

2022-v1

**JOHN DUFFUS & CO.
SHIPBUILDERS,
FOOTDEE, ABERDEEN,
1826 TO 1845.**



STANLEY BRUCE

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Cover photograph: Paddle Steamer '**Queen of Scotland**' (304 tons) off Aberdeen in 1827, painted by William Brebner senior (1789 to 1866).

This book has been published on an entirely non-profit basis and made available to all online free of charge as a pdf. The aim of the book is to make the history of vessels built by **John Duffus & 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 should it arise.

I can be contacted at bardofthebroch@yahoo.com

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

**JOHN DUFFUS & CO.,
SHIPBUILDERS,
FOOTDEE,
ABERDEEN,
c1826 TO 1845.**

BY

STANLEY BRUCE

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2022.**

First Electronic Edition.

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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.

Please treat all dimensions as approximate.

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Introduction.

The aim of this book is to highlight and record the vessels built by **John Duffus & Co.**, Shipbuilders, Footdee, Aberdeen, and make this part of Aberdeen's history available to a wider audience.



The firm of **John Duffus & Co.**, was originally established as rope makers, however with bigger vessels being built iron fittings were in big demand, and **John Duffus** (1780 to 1855) in his ironworks began making chains, anchors, and other blacksmith items such as hinges, locks, etc.

Part of the ironworks was set aside to build steam engines, which for a period was managed by a Mr. Johnstone, who was a former employee of Cook's Engine Works in Glasgow. He is said to have left Aberdeen to work in Russia. (James Cook (d.c1835) was a well-known engineer whose works were at Tradeston, Glasgow, he engined some of the earlier steamers on the Clyde, the first being the wooden paddle steamer '**Elizabeth**' (40 tons), a small vessel built in 1812 with a 9HP steam engine). Mr Johnstone in the employ of Mr Cook had seen many steam engines built for the marine environment, so seems to have been a good choice for the works manager.

The entrance to the Footdee Ironworks was sited off St. Clement Street immediately to the east of the St. Clements Parish Church / Graveyard. However, the Ironworks itself was behind the church bordering the Links and Garvocks Wynd. The high square foundry site housed a Crane, Pattern Shop, Boiler Shop, Chain Shop, Turning Shop, Fitting Shop, Moulding Shop, and a Store and the total site was approx. 4 acres. (For more details see the plan dated 1866 later in the book).

The Aberdeen Journal 18th April 1827 reporting on the launch of Aberdeen's first steam ship, the paddle steamer the '**Queen of Scotland**' (304 tons) reported that "...the launch was conducted by **Mr. Ronald**, the master builder". It's safe to assume that this was **John Ronald** who set up his own shipyard at Footdee, Aberdeen circa 1839, and built at least six vessels including Aberdeen's first iron-hulled ship the '**John Garrow**' (555 tons) in 1840, which he built as a contractor to another Footdee shipbuilding company **John Vernon & Co.**

A Feuing plan from 1820, of the Footdee shipyards of this date, shows a second premises owned by **John Duffus and Co.**, set back a bit from the quay in York Street, this is where vessels were built from 1826, not the works in St Clements Street.

John Duffus sat on the committee of the Footdee Dispensary, this to my mind shows that he cared about the well-being of his workforce. He was a prominent and respected member of the community and was also elected as a town councillor and a police commissioner.

The biggest vessel built by **John Duffus & Co.** was the wooden-hulled, 3-masted ship '**Arkwright**' (414 tons) built in 1830, built to carry general cargo and passengers. She is said to have had "*splendid and spacious accommodation for 1st class passengers.*"

John Duffus & Co. were the managers, firstly of the Aberdeen and London Steam Navigation Company, and later the Aberdeen Steam Navigation Company.

John Duffus experienced a lot of sadness in his family life, according to the family gravestone in the graveyard of St Nicholas Church, Aberdeen, his wife Ann Fraser died in 1831 aged only 53-years. Out of six children, five died during his lifetime, three as children, only his son James Duffus out-lived him, but only by 1.5-years.

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

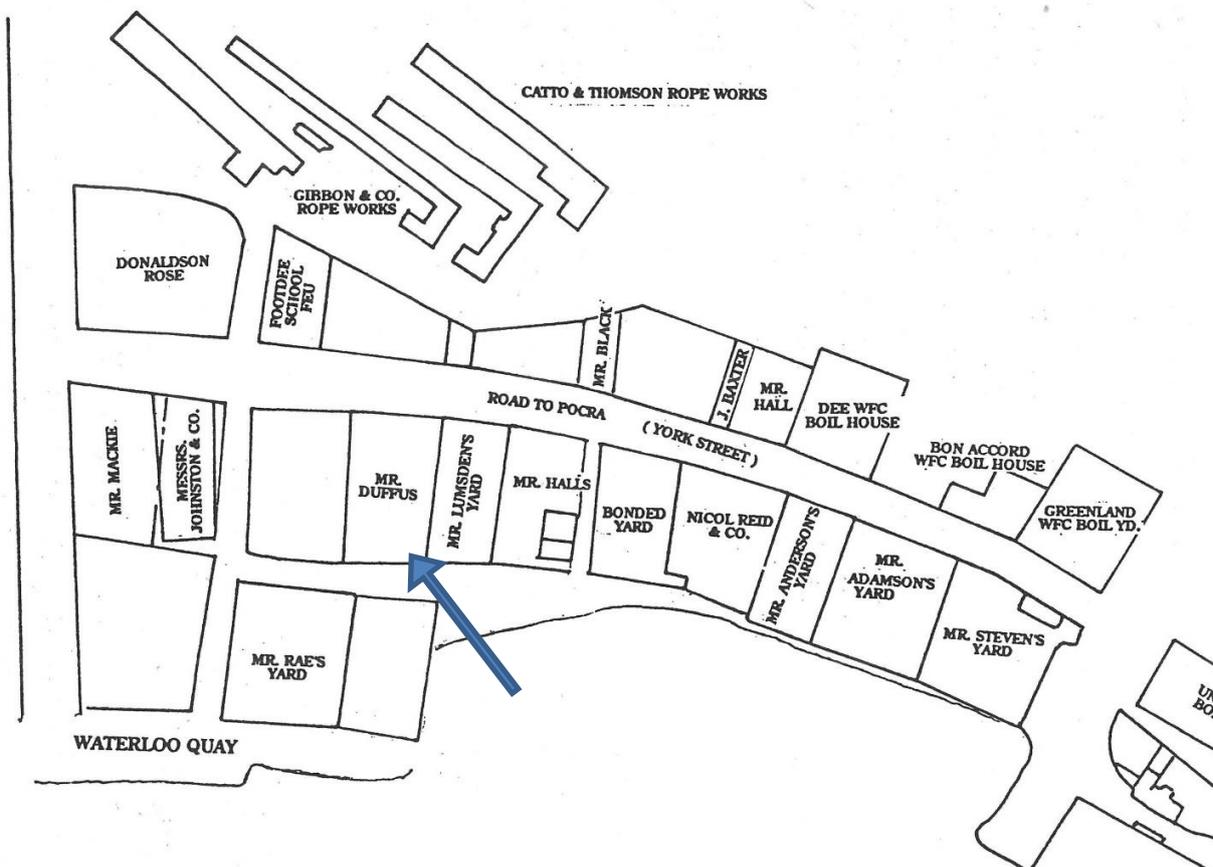
Former shipbuilder,

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

Timeline.

1780: John Duffus was born.

1809, 7th June: The Aberdeen Press and Journal reported as follows: *“JOHN DUFFUS, AND DAVID LOW, RESPECTFULLY acquaint their friends and the public, that they have commenced business as FURNISHING BLACKSMITHS and BELL-HANGERS, under the firm of **DUFFUS & LOW**, in that long-established shop, on the South-east end of LITTLEJOHN-STREET, lately occupied by **Messrs John Blaikie & Co.** and formerly by Messrs Booth & Couper, where they hope by unremitting attention to merit a share of public favour. D. & L. at commencing business on their own account, feel highly gratified by the distinguished approbation their workmanship has received in the course of the long and extensive practice which they had in their late situations; and they beg leave to assure all who may be pleased to favour them with their employment, that every article furnished by them will be manufactured under their own immediate inspection, in a stile not inferior to any in the place, and on the most reasonable terms.”*



A Feuing plan of the Footdee Shipyards, 1820.

(Adapted from *The Villages of Aberdeen – Footdee*, by Diane Morgan).

1824 / 1825: The Aberdeen Post Office Directory gives the following information: *“John Duffus, ship-smith, Footdee, lock and hinge manufacturer, No. 6 Meal Market Lane, home address: No. 8 Constitution Street.”* Described as a ship-smith, tells us he was manufacturing iron items for use on board vessels but not building vessels yet.

1826, 18th January: The Aberdeen Press and Journal reported on the Annual General Meeting (AGM) of the FOOTDEE DISPENSARY.

The office-bearers and Members of the committee elected at the AGM, 9th January were as follows:

President: Rev.Dr. Thomson.

Treasurer: Mr William Duncan.

Secretary: James Anderson.

Medical Attendant: Mr Patrick Gray.

Committee members:

Alexander Hall

James Adamson

William Duthie

Donaldson Rose

John Duffus

Alexander Mackie junior

John Gall

Alexander Mortimer

Alexander Stephen

A. C. Geddes

(Shipbuilders in **bold** text).

The Dispensary address is given as No. 36 Quay.

It's worth noting that the majority of the committee members were shipbuilders, this I believe is because a lot of accidents happened in the shipyards, but it also shows that the yard owners cared about getting medical assistance to their workers.

1826: John Duffus & Co., Footdee Ironworks, Aberdeen began building ships. The first vessel built was the wooden-hulled brigantine **'Rival'** (101 tons). This I believe was probably launched from the York Street yard, **John Duffus** is shown as the tenant of this yard on the 1820 feuing plan shown above.

1826, 2nd August: the company advertised in the Aberdeen Journal the sale of a steamboat, with 2 engines giving 140 HP, to be launched January 1827 and completed for May 1827. This vessel in 1827 was named the **'Queen of Scotland'** (304 tons). The advertisement read as follows:

“STEAM BOAT OF ONE HUNDRED AND FORTY HORSE POWER FOR SALE BY PRIVATE CONTRACT.

Now building at Aberdeen, to be launched in January next, and completed for sea early in May following.

Length of Keel, 130 feet on Deck, 150 feet – breadth within the paddles 26 feet – clear hold, 15½ feet – having two engines of 70 horse power each, constructed on the most approved principle and of the best materials, with malleable iron shafts, connecting rods, etc.

The subscribers having erected an extensive establishment for constructing MARINE and other ENGINES, are building this boat purposely for inspection and sale, as a specimen of their work. She is thus early advertised, to afford intending purchasers an opportunity of inspecting her Hull and Materials: the timber is of excellent quality, perfectly squared, free from sap, and well-seasoned, having been in the frame for the last four months, and she is partly planked, will be best seen at present, or during the months of August and September.

In the event of an early sale, the vessel may be completed and her cabins finished in any manner to suit the views of a purchaser.

*Any further information may be obtained (if by letter post-paid) by applying to **JOHN DUFFUS & Co.**, Chain, Cable, Anchor, and Steam Engine Manufacturers, Aberdeen. Aberdeen, July 28, 1826.”*

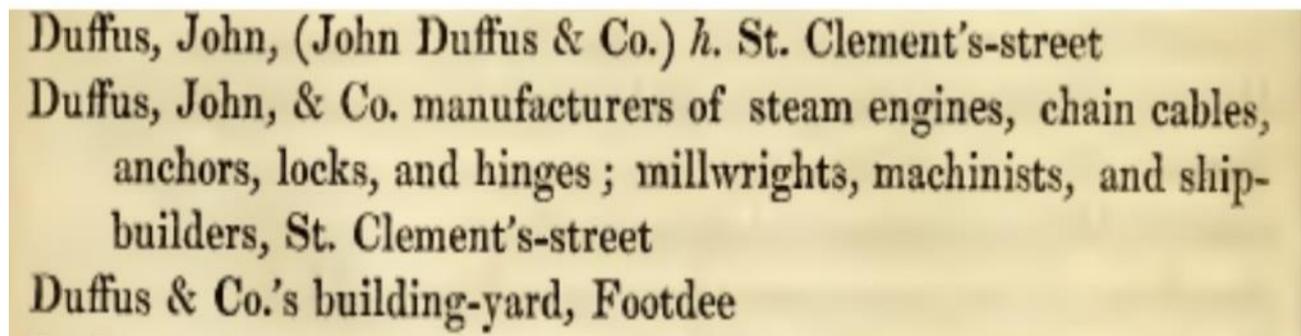
1827, 12th April: **John Duffus & Co.** launched Aberdeen’s first steamship, the ‘**Queen of Scotland**’ (304 tons) a coastal paddle steamer built speculatively, as she was offered for sale, but later owned by the **Aberdeen & London Steam Navigation Co.** (**John Duffus & Co.** acted as managers of this company).

1827, 23rd August: *The Public Ledger and Daily Advertiser published the following advertisement: “STEAM PACKET SHIP FOR SALE. THE New, Magnificent, and Powerful STEAM PACKET SHIP, ‘Queen of Scotland’, with two Engines of 160 horse power, will leave Aberdeen on the 25th inst. (her first voyage) and may be inspected off East-lane, on the 28th Instant, where she will remain till the 30th Instant, and thence proceed on her second voyage, and if not sold will return to London about the 7th of September. This beautiful Ship has two splendid cabins, and separate sleeping apartments, with every accommodation for 100 Passengers, and capable of being converted to carry more. Will carry on any coasting voyage 340 tons of goods, besides fuel. She will spread 2,000 yards of*

canvas, and would be admirably adapted for a Packet Ship, or any service where dispatch and room are required. THE 'QUEEN OF SCOTLAND' has been built purposely for Sale, her Owners being desirous to merit a share of public patronage in that branch of their business, will be ready to Contract for Steam Vessels, with Engines and Machinery of every description. Further information will be given by applying to the proprietors, Messrs JOHN DUFFUS and Co. Engineers, Founders and Wholesale Ironmongers, No. 307, High-street, Wapping."

1827, 22nd December: 7-months after her launch, the paddle-steamer 'Queen of Scotland' finally left Aberdeen on her maiden voyage to London. She had incurred technical difficulties.

1828: In the Aberdeen ship register entry for the 'Red Rover' (85 tons) it reads her owners as "...John Lumsden, Alexander Gibbon, George Forbes, and George Elsmie Junior, all Aberdeen merchants and carrying on trade under the firm **John Duffus & Co.** manufacturers of Anchors and Chain Cables in Aberdeen."



Duffus, John, (John Duffus & Co.) h. St. Clement's-street
Duffus, John, & Co. manufacturers of steam engines, chain cables,
anchors, locks, and hinges; millwrights, machinists, and ship-
builders, St. Clement's-street
Duffus & Co.'s building-yard, Footdee

1829 / 1830 Aberdeen Post Office Directory.

1829, 4th February: The Aberdeen Press and Journal reported on the annual general meeting (AGM) of the Footdee Dispensary (address Hector's Buildings, Virginia Street) held in Mollison's Tavern, Quay on 19th January. It stated that 251 patients had received advice and medicines between 4th April 1828 and 19th January 1929, of which 7 had died. 56 of these patients were injured "...about the various Works at Footdee, or on board vessels in the harbour."

The following gentlemen were elected as Office-bearers for the coming year:

- | | |
|-------------------------------|----------------------------------|
| John Gibb esquire: President. | William Duncan: Treasurer. |
| David Sheriffs: Secretary. | Alex. Cuddie: Medical Attendant. |

Committee:

William Duthie David Walker Alex. Mackie, jun.

John Duffus Alex. Snell **James Hall**

Alex. Mortimer George Thompson George Davidson

Normand Yule **George Levie** William Donald

(Shipbuilders in **bold** text).

1829, 16th September: The Aberdeen Press and Journal reported as follows: *“THE SUBSCRIBERS respectfully inform the public, that in addition to their Business as FOUNDERS, MANUFACTURERS of STEAM ENGINES, CHAIN CABLES, ANCHORS, LOCKS, HINGES, etc. they have been induced, in consequence of the late floods, to draw their attention to the Erection of SUSPENSION and TRUSS BRIDGES, both of IRON and WOOD, which they are ready to enter into Contract for, upon the most improved principles, and upon reasonable terms. JOHN DUFFUS & CO.”*

1829, 2nd December: The Aberdeen Press and Journal reported as follows: *“STATEMENT AND PROSPECTUS by MESSRS. J. DUFFUS & CO. STEAM ENGINE AND BOILER MAKERS, FOOTDEE, ABERDEEN; Builders and Proprietors of the ‘QUEEN of SCOTLAND’ (304 tons) and ‘DUKE of WELLINGTON’ (335 tons) Steam Packets.*

STATEMENT.

THE Carrying Trade between London and Aberdeen is of greater extent than is generally supposed, and it continues to increase. It has furnished, of late years, employment for ten or twelve of the largest class of Sailing Packets, owned by a Company whose Capital Stock is divided into 800 shares. These shares are held, for the most part, by the Trading Interest of Aberdeen: and have been considered by Capitalists in general a desirable investment for money – the returns from the trade having been sure and ample. But the advantages of Steam Navigation having become apparent, and Steam Packets being established in every line of great traffic throughout this and foreign countries. Messrs. J. Duffus & Co. in the way of their business, determined on constructing the Steam Packet ‘Queen of Scotland’ (304 tons); and in 1828 placed her in the Aberdeen and London Trade. Immediately the preference given to Steam

*Navigation was made sufficiently evident; so much so that **Messrs J. Duffus & Co.** were induced, in order to carry on the trade to greater advantage, to construct a vessel of still larger dimensions – the ‘**Duke of Wellington**’ (335 tons); and both vessels have been fully, constantly, and profitably employed, this year, to the benefit of mercantile interest, and the public in general. They have frequently outrun the Mail; and goods sent by these vessels have been bought in London on Saturday, and sold in Aberdeen on Tuesday morning following; and salmon have been delivered in London forty-eight hours after being caught. Indeed, the Steamers bring, as it were, Aberdeen a hundred miles nearer the Metropolis. From what has been done by these vessels, it has become manifest that the profitable carrying on of the Coasting Trade (in such instances, at least, as the Aberdeen and London Trade) must be Steam Vessels; if not by them alone, it will be readily admitted they must be principally the means. The speedy and regular delivery of goods will always secure a preference from the merchant – a comfortable, elegant, and quick conveyance, no less from passengers. Dealers in the comforts and luxuries of life are fully alive to the importance of Steam Navigation for them; manufacturers, men of business, merchants, the public in general – all know the especial advantages they reap by it. Cattle, and agricultural produce, from all the surrounding districts, salmon, herrings, and many other articles, have been sent by the Steam Vessels – they being the most eligible means of conveyance for the delivery of such commodities in a fit and proper condition for the market. Through such facilities, trade is extended, new branches of it are developed, improvement takes place in every department, to the benefit of the country, and produces a concomitant increase in its Coasting Trade.*

In addition to the naturally advantageous situation of Aberdeen, as a point of communication between London and the North of Scotland a Lighthouse on Girdleness (Opened in 1833) may now be reckoned upon, a matter of the utmost consequence to the Coasting Trade; and an Act of Parliament has been obtained for the further improvement of Aberdeen Harbour.

In the face of many doubts and prejudices, and while the Sailing Packets still continue their voyages at their usual stated and frequent periods, Steam Vessels have been successfully established in the trade, by a few individuals – the public having, without being influenced or controlled, and indeed simply by the nature of the conveyance, given steam a decided preference. And to show how the risk is estimated by Under-writers, it need only be mentioned, that insurance to any extent may be effected at Lloyd’s, even in the winter months, at 5s to 6s per cent; while the rate of Premium on these vessels, for the whole year, is equivalent to little more than 2s. 6d. per cent. per passage.

To everyone acquainted with such matters it must be evident to how much greater advantage the trade might be carried on, in the hands of a Shipping Company, formed expressly for the purpose, composed of the Importers and Shippers of Goods, the Agricultural and Trading Interests, and Capitalists in general; - a widely spread interest being thus created in the prosperity of the concern.

*In starting their vessels, **Messrs. J. Duffus & Co.** had no intention of adopting the Carrying Trade as a branch of their business; they were anxious only to be known as Constructors of Steam Vessels, and that specimens of their work might be before the public. They have thus perhaps been the means of introducing, earlier than might otherwise have happened, a communication betwixt London and Aberdeen, by steam; but having accomplished the objects they had in view, and upon the grounds herein before stated, they now submit the following*

PROSPECTUS FOR THE FORMATION OF A COMPANY

To carry on the Trade of Conveying Goods and Passengers, etc., etc., Between Aberdeen and London, by Steam Vessels.

- I. *That the Capital Stock of the Company be £60,000; to be held in shares of £100 each, transferable at the pleasure of the Holders – of which £73 per Share shall be paid within a reasonable time after the formation of the Company. (Approx. £7 million in 2021).*
- II. *That no Partner hold more than ___ Shares. (Number missing).*

- III. *The Company's affairs to be conducted by a Committee of Directors, chosen annually by the Shareholders. Shareholders to have a vote for each Share which they hold of the Capital Stock.*
- IV. *That it shall be in the power of the Company, with consent of a majority of Shareholders, gradually to increase the trade by additional Vessels, Steam or Sailing Packets; and to open communication with the neighbouring Ports by these Vessels; or to make arrangements with other Companies, to ply in conjunction with their Vessels, if considered advisable for the benefit of the principal trade of the Company.*
- V. *That the **'Queen of Scotland'** (304 tons) and the **'Duke of Wellington'** (335 tons) be valued by persons of skill, mutually chosen, and become the property of the Company.*
- VI. *That a Meeting of Subscribers be called, and Committee appointed to carry the objects of the Company into effect, as soon as two-thirds of the Capital is subscribed.*

Subscription Papers will be found in the hands of James Forbes, Esq. of Echt; A. Bannerman and J. Lumsden, Esqrs., Aberdeen; Messrs. J. Duffus & Co., Footdee; at their Counting-house, 307, Wapping; and with Mr P. Saunders, Agent for the Packets, Hore's Wharf, London: to either of whom applications for Shares may be addressed."

1831, 9th February: The Aberdeen Press and Journal reported on the annual general meeting (AGM) of the Footdee Dispensary held on 5th January. It stated that 660 patients had received advice and medicines between 1st January 1830 and 1st January 1831, of which 11 had died. 140 of these patients were injured in the Works at the harbour or onboard vessels.

The following gentlemen were elected as Office-bearers for the coming year:

John Gibb esquire, President.

William Duncan, Treasurer.

George Davidson, Secretary.

Alex. Cuddie, Medical Attendant.

Committee:

William Allen

William Knowles

Alex. Bannerman

Robert Mitchell

William Duthie

Donaldson Rose

John Duffus	Alexander Sim	George Emslie jun.
George Thompson	Andrew Geddes	David Walker
Alex. Hall	Normand Yule.	(Shipbuilders in bold text).

1831, 4th May: The following advertisement was published in the Aberdeen Press and Journal:

VALUABLE TIMBER FOR SALE AT ABERDEEN

ABOUT Six Thousand Natural Grown FIR TREES from The Forest of Braemar. For durability, etc. this Timber has been proved to be equal if not superior to any from the Baltic; - as a proof of this, reference may be given to the Commissioners of His Majesty's Navy, London – to **Messrs. Duffus, & Co.** Shipbuilders, Aberdeen – and to many others. For particulars, application may be made to Mr Buie, Fochabers, or to Mr Greig, Aberdeen.

It's good to see that **John Duffus** was using locally sourced fir for his shipbuilding activities. The best timber to use for shipbuilding was East India Teak, closely followed by English Oak. To give a comparison; Lloyds Register of Shipping during ship classification would assign the following years to these timbers as follows: East India Teak = 16-years, English Oak = 12-years, and Fir = 8-years. The higher the years the higher classification of the vessel, and quality of the vessel.

1831, 19th October: The Aberdeen Press and Journal, reported that **John Duffus** was elected as a Police Commissioner, amongst the others elected was **William Duthie**, Footdee shipbuilder.

1832, 11th January: The following advertisement was published in the Aberdeen Press and Journal

METAL SAFE FOR SALE.
To be Sold, by private bargain,
AN Excellent METAL SAFE, with a superior LOCK, made
by Messrs. **Duffus, & Co.** cost £14 a few years ago, will be
sold for £7 7s.—Apply to PET. BROWN, Jun. Auctioneer.
9th January, 1832.

£14 and £7 7s, is approx. £1,668 and £875 in 2021 respectively, based on these values it must have been a sizeable safe.

1832, 29th February: Aberdeen Press and Journal reported as follows: *“**STEAM NAVIGATION.** – Yesterday and elegant Dinner was given by the Proprietors of the Aberdeen and London Steam Navigation Company, on occasion of starting their vessels for the season. The entertainment took place on board their beautiful Steam yacht, the ‘Queen of Scotland’ (304 tons). Mr Al. Bannerman was in the chair, supported by the Lord Provost, on one hand, and Sir Alexander Bannerman on the other; and there were present a number of the principal merchants, manufacturers, and other gentlemen of the city. The party, as might be anticipated, under the auspices of such a Chairman, was a pleasant, a social, and a joyous one. In the course of the evening, the health of Provost Hadden, the great promoter of the Harbour improvements, was drunk with enthusiasm. The same tribute was paid to Messrs John Duffus & Co. as having been the first to introduce the benefit of Steam Navigation to this part of the country. We regret, that being obliged to leave the social circle at an early hour, we are precluded from detailing the whole proceedings of the evening; but we cannot avoid noticing the speech made by Mr Curtis, who is at present in Aberdeen, superintending the build of a vessel for the Dublin Steam Company wherein he said, that his constituents having resolved to have “the most perfect and complete Steam vessel that could be had”, after searching the whole country, had fixed upon Aberdeen, as the place, and Messrs. Duffus & Co., as the parties, who would best answer their purpose. The **‘Queen of Scotland’** (304 tons), we observe starts on Saturday; and the agricultural as well as commercial public, need no hint from us as to the superiority of Steam Navigation.”*

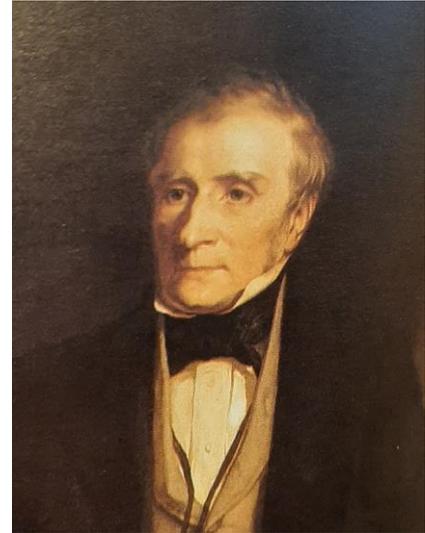
1831: John Duffus & Co. built the ironwork for the 80-foot span, Bishopmill Bridge, over the Lossie, Elgin.



Bishops Mill Bridge, Elgin showing rivets and elaborately cast railings.

1831, 26th April: Ann Fraser, wife of **John Duffus** died aged 53-years.

1832: Captain Richard Bourne (1770 to 1851), R.N. ordered the wooden-hulled paddle steamer the '**Royal Tar**' (307 tons) from **John Duffus & Co.** on behalf of the **London & Dublin Shipping Co.** (Royal Tar was the nickname of King William IV). (In 1835, Captain Richard Bourne RN was Managing Director of the Dublin and London Steam Navigation Co. In 1837, he was a co-founder of the Peninsular and Oriental Steam Navigation Co. (aka P&O)).



Captain Richard Bourne.

The Engineer 29th Oct. 1875 reported that the '**Royal Tar**' (307 tons) was: "*The most powerful steam vessel of her day; built by John Duffus and Co. of Aberdeen to the order of Captain Bourne, later becoming celebrated as a pioneer vessel of the Peninsular and Oriental Steam Navigation Co.*". (1837 Bourne, Willcox, Anderson, and others founded the Peninsular Co., which later became P&O).

1832, 4th July: The Aberdeen Press and Journal reported that **John Duffus** was elected to Bannerman's Committee. The committee chaired by Alexander Bannerman, Bart, favourable to him being returned as a MP for the City of Aberdeen.

1833, 23rd January: The Inverness Courier republished an article from the Aberdeen Journal as follows: "*...The Regent Bridge, opposite to the end of Marischal Street, which forms the communication between the Quay and the land on the Inches, is also an improvement worthy of notice. It consists of a cast iron turn-bridge over the centre opening, which is of sufficient width to permit a vessel above 50 feet in breadth to pass. The turn-bridge is in two leaves, making a total length of 96 feet of moveable road-way, supported on two substantial granite piers, on which each leaf is made to turn by the power of one man. At each end of the turn-bridge there is wooden arch 47 feet in width, and the whole is surmounted by a handsome railing. Comfortable footpaths have also been formed on each*

*side of the carriageway of the bridge. The masonry and timber work of the bridge were executed under the direction of the resident harbour engineers; and the cast iron work, and the whole of the turning machinery, by **Messrs John Duffus & Co.** of this place, in a very superior manner..."*



*Regent Bridge and pump house behind, looking West.
(Photographer unknown).*

Although building vessels at this time, this must have been a sizeable project for **John Duffus & Co.**, I'm glad to see that the Aberdeen Harbour Board put this work out locally.

Machinery from this bridge is held in the Linthouse Engine Shed at the Scottish Maritime Museum, Irvine.

1833, 20th November: The Aberdeen Press and Journal reported that **John Duffus** had another year as a Town Councillor. Alongside him was Donaldson Rose, Footdee timber merchant.

1833, 18th December: The Aberdeen Press and Journal reporting on a Meeting of Harbour Trustees, reported as follows: *"The Committee appointed according to **Mr Duthie's** motion at last meeting, reported that they had met on the subject of the motion, and that they had found that a new funnel was required for the Tug Boat, and that three estimates for the funnel had been given in, and **Messrs John Duffus & Co.'s** being the lowest, had been accepted of."*

The manufacture of a new funnel for a harbour tug, possibly the wooden paddle steamer '**Paul Jones**' (79 tons) built by **Alexander Hall & Co.** in

1828, wasn't such a big job, but it shows that **John Duffus & Co.** were at the time working on ship-repair work as well as their other work.

The tug '**Paul Jones**' (79 tons) was bought by **John Duffus** in October 1852.

1834, 2nd April: The Aberdeen Press and Journal reported on the meeting of Harbour Trustees held on 26th March 1834 as follows: "*A letter was read from George Elsmie, on the part of **Messrs John Duffus & Co.** complaining of inconvenience arising from the want of depth in some parts of the Harbour, recommending that the Tug boat should be employed, with a harrow, for levelling the furrows made by the dredging machine.*"

ADVERTISEMENT.

THE SUBSCRIBERS beg leave to intimate, to their Customers and the Public in general, that they have taken those central

Premises,

No. 52

UNION STREET

(Formerly occupied by Mr. George Reid, Druggist.)

Where they intend to keep on hand a large and fashionable assortment of STOVES, GRATES, and FENDERS; also BRITISH and FOREIGN IRON, and CAST-IRON GOODS of all description, which will be disposed of upon reasonable terms.

With the view of affording additional accommodation to the

Public, they intend establishing a

STEAM PACKET OFFICE.

In connection with the

Aberdeen and London Steam Navigation Company,

In the above-named Premises, where Berths may be secured, and small Parcels booked, for London, Sunderland, or Leith.

JOHN DUFFUS & CO.

Footdee Iron Works, Aberdeen,

7th July 1835.

Aberdeen Press and Journal, 15th July 1835.

1835, 15th July: The Aberdeen Press and Journal reported as follows: "**STEAM ENGINE.** – *We were much gratified with the inspection of the*

*small model of a Steam-Engine, in the new premises of **Messrs Duffus & Co.** No. 52, Union Street. It works with the greatest ease, and is very handsomely proportioned. Indeed, we do not recollect ever having seen the model of a steam engine executed in a more workmanlike manner. This elegant piece of machinery embracing all the parts of the steam-engine, was, we understand constructed by a young man, George Copland, one of the apprentices of **Messrs Duffus & Co.** during leisure hours, and it does much credit to his ingenuity and industry.”*

1835, November: The owners of the Aberdeen & London Shipping Company and the Aberdeen & London Steam Navigation Company (managed by **John Duffus & Co.**) agreed to amalgamate, and the new company name was to be the Aberdeen Steam Navigation Company. **John Duffus & Co.** were to undertake the maintenance of all vessels.

1836, 10th February: The Aberdeen Press and Journal reporting on Harbour Board matters, referred to the erection of the Patent Slip. It further stated “*for supplying with fuel, upholding, and maintaining in good repair and working condition, the Dredging Machine and ‘Paul Jones’, steamer, for two years, John Duffus & Co.* (The estimate in this case was £1,162 per annum, being, by £503 a year higher than the estimate for the last two years. It was explained in a note by the contractors that the increased rate of wages, and the higher price of coals, together with the uncertain nature of the assistance which the Tug steamer was now required to afford to the herring-boats, accounted for the contract being higher than formerly)...”

This, I believe, was the first Patent Slip installed at Footdee, and capable of lifting vessels up to 600 tons. The Patent Slip was designed by Thomas Morton (1781 to 1832) of Leith in 1818. A further two Patent Slips were later installed at the Footdee shipyards. One, erected c1840 in the shipyard of **Walter Hood & Co.** and the other in the shipyard of **Alexander Hall & Co.**, at a date I have not established, but was probably late 1830’s.

1836, October: The steamer '**Queen of Scotland**' made the first sailing under the new amalgamated company the Aberdeen Steam Navigation Company.

Shield quartered:

1st quarter – Three castles within a border, representing the town of Aberdeen.

2nd and 3rd quarters – A ship, representing the business of the company.

4th quarter – Norwegian flag.



1836, 1st November: John Duffus was elected as a Town Councillor.

1837: John Duffus & Co. built St Devenick's Bridge aka the '*Shakkin' Briggie*'. It is a suspension footbridge which crosses the River Dee from Ardoe to Cults near Aberdeen. Designed by John Smith.



Shakkin' Briggie (Photo date c1911).

1837, 21st October: An open letter requesting a meeting regarding the establishing of Post Office Improvement and a uniform rate of postage by the use of stamps was sent to James Milne Esq. Lord Provost of Aberdeen by prominent members of the community; Bankers, Merchants, Manufacturers, and Shipowners, amongst these was **John Duffus & Son**. A meeting was held 6th November in the Court House.

1837, 31st August: From this date **John Duffus** (An original partner) ceased to have any share or interest in the company of **John Duffus & Co.**, although the name was retained. The business was carried on by the other partners; James Forbes of Echt, Alexander Bannerman, John Lumsden, George Forbes of Springhill, George Elsmie junior, and William Reid, all merchants in Aberdeen. (London Gazette 13 Jan. 1841).

1838, 31st October: The Aberdeen Press and Journal reported as follows *“JAMES NICOL, Advocate, who upon the 11th December, 1837, was elected by the Council a Councillor ‘ad interim’, in terms of the statute, in room of John Duffus resigned.”*

1840, 6th June: The Newry Telegraph published a list of ordinary directors of the Aberdeen Marine Insurance Company amongst them was William Reid Esq. of **Messrs John Duffus & Co.**

1840, 5th August: The Aberdeen Press and Journal reporting on Exports, stated that **John Duffus & Co.** exported one boiler for a steam engine.

1840, 28th December: From this date George Forbes of Springhill (An original partner) ceased to have any share or interest in the company of **John Duffus & Co.**, although the name was retained. The business was carried on by the other partners; James Forbes of Echt, Alexander Bannerman, John Lumsden, George Elsmie junior, and William Reid, all merchants in Aberdeen. (London Gazette 13th Jan. 1841).

The paper also stated that George Forbes an original partner of James Forbes & Company, Rope, Sail, and Twine Manufacturers, Aberdeen ceased to have any share or interest in this business and the business was carried on by the other partners; James Forbes of Echt, Alexander Bannerman, John Lumsden, and George Elsmie junior, all merchants in Aberdeen.

1841, 20th January: The Aberdeen Press and Journal reported as follows: *“NOTICE IS GIVEN, that the Subscriber, JOHN DUFFUS, BLACKSMITH, sometime in ABERDEEN, now at CHARLESTON, one of the original Partners of the Company carrying on business as Manufacturers in Aberdeen, under the firm of JOHN DUFFUS & COMPANY, ceased to have any Share*

*or Interest in the said Company, on the 31st day of August 1837; since which date the whole Property thereof, and Shares and Rights therein, devolved upon, and the Business has been carried on by, the other Partners, also subscribing, viz: - JAMES FORBES of Echt; ALEXANDER BANNERMAN; JOHN LUMSDEN; GEORGE FORBES of Springhill; GEORGE ELSMIE Junior; and WILLIAM REID, all Merchants in Aberdeen, under the same Firm of **JOHN DUFFUS and COMPANY.***

*(Signed) GEO. FORBES, JOHN LUMSDEN, JAMES FORBES,
GEO. EMSLIE Jun., JOHN DUFFUS, WILLIAM REID,
AL. BANNERMAN.*

Witnesses:

*A. CADENHEAD and JAS. WALLACE to the subscription of Mr G. Forbes.
CHAS. HENDERSON and JAS. SAUNDERS to the subscription of John Lumsden, Jas. Forbes, Geo Emslie jun., William Reid and Al. Bannerman.
Robert Dick and James Clarke to the subscription of **J. Duffus.***

13th January 1841: John Duffus referred to as of Charleston. (London Gazette 13 Jan. 1841).

1842: The schooner 'Mercury' (175 tons) was launched. The Aberdeen Weekly Journal tells us that she was placed on two large wagons and pulled from the works in St Clements Street the 300 metres down Church Street by winches to the quay wall where she was transferred to launchways, and subsequently launched.

1843, 1st November: The Aberdeen Press and Journal published the following notice:

SOUTHAMPTON, 21st October, 1843.

THE SUBSCRIBER has ceased to be a Partner, and to hold any Share or Interest in the following COMPANIES—having transferred all his Shares and Interests therein, viz. :—

JOHN DUFFUS & CO., Manufacturers of Anchors, Chain Cables, and other Descriptions of Iron Work, and Machinery, in Aberdeen.

JAMES FORBES & CO., Rope, Sail, and Twine Manufacturers, in Aberdeen.

The NORTH OF SCOTLAND STEAM COMPANY.

GEO. ELSMIE, JUN.

C. M. HATCHELL, Witness.
JNO. T. DUFFELL, Witness.

1845, 29th January: The following advertisement was published in the Aberdeen Press and Journal: *“TO ENGINEERS, FOUNDERS, MACHINE-MAKERS, STEAM SHIP BUILDERS, AND OTHERS. On Thursday next, 30th instant, at Two o'clock afternoon, within the Society of Advocates' Buildings, in Aberdeen, there will be offered for sale by Public Roup, at the reduced upset price of £5,000 sterling. THE extensive and valuable MANUFACTORY for the Construction of STEAM-ENGINES, BOILERS, General MACHINERY, CHAIN CABLES, ANCHORS, FOUNDRY GOODS, FORGED GOODS, and General BLACKSMITH WORK, well known as the "FOOTDEE IRON WORKS of ABERDEEN," in the occupation of **Messrs. John Duffus and Company.** (Equivalent to approx. £650,000 in 2021).*

These Works occupy nearly Four Acres of Ground, at a very moderate Feu-duty or Ground Rent, and are situated at Footdee, in the populous City of Aberdeen, within 300 yards of the Harbour, the Engines, Boilers, and Machinery of several of the large class of Steam-ships have been wholly constructed and fitted up at these Works, which afford unusual facilities in that branch of business, and such as exist in few other establishments in the United Kingdom. The Foreign and Coasting Trade of the Port of Aberdeen is very extensive, and has rapidly increased during the last several years, whilst the Steam Trade to London, Hull, Leith, Inverness, Orkney, Shetland, etc., is carried on to a very considerable extent. To a party desirous of engaging in the building and equipping of Steam or Sailing Vessels, the construction and repairing of Steam-engines, Sugar Mills, Rails and Railway Furnishings, and General Machinery, these Works, from their local situation and peculiar facilities within themselves, will be found to be particularly well adapted. The whole of the Buildings are substantial, commodious, and suitable for the respective trades carried on within them. The Machinery is of the first class, and in excellent order, the whole having been erected at considerable expense. There are now to be included in the Plant offered for Sale Three Steam-engines of Sixteen, Ten, and Eight-horse power respectively, together with the Shafting connected therewith, Cupolas Drying Stoves, and Cinder Kilns in the Foundry Shops, and whole Smiths' Forges in the Premises. In the meantime, the Works are in full and active operation, with a long-established and valuable

connexion, and from the establishment of a new Gas Work, projected Railroads in the neighbourhood, harbour Improvements, and other causes, there is every prospect of a brisk demand for this description of business for a long time to come. The remaining Fixed and Moveable MACHINERY and TOOLS will be disposed of to the Purchaser by valuation. Should the Premises not be sold, the Machinery and Tools, or portions thereof, may be separately disposed of, if suitable offers are made, or by mutual-valuation, and the Premises, which are capable of being adapted to various purposes, may also be divided into lots, to meet the views of intending purchasers. A Plan and Specification of the Premises have been printed, and may, with all particulars and further information on the subject, be had upon application to Messrs JOHNSTON, FARQUHAR, and LEECH. Solicitors, London; Messrs. JOPP and JOHNSTON, W.S., Edinburgh; or Messrs. JOPP and SHAND, Advocates, Aberdeen, in whose hands the Title Deeds of the Premises are.”

1845, 11th April: **John Duffus** bought a 32/64th share of the wooden-hulled steam tug ‘**Paul Jones**’ (29 tons), **Alexander Duthie**, Shipbuilder owned the other 32/64th share. She was built in 1827 by **Alexander Hall & Co.**, York Street, Footdee, Aberdeen as an Aberdeen Harbour tug, and was steam driven with a 40 HP engine. The main duty of the ‘**Paul Jones**’ was to pull sailing vessels in and out of the harbour, she was also used to pump out the small floating dock used by the Duthie shipbuilders at Footdee.

1845, 20th June: The Elgin Courant, and Morayshire Advertiser published the following two notices:

*“**FOOTDEE IRON WORKS. ABERDEEN** June 1845. **JOHN DUFFUS & CO.**, beg to intimate that they have disposed of their interest in these Works to **Messrs BLAIKIE BROTHERS** of this City, who have entered into possession, and in thanking their numerous Friends, for the support they have so long enjoyed, **J. D. & Co.** have utmost confidence in recommending their Successors to them, being confident that the orders they may be favoured with will be executed with promptitude and economy.”* and

“BLAIKIE BROTHERS beg to intimate, with reference to the above, that they are now prepared to receive orders in the various branches of Business hereto-fore carried on by Messrs JOHN DUFFUS & COMPANY. The Works will be managed under their personal superintendence, and it will be their desire to execute the orders they are favoured with, so as to merit the confidence of their employers, Footdee Iron Works, June 1845.”

1846, 25th August: The Shipping and Mercantile Gazette published the following advertisement: *“TO IRON MERCHANTS AND OTHERS. – To be immediately DISPOSED OF, for the remainder of a term of 14 years, of which about six years have expired, the LEASE of the valuable Warehouse and premises, being No. 307, HIGH STREET, WAPPING, London, as lately occupied by Messrs. John Duffus and Co. The premises are commodious and well situated, with frontage to the River Thames, and a lucrative business in the iron trade has been carried on therein for many years. The fixtures, which are the property of the tenants, will be disposed of by valuation, together with stock on hand. For further particulars application may be made to Mr. Myers, on the premises; or to Messrs. WALTON and FORBES, Solicitors, 8, Warnford-court, Throgmorton-street, London; or to Messrs. Jopp and Shand, Advocates, Aberdeen.”*

1845, 23rd September: An eight-day auction sale commenced to clear the premises of **John Duffus & Co.**, the works were subsequently taken over by the **Blaikie Brothers** who continued in business until 1891. See Appendix B for more details.

1848, 10th May: The Aberdeen Press and Journal makes reference to a **John Duffus**, ship chandler, 80 Waterloo Quay. It seems **John Duffus** after giving up his shares in **John Duffus & Co.**, shipbuilders became a ship chandler.

1849, 21st February: The Aberdeen Press and Journal reported as follows: *“SCOTCH APPEALS House of Lords, Monday, February 12, The Lord Chancellor, and Lords Campbell and Templemore, sat for the first time this session, to hear cases of appeal. The case taken to-day was that of Archibald Craig, merchant in Edinburgh, Robert Philip, jun., blockmaker in*

*Leith, and James Reoch, jun., merchant in Leith, for themselves, and as Trustees for the other members of the London, Edinburgh, and Glasgow Shipping Company—appellants, against **John Duffus and Company**, shipbuilders and enginemakers in Aberdeen, and James Forbes of Echt, George Forbes of Springhill, Alex. Bannerman, John Lumsden, Alex. Gibbon, William Reid, and George Elmsie, jun., as individual partners in the said Company—respondents. It appeared that in the year 1838, the appellants raised a question for breach of contract and damage against the respondents. The summons set forth agreement by which the respondents undertook to deliver certain machinery for a steam-ship called the '**Royal William**', of the very best material and workmanship, and to uphold the said machinery for six months after the vessel commenced plying. The '**Royal William**' commenced plying on the 18th June, 1831, and shortly after, the appellants alleged that they discovered several serious faults and defects, not only in the materials, but in the construction and the workmanship of the machinery. They alleged that, in addition to defects in the boilers and valves, there were latent defects in the work of the larboard engine, in consequence of which the vessel, when stopped, could not be set to work again without blowing through to clear the engine of water. This defect was pointed out, but not remedied. The consequence of the whole were frequent stoppages and other losses to the pursuers. The appellants stated further, that having been obliged to pay, or being liable for payment of, surveyor's tradesmen, etc., under the order of the Lord Ordinary, to the amount of £1,005 8s., they held that that money should be paid by the respondents, besides loss of passage money in the month of July, 1831: £160 0 2.*

Passage money returned to individuals in Leith, July 31: £234 7 3.

Want of the vessel and loss of profit for five and a-half months: £3,850 0 0.

Besides, for injury sustained posterior to July 31, and for solatium for the permanent injury to the character of the vessel: £3,200 0 0.

The appellants claimed also for expenses of process: £500 0 0.

besides such costs as may be decided on. Defences were given by the respondents, in which they contended that the machinery was not

*defective, and that the loss was to be attributed to the carelessness of the servants of the company, or some other cause over which they (the respondents) had no control. The respondents also brought a counter action for payment of an instalment for furnishing the ‘Royal William’. Proceedings were thereupon taken, and the Lord Ordinary Murray reported "that he found that in the year 1830, the defendants agreed to furnish the pursuers a steam-ship or vessel, to be called the ‘Royal William’, and to furnish the machinery of the same of the best materials and workmanship, according to certain specifications agreed to by said parties, and to uphold the said machinery for six months, and then deliver the same in good working order, and find that in violation of said agreement the defendants wrongfully failed to uphold the said machinery, to the loss, injury, and damage of the pursuers." His lordship reserved for further consideration the fixing of the actual sum due. The respondents reclaimed against this judgment, and, after a full hearing of parties, their lordships of the First Division adhered to the interlocutor, but with a variation, to the effect of limiting the ground of their adherences to two defects one in the condenser and the other in the cylinder of the larboard engine. This case was further argued before their lordships with reference to the actual sum due, when their lordships reduced the amount of damages to the gross sum of £1196 17s., besides the costs, as might be agreed upon. From this decision, the pursuers appealed to the House of Lords. For the appellants — Mr Bethell and Mr Gordon; and for the respondents—the Hon. Stuart Wortley and Mr Anderson. Counsel having spoken on both sides, and it being 4 o’clock, their lordships adjourned, to give Mr Bethell the opportunity of reply. Tuesday, February 13. Their lordships sat this day at 10 o’clock. Present—the Lord Chancellor, and Lords Waldegrave and Say and Sele. Their lordships were occupied the whole day in hearing the arguments in the case of the London, Edinburgh, and Glasgow Shipping Company against **John Duffus & Co.** At the conclusion of the argument, The LORD CHANCELLOR said that he should take time to consider the judgment, North British Mail. Thursday, February 16."*

1854 / 1855: The Aberdeen Post Office Directory gives - **John Duffus**, ship chandler, etc., address No. 80 Waterloo Quay.



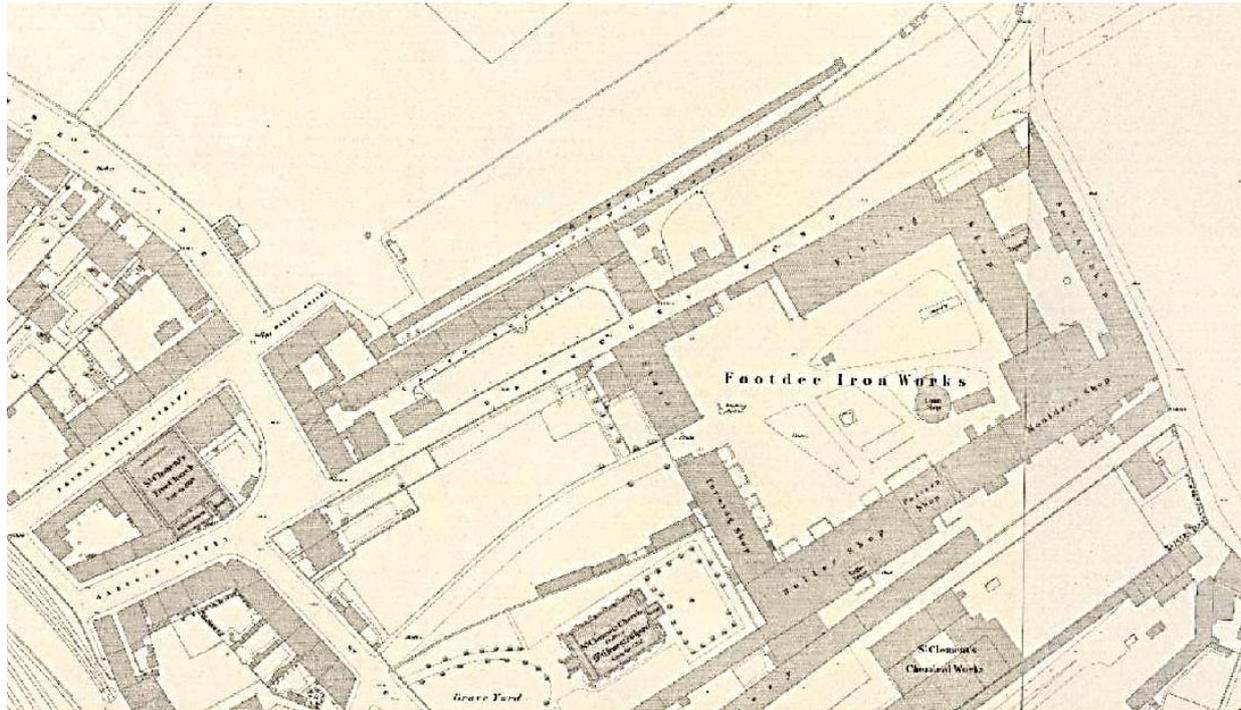
Datestone on the former Aberdeen Steam Navigation Co., building Waterloo Quay, Aberdeen.

1855, 25th December: John Duffus (b.1780) died aged 75-years, and he is buried in the St. Nicholas Kirkyard, Union Street, Aberdeen. The Aberdeen Press and Journal 16th January 1856 published an advertisement regarding the sale by public roup of his household furniture and other articles at Abbey Cottage, Fintry. Amongst the items for sale were several items of Mahogany furniture, silver plated items, crystal, china, a marine barometer and a telescope. It also stated the cottage was to be let, I assume **John Duffus** was not the owner but leased it. (His wife and his three sons by this date, were all deceased).

1856, 23rd January: The Aberdeen Press and Journal published the following notice: *“THE Copartnery which subsisted between the now deceased **JOHN DUFFUS**, and me **JAMES CUMMING**, under the Firm of **DUFFUS and CUMMING**, Ship-chandlers, Waterloo Quay, Aberdeen, has been **DISSOLVED** by the death of the said **John Duffus**, and I, the said James Cumming, have right to Receive and Discharge the Debts owing to the said Firm. Witness our hands, at Aberdeen, this 18th day of Jan. 1856. **JAS. CUMMING.***

*T. SHIELDS and **JAS. CUMMING** Executors of the deceased **John Duffus.**
ALEX. THOMSON GRANT, of 84, King Street, Aberdeen, Writer, Witness.
ALEX. YEATS, of 84, King Street, Aberdeen, Writer, Witness.”*

The notice goes on to say that James Cumming intends to carry on the business on his own account. Ship-chandlery and Grocery Warehouse, Address 79 and 80, Waterloo Quay, Aberdeen, Jan. 18, 1856.



1866 map showing the Footdee Iron Works, and bottom-centre St. Clements Parish Church, Footdee.

(Reproduced with the permission of the National Library of Scotland).

1872: Aberdeen Post Office Directory Entry - **John Duffus & Co.**, Manufacturers of steam engines, chain cables, anchors, locks, hinges; millwrights, machinists, and shipbuilders, Footdee Iron Works, St. Clement Street.

