


## Westburn (1858).

She was built to carry general cargo, and could carry passengers, she is known to have traded from Aberdeen to China, and London to Sydney and Melbourne in Australia. Her main cargo from Australia was wool.

<b>Ship Name(s)</b>	<b>Westburn.</b>
<b>Rig</b>	Ship, 3 masts, 1 deck, 1 forecastle deck, 1 poop deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	2 <sup>nd</sup> January 1858.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Alexander Nicol &amp; Co., Aberdeen.</b> Alexander Nicol, Aberdeen (22), William Nicol, Liverpool (10), George Thompson Junior (8), James Chalmers, printer (4), John Gray Chalmers, printer (4), <b>James Buyers (4), Walter Hood, shipbuilder (4),</b> and Alexander Bruce, shipmaster (8), all Aberdeen.
<b>Registered Port</b>	Aberdeen. Official No.:20342.
<b>GRT</b>	593 tons.
<b>Length</b>	173 feet (52.73m).
<b>Breadth</b>	28 feet (8.53m).
<b>Depth</b>	18 feet (5.49m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Male.
<b>Classification</b>	Lloyds Register of Shipping. Class 10A1.  Built under special survey.
<b>Other information</b>	4 <sup>th</sup> December 1860: A seamen aloft in the boatswain's chair and working on scraping the foremast, fell 80 feet from the top gallant yard to the main deck due to the rope for hauling the chair breaking. Lucky for him, during his descent he struck some of the stays, which broke his fall, and miraculously he escaped without any broken bones, although he was considerably bruised. He was immediately attended by Dr. Wilner.
<b>Date Scrapped / Lost</b>	16 <sup>th</sup> January 1870: she was lost near the Pescadores Islands (Penghu), Amoy (Xiamen), China.

## Jason (1858).


She was built to carry general cargo and passengers, and she made several passages from London to Australia. She is also known to have traded at Peruambuco, Brazil.



*'Jason', berthed at Circular Quay, Sydney, c1865.  
(State Library of South Australia, Ref: PRG 1373/19/49).*

<b>Ship Name(s)</b>	<b>Jason.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a square stern, and a standing bowsprit.
<b>Launch Date</b>	June 1858.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Adamson &amp; Co., Aberdeen.</b> Henry Adamson, ship-owner (48), James Saunders, Master R.N. (8), Charles Thomas Glover, ship-owner (4), and George Stuart, shipmaster (4), all of Aberdeen.
<b>Registered Port</b>	Aberdeen. <span style="float: right;">Official Number: 21468.</span>

## Jason (1858). (Continued).

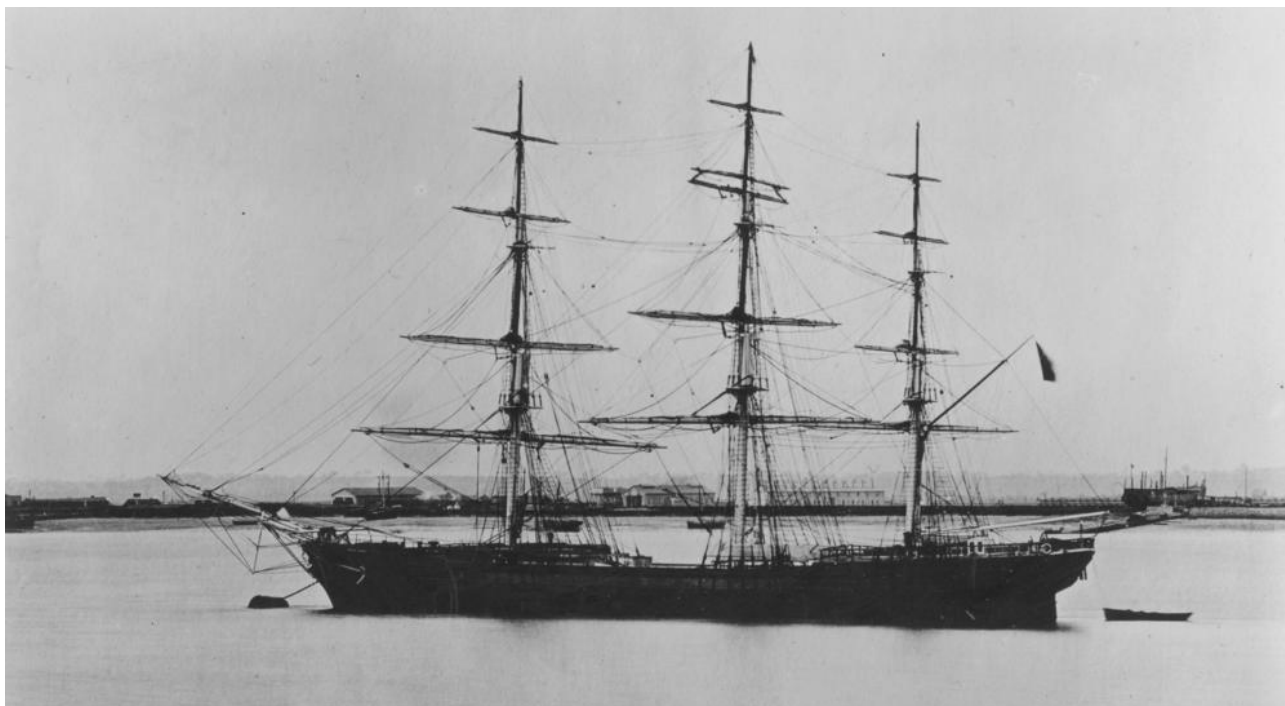
<b>GRT</b>	877 tons.
<b>Length</b>	192 feet. (58.52m)
<b>Breadth</b>	33 feet, 5 inches (10.19m).
<b>Depth</b>	20 feet, 9 inches (6.32).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Male full length.
<b>Classification</b>	Lloyds Register of Shipping. Class 10A1. <div>  Built under special survey. </div>
<b>Other information</b>	<p>27<sup>th</sup> June 1859: Mrs. George Stewart gave birth to a daughter on board whilst at sea.</p> <p>14<sup>th</sup> September 1870: The Melbourne Argus reported that “A seaman named Murphy was brought before Mr. Mollison for deserting from the ship and was arrested on Williamstown Railway Pier at 2 o'clock in the morning, having in his possession all his effects. Sentenced to a month's imprisonment, with hard labour, on board the hulks”.</p> <p>1874: owned by C. Bjelke, and registered in Rusoer, Norway.</p> <p>9<sup>th</sup> Dec 1874: she caught fire in Hobart, Tasmania, Australia and had to be submerged in the dock.</p> <p>2<sup>nd</sup> Feb 1875: whilst sailing from London to Sydney, she caught fire, and was put back into Dungeness.</p> <p>1877 to 1882: owned by C. and C. J. Northcote, London. Port belonging to Rusoer, Norway.</p>
<b>Date Scrapped / Lost</b>	Unknown.



'Jason' at anchor c1877. (State Library of South Australia, Ref: PRG-1373-11-2).

## Moravian (1858).

She was regular trader with Australia, and carried passengers, wool and Australian gold. She is also known to have traded at Bombay, India.



*'Moravian' in the Thames. (State Library of Queensland, Ref:100436).*

<b>Ship Name(s)</b>	<b>Moravian.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a poop and forecastle deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	July 1858.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.).</b> (64).
<b>Registered Port</b>	Aberdeen. <span style="float: right;">Official Number: 22526.</span>
<b>GRT</b>	967 tons.
<b>Length</b>	200 feet, 1 inch (60.99m).
<b>Breadth</b>	33 feet, 7 inches (10.24m).
<b>Depth</b>	21 feet, 3 inches (6.48m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Full length male.
<b>Classification</b>	Lloyds Register of Shipping. Class 10A1.
<b>Other information</b>	c1886: sold to J. E. Ives, Sydney, Australia. Ended her days as a hulk.
<b>Date Scrapped / Lost</b>	March 1895: broken up at Sydney, Australia.



## Cuzco (1859).

She is named after the city of Cusco (Cuzco in Spanish) in south-eastern Peru. The city is situated near the Urubamba Valley of the Andes mountain range. Cusco was once the capital of the Inca Empire.

She was built to carry general cargo, and is known to have traded from Liverpool and Swansea to South America. She carried guano from the Chinsha Islands (Peru).

<b>Ship Name(s)</b>	<b>Cuzco.</b>	
<b>Rig</b>	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.	
<b>Launch Date</b>	April 1859.	
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>William Nicol &amp; Co., Liverpool, (64).</b>	
<b>Registered Port.</b>	Liverpool.	Official Number: 27451.
<b>GRT</b>	415 tons.	
<b>Length</b>	136 feet (41.45m).	
<b>Breadth</b>	26 feet (7.92m).	
<b>Depth</b>	16 feet (4.88m).	
<b>Construction</b>	Wood.	
<b>Figurehead</b>	Unknown.	
<b>Classification</b>	Lloyds Register of Shipping. Class 10A1.	
<b>Other information</b>	--	
<b>Date Scrapped / Lost</b>	Unknown.	

## Strathdon (1860).

She was a regular trader between London and Sydney (Australia). Her main cargo from Australia was wool.




*'Strathdon' painted as a barque. (Artist unknown).*

<b>Ship Name(s)</b>	<b>Strathdon.</b> Renamed 'Zwerver' (1879).
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	January 1860.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.).</b> George Thompson Junior, William Henderson, Stephen Thompson, and George Thompson youngest (48-jointly), Alexander Nicol (4), <b>James Buyers (4)</b> , <b>Walter Hood (4)</b> , and Isaac Merchant (4).
<b>Registered Port</b>	Aberdeen. Official Number: 27571.
<b>GRT</b>	1011 tons.
<b>Length</b>	210 feet, 6 inches (64.16m).
<b>Breadth</b>	33 feet, 9 inches (10.29m).
<b>Depth</b>	21 feet, 7 inches (6.58m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Male (full length).
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1. ✠ Built under special survey.
<b>Other information</b>	1873: reduced to a barque rig. (As painting above). 3 <sup>rd</sup> June 1863: part-owned by <b>Walter Hood</b> , upon his death 27 <sup>th</sup> December 1862, ownership of his shares was transferred to his daughter <b>Ann Hood</b> , spinster. 1879 / 1880: sold to N. Brantjes; port belonging to Purmerend, Holland, and renamed 'Zwerver'.
<b>Date Scrapped / Lost</b>	1888: she was broken up, details / location unknown.

## Marquis of Argyle. (1860).

The Daily News, 18<sup>th</sup> February 1867 reported: *“This splendid vessel, built under special survey by Messrs Walter Hood & Co. of Aberdeen, is well known for her great speed and for her high class and sound delivery of cargo. Intending passengers are invited to inspect her very superior cabin accommodation”*. She is known to have traded at Aberdeen, China, London, Australia, and at Hong Kong, she carried cargo and passengers.

Ship Name(s)	Marquis of Argyle.
Rig	Ship, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	March 1860.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	P. Edwards & Co., Aberdeen (64).
Registered Port	Aberdeen. Official Number: 28382.
GRT	515 tons.
Length	153 feet (46.63m).
Breadth	27 feet, 10 inches (8.48m).
Depth	17 feet, 7 inches (5.36m).
Construction	Wood.
Figurehead	Unknown, but possibly a man.
Classification	Lloyds Register of Shipping. Class 11A1.  Built under special survey.
Other information	1861: owned by J. Munro, and registered in London. 1871: she carried 247 passengers from Hong Kong to Melbourne, Australia. 16 <sup>th</sup> September 1873: the Leeds Mercury newspaper reported: <i>“She met with a curious mishap whilst on a voyage from Hong Kong to Melbourne. A violent gale sprang up and the whole of the Chinese passengers narrowly escaped being drowned. A violent gale from north east and high cross sea raged for 24 hours and the deck house in which the Chinese passengers were berthed was swept away by a terrific sea. They had a most narrow escape of their lives, several of them being washed into the rigging. The heavy sea smashed in the bulwarks of the vessel”</i> .
Date Scrapped / Lost	Unconfirmed, but thought to be circa 1880 / 1881.

## Nereid (1860).

She was built to carry general cargo, and is known to have traded at Aberdeen, Sunderland, Falmouth, Archangel, Romania, Porto Rico, and the Baltic.

<b>Ship Name(s)</b>	<b>Nereid.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	17 <sup>th</sup> July 1860.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>George Leslie &amp; Co. (64).</b> Office: No. 11 Regent Quay, Aberdeen.
<b>Registered Port</b>	Aberdeen. Official No.: 27578.
<b>GRT</b>	191 tons.
<b>Length</b>	102 feet (31.09m).
<b>Breadth</b>	22 feet (6.71m).
<b>Depth</b>	14 feet (4.27m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Female.
<b>Classification</b>	Lloyds Register of Shipping. Class 8A1.
<b>Other information</b>	15 <sup>th</sup> May 1861: she grounded upon the Holm Sound, SE Orkney, however she got off without assistance. by 1880: owned by John Crombie, Aberdeen. 5 <sup>th</sup> April 1889: owned by George Milne, Aberdeen, Scotland. 1889: re-rigged as a brigantine.
<b>Date Scrapped / Lost</b>	17 <sup>th</sup> January 1890: listed as missing, location / details unknown.

## Queen of Nations (1861).

She started her life trading between London and China, but later traded between London and Australia. She carried tea home from Shanghai in 1862, 1863, and 1864.

*(She may have once had the name 'Yes').*



*'Queen of Nations' c1870. Painted as a ship by Richard Barnett Spencer (1812 to 1897). (Original held by the Aberdeen Maritime Museum).*

Ship Name(s)	Queen of Nations.
Rig	Ship, 3 masts, 2 decks, a poop and forecastle deck, a round stern, and a standing bowsprit.
Launch Date	April 1861.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.).</b> George Thompson Junior, William Henderson, both Aberdeen, Stephen Thompson, and George Thompson Youngest, both London, all ship-owners (48-jointly), <b>Walter Hood, shipbuilder, Aberdeen (8),</b> and <b>James Buyers, ship-owner, Aberdeen (8).</b>
Registered Port	Aberdeen. Official Number: 29238.
GRT	878 tons.
Length	190.9 feet (58.19m).
Breadth	32.5 feet (9.91m).
Depth	20 feet (6.10m).
Construction	Wood.
Figurehead	Shield.



## Queen of Nations (1861). (Continued).


<b>Classification</b>	Lloyds Register of Shipping. Class 14A1. ✠ Built under special survey.
<b>Other information</b>	Part-owned by <b>Walter Hood</b> : upon his death 27 <sup>th</sup> December 1862, ownership of his shares was transferred to his daughter <b>Ann Hood</b> , spinster on 3 <sup>rd</sup> June 1863. See Appendix C. 1870: her master Archie Donald was washed off her poop and lost. 1875: re-rigged as a barque. 2 <sup>nd</sup> August 1879: Archibald Donald, master, was washed overboard and lost at sea. 1879: during a storm at the Grand Banks off Newfoundland she rescued Captain Lewis Gerhardt Goldsmith aged 40 and his ailing wife aged 22 years from their 18-foot long lifeboat 'Uncle Sam', in its last moments, and carried them safely to Liverpool. 1879: Captain Donald, was washed overboard and lost during a storm. He had been captain of the ship for almost 10 years.
<b>Date Scrapped / Lost</b>	31 <sup>st</sup> May 1881: she was stranded at Corrimall Beach, five miles north of Woollongong Harbour, New South Wales when bound out to Sydney with a cargo of wine and distilled spirits, and eventually lost. It is said that the Captain Samuel Bache and the 1 <sup>st</sup> mate were both drunk and mistook the lights of Woollongong for Sydney. One crewman out of a crew of 26 was lost. Approximate Position of wreck 34.38388°S, 150.91786°E. NSW Government <a href="http://www.environment.nsw.gov.au">wreck site ID: 734. www.environment.nsw.gov.au</a>



*'Queen of Nations' (Painted as a ship by D. M. Little).*

## Garrawalt (1862).

Named after a suburb in Queensland, Australia. She was built for the Chinese tea trade, and she also carried immigrants to Australia.

<b>Ship Name(s)</b>	<b>Garrawalt.</b>
<b>Rig</b>	Ship, 3 masts, 1 deck, poop and forecastle, a square stern, and a standing bowsprit.
<b>Launch Date</b>	January 1862.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Alexander Nicol and Co.</b> Alexander Nicol, ship-owner (28), George Thompson Junior, ship-owner (8), <b>James Buyers, ship-owner (8), Walter Hood, Shipbuilder (8)</b> , William Shepherd, shipmaster (8), all Aberdeen, and William Nicol, ship-owner, Liverpool (4).
<b>Registered Port</b>	Aberdeen. Official Number: 43559.
<b>GRT</b>	627 tons.
<b>Length</b>	166 feet (50.60m)
<b>Breadth</b>	30 feet (9.14m).
<b>Depth</b>	18.2 feet (5.55m)
<b>Construction</b>	Wood.
<b>Figurehead</b>	Deer.
<b>Classification</b>	Lloyds Register of Shipping. Class 14A1.  Built under special survey.
<b>Other information</b>	24 <sup>th</sup> Feb. 1862: she rescued the 11-man crew of the 'Deptford' which was discovered drifting and disabled off Barra Head, Outer Hebrides, Scotland. 'Deptford' had collided with a steam ship at Lat. 48N, Long. 15W (Off Fastnet, County Cork, Eire) on 12 <sup>th</sup> Feb. 1862. 3 <sup>rd</sup> June 1863: 8 shares previously owned by <b>Walter Hood</b> who died 27 <sup>th</sup> December 1862 were passed to <b>Ann Hood</b> , Spinster, Aberdeen. See Appendix C.
<b>Date Scrapped / Lost</b>	1 <sup>st</sup> October 1865: she became a total wreck on the shoals off the Northeast Point of Hainan (Southwest China). George Phillips (Master) and two crewmen were drowned.

## Kosciusko (1862).


She was named after Andrzej Tadeusz Bonawentura Kościuszko (1746 to 1817) a Polish–Lithuanian military engineer and military leader who was a national hero in Poland, Lithuania, Belarus, and the USA. **She was the largest wooden ship built for George Thompson by Walter Hood.** She was the first ship of Thompson's fleet to be fitted with double top sails on the fore and main masts.



*'Kosciusko' rigged as a barque at Port Adelaide c1873, from the A.D. Edwardes Collection. (State Library of South Australia, Ref: PRG 1373/3/30).*

<b>Ship Name(s)</b>	<b>Kosciusko.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a poop and forecastle, a round stern, and a standing bowsprit.
<b>Launch Date</b>	August 1862.
<b>Owner(s)</b> (No of shares held, out of 64 in brackets).	<b>Aberdeen Line (George Thompson &amp; Co.). (64).</b> George Thompson Junior, William Henderson, ship-owners, Aberdeen, Stephen and George Thompson youngest, ship-owners, London (48). Charles Stuart shipmaster (12), and <b>Walter Hood (4)</b> shares.

## Kosciusko (1862). (Continued).

<b>Registered Port</b>	Aberdeen.	Official Number: 45202.
<b>GRT</b>	1193 tons.	
<b>Length</b>	204 feet (62.18m).	
<b>Breadth</b>	36 feet, 2 inches (11.02m).	
<b>Depth</b>	22 feet, 7 inches (6.88m).	
<b>Construction</b>	Wood.	
<b>Figurehead</b>	Male.	
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.  Built under special survey.	
<b>Other information</b>	Part-owned by <b>Walter Hood</b> . 3 <sup>rd</sup> Dec 1878: rigged as a barque. 1883: sold to Cowlshaw Brothers of Sydney. 1885 to Jan. 1894: owned by Alexander Burns, Sydney, Australia. October 1891: seaman Olaf Johnson, aged 33 died when he fell 50 feet from the main mast, he hit some rigging and spars before falling into the sea. A boat was lowered and he was picked up, but later died in hospital. 3 <sup>rd</sup> August 1893: apprentice Albert Charles Bear, aged 17½ years was lost whilst loosening the main topgallant sail and fell 140 feet into the sea and was drowned.	
<b>Date Scrapped / Lost</b>	1899: condemned, and broken up at Canton, China.	

## 1862 Rigging.

By this date many of the ship rigs were changed to the rig of a barque, simply because it was found that a barque rig made the vessel faster. This was because the mizzen mast on a ship, which had the smallest sail area blanketed the main mast spread in a following wind<sup>10</sup>.

## Fawn (1862).

She is known to have sailed from London to Australia and carried cargo.

<b>Ship Name(s)</b>	<b>Fawn.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	November 1862.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Dalgetty &amp; Co., London (64).</b>
<b>Registered Port</b>	London. Official No.:45415.
<b>GRT</b>	216 tons.
<b>Length</b>	105 feet, 3 inches (32.08m).
<b>Breadth</b>	24 feet, 2 inches (7.37m).
<b>Depth</b>	14 feet, 1 inch (4.29m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.
<b>Other information</b>	A vessel of this name on passage from London to Hobart, Tasmania, appeared in an article in The Mercury Newspaper 10 <sup>th</sup> July 1863. Miss Trail daughter of the lighthouse keeper at the risk of her own life, heroically saved the lives of crew members in the ships boat.
<b>Date Scrapped / Lost</b>	Unknown.



## Glengairn (1863).

She was built as a cargo ship, but also had space for a limited number of passengers. Named after a parish in west Aberdeenshire.



*'Glengairn' rigged as a ship, off Dover, Kent 1863 by Richard Barnett Spencer (1812 to 1897). (Original held by the Aberdeen Maritime Museum).*

<b>Ship Name(s)</b>	<b>Glengairn.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	April 1863.
<b>Owner(s)</b> (No of shares held, out of 64 in brackets).	<b>A. Nicol &amp; Co., Aberdeen.</b> A. Nicol, merchant (32), George Thompson Junior, ship-owner (16), and <b>James Buyers, ship-owner (8)</b> , all Aberdeen. Other shareholders: William Nicol, Liverpool, merchant (4), and W. S. Garriock, master, Lerwick, Shetland (4).
<b>Registered Port</b>	Aberdeen.                      Official Number: 45213.
<b>GRT</b>	894 tons.
<b>Length</b>	185 feet (56.39m).
<b>Breadth</b>	33 feet, 3 inches (10.14m).
<b>Depth</b>	21 feet, 9 inches (6.63m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Unknown.

## Glengairn (1863). (Continued).

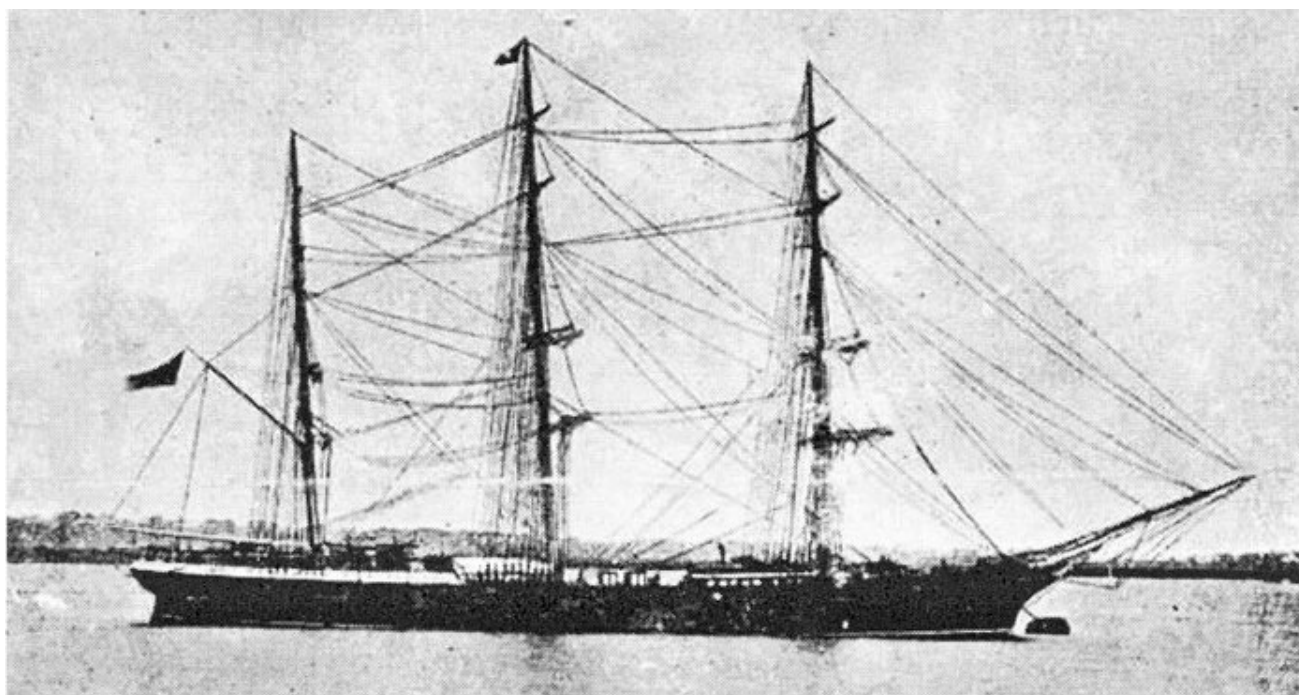
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1. ⚓ Built under special survey.
<b>Other information</b>	1885: sold to H. S. Jacobsen in Flekkefjord, Norway.
<b>Date Scrapped / Lost</b>	25 <sup>th</sup> August 1893: she sank after a collision 30 miles from Barnegst while on passage from Flekkefjord, Norway to Philadelphia, USA.

*Note: the name is sometimes spelt 'Glen Gairn'.*

## Nineveh (1864).


She carried immigrants to Australia, returning with wool. She is also known to have traded in North America.

She was given the nickname 'Lucky, because of her accident free career.



*'Nineveh'. (State Library of South Australia, Ref: PRG 1373/3/31).*

## Nineveh (1864). (Continued).

<b>Ship Name(s)</b>	<b>Nineveh.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a poop and forecastle deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	March 1864.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.). (64).</b>
<b>Registered Port</b>	Aberdeen.                      Official Number: 48854.
<b>GRT</b>	1176 tons.
<b>Length</b>	209 feet, 9 inches (63.93m).
<b>Breadth</b>	36 feet, 5 inches (11.10m).
<b>Depth</b>	22 feet, 7 inches (6.88m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.  Built under special survey.
<b>Other information</b>	September 1877: she arrived in Sydney, Australia from Plymouth with 423 persons brought to the colony - 72 married couples, 109 single men, 46 single women, 134 children and infants. Twelve infants died during the voyage, and there were two births. 1883: sold to Goodlet & Smith of Sydney, Australia, and registered in Sydney. Used in the lumber trade.
<b>Date Scrapped / Lost</b>	27 <sup>th</sup> January 1896: after enduring a storm in the North Pacific she began taking in water, she was pumped for three days before being abandoned and set alight so not to be a danger to other ships.

## **Ethiopian (1864).**


She carried tea home from Shanghai, China in 1865, 1866, 1867, 1868, 1870, 1871, and 1875.

She was a regular trader with Australia. She went out to Melbourne in 68-days on her maiden voyage.



*'Ethiopian' rigged as a ship. (Lithograph by T.G. Dutton).*

## Ethiopian (1864). (Continued).

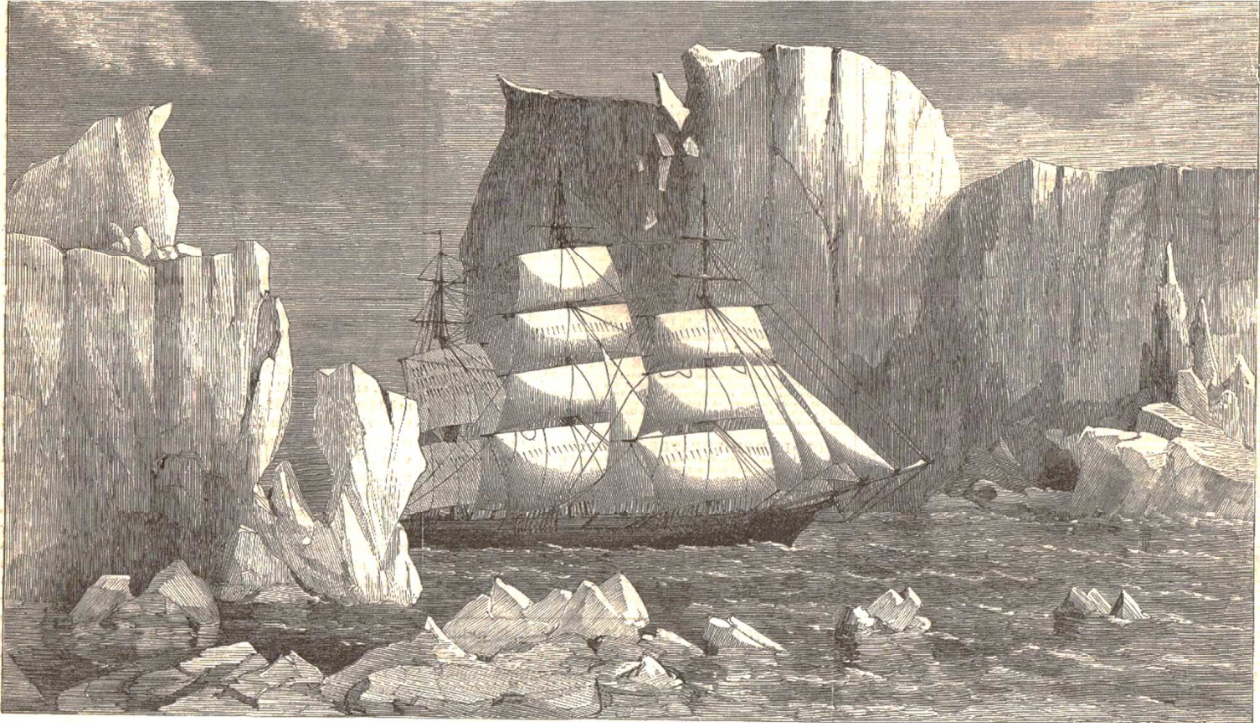
<b>Ship Name(s)</b>	<b>Ethiopian.</b>
<b>Rig</b>	Ship, 3 masts, 1 deck, a poop and forecastle, a round stern, and a standing bowsprit.
<b>Launch Date</b>	18 <sup>th</sup> August 1864.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.).</b> George Thompson Junior, William Henderson, both Aberdeen, Stephen Thompson, and George Thompson, both of London, all ship-owners, (44-jointly). Other shareholders: Alexander Nicol (4), <b>James Buyers (4)</b> , both ship-owners, and William Edward, master mariner (8), all Aberdeen. Isaac Merchant, ship-owner, London (4).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	838 tons.
<b>Length</b>	196 feet, 2 inches (59.79m).
<b>Breadth</b>	34 feet, 6 inches (10.52m).
<b>Depth</b>	20 feet, 3 inches (6.17m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.  Built under special survey.
<b>Other information</b>	1886: sold to Norwegian owners in Frederikstad. 1888: re-rigged as a barque. September 1894: abandoned in the North Atlantic, near the Western Isles, Scotland.
<b>Date Scrapped / Lost</b>	3 <sup>rd</sup> October 1894: she was picked up 15 miles from the Faial Isles, Azores (Portugal), North Atlantic Ocean and towed to St. Michael's, and was subsequently condemned.



### **George Thompson (1865).**

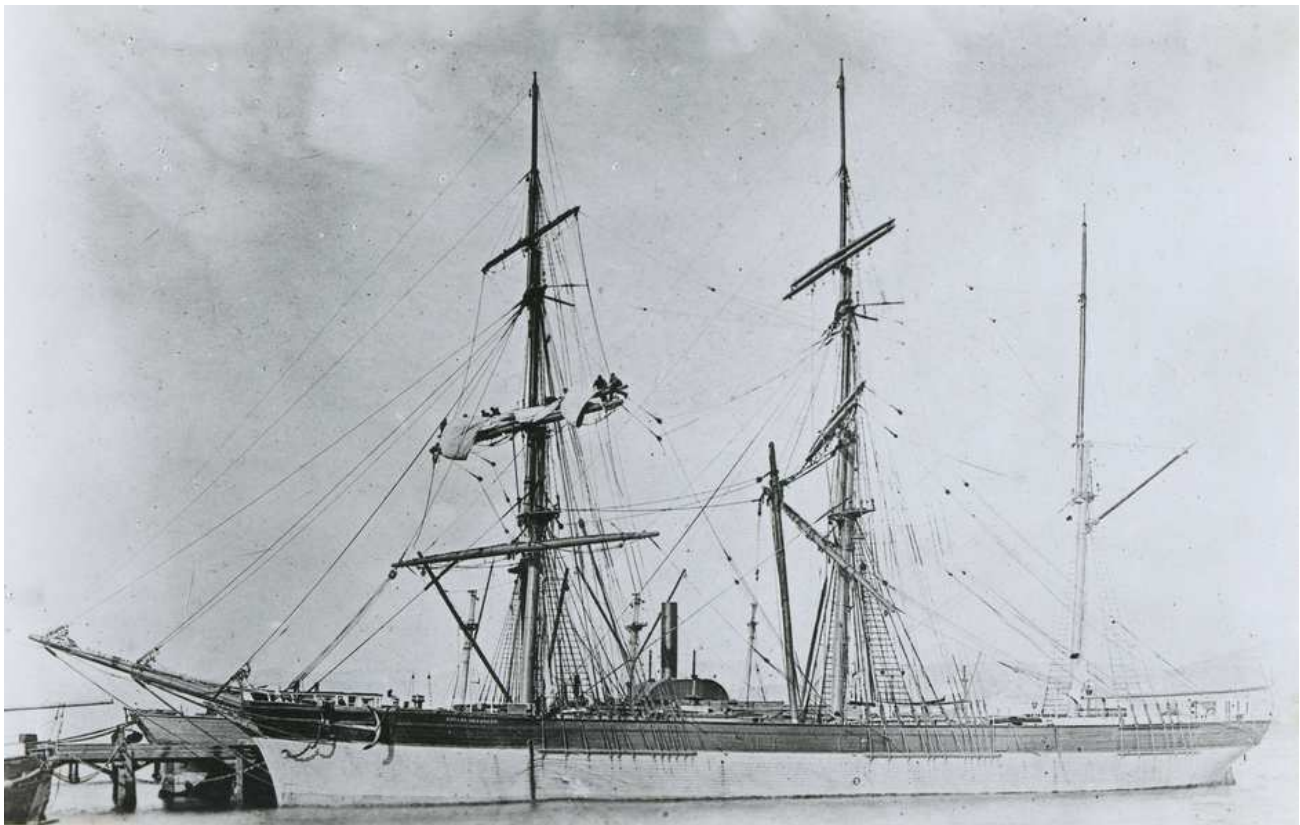
Named after her owner George Thompson Junior (1804 to 1895).

She is known to have traded at Aberdeen, Clyde, London, Sydney, Melbourne, Kaipara (New Zealand), and Puget Sound, Washington (USA).




THE GEORGE THOMPSON LEAVING THE ICEBERGS IN THE ANTARCTIC OCEAN.

*'George Thompson' in the Antarctic. (Illustrated London News, March 1868).*



*'George Thompson'. (State Library of Victoria, Ref: PRG-1373-3-37).*

## George Thompson (1865). (Continued).

<b>Ship Name(s)</b>	<b>George Thompson.</b>
<b>Rig</b>	Ship, 3 masts, 4 decks, (a main, a tween, a break and a top gallant), a round stern, and a standing bowsprit.
<b>Launch Date</b>	May 1865.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.). (64).</b>
<b>Registered Port</b>	Aberdeen. Official Number: 48866.
<b>GRT</b>	1128 tons.
<b>Length</b>	209 feet, 7 inches (63.88m).
<b>Breadth</b>	36 feet, 3 inches (11.05m).
<b>Depth</b>	22 feet, 6 inches (6.86m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Demi Male and fancy scrollwork.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.  Built under special survey.
<b>Other information</b>	<p>c1866: sold to A. Nicol &amp; Co., Aberdeen, Scotland.</p> <p>December 1867: on passage from Melbourne to London with a cargo of wool and gold, she was beset for several days in heavy pack ice with many icebergs approx. latitude 58°S between 121° and 136°W, however she still made the passage in 68 days which was at the time the quickest home passage on record from Australia.</p> <p>1884: owned by Robey Bros., and registered in Sydney, Australia.</p> <p>November 1882: she went ashore with a cargo of timber on Corsair Rock, Victoria, Australia when entering the heads. She later floated off.</p> <p>1898 / 1899: owned by J. M. Campbell &amp; Sons and registered in Sydney, Australia.</p> <p>1890 to Jan. 1894: owned by Alexander Burns, Sydney, Australia.</p> <p>Date unknown: sold to J. Banfield, Sydney, Australia.</p> <p>Date unknown: sold to Chilean owners.</p>
<b>Date Scrapped / Lost</b>	13 <sup>th</sup> June 1902: she was wrecked at Carlemapu, Southern Chile.

## Columba (1865).

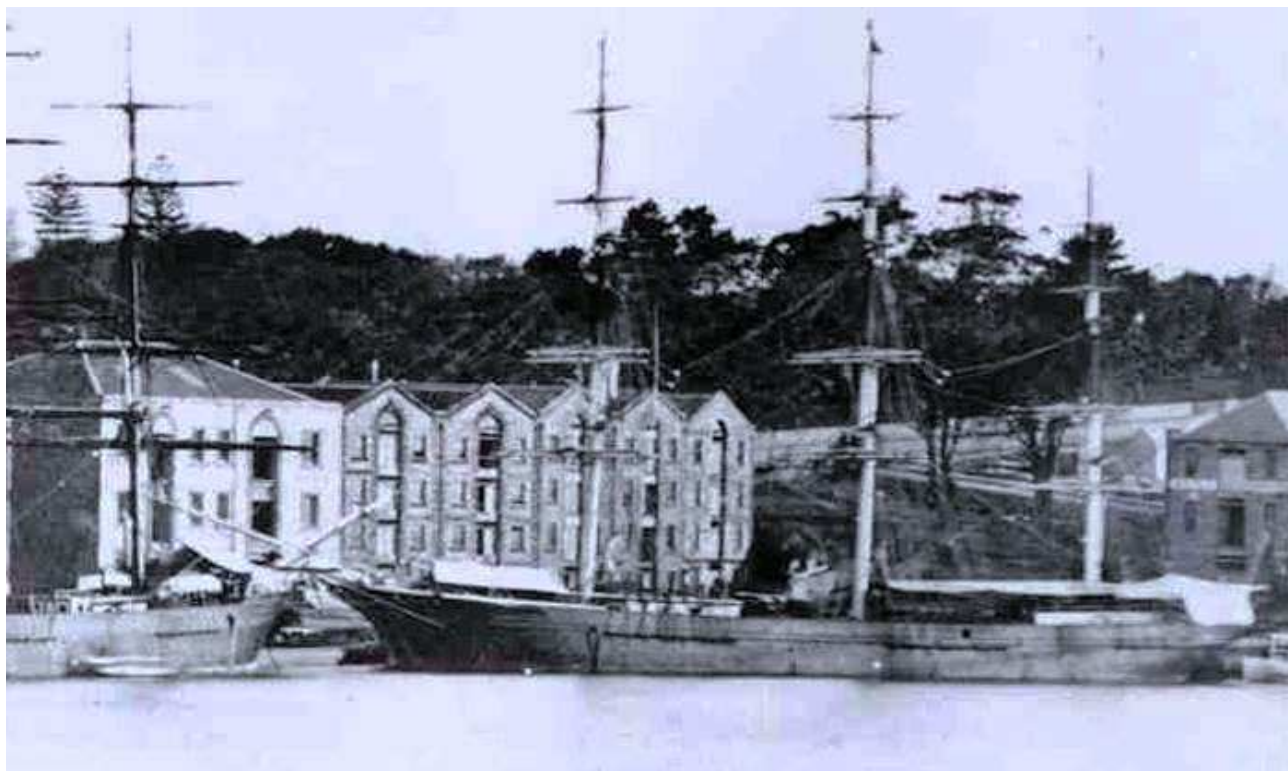
She was built as a general cargo ship and is known to have traded at Aberdeen, Bristol, Callao, (Peru, South America), China, Hong Kong, and Odessa, (Russia).

<b>Ship Name(s)</b>	<b>Columba.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit. (42ft long raised quarter deck).
<b>Launch Date</b>	October 1865.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Smith Junior &amp; Co., Aberdeen.</b> Neil Smith Junior, David Aitken, and William Edward Buyers, all merchants, Aberdeen (12-jointly), <b>James Buyers, ship-owner, Aberdeen (24)</b> , William Edward Buyers (8), Alexander Nicol, ship-owner (4), George Thompson youngest, London, ship-owner, George Thompson Junior, Aberdeen, and William Henderson, Aberdeen, and Stephen Thompson, London (16-jointly).
<b>Registered Port</b>	Aberdeen. Official Number: 53241.
<b>GRT</b>	344 tons.
<b>Length</b>	146 feet (44.50m).
<b>Breadth</b>	25 feet (7.62m).
<b>Depth</b>	15 feet, 1 inch (4.60m).
<b>Construction</b>	Wood, hull sheathed in felt and yellow metal.
<b>Figurehead</b>	Demi male.
<b>Classification</b>	Lloyds Register of Shipping. Class 12A1.
<b>Other information</b>	1871: re-rigged as a barque. 1876 to 1877: owned by D. Sclavo, and registered in Hong Kong. 1880 to 1886: owned by J. Sclavo, and registered in Odessa, Russia.
<b>Date Scrapped / Lost</b>	Unknown: > 1886.



## Harlaw (1866).

She was specifically built for the Australia and China trade.

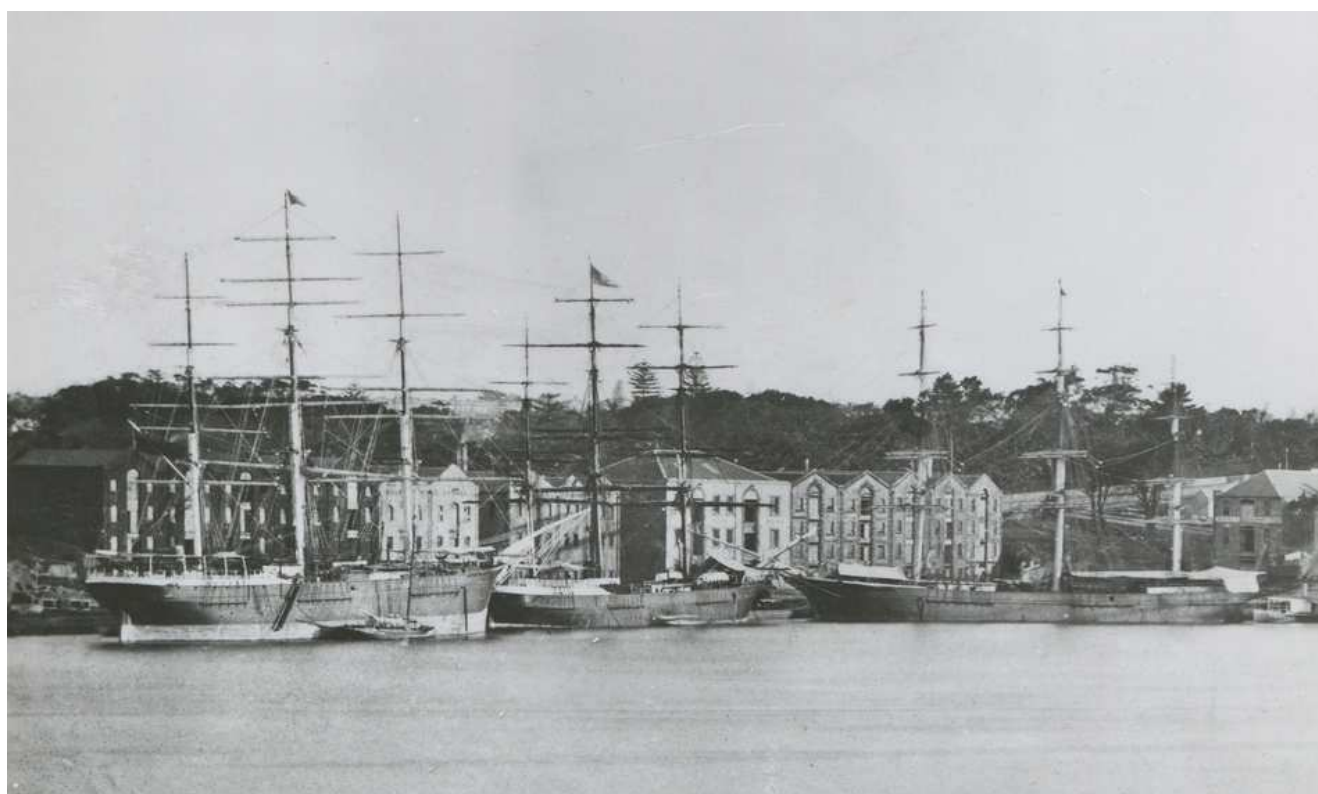


*'Harlaw' at Circular Quay, Sydney c1870's, from A. D. Edwardes Collection.  
(State Library of South Australia, Ref: PRG 1373/3/38).*

Ship Name(s)	Harlaw.
Rig	Ship, 3 masts, 4 decks (main, tween, break, topgallant forecastle), a round stern, and a standing bowsprit.
Launch Date	February 1866.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.).</b> George Thompson Junior (8), William Henderson, Cornelius Thompson, George Thompson youngest (all Aberdeen), and Stephen Thompson, London, all ship-owners (44-jointly), <b>James Buyers, ship-owner (4)</b> , William Philip, shipmaster, Aberdeen (4), and Isaac Merchant, ship-owner, London (4).
Registered Port	Aberdeen.                      Official Number: 53248.
GRT	894 tons.
Length	194 feet (59.13m).
Breadth	34 feet (10.36m).
Depth	21 feet (6.40m).
Construction	Wood.

## Harlaw (1866). (Continued).

<b>Figurehead</b>	Shield.
<b>Classification</b>	Lloyds Register of Shipping. Class 14A1. ✠ Built under special survey.
<b>Other information</b>	1870: she recorded the fastest passage from Shanghai, China to New York, USA in 87 days. (24 <sup>th</sup> Feb 1870 to 24 <sup>th</sup> May 1870).
<b>Date Scrapped / Lost</b>	31 <sup>st</sup> July 1878: bound for Sydney with 1,100 tons of coal she was wrecked at Tang Sha Banks, at the south entrance to the Yangtse River, China, 9 lives were lost.



*'Nineveh' (left) and 'Harlaw' (right) at Circular Quay, Sydney, Australia, c1870's, from the A. D. Edwardes Collection.*

*(State Library of South Australia, Ref: PRG 1373/4/60).*

**Isaac Merchant of London** held 4 shares in the 'Nineveh'. He also held 16 shares in the 'Maid of Judah' (1853), and 4 shares in all of the following vessels: 'Damascus' (1857), 'Strathdon' (1860), 'Ethiopian' (1864), 'Harlaw' (1866), 'Thermopylae' (1868), 'Aviemore' (1870), 'Aristides' (1876), 'Smyrna' (1876), 'Pericles' (1877), and the 'Sophocles' (1879). This is a total of 60-shares in ships built by Walter Hood, almost the equivalent of owning one ship outright.



## **Christiana Thompson (1866).**

George Thompson married Christiana Kidd Thompson (1806 to 1874), a daughter of Dr. James Kidd (1761 to 1834), a fierce evangelical preacher, Minister of Gilcomston Church, and Professor of Oriental Languages, Marischal College, Aberdeen. This ship was named after her. They had four sons and four daughters. Jane Boyd Thompson (1831 to 1889), Stephen Thompson (1833 to 1877), George Thompson (1836 to 1904), Annie Thompson (1839 to 1893), Agnes Elizabeth Thompson (1841 to 1844), Cornelius Thompson (1843 to 1894), Agnes Elizabeth Thompson (1847 to 1892), and James Kidd Thompson (1849 to 1870).




*Dr. James Kidd.*



*'Beatrice Lines' painted by Gustav Larsen Sollem.*

## Christiana Thompson (1866). (Continued).

<b>Ship Name(s)</b>	<b>Christiana Thompson.</b> (1887: Renamed 'Beatrice Lines').
<b>Rig</b>	Ship, 3 masts, 2 decks, forecastle deck, poop deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	August 1866.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.).</b> William Henderson, George Thompson younger, Cornelius Thompson, all Aberdeen, and Stephen Thompson, London, all ship-owners (44-jointly). Christiana Little Kidd or Thompson, spouse of George Thompson Junior of Pitmedden (4), <b>James Buyers, ship-owner (4)</b> , Alexander Nicol, ship-owner (4), and Robert Murray, shipmaster (4), all Aberdeen.
<b>Registered Port</b>	Aberdeen. Official Number: 53257.
<b>GRT</b>	1,079 tons.
<b>Length</b>	203 feet, 10 inches (62.13m).
<b>Breadth</b>	35 feet, 2 inches (10.72m).
<b>Depth</b>	21 feet, 7 inches (6.58m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Demi female.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.  Built under special survey.
<b>Other information</b>	20 <sup>th</sup> April 1872: the Sydney Morning Herald reported that in the Sydney Water Police Court – crewman Charles Wilkins was sent to jail for seven days for being absent from the ship without leave. 1887: sold to Norwegian owners and renamed 'Beatrice Lines'.
<b>Date Scrapped / Lost</b>	7 <sup>th</sup> October 1899: she was wrecked near Umea, NE Sweden in the Gulf of Bothnia.

## Janet (1867).

She was built as a general cargo ship, and is known to have traded from Aberdeen and Dundee to the Baltic, South America, and China.

<b>Ship Name(s)</b>	<b>Janet.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	23 <sup>rd</sup> March 1867.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Smith Junior &amp; Co., Aberdeen.</b> <b>James Buyers (20)</b> , William Edward Buyers, merchant (8), Neil Smith Junior, David Aitken, William Edward Buyers, all merchants of Aberdeen (12-jointly), Alexander Nicol (4), Alexander Copland (4), and William Henderson, George Thompson, Youngest, and Cornelius Thompson, all Aberdeen, and Stephen Thompson, London (16-jointly).
<b>Registered Port</b>	Aberdeen. Official No.: 56599.
<b>GRT</b>	215 tons.
<b>Length</b>	112 feet (34.14m).
<b>Breadth</b>	23 feet, 7 inches (7.19m).
<b>Depth</b>	14 feet (4.27m).
<b>Construction</b>	Wood, with copper sheathing on her hull.
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class 10A1.
<b>Other information</b>	1876: owned by <b>James Buyers</b> , Aberdeen. 1882 / 1883: owned by A. Scroggie; and registered in Peterhead, Scotland.
<b>Date Scrapped / Lost</b>	Unknown.

**James Buyers**, the shipyard manager of Walter Hood & Co., was the biggest share-holder of the 'Janet'. William Edward Buyers had 8 shares in the 'Janet', 12 shares in the 'Columba' (1865), and 4 shares in the 'Thermopylae' (1868). He may be a relative of James Buyers, but I'll leave that for a family history researcher to confirm.

## Jerusalem (1867).

Under the ownership of the Aberdeen Line she was a regular trader from Aberdeen and London to New South Wales and Victoria, Australia. She later made passages to Bombay, India.

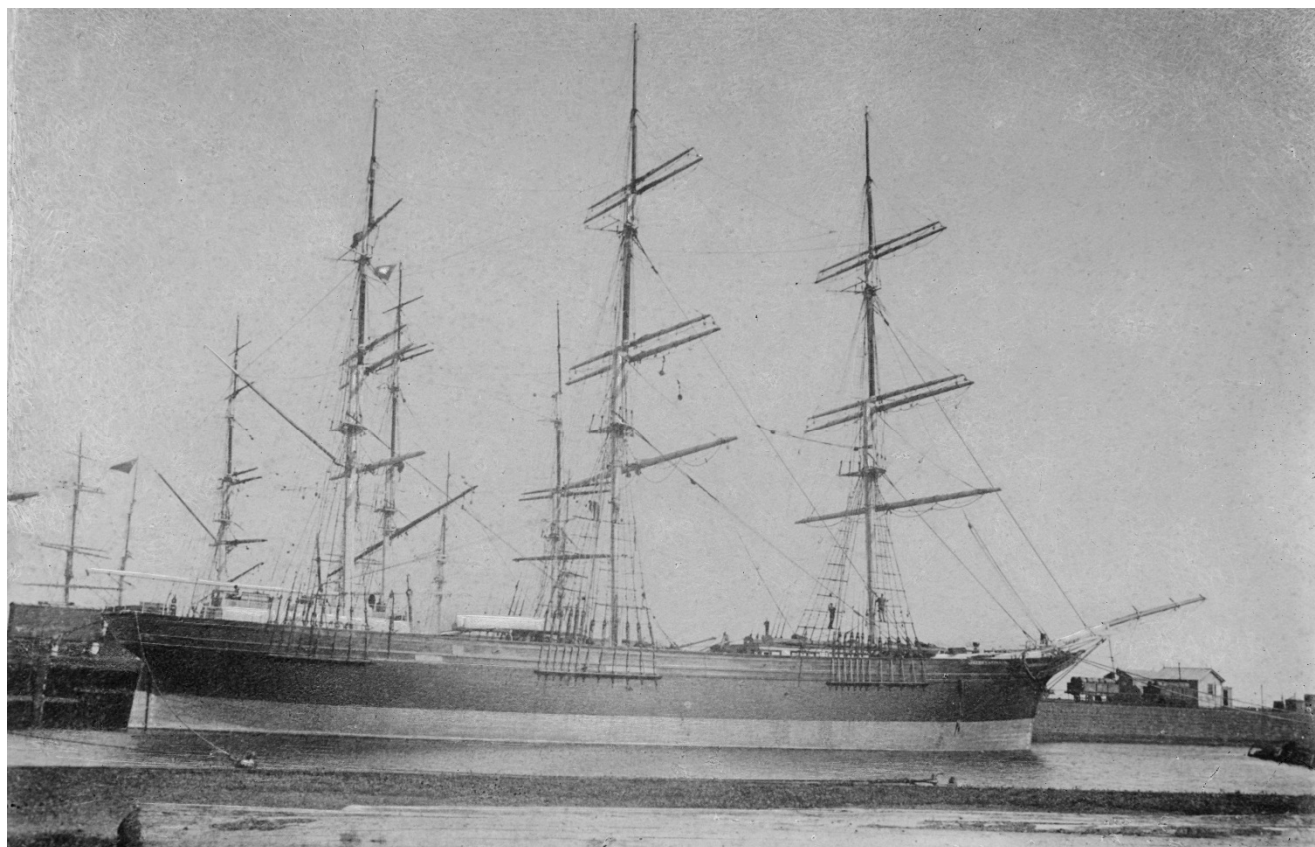


*'Jerusalem' rigged as a ship, at anchor in Port Phillip Bay, Melbourne, Australia. (Water colour by D. M. Little).*

<b>Ship Name(s)</b>	<b>Jerusalem.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a break and a top gallant forecastle, a round stern, and a standing bowsprit.
<b>Launch Date</b>	April 1867.
<b>Owner(s)</b>	<b>Aberdeen Line (George Thompson &amp; Co.). (64)</b>
<b>Registered Port</b>	Aberdeen. Official Number: 56604.
<b>GRT</b>	901 tons.
<b>Length</b>	196 feet, 11 inches (60.02m).
<b>Breadth</b>	34 feet. (10.36m).
<b>Depth</b>	21 feet. (6.40m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Lion.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1. <div> <div></div> Built under special survey. </div>
<b>Other information</b>	August 1874: she carried 313 immigrants to New South Wales, Australia. April 1875: she carried 299 emigrants including 4 born on the voyage, and 31 crew members to Sydney, Australia, 2 <sup>nd</sup> January 1875: her rig was converted to a barque. 1887: sold to Norwegian owners.
<b>Date Scrapped / Lost</b>	28 <sup>th</sup> October 1893: she left New Brunswick, Canada for London, England with a cargo of pitch pine and resin, and was lost in the North Atlantic on route.

## Thyatira (1867).


She was named after Thyatira which was an ancient Greek city, now known as the Turkish city of Akhisar (Meaning - White Castle). She was the first composite ship built by Walter Hood & Co., Shipbuilders, Aberdeen, and the first composite ship built for George Thompson's Aberdeen Line.



*'Thyatira' at Melbourne, Australia, 1877, from the A. D. Edwardes Collection.  
(State Library of South Australia, Ref: PRG 1373/3/39).*

<b>Ship Name(s)</b>	<b>Thyatira.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	August 1867.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.). (64).</b>
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	962 tons.
<b>Length</b>	201 feet, 6 inches (61.42m).
<b>Breadth</b>	33 feet, 10 inches (10.31m).
<b>Depth</b>	21 feet, 6 inches (6.55m).
<b>Construction</b>	Composite.

## Thyatira (1867). (Continued).

<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class 17A1.  Built under special survey.
<b>Other information</b>	<p>29<sup>th</sup> October 1872: the wife of Captain John McKay gave birth to a daughter on-board, 28.3S, 51.2E (Indian Ocean).</p> <p>17<sup>th</sup> September 1879: the Melbourne Argus newspaper reported that:  <i>“At Williamston Court, three men belonging to ship THYATIRA charged with disobedience of orders on 29<sup>th</sup> August, when vessel was at sea. Defendants had declined to wash down paint when ordered. Their excuse that weather was too rough. Sentenced to seven-day imprisonment”.</i></p> <p>26<sup>th</sup> January 1882: off Rio de Janeiro, Brazil, at midnight on route from Melbourne to London with a cargo of wool she collided with the British Ship ‘Atmosphere’ on route from Liverpool for Valparaiso (Chile) with coal. The ‘Atmosphere’ sank quickly, however, all her crew except for the steward were taken on-board the ‘Thyatira’. ‘Thyatira’ lost her jib boom and some spars. (It is thought the steward must have been badly injured or killed during the collision).</p> <p>1887: re-rigged as a barque.</p> <p>1894: sold to J. W. Woodside &amp; Co., Belfast.</p>
<b>Date Scrapped / Lost</b>	16 <sup>th</sup> July 1896: she left London bound for Rio de Janeiro, Brazil, with general cargo including 800 packages of dynamite. Survivors reported that there was an uncontrollable fire on-board, and the captain recognising the danger present due to the dynamite, ordered to lower the lifeboats and abandon ship, and all her crew survived. The ship was split in half when the dynamite exploded and she sank in the darkness of the night. Wreck site reported as: Pontal da Barra, off the coast of Alagoas, Brazil.



## Ploughman (1867).

She was built as a coaster to carry general cargo.

<b>Ship Name(s)</b>	<b>Ploughman.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	November 1867.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	George Thomson Junior, ship-owner, Alexander Davidson, advocate, and Alexander Jopp, advocate, all Aberdeen (64-jointly).
<b>Registered Port</b>	Aberdeen. Official Number: 19175.
<b>GRT</b>	177 tons.
<b>Length</b>	103 feet, 3 inches (31.47m).
<b>Breadth</b>	23 feet (7.01m).
<b>Depth</b>	12 feet, 9 inches (3.89m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Shield.
<b>Classification</b>	Lloyds Register of Shipping. Class 8A1.
<b>Other information</b>	<p>1869 to 1889: owned by the Aberdeen Commercial Company.</p> <p>6<sup>th</sup> Feb. 1872: she is reported to have collided with the 'SS Cambria' of Dundee.</p> <p>5<sup>th</sup> April 1877: she went ashore at the mouth of Aberdeen Harbour.</p> <p>c18<sup>th</sup> November 1893: Captain John Christie of the Ploughman aged 38 years, drowned at sea.</p> <p>1889 to 1890: owned by George Milne &amp; Co., Aberdeen.</p> <p>1891 to 1893: owned by J. Cameron, and registered in Aberdeen.</p>
<b>Date Scrapped / Lost</b>	18 <sup>th</sup> November 1894: she was wrecked off the Humber, England.

**Ascalon (1868).**

Named after Ashkelon, a coastal city in Israel. She traded from London to Australia for over 20-years, and was well known in Sydney, and Melbourne.



*'Ascalon' rigged as a barque. (State Library of Queensland, Ref: 133481).*

## Ascalon (1868). (Continued).



*'Ascalon' rigged as a ship, pre-1881.  
(National Maritime Museum Ref: NMMG BHC3208).*

Ship Name(s)	Ascalon.
Rig	Barque, 3 masts, 2 decks, a poop deck, a top gallant forecastle, a round stern, and a standing bowsprit,
Launch Date	April 1868.
Owner(s)	<b>Aberdeen Line (George Thompson &amp; Co.).</b> (64).
Registered Port	Aberdeen. Official Number: 60682.
GRT	998 tons.
Length	210 feet, 11 inches (64.29m).
Breadth	34 feet, 5 inches (10.49m).
Depth	20 feet, 7 inches (6.27m).
Construction	Wood.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 11A1. ✠ Built under special survey.
Other information	1881: sold to Trinder, Anderson, & Co., Fremantle, (Port of Perth) Australia. 1890: sold to Norwegian owners.
Date Scrapped / Lost	7 <sup>th</sup> Feb. 1907: she was wrecked at Annalong, County Down, Northern Ireland, when bound from Runcorn (Mersey) to Moss.

## **Thermopylae (1868).**

She was built as a Tea Clipper for trade with China. She was launched 19<sup>th</sup> August 1868, and named by Mrs Hardy Robinson of Denmore House, Bridge of Don, Aberdeen, she was the wife of Hardy Robinson a friend of her owner George Thompson Junior. Robinson and Thompson were at one time directors of The Aberdeen Music Hall Company.

Basil Lubbock in his book *The China Clippers* wrote *"The great Thermopylae, the pride of the British Merchant service and justly considered by most seamen to have been the fastest sailing ship ever launched"*. Cicely Fox Smith (1882 to 1954) wrote *"And of all that fleet of swift and lovely ships, none was perhaps ever built more lovely and more swift than the famous clipper 'Thermopylae'.....There was some secret quality which moved seaman's heart with emotion of apprehended beauty"*. In one of her other books; *Ocean Racers* published in 1931, she wrote *"The year 1869 was notable for the appearance on the scene of the famous Aberdeen Line clipper, 'Thermopylae', one of the fastest, and perhaps quite the most beautiful ship ever built in a British or, indeed, in any yard"*.

8<sup>th</sup> November 1868: she sailed on her maiden voyage from Gravesend to Hobson's Bay, Melbourne, in a record-breaking 63 days. Still the fastest passage on record ever made by a sailing ship.

She then made a record passage from Newcastle, New South Wales, Australia to Shanghai in only 28 days. Her crew were so impressed with the ship that they carved a golden cock and proudly fitted it on top of her main mast for all to see. From there she sailed to Foochow to load a cargo of tea destined for London. In Foochow, other sailors certainly saw her golden cock and there was great excitement when word spread of her record passages and that she was to sail back to London with a cargo of tea. For some, however, the golden cock was too much to bear, and the story goes that a sailor from a rival clipper the 'Taeping' (Built by Robert Steele & Co., Greenock in 1863) swam across to the 'Thermopylae', climbed her rigging and stole the cock. The crew of the 'Thermopylae' were enraged by the theft, and it is said that it caused a great deal of trouble between the crews,

## **Thermopylae (1868). (Continued);**

and words, if not blows occurred. 'Thermopylae's' golden cock was never found or returned, but was soon replaced with another, which was carried proudly at the top of her main mast for the rest of her sailing days.

Basil Lubbock in his book *The China Clippers* wrote: "*The racing clippers loaded their tea cargoes at Foochow, and the splendid fleet as it assembled in the harbour was a sight to gladden the hearts of all seafarers and those interested in mercantile enterprise. The ships with their glistening black hulls, snow-white decks, golden gingerbread work, carving at bow and stern, newly varnished teak deck-fittings, glittering brass and burnished copper were things of dazzling beauty, and in all the fine array none could compare with the loveliness of the White Star clippers — the 'Jerusalem', or the 'Thermopylae', the wonder of the world. Their green sides, white figureheads, white blocks, white lower masts, bowsprit and yardarms, gold stripe and gold scroll work were the admiration of sailors wherever they went.*" ('Jerusalem' was built by Walter Hood in 1867, also for George Thompson's Aberdeen Line).



*'Thermopylae'. (Photographer unknown).*

## Thermopylae (1868). (Continued);

<b>Ship Name(s)</b>	<b>Thermopylae.</b> (1895: renamed 'Pedro Nunes').	
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Fastest day run = 358 miles <sup>1</sup> .
<b>Designer</b>	Bernard Waymouth (1824 to 1890) of London (Senior Surveyor at LRS) assisted by Cornelius Thompson.	
<b>Launch Date</b>	19 <sup>th</sup> August 1868.	
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.).</b> William Henderson, Cornelius Thompson, and Stephen Thompson, ship-owners, (48-jointly), <b>James Buyers, ship-owner (4)</b> , and William Edward Buyers, shipmaster (4), all of Aberdeen. Isaac Merchant, shipmaster, London (4), and Thomas Henry, Hounslow, shipmaster (4).	
<b>Registered Port</b>	Aberdeen.	Official No.: 60688.
<b>GRT</b>	991 tons.	
<b>Length</b>	212 feet (64.62m).	
<b>Breadth</b>	36 feet (10.97m).	
<b>Depth</b>	20.9 feet (6.37m).	
<b>Construction</b>	Composite. Hull was copper sheathed.	
<b>Figurehead</b>	Young Spartan King Leonidas (All white).	
<b>Classification</b>	Lloyds Register of Shipping. Class 17A1. ✠ Built under special survey.	
<b>Other information</b>	Build cost = £9,000. 1872: she raced the 'Cutty Sark' from Shanghai to London with a cargo of tea and beat her by six days. (18 <sup>th</sup> June 1872 to 11 <sup>th</sup> Oct 1872). 1881, 30 <sup>th</sup> October: she sailed with her last cargo of tea from China. (Foo-chow to London, which is approximately 16,000 miles). 1882 to 1889: she carried wool between Australia and England. c1889: sold to William Ross & Co., London. 1890: sold to Mr. Redford of Montreal, Canada president of the Rice Milling Co. for £5,000, and was cut down to a barque rig. She is known to have made	



## Thermopylae (1868). (Continued);

	<p>passages between Victoria, British Columbia, and Far Eastern ports from Tokyo to Singapore. She regularly carried cargoes of rice from Rangoon (Modern day Yangon, Burma).</p> <p>1895: sold to the Portuguese as a naval training ship and renamed 'Pedro Nunes'.</p> <p>1903: converted to a coal hulk on the Tagus River, near Lisbon, Portugal.</p>
<b>Date Scrapped / Lost</b>	13 <sup>th</sup> October 1907: she was used for torpedo practice and sunk by the Portuguese Navy, this was claimed to have been a naval funeral.

Her greatest rival was the 'Cutty Sark', which was designed by Hercules Linton (1837 to 1900) born in Inverbervie, Aberdeenshire, who coincidentally was an apprentice of Alexander Hall & Co., Footdee, Aberdeen; Walter Hood's Footdee neighbour. Linton worked at Alexander Hall & Co. from 1855 to c1862. In May 1868, Linton entered a partnership with William Dundas Scott-Moncrieff and formed the company of Scott and Linton, Shipbuilders of Dumbarton, it was here he designed Thermopylae's rival the 'Cutty Sark'. The block co-efficient of Thermopylae's hull was 0.58, Linton designed the Cutty Sark based on 0.55. This meant the Cutty Sark was slightly more stream-lined. (Some have said she was designed this way to beat the 'Thermopylae', however the keel of the 'Cutty Sark' was laid one month after Thermopylae's record breaking maiden voyage from London to Melbourne, so there is no way Linton would have known how fast the 'Thermopylae' would be). Linton also worked for **Leckie, Wood & Munro**, Torry, Aberdeen as the head of the modelling and design department from December 1869 to April 1870. The 'Cutty Sark' was partly built by Scott and Linton, but when they ran out of money, a contract for her completion was given to Denny of Dumbarton. She was completed in November 1869. It can be argued that the two greatest sailing ships ever built, both had Aberdeen roots.

The Tea Clippers also needed to be fast to evade pirates in the China Seas.

## **Thermopylae (1868). (Continued);**

David R. Macgregor, author of the book titled 'Clipper Ships', 1979 / ISBN 0852426186, states in his book that there are four things required to be called a clipper, I would like to add a fifth:

- 1) A fine-lined hull.
- 2) An emphasis on streamlined appearance.
- 3) A large sail area.
- 4) A daring and skilful master.
- 5) A vessel designed and built to the highest quality. (My addition).



*A Player's cigarette card depicting the figurehead of the 'Thermopylae'.*



*Bernard Weymouth (1824 to 1890). (Artist unknown).*

## **Thermopylae (1868). (Continued);**



*Sculpture 'Waterlines' by Marian Leven and Will Maclean (2012) inspired by the hull of the Thermopylae, Aberdeen University campus. (S. Bruce).*

It's good to see something in Aberdeen to remind us of the 'Thermopylae', but as a shipbuilder, two halves of a ship standing erect as if sinking, doesn't look right to me, it reminds me of the 'Titanic', although I do appreciate the inscribed lines of her body plan. There is a replica of the 'Cutty Sark' figurehead at Inverbervie commemorating the Hercules Linton connection, I personally would like to see a sculpture or at least a plaque where she was built in Footdee.

**Thermopylae (1868). (Continued);**

*Extract from the Clipper ships of America and Great Britain, 1833 to 1869 by  
H. La Grange (1936).*

## **Thermopylae (1868). (Continued);**

### **Thermopylae**

She was the fastest clipper ever built,  
And she was built by Hood's o' Aberdeen,  
Her lines were drawn with an 'Aberdeen Bow',  
She was gracious, sleek, and lean.

Her hull had wooden planks,  
And her frames were made of iron,  
Her beauty was so great,  
She could inspire Lord Byron.

On her maiden voyage,  
The England to Australia record she did break,  
Taking only sixty days,  
Leaving all others in her wake.

Her snow-white canvas sails,  
Her magnificence beyond compare,  
No other clipper ever built,  
Had such elegance and flair.

She traded in the Far East,  
Carrying many a cargo of tea,  
And being owned by a canny Aberdonian,  
They say she never once sailed empty.

**Stanley Bruce.**




## Glenavon (1868).

This ship was the first iron-hulled ship built by Walter Hood. However, the first iron-hulled ship recorded as being built in Aberdeen was the 'John Garrow' built some 28-years earlier in 1840 by shipbuilder John Vernon & Sons, she was 555 gross tons, and registered in Liverpool.

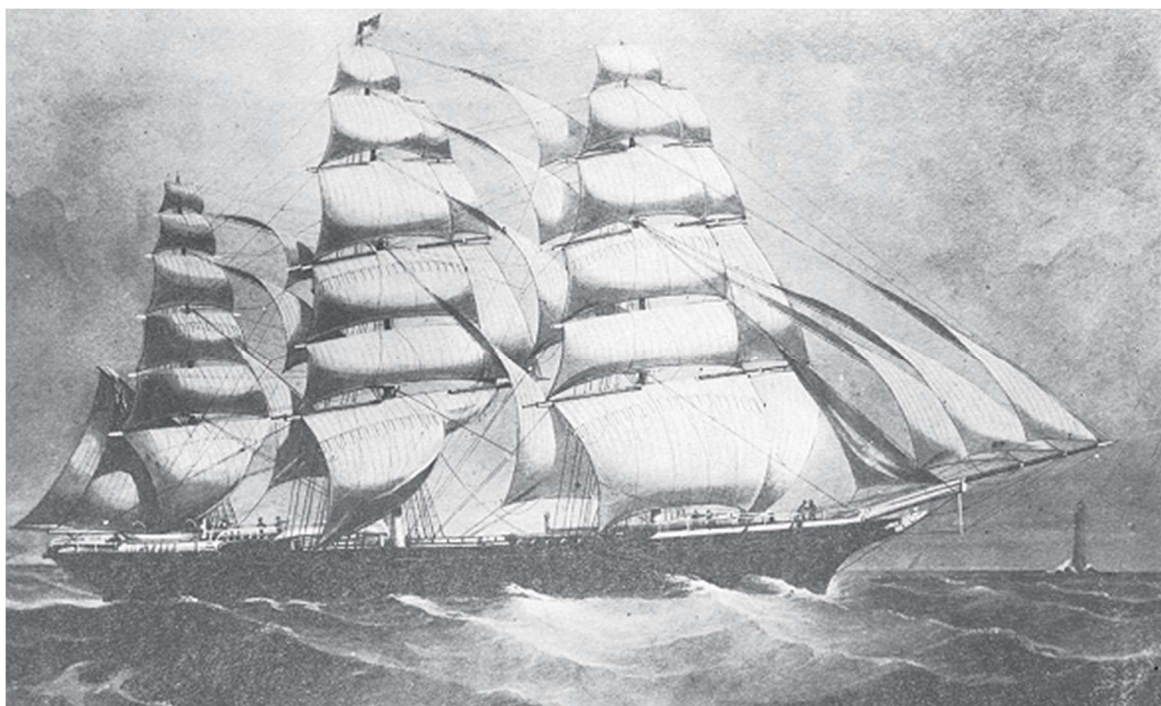
The building of iron ships brought about another change, and this was the need for life-jackets. When a wooden ship sank, there was always wooden parts of the ship floating in the sea, such as masts, deck planks, etc. Survivors could cling onto these items; an iron ship went straight to the bottom and left very little floating.

'Glenavon' sailed to Australia and China. She was however the unluckiest ship built by Walter Hood as she sailed for less than three years before being lost.

<b>Ship Name(s)</b>	<b>Glenavon.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	September 1868.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Alexander Nicol &amp; Co., Aberdeen.</b> Alexander Nicol (36), George Thomson Junior (8), <b>James Buyers (4)</b> , Robert Colquhoun Adam (4) all ship-owners, John Gray Chalmers (4), James Chalmers (4), both printers, all of Aberdeen, and James Henderson, shipmaster, Arbroath (4).
<b>Registered Port</b>	Aberdeen. Official Number: 60689.
<b>GRT</b>	830 tons.
<b>Length</b>	188 feet. (57.30m).
<b>Breadth</b>	33 feet, 4 inches. (10.16m).
<b>Depth</b>	19 feet, 9 inches. (6.02m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Shield.
<b>Classification</b>	Lloyds Register of Shipping. Class A1.  Built under special survey.
<b>Other information</b>	--
<b>Date Scrapped / Lost</b>	23 <sup>rd</sup> June 1871: she was lost in the Gaspar Straits in the China Sea; all hands were saved.

## Centurion (2) (1869).

Built for the Australia trade, and carried cargo and passengers. Her owners during her design and build hoped that she would be faster than the 'Thermopylae', but she never met these expectations. However, on her maiden voyage she made the passage from London to Sydney in only 69 days<sup>2</sup>. In 1871 she did it in 77 days, and 1872 in 78 days<sup>2</sup>.



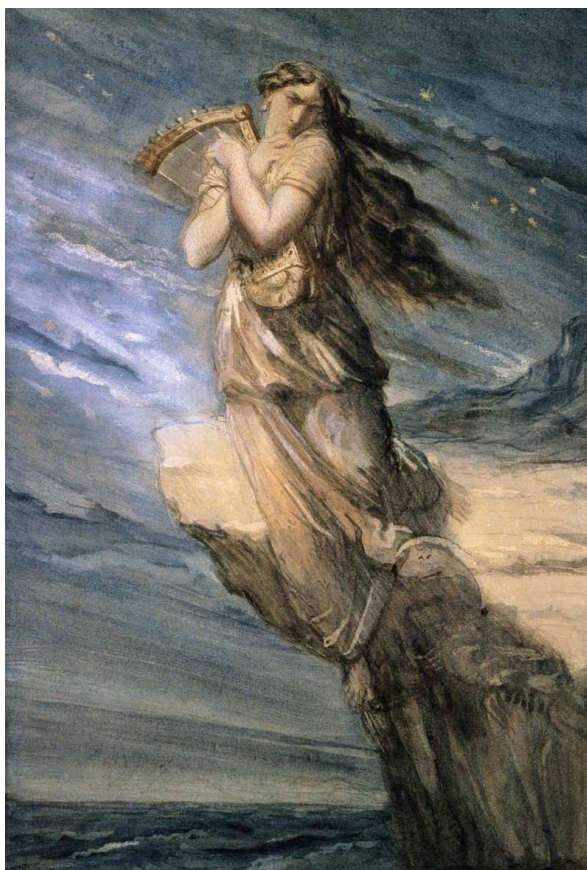
*'Centurion (2)' painted as a ship, 1870. (Artist unknown).*

Ship Name(s)	Centurion (2).	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Fastest known day run - 360 miles <sup>2</sup> .
Launch Date	April 1869.	
Owner(s)	Aberdeen Line (George Thompson & Co.). (64).	
Registered Port	Aberdeen.	Official Number: 60692.
GRT	1,004 tons.	
Length	208 feet, 7 inches. (63.58m).	
Breadth	35 feet, 1 inch. (10.70m).	
Depth	21 feet, 1 inch. (6.43m).	
Construction	Composite.	
Figurehead	Unknown.	
Classification	Lloyds Register of Shipping. Class 12A1. <div> <div></div> <div>Built under special survey.</div> </div>	

## Centurion (2) (1869). (Continued).

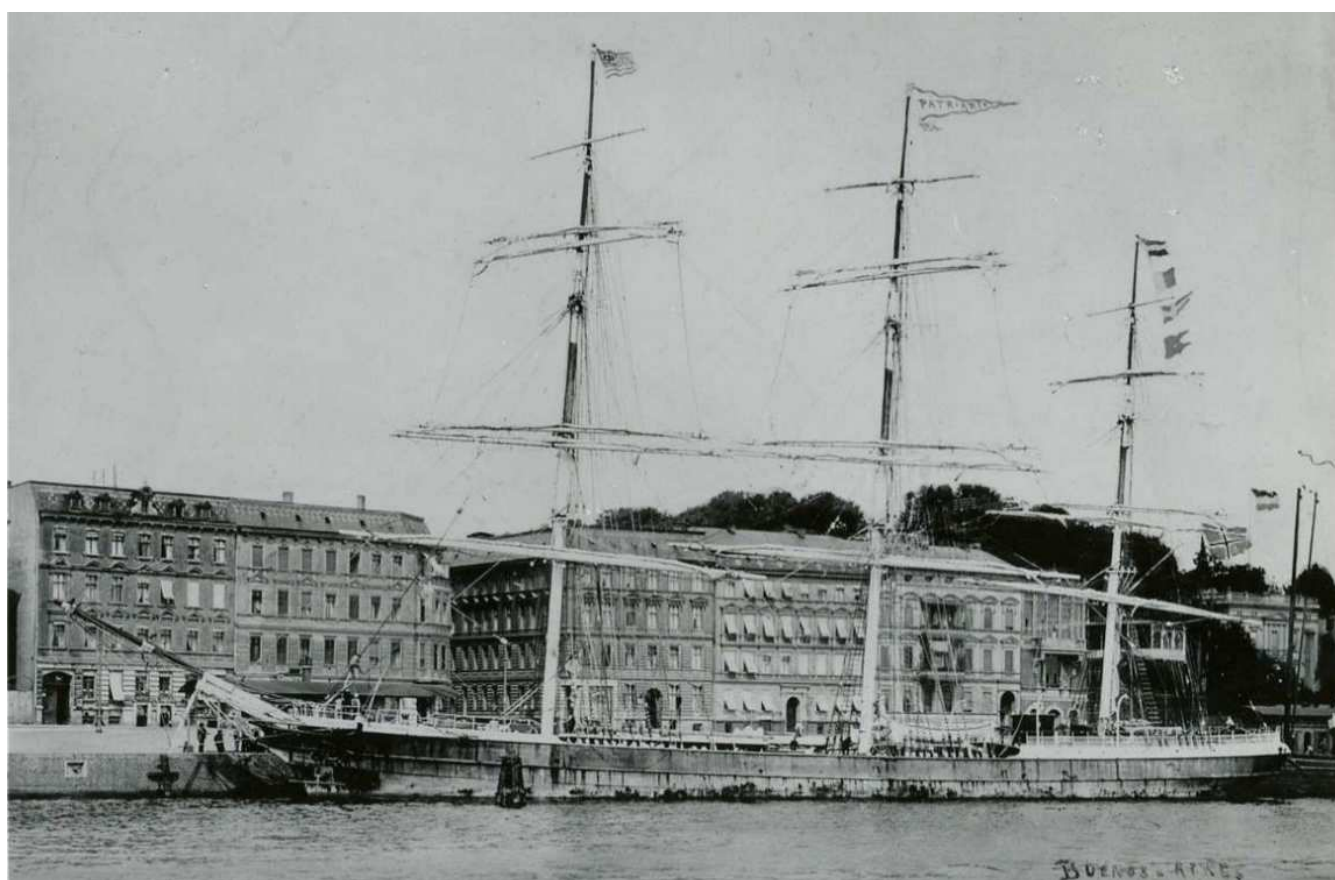
<b>Other information</b>	<p>The Lloyds Surveyor stated in his Survey Report when she was built that she carried a compliment of six anchors, which were three main or 'bower' anchors, one stream anchor, and two smaller kedge anchors. George Campbell in his book 'China Tea Clippers' states at the time that this was the standard requirement for ships greater than 250 tons.</p> <p>1886: rigged as a barque.</p> <p>NSW Government Office of Environment and Heritage wreck site ID 1933.</p> <p><a href="http://www.environment.nsw.gov.au">http://www.environment.nsw.gov.au</a></p>
<b>Date Scrapped / Lost</b>	<p>16<sup>th</sup> January 1887: wrecked while being towed out of Sydney Harbour when the tug 'Phoebe' stopped to avoid the barge 'Manhegan' and her tow rope got cut in her propeller, and the 'Centurion (2)' was driven ashore onto North Head near Old Man's Hat, and sank in around 15 minutes. She was serving as a collier and was carrying 400 tons of coal. All crewmen were saved.</p>

*Greek Poetess Sappho with her lyre (A stringed instrument like a small U-shaped harp) by Théodore Chassériau, c1840. One tradition claims that Sappho committed suicide by jumping off the Leucadian cliffs. (She was carved as the figurehead of the 'Leucadia').*



## Patriarch (1869).

She was built for the emigrant trade, and was **the first iron-hulled ship built for George Thompson's Aberdeen Line**. When launched, she was said to be *"The finest iron-hulled ship in the World"*. She cost £24,000 to build, and was the first ship built with pole masts (made from a single piece of timber). On her maiden voyage, she sailed from London to Port Jackson in 74 days, and returned home in 69 days, these were both very fast passages.



*'Patriarch', Buenos Ayres 1904. (Photographer unknown).*

<b>Ship Name(s)</b>	<b>Patriarch.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a poop deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	September 1869.
<b>Owner(s)</b>	<b>Aberdeen Line (George Thompson &amp; Co.). (64).</b>
<b>Registered Port</b>	Aberdeen.                      Official Number: 60696.
<b>GRT</b>	1,405 tons.



## **Patriarch (1869). (Continued).**

<b>Length</b>	222 feet, 1 inch (67.69m).
<b>Breadth</b>	38 feet, 1 inch (11.61m).
<b>Depth</b>	22 feet, 4 inches (6.81m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class A1. ✠ Built under special survey.
<b>Other information</b>	Build cost = £24,000. 18 <sup>th</sup> October 1894: the Sydney Morning Herald reported that she carried 4,000 bales of wool. 1 <sup>st</sup> November 1898: sold to Norwegian owners for a mere £3,150. The value of sailing ships had depreciated rapidly due to the opening of the Suez Canal (1869) and the steamship now being the preferred method of carrying cargo.
<b>Date Scrapped / Lost</b>	23 <sup>rd</sup> February 1912: she ran ashore at the west end of Cuba at Cape Corrientes, south of the River Plate and was a total loss.



*'Patriarch'. (State Library of South Australia, Ref: PRG-1373-3-45).*



## Leucadia (1870).

She was noted for her very fine figurehead of the Greek poetess Sappho, which because of the gilt wire used on the lyre and the poetess's arms, for safety was taken off while in port.



*'Leucadia' rigged as a barque in Port Adelaide c1875, from the A.D. Edwardes Collection. (State Library of South Australia, Ref: PRG 1373/3/123).*

Ship Name(s)	<b>Leucadia.</b> Renamed: Edwardina (1897).	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Fastest known day run – 240 miles <sup>7</sup> .
Launch Date	17 <sup>th</sup> March 1870.	
Owner(s) (No of shares held, out of 64 in brackets).	<b>Alexander Nicol &amp; Co., Aberdeen.</b> Alexander Nicol, merchant and managing owner (52), <b>James Buyers</b> , ship-owner (4), and Andrew Mearns, shipmaster (8), all Aberdeen.	
Registered Port	Aberdeen.	Official Number: 60702.
GRT	896 tons.	
Length	195 feet (59.44m).	
Breadth	33 feet, 9 inches (10.29m).	
Depth	20 feet, 5 inches (6.22m).	
Construction	Iron.	
Figurehead	Demi female of Sappho with her lyre <sup>7</sup> .	
Classification	Lloyds Register of Shipping. Class A1. ✠ Built under special survey.	
Other information	1897: sold to B. J. Torngren, Solvesborg, Sweden, and renamed Edwardina.	
Date Scrapped / Lost	2 <sup>nd</sup> April 1906: wrecked near Nosara, Costa Rica on voyage Guayaquil, Ecuador to Punta Arenas, Chile, with a cargo of rosewood and cedar timber.	

## Aviemore (1870).

She was the last wooden sailing ship built for the Aberdeen Line, however Walter Hood's last wooden ship built was a barque named 'Lydia' built in 1873.



*'Aviemore' rigged as a barque and under the Norwegian flag c1910, from the A.D. Edwardes Collection. (State Library of South Australia, Ref: PRG 1373/3/50).*

<b>Ship Name(s)</b>	<b>Aviemore.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	August 1870.
<b>Owner(s)</b> (No of shares held, out of 64 in brackets).	<b>Aberdeen Line (George Thompson &amp; Co).</b> William Henderson, Stephen Thompson, and Cornelius Thompson (40-jointly), George Thompson Junior (4), <b>James Buyers (4)</b> , all ship-owners, and <u>James Greig, shipbuilder (4)</u> , all Aberdeen. Isaac Merchant, London (4), Thomas Henry, Hounslow (4), and Thomas Barnes Ayling, London (4), all shipmasters.
<b>Registered Port</b>	Aberdeen. Official No.: 60709.
<b>GRT</b>	1,091 tons.
<b>Length</b>	214 feet, 4 inches (65.33m).
<b>Breadth</b>	36 feet, 7 inches (11.15m).
<b>Depth</b>	22 feet, 3 inches (6.78m).
<b>Construction</b>	Wood. (Iron deck beams and brackets).
<b>Figurehead</b>	Demi female.
<b>Classification</b>	Lloyds Register of Shipping. Class 12A1. <div> <div></div> Built under special survey. </div>

### Aviemore (1870). (Continued).

<b>Other information</b>	1898: derigged to a barque. 1908: converted to a floating whale processing factory under Norwegian flag. Oct. 1910: she left Sandefjord, Norway for South Shetland, where she was converted into a floating oil refinery.
<b>Date Scrapped / Lost</b>	November 1916: she disappeared in the North Atlantic Ocean on route from Halifax, Nova Scotia to Liverpool.

### Miltiades (1871).

Named after the Greek Miltiades who was a general at the 'Battle of Marathon'. She was the second iron-hulled ship built for the Aberdeen Line and was specifically built for the emigrant trade. She had accommodation for 25 passengers, and room for another 150 in the tween deck. Her main-yard was a huge 86ft long.



*'Miltiades' (Painted by Frederick Tudgay (1841 to 1921)).*

<b>Ship Name(s)</b>	<b>Miltiades.</b>	
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Fastest known day run – 345 miles <sup>7</sup> .
<b>Launch Date</b>	March 1871.	
<b>Owner(s)</b>	<b>Aberdeen Line (George Thompson &amp; Co.). (64).</b>	
<b>Registered Port</b>	Aberdeen	Official No.: 60710.
<b>GRT</b>	1,495 tons.	
<b>Length</b>	246 feet, 11 inches (75.26m).	
<b>Breadth</b>	39 feet, 4 inches (11.99m).	
<b>Depth</b>	23 feet, 4 inches (7.11m).	
<b>Construction</b>	Iron.	
<b>Figurehead</b>	Not confirmed, but presumably full length of Miltiades.	

<b>Classification</b>	Lloyds Register of Shipping. Class A1. ✠ Built under special survey.
<b>Other information</b>	1874: on passage to Wellington, New Zealand she slid onto a reef, but she was pulled off by the inter-colonial steamer with very little damage. c1902: Sold to M. Maresca of Castellamare, Italy.
<b>Date Scrapped / Lost</b>	27 <sup>th</sup> March 1905: she was towed into Bastia, France with loss of mainmast; she was later condemned and taken to Genoa, Italy, and broken up.

### Collingwood (1872).

She was Devitt and Moore's first venture into the Melbourne wool trade. Outward bound she carried convicts (State Prisoners) from London to Australia, and occasionally fare paying passengers, and a cargo of wool on the homeward passage.



*Collingwood' rigged as a ship. From the A.D. Edwardes Collection.  
(State Library of South Australia, Ref: PRG-1373-4-27).*

<b>Ship Name(s)</b>	<b>Collingwood.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	June 1872.
<b>Owner(s)</b>	<b>Devitt &amp; Moore, London. (64).</b>



## Collingwood (1872). (Continued)

<b>Registered Port</b>	London.                      Official Number: 65731.
<b>GRT</b>	1,064 tons.
<b>Length</b>	211 feet, 1 inch (64.34m).
<b>Breadth</b>	34 feet, 8 inches (10.57m).
<b>Depth</b>	21 feet (6.40m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1. ✠ Built under special survey.
<b>Other information</b>	10 <sup>th</sup> July 1875: she arrived in New Zealand with 286 immigrants, and was put into quarantine due to sickness on-board. During the voyage, there were 20 deaths and 50 cases of sickness, including some officers who were sent to hospital. The doctor was also stricken with the fever, but recovered. 1893: sold to Norwegian owners.
<b>Date Scrapped / Lost</b>	12 <sup>th</sup> March 1917: she was sunk by a German U-boat (U62) while under Norwegian colours. The Germans allowed the crew ten minutes to leave the ship before sinking her. Wreck location: 49.13N, 09.39W.

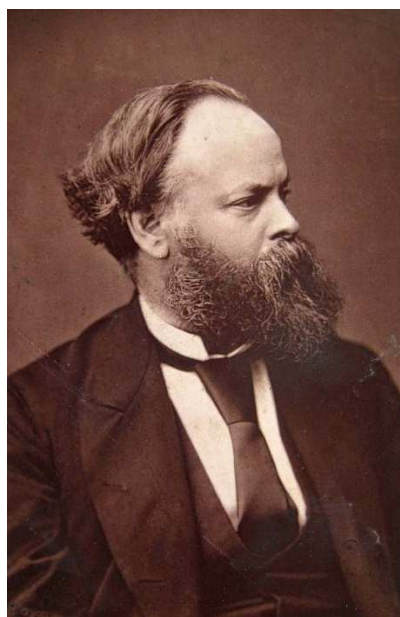
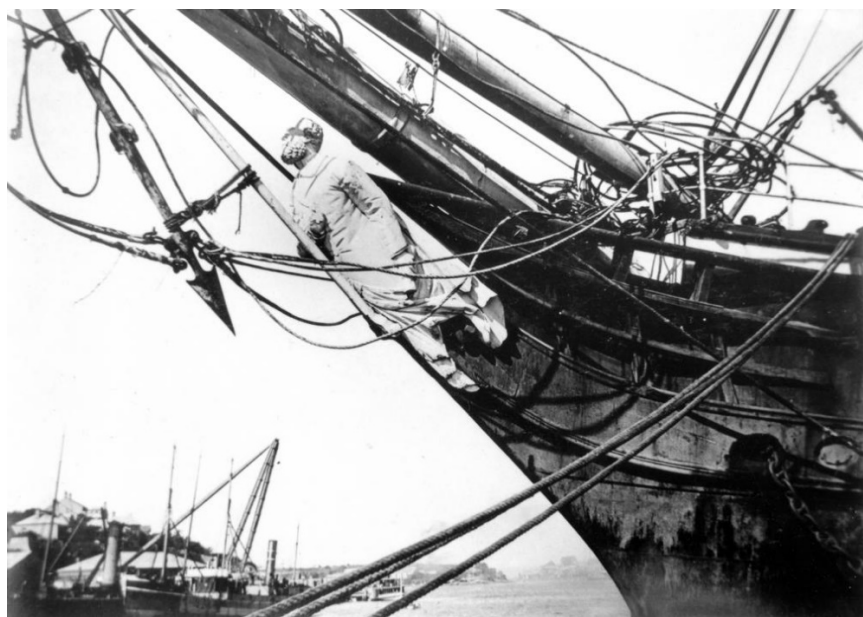


'Collingwood' rigged as a barque. (State Library of Queensland, Ref: 43071).



## Samuel Plimsoll (1873).

She was named after Samuel Plimsoll (1824 to 1898) MP who campaigned tirelessly for improved safety at sea, he devised the Plimsoll Line which shows the maximum laden draft of a ship. He said, when presenting his case to Parliament in 1875 that George Thompson's Aberdeen Line was the only concern that never loaded their ships too deeply. We can state here with confidence that this ship had load line markings (aka a Plimsoll Line) even though it was 1876 (3-years later) before the Merchant Shipping Act was passed making load lines compulsory. Unfortunately, the 1876 Act allowed the ship-owners to paint the line where they saw fit, and it is said that some unscrupulous owners painted it on the funnel of the ship. The actual position of the line wasn't fixed by law until 1894. Samuel Plimsoll was present at her launch, but he never named her as superstition meant a woman had to name her. She was built as an emigrant ship and she carried 180 passengers on her maiden voyage to Australia. In 1878, she is recorded as having carried 458 emigrants to Sydney, Australia in one passage.



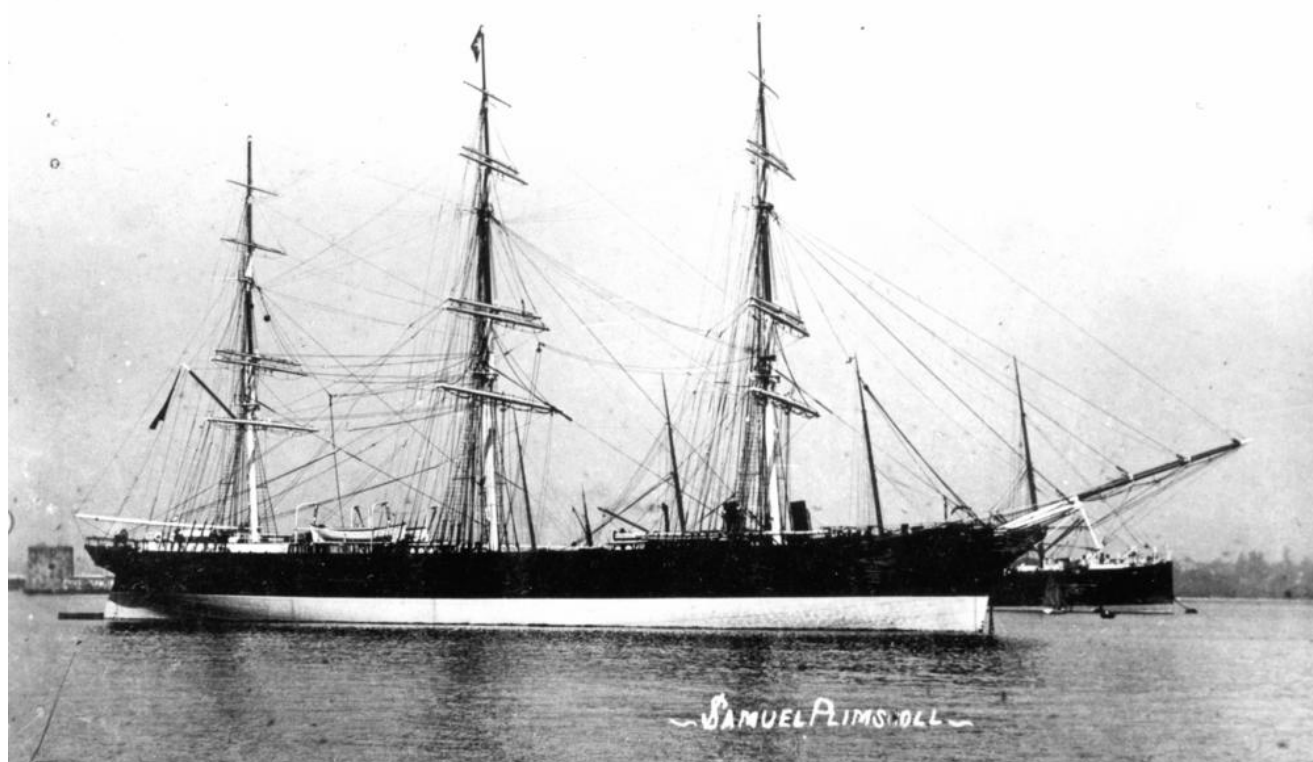
*Figurehead of the 'Samuel Plimsoll' / Samuel Plimsoll.*

*(Photos, Ref: 142527, State Library of Queensland / by John G. Murdoch).*

Ship Name(s)	Samuel Plimsoll.	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Fastest known day run – 348 miles <sup>2</sup>
Launch Date	September 1873.	
Owner(s)	Aberdeen Line (George Thompson & Co.). (64).	

## Samuel Plimsoll (1873). (Continued).


<b>Registered Port</b>	Aberdeen. Official Number: 65097.
<b>GRT</b>	1,520 tons.
<b>Length</b>	241 feet, 10 inches (73.71m).
<b>Breadth</b>	39 feet, 1 inch (11.91m).
<b>Depth</b>	23 feet, 2 inches (7.06m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Full length depicting Samuel Plimsoll. (Currently in Perth Museum, Australia).
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1. ✠ Built under special survey.
<b>Other information</b>	1899: she caught fire in the River Thames, London and had to be scuttled, however in 1900 she was raised and repaired and sold to Shaw, Savill, & Co., London, she operated until 1902 when she was so badly damaged that it was uneconomical to repair her.
<b>Date Scrapped / Lost</b>	1903: she was sold in Sydney, Australia as a hulk and ended her days as a coal hulk in Fremantle Harbour, Perth, Australia.



*'Samuel Plimsoll' rigged as a ship.  
(State Library of Queensland, Ref: 172035).*

## Lydia (1873).

She was built to carry general cargo, and is known to have traded at Aberdeen, Shanghai (China), and Hong Kong.

<b>Ship Name(s)</b>	<b>Lydia.</b>
<b>Rig</b>	Barque, 3 masts, 1 deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	20 <sup>th</sup> November 1873.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Alexander Nicol &amp; Co.</b> George Thompson Junior, <b>James Buyers</b> , Alexander Nicol, William Henderson, and Cornelius Thompson, all ship-owners in Aberdeen (64-jointly).
<b>Registered Port</b>	Aberdeen                      Official Number: 65101.
<b>GRT</b>	377 tons.
<b>Length</b>	149 feet, 1 inch (45.44m).
<b>Breadth</b>	25 feet, 10 inches (7.87m).
<b>Depth</b>	15 feet, 4 inches (4.67m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Shield.
<b>Classification</b>	Lloyds Register of Shipping. Class 11A1.  Built under special survey.
<b>Other information</b>	January, 1875: R. MacKenzie attorney of Shanghai, China was instructed by her owners to sell her for not less than £6,300. May 1875: sold to Shanghai owners. March 1876: registered in Shanghai, China.
<b>Date Scrapped / Lost</b>	13 <sup>th</sup> November 1882: she was wrecked at Iron Island, Chinese Coast, in a heavy gale / snowstorm, with all hands lost. The only body recovered was that of the master Captain Youngson's wife.

## Charles Chalmers (1874).

Named after Charles Chalmers (1790 to 1877) of Monkshill, advocate, Aberdeen.




*'Charles Chalmers'. (Artist unknown)  
(Aberdeen Maritime Museum, Ref: ABDAG004513).*

<b>Ship Name(s)</b>	<b>Charles Chalmers.</b>
<b>Rig</b>	Brig (Snow), 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	February 1874.
<b>Owner(s)</b>	<b>Aberdeen Commercial Co., Ltd., Aberdeen. (64).</b>
<b>Registered Port</b>	Aberdeen. Official Number: 65104.
<b>GRT</b>	186 tons.
<b>Length</b>	102 feet, 7 inches (31.27m).
<b>Breadth</b>	23 feet (7.01m).
<b>Depth</b>	12 feet (3.66m).
<b>Construction</b>	Composite.
<b>Figurehead</b>	Shield.
<b>Classification</b>	Lloyds Register of Shipping. Class 11A1. ⚓ Built under special survey.
<b>Other information</b>	20 <sup>th</sup> September 1884: she went ashore on the sands to the north of Newburgh, Aberdeenshire during the night in dense fog after missing the lights at Aberdeen. The tug 'Granite City' pulled her off without damage at high tide in the afternoon after her load of coal was lightened by several tons.
<b>Date Scrapped / Lost</b>	18 <sup>th</sup> September 1903: she was run down by the 12,000 ton Cressy Class armoured cruiser 'HMS Sutlej' near St. Abbs Head, Berwickshire, Scotland and sank.

## Romanoff (1874).

She was named after Russian ruling dynasty (1613-1917). *“Romanoff was a fast ship, but was over-masted with double topgallant yards and skysails. She was a very regular Melbourne trader”*<sup>2</sup>.

<b>Ship Name(s)</b>	<b>Romanoff.</b>
<b>Ship Type</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	28 <sup>th</sup> August 1874.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Alexander Nicol &amp; Co., Aberdeen.</b> Alexander Nicol (32), <b>James Buyers (4)</b> , and John Blaikie Nicol (4), all ship-owners. John Webster, advocate (8), William Shepherd, shipmaster (8), Alexander Christie, brick-maker (4), and Jane Chalmers, or Nicol, wife of Alexander Nicol (4), all Aberdeen.
<b>Registered Port</b>	Aberdeen. Official Number: 70436.
<b>GRT</b>	1,277 tons.
<b>Length</b>	222.1 feet (67.70m).
<b>Breadth</b>	36.3 feet (11.06m).
<b>Depth</b>	22.2 feet (6.77m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Female.
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1.  Built under special survey.
<b>Other information</b>	June, 1906: sold for £2.600 to A/S Romanoff (C. A. Olsen, Vestre Sandøy), Tvedestrand, Norway, and converted to a barque. May, 1915: sold to Thamshavn Rederi A/S (Chr. Christiansen, Arendal), Trondhjem, Norway. July 1915: she was registered in Arendal. August, 1916: sold to A/S Romanoff (E. Tellefsen), Kristiania, Norway.
<b>Date Scrapped / Lost</b>	13 <sup>th</sup> November 1916: she stranded on the Anholts NE Reef, Denmark whilst on a voyage from Savannah, Georgia, USA, via Lerwick, Scotland to København (Copenhagen), Denmark with cotton-seed cakes. It is said her hull broke in half.



**Romanoff (1874). (Continued).**



*'Romanoff', photographer unknown.  
(State Library of Queensland, Ref: 168295).*

## **Salamis (1875).**

She was named after the Greek island of Salamis, referring to the 'Battle of Salamis' (480BC). She was an iron-hulled extended version of her composite sister ship the *Thermopylae* (by 10 feet), again designed by Bernard Waymouth (1824 to 1890), Principal Surveyor at Lloyds Register of Shipping. She was equipped with H. D. Cunningham patented lower yard braces developed post 1861, these tighten the luff of the sail, from the deck.

At her launch, it is said that her bowsprit hit the roof of Hood's covered building shed, and part of the roof came down injuring several people, two seriously.

She was built for the tea trade, but only once carried a cargo of tea, and that was on her second voyage in 1876 from Hong Kong<sup>2</sup>, she wasn't fitted for passengers. Her mainmast was an enormous 150 feet high.

It has been said that she was "*The fastest iron sailing ship ever built*"<sup>10</sup>. She ended up as a wool clipper due to the steamers taking over most of the tea cargoes.

On her maiden voyage to Melbourne, Australia she did it in 68-days, and over her next 13 voyages to Melbourne she averaged 75-days, pilot to pilot.



*'Salamis' rigged as a barque, wrecked at Malden Island, South Pacific from the A. D. Edwardes Collection.*

*(State Library of South Australia, Ref: PRG 1373/22/14).*

## Salamis (1875) continued.



*'Salamis' rigged as a ship, painted by Allan C. Green (1878 to 1954).*

<b>Ship Name(s)</b>	<b>Salamis.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	7 <sup>th</sup> May 1875.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.). (64).</b> William Henderson and Cornelius Thompson both Aberdeen, Stephen Thompson, London, all ship-owners (40-jointly). <b>James Buyers, ship-owner (4)</b> , William Philip, shipmaster (8), and James Walker, shipping clerk (4), all Aberdeen. Isaac Merchant, shipmaster (4), and Joseph Augustus Knight, shipping clerk (4), both of London.
<b>Registered Port</b>	Aberdeen. Official Number: 70443.
<b>GRT</b>	1,130 tons. (1,079 Net tons).
<b>Length</b>	221 feet 6 inches (67.51m).
<b>Breadth</b>	36 feet (10.97m).
<b>Depth</b>	21 feet 7 inches (6.58m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Billet / Fiddle with a Grecian warrior on each side.
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1. ✠ Built under special survey.

## Salamis (1875) continued.

<b>Other information</b>	16 <sup>th</sup> May 1898: sold to Leif Gundersen, Porsgrunn, Norway and used to transport guano cargoes from the South Pacific.
<b>Date Scrapped / Lost</b>	20 <sup>th</sup> May 1905: she was wrecked at Atoll, Malden Island, South-West Pacific when her moorings dragged while loading guano. (4° S, 155° W).



*'Salamis' rigged as a ship in the Albert Graving Dock, Williamston, Melbourne, Australia. (State Library of Victoria, Ref: H91 250-617).*



## **Salamis (1875) continued.**



*Captain of the 'Salamis', Robert McKilliam. Photo by The Talma Studios, Sydney, Australia. (Australian National Maritime Museum, Ref 0224(119))  
He also served as the 2<sup>nd</sup> Mate of the 'Thermopylae'.*



## Aristides (1876).

She was the biggest ship built by Walter Hood, and Cicely Fox Smith (1882 to 1954) referred to her as the *“The flagship of the fleet”*<sup>7</sup>. She was named after Aristides (530 BC to 468 BC) an ancient Athenian statesman.



*‘Aristides’ at Sydney c1886, from the A. D. Edwardes Collection.  
(State Library of South Australia, Ref: PRG 1373/3/66).*

Ship Name(s)	Aristides.	
Rig	Ship, 3 masts, 2 decks, an elliptical stern, and a standing bowsprit.	Fastest known day run – 320 miles.
Launch Date	March 1876.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.).</b> William Henderson, ship-owner, Aberdeen (8), William Henderson, Cornelius Thompson, and Stephen Thompson, No. 24 Leadenhall Street, London (40-jointly), <b>James Buyers, ship-owner, Aberdeen (4)</b> , Isaac Merchant, shipmaster, No. 24 Leadenhall Street, London (4), George Hawkins Pile, shipmaster, Dublin (4), and John Hood, ship-owner, Bristol (4).	
Registered Port	Aberdeen.	Official No.: 70454.
GRT	1,721 tons.	
Length	261 feet (79.55m).	

## Aristides (1876). (Continued).

<b>Breadth</b>	39 feet (11.89m).
<b>Depth</b>	24 feet (7.32m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	¾ male of Leonidas the Spartan <sup>7</sup> .
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1. ✠ Built under special survey.
<b>Other information</b>	1876: on her maiden voyage, she sailed from London to Port Phillip, Australia in 74 days. November 1895: on route to Sydney, Australia, she picked up all hands from the French barque 'Terre Neuve' which had been abandoned at sea (Long. 76E, Indian Ocean).
<b>Date Scrapped / Lost</b>	28 <sup>th</sup> May 1903: she went missing on passage between Caleta Buena, Chile to San Francisco, USