooth brow"*. Apparently, this word was created by the 18th century Scottish poet James Macpherson (1736 to 1796).

Vessel Name(s)	Malvina.
Rig	Schooner, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	June 1864.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John McLauchlan, ship-owner, coal and wood merchant, No. 1 James Street, Aberdeen. (64). (Home address No. 3 James Street, Aberdeen).
Registered Port	Aberdeen. Official No.: unknown.
GRT	218 tons.
Length	111.6 feet. (34.02m).
Breadth	24.4 feet. (7.44m).
Depth	12 feet. (3.66m).
Construction	Wood. Part iron bolts.
Figurehead	Full size female.
Classification	Lloyds Register of Shipping. Class 4A1.
Other information	1865: master A. Anderson.
Date Scrapped / Lost	>1867: unknown, there are no entries for her in Lloyd's Registers of Shipping after this date.

James Horn (1865).

She was built as a general cargo carrier, presumably to carry lime, and is known to have traded along the British coast and to the Baltic. She was named after James Horn (1801 to 1874) of Pitmedden a director of the Aberdeen Commercial Company (the shipowners), an Aberdeen Harbour Board Commissioner, a director of the Aberdeen Banking Co., and a director of the Standard Life Assurance Co.

Vessel Name(s)	James Horn.
Rig	Brigantine, 2 masts, 1 deck, an elliptical stern, and a standing bowsprit.
Launch Date	February 1865.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Commercial Company, Provost Blaikie's Quay, Aberdeen. Owners: Alexander Davidson, James Chalmers, both advocates, Aberdeen, and James Horn, Pitmedden, Oyne, merchant (64-jointly).
Registered Port	Aberdeen. Official No.: 53243.
GRT	160 tons.
Length	91 feet. (27.74m).
Breadth	22 feet. (6.71m).
Depth	12 feet. (3.66m).
Construction	Wood. Her hull was sheathed in copper.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 8A1. ✠ Built Under Special Survey. A&CP.: anchors and cables proved at a public machine.
Other information	Signal letters JVKH. 1872/3: master Duncan, and owned by the Aberdeen Commercial Co. (Aberdeen PO Directory 1872/73).
Date Scrapped / Lost	26 th October 1877: she ran aground on the rocks near Sunderland, carrying a cargo of lime. Her damaged hull leaked water into the lime which consequently began to explode causing the hull to burst open further and the vessel to catch fire. All crew members were rescued by the local coastguard. (See note below).

Note: the official name of Lime is Calcium Oxide, this material has a vigorous reaction with water, which can release enough heat to ignite combustible materials.

Sisters (1865).

She was built as a coaster, and is known to have traded at Aberdeen and Fort William, and probably many ports in-between, she is also recorded as trading at the Baltic

She had a very short life, sailing for only 1 year, 5 months before being destroyed by fire.

Vessel Name(s)	Sisters.
Rig	Schooner, 2 masts, 1 deck, an elliptic stern, and a standing bowsprit.
Launch Date	9 th August 1865.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John McLauchlan, ship-owner, coal and wood merchant, No. 1 James Street, Aberdeen. (64). (Home address No. 3 James Street, Aberdeen).
Registered Port	Aberdeen. Official No.: 48868.
GRT	153 tons.
Length	91 feet. (27.74m).
Breadth	22 feet. (6.71m).
Depth	12 feet. (3.66m).
Construction	Wood. Iron bolts.
Figurehead	Twin Sisters.
Classification	Lloyds Register of Shipping. Class 4A1. A&CP.: anchors and cables proved at a public machine.
Other information	1866: master McKenzie.
Date Scrapped / Lost	4 th January 1867: she was destroyed by fire at anchor and beached at Loch Eil, Corrach, Fort William. She was carrying a cargo of linseed. (See note below).

Note: Linseed oil, if on a flammable material, such as a rag, can catch fire without a spark at a temperature as low as 120°C.

Snowdrop (1866).

She was built to Burns' own account and may have been built speculatively. She was built as a coaster to carry general cargo, and traded along the British coast, and is also recorded as trading to the Baltic from Aberdeen.

