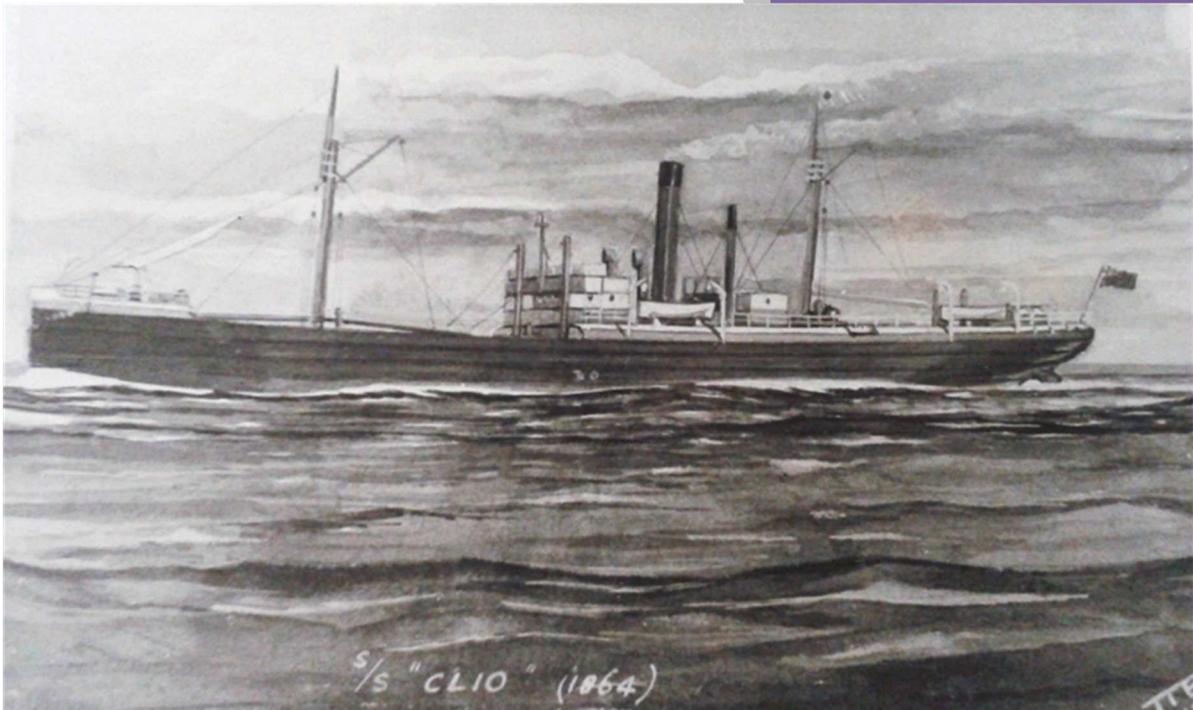


2021-V1

**LECKIE, WOOD, &
MUNRO, ENGINEERS &
IRON SHIPBUILDERS,
TORRY, ABERDEEN,
1864 TO 1870.**



STANLEY

BRUCE

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Cover photograph –Steamship 'Clio' (Artist unknown).

This book has been published on an entirely non-profit basis, and made available to all online at www.electricscotland.com free of charge as a pdf. The aim of the book is to make the history of vessels built by Leckie, Wood, & Munro, Engineers & Iron Shipbuilders available to a wider audience. There is much available on the internet, especially on www.aberdeenships.com which gives much more details from many newspapers not stated in this publication. However, what's currently available is scattered and doesn't readily give the full picture when looking at the perspective from each individual shipbuilding company.

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.

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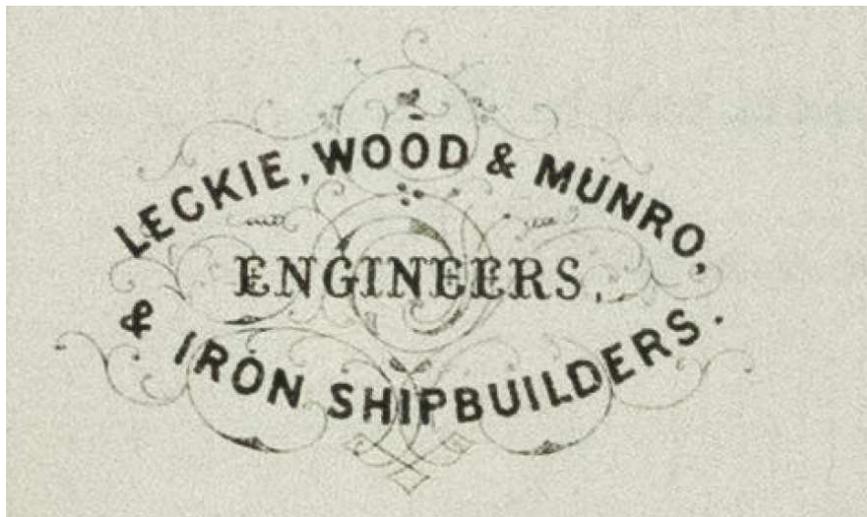
Whilst I have taken great care in preparing this publication, I have of course relied on some previous historic information by others. Where conflicting information was found, I have added what seemed the most credible, at least to my mind, I therefore accept no responsibility for any errors or omissions.

**LECKIE, WOOD, & MUNRO,
ENGINEERS & IRON
SHIPBUILDERS,
TORRY,
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1864 TO 1870.**

BY

STANLEY BRUCE

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The village of Torry stands on the south bank of the River Dee. It was joined to the City of Aberdeen with the building of the Wellington Suspension Bridge, which was opened to pedestrians in November 1830 and to traffic in May 1831, and in 1881 by Blyth's Victoria Bridge. In 1891 under legislation, Torry formerly in Kincardineshire was incorporated into the City of Aberdeen (as was Old Aberdeen).

Introduction

The aim of this book is to highlight and record the vessels built by Leckie, Wood, & Munro, Engineers & Iron Shipbuilders, Torry, Aberdeen, and make this part of Aberdeen's maritime history available to a wider audience.

I have included as far as known for each vessel principal dimensions, owners, tonnages, sailing rigs, Lloyds classification, and details of loss.

Also included is any significant information on the history of the vessels.



1864, after some wrangling with the local salmon fishermen, the company of Wood, and Munro, Engineers and Iron Shipbuilders was established by partners George Paterson Wood, and John Munro (b.c1826), and set up in Torry, Aberdeen, on a 2.6-acre site bounded roughly by today's Sinclair Road, Baxter Street, Greyhope Road, and Abbey Road. Andrew Leckie (b.c1824) joined the company in 1865. During their time in business they employed between 250 and 375 workers. In 1864, fourteen vessels were built by Aberdeen shipbuilders; **Alexander Hall & Co.**, Footdee (4), **John Smith & Co.**, Upper Dock (3), **Walter Hood & Co.**, Footdee (2), **John Duthie, & Sons**, Footdee (2), **David Burns & Co.**, Upper Dock (1), and **William Duthie Jr.**, Upper Dock (2), with a gross tonnage of 9,412 tons; business was booming, so it was a good time to establish another shipyard in Aberdeen. **Hall, Russell & Co.**, across the River Dee at Footdee, were also established in 1864 initially to build steam engines and boilers, however it was 1867 before they built their first vessel. The map below shows the Leckie, Wood & Munro shipyard positioned back from the River Dee and between it and the river is Greyhope Road. In order to launch a vessel from this yard, launch-ways would have been erected crossing Greyhope Road and the beach, I believe this involved digging up part of the road at each launch to set down the launch-ways. After each launch the road was repaired.

Leckie, Wood, & Munro did not have the capabilities to build engines, so these were sourced from specialist marine engine building companies, such as George Clarke, Sunderland (**Rainton**), Earle's, Hull (**Ceres**), and Marshall, South Shields (**Duke of Edinburgh**).