John Duffus & Co. also cast Bells for churches, and presumably for ships.

1891: The former Footdee Iron Works premises of **John Duffus & Co.**, which had been owned by the **Blaikie Brothers** since June 1845 closed.

1946: The Aberdeen Steam Navigation Co.'s passenger ships were sold to the Tyne-Tees Steam Shipping Company Ltd., which was part of the Coast Lines Group.

1962: As a result of declining trade, due to competition from rail and road, the Aberdeen Steam Navigation Co.'s sailings ended, and the company ceased to exist.

Vessels Built by John Duffus & Co.

This list was prepared from scratch, as I haven't seen a builders list, I found 23 vessels built by **John Duffus & Co.** (If you know of any others please get in touch).

Date	Name	Type	Tons	Owner(s)	L x B x D
1826	Rival	Brigantine.	101	Various, Aberdeen.	65'11" x 19'1" x 12'1"
1827	Queen of Scotland	Coastal Paddle Steamer.	304	John Duffus & Co. (Aberdeen and London Steam Navigation Co.).	149'6" x 26'7" x 18'
1828	Red Rover	Schooner.	85	John Duffus & Co., Aberdeen.	60'10" x 18'3" x 10'4"
1828	Wemyss	Schooner.	111	Various, Aberdeen.	68'2" x 19'7" x 12'
1829	Falcon	Schooner.	149	Alexander Allan, London & Others.	77'8" x 20'10½" x 13'2½"
1829	Duke of Wellington	Coastal Paddle Steamer.	335	John Duffus & Co. (Aberdeen and London Steam Navigation Co.).	154'5" x 27'5" x 18'9"
1830	Arkwright	Ship.	414	Various, Aberdeen.	113' x 29' x 7'3"
1830	Duchess of Gordon	Smack.	51.7	Hogarth & Co., Aberdeen.	48'10" x 15'7" x 8'5"
1831	Royal William	Steam packet.	307	Leith, London, Edinburgh & Glasgow Shipping Co.	Unknown
1831	Sportsman.	Hermaphrodite.	122	John Lumsden, merchant, Aberdeen.	65'2" x 21'1" x 12'5"
1832	Royal Tar.	Coastal Paddle Steamer.	307	London and Dublin Steam Navigation Co.	154' x 27'6" x 6'5"

Vessels Built by John Duffus & Co. (Continued).

Date	Name	Type	Tons	Owner(s)	L x B x D
1833	Ravenswood	Schooner.	150	Various, Aberdeen.	76'11" x 21'1" x 13'
1834	Mazeppa.	Steamer.	50	Various, Aberdeen.	80' x 15'3" x 10'
1836	Peninsula.	Steamer.	70	Willcox & Co.	Unknown.
1837	North Star.	Paddle Steamer.	306	North of Scotland Steam Navigation Co.	161'5" x 25'1" x 13'7"
1837	Majorca.	Steamer.	400	Spanish owners.	136' x 26' x 9'
1838	Brigand.	Schooner.	157	Various, Aberdeen.	86'11" x 20'1" x 12'1"
1838	Sea Horse.	Steam Tug.	135	Aberdeen Harbour Trustees, Aberdeen.	81'2" x 19'1" x 10'7"
1838	Tigress.	Steamer.	Unknown	Unknown	Unknown
1838	Satellite.	Steamer.	104	John Duffus & Co., Aberdeen.	109'3" x 19'5" x 11'8"
1839	Milo.	Brigantine.	221	Various, Aberdeen.	88'11" x 21'10" x 15'
1839	Inconstant.	Brig.	187	Various, Aberdeen.	87'7" x 20' x 13'5"
1842	Mercury.	Schooner.	175	Alexander Jopp and Henry Porterson, Aberdeen.	84'6" x 20'3" x 13'
Total Gross Registered Tonnage:			4,300 tons approx.		

Rival (1826).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, the Clyde, Plymouth, and Kings Lynn. She also made passages to Ireland, Spain, and Genoa (Italy).

Vessel Name(s)	Rival.
Rig	Brigantine, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1826.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Alexander Farquharson, merchant (4), James Mackie, merchant (4), and Alexander Bruce, shipmaster (4). Other shareholders: George Forbes (8), James Hay (4), Francis Duncan (4), Alexander Mackie, youngest (4), all merchants. John Philip, bookbinder (4), James Williamson, flesher (4), William Connon, coal-broker (4), Alexander Keith, painter (4), James Hunter, mason (4), James Mair, advocate (4), and <u>Alexander Mackie Junior, block-maker (4)</u> , all Aberdeen. James Lumsden, bookseller, Glasgow (4).
Registered Port	Aberdeen.
GRT	101 tons. (LRS 121 tons).
Length	65 feet, 11 inches. (20.09m).
Breadth	19 feet, 1 inch. (5.82m).
Depth	12 feet, 1 inch. (3.68m).
Construction	Wood. Carvel built.
Figurehead	Not fitted.
Classification	Unknown.
Other information	1831: Owned by P. Laing. 1840: Owned by Williams, and registered in Kings Lynn, England. 1848 / 1849: Owned by J. Watson, Sunderland ³ . (Listed as 112 tons).
Date Scrapped / Lost	Unknown.

Queen of Scotland (1827).

She was built speculatively as a coaster for trade between Aberdeen and London, and Aberdeen and Hull, however she also made passages to the Baltic, including Hamburg (Germany) Copenhagen and Arhaus (Denmark), St Petersburg (Russia), and also to Smyrna (Turkey). She carried cargo and livestock and is said to have had splendid accommodation for passengers.

1827, 18th April: The Aberdeen Journal reported as follows: *“On Thursday last we had the gratification of being present at the launch of the first steam vessel which has been built at this port. If we may judge by the admiration which this magnificent ship had excited, among naval and scientific persons, as well as those acquainted with steam navigation, we may safely pronounce her the finest of her class not only for a frame of timber which cannot be surpassed, but which has been put together in a manner that would do credit to any King's dockyards. Her length is that of a 36-gun frigate, she has a spar deck and poop, with two splendid cabins, separate from the sleeping compartments, which are ranged along the side of the ship, and all entering from the main deck. These berths have removing stanchions, which, if necessary would enable her to carry 15 guns on a side. She will be propelled by two engines of 75 horse-power each, and is calculated to carry, beside her machinery, fuel etc., three hundred tons. Notwithstanding the unfavourable state of the weather from the incessant rain, a vast concourse of spectators had assembled at an early hour, and seemed delighted with the beautiful airs played by the Band of the Aberdeen Militia. At a quarter past one o'clock, the ‘**Queen of Scotland**’ (304 tons) majestically glided into her future element, amidst the cheers of the multitude, the band playing "God Save the King". This superb vessel has been built by **Messrs J. Duffus & Co.** and her engines constructed at their extensive establishment here; and if the ‘**Queen of Scotland**’ (304 tons) is to be considered a fair specimen of their work, it will bear a comparison with that of any of her class in the kingdom. The launch was conducted by **Mr Ronald, the master builder**, in a style which did him much credit; and we were much pleased to observe the*

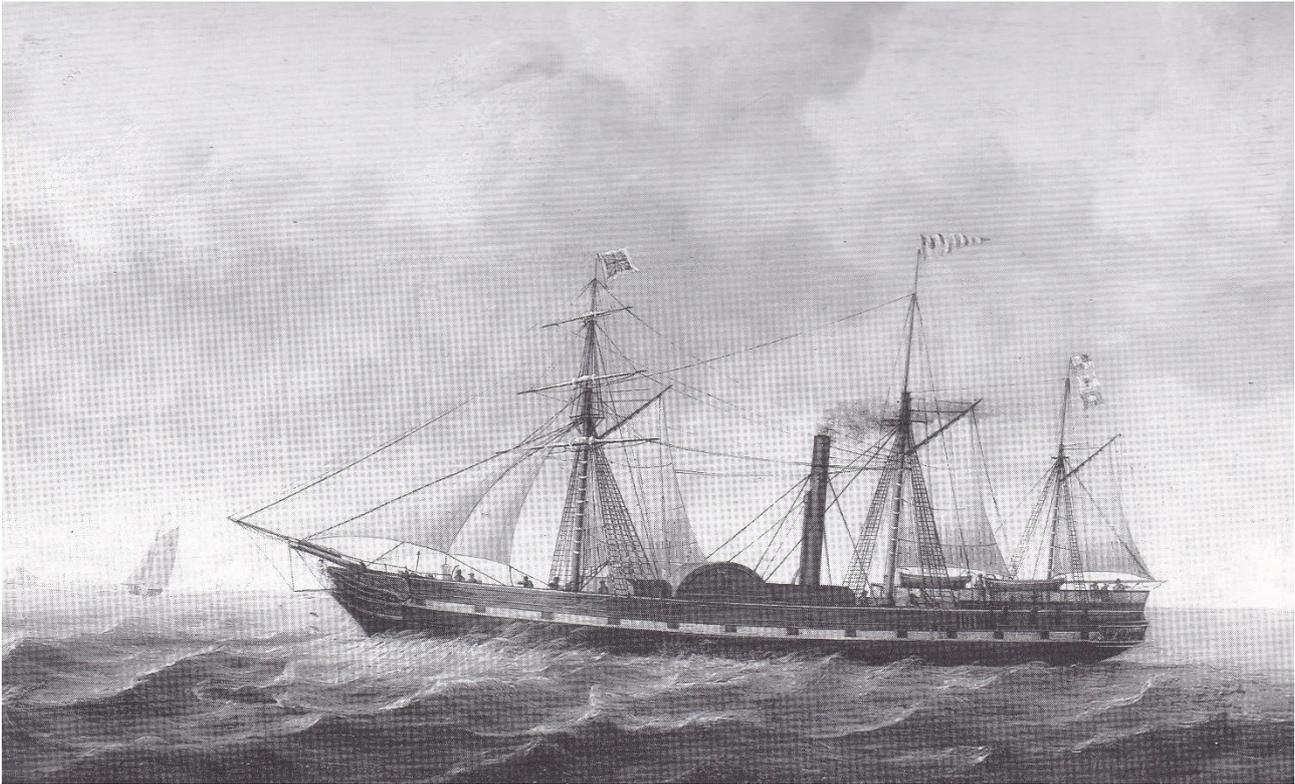
Queen of Scotland (1827). (Continued).

*accommodation afforded by the proprietors of the neighbouring dock-yards, whose servants appeared to vie with each other in rendering every assistance in their power on this novel occasion. We sincerely wish **Messrs Duffus & Co.** every success in the prosecution of this now most important branch of nautical science."*

Her maiden voyage was initially advertised as 17th May, but due to being unfinished the 22nd August 1827 was advertised for London and returning to Aberdeen 5th September, carrying goods and passengers. Managed by John Lumsden & Co., Castle Street Aberdeen and **John Duffus & Co.**, Footdee. Master advertised as Alexander Lovie, RN, commander. However, due to technical difficulties, the voyage was postponed. She finally left Aberdeen on Saturday 22nd December and arrived at London Tuesday, 25th December 1827. The 7-month delay was put down to technical problems, I guess to do with her engines and/or boilers.

1827, 15th September: The Saint James's Chronicle reported as follows: *"On Saturday last the beautiful steam ship '**Queen of Scotland**' lately launched her, went out of the harbour on trial, in presence of a great concourse of spectators, who were crowded on the pier to witness the gratifying sight. When she started from her moorings, it was the first time her paddles had gone round; and although her engines did not appear to us to be at half their speed, she went on in magnificent style. Contrary to the opinion of many people, who had predicted she would roll heavily, she appeared to do quite the reverse, and to swim as easy in the water as a duck; and we understand, there never was a finer or more comfortable sea-boat. The '**Queen**' stood off to sea about midnight, with her canvas only, and was descried in the morning at a great offing, turning to the windward in grand style against a flood tide. A signal having been made from the pier, on Sunday, the steam was set on, and she returned to the harbour at three o'clock p.m. For days past, crowds have been visiting this fine vessel, and examining her splendid cabins for accommodations. – Aberdeen Chronicle."*

Queen of Scotland (1827). (Continued).



Paddle Steamer 'Queen of Scotland' (304 tons) painted in 1843, kept at the Kingston upon Hull Museum.

Vessel Name(s)	Queen of Scotland.
Rig	Steam Packet, schooner, 2 decks, 3 masts, a square stern and a standing bowsprit.
Engine(s)	2 x 70HP steam engines by John Duffus & Co.
Launch Date	12 th April 1827.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Aberdeen & London Steam Navigation Co. (64) (John Duffus & Co., managers).
Registered Port	Aberdeen. Official No.: 5347.
GRT	304 tons. Circa 1,000 tons burden.
Length	149 feet, 6 inches. (45.57m).
Breadth	26 feet, 7 inches. (8.10m).
Depth	18 feet. (5.49m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class A1. 1839: After repairs Class E1.
Other information	1828: Master – John Walker. 1829: Master – John Pearson. 1836: Owned by George Elsmie Junior, William Reid

and George Thompson Junior, merchants, as the **Aberdeen & London Steam Navigation Company**. At this date she underwent extensive repairs and had new topsides fitted.

January 1843: Owned by Joseph Gee & Co. Hull, England, she was bought for £4,500 (Approx. £608,000 in 2021). Said to be a low price because she needed extensive repairs and new boilers.

August 1843: Lengthened to 166.3 feet, new tonnage = 390 tons.

August 1843: At Hull harbour the **'Woodhouse'** entering the harbour collided with her and her jib, boom and part of her figurehead were carried away.

1849, 20th April: The Hull & East Riding Times, reported *"Joseph Gee Esq., in view of H.R.H. Prince Albert being at Grimsby, invited the members of the Royal Yorkshire Yacht Club, on board his magnificent steamer 'Queen of Scotland', Capt. Cape with other friends amounting to about 200. The 'Queen' left Hull about 10 o'clock, steamed to Grimsby, landed her passengers and returned in the afternoon after the departure of Prince Albert."*

1856, August: Master, George Foster.

1853, 23rd December: The Morning Post reported *"Gluckstadt (Germany), Dec. 17. — The steamer aground near the Stor, yesterday, was the 'Queen of Scotland', from Hull; two tug boats have gone to her assistance. Dec. 18. The 'Queen of Scotland' was got off last night."*

1856, 15th August: The Hull Packet reported that she carried 31 horses purchased for the Tsar's stud at Moscow.

April 1860: Owned by Thomas Hodson & others, Manchester, England.

1861, 16th May: The Bradford Observer reported that she will trade between Hull, Grimsby & St. Petersburg every 10 days. For freight and passage costs apply to Bailey and Leeham, owners.

1863, October 1863: Owned by C. M. Lofthouse & R

	Glover, Hull, England. 1866, 20th July: At Hull, she landed 1,235 sheep, all in excellent condition.
Date Scrapped / Lost	1869: Broken up.

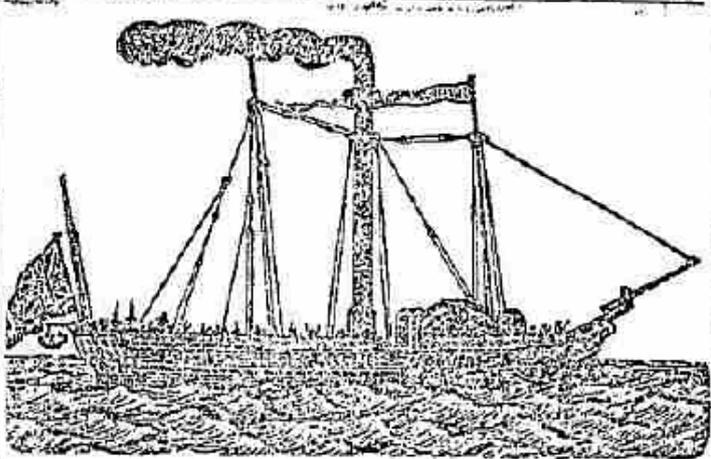
1828, 20th August: The following advertisement appeared in the Aberdeen Press and Journal:

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STEAM SHIP FOR LONDON DIRECT.
QUEEN OF SCOTLAND,
(1000 Tons Burden, 160 Horse Power.)
JOHN WALKER, Commander.

THIS Splendid, New, and Powerful **STEAM SHIP** will Sail from **ABERDEEN,**
On TUESDAY, 26th August, at one o'clock P. M.
--- FRIDAY, 12th September, at one o'clock P. M.
--- FRIDAY, 26th September, at one o'clock P. M.
And from LONDON,
On FRIDAY, 5th September.
FRIDAY, 19th September.
FRIDAY, 3d October.

Cabin Passengers,..... £1 4s.
 Steerage Ditto,..... £2 2s.
Including Provisions.

Merchandize and Rough Goods, Freight as per Sailing Vessels.
CARRIAGES, £8 0s.—HORSES, with Provender, £7 7s.
And Light Goods, Freight as per Louth Steamers 'twixt London and Edinburgh.

Arrangements have been made with Messrs Smith and Sons, (Galley Quay, London, (the second Wharf above Tower Stairs,) for Landing and Shipping Goods, without any additional charge to Shippers.
N.B.—Male and Female Stewards.
Apply to JOHN LUMSDEN & CO. Castle-street, Aberdeen;
or JOHN DUFFUS & CO. Footdee.
Aberdeen, August 19, 1828.

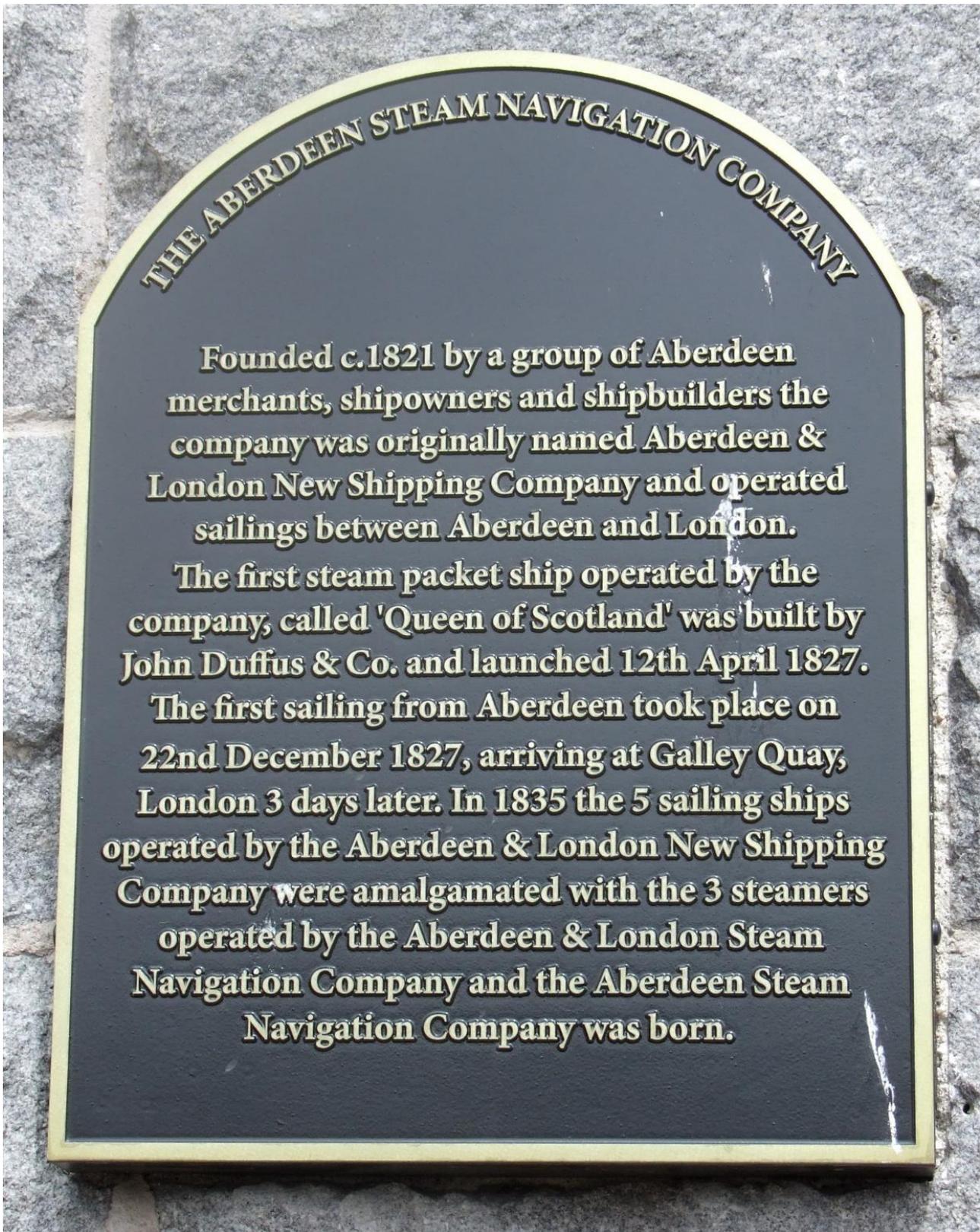
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Queen of Scotland (1827). (Continued).



One of two plaques at Waterloo Quay, Aberdeen. (S. Bruce).

Queen of Scotland (1827). (Continued).

1828, 24th September: The Aberdeen Press and Journal published the following advertisement “**LAST VOYAGE THIS SEASON. THE ‘QUEEN OF SCOTLAND’ SAILS** for LONDON from ABERDEEN, on SUNDAY the 28th inst. At three o’clock p.m.; and will leave LONDON on FRIDAY, 3d October; after which, the Vessel will be withdrawn for the Season, and during the winter undergo several alterations, whereby she will be better adapted for the ABERDEEN and LONDON trade. The Proprietors consider themselves under obligations to the Public, for approving their exertions, by the liberal support given to their vessel, and hope to better merit Public countenance next Season, when the ‘**QUEEN OF SCOTLAND**’ will be joined by another vessel, having equal power and accommodation.

Apply to *JOHN LUMSDEN, or JOHN DUFFUS, Footdee, Sept. 19, 1828.*”

1829, 25th February: The Aberdeen Press and Journal published the following advertisement “**ABERDEEN AND LONDON STEAM NAVIGATION COMPANY. THE ‘QUEEN OF SCOTLAND’, JOHN PEARSON, COMMANDER,** will sail as under:

From ABERDEEN, on the 7th March, at 2 o’clock, p.m. and 21st at 1 o’clock, p.m.

LONDON, on the 14th and 28th March: calling off ARBROATH, (weather permitting) to land Passengers.

RATES OF FREIGHT:

CABIN PASSENGERS,	£4 4 0
STEERAGE Ditto, including Beds,	£2 12 6
HORSES, including Provisions,	£7 7 0
DOGS, Ditto	£0 15 0
SHEEP, per Score,	£8 8 0
CATTLE, each	£1 1 0 to £2 2 0
CARRIAGES, different sizes, from	£5 5 0 to £8 8 0
SALMON, per Box,	£0 6 0
Ditto, per Kitt,	£0 1 3
RED HERRINGS, per Barrel	£0 3 0
GENERAL GOODS, per Barrel Bulk	£0 2 6

£1 in 1829 is equivalent to £117 in 2021.

The Proprietors are not accountable for Passengers’ Luggage, or for damage sustained by Glass, or Paintings, unless the Boxes containing

them are opened previous to shipment, and freight paid in proportion to value. The Proprietors beg leave to inform the public, that in future they will conduct the Navigation of Steam Vessels betwixt Aberdeen and London, under the Firm of "The ABERDEEN and LONDON STEAM NAVIGATION COMPANY"; and that, for the better accommodation of Passengers, and Shippers of Goods, they have engaged an OFFICE, at No. 47, Marischal Street, and have made arrangements with the Proprietor of HORE'S WHARF, London, for Shipping Goods at the Warfingers risk and expense, without any additional charges to Shippers, except customary Wharfage. The Proprietors, convince by the encouragement given to the 'QUEEN OF SCOTLAND' last year, that such and intercourse was beneficial to trade, and agreeable to persons travelling on pleasure, have been induced to construct another Vessel of similar capacity and power, which they expect will commence plying about end of May next. The Proprietors have much pleasure in stating, that, in consequence of the low rates of Insurance on Steam Vessels, they will be enabled to continue the Trade during Winter; and they hope that this circumstance will induce Shippers of Goods to forward their Merchandize by this conveyance. In the meantime, further information will be afforded, on application to:

JOHN DUFFUS & Co., Footdee.

JOHN LUMSDEN & Co., Castle Street.

Or, to PETER SAUNDERS, AGENT, Hore's Wharf, London."



**THE ABERDEEN AND LONDON STEAM
NAVIGATION COMPANY'S PACKET,
QUEEN OF SCOTLAND,
JOHN PEARSON, COMMANDER,**

Will Sail from Aberdeen, Saturday 30th May, at 11 o'clock, A.M.	From London, Saturday, 6th June.
Cabin Passengers,	£4 4 0
Steerage do.	2 12 6
Salmon per Box,	0 6 0
do. do. Kitt.	0 1 0

Advertisement in the Inverness Courier 27th May 1829.

Red Rover (1828).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Ayr, Dumfries, Newcastle, Sunderland, Liverpool, London, Plymouth, Dublin, and to the Baltic.

Vessel Name(s)	Red Rover.
Rig	Schooner, 1 deck, 2 masts, a square stern, and a standing bowsprit.
Launch Date	1828.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Alexander Bannerman, merchant, James Forbes, merchant, and John Duffus, iron-founder , all Aberdeen. Other shareholders: John Lumsden, Alexander Gibbon, George Forbes, and George Elsmie Junior, all Aberdeen merchants and carrying on trade under the firm John Duffus & Co. (64).
Registered Port	Aberdeen.
GRT	85 tons.
Length	60 feet, 10 inches. (18.54m).
Breadth	18 feet, 3 inches. (5.56m).
Depth	10 feet, 4 inches. (3.15m).
Construction	Wood.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class AE1.
Other information	1830, 5th June: The Freeman's Journal reported: <i>'Red Rover', of Aberdeen, Captain Perkins, sailed from Sunderland Thursday last. Shortly after leaving harbour one man fell from fore-yard, fractured his skull and expired soon after. Another of crew went aloft and also fell, broke his collar bone and one of his legs, lies in the infirmary in a doubtful state and is married man. Dead man was interred at Monkwearmouth. Vessel proceeded on voyage.</i> 1839: Owned by J. Baird and registered in Ayr. 1840: Owned by Martin and registered in Dumfries, described as a Liverpool coaster in LRS (1844).
Date Scrapped / Lost	17th May 1844: Bound for Africa she was wrecked at Scrabster Sands, Thurso, Scotland. All crew members are thought to have been saved with the assistance of the local Coastguard. One of coastguard men, David Horne, gallantly sprung into the breakers and caught hold of the boat until all the men landed.

Wemyss (1828).

She was built to carry general cargo and is known to have traded from Aberdeen to London, Sunderland, Hull, Falmouth, Riga (Latvia) in the Baltic, and the Straits of Gibraltar.

Vessel Name(s)	Wemyss.
Rig	Schooner, 2 masts, 1 deck, a square stern, and standing bowsprit.
Launch Date	1828.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Donald & Co. William Donald Junior, merchant (10), James Allan, merchant (8), and James Newton, shipmaster (8), all of Aberdeen. Other shareholders: James Forbes, Echt, merchant (8), William Hogarth, merchant (8), William Esson, merchant (4), William Newton shipmaster (8), William Reed, shipmaster (4), <u>James Thain, boat-builder (4)</u> , and Robert Donald, druggist (2), all Aberdeen.
Registered Port	Aberdeen.
GRT	111 tons.
Length	68 feet, 2 inches. (20.78m).
Breadth	19 feet, 7 inches. (5.97m).
Depth	12 feet. (3.66m).
Construction	Wood (Oak, elm, and fir, with iron bolts).
Figurehead	Fiddle head.
Classification	Lloyds Register of Shipping. Class A1.
Other information	--
Date Scrapped / Lost	Unknown.

Falcon (1829).

She was built to carry general cargo and is known to have traded at Mauritius, London, Demerara (British Guiana), Triest (Italy), Dublin (Ireland), and South Africa.

Vessel Name(s)	Falcon.
Rig	Schooner, 2 masts, 1 deck, a square stern, standing bowsprit.
Launch Date	1829.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Alexander Allan, London & Others. Alexander Allan, City of London (32), William Allan, merchant, Aberdeen (16), and William Falconer, shipmaster, Aberdeen (16).
Registered Port	Port Louis, Mauritius.
GRT	149 tons.
Length	77 feet, 8 inches. (23.67m).
Breadth	20 feet, 10.5 inches. (6.36m).
Depth	13 feet, 2.5 inches. (4.03m).
Construction	Wood. Fir, and her hull was sheathed with copper
Figurehead	Yes, but no details available.
Classification	Lloyds Register of Shipping. Class A1.
Other information	1839: Registered in Sydney, Australia.
Date Scrapped / Lost	1840: She was wrecked during a gale, at the Bay of Plenty, New Zealand, master Captain Leslie, crew all saved. Owner Mr Petersen.

Duke of Wellington (1829).

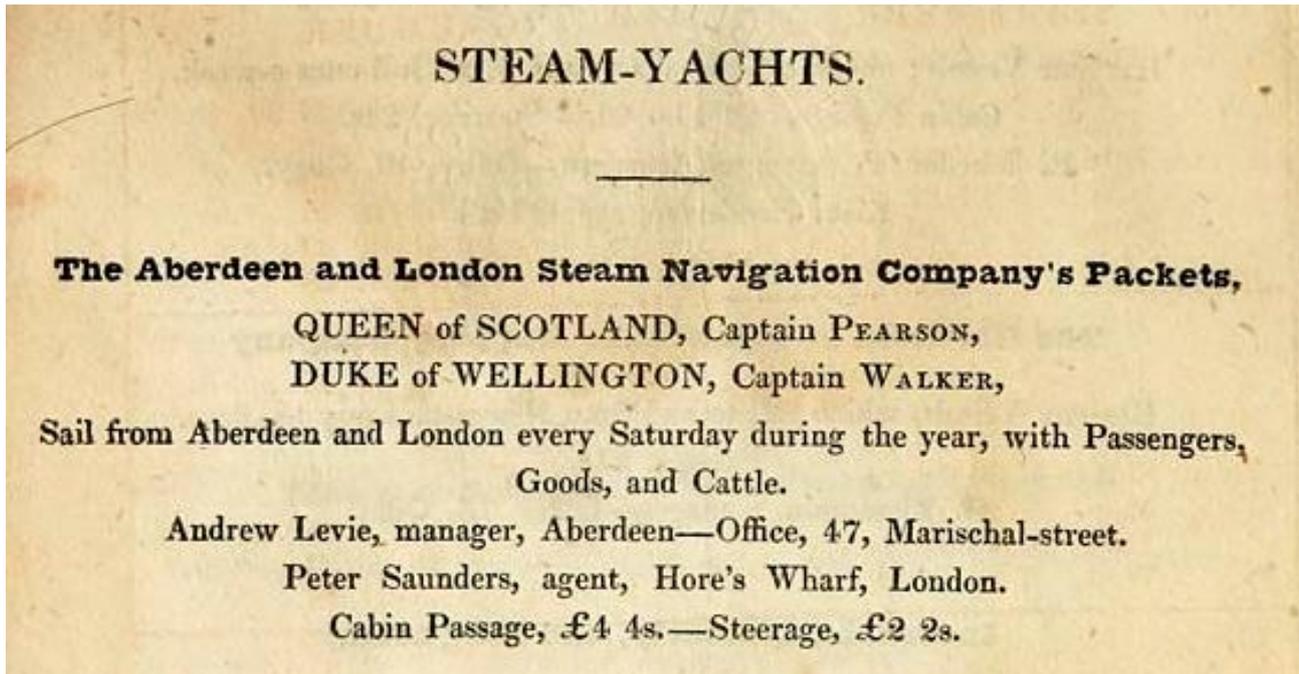
She was built to carry passengers, general cargo, and livestock, and she opened the steam service between Aberdeen and London. She was the second steam-driven vessel built by the company and had much larger engines than their first build the '**Queen of Scotland**' (304 tons), so was probably a faster vessel. The Times newspaper reported as follows on the 20th August 1829: "**EXTRAORDINARY DESPATCH.** *The Aberdeen and London Steam Navigation Company's steam ship, the '**Duke of Wellington**' (335 tons) sailed from Aberdeen about 3 o'clock on Saturday afternoon,*

Duke of Wellington (1829).

the 1st inst., and arrived at London at 1 o'clock on Monday forenoon the 17th inst., performing the distance of about 540 miles in 46 hours, beating the mail about 17 hours. Salmon caught and grouse killed on Saturday forenoon were delivered at their respective destinations on Monday afternoon." She is also known to have traded at Leith.

Vessel Name(s)	Duke of Wellington.
Rig	Coastal paddle steamer, schooner rig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Engines	2 x 181 BHP steam engines by John Duffus & Co.
Launch Date	1 st March 1829.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Aberdeen & London Steam Navigation Co. (64). (John Duffus & Co. managers).
Registered Port	Aberdeen. Official No.: unknown.
GRT	335 tons (NM).
Length	154 feet, 5 inches. (47.07m).
Breadth	27 feet, 5 inches. (8.36m).
Depth	18 feet, 9 inches. (5.71m).
Construction	Wood. Sheathed in felt and copper.
Figurehead	Male bust.
Classification	Lloyds Register of Shipping. Class 8Æ1.
Other information	1830 / 1833: Master – J. Walker. 1836: Owned by George Elsmie Junior, William Reid, and George Thompson Junior, merchants, Aberdeen. William Stuart, engineer, home address No. 52, Quay (Aberdeen PO Dir 1835-36). John Walker, shipmaster, home address No.7, Wellington Street. 1839 / 1844: Owned by the Aberdeen & Leith Steam Company, Master - Guthrie.
Date Scrapped / Lost	1850, April: Designated for breaking-up, location unknown.

Duke of Wellington (1829). (Continued).



Aberdeen & London Steam Navigation Co., No. 47 Marischal Street, Aberdeen, Advert from the 1829 - 1830 Aberdeen Post Office Directory.



Former offices of the Aberdeen & London Steam Navigation Co., No. 47 Marischal Street, Aberdeen.

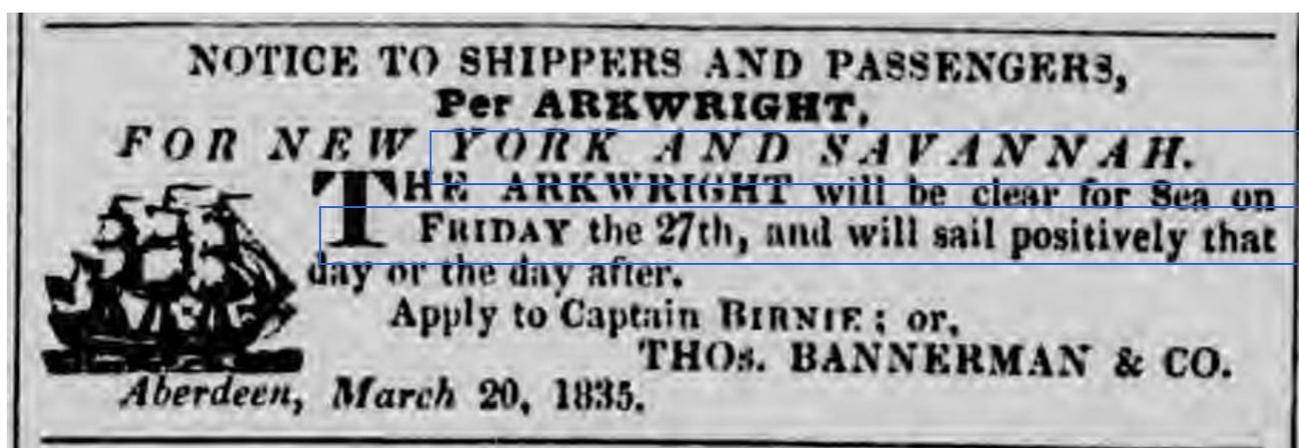
Arkwright (1830).

She was built to carry cargo and passengers. She had a 7 feet high tween deck height, which was more than other vessels of this date, and was good for carrying passengers. Her *“Arrangements for passengers are of a superior description”*. She is known to have traded at Aberdeen, Liverpool, Savannah (USA), New York (USA), St. Johns, New Brunswick, Sydney (Australia), Ascension Islands, and Valparaiso (Chile).

Vessel Name(s)	Arkwright.
Rig	Ship, 3 masts, 2 decks, a poop deck, a square stern, and a standing bowsprit.
Launch Date	March 1830.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Thomas Bannerman, merchant (30), Alexander Bannerman, merchant (14), and James Birnie, shipmaster (4), all Aberdeen. Other shareholders: Neil Smith (4), John Robertson, Glenburnie (4), and William Smith, Liverpool (8), all merchants.
Registered Port	Aberdeen. Official No.: unknown.
GRT	414 tons.
Length	113 feet. (34.44m).
Breadth	29 feet. (8.84m).
Depth	7 feet, 3 inches. (2.21m).
Construction	Wood. Pitch Pine, Oak and Fir. 2PIC - Two proved Iron Cables. Her hull was sheathed in copper.
Figurehead	Billet.
Classification	Lloyds Register of Shipping. Class A1.
Other information	1831 / 1836: Master – Captain James Birnie. 1839: Owned by Bannerman, Master J. Glenburnie. 1839: Registered in Liverpool. 1839: Her hull was re-sheathed in yellow metal. 1840 / 1841: Owned by Fynney & Co., Master R. Dambrill, and registered at Liverpool.
Date Scrapped / Lost	1842, August: On passage from Salvador, Bahia (Brazil) 6 th August for Liverpool she was wrecked near the San Francisco River. (26 th August Her Majesty's brig ‘Curlew’ was sent to search for survivors).

Arkwright (1830). (Continued).

1832, 4th July: The Aberdeen Journal reported as follows: *“Ship ‘Arkwright’, Birnie, arrived here after uncommonly quick passage of 29 days from Savannah, which she left 1 June and has performed her voyage in 3 months 16 days from and to Aberdeen. This very superior vessel has, we understand, on this and her former voyage out sailed several of the far-famed American line packets.”*



Aberdeen Press and Journal - Wednesday 25th March 1835.

1840, 10th February: The Sydney Herald (Australia) reported that she sailed from Liverpool on the 8th October 1839 and arrived at Sydney on the 8th February 1840 with 172 emigrants. Master was Captain Dambrill and the doctor on board was Dr. Nowland. One death and five births occurred during the voyage. (Amongst the passengers were Mr. and Mrs. Fynie, Miss Hart, and Thomas Callaghan, B.A. (1815 to 1863)).

1841, 27th August: The Liverpool Mercury, published the following advertisement *“For Port Philip (Victoria) and Sydney (NSW) - the beautiful Aberdeen-built ship **ARKWRIGHT**, Robert Dambrill commander (who is well acquainted with the trade). Copper fastened and known as a very fast sailor. This vessel has a poop with splendid and spacious accommodation for 1st class passengers and having her tween decks laid the whole length of the ship presents an excellent conveyance for a limited number in the intermediate and steerage. As several families have already exchanged their berths early application is necessary.”*

1842, 19th February: The Sydney Gazette reported that she arrived at Port Philip, Victoria, Australia from Liverpool after a passage of 92 days.

Duchess of Gordon (1830).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Wick, and Kirkwall.

1830, 14th April: The Aberdeen Press and Journal reported as follows: *“We observed a very handsome Cutter, named the ‘**Duchess of Gordon**’, launched on Monday, from the slip of **Messrs, John Duffus & Co.** We understand that she belongs to the Messrs Hogarth, and is the first of her class that has been built in this place.”*

Vessel Name(s)	Duchess of Gordon.
Rig	Smack / Cutter, 1 mast, 1 deck, a square stern, and a running bowsprit.
Launch Date	12 th April 1830.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	George Hogarth and George Hogarth Junior, No. 2 Quay, merchants & partners in Hogarth & Co. , Aberdeen, and William Hogarth, merchant, and another partner (64).
Registered Port	Aberdeen. Official No.: unknown.
GRT	51.7 tons.
Length	48 feet, 10 inches. (14.88m).
Breadth	15 feet, 7 inches. (4.75m).
Depth	8 feet, 5 inches. (2.57m).
Construction	Wood.
Figurehead	Fiddle figurehead added in 1832.
Classification	Lloyds Register of Shipping. Class A1.
Other information	By 1870: Owned by William Garriock, Stromness, Orkney, and registered in Kirkwall, Orkney.
Date Scrapped / Lost	Unknown.

Royal William (1831).

She was built specifically for trade between Leith and London.

1831, 4th May: The Aberdeen Press and Journal reported as follows: *“On Friday there was launched from the building-yard of Messrs. Duffus & Co. a most splendid steam-packet, which was named after our gracious and beloved Sovereign, William the Fourth. The enthusiasm and attachment which this revered name kindles up in the breast of every true patriot and lover of his country, drew together a vast assemblage of all ranks to enjoy the delightful sight; and all present were highly gratified with the interesting scene. This beautiful piece of naval architecture glided into her future element in the most majestic and easy stile imaginable, amid the cheers and good wishes of the numerous spectators, while thousands were seen hurrying to the spot after this beautiful vessel was displaying her superior model and symmetry on the water - the launch having taken place three quarters of an hour sooner than announced. The band of the Aberdeenshire militia were on the deck playing "God save the King," and other national and favourite tunes, while the vessels in the harbour were decorated with flags, or had their colours hoisted. Owing to the excellent arrangements of Mr Ronald, the master-builder. everything was conducted with the greatest ease and regularity, and passed off without accident. This fine vessel, which is built for a shipping company in Leith, intending to establish steam vessels to carry goods and passengers to and from that place and London, is of British oak, copper fastened, with poop, quarter galleries, figure-head, &c. and is of the following dimensions:- 120 feet keel; extreme breadth, 43 feet; builder's measurement, 450 tons; extreme measure, 960; 162 feet over all, with spoonings from the solid, on the most approved manner. This superior vessel, with every part of her machinery, has been constructed at the extensive establishment of Messrs. John Duffus & Co.; and adds another gratifying proof to those they have already produced, of their superior skill and workmanship in the various and complicated branches of their business, and we shall be happy to find their enterprising spirit meet its due reward. Two fine schooners, the ‘William’ and ‘Sophia’, were launched last week, from different dock-yards here, and several other vessels are in progress of building, so that we shall soon have a considerable addition to our tonnage.”*

Royal William (1831). (Continued).

Vessel Name(s)	Royal William.
Rig	Steam Packet, Schooner rig, 2 masts, 1 deck, and a standing bowsprit.
Engine(s)	Steam; details unknown.
Launch Date	1831.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Leith, London, Edinburgh & Glasgow Shipping Co. (64).
Registered Port	Leith. Official No.: Unknown.
GRT	307 tons. (292 tons LRS).
Length	162 feet. (49.38m). Length overall.
Breadth	43 feet. (13.11m).
Depth	17 feet, 2 inches. (5.23m).
Construction	Wood.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class A1. 2C1H: 2 chains and 1 hemp.
Other information	<p>1834, 30th January: She sailed with troops for Portugal.</p> <p>1834, 15th March: The Preston Chronicle, reported that she, in the service of the Queen of Portugal, has arrived at Portsmouth from Lisbon, having performed the passage in 5 days.</p> <p>1834, 30th October: She was owned by the young Queen of Spain and was armed for the protection of the North Coast of Portugal.</p> <p>1839, January: Her crew saved the lives of twelve seamen from the brig 'Thetis'.</p> <p>1846, 28th January: The Aberdeen Journal, reported that on passage from London she struck on the Black Rocks, signals were immediately made to shore and a small steamer brought away the passengers in safety to Leith, leaving their luggage behind.</p> <p>1846, 31st October: The Morning Chronicle reported that during a gale she broke her moorings at Leith and went ashore. After the gale moderated, she was got off without damage.</p>
Date Scrapped / Lost	Unknown.

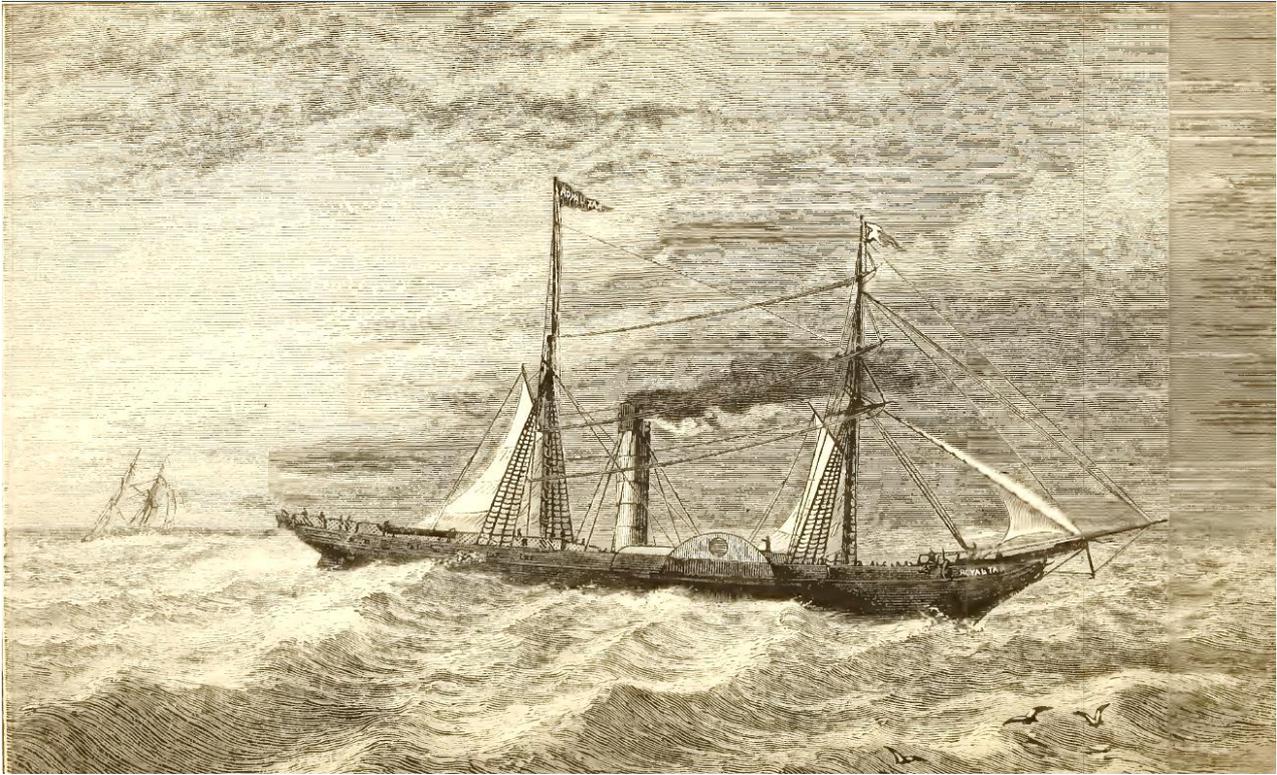
Sportsman (1831).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Newcastle, London, to the Baltic ports of Archangel (Russia) and Riga (Latvia), and to the Mediterranean

Vessel Name(s)	Sportsman.
Rig	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1831.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	John Lumsden, merchant, Aberdeen, (32), and Alexander Shepherd Leith Esq., Aberdeen (32).
Registered Port	Aberdeen. Official No.: Unknown.
GRT	122 tons.
Length	65 feet, 2 inches. (19.86m).
Breadth	21 feet, 1 inch. (6.43m).
Depth	12 feet, 5 inches. (3.78m).
Construction	Wood; cedar. Her hull was sheathed in copper.
Figurehead	Billet.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	--
Date Scrapped / Lost	10th September 1859: On passage from Sunderland to Aberdeen, master James Grant. After springing a leak on the 9 th and water gaining on the pumps, was on the 10 th abandoned in the ships boat, and she foundered 20 miles WNW off Tod Head, Catterline near Stonehaven (Scotland). All crew members were picked up from the ships boat by the ' Cygnnet ' from Aberdeen bound for London. They were later transferred to the ' Nonsuch ' bound for the Tyne where they were safely landed.

Royal Tar (1832).

She was named after King William IV, who served in the Royal Navy. (The Royal Tar was the nickname of King William IV). She is known to have traded at Dublin, London, Falmouth, Lisbon and Gibraltar.



Paddle Steamer 'Royal Tar'. (History of merchant shipping and ancient commerce Vol. 4 by W. S. Lindsay (1874)).

1832, 20th June: The Scotsman reported as follows: *“On Wednesday last, there was launched from the building-yard of **Messrs Duffus and Co.**, Aberdeen a splendid steam-packet, which, in honour of the highest personage in the kingdom, to whom the nation still feel and owe many grateful recollections, was named the **“Royal Tar”**. She is by far the largest of the four steam-packets which, with their machinery, have been built and furnished by **Messrs Duffus and Co.**, has quarter-galleries, and, it is intended, will have an elegant full-length figure of a sailor; and is built for the Dublin and London Steam Marine Company. The vast dimensions of this packet are as follows: - Length from the stem to the after part of the taffrail, 175 feet; extreme breadth, 45 feet; and depth in the hold, 19 feet 2 inches; and her two engines are each upwards of 100 horse power.”*

1834: She made the 1st of 2 voyages from London and Falmouth to Lisbon on charter to Willcox and Anderson preceding the vessels which from 1837 traded this route by P&O.

Royal Tar (1832). (Continued).

Vessel Name(s)	Royal Tar. 1834: Renamed 'Reyna Governandola'. 1847: Renamed 'Infante Don Luiz'.
Rig	Paddle Steamer, Schooner rigged.
Engine(s)	2 off steam 2-cylinder engines, 100HP each, 8 knots top speed by John Duffus & Co.
Launch Date	13 th June 1832.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	London and Dublin Steam Navigation Co. (64).
Registered Port	London. Official No.: unknown.
GRT	307 tons.
Length	154 feet. (46.94m). (175 feet (53.34m) overall).
Breadth	27 feet, 6 inches. (8.38m). 45 feet over paddles (13.72m).
Depth	19 feet, 2 inches. (5.84m).
Construction	Wood.
Figurehead	Full-length figure of a sailor.
Classification	Lloyds Register of Shipping. Class 7A1.
Other information	<p>1832 to 1834: She traded for Dublin and London Steam Packet Co. (Richard Bourne & Co.)</p> <p>1832, December / 1833, January: She ran aground at Arklow, 50% of her cargo was saved.</p> <p>1833, 15th January: She was got off the beach and arrived at Kingstown in the afternoon.</p> <p>1834, 1st June: She made the first of two voyages from London and Falmouth to Lisbon advertised by Willcox & Anderson.</p> <p>1834: She was chartered to Government of Spain and renamed 'Reyna Governandola' and she served for circa 2-years in the First Carlist War (1833 to 1840).</p> <p>1835, 6th June: She assisted in relieving the siege of Bilbao held by Carlist forces.</p> <p>1835, July: Her boiler burst, and she put into Plymouth for repairs.</p> <p>1835, 18th July: She landed the 1st Regiment of the British Legion at San Sebastian, Spain.</p> <p>1836: Resumed service on the Dublin to London route.</p>

Royal Tar (1832). (Continued).

<p>Other information</p>	<p>1837, 2nd August: She ran aground in fog on the shoals off Arklow, fifty miles from Dublin, see below for more information.</p> <p>1838: She had extensive alterations at a cost of £16,000 made and was fitted with new engines designed by Francis Humphreys (1806 to 1841) and thereafter was employed on Peninsular Steam Navigation Company services.</p> <p>1839: Owned by Bourne & Co. and registered in London.</p> <p>1841: Owned by the Peninsular Steam Navigation Company and registered in London. (aka P&O).</p> <p>1847, January: She was chartered for use as relief ship during the Irish famine.</p> <p>1847: She was chartered/perhaps sold to Portuguese Government for service as a troop ship and renamed 'Infante Don Luiz'.</p> <p>1847, 12th May: The Aberdeen Journal reported that she had been captured by insurgents and carried into St. Ube's, Portugal.</p> <p>1847, 14th July: The Aberdeen Journal reported that she had been given up by the insurgents and was now recommissioned by the Portuguese Government.</p> <p>1849, May: Reconditioned at Blackwall by Greens.</p>
<p>Date Scrapped / Lost</p>	<p>Unknown.</p>

1837, 26th August: The Reading Mercury reported as follows: ***“THE ROYAL TAR STEAMER.** - Serious accidents have befallen the ‘Royal Tar’, Irish steamer from London to Dublin. At Plymouth she was detained six hours repairing the paddle boxes, when she sailed on the 26th of July for Falmouth, where she arrived on the following morning at 7A.M.: There she caught fire, but it was soon extinguished, and she left again with a pleasant prospect of a good and smooth voyage; but on Thursday at 1pm, rather foggy off Arklow, fifty miles from Dublin, she went on the shoals off there. “Such a sight”, one of the passengers writes "He could never*

Royal Tar (1832). (Continued).

believe was possible to take place. She struck certainly enough to knock her to pieces, had she not been as strong as wood and iron could make her. The crying, bellowing and confusion of all the passengers could not be equalled' as soon as the boats came off they threw themselves into them, leaving luggage and everything behind them. Some broken bones etc. took place but no lives lost. Some threw themselves overboard and swam to the boats; about 70 of them got away in boats. I found myself at 2 o'clock the only passenger aboard; so with the Captain and Crew I worked all night, got anchors laid out and at five A.M. on Friday morning she floated off, with seven feet of water in the hold. We got on board 60 or 70 raw Irishmen from the sweet vale of Avoca, to work the pumps, hired a schooner to tow us and got into Dublin on Friday night, at ten o'clock. All the passengers lost their luggage, which was pillaged by the Irish, besides paying 2l. or 3l. to be taken to Dublin by carts or waggons. Fortunately, by remaining onboard the vessel I saved everything belonging to me, but part of them are damaged." – Devonport Telegraph.