She had a relatively short life, as she was lost in a storm at only three years old.

Vessel Name(s)	Snowdrop.
Rig	Schooner, 2 masts, 1 deck, an elliptical stern, and a standing bowsprit.
Launch Date	1866.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	David Burns, Aberdeen. (64).
Registered Port	Aberdeen. Official No.: 53252.
GRT	141 tons.
Length	88 feet. (26.82m).
Breadth	22.5 feet. (6.86m).
Depth	11 feet. (3.35m).
Construction	Wood on iron frames, with iron bolts.
Figurehead	Demi female.
Classification	Lloyds Register of Shipping. Class 4A1. A&CP: Anchors and cables proved at a public machine.
Other information	1866 / 1868: Master McKenzie.
Date Scrapped / Lost	13 th February 1869: sadly, homeward bound from Koningsberg, Prussia (now Kaliningrad, Russia) she was lost with all hands, in wind force 5, in the Firth of Forth near Inchkeith Island. After a collision with the schooner ' Lady of the Lake ' of Portsoy, Banff, master McDougall, the Leith registered steam tug ' Pet ' of Leith took her in tow, but due to the increasing wind and because the tug was running short of fuel (coal) she had to let her go. In distress, she dropped her anchor, intending to ride out the storm, however the winds got stronger. About two hours later (7pm) her lights couldn't be seen and she sank. It is thought she had suffered hull damage during the collision and had been taking in water. The next day the tops of her masts could be seen above the surface, which probably meant she was sitting on the seabed. The ships boat with a bucket inside was later found and towed to Crail Harbour. All hands were lost. Wreck location grid ref: NT3233 8527.

Golden Sheaf (1866).

The Press & Journal, Aberdeen, 14th November 1866: *“In taking the water she was gracefully christened the ‘Golden Sheaf’, by Mrs Ganson, a friend of the owner”*. (Or perhaps a relative).

She was built as a general cargo carrier intended for the Baltic and Mediterranean trade, and is recorded as having traded at Aberdeen, Whitby, Whitstable, Faversham, the Mediterranean, and at South America.

Vessel Name(s)	Golden Sheaf.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	8 th November 1866.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Herman Ganson, Aberdeen. (64).
Registered Port	Aberdeen. Official No.: 53259.
GRT	225 tons.
Length	113.1 feet. (34.47m).
Breadth	24.3 feet. (7.41m).
Depth	14 feet. (4.27m).
Construction	Wood. Part iron bolts. Her hull was sheathed in copper.
Figurehead	Fiddlehead (An ornamental carving like the scroll at the head of a fiddle).
Classification	Lloyds Register of Shipping. Class 7A1. ✠ Built under Special Survey. A&CP: anchors and cable proved at a public machine.
Other information	1873 / 1874: Master J. Ganson, owned by J. Mills. 1875 / 1876: Master J. Ganson, owned by T. Goldfinch & Co., and registered in Whitby, North Yorkshire. 1876 / 1880: registered in Whitstable, Kent. 1882 / 1884: Master W. Hancock, owned by C. & A. Hault, and registered in Faversham, Kent.
Date Scrapped / Lost	Unknown.

Aven (1867).

Her build was started by David Burns & Co., however she was completed by neighbouring shipbuilder **John Humphrey & Co.** According to the Belfast Newsletter 9th April 1874 regarding her sale: She *“has double topsail yards, house forward for crew, half poop for cabin, store rooms, etc. Is essentially copper fastened & very strongly put together. Well adapted for iron, copper, ore or other heavy cargoes”*.

She is known to have traded at Aberdeen, Newcastle, London, Belfast, the Baltic i.e. Riga (Latvia), and to Boston (America).

