

2022-V1

**THOMAS WRIGHT,
SHIPBUILDERS, INCHES
(UPPER DOCK),
ABERDEEN, C1855 TO 1858.**



STANLEY BRUCE

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Cover painting – Typical 3-masted ship of the period, (Artist unknown).

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

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

I can be contacted at bardofthebroch@yahoo.com

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

**THOMAS WRIGHT
SHIPBUILDERS
INCHES (UPPER DOCK)
ABERDEEN
c1855 TO 1858**

**BY
STANLEY BRUCE**

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2022**

1st 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 **Thomas Wright**, Shipbuilder, Inches, Aberdeen, and make this part of Aberdeen's history available to a wider audience.

My research has concluded that timber merchant, shipowner, and shipbuilder **Thomas Wright** only built four vessels, all to his own account, some built speculatively for sale, however for the period these were of a reasonable tonnage. The biggest vessel they built was the 3-masted, wooden-hulled ship '**George Washington**' built in 1857 which was 414 tons. If we compare this to the '**Friar Tuck**' (662 tons) built by **Alexander Hall & Co.**, Footdee and the '**Damascus**' (964 tons) built by **Walter Hood & Co.** at the same date she was not as big as the vessels being built by other prominent Aberdeen shipbuilders based in Footdee.



Thomas Wright and his brother Joseph were established wood merchants, I found **Thomas Wright**, timber merchant in the Aberdeen Post Office Directory from 1848 with an office at No. 36 Union Street. Circa 1852, **Thomas Wright** bought the schooner the '**Sisters**' (91 tons), she was built in 1835, so was quite an old vessel, but by 1853 he had sold her and ordered the much bigger brig '**Earl of Carlisle**' (192 tons) which was built brand new by **Brands and Scorgie**, Inches, Aberdeen, and launched in July 1853.

As far as I can tell **Thomas Wright's** shipyard was the westernmost yard at the Inches (South side of the Upper Dock), this yard was later leased from Aberdeen Harbour Board by Aberdeen shipbuilder **David Burns**. **David Burns** oversaw the building of the wooden-hulled, 3-masted ship '**George Canning**' (411 tons) for **Thomas Wright** in 1856, so he probably knew the yard and the workforce well.

Stanley Bruce, BSc., I.Eng., I.Mar.Eng., MIMarEST.
Former shipbuilder – Hall Russell Ltd., 1980 to 1991.

Timeline

1848: In the Aberdeen Post Office Directory **Thomas Wright** is listed as a wood merchant at No. 36 Union Street, Aberdeen.

1852 / 1856: In the Aberdeen Post Office Directory the home address of **Thomas Wright** is listed as Marywell Bank, house at the south side / foot of Marywell Street, and he is listed as a wood merchant, Inches.

1853 / 1854: In the Aberdeen Post Office Directory **Thomas Wright** is listed as the owner of the schooner '**Sisters**' (91 tons) built in 1835, master Johnson. (Home address / yard same as 1852-53).

1854, 6th December: The Aberdeen Press and Journal reported that **Thomas Wright**, timber merchant donated £5 to the PATRIOTIC FUND for the relief of Widows and Orphans of Soldiers, Sailors and Marines, who fell in the present War. £5 in 1854 = approx. £590 in 2021.

1855, 3rd May: He launched his first vessel, the wooden-hulled, three-masted barque '**Admiral Collingwood**' (326 tons) built to his own account.

1856 / 1857: The Aberdeen Post Office Directory gives three shipbuilders at the Inches (South side of the Upper Dock) at this date, as follows:

- Alexander Brands.
- George Milne & Co.
- Thomas Wright.

It also gave the Footdee shipbuilders as follows:

- Alexander Duthie & Co.
- Alexander Hall & Sons, York Street.
- Walter Hood & Co., York Street.

See Appendix A for more details of shipbuilders at the Inches at this period.

1857, 24th August: The Aberdeen Press and Journal published the following notice: "*On the 1st day of May, 1857, the Partnership of Messrs **JOSEPH & THOMAS WRIGHT**, Wood Merchants in Aberdeen, was DISSOLVED by mutual consent (signed) **JOSEPH WRIGHT, THOMAS WRIGHT**. **GEORGE CHEYNE**, Coal Broker in Aberdeen, Witness. **JOHN WALTON**, Accountant, Aberdeen, Witness."*

1858, 24th March: The Aberdeen Press and Journal published the following advertisement: *“SHIPBUILDING or WOODYARD to LET at South-west End of Victoria Dock, with Work Shops and Offices thereon. Apply to THOMAS WRIGHT”*.

1857 / 1858: In the Aberdeen Post Office Directory the home address of Joseph Wright, was listed as No. 50 Skene Street. **Thomas Wright** was Marywell Bank and the wood merchants' business as J. & T. Wright, Inches.

1858 / 1859: In the Aberdeen Post Office Directory the home address of Joseph Wright, was listed as No. 3 Dee Place. Joseph is listed as a wood merchant on his own account after the split with his brother 1st May 1857. The home address of **Thomas Wright** is still Marywell Bank.

1859, 2nd March: The Aberdeen Press and Journal published an advert for leases at Aberdeen Harbour as follows:

“II. That piece of ground lying on the North side of the said road (Blaikies Quay), lately made out at the upper part of the Inches, and lying to the South of the line of the Quay Wall, in continuation of Market Street, measuring 150 feet or thereby in front along said road, and extending Northward therefrom 70 feet or thereby, as presently occupied by Mr Thomas Wright. Upset Yearly Rent, £15 Sterling.”

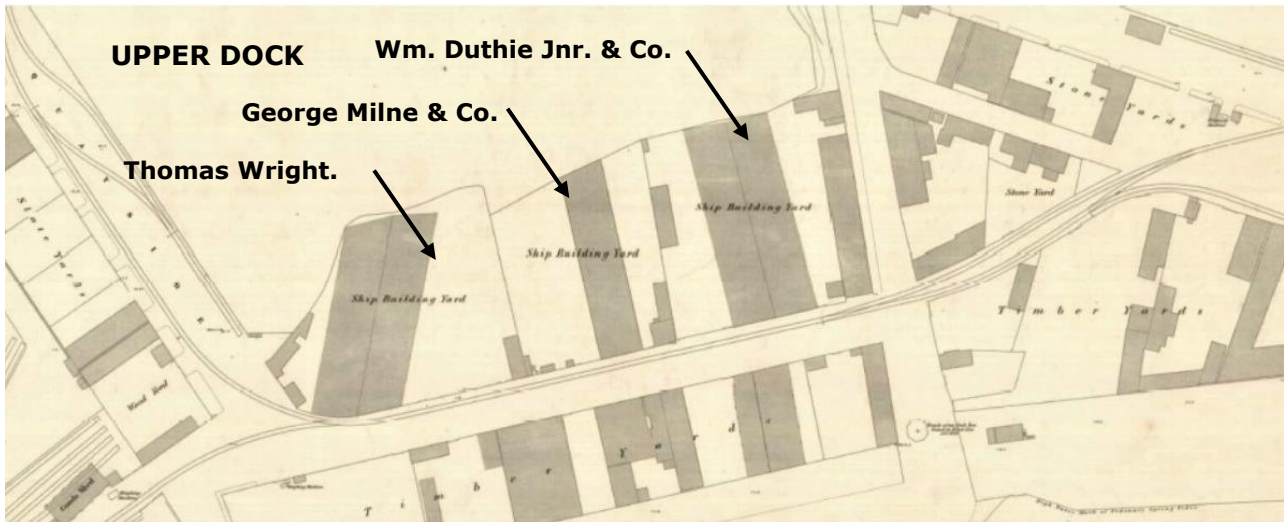
(Equivalent to approx. £2,000 in 2021, seems rather cheap).

c1859: The lease of the former shipyard of **Thomas Wright** was taken by **David Burns**, however it seems **David Burns** had already been building vessels in **Wright's** yard from c1857.

1860, 29th October: **Mr Thomas Wright**, Ship-owner, Aberdeen died at London.

1861, 1st November: A notice in the Aberdeen Press and Journal, 4th December 1861 advised that Joseph Wright, timber merchant had taken his son Joseph Wright Junior into partnership and in future the firm will be known as Joseph Wright & Son. 16th March 1867, the partnership was dissolved, and the firm was renamed Joseph Wright Junior & Co. Joseph Wright Junior was declared bankrupt in January 1868.

1872, 5th February: Joseph Wright Senior aged 72-years died at Blackdog, Belhelvie.



1866 map, adapted to show the Shipyards at the southern side of the Upper Dock in 1856.

Vessels Built by Thomas Wright.