Paddle Steamer 'Royal Tar'.

(Artist unknown, original kept at Aberdeen Maritime Museum).

Ravenswood (1833).

She was built as a general cargo carrier and is known to have traded at the Clyde, Liverpool, Jamaica and St. Vincent, West Indies, and Buenos Aires (Argentina).

Vessel Name(s)	Ravenswood.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1833.
Owner(s) <i>No of shares held, out of 64 per holder unknown).</i>	John Lumsden, William Reid, and George Elsmie , all merchants in Aberdeen. Other shareholders: Alexander Bannerman, James Forbes, George Forbes, and Alexander Gibbon , all merchants. John Duffus , engineer carrying on business in Aberdeen under the firm of <u>John Duffus & Co., Shipbuilders.</u>
Registered Port	Glasgow. Official No.: unknown.
GRT	150 tons.
Length	76 feet, 11 inches. (23.44m).
Breadth	21 feet, 1 inch. (6.43m).
Depth	13 feet. (3.96m).
Construction	Wood.
Figurehead	Billet.
Classification	Lloyds Register of Shipping. Class: 8A1.
Other information	1837: Sold to Montrose owners. 1839: Owned by McCaul and registered in Glasgow. 1846: Owned by Dickson & Co. and registered in Glasgow. 1848: Her hull was sheathed in yellow metal. 1851 / 1853: Owned by J. Meikle and registered in Glasgow.
Date Scrapped / Lost	Unknown, ≥ 1853.

Mazeppa (1834).

She was built as a small coaster to carry general cargo and passengers, between Aberdeen, Montrose and Leith. Her owners from 1835 were amongst others, in 1837, the founders of the Peninsula Co., which later became P&O.

'**Mazeppa**' is named after a narrative poem written in 1819 by the romantic poet Lord Byron (1788 to 1824). Byron (1788 to 1824) lived in Aberdeen for a while and in his youth spent many summers at his grandmother Lady Gight's house in Banff. It is based on a popular legend about the early life of Ivan Mazeppa (1639 to 1709), who later became Hetman (military leader) of Ukraine.

A verse form Byron's poem:

*Among the rest, Mazeppa made
His pillow in an old oak's shade—
Himself as rough, and scarce less old,
The Ukraine's hetman, calm and bold:*

Vessel Name(s)	Mazeppa.
Rig	Paddle steamer, schooner rig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Engine(s)	Steam, 55HP.
Launch Date	<August 1834.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	John Lumsden, William Reid, and George Elsmie jun., merchants, Aberdeen. Other Shareholders: James Forbes, Echt (merchant), George Forbes, Springhill (merchant), Alexander Bannerman, Aberdeen (merchant), John Duffus , Manufacturer, Aberdeen carrying on business under the firm of John Duffus & Co. , Chain, Cable and Anchor Manufacturers. (Aberdeen, London and Leith Steam Navigation Co.).
Registered Port	Aberdeen. Official No.: unknown.
GRT	50 tons.
Length	80 feet. (24.38m).
Breadth	15 feet, 3 inches. (4.65m).

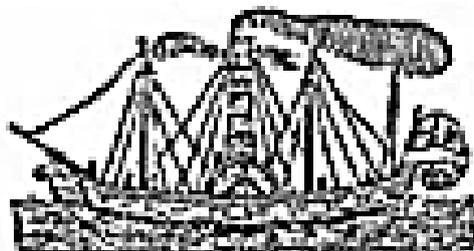
Mazeppa (1834). (Continued).

Depth	10 feet. (3.05m).
Construction	Wood.
Figurehead	Billet.
Classification	Unknown.
Other information	<p>1834, 13th August: Master Captain Ronald, and registered at Aberdeen.</p> <p>1835, 17th August: Owned by Brodie McGhie Willcox (1786 to 1861) and Arthur Anderson (1792 to 1868), London, and registered at London.</p> <p>Circa 1835 / 1836: Chartered by the Spanish Navy during the Carlist War.</p>
Date Scrapped / Lost	1846: She was scrapped in the Arsenal de la Carraca, San Fernando, Spain.

An advertisement in the Scotsman 23rd August 1834 regarding her route three times a week from Newhaven, Montrose and Aberdeen return, stated that she was “Fast Sailing”. Passage money from Newhaven to Aberdeen, Cabin, 15s, Second Cabin, 8s; to Montrose Cabin 10s, Second Cabin 6s. Freight of Goods to Aberdeen, 2s; to Montrose, 1s 6d per B.B., parcels 1s each. It also read: *“This Vessel is constructed, so as to enter the Harbours of Aberdeen and Montrose at any time of the tide, and to come alongside Newhaven Stone Pier at almost all times – thereby accomplishing the great desideratum with passengers – the certain and safe shipping and landing without the intervention of small boats. To Passengers landing at the intermediate ports, the ‘Mazeppa’s’ draught of water will be of great advantage, as the entering any Harbour, when it might be desirable so to do, for their convenience. The Cabins are capacious and comfortable, and the equipments of the vessel on the most improved system.”*

Seems that she sailed with a small draft, so I guess she was rather flat bottomed.

Mazeppa (1834). (Continued).



**The ABERDEEN, LONDON, and LEITH STEAM
NAVIGATION COMPANY'S**

Fast-sailing Packets will Sall,

The **DUKE OF WELLINGTON**, from ABERDEEN, on
SATURDAY next, at Ten o'clock, P.M.;

And a Vessel every SATURDAY Evening, from LONDON and
ABERDEEN.

THE MAZEPPA

Salls from ABERDEEN,

For Montrose, Leith, and Intermediate Ports,

Every MONDAY, WEDNESDAY, and FRIDAY Morning,
At Six o'Clock;

And from NEWHAVEN PIER,

Every TUESDAY, THURSDAY, and SATURDAY Morning.

PASSAGE MONEY in the FIRST CABIN ... 10s.

SECOND CABIN, 6s.

Passage Money to intermediate Ports, and Freight of Goods,
equally moderate.

AGENTS, ROBERT MATTHEW, LONDON.

LAING & SWORD, LEITH.

JAMES FRAZER, MONTROSE.

GEORGE ELSMIE, Jun. ABERDEEN.

Waterloo Quay, 16th September, 1834.

Advertisement in the Aberdeen Press and Journal 17th September 1834.

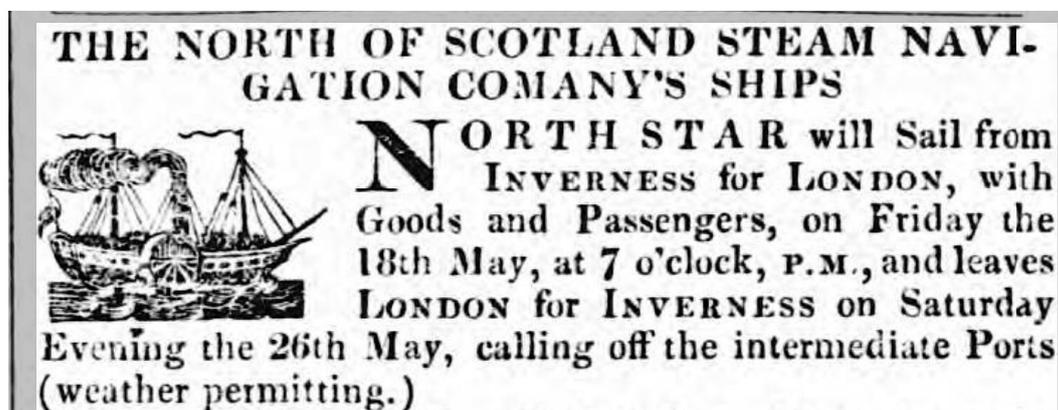
Peninsula (1836).

She was built as a coaster to carry general cargo and the mail and is known to have traded between Aberdeen and London, Falmouth, Lisbon Cadiz, and Oporto, Portugal, and Gibraltar, also to Malaga.

Vessel Name(s)	Peninsula.
Rig	Steamer.
Engines	Steam, details unknown.
Launch Date	1836.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Willcox & Co. (64). (Willcox and Anderson, managers, London).
Registered Port	London. Official No.: unknown.
GRT	70 tons.
Length	Unknown.
Breadth	Unknown.
Depth	Unknown.
Construction	Wood: oak, elm, and red pine. Her hull was sheathed in yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 6A1. MC: Machinery Certified.
Other information	1836: Shipmaster - G. Wilson.
Date Scrapped / Lost	Unknown.

North Star (1837).

She was built to carry passengers, mail and cargo including livestock to ports along the east coast of Great Britain from Invergordon to London. She had the capacity to carry 200 head of cattle. She is also known to have traded at the Baltic.



Advertisement in the Inverness Courier - Wednesday 16th May 1838.

Vessel Name(s)	North Star.
Rig	Paddle Steamer, Schooner rig, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Engine(s)	2 steam engines (220HP) 21RPM, paddles 25 feet in diameter, average speed 11 knots per hour.
Launch Date	April 1837.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	John Duffus & Co. for their own account. Owners John Lumsden, George Elsmie junior, and William Reid, merchants, trading as North of Scotland Steam Navigation Co.
Registered Port	Aberdeen. Official No.: 31745.
GRT	306 tons.
Length	161 feet, 5 inches. (49.20m).
Breadth	25 feet, 1 inch. (7.65m). (48 feet over paddles).
Depth	13 feet, 7 inches. (4.14m).
Construction	Wood.
Figurehead	Female.
Classification	Unknown.
Other information	1839: On passage from Inverness to London, a young man & woman from Sutherland, both emigrants travelling to New Zealand, became acquainted and were married by a clergyman aboard.

North Star (1837). (Continued).

<p>Other information</p>	<p>1839 / 1843: Master – James Anderson. 1844, 12th February: She resumed on service with new boilers fitted and had undergone extensive alterations and improvements in her cabins. 1845, October: Owned by the Aberdeen Steam Navigation Company. 1846, 15th April: She made the passage from London to Inverness in 62 hours, calling at usual ports. 1849, 2nd July: The Glasgow Herald reported that she was struck by lightning off Whitby on passage from London to Inverness, master Captain Thomas Hawling, mate was knocked over, but the vessel incurred no damage. 1849 / 1851: Master Thomas Hawling. 1853, June: Owned by John Borrie & Thomas E. Boyd, Dundee. (Engines unshipped and vessel sailed to Australia). May 1856: Owned by Thomas Dickson & James Lawrence, Melbourne, Australia.</p>
<p>Date Scrapped / Lost</p>	<p>>1871: details / location unknown.</p>

1837, 11th May: The Morning Advertiser reported as follows: *“THE NORTH STAR. A beautiful steamer, called the ‘North Star’. Has just arrived in the River, and the Commercial Steam Navigation Company having a wish to purchase her, yesterday was fixed upon to make trial of her qualifications, in a trip to Gravesend and back. She has been built by Duffus and Co., of Aberdeen, engineers and builders, and is an exquisite model for speed and beauty. The burthen of the vessel is 550 tons; her length is 170 feet, breadth 48 feet, and she is propelled by two engines of 250 horse power, upon the vertical principle, with tube condensing and other improvements. This arrangement of engines gives enlarged accommodation for passengers and cargo, and removes the vibratory motion so much complained of in ordinary engines. The form of the ship is so constructed as to make little commotion in passing through the water, put on to their full extent of power; and the vessel immediately proved that the character for speed which she had acquired in previous trials was not in the slightest degree exaggerated.”*

North Star (1837). (Continued).

The large article went on to describe a large company of people attending a dinner where many toasts and speeches were made. It also told that she averaged a speed of over thirteen knots during her trial.

Shipping Agents (Feb. 1843).

James Saunders	Inverness.
Roderick Hay	Invergordon.
William Watson	Cromarty.
Peter Christall	Burghead.
William Brown	Banff.
Richard C. Myers	London.
Elizabeth Hore, Wharfinger	London.

Majorca (1837).

This vessel was built for service at Palma to Barcelona (Spain).

Vessel Name(s)	Majorca.
Rig	Paddle Steamer.
Engine(s)	Steam, 120 nhp.
Launch Date	1837.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Spanish owners.
Registered Port	Barcelona. Official No.: unknown.
GRT	400 tons.
Length	136 feet. (41.45m).
Breadth	26 feet. (7.92m).
Depth	9 feet. (2.74m). This seems very low – probably her draught.
Construction	Wood.
Figurehead	Unknown.
Classification	Unknown.
Other information	--
Date Scrapped / Lost	Unknown.

Brigand (1838).

Built as a coaster to carry general cargo and is known to have traded at Aberdeen, Newcastle, and to the Baltic.

Vessel Name(s)	Brigand.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	August 1838.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	William Reid, George Elsmie Junior, and George Forbes, all merchants Aberdeen. Other shareholders: Alexander Bannerman, John Lumsden, and James Forbes of Echt, merchants in Aberdeen as John Duffus & Co. (64).
Registered Port	Aberdeen. Official No.: Unknown.
GRT	157 tons.
Length	86 feet, 11 inches. (26.49m).
Breadth	20 feet, 1 inch. (6.12m).
Depth	12 feet, 1 inch. (3.68m).
Construction	Wood.
Figurehead	Male.
Classification	Unknown.
Other information	--
Date Scrapped / Lost	20th November 1853: On passage from London (England) to Archangel (Russia) with a cargo of barley, at 6 am she collided with the ' Palmyra ' off Huntcliff Foot, Saltburn, Yorkshire (England) and sank. Crew members were all saved by the ' Palmyra '. Wind conditions at time of collision were S.W. Force 6.

Sea Horse (1838).

She was built for the Aberdeen Harbour Board to work as a tug in Aberdeen Harbour.

Vessel Name(s)	Sea Horse.
Rig	Tug.
Engine(s)	Steam, details unknown.
Launch Date	August 1838.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Aberdeen Harbour Trustees, Aberdeen (64).
Registered Port	Aberdeen. Official No.: 8490.
GRT	137 tons.
Length	81 feet, 2 inches. (24.74m).
Breadth	19 feet, 1 inch. (5.82m).
Depth	10 feet, 7 inches. (3.23m).
Construction	Wood.
Figurehead	Unknown.
Classification	Unknown.
Other information	<p>1841: John Duffus & Co. fitted her with new boilers.</p> <p>1845, July: She and the Aberdeen tug 'Paul Jones' pulled the Iron paddle steamer 'The Queen' (662 tons) off the rocks at Boddam after she ran aground in dense fog.</p> <p>1845: She was fitted up with two new pumps and requisite machinery by Messrs. James Abernethy & Co., Aberdeen at a cost of £872.</p> <p>1850: She was stranded, details unknown, but was later re-floated.</p> <p>1850: Owned by Alexander & John Duthie, Aberdeen.</p> <p>1851: Lengthened.</p> <p>October 1868: Owned by Charles Anderson, Aberdeen.</p>
Date Scrapped / Lost	<p>10th October 1869: She sailed from the Tyne with a cargo of coal for Aberdeen.</p> <p>13th October 1869: Due to adverse weather, she put back to the Tyne, but was driven ashore inside the South Pier. By 18th November 1869 her hull began to break up, and she became a total loss.</p>

Tigress (1838).

This vessel was possibly built by **John Duffus & Co.**, but I could not fully confirm, nor could I find much information on her.

Vessel Name(s)	Tigress.
Rig	Steamer,
Engine(s)	Steam, details unknown.
Launch Date	1838.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Unknown.
Registered Port	Unknown. Official No.: Unknown.
GRT	Unknown.
Length	Unknown.
Breadth	Unknown.
Depth	Unknown.
Construction	Wood.
Figurehead	Unknown.
Classification	Unknown.
Other information	--
Date Scrapped / Lost	Unknown.

The Aberdeen Press and Journal 24th January 1849 reported that a vessel of this name from Leith in coming up the Gulf (St Vincent) 26th October 1848, master Guthrie went ashore just below the mouth of the Onkaparinga, Adelaide, South Australia, and became a total wreck. Her master and one passenger drowned, her cargo was saved, but in a damaged state.

Satellite (1838).

She was built to operate between Aberdeen, Inverness, and Leith in direct competition with North of Scotland's '**Velocity**'. However, it seems she didn't operate for long on this route as she is known to have traded at Calcutta (India) from the early 1840's.

THE NORTH OF SCOTLAND STEAM NAVIGATION COMANY'S SHIPS



NORTH STAR will Sail from **INVERNESS** for **LONDON**, with Goods and Passengers, on **Friday** the 18th May, at 7 o'clock, P.M., and leaves **LONDON** for **INVERNESS** on **Saturday** Evening the 26th May, calling off the intermediate Ports (weather permitting.)

The **SATELLITE** will Sail from **INVERNESS** for **ABERDEEN** and **LEITH**, Monday Morning the 21st May, and **LEITH** for **ABERDEEN** and **INVERNESS**, on Thursday Morning the 17th May, at 6 o'clock; leaving Leith every Thursday morning, for Aberdeen and Inverness; and Sailing from Inverness every Monday morning for Aberdeen and Leith.

Passengers to and from Aberdeen will please to remember that the **SATELLITE** comes into the Harbour at all times of Tide, and saves them the inconvenience of small boats.

Ladies' and Gentlemen's Cabins fitted up in a superior style.