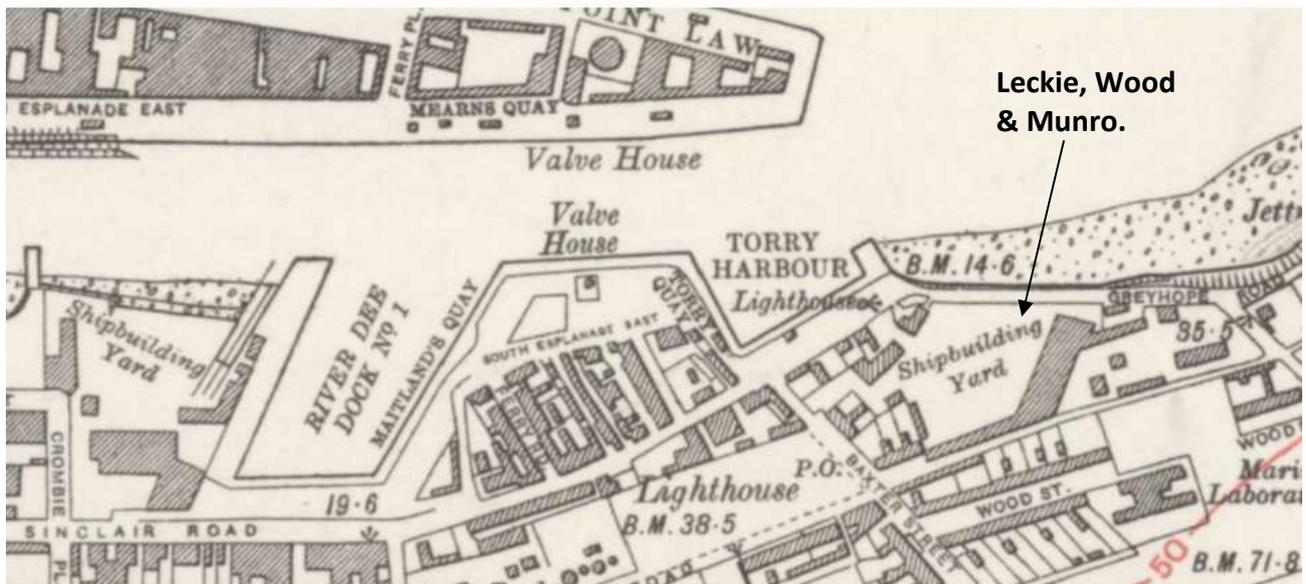
Records tell us that approximately 50% of the shipyard workforce lived north of the River Dee and made it across the Dee on the ferry boat, this crossing although a relatively short distance is said to have taken ½ hour each way. Many of these workers would have previously learned their trade and worked at the shipyards on the north side of the harbour at Footdee or at the Upper Dock.

The shipbuilding company of Leckie, Wood & Munro was relatively short-lived, probably due to making loss after loss on their new-building contracts. In 1870 they lost £6,000 (£720,000 in 2019) on the ‘**Rainton**’ (1,102 tons) and ‘**Clio**’ (1,107 tons) contracts, approximately £3,000 (£360,000 in 2019) each. Such large losses were unsustainable and in September 1870 a mere six years since their establishment this led to bankruptcy and the closure of the company.

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

Former shipbuilder,

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



1923 map showing on the right the **John Duthie, Torry Shipbuilding Co.** shipyard, which was formerly the shipyard of **Leckie, Wood & Munro.** (Shipyard on the left is that of **John Lewis & Sons Ltd.**)

Timeline.

1864, 3rd February: The Aberdeen Press and Journal reported as follows:
“TOWN COUNCIL PROCEEDINGS, Monday, February 1.

IRON SHIPBUILDING.

An application, from Mr Andrew Leckie, York Place Iron Works, on behalf of a friend who proposes to commence iron shipbuilding, as to the terms on which ground at Torry could be got for the purpose, was remitted to the Improvements and Finance Committee.”

1864, 4th May: The Aberdeen Press and Journal published an advertisement as follows:



1864, 18th May: The Aberdeen Press and Journal reported as follows:
“HARBOUR COMMISSIONERS, Friday, May 13.

IRON SHIPBUILDING YARD AT TORRY, etc.

A report was then read relative to the Objection by the proprietors of the Raik and Stell fishings as to launching ships over the shot said to be near Point Law at Torry, which might be injured, and on an application from the proposed tenant of the Iron Shipbuilding Yard at Torry, to launch vessels into the harbour. Permission was granted under certain conditions.”

1864, 25th May: The Aberdeen Press and Journal reported as follows:
“Local Intelligence - IRON SHIPBUILDING.

The ground near Point Law, belonging to the Town Council, and for which application had been made with a view to erect on it a yard for building iron vessels, was put up to feu on Saturday. No offer was, however, made, and the sale is adjourned. It is understood that the firm who intended engaging in this business are deterred from doing so by the fear of collision with the salmon fishing proprietors, who have intimated that they reserve power to put stop to launching vessels at the spot. We have learned, however, that if the Town were to agree to give the fishers space along the rocks further down, an arrangement might be made, which would admit of the iron shipbuilding project going on. Any new source of employment should be welcomed and encouraged in our town; and it is hoped this matter will yet be amicably arranged.”

1864, 8th June: The Aberdeen Press and Journal reported as follows:
“TOWN COUNCIL PROCEEDINGS, Monday, June 6.
IRON SHIPBUILDING.

The Provost said the next matter was a proposal which had been before the Council once or twice before—namely, a site for iron shipbuilding. The parties proposing to feu ground at Torry for this purpose communicated an Opinion by - A. Rutherford Clark, Esq., Advocate, Edinburgh, in favour of the right of launching vessels — which is questioned by the salmon fishing proprietors; and they suggested that a clause should be introduced into the articles to the effect that, in the event of interference with the tenants, they should be relieved by the Town. The PROVOST — My opinion is very well known — that we should act liberally in this matter. Mr COOPER (Master of Shoreworks) suggested that the former Committee should revise the articles of lease. He thought they should act liberally, but not to guarantee litigation over which they had no control. He would be inclined to support the parties to the extent of the revenue which the Town derived from them. The PROVOST - I should be inclined to defend my rights against the salmon fishers. Mr HENDERSON - I would be inclined to stand between these men and the salmon fishers. Mr COOPER — We are all of that opinion. The PROVOST said he had no doubt that the Committee would adjust the articles properly; and he hoped it would be done soon, as the parties were anxious to make a commencement. The remit was made accordingly.”

1864, 15th June: The Aberdeen Press and Journal reported as follows:
“Local Intelligence - IRON SHIPBUILDING.

There is now, we are glad to learn, a good prospect of this branch of industry being commenced at Torry. — The Finance and Improvements Committee have resolved to protect the lessees of the ground in prosecuting their business.”

1864, 31st October: Town Council proceedings as reported in the Aberdeen Press and Journal - Wednesday 2nd November 1864:

“IRON SHIPBUILDING

The Improvements Committee reported, recommending the proposed diversion of a road at Torry, rendered necessary by the iron-shipbuilding operations of Messrs Leckie, Moir (Munro) and Wood, to be gone on with as originally proposed, and that an estimate for the works – the amount being £159, 15s, should be accepted. Agreed to.”

(Approximately £20,000 in 2019).

1865, 4th January: The Aberdeen Press and Journal reported as follows:
“Local Memoranda for 1864 - 4th July 1864 “Aberdeen Town Council Meeting – a site at Point Law, Torry, had been taken out at £10 per acre, for iron shipbuilding.” (Equivalent to only £1,280 per acre in 2019).

1865, 1st February: the following advertisement was placed in the Glasgow Herald. Although Aberdeen built its first iron-hulled vessel the 3-masted ship ‘**John Garrow**’ (555 tons) in 1840 (a joint venture between **John Ronald** and **John Vernon**, Footdee) iron shipbuilding hadn’t really taken off in Aberdeen at this period. It’s clear that the skills required were in short supply in Aberdeen, so they were looking to poach some from the Clyde. **Alexander Hall & Co.**, Footdee, built their first iron-hulled vessel in 1865, **Hall Russell & Co.**, Footdee, in 1867/8, and **Walter Hood & Co.**, Footdee in 1868, and it was 1872 before **John Duthie, Sons & Co.**, Footdee built their first one.



Glasgow Herald advertisement 1st February 1865.

1867, 28th January: Yard co-owner, George P. Wood retired.

The Aberdeen Press and Journal, 8th May 1867, reported as follows: *“THE Subscriber, GEORGE PATERSON WOOD, Engineer, Aberdeen, sometime a Partner of the Firm of Leckie, Wood, & Munro, Iron Shipbuilders and Boilermakers, Torry, CEASED to have any interest in said concern, from and after the 28th day of January, 1867. G. P. WOOD JOHN S. HENDERSON, Advocate in Aberdeen, Witness. JOHN CATTANACH, Writer in Aberdeen, Witness.”*

1868, 17th April: The Buchan Observer and East Aberdeenshire Advertiser, reported as follows:

“THE DAVIS’ STRAITS WHALE FISHING.

The ‘Xanthus’, Captain Milne, sailed for this fishing on Saturday. The vessel has been fitted with a donkey engine of about eight horse power, by the Messrs Leckie, Aberdeen. The estimated cost was, we believe, £250. The ‘Perseverance’ is the only other vessel now in the harbour intending to go to the whale fishing. She will sail in about a week.”

1869, 1st September: The Aberdeen Press and Journal, reporting on a court case regarding the sale of land at Torry Farm, gave details of evidence given by Mr Andrew Leckie, as follows:

“MR ANDREW LECKIE, of Messrs Leckie, Wood & Munro, shipbuilders, could not get any land on the north side of the river for a yard. He had written to Liverpool and Glasgow, but the land was so dear that they did not think of accepting it. Accordingly they turned their attention to the site on which they presently were. It extended over 2 and 5-10ths of an acre, with a frontage of 160 feet to the water. They had always to break up the road when they wanted to launch a ship. They had a nineteen years lease, with a rent of £10 per acre – in all £26. In the event of them launching a ship above 150 tons, they paid £15 extra rent. This prevented them taking on hand many orders, although they were at present building the longest ship which had ever been launched from the Aberdeen slip. He knew the land at Torry, and thought that it would be very valuable for building purposes. He thought the east end of the land was worth £40 an acre.”

1869, December: Hercules Linton aged 32-years (Born in Inverbervie 1st January 1837) joined Leckie, Wood & Munro as the head of the modelling and design department. (See later section for more details).

Aberdeen Press and Journal - Wednesday 8th December 1869.

Local Intelligence - "NEW STEAMERS. — *We understand Messrs Leckie, Wood & Munro, of Torry, have concluded contract to build one or two large steamers, to be launched in June next, which will give employment during the winter to about 350 hands. If a steam ferry were put on it would enable them to have their men much more at command, the present small and cumbersome boats occupying about half an hour, morning and evening, in transporting those of their present staff living on this side."*

The Victoria Bridge wasn't built until 1887, 11-years after the River Dee ferry boat disaster of 5th April 1876, where 32 people died. Further upstream is the Wellington Suspension Bridge which opened in 1830 / 1831, replacing the Craiglug Ferry. A call was made for a better steam-driven ferry by the Press and Journal, Aberdeen, 19th January 1870.

1870, 18th January: they launched their biggest vessel the cargo vessel 'Rainton' (1,102 tons). **Based on tonnage she was the biggest steamship built in Aberdeen to this date.**

1870, 9th February: The Aberdeen Press and Journal reported as follows: Aberdeen Harbour Commissioners – Extract from the report of the residential engineer Mr Dyce Cay:

"FOOT-BRIDGE ACROSS THE RIVER DEE.

As requested, I have considered the danger, inconvenience and loss of time in conveying such a large number of workmen across the river, by the ferry boat at Footdee, and as the best means of getting over this difficulty, I beg to recommend the construction of a foot-bridge across the river. I have made a design of a suitable bridge for this purpose, consisting of wrought iron lattice girders, of sufficient strength to sustain the greatest load of people which can be put on the bridge, and resting on timber piers. The cost of this bridge I estimate at £800. The best site would be across the river, between the Inches and Point Law, a short distance to the eastward of the Dock Gates. Point Law will, in the course of month or two, be connected with Torry by the embankment of the river diversion, so that,

if this bridge were erected, there would be passage without ferrying to Torry, until the river is diverted into the new channel. When the new channel is completed, this bridge may be removed to it, or utilised for access to the embanked lands.

FERRYBOAT SERVICE.

Mr BARCLAY referred to the report of the Harbour Engineer, suggesting a foot-bridge at Footdee, to remedy the very defective and unsatisfactory boat service, and said that the matter was for the Town Council, not the Harbour Board, as the rates of the ferry belonged to the Council. He moved: — That it be remitted to a Committee to consider as to the ferry boat service, and to report whether any arrangements can be made for the improved accommodation of the public in connection therewith. The motion was agreed to, and a Committee appointed — Mr Barclay convener.”

1870, April: after only 4-months, Hercules Linton resigned from Leckie, Wood, & Munro.

1870, 4th May: The Aberdeen Press and Journal reported as follows:

“TORRY FARM VALUATION.

JURY TRIAL AT STONEHAVEN.

Mr Leckie, Aberdeen, deponed to carrying on an iron shipbuilding yard at Torry, in connection with Messrs Wood & Munro. On commencing business in 1861, they had great difficulty in procuring ground for their yard; indeed, they could not get one in Aberdeen. Eventually they succeeded in procuring ground at Torry. They had two iron vessels on the stocks at present, of 129 and 980 tons respectively. Two months ago they launched a large iron vessel of 1,088 tons. The frontage is 165 feet, and the Town of Aberdeen are the landlords. The yard was held on a nineteen years’ lease, and the rent was £10 per acre for the ground, and for each vessel launched over 150 tons £15 have to be paid, so as to provide against the salmon fishers’ claims. Hitherto this had not been taken. They employed at present about 320 hands, of whom three-fourths live in Aberdeen. They wanted to provide accommodation in Torry for their men, and about four years ago he made application to ex-Provost Anderson for the feu of a piece of ground at the east end of the brickwork, which was valued at £18 per acre. They offered £12. but the matter fell to the ground. The depth of water on the Torry frontage varied from 11 to 12

feet high water, and 8 or 9 low water. He regarded the land as very valuable for shipbuilding. Their firm had applied for a stance at Glasgow, and the rate asked was 3 1/2d per yard, being about £70 an acre. He had also applied at Birkenhead, and the rate was 3 1/2d, to increase 1d every year till it reached fifteen pence on a twenty-one years' lease. About two years ago, he had tried to get Duthie's yard, but the terms were to pay him £100 over what he paid the town, and to take his plant off his hands, which was valued at £1,500, at the end of five years. He not long ago made application to the Shoremaster for ground, which at that time could not be supplied, and the matter was brought up before the Town Council, when it was said that, to get land, he would have to follow Mr Leslie to the Tyne....."

1870, 9th August: The Banffshire Journal and General Advertiser reported as follows:

***"SCOTCH BANKRUPTS.
SEQUESTRATIONS.***

.....Leckie, Wood & Munro, engineers and Iron shipbuilders at Torry, in the county of Kincardine, as a company, and Andrew Leckie and John Monro, both residing at Torry aforesaid, the individual partners of said firm, as partners thereof, and as individuals. Creditors meet in Douglas' Hotel, Aberdeen, on Tuesday, Aug. 16, at 2 o'clock. Benton & Gray, agents."

1870, 6th September: Leckie, Wood & Munro were declared bankrupt and the yard closed. Owners at the time were recorded as being - Andrew Leckie (aged 46), George Paterson Wood (retired three and a half years), and John Munro (aged 44 years).

1870, 7th September: The Aberdeen Press and Journal reported as follows:

"BANKRUPTCY EXAMINATION.

Tuesday, Sept. 6. (Before Sheriff Comrie-Thomson.) IN the sequestration of Leckie, Wood, and Munro, shipbuilders at Torry, Aberdeen. Present — Mr Charles Mitchell, engineer, Inches, and Mr Prosser, solicitor, agent for the Trustee; Mr J. Cattanach, a commissioner. Andrew Leckie, partner of the firm, 46 years of age, deponed — We commenced business six years ago, under the present firm. The Partners were George P. Wood, John Munro, and myself. Wood retired three and a-half years ago, and Munro

and I have carried on business under the same firm since. I had £1,300 capital of my own when we commenced business. My partners put into the concern £700, making the capital of the firm £2,000. When Wood retired, as above, I took his share, and put £400 into the concern, which money I got from the sale of house property in Glasgow. In July last we found that we could not carry on business, and were forced to apply for sequestration. I attribute our embarrassments to losses on the steamships 'Ceres' and 'Rainton', which we built. The contract price of the 'Ceres' was £14,750, and of the 'Rainton' £16,200. The 'Ceres' cost about £3,000 more than the contract price, and so did the 'Rainton'. An action has also been brought against for £800 by the owners of the 'Rainton', in respect of alleged delay in having her ready; but we deny that claim. We also lost about £800 three years ago on the 'Clio', a ship which we bought in Denmark as a derelict, and which we repaired and sold. The amount of the assets is £2,558 17s 8d. The liabilities are £12,397 10s 7d, all unsecure. My estimate of the value of our machinery and sheds is £2,500. They cost me upwards of £5,000. My present estimate is made up on the footing that trade is at present dull, and that whoever bought the plant would remove it, thereby incurring large expense, and deteriorating the value of the machinery. My personal debts amount to £15, and my personal assets consist of my furniture, which I value at £50. We kept regular books, but we had not struck a balance from the time that Wood retired. My personal expenses have not exceeded £40 year. John Munro, 44 years of age, deponed — I have heard the examination of my partner, and I concur with him in all he has said in regard to the affairs of our firm. My personal debts amount to £100, and assets consist of my furniture, which I value at about £10. I have been living at an expense of about £50 a year. I now produce a correct state of my affairs as an individual. This concluded the examination of the bankrupts; and the statutory oath was administered."

1870, 10th September: The Shipping and Mercantile Gazette, reported as follows: *"The liabilities of Messrs. Leckie, Wood, and Munro, shipbuilders of Aberdeen, amount to £12,397 10s 7d, (£1.5million in 2019) all unsecured, and the assets to £2,558 17s 8d."* (£300,000 in 2019).

1870, 21st September: An advertisement in the Aberdeen Press and Journal was as follows:

Iron Shipbuilding Plant and Premises
FOR SALE,
AT TORRY, CLOSE TO THE ABERDEEN HARBOUR.

THE TRUSTEE on the SEQUESTERED ESTATES of **LECKIE, WOOD, & MUNRO**, Engineers and Iron Shipbuilders, at Torry, Offers for Sale, in One Lot, the whole SHIPBUILDING PLANT, MACHINERY, and TOOLS, used by the Firm in carrying on their business of Engineers and Shipbuilders, with the BUILDING SHEDS, WORKSHOPS, STOREHOUSES, and OFFICES, all as recently possessed by the Firm.

The Machinery is of the most modern description, and the greater part having been but a short time in use, is as good as new.

A detailed Inventory and Valuation of the whole may be seen in the hands of Mr C. R. MITCHELL, Iron Founder, Inches, Aberdeen, the Trustee, or of Messrs COLLIE, Advocates, Aberdeen, either of whom will afford farther particulars on application.

Aberdeen, 15th September, 1870.

1870, 25th and 26th November: a bankruptcy sale took place at the shipyard, and buyers came from near and far, i.e.: Banff, Dundee, Glasgow, Newcastle, Sunderland, and Essex.

1870, 30th November: The Aberdeen Press and Journal, reported as follows:

“SALE OF SHIPBUILDING PLANT.

*The sale of shipbuilding plant belonging to the trustee on the sequestered estate of **Leckie, Wood, & Munro**, sometime shipbuilders at Torry, commenced on Friday. There was a good attendance of local buyers, and also from Sunderland, Glasgow, Dundee, etc. Mr Hutchison of Hutchison & Dixon, Glasgow, was auctioneer. There was a good competition, and the prices realised were, upon the whole, very fair. We append a few of the principal sales: - 28 cast-iron plates for bending frames, Mr Stuart, Sunderland - £111; plate-bending machine, **J. Humphrey & Co.** - £158; steam riveting machine, Sellar & Son - £105; steam boiler, Pressley & Leys - £55; steam punching and shearing machine, Mr Stuart - £89; do. do., Wingate & Co., Glasgow - £80; do. do., **J. Duthie, Sons, & Co.** - £150; one superior do. was purchased by the same firm for £160; squeezer, Mr*

*Stuart - £29; 13-in. centre turning-lathe, Murray & Co. Banff - £38; vertical boring machine, Sellar & Son - £20; shaping machine, McKinnon & Co. - £47. The remaining lots were disposed of on Saturday, when there was again a good attendance of buyers, and fair prices were obtained. The following are a few of the principal lots sold on Friday afternoon and on Saturday: - Heavy back motion wall vertical boring machine, Wilkie, Glasgow - £26; pair high-pressure horizontal engines, 14-inch cylinders, Pressly, Aberdeen - £66 10s; steam boiler 20 feet by 7 feet, do. - £29; punching and shearing machine, **Humphrey & Co.**, Aberdeen - £29 10s; 3cwt. Steam hammer, Wilkie, Glasgow - £41 large lot of deck planking, Stephen & Co., Dundee – 1s 7¼d per foot; 862 feet yellow pine, **Duthie & Son**, Aberdeen – 1s 6d per foot. The whole of the stock was valued at £4,327 (£520,000 in 2019), and it is expected that about £3,000 (£360,000 in 2019) has been realised. Mr Morrison, auctioneer, Aberdeen, acted as judge of the roup.”*

Note: £1 in 1870 is equivalent to approximately £120 in 2019.

1904: the yard was reopened as the **John Duthie, Torry Shipbuilding Co**, and continued in business until 1925.

Board of Trade.

Andrew Leckie, co-owner of the company, was also employed as surveyor in steam for the Board of Trade, based in an office at the north side of the harbour at No. 78 Waterloo Quay, Aberdeen. (PO Dir 1865/66).

Royal Naval Reserve Office.

Andrew Leckie, co-owner of the company, was also employed as an engineer surveyor and examiner in steam for the Royal Naval Reserve, based in Waterloo Quay, Aberdeen. (PO Dir 1865/66).

Mercantile Marine Board.

Andrew Leckie, co-owner of the company, was also employed as an Engineer Surveyor and Examiner in Steam for the Mercantile Marine Board. Office No. 28 Regent Quay (PO Dir 1865/66).

Home Addresses.

John Munro's home address was the Torry Farm. (PO Dir 1865/66).

George P. Wood (of Leckie, Wood, & Munro), home address No. 83 Waterloo Quay. (PO Dir 1865/1866).

Andrew Leckie (of Leckie, Wood & Munro), home address No. 79 Waterloo Quay. (PO Dir 1865/1866).

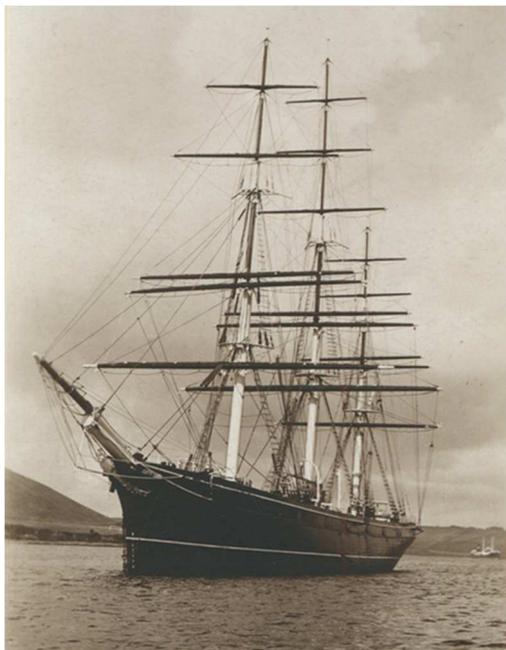
Hercules Linton. (1837 to 1900).

1869, December: Hercules Linton aged 32-years (Born in Inverbervie 1st January 1837) joined **Leckie, Wood & Munro** as the head of the modelling and design department.

1955, 1st January: Linton, aged 19-years was apprenticed to **Alexander Hall & Co.**, Shipbuilders, York Street, Footdee, Aberdeen, for six years. It is thought that he took this job in order to gain experience in shipbuilding so he could later



Hercules Linton (Photographer unknown).



'Cutty Sark' at Falmouth, 1922. (From the A.D. Edwardes Collection, courtesy of the State Library of South Australia, Ref: PRG 1373/19/26).

follow in his father's footsteps as a ship surveyor, his father Alexander Linton (b.1806) was a Lloyds surveyor of ships. At **Hall's** Linton progressed through his apprenticeship and is said to have risen to a senior position. (For this period 19-years old was a little old to start an apprenticeship, when many were starting aged 13 or 14-years old, so we can safely assume that he worked elsewhere prior to this, perhaps somewhere in Inverbervie). It is thought that after he completed his apprenticeship at **Hall's** that he worked at Harland and Wolff, Belfast, Northern Ireland, firstly in the yard and afterwards their model-room.⁴ From circa January 1862 to May 1864, he worked as a surveyor for the Liverpool Underwriters' Register (not Lloyds

Register of Shipping as sometimes incorrectly stated). Although he did apply more than once (unsuccessfully) for a surveyor job at Lloyds.

From May 1864: he worked as a free-lance surveyor, thought to be in the Glasgow area, and he also did some ship design work.

During his time as a surveyor Linton worked at shipyards in Liverpool, Belfast, Dublin, Newcastle, Middlesbrough, Stockton-on-Tees, Sunderland, and Hartlepool.

1865, 12th April: he married Marjory Anderson (b.c1845) at Kincardine.

1868, May: Linton entered a shipbuilding partnership with William Dundas Scott-Moncrieff to form the firm of Scott and Linton, Shipbuilders of Dumbarton. It was there in 1869 where he designed, and they partly-built the composite-hulled 3-masted ship the **'Cutty Sark'** (963 tons) before going out of business in September 1869. The **'Cutty Sark'** became the greatest rival of **Walter Hood's** Aberdeen built composite-hulled 3-masted ship the **'Thermopylae'** (947 tons), built in 1868 across Aberdeen Harbour at Footdee.

1869, 22nd November: the Cutty Sark was launched, nearly five months late. Because of huge losses, Linton's house was taken by the creditors. Rather than go into liquidation the creditors opted to complete the ship, and she was moved to the yard of William Denny & Bros. for completion, and her masts and rigging were fitted in December 1869.

1869, December: Linton took the job as head of the modelling and design department at **Leckie, Wood & Munro**, shipbuilders and engineers.

1870, early in April: after only 4-months, Hercules Linton resigned from **Leckie, Wood, & Munro**, and took up a position at a new firm of shipbuilders called Morton, Wyld & Co. (John Morton and John Paton Wyld) who started operations at the former Scott & Linton shipyard in Dumbarton, previously part-owned by Linton.

1870, 2nd November: Morton, Wyld & Co. went bankrupt.

1871 / 1873: Linton was living and working as a consulting shipbuilder and engineer in Glasgow.

1874 / 1877: Linton worked as assistant manager at Gourlay Brothers, Camperdown yard in Dundee. (In 1854 the Gourlay family established their shipbuilding yard on Marine Parade in Dundee, Scotland. Prior to this the yard had traded as a foundry. In 1870, it was relocated to Camperdown, here the Gourlay's made steel steamers for a couple of local companies. This kept them in business for the following twenty years or so). The Camperdown yard closed in 1908.

1876, November: Linton was appointed a Fellow of the Society of Antiquaries of Scotland.

1880: Linton went south to Woolston, Southampton, Hampshire and worked at the shipyard of Oswald, Mordaunt & Co. (Thomas Ridley Oswald and John Murray Mordaunt).

1885, 30th January: Linton's wife Marjory Linton (nee Anderson b.c1845) died, this is said to have affected him deeply.

1884 / 1887: Linton lived at Montrose.

Early 1890's: he spent two years at Milford Haven.

1895, November: Linton, living in Inverbervie was elected as a Town Councilor.

1900, 15th May: Linton died at No. 4 Market Square, Inverbervie, in the home he was born in 15th May 1900 (His grandfather Hercules Anderson's house) aged 64-years, due to heart trouble. He is buried in the Old Kirkyard, Inverbervie. He had fathered ten children.

Linton is commemorated at his birthplace of Inverbervie, Kincardineshire, with a full-size replica figurehead of the **'Cutty Sark' in a memorial garden**. (This can be seen at the north end of the town on the right-hand side, once over the bridge, when entering the town from the north).

This memorial garden was first established in 1969 to commemorate the centenary of the build of the **'Cutty Sark'** and the town's most famous son, Hercules Linton. The original figurehead depicting the young witch Nannie clasping the tail of Tam's mare, in Robert Burns' poem Tam o' Shanter was unveiled by Sir Francis Chichester KBE (1901 to 1972). The

original figurehead was replaced with the one we see today on 11th July 1997. The Herald newspaper 12th July 1997 reported that “... *the representation was a bit too well-endowed and gaudy (tasteless) for some residents*”, some of which protested during the memorials unveiling. Perhaps they should have looked at the figurehead carved in the 1950’s on the beautifully preserved ‘**Cutty Sark**’ in Greenwich, as it is even more well-endowed, has two bare breasts, and has a much meaner looking expression!



Engraving of the ‘Cutty Sark’ as seen in the memorial garden, Inverbervie. (S. Bruce).



Full size replica of the ‘Cutty Sark’ figurehead at Inverbervie, Kincardineshire. (S. Bruce).



Original drawing of the 'Cutty Sark' figurehead, as drawn by Hercules Linton in 1869.

Vessels Built by Leckie, Wood, & Munro.

I have prepared the following list from scratch and put the vessels in chronological order as far as my knowledge allowed, so hopefully I have included all the vessels built by Leckie, Wood, & Munro, my apologies if not. (Please feel free to get in touch if you know of any others).

Vessel Name	Rig	Date Built	GRT (Tons)	Owners	L x B x D
Hopper Barge 1	Steam Hopper	1866	N/A	Aberdeen Harbour Commissioners.	75' x 17' x 7'
Hopper Barge 2	Steam Hopper	1866	N/A	Aberdeen Harbour Commissioners.	75' x 17' x 7'
Deacon	Steam Fishing Boat	1868	39	George Imlay, Newburgh.	57'5" x 17'6" x 6'8"
Clio (Rebuilt)	Cargo Steamer	1869	1,107	Bailey & Leetham Ltd, Hull.	233' x 30'7" x 19'9"
Rainton	Cargo Steamer	1870	1,102	W. Scott, Newcastle Upon Tyne, & P. Brantingham, London.	237' x 31' x 19'7"
Ceres	Cargo Steamer	1870	962	Priest & Massey, Hull.	226'6" x 30' x 16'9"
Duke of Edinburgh	Steam Tug	1870	127	James Cumming, merchant, Aberdeen.	111'6" x 19'3" x 9'2"

Repair Work.

Like the other Aberdeen shipbuilders Leckie, Wood & Munro are known to have carried out ship repair work.

Steam Hopper Barges, 2 off. (1866).

Aberdeen Harbour's new South Breakwater was constructed between 1869 and 1874. Diversion of the River Dee was completed between 1870 and 1873. The third and final extension of Aberdeen's North Pier took place between 1874 and 1877. To carry out the construction work efficiently hopper barges were used.

THE Aberdeen Press and Journal, 4th October 1865, reported as follows: "BALLAST HOPPERS. Estimates had been got from seven parties, for the construction of the iron steam hoppers for the Harbour, the amounts varying from £2,200 down to £1,700 each. One of the estimates embraced only one hopper, £1,400. The offer for the two at £1,700 each was from Messrs Leckie, Wood, & Munro, Aberdeen, was recommended by the Committee for acceptance, being the lowest, in terms of the specifications. — Report adopted, and the contract ordered to be carried out."

HOPPER BARGE FOR DEPOSITING 'CONCRETE BAGS.
Aberdeen Harbour.

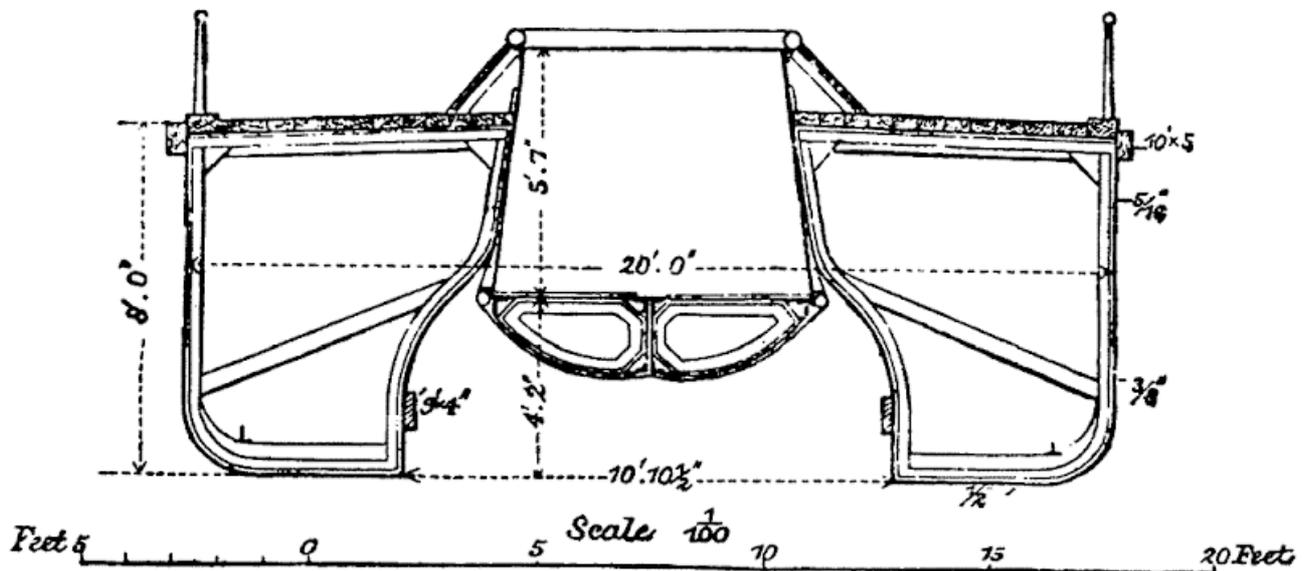


Fig. 10.

Cross-section of Aberdeen Harbour Hopper Barge. (From the book titled 'Harbours and Docks' by Leveson Francis Vernon-Harcourt (1885).

Continued....

Steam Hopper Barges, 2 off. (1866). (Continued).

In the book *'Harbours and Docks'* published in 1885, by Leveson Francis Vernon-Harcourt, Civil Engineer (1839 to 1907). It states that during the construction of Aberdeen Harbour North Pier, hopper barges 55 feet (17m) long x 20 feet (6.1m) breadth x 8 feet (2.44m) deep were used, but he doesn't state who built them. These had a hopper well 24 feet (7.3m) long x 6 feet (1.83m) breadth x 5 feet, 7 inches (1.7m) deep. The barges carried the concrete mixture in the hopper well in a large jute bag; the barge was taken to the desired location and the two flaps forming the bottom of the well were opened to lower the concrete filled bag into position.

Each bag contained approximately 50.8 tonnes of wet concrete, made from 1 part Portland cement, 3 parts sand and 4 parts shingle. Batches were made in eight steam-powered mixers on shore, and 6 to 9 bags were laid daily.

The Dundee Advertiser, 3rd April 1866, reported on the launch of the hoppers as follows: *"LAUNCH OF HOPPERS. — On Saturday afternoon two hoppers, each having a screw driven engine of 16 horse power, were launched for the Harbour Trustees from the yard at Torry, of Messrs Leckie, Wood, and Munro. These hoppers are to receive the dredgings at the harbour and bear them out to sea; and it is expected they will save the labour of six men. Each hopper measures — Length of hull, 75 feet; breadth of beam, 17 feet; depth 7 feet. The length of the "well," or receptacle for the Harbour dredging is 30 feet; breadth at top, 13 feet; and at bottom, 5 feet. The bottom opens downwards like a trap-door, admitting the contents of the well to escape."*

The barges were fitted with crab winches which were used to raise the open flaps once the concrete had been dropped. The winches were also used for mooring purposes. The barges were also fitted with a bilge pump, a rudder, a towing post and a small cabin.

Continued...

Steam Hopper Barges, 2 off. (1866). (Continued).



Typical hopper barge. (Photographer unknown).

Vessel Name(s)	Hopper Barge 1 and Hopper Barge 2.	
Rig	Hopper Barge, Iron Screw Steamer.	
Engine(s)	Steam, 16hp.	
Launch Date	30 th March 1866.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Harbour Commissioners. (64).	
Registered Port	Aberdeen.	Official No.: N/A.
GRT	N/A.	
Length	55.77 feet (17m).	
Breadth	20 feet (6.1m).	
Depth	8 feet (2.44m).	
Construction	Iron, riveted.	
Classification	Not required.	
Other information	Build cost £1,700 each (Approx. £204,000 in 2019). Used during the construction work at Aberdeen Harbour. See text above for further information.	
Date Scrapped / Lost	Unknown.	