This list was prepared from scratch, as I haven't seen a builders list, I only found four vessels built by **Thomas Wright**, Inches, Aberdeen, all built speculatively to his own account. (If you know of any others please get in touch).

Date	Name	Rig	GRT	Owners	LRS	L x B x D
1855	Admiral Collingwood.	Barque	326	Thomas Wright.	A1	126'4" x 25'6" x 15'4"
1856	George Canning.	Ship	411	Thomas Wright.	7A1	121' x 27' x 16'6"
1857	George Washington.	Ship	414	Thomas Wright.	7A1	149'9" x 27'3" x 16'5"
1858	Eclipse.	Barque	254	Thomas Wright.	7A1	115'9" x 24'1" x 13'5"
Total tonnage built =			1405	tons		

Admiral Collingwood (1855).

Thomas Wright's first vessel, she was named after Admiral Lord Cuthbert Collingwood (1748 to 1810). He fought at the Battle of Trafalgar in 1805 as Nelson's second in command. He went to sea aged only 13-years. She was built as a general cargo carrier, and is known to have traded at Aberdeen, Liverpool, Hartlepool, London, Harburg (Germany), Mauritius, Cape of Good Hope, and Algoa Bay (South Africa).



*Admiral Collingwood.
(1748 to 1810).
(By Henry Howard RA).*

Vessel Name(s)	Admiral Collingwood.
Rig	Barque, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	3 rd May 1855.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Thomas Wright , shipbuilder and ship-owner, Aberdeen. (64).
Registered Port	Aberdeen. Official No.: 6879.
GRT	326 tons.
Length	126 feet, 4 inches. (38.51m).
Breadth	25 feet, 6 inches. (7.77m).
Depth	15 feet, 4 inches. (4.67m).
Construction	Wood. Carvel built. Oak, fir and larch, 3-layers of diagonal planking with iron bolts. Her hull was sheathed in zinc.
Figurehead	Male, full length.
Classification	Lloyds Register of Shipping. Class 7A1. ✠ Built under Special Survey.
Other information	1855: Master – Smith. 1856: Master – R. Fraser. 1857: Master – Smith.
Date Scrapped / Lost	1858, 6th January: On passage from Hondleklip Bay, South Africa to Swansea with a cargo of copper ore, she was abandoned in a sinking state off the island of St Helena. The crew were reported as being saved and the cargo was insured. (Owner Thomas Wright). 1858, 16th February: Her registration was cancelled.

Admiral Collingwood (1855). (Continued).

1858, 10th April: The Aberdeen Herald and General Advertiser reported that the Shipwrecked Mariners' Benevolent Society had awarded Captain James Smith £2 17s 6d for loss of clothes when the '**Admiral Collingwood**' sank. (Equivalent to approx. £231 in 2021).

George Canning (1856).

She was named after George Canning FRS (1770 to 1827). He occupied various senior cabinet positions under several Tory prime ministers, including Secretary of State for Foreign Affairs and Chancellor of the Exchequer, finally becoming Prime Minister for the last 118 days of his life. He was Prime Minister of the United Kingdom from April 1827 to his death in August 1827.