Goods are received in *Edinburgh* at the St George Company's Office;

In *Leith*, by **WM. B. M'KEAN** ;
Aberdeen, by **JOHN DUFFUS** and Co. 18,
King Street, and Foot-dee Iron Works ;
Inverness, by **JAMES ELSMIE** ;
Invergordon, by **A. M'BEAN** ;
Burghead, by **P. CHRISTAL** ;
Arbroath, by **J. FORREST** ;
London, **EDMUND WRIGHT** ;
Do. **ELLEN HORE**, Wharfinger.

Inverness, 15th May, 1838.

Advertisement in the Inverness Courier - Wednesday 16th May 1838.

Satellite (1838). (Continued).

Vessel Name(s)	Satellite.
Rig	Paddle Steamer, rigged as a schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Engine(s)	Steam, details unknown.
Launch Date	February 1838.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	John Lumsden, George Elsmie, William Reid, James Forbes, George Forbes, and Alexander Bannerman, all merchants, and George Duffus , manufacturer, all Aberdeen, carrying on business under the firm of John Duffus & Co., Shipbuilders (64) .
Registered Port	Aberdeen. Official No.: 303250.
GRT	104 tons.
Length	109 feet, 3 inches. (33.30m).
Breadth	19 feet, 5 inches. (5.92m).
Depth	11 feet, 8 inches. (3.56m).
Construction	Wood.
Figurehead	Female bust.
Classification	Unknown.
Other information	<p>1838: Master, Walter Strachan.</p> <p>1838, September: Master, James White.</p> <p>1839: Master, Alexander Gordon.</p> <p>1842, 6th June: She was ashore at Calcutta off the East India Company's store.</p> <p>February 1843: Owned by Samuel Smith & Larmour & Co, Calcutta (Kolkata), India.</p> <p>September 1843: Owned by Alfred P. Sandalman, Calcutta (Kolkata), India.</p> <p>April 1847: Owned by Samuel Smith of Smith, Cowell & Co, Calcutta (Kolkata), India.</p> <p>November 1854: Owned by Frederick Rodgers & Henry C. French, Calcutta (Kolkata), India.</p> <p>1864, 5th October: She arrived at Queenstown from Bombay for Liverpool.</p>
Date Scrapped / Lost	1864, 10th October: She is believed to be one of many vessels that were lost in a cyclone, at Calcutta.

Milo (1839).

She was built to carry general cargo, and is known to have traded at Aberdeen, Swansea (Wales), and St. Jago de Cuba.

She had the misfortune of being lost very early in her life, only months old, but how many months I could not determine.

Vessel Name(s)	Milo.
Rig	Brigantine, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1838.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	John Lumsden , merchant, (54), and Thomas Shepherd , late captain in the East India Company's service, residing at Inchmarlo, near Banchory, Aberdeenshire, (10).
Registered Port	Aberdeen. Official No.: Unknown.
GRT	221 tons.
Length	88 feet, 11 inches. (27.10m).
Breadth	21 feet, 10 inches. (6.66m).
Depth	15 feet. (4.57m).
Construction	Wood.
Figurehead	Male bust.
Classification	Unknown.
Other information	--
Date Scrapped / Lost	13th November 1838: While engaged by Messrs John Pirie & Co., on passage from St. Jago de Cuba (Cuba) to Swansea (Wales) laden with copper ore she was wrecked on the Hogsties while running for the Crooked Island passage. Two passengers drowned; all others crew and passengers were picked up by an American brig called ' Francis '.

Inconstant (1839).

She was built to carry cargo and passengers, and is known to have traded at Aberdeen, Stornoway, London, Falmouth, Malta, the Mediterranean, France, Sydney (Australia), and Cape Breton (North America).

The Aberdeen Journal, 31st March 1841 stated: “...*this fine vessel is in every respect a most eligible conveyance for passengers*”.

Vessel Name(s)	Inconstant.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1839.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Robert Levie, shoemaker (16), Alexander Taylor, merchant (16), and Alexander Levie, shipmaster (16), all Aberdeen. Other shareholders: William Duncan, cooper (8), and Angus Ross, cooper (4), both Aberdeen. Ann Levie (nee Mitchell), widow of the late James Levie, shoemaker in Peterhead (4).
Registered Port	Aberdeen. Official No.: 2425.
GRT	187 tons.
Length	87 feet, 7 inches. (26.70m).
Breadth	19 feet, 7 inches. (5.97m).
Depth	13 feet, 5 inches. (4.09m).
Construction	Wood, hull sheathed in yellow metal.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 5A1.
Other information	1843 / 1847: Owned by Lind & Co. 1848 / 1849: Owned by R. Anderson. 1870: Owned by James Turnbull, Blyth. 1880 / 1884: Owned by Hugh Andrews, Felton Park, Northumberland, and registered in North Shields.
Date Scrapped / Lost	2nd February 1884: On passage from Warkworth Northumberland (England) to Boulogne (France) with a cargo of 267 tons of coal, Captain Christopher Poole, she was run into by the ‘ SS H.C. Orsted ’ of Copenhagen, Denmark, at approx. 6.30am while at anchor off Corton Roads, Lowestoft and sank at 7.00am. All six members of the crew were saved in the boats of the two vessels. Wind conditions at time of collision were N Force 6.

Mercury (1842).

She was built to carry general cargo and is known to have traded at Aberdeen the Baltic, Liverpool, London, and the Cape of Good Hope.

The Aberdeen Weekly Journal, 'Round About Aberdeen no. V: shipbuilding', reported: *'When ready to be launched the **'Mercury'** was placed on two large waggons and hauled with crab winches until close to the quay wall, when she was transferred to 'ways' and launched into the harbour, a part of the quay wall having been taken down for the purpose. She entered the water with so great velocity that she went right across the dock, ran into the steamer **'Sovereign'**, and broke off her own figurehead.'*

Vessel Name(s)	Mercury.
Rig	Schooner, 2 masts, flush deck, a square stern, and a standing bowsprit.
Launch Date	February 1842.
Owner(s) <i>No of shares held, out of 64 in brackets).</i>	Alexander Jopp and Henry Porterson , Aberdeen.
Registered Port	Aberdeen. Official No.: 23166.
GRT	165 tons (NM), 175 tons (OM).
Length	84 feet, 6 inches. (25.76m).
Breadth	20 feet, 3 inches. (6.17m).
Depth	13 feet. (3.96m).
Construction	Iron.
Figurehead	Yes, but description unknown.
Classification	Unknown.
Other information	1844, 23rd October: Offered for sale at a Public Roup, upset price £1,200. (Approx. £162,000 in 2021). 1849: Owned by Elsmie & Co.
Date Scrapped / Lost	30th December 1866: A ship of this name was wrecked at the North Pier head, Aberdeen during a force ten gale. Master was Captain Andrews, and she was carrying a cargo of coal from Sunderland. One of the six crew members John Hutcheon the cook died.

Mercury (1842). (Continued).

1867, 3rd January: The Stonehaven Journal reported as follows: **“STORM AND SHIPWRECKS.** — *The weather, after week of heavy fresh rains, changed on Sunday night to frost and snow, of which a good deal fell on Monday. On Sunday, we had a strong gale from eastward, and the wind has since continued in the same direction, making the coast and the harbour entrance dangerous to shipping. Two casualties occurred on Sunday evening, caused partly by the heavy sea, and partly by the strong fresh which was running out from the river, swollen very much by the heavy rains. About half-past six, when it wanted about two hours to high water, two vessels —the “Agricola,” brig, and “Mercury,” schooner — attempted to take the bar, but were unable to do so, becoming unmanageable, owing to the heavy sea, and the strong current beating against it. The “Agricola” tried to get in first, but was driven about fifty yards the north of the Pier and grounded in the sand. About ten minutes afterwards the “Mercury” came up, and striking right on the pier heeled round, and was split into two halves almost at once — one driven in across the bar, the other being swept round on the north side of the pier. A number of fishermen, pilots, and others had collected on the pier, and by their exertions all the crew of the “Mercury” were got safely up on the pier, except one man — the cook, named John Hutcheon-who had in some manner got fixed amongst the wreck and although some of the men at one time had hold of his body, they were unable to save him. He belonged to Aberdeen, was married and lived in Blackfriars’ Street. The crew of the “Agricola” — eight in number were all got safely off with Manby’s apparatus. The latter vessel was not broken up; and having her stern to the windward, it is expected she will keep together till sea moderate sufficiently to allow of her being taken off. Both vessels belong to this port, and both were from Sunderland with coals. The “Agricola” is the property of the Northern Agricultural Company, was commanded by Capt. Angus; the “Mercury,” an iron vessel, belonged to Mr Elsmie, coal merchant, and was commanded by Captain Andrew.”*

Mercury (1842). (Continued).

1844, 23rd October: The following advertisement was published in the Aberdeen Press and Journal:

FOR SALE,
UPSET PRICE, £1200.

There will be offered for Sale, by Public Roup, within the Society of Advocates' Buildings in Aberdeen, upon **FRIDAY** the 8th of November next, at Two o'clock afternoon,



THE Fast-sailing Clipper Schooner "MER-CURY" of Aberdeen.
This Vessel is built of Iron, of first-rate materials and workmanship, and was launched in January, 1843.

The dimensions are—

Length aloft by Register,.....	84 3-10 feet.
Breadth in Midships,.....	20 2-10 ..
Depth in Hold,	12 8-10 ..
Burthen, about	164 Tons.

She is at present employed in the conveyance of Coals from the Frith to Inverness; is admirably adapted for the Baltic or Coasting Trade, sails remarkably fast, is well found, and in good order.
Apply to Messrs **JOPP & SHAND**, Aberdeen.

Upset price of £1,200 is equivalent to approx. £162,000 in 2021.

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Appendix A

John Duffus and family Gravestone, St. Nicholas Church, Union St. Aberdeen.



Gravestone Inscription:

In memory
of

JOHN DUFFUS.

Iron Founder, Footdee Iron Works, Aberdeen.

Died 25th Dec. 1855 Aged 75

ANN FRASER, his spouse

Died 26th April 1831 Aged 53

Their Son

WILLIAM DUFFUS, Engineer

Died 15th March 1838 Aged 25

Their Son

JOHN DUFFUS, Advocate, Aberdeen

Died 24th Sept. 1840 Aged 32

*Their children Helen, Alexander, & George
died in childhood.*

Also

JAMES DUFFUS, Civil Engineer

Their last surviving son,

Died 29th June 1857 aged 45.

APPENDIX B

John Duffus & Co., 1845 Auction / Sale.

1845 Notice in the Fife Herald, 9th September 1845:

IMPORTANT SALE OF IRON GOODS. TO IRON MERCHANTS, BLACKSMITHS, IRONMONGERS, ENGINEERS, BOILER MAKERS, SHIP-BUILDERS, SHIPOWNERS, AND OTHERS. Upon Tuesday the 23rd September, and following Days, there will be Sold by Auction, at FOOTDEE IRONWORKS, very Large and Valuable STOCK of GOODS belonging to **John Duffus & Co.**, of which it is impossible to give an adequate description within the limits of an advertisement. Catalogues of the whole are course of preparation, and will ready for delivery Twenty Days previous to the Sale. The following is a List of some of the leading Articles of each day's Sale:

First Day — TUESDAY, 23rd September. General Ironmongery Goods. Kettle-pots, Camp Ovens, Girdles, Frying-pans, Boilers, Cart-ringing Machines; Furnace, Stove, and Grate Metal, Pulleys and Wheels, Swedge Blocks, Tue-irons; about tons of Common, Best, and Crown S C Iron, in Bars, etc.

Second Day — WEDNESDAY, 24th September. Weighing Beams, with and without Stands; Umbrella Stands; a number of Copying Presses of the most approved make; Vices, Iron and Copper Wire Weights, Hammers, Caulking Irons, and a very large assortment of Double and Single Joint, Chest and T, Bed, Flapper, Table, Dovetail, and other Hinges, and 12 tons of Iron.

Third Day — THURSDAY, 25th September. The whole Stock of Files, comprising all the usual sizes; Sad Irons, Black Lead, Joiners' Cramp, Water Sink 'Rainwater Pipes and Spouts, large assortment of Sash Weights, Balluster Railing, Second-Hand Chains, Builders' Crabs or Cranes, Stoves, etc.

Fourth Day — FRIDAY, 26th September. Plough Metal, of all the favourite makes; Fanner Wheels' Thrashing-Mill Castings, Water Tanks, Cattle Bindings, Britchen Irons, and other Agricultural Articles and about 20 tons of Common, Best and Crown S C, and Jobbing Iron, of all the most useful sizes.

Fifth Day - SATURDAY, 27th September. A large assortment of superior Stock Locks, Nails, Screws, Stoves, Kitchen and Elliptic Grates, Hammer and Wedge Forged Blocks, and about 70 tons of the various qualities of Iron.

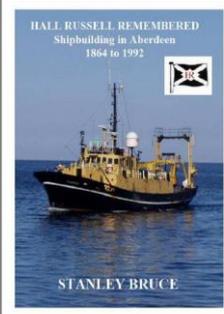
Sixth Day — MONDAY, 29th September. Various kinds of Material suitable for Engineers, Chain-makers, and Boilermakers— consisting of Angle Iron, Forged Bars, Boiler Plates, Rivets, Rivet Iron, Tackle Blocks, Borax, Red Lead, Boilermakers Punching Machine, a large oblong Malleable Iron Pan, a PADDLESHAFT and CRANK; about 4½ tons of Castings, including the Cylinder bored for an 18-horse HIGH-PRESSURE ENGINE; capital portable CONDENSING STEAM-ENGINE, of 18-horse power, with Boiler, complete; about 16 tons of Gas and Water Pipes of different sizes; Pipe Bends and Branches; four large Metal Boilers or Trypots, and a large assortment of Castings, Cooler Plates, Chain and Anchor Shackle Forgings, and upwards of 80 tons of best Cable Bolts.

Seventh and Eighth Days - TUESDAY and WEDNESDAY, the 30th September and 1st October. The Goods more particularly adapted for Shipping, among which may be mentioned upwards of two hundred ANCHORS of first-rate workmanship, up to 39 cwt. each; about 90 tons of CHAIN CABLES from 5/8 inch to 1¾ in diameter; Cabooses, Deck and Hawse Pipes, Windlass Metal, Rudder Irons; Topsail Sheet, and Single Blocks; Barge Stoves, Gin Blocks Rigger Screws, Copper Sheathing, Bolts and Nails Ship Knees, Sheet Iron Buoys, Ship's Pumps, one large Wool-packing Screw Press, Spike and Batten Nails, and upwards of 60 tons of Iron.

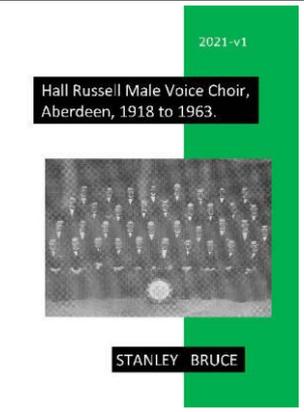
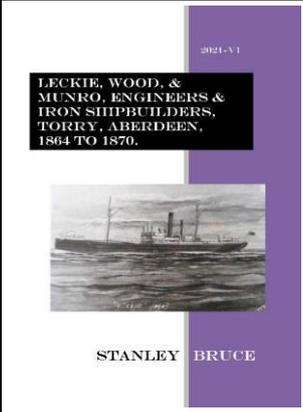
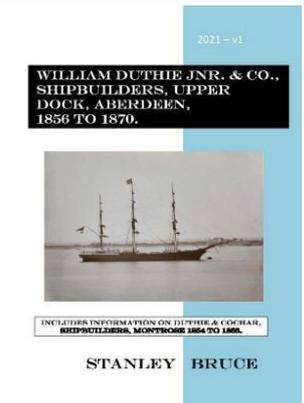
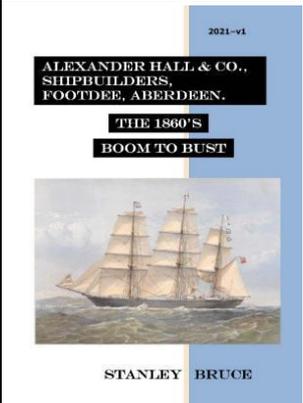
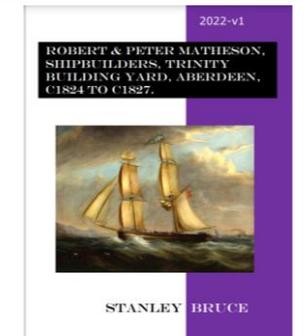
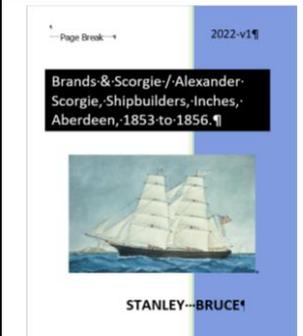
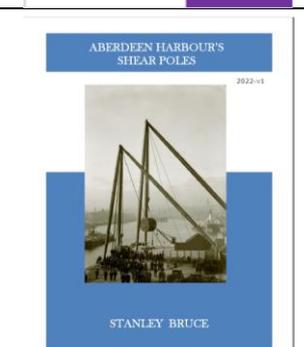
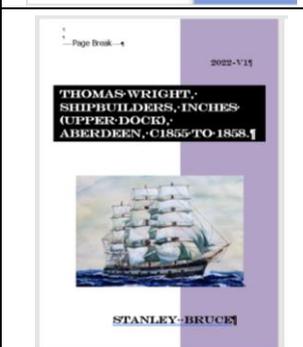
Sale to begin each day at Ten o'clock forenoon. P. & G. BROWN, Auctioneers. The large quantity and well-known superior quality of the above Stock, make it an object deserving the attention the Trade, not only in Aberdeen, but in the various ports of Great Britain and Ireland. Catalogues will be furnished by Messrs Jopp & Shand, Advocates, Aberdeen, or the Auctioneers.

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	<p>2019-v1</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>
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