Deacon (1868).

She was built as a fishing boat for trawling, and I believe the first steam-driven fishing boat built in Aberdeen. She was also the first iron-hulled fishing boat built in Aberdeen.

The Aberdeen Press and Journal, 8th April 1868, reported as follows: *“Steam Fishing Boat. THE BOAT, Building at Aberdeen, by Messrs Leckie, Wood, & Munro, for Mr Imlay at Newburgh, will not be ready to sail for Newburgh and Peterhead on Thursday, as previously advertised, it not being not quite ready.”*

Vessel Name(s)	Deacon.
Rig	Fishing Vessel (Trawler), lugger rigged, 1 mast, 1 deck, and a round stern.
Engine(s)	2 off compound steam engines.
Launch Date	1868. (Registered: 5 th May 1868).
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Imlay , flesher (butcher) Newburgh, Aberdeenshire (64).
Registered Port	Aberdeen. Official No.: 56615.
GRT	39 tons. (26 tons Net).
Length	57 feet, 5 inches (17.50m).
Breadth	17 feet, 6 inches (5.33m).
Depth	6 feet, 8 inches (2.03m).
Construction	Iron, riveted.
Figurehead	Not fitted.
Classification	N/A.
Other information	18 th April 1870: she was owned by John Sharp Henderson, advocate, No. 57 Dee Street, Aberdeen. (64 shares). 21 st March 1873: she was owned by William Cumsfie Williamson, merchant, No. 39 Clyde Place, Glasgow. 1 st April 1873: she was registered in Glasgow.
Date Scrapped / Lost	Unknown.

Deacon (1868). (Continued).

Aberdeen Press and Journal - Wednesday 5th May 1869.

Advertisement:



There will be exposed to Public Roup and Sale, within the
QUEEN'S HOTEL, Aberdeen, upon the 21st day of May current,
at Two o'clock, Afternoon, by the Mortgagees,
THE IRON SCREW STEAMER,
"DEACON," Built in 1868, of 39 Tons gross
Register. measuring 57 feet in Length, 17½ feet in
Bredth, 6 feet 8 inches in Depth, propelled by two
compound Engines of 9 inch., and two of 13 inch.
Cylinders—all as she presently lies in the Harbour of Aberdeen.
For farther particulars apply to Messrs **LECKIE**, WOOD, &
MONRO, Engineers, Torry.

Aberdeen Press and Journal, 31st March 1904:

"The Early Days on Trawling at Aberdeen. In view of the launch today of the S.S. 'Choice' from the yard of Mr John Duthie at Torry, it may be of interest to say that we have had an opportunity of seeing a written copy of an offer which was made by Baille Meff's father to the owners of the vessel 'Deacon', which was launched in 1870 from almost the same place as is now occupied by Mr Duthie's yard. The offer shows that Mr Meff was prepared to hire the 'Deacon' at the sum of £3 per week, keep her in thorough repair, fit her with a 40 feet trawl and warp and other requirements for trawl fishing. The offer was not accepted on behalf of the owners of the 'Deacon'. The document in question further bears that some of the catches of the 'Deacon', which trawled between Aberdeen and Newburgh in 1871-72, were as follows: February, 1871 - Flukes £8 16s, turbot £1 7s; March - Flukes and turbot, £20; April - Flukes and turbot £15. The vessel discontinued fishing because although a large quantity of turbot was caught, there was no sale for it except in the hotels in Aberdeen, and the supply greatly exceeded the demand. It is needless to say that present day figures show that the trawling industry has developed enormously since the days of the 'Deacon'. It may be mentioned that as far back as the year 1590 trawling was commenced at Greyhope."

Clio (Rebuilt 1868).

She was originally built as a cargo vessel in 1864 / 1865 by C. & W. Earle, Hull, for Thomas Wilson, Sons & Co. of Hull for service from Hull to the Baltic, however she was beached at Fjand on the west coast of Jutland, Denmark, 7th December 1866. In the Spring of 1868 by **Leckie, Wood, & Munro**, re-floated her and towed her to Aberdeen. Once in Aberdeen they pulled her up the slip and repaired her to as-new condition.

The Aberdeen Press and Journal, 16th September 1868 reported on her launch as follows: *“The SS ‘Clio’. – Yesterday forenoon this vessel was launched from the patent slip, after undergoing extensive repairs at the hands of her owners, Messrs **Leckie, Wood & Munro**, and in a few weeks she will be ready to put to sea again. The ‘Clio’ belonged originally to Hull, and was employed in the Cronstadt and St. Petersburg trade till December, 1866, when she was stranded at Fjand, on the west coast of Jutland. After lying there for eighteen months, and her recovery being given up as hopeless by her underwriters, she was exposed for sale by a Danish firm, and purchased by her present owners. In the Spring of the present year, Messrs **Leckie, Wood & Munro** sent across a gang of carpenters and boiler-makers, with the necessary appliances on board the ‘**Vanguard**’, to float her off. This they succeeded in doing, raising her out of the sand in which she was embedded to a depth of sixteen feet. They repaired her on the spot, and launched her from the stocks in the usual way, and brought her safely into Aberdeen Harbour. She is now as good as a new vessel. Her length is 234 feet; breadth, 30 feet 7 inches; depth, 19 feet 9 inches; and register tonnage, net 899. She will carry about 1,600 tons deadweight, or 1,800 tons measurement. She is constructed entirely of iron, with a water ballast compartment, and will be rigged as a schooner with three pole masts, she is fitted with a screw-propeller, and engines of 130 horse power nominal, which have been entirely refitted. Messrs **Leckie, Wood & Munro** have reason to congratulate themselves on the success of their adventure.”* (**‘Vanguard’** was a paddle steamer).

Continued...

Clio (Rebuilt 1868). (Continued).

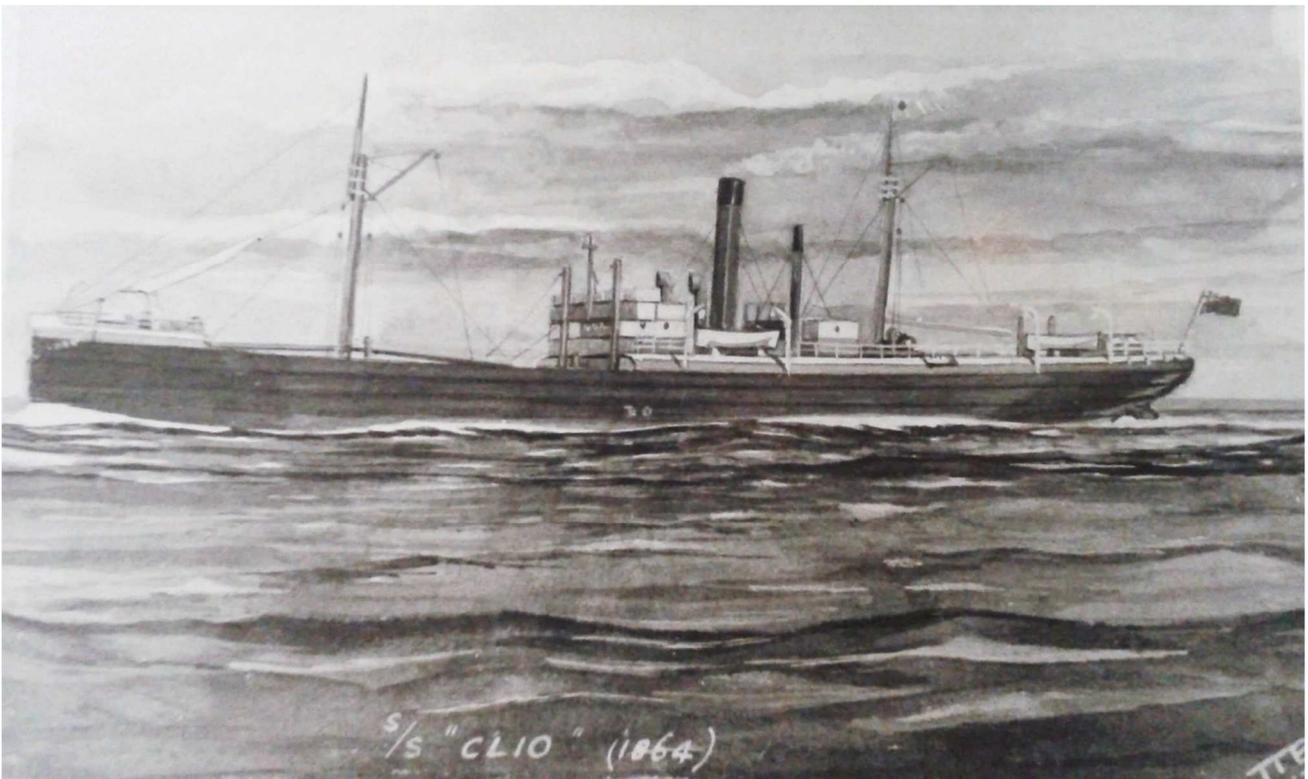
It is said the company made a loss of £800 on this vessel, that equates to approximately £91,000 in 2019.

Vessel Name(s)	Clio.
Rig	Schooner, 3 masts.
Engine(s)	Steam, single screw, simple two cylinder 130 h.p. by C. & W. Earle of Hull. (40-inch cylinders working at 45psi).
Launch Date	15 th September 1868: re-launched. (Original build launch: 1864).
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Leckie, Wood & Munro , shipbuilders, Aberdeen (64). 13 th November 1868: she was sold to Bailey & Leatham Ltd., Hull. <i>(Later Hull's second biggest shipping fleet).</i>
Registered Port	Hull. Official No.: 47933
GRT	1,107 tons. (899 Net).
Length	233 feet. (71.02m).
Breadth	30 feet, 7 inches (9.37m).
Depth	19 feet, 9 inches (6.02m).
Construction	Iron, riveted.
Figurehead	Not fitted.
Classification	Unknown.
Other information	Originally built in 1864/5 by C. & W. Earle, Hull (Yard No. 83) for Wilson, Hudson & Company (The Wilson Line), Hull, for the Baltic trade. September 1868: repair work completed by Leckie, Wood and Munro.
Date Scrapped / Lost	21 st July 1869: while on passage from Cronstadt, Russia to Hull, England she sank off Gotland, Sweden after colliding with the British Steamship ' Niobe ' of Hull in thick fog. <i>See the next page for article in the Aberdeen Press and Journal 28th July 1869.</i>

Continued.....

Clio (Rebuilt 1868). (Continued).

The Aberdeen Press and Journal, 28th July 1869, reported on her loss as follows: *“LOSS OF THE "CLIO.” — Intelligence was received in Hull on Sunday that the "Clio," an iron screw steamer, which, our readers will remember, was taken off the coast of Jutland last year, and repaired by Messrs Leckie, Wood, & Monro, was run into by the "Niobe", of Hull, and almost immediately went down. Only six out of a crew of twenty-six are reported as being saved from the catastrophe. The "Niobe" put into Wesby, in the island of Gothland, damaged. The "Clio" was re-sold by Messrs Leckie, Wood, & Monro to Messrs Bailey & Leetham, Hull, her present owners.*



SS 'Clio', (Artist unknown).

'Clio' was an unlucky vessel as only 10 months after her re-birth in Aberdeen, she on the 21st July 1869 was in a collision with another vessel and sank.

Rainton (1870).

At the time of her launch she was the biggest iron-hulled steam ship built in Aberdeen, based on gross registered tonnage (GRT). She was a steam driven general cargo ship intended for trade to the Mediterranean, and is known to have traded at Liverpool, London, Newcastle, Cardiff, Dublin, Troon, Elbe (Germany), New York (USA), Alexandria (Egypt), and Genoa (Italy). Miss Leckie, daughter of Andrew Leckie, one of the owners, named her at her launch.

3rd February 1870, she was towed to Sunderland to have her engines fitted by George Clark, Southwick Engine Works.

Leckie, Wood & Munro are said to have lost £3,000 (Approx. £360,000 in 2019) on this contract.

The Shipping and Mercantile Gazette, 20th January 1870 reported as follows: *“On the 18th Inst., from the new iron shipbuilding-yard of Messrs. Leckie, Wood, and Munro, at Torry, Aberdeen, a steamer, named the ‘Rainton’. She is intended for the Mediterranean trade. Her dimensions are Length, 237 feet 6 inches; depth of hold, 19 feet 6 inches; breadth of beam, 31 feet; gross tonnage, 1,088. Her engines, which will be fitted up at Sunderland, are to be 120-h.p. nominal. The Owners are Messrs. Scott and Brantingham, Newcastle.”*

Further to above, the Shields Daily Gazette, 24th January 1870, reported that “.....Miss Leckie named the vessel. She is the property of Mr William Scott, of Newcastle, and Mr Peter Brantingham, of London, and is intended for the Mediterranean trade. She is to be engined by Mr George Clark, and will be commanded by Capt. Reid of Sunderland.”

Continued...

Rainton (1870). (Continued).

Stonehaven Journal - Thursday 20th January 1870.

*“LAUNCH OF AN IRON SCREW STEAMER. — On Monday afternoon there was launched from the building yard of Messrs **Leckie, Wood, and Monro**, Torry, a fine large iron screw steamer of 1,200 tons register. Her measurement is as follows: Length, 210 feet; breadth, 31 feet; depth, 19 1/2 feet. The vessel made a beautiful launch, of which an admirable view was obtained from the point of the Inches, and other parts of the harbour, by a large number of spectators. Miss Leckie performed the christening ceremony in graceful style, and named the vessel the “**Rainton**.” She is the property of Mr William Scott, of Newcastle, and Mr Peter Brantingham, of London, and is intended for the Mediterranean trade. She leaves for Sunderland in few days, to be fitted there, by Mr Geo. Clark, with high pressure surface and condensing engines, with 40-inch cylinders for working at 45 lbs. The **Rainton** will be commanded by Captain Reid, of Sunderland. This vessel is larger, we believe, than any ship yet built at Aberdeen. It is gratifying to know that her builders have orders to build another large iron vessel for Messrs Priest & Massie, of Hull. We are sorry to learn that, notwithstanding the advantageous nature of the site occupied by Messrs **Leckie, Wood, & Monro**, for building and launching large vessels, they entertain serious intentions of quitting the place, and carrying their enterprise to the south. All that is wanted, we believe, to induce the firm to remain, is better ferry boat accommodation. Messrs **Leckie, Wood, & Monro**, we believe, employ nearly 250 workmen, of which number fully one half reside on the north side of the river, and are not taken across to their work any day in less time than half-an hour. Then, for the next two or three years, a large number of men will be employed in connection with the Harbour works. All these would contribute towards the establishment of a regular steam ferry, and once established, doubtless others would be tempted to take advantage of the sites for building yards afforded at Torry. If Torry is to be made available in this respect, it must be by the establishment of a suitable ferry.”*

Rainton (1870). (Continued).

She was built to carry general cargo, and is known to have traded at Newcastle, Liverpool, Cardiff, London, Alexandria, New York, and Genoa (Italy).

Vessel Name(s)	Rainton.
Rig	Cargo steamer, 1 deck.
Engine(s)	Steam by screw, 2-cylinder, 40" with 30" stroke, 100 h.p. by George Clark, Southwick Engine Works, Crown Road, Southwick, Sunderland, England.
Launch Date	18 th January 1870.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Scott, Newcastle-upon-Tyne, & Peter Brantingham, London. (64 jointly).
Registered Port	Newcastle ¹ . Official No.: 62344.
GRT	1,102 tons. (858 tons net).
Length	237 feet (72.24m).
Breadth	31 feet (9.45m).
Depth	19 feet, 7 inches (5.97m).
Construction	Iron, riveted.
Classification	Lloyds Register of Shipping. Class:  . (See below).  Built under special survey. MC: machinery certified.
Other information	Contract price: £16,200 (£2 million in 2019). Actual build cost: £19,200 (£2.3 million in 2019). 1872 / 1873: owned by Peter Brantingham and registered in Newcastle. 1874 / 1878: owned by Dunn & Raeburn, No. 153 Queen Street, Glasgow.
Date Scrapped / Lost	30 th January 1878: on passage from Almeria to the Clyde, Glasgow, she was burnt out and scuttled at Marbella, Spain. (See below for more information).

Notes:

1. Her name is spelt '**Raghton**' in the original Lloyds survey report.
2. In 1866, **Alexander Hall & Co.**, York Street, Footdee, built the iron-hulled steamship '**Douglas**' she was 242' 7" (73.94m) long and GRT: 615 tons. She was 5' 7" (1.7m) longer than the '**Rainton**' but had a considerably smaller GRT.

Rainton (1870). (Continued).

Aberdeen Press and Journal - Tuesday 5th February 1878.

AN ABERDEEN BUILT STEAMER SUNK. – A telegram received from Marbella (Spain) on Saturday states that a fire broke out on board the ‘Rainton’ (s.) of Glasgow, the previous day. The steamer sunk on the east side of Marbella pier, in four fathoms. One man lost. The ‘Rainton’ was well known on the Clyde, and had been engaged in the Mediterranean trade for sometime. She was an Aberdeen built screw steamer, having been launched at that port in 1870.....”

Built Under Special Survey.



Built Under Special Survey was a feature added to Lloyds Register of Shipping from 1853. These surveys were carried out by surveyors employed by Lloyds Register of Shipping. In the Lloyd’s Register these vessels were given the symbol of the Formee or Maltese Cross (as shown above and below). This symbol against the ships name in Lloyds Register of Shipping was a symbol of highest maritime quality.

✠ 9	Rainton	Sew Read	1102 23
	(Iron)Cem.70MC.70	AP.100H.	858
		Owens	
30	Raithwaite Hall	JNeedham	676 20

Extract from Lloyds Register of Shipping 1871.

The ‘Rainton’, ‘Ceres’, and the ‘Duke of Edinburgh’ built by Leckie, Wood & Munro were all built under special survey by Lloyds Register of Shipping.

Other abbreviations used by Lloyds above:

Cem. Cemented. (for ballast).

MC Machinery Certified.

AP Auxiliary Power.

H Horsepower.

Lloyds symbol ‘A’ with a smaller ‘B’ inside, as shown above, signifies that she was built of iron and of heavier plating than the Rules required, but required periodic surveys done every three years.

Ceres (1870).

She was built as a general cargo carrier for ship-owners Priest and Massey, Hull, England, and intended for the Baltic trade. She could carry a cargo up to 1,400 tons. Miss Leckie, daughter of Andrew Leckie, one of the owners, named her at her launch. Immediately after her launch she was towed across the harbour to the Sheer Legs for the fitting of her engines etc. The yard is said to have lost £3,000 (Approx. £360,000 in 2019) on this contract.

The Dundee Courier, 15th June 1870, reported on her launch as follows: *“LAUNCH OF AN IRON STEAMER. — On Monday afternoon a fine screw steamer named the ‘Ceres’ was launched from the building yard of Messrs Leckie, Wood, & Munro at Torry. The vessel is 225 feet in length, 30 feet breadth of beam, and 17 feet depth of hold, and is of 983 tons register. Her propeller is worked by two engines, the compound principle, of 110 horse power, and the consumption of coal is not expected to be more than 7 cwts per hour. The speed expected to be attained is eight knots an hour, with a full cargo of 1,400 tons. The vessel was immediately towed up to the Shear Poles, where the work of fitting has been commenced, and it is expected she will be ready for sailing by the end of the month. The vessel has been built to the order of Messrs Priest & Massey, Hull, for the Baltic trade, and will be commanded by Captain Langley.”*

✠	—	Screw Wager (Iron) Com. 70 A.P. 90 H.L.	962 786	226.6 Drp. 71	30.0	16.9	Torry Leckie
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1870 6mo.	W.A. Massey	Hull 5 B/k H/ds	Fal. Blk. Sea (A. & C.P.)	—	▲ 2,71
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Extract (split in two) for ‘Ceres’ from Lloyds Register of 1871-1872.

Note:

Lloyds symbol ‘A’  with another smaller A inside, as shown above, signifies that she was built of iron and of heavier plating than the Rules required.

Continued...

Ceres (1870). (Continued).

Vessel Name(s)	Ceres. Renamed ' Lagos ' (1880).
Rig	Cargo Steamer.
Engine(s)	Steam by single screw, pair of 2-cylinder, compound, generating 110hp, made by C. and W. Earle, Hull.
Launch Date	13 th June 1870.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Priest and Massey , Hull, England. (64).
Registered Port	Hull. Official No.: 60221.
GRT	962 tons. (1,171 tons after lengthening in 1875).
Length	226 feet, 6 inches (69.04m).
Breadth	30 feet (9.14m).
Depth	16 feet, 9 inches (5.11m).
Construction	Iron, riveted.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class A1. (See note below).  Built under special survey. A&CP: Anchors and cables proved at a public machine.
Other information	Contract price: £14,750 (£1.75 million in 2019). Actual build cost: £17,750 (£2.13 million in 2019). Service speed: 8 knots. 1871: owned by W. A. Massey, Hull. 1874: owned by Massey & Sawyer, Hull. 1875: re-engined by Earle's Shipbuilding and Engineering Co. of Hull, new engine 92hp. 1875: lengthened to 255.5 feet, now 1,171 tons GRT. 1876: owned by Henry Briggs, Sons & Co., Hull.
Date Scrapped / Lost	6 th November 1882: she was wrecked on Dagshod Point in the Kattegat (Sweden), while on voyage from Hull, England to Riga, Latvia in ballast.

Duke of Edinburgh (1870).

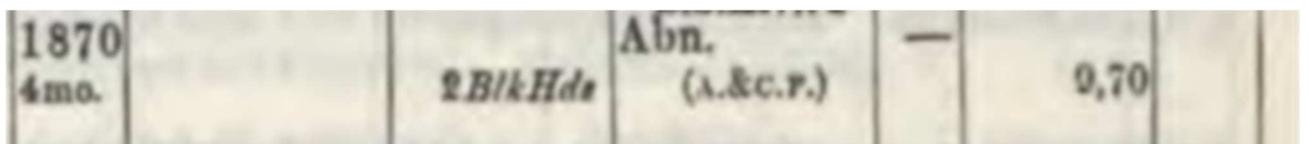
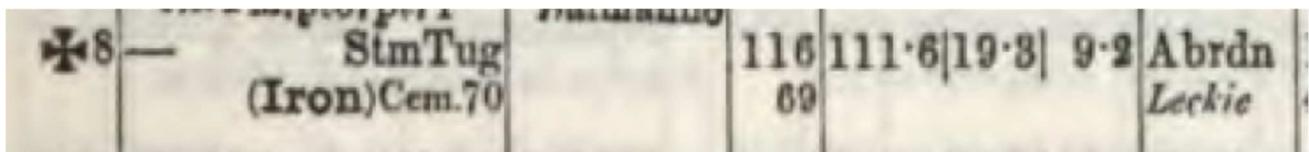
She was a steam driven paddle tug. It seems odd that she was owned by a local merchant, but not used in Aberdeen, perhaps merchant and ship-owner James Cumming had her built specifically to sell-on once complete. In 1870, James Cumming is recorded as the owner of the brig 'I'll Try' (152 tons) built in 1863 by **John Smith & Co.**, Inches, Aberdeen, and the brig 'Prince Consort' (214 tons) built in 1862 by **John Duthie, Sons, & Co.**, Footdee. (*Abd PO Dir. 1870/1871*).

Vessel Name(s)	Duke of Edinburgh.
Rig	Paddle Steam Tug, smack rigged, 1 mast, 1 deck, and a round stern.
Engine(s)	2 side lever engines, 55 nhp, made in 1860 by Marshall of South Shields, 28" diameter cylinder, 4ft stroke.
Launch Date	6 th July 1870. (Registered 21 st July 1870). Sea Trials: 25 th August 1870. Delivered: August 1870.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	James Cumming , merchant, Aberdeen (64). <i>(James Cumming, ship chandler and grocer, address No's 79 & 80 Waterloo Quay, home address No. 78 Waterloo Quay).</i>
Registered Port	Aberdeen. Official No.: 60706.
GRT	127 tons. (69 tons Net).
Length	111 feet, 6 inches (33.99m).
Breadth	19 feet, 3 inches (5.87m).
Depth	9 feet, 2 inches (2.79m).
Construction	Iron, riveted.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class: unknown.  Built under special survey. A&CP. Anchors and cables proved at a public machine.

Continued...

Duke of Edinburgh (1870). (Continued).

<p>Other information</p>	<p>1870, 25th August.: she underwent her sea trials off Aberdeen and made an average speed of 11.5 knots. 1870, 31st August: The Aberdeen Press & Journal reported: <i>"The little Steamer - the 'Duke of Edinburgh', lately Launched from the Yard of Leckie, Wood & Munro, Torry, whose model has been so much admired, went out on a trial trip on Thursday last, and ran the measured mile north & south on an average of 5 mins 28 secs, and afterwards ran from the Girdleness to Carron Point, near Stonehaven, and back, making average speed of over 11½mph"</i>. 1872: owned by Madeira & Mumore Railway Co., Ltd., London, and registered in Liverpool. June 1872: arrived in Brazil. 1874: engines 60 nhp, 300 ihp. 20th April 1874: she was put up for auction in Para, Brazil. By 1875: she was registered in Brazil.</p>
<p>Date Scrapped / Lost</p>	<p>Unknown.</p>



Extract (split in two) for 'Ceres' from Lloyds Register of 1871-1872.

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Acknowledgements.

Thanks to George Wood for information on the '**Clio**'.

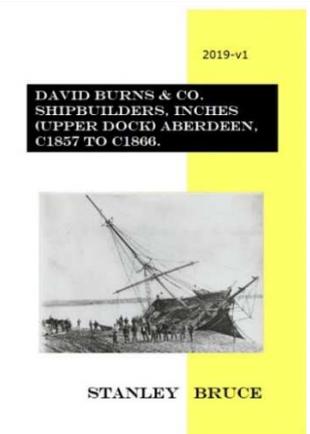
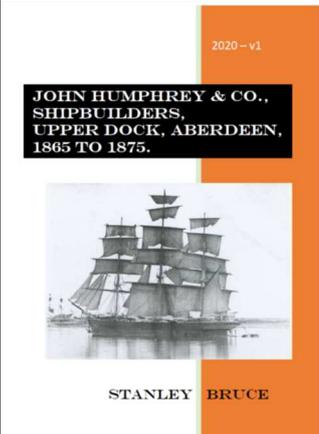
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Title: Leckie, Wood, & Munro, ENGINEERS & IRON Shipbuilders, TORRY,  
Aberdeen, 1864 to 1870.  
Subject:  
Author: Bruce, Stanley  
Keywords:  
Comments:  
Creation Date: 19/09/2018 12:51:00  
Change Number: 1,294  
Last Saved On: 04/01/2021 18:25:00  
Last Saved By: Bruce, Stanley  
Total Editing Time: 2,430 Minutes  
Last Printed On: 04/01/2021 18:25:00  
As of Last Complete Printing  
Number of Pages: 44  
Number of Words: 9,293 (approx.)  
Number of Characters: 52,971 (approx.)