Vessel Name(s)	Aven.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	May 1867.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Knox, Aberdeen (64).
Registered Port	Aberdeen. Official No.: 56606.
GRT	241 tons.
Length	102 feet, 3 inches. (31.17m).
Breadth	25 feet, 1 inch. (7.64m).
Depth	15 feet, 7 inches. (4.75m).
Construction	Wood. Part iron bolts. Her hull was sheathed in felt and yellow metal.
Figurehead	Billet.
Classification	Lloyds Register of Shipping. Class 7A1. A&CP: anchors and cables proved at a public machine.
Other information	1868 / 1872: master McKenzie. 1873 / 1874: master F. Chalmers. 1874: cargo - linseed oil from Riga, Latvia to Belfast. 1878 / 1882: owned by P. McRobbie, Master J. Gunn.
Date Scrapped / Lost	29 th January 1883: on passage from Newcastle-upon-Tyne to Woolwich with a cargo of coal, Master J. Allen, she foundered off Great Yarmouth in Force 10 winds.

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- 1 Lloyds Register of Shipping, years 1858 to 1868.
- 2 Aberdeen Post Office Directory, various years.
- 3 Various newspapers as mentioned within the book text.
- 4 At The Sign of the Barber's Pole, Studies in Hirsute History by William Andrews, 1904.
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Websites.

- www.electricscotland.com The Shipbuilders of Aberdeen.
- www.aberdeenships.com Information on >3,000 Aberdeen built vessels.
- www.clydeships.co.uk Information on >35,000 Scottish built vessels.
- www.canmore Information on shipwrecks.

Lime and Water Don't Mix.

She was a ship in her prime,
Carrying a cargo of lime,
But with water in her hold,
She may well explode!

Stanley Bruce.

The vessels '**Ann Law**' (1858) and '**James Horn**' (1865) both caught fire while carrying a cargo of lime.

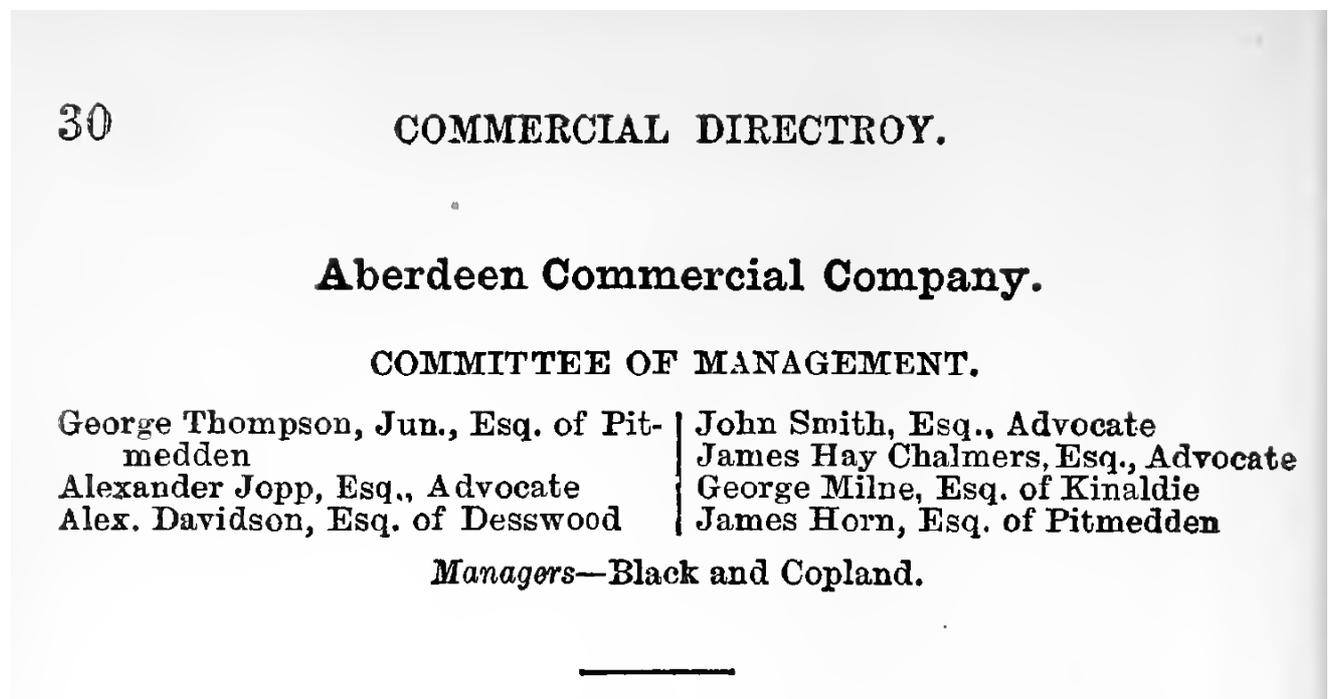
Appendix A

Some Aberdeen Ship-owners Associated with Burns & Co.

We have read about the vessels built by David Burns & Co., however it seems appropriate to mention some of the Aberdeen ship-owners they worked for, as without them there wouldn't have been any vessels. The following owners owned all of the vessels listed or owned shares in them.

Aberdeen Commercial Company.

Lime, coal, bone manure, and grain merchants, Provost Blaikie's Quay; managers William Black, and Alexander Copeland. Established in 1837.



Aberdeen Post Office Directory 1865 / 1866.

Vessels owned, that were built by David Burns & Co.:

Name	Type	Year Built	GRT	Shares owned
James Horn.	Brigantine	1865	160	64

Aberdeen Shipping 1865, the Aberdeen Commercial Company also owned:

Concord	built 1838	Schooner	145 tons.
Granite	built 1846	Brig	186 tons.
Lady of the Lake	built 1839	Schooner	100 tons.
Luna	built 1848	Brig	186 tons.

Appendix A
Some Aberdeen Ship-owners Associated with Burns & Co.
(Continued).

John Birnie Adam.

Shipowner, born in Aberdeen 9th September 1837, died 12th Aug 1921 (aged 83), buried at Newcastle. Ship and insurance broker, No. 57 Marischal Street, home address No. 84 Crown Street (Abd PO Dir 1862/63).

Vessels owned, that were built by David Burns & Co.:

Name	Type	Year Built	GRT	Shares owned
Viking	Brig	1862	188	48

Aberdeen Shipping 1862, John Birnie Adam also owned:

Aberdeen Packet	built 1800	Schooner	104 tons.
Belina	built 1822	Brig	113 tons.
Eident	built 1861	Ship	180 tons.
Elizabeth	built 1839	Brig	162 tons.
Patriot	built 1839	Brig	98 tons.
Perseverance	built 1860	Brig	94 tons.
Speed	built 1848	Schooner	139 tons.

Fraser & Co.

Hugh Fraser, stoneware merchant No. 55 Castle Street. (Abd PO Dir 1859/60).

Vessels owned, that were built by David Burns & Co.:

Name	Type	Year Built	GRT	Shares owned
Northerner	Smack	1858	47.56	56
Southerner	Smack	1859	61	10

Appendix A
Some Aberdeen Ship-owners Associated with Burns & Co.
(Continued).

Herman Ganson, Aberdeen.

Ganson, Herman, ship and insurance broker, and commission agent, No. 59 Marischal Street, home address No. 89 Wales Street.

John Ganson, shipmaster, home address No. 85 Wales Street. (PO Dir 1865/6).

Vessels owned, that were built by David Burns & Co.:

Name	Type	Year Built	GRT	Shares owned
Golden Sheaf	Brig	1866	225	64

Aberdeen Shipping 1866, Herman Ganson also owned:

Good Hope built 1861 Brig 162 tons.

William Knox.

William Knox, shipowner and grain merchant, No. 16 King Street, home address Craigton House, Cults (Abd Po Dir 1867/68). (Craigton House is a large mansion house value circa £1million in 2015, William Knox must have been a very wealthy merchant).

Vessels owned, that were built by David Burns & Co.:

Name	Type	Year Built	GRT	Shares owned
Aven	Brig	1867	241	64

Aberdeen Shipping 1867, William Knox also owned:

Rapid built 1864 Brig 195 tons.

Rob Roy built 1865 Brig 193 tons.

Speed built 1848 Schooner 139 tons.

I believe none of these three vessels were built in Aberdeen.

Appendix A
Some Aberdeen Ship-owners Associated with Burns & Co.
(Continued).

John Law, Aberdeen.

John Law, baker, No. 60 Shiprow, home address No. 3 Affleck Street. (PO Dir 1865/6).

Vessels owned, that were built by David Burns & Co.:

Name	Type	Year Built	GRT	Shares owned
Ann Law	Brig	1858	185	64
Mayflower	Brig	1860	195	32

Aberdeen Shipping 1861, John Law also owned:

Britannia	built 1849	Brig	158 tons.
Fancy	built 1848	Brig	148 tons.
Kinloss	built 1840	Schooner	104 tons.
Maydower	built 1860	Unknown	191 tons.

John M^cLauchlan, ship-owner, Aberdeen.

John M^cLauchlan (d.c1879), coal, wood merchant, and ship-owner, No. 1 James Street, home address No.3 James Street (Aberdeen PO Dir 1865/6).

Vessels owned, that were built by David Burns & Co.:

Name	Type	Year Built	GRT	Shares owned
Southerner	Smack	1859	61	10
John George	Brig	1862	142	64
Fairy Queen	Brig	1863	213	64
Malvina	Schooner	1864	218	64
Sisters	Schooner	1865	153	64

Aberdeen Shipping 1865, John M^cLauchlan also owned:

Harbottle Castle	built 1840	Schooner	102 tons.
Matanzas	built 1853	Brig	152 tons.

Appendix A
Some Aberdeen Ship-owners Associated with Burns & Co.
(Continued).

John Smith.

He was a shipbuilder and shipowner located at the Inches (Upper Dock), Aberdeen, a neighbour of David Burns & Co.

Vessels owned, that were built by David Burns & Co.:

Name	Type	Year Built	GRT	Shares owned
Commodore	Ship	1861	562	18
Shepherdess.	Brig	1863	213	64

Aberdeen Shipping 1863, John Smith also owned:

Martin Luther built 1841 Barque 356 tons.

John Smith as a shipbuilder also owned shares in many of the vessels he built. *(See my book 'John Smith & Co., Shipbuilders, Upper Dock, Aberdeen, c1862 to 1867' (2019), 47 pages, No ISBN. for further details).*

Charles Wilson, and others, Aberdeen.

Charles Wilson, ship-owner, No. 34 Regent Quay, home address No. 44 Blackfriars Street. (PO Dir 1865/6).

Vessels owned, that were built by David Burns & Co.:

Name	Type	Year Built	GRT	Shares owned
General Havelock	Brig	1859	524	30

Aberdeen Shipping 1859, Charles Wilson also owned:

Cheviot built 1834 Schooner 70 tons.
 Cynthia built 1854 Brig 186 tons.
 Eagle built 1845 Brig 128 tons.
 Garland built 1827 Schooner 88 tons.

Appendix B Shipbuilders at the Inches (Upper Dock) 1857 / 1866.

Dates as per the Aberdeen Post Office Directories:

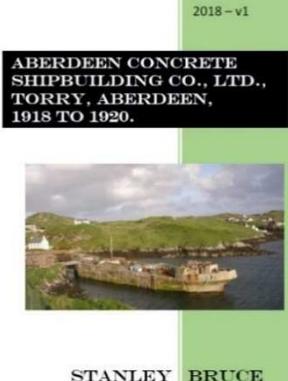
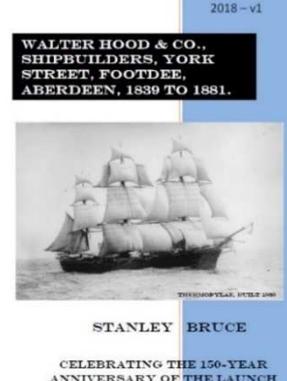
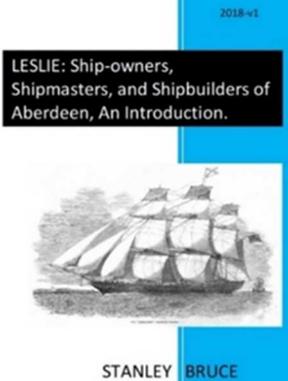
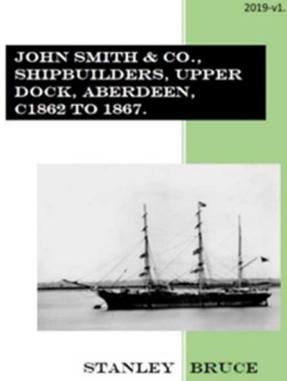
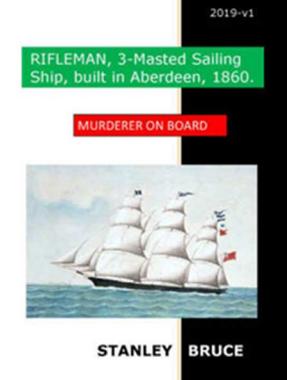
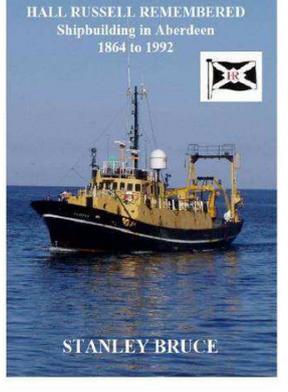
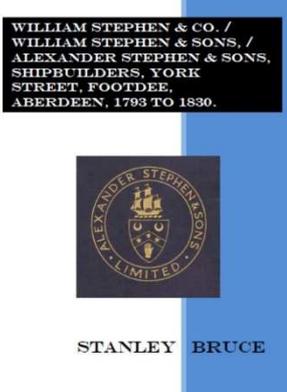
	57	58	59	60	61	62	63	64	65	66
William Duthie Junior & Co.										
John Smith & Co.										
David Burns & Co.										
Andrew Brands¹.										
Alexander Scorgie².										
Thomas Wright.										
George Milne & Co.										

1. In the Aberdeen Post Office Directories Andrew Brands is described as a ship carpenter, rather than a shipbuilder.
2. In the Aberdeen Post Office Directories Alexander Scorgie is described as a ship carpenter and shipbuilder.

Further Books in this Series.

Further books in this series are planned, and will all be available to read online or download as a pdf, free of charge at www.electricscotland.com on 'The Shipbuilders of Aberdeen' page.

Available online to date:

<p>Aberdeen Concrete Shipbuilding Co., Ltd., Torry, Aberdeen, 1918 to 1920 (2018), 31 pages, no ISBN.</p>	 <p>2018-v1</p> <p>ABERDEEN CONCRETE SHIPBUILDING CO., LTD., TORRY, ABERDEEN, 1918 TO 1920.</p> <p>STANLEY BRUCE</p>	 <p>2018-v1</p> <p>WALTER HOOD & CO., SHIPBUILDERS, YORK STREET, FOOTDEE, ABERDEEN, 1839 TO 1881.</p> <p>STANLEY BRUCE</p> <p>CELEBRATING THE 150-YEAR ANNIVERSARY OF THE LAUNCH OF THE THERMOPYLAE.</p>
<p>Walter Hood & Co., Shipbuilders, York Street, Footdee, Aberdeen, 1839 to 1881 (2018), 220 pages, no ISBN.</p>	 <p>2018-v1</p> <p>LESLIE: Ship-owners, Shipmasters, and Shipbuilders of Aberdeen, An Introduction.</p> <p>STANLEY BRUCE</p>	 <p>2019-v1.</p> <p>JOHN SMITH & CO., SHIPBUILDERS, UPPER DOCK, ABERDEEN, C1862 TO 1867.</p> <p>STANLEY BRUCE</p>
<p>LESLIE: Ship-owners, Shipmasters, & Shipbuilders of Aberdeen (An Introduction) (2018), 150 pages, no ISBN.</p>	 <p>2019-v1</p> <p>SS INTABA, BUILT BY HALL, RUSSELL & CO., LTD, YORK PLACE, FOOTDEE, ABERDEEN, 1910.</p> <p>STANLEY BRUCE</p>	 <p>2019-v1</p> <p>RIFLEMAN, 3-Masted Sailing Ship, built in Aberdeen, 1860.</p> <p>MURDERER ON BOARD</p> <p>STANLEY BRUCE</p>
<p>John Smith & Co., Shipbuilders, Upper Dock, Aberdeen, c1862 to 1867 (2019), 47 pages, No ISBN.</p>	 <p>HALL RUSSELL REMEMBERED Shipbuilding in Aberdeen 1864 to 1992</p> <p>STANLEY BRUCE</p>	 <p>2019-v1</p> <p>WILLIAM STEPHEN & CO. / WILLIAM STEPHEN & SONS, / ALEXANDER STEPHEN & SONS, SHIPBUILDERS, YORK STREET, FOOTDEE, ABERDEEN, 1793 TO 1830.</p> <p>STANLEY BRUCE</p>
<p>SS Intaba Built by Hall, Russell & Co., Ltd. York Place, Footdee, Aberdeen, 1910. (2019), 70 pages, no ISBN</p>	<p>RIFLEMAN, 3-Masted Sailing Ship, Built in Aberdeen, 1860. (2019), 38 pages, no ISBN. <i>(Includes information on the Great Coram Street Murder of 1872).</i></p>	
<p>Hall Russell Remembered, Shipbuilding in Aberdeen 1864 to 1992, (2007), 36-pages, No ISBN.</p>		<p>WILLIAM STEPHEN & CO. / WILLIAM STEPHEN & SONS, / ALEXANDER STEPHEN & SONS, Shipbuilders, York Street, Footdee, Aberdeen, 1793 to 1830. (2019). 75 pages, no ISBN.</p>

Other Books by this Author.

Banff Roll of Honour - WW1 and WW2, (2014). No ISBN, [kindle version only](#).

Banff Through the Years, Volume 1.: An Illustrated History of the Royal Burgh - Volume 1 – Up to 1699, (2013). ISBN 978-1-907234-12-5.

[Also available for the kindle.](#)

Along The Coast – St Fergus to the Bridge of Don, (2013). ISBN 978-1-907234-10-1.

Herring Fishing - Banff and Macduff, by Stanley Bruce and Malcolm Smith, (2011). ISBN 978-1-907234-06-4.

Along the Coast – Burghead to Portknockie, (2010). ISBN 978-1-907234-09-5.

[Also available for the kindle.](#)

Along The Coast - Cullen to Pennan, 2nd Edition, (2010). ISBN 978-1-907234-08-8.

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Whitehills Through the Years, (2010). ISBN 978-1-907234-04-0.

Fraserburgh Through the Years, (2010). ISBN 978-1-907234-07-1.

Back to the Sea – An Introduction to Peter Frederick Anson and his life on the east coast of Scotland, by Stanley Bruce and Tina Harris (2009). ISBN 978-1-907234-00-2. [Also available for the kindle.](#)

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Comforting Words, (2006). ISBN 0-9547960-3-9.

Along The Coast - Cullen to Pennan, (2007). ISBN 978-9547960-4-4.

Macduff Parish Church Bi-centenary, (2005). (Revised and reprinted 2007).

The Bard o' Buchan Vol. 1, (2005). ISBN 0-954796020.

The Bard o' the Broch: A Celebration of Fraserburgh's Heritage, (2004). ISBN 0-954796013.

The Bard of Banff, (2004). ISBN 0-954796006.

David Burns & Co., Shipbuilders, Inches (Upper Dock), Aberdeen, c1857 to c1866. Stanley Bruce, 2019-v1.

Other Books which include Work by this Author.

I Love Banffshire, by Clare Macpherson-Grant Russell, (2009). ISBN 9780851014364.

Red Snow, by Michael Slade, (2009). ISBN 9780143167792.

The Book of Banff, by the Banff Preservation & Heritage Society, (2008).
ISBN 978-1-841147-90-1.

Other Books Edited by this Author:

Coming Home – Poetry Anthology (2009). ISBN 978 -1-907234-01-9.

The Herring Lassies – Following the Herring, by Rosemary Sanderson, (2008).
ISBN 978-0-9547960-6-8. [Also available for the kindle.](#)

Coasting – Poetry Anthology (2007). ISBN 978-0-9547960-5-1.

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www.poetrypoem.com BardofBanff.

And you'll find some of my shipbuilding poems on 'The Shipbuilders of Aberdeen' web
page on www.electricscotland.com

THANKS FOR READING

~~~~~ THE END ~~~~~