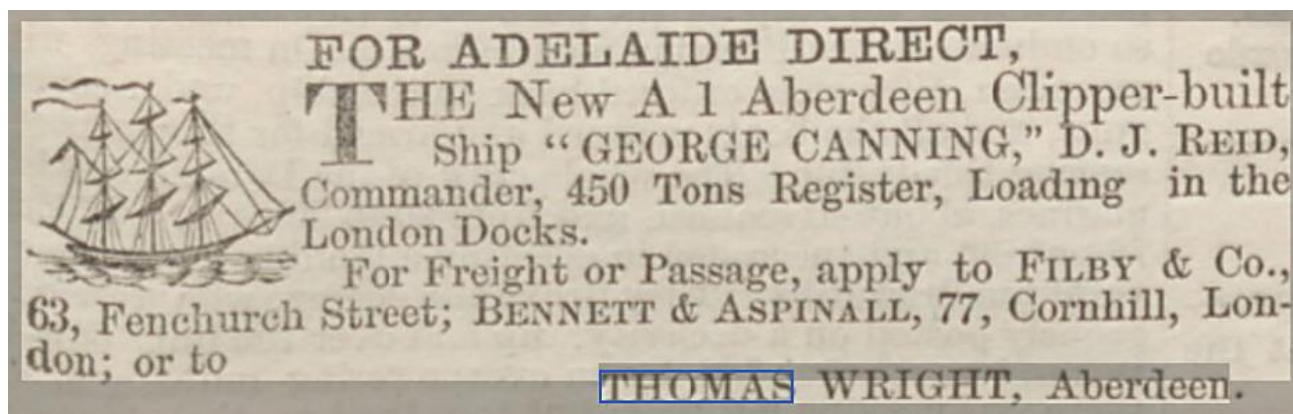


*George Canning
(1770 to 1829).*

She was built to carry general cargo and is known to have traded at Aberdeen, Liverpool, London, Falmouth, Bremen (Germany) Archangel (Russia), Gijon (Spain), Calloa (Peru), Philadelphia (USA), Adelaide and Geelong (Australia), Montevideo (Uruguay), and Port Chalmers, Nelson and Wellington (New Zealand).

1856, 25th June: The Aberdeen Journal reported as follows: *"...On Thursday there was Launched from building yard of **Mr. Thomas Wright**, a clipper-built ship, '**GEORGE CANNING**', 411 tons new and 441 tons old measurement. Combining the ordinary oak frames and diagonal larch planking with unusually strong fastenings, altogether constituting great strength. This Ship was named by Mrs Captain Duncan Reid and is intended for Cape of Good Hope trade. She was built under superintendence of **Mr. David Burns**, to whom her lines and workmanship do great credit."* It's interesting that **David Burns** is mentioned here, as he took over the shipyard lease from **Thomas Wright** in 1858.

George Canning (1856). (Continued).



Advertisement in the Aberdeen Press and Journal 27th August 1856.

1857, 17th June: The Daily News, reported that she sailed from Adelaide Australia for London on 16th March with 5,286 bags of copper ore consigned to Strathalbyn Mining and Smelting Co.

1857, 23rd August: She sailed from London, and arrived at Port Chalmers, New Zealand, 28th November 1857, after 97 days.


1857, 5th December: The Otago Witness, New Zealand, reported that she had arrived 28th November at Port Chalmers, Otago, New Zealand from London, after departing on 23rd August (97 days), Captain Sims with 131 passengers.

1860, 19th December: She sailed from London, and arrived at Nelson, New Zealand on 12th April 1861, after 114 days.

1863, 31st January: The Nelson Examiner and New Zealand Chronicle reported that she had arrived 28th January, at New Zealand from London after a run of 118 days. Passengers onboard were – Mr. and Mrs. McCready and five children, Miss Green, and Mr. Dickinson. She also brought a large general cargo for this port and Napier. It was also reported that there was one birth on board during the voyage.

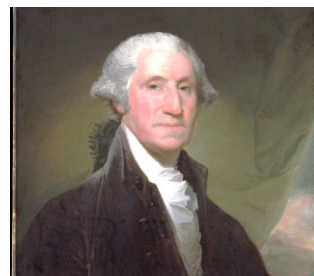
1864, 14th February: She sailed from London, and arrived at Wellington, New Zealand on 4th June 1864, after 111 days.

George Canning (1856). (Continued).

Vessel Name(s)	George Canning. 1867: Renamed ' Gronsund '. 1869: Renamed ' George Canning '.
Rig	Ship, 3 masts, 1 deck, probably a round stern, and a standing bowsprit.
Launch Date	19 th June 1856.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Thomas Wright , Shipbuilder and ship-owner, Aberdeen. (64).
Registered Port	Aberdeen. Official No.: 15783.
GRT	411 tons. N.M. 441 tons O.M.
Length	121 feet. (35.88m).
Breadth	27 feet. (8.23m).
Depth	16 feet, 6 inches. (5.03m).
Construction	Wood. Carvel built, oak frames and larch diagonal planking. Her hull was sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 7A1.  Built under Special Survey. LRS Surveyor: William C. Davey. 1863: Class reduced to 5A1.
Other information	1856: Master – D. J. Reid. 1858 / 1860: Master – James Sim. 1860, 28th November: While she was berthed in St. Katherine's Dock, London, 39/64 shares were offered at auction in Francis Edward's Writing Room, Aberdeen. 1862: Her rig is recorded as a barque (LRS). 1862: Owned by H. Daunt, master – J. M. Harris, and registered in Liverpool. 1863: Master – Harris. 1864: Owned by Daunt & Co., master – E. Harris. 1867: Owned by T. B. Young, master – Erichsen. 1869: Master – T. Bradford. 1873: Advertised for sale, 398 GRT.
Date Scrapped / Lost	Unknown, ≥ 1873.

George Washington (1857).

We can safely assume that she was built speculatively, as she was sold a mere three months after her launch. She was built to carry general cargo and is known to have traded at Aberdeen, London, Algoa Bay (South Africa) and Shanghai (China).



*American President
George Washington
(1732 to 1799).
(Gilbert Stuart, 1795).*

Vessel Name(s)	George Washington.
Rig	Ship, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	27 th April 1857
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Thomas Wright , Shipbuilder and ship-owner, Aberdeen. (64).
Registered Port	Aberdeen. Official No.: 18574.
GRT	414 tons.
Length	149 feet, 9 inches. (45.64m).
Breadth	27 feet, 3 inches. (8.31m).
Depth	16 feet, 5 inches. (5.00m).
Construction	Wood. Carvel built. Her hull was sheathed in felt and yellow metal.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 7A1. ☒ Built under Special Survey.
Other information	1857, June: She was sold to William Escombe (Escombe Brothers), London. 1857 / 1859: Master – Copland. 1860 / 1863: Master – W. Dempster. 1860 / 1861: The Aberdeen Post Office Directory gives her master as Faithful. 1860, 31st December: 33/64 shares were offered at auction in Aberdeen at an upset price of £2,230. (Equivalent to approx. £288,500 in 2021). 1864 / 1869: Master – L. Jack, owner Escombe Brothers. 1870: Owned by Peter Stuart, Liverpool. 1874: Owned by G. Drover Junior, Liverpool.
Date Scrapped / Lost	1876: Thought to have been condemned after a fire. Location / details unknown.

Eclipse (1858).

We can assume that she was built speculatively, as she was offered for sale at auction before and after her launch.

She was built to carry general cargo and is known to have traded at Aberdeen, Leith, Newcastle, Holyhead, London, the Baltic including Danzig, Archangel and New Zealand

1858, 17th March: The Aberdeen Press and Journal published the following advertisement: *“**New Clipper Barque for Sale. THE CLIPPER BARQUE** to be Launched this day from the Building Yard of **Thomas Wright**, will be offered for sale, by Auction, at the LEMON TREE TAVERN, at 7 o’clock on the evening of WEDNESDAY, the 7th of April, if not disposed of privately prior to the above day.*

New Register Tonnage, 243 36-100 Tons.

Former New, Tonnage 268 Tons.

Builders Measurement 308 Tons.

Built under Lloyd’s Special Survey, to class 7 years; is fitted with Cunningham’s Patent Reefing Topsails, and has a good outfit – all of very best materials.

*For further information, apply to **THOMAS WRIGHT.***


Aberdeen, March 17, 1858.”

At the auction she was not sold.

1858, 24th March: The Aberdeen Press and Journal reported as follows: *“**LAUNCH.** – On Wednesday, there was launched from the yard of **Mr Thomas Wright**, a handsome clipper barque, the **“Eclipse”**, of 243 tons register, and 308 tons old measurement. She is of light draught of water, and well adapted for the Danube or Cape trades.*

1858, 24th March: The Aberdeen Press and Journal published a very similar advertisement to the one published on 17th March, stating she (Now named the **‘Eclipse’**) was to be offered for sale at auction on 8th April again at the LEMON TREE TAVERN at 7 o’clock.

Eclipse (1858). (Continued).

Vessel Name(s)	Eclipse.
Rig	Ship, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	24 th March 1858.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Thomas Wright , Shipbuilder and ship-owner, Aberdeen. (64).
Registered Port	Aberdeen. Official No.: 21464.
GRT	243 tons, N.M. 308 tons, Builders Measurement.
Length	115 feet, 9 inches. (35.28m).
Breadth	24 feet, 1 inch. (7.34m).
Depth	13 feet, 5 inches. (4.09m).
Construction	Wood. Carvel built. Her hull was sheathed in felt and yellow metal.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 7A1.  Built under Special Survey.
Other information	1859 / 1860: Master – Elliot. By 1860: Recorded as 254 GRT. 1860, 29th December: On passage from New Zealand for London, master – Elliot, she was in collision with the Hamburg and American Company’s line steamer ‘Saxonia’ near Cowes, Isle of Wight and lost her bowsprit. 1861, 11th February: While berthed in St. Katherine’s Dock, London, she was offered for sale by auction, at No. 22 Adelphi, Aberdeen. Upset price £1,800. (Equivalent to approx. £228,000 in 2021). 1861, April: Owned by James Elsmie, George Chalmers and others (Elsmie & Co), Aberdeen, master George Watt.
Date Scrapped / Lost	1861, 27th November: Presumed capsized in the Baltic, master George Watt. Her ships boat was found by local fishermen capsized but floating and taken to Lysekihl, Sweden on 12 th December. Some papers were picked up near the island Gaso, west Swedish coast.

Bibliography

- 1 Aberdeen Register of Shipping (Aberdeen City Archives).
- 2 Lloyds Register of Shipping. (Various years).
- 3 British Newspaper Archive (Various articles as mentioned in the text).

Websites

www.electricscotland.com The Shipbuilders of Aberdeen. Many volumes of Aberdeen's shipbuilding heritage for free download.

www.aberdeenships.com Information on >3,000 Aberdeen built vessels.

www.clydeships.co.uk Information on >35,000 Scottish built vessels.

Appendix A

Shipbuilders at the Inches (Upper Dock) 1855 to 1863.

Information lifted from the Aberdeen Post Office Directories.

Company	55	56	57	58	59	60	61	62	63
William Duthie Junior & Co.									
John Smith & Co.									
David Burns & Co.									
Brands & Scorgie									
Andrew Brands ¹ .									
Alexander Scorgie ² .									
Thomas Wright.									
George Milne & Co.									

Notes:

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

Appendix B

Timber Merchants at the Inches 1855 to 1863.

Information lifted from the Aberdeen Post Office Directories.

Company	55	56	57	58	59	60	61	62	63
Alexander Donald.									
John Donald.									
Robert Brown.									
Joseph & Thomas Wright.									
Joseph Wright									
Joseph Wright & Son									
John Scott.									
George Milne & Co., Victoria Dock Sawmills.									

Notes:

- 1) The Aberdeen Post Office Directory for 1860-61, gives the address of Joseph Wright timber merchant as Exchange Street, and his home address as No. 3 Dee Place.

APPENDIX C**EARL OF CARLISLE****OWNED BY THOMAS WRIGHT 1853 TO c1861.**

She was built to carry general cargo and is known to have traded at Aberdeen, the Baltic, London, Memel (Prussia) and the Cape of Good Hope (South Africa). She is also recorded as a London coaster.

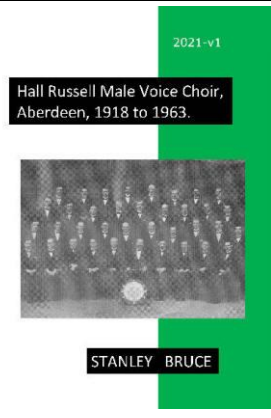
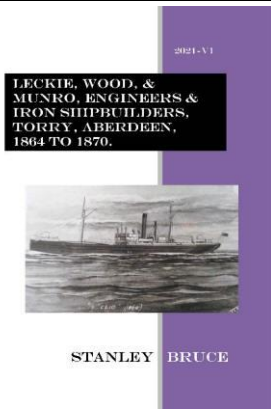
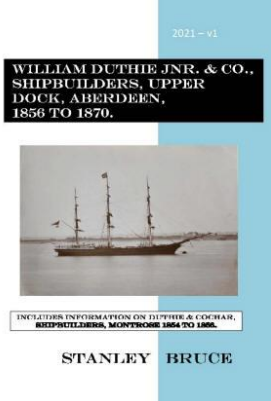
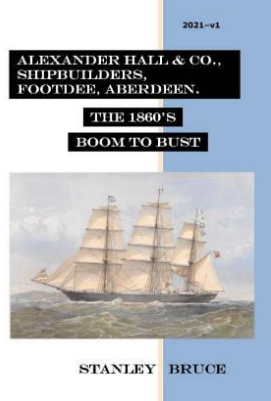
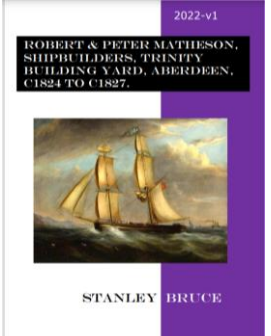
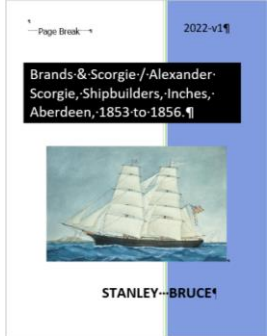
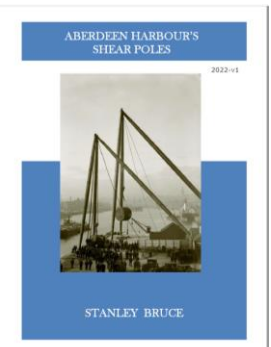
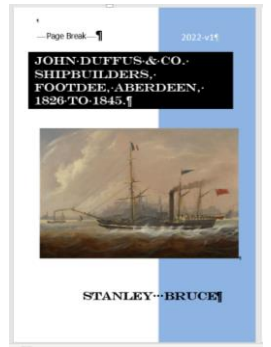
Vessel Name(s)	Earl of Carlisle.
Builder	Brands and Scorgie , Inches, Aberdeen.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	17 th November 1853.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Thomas Wright , timber merchant, Inches, Aberdeen. (Home address, Marywell-Bank, Aberdeen).
Registered Port	Aberdeen. Official No.: 8474.
GRT	192 tons.
Length	92.8 feet. (28.29m).
Breadth	21.6 feet. (6.58m).
Depth	13.3 feet. (4.05m).
Construction	Wood. Carvel built. Oak and Larch with part Iron bolts.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	<p>1853-57: Master J. Smith, owned by Thomas Wright, Aberdeen.</p> <p>1857-58: Master - Law.</p> <p>1858-61: Master W. Wood, owned by Thomas Wright.</p> <p>1859: A roundhouse was erected on deck, gross tonnage now increased to 207 tons (LRS).</p> <p>1861-69: Master A. Gordon, owned by J. Hulbert, London.</p> <p>1870, 1st October: The Ipswich Journal reported that Captain Pitt of brig 'Earl of Carlisle', which arrived here from Memel, reports that one of his crew, a native of Sweden named Olav Anderson, about 22-years, was washed overboard during a gale from SW, and was never seen afterwards.</p>
Date Scrapped / Lost	Unknown: >1870.

Other Titles.

A total of 1,578 pages of Aberdeen shipbuilding history available online to date:

<p>Aberdeen Concrete Shipbuilding Co., Ltd., Torry, Aberdeen, 1918 to 1920 (2018), 31 pages.</p>		
<p>Walter Hood & Co., Shipbuilders, York Street, Footdee, Aberdeen, 1839 to 1881 (2018), 220 pages.</p>		
<p>LESLIE: Ship-owners, Shipmasters, & Shipbuilders of Aberdeen (An Introduction) (2018), 150 pages.</p>		
<p>John Smith & Co., Shipbuilders, Upper Dock, Aberdeen, c1862 to 1867 (2019), 47 pages.</p>		
<p>SS Intaba Built by Hall, Russell & Co., Ltd. York Place, Footdee, Aberdeen, 1910. (2019), 70 pages.</p>		
<p>RIFLEMAN, 3-Masted Sailing Ship, Built in Aberdeen, 1860. (2019), 38 pages. <i>(Includes information on the Great Coram Street Murder of 1872).</i></p>		
<p>Hall Russell Remembered, Shipbuilding in Aberdeen 1864 to 1992, (2007), 36-pages.</p>		
<p>William Stephen & Co. / William Stephen & Sons, / Alexander Stephen & Sons, Shipbuilders, York Street, Footdee, Aberdeen, 1793 to 1830, (2019), 75 pages.</p>		
<p>David Burns & Co., Shipbuilders, Inches (Upper Dock), Aberdeen, c1857 to c1866. (2019). 47 pages, no ISBN.</p>		
<p>John Humphrey & Co., Shipbuilders, Upper Dock, Aberdeen, 1865 to 1875. (2020). 92 pages, no ISBN.</p>		

Available online to date: (Continued).

<p>Hall, Russell Male Voice Choir, Aberdeen, 1918 to 1963. (2021). 244 pages.</p> <p>Leckie, Wood and Munro, Engineers & Iron Shipbuilders, Torry, Aberdeen, 1864 to 1870. (2021). 40 pages.</p>		
<p>William Duthie Jnr. & Co., Shipbuilders, Upper Dock, Aberdeen, 1856 to 1870. (2021). 94 pages.</p> <p>Alexander Hall & Co., Shipbuilders, Footdee, Aberdeen, The 1860's, Boom to Bust. (2021). 184 pages.</p>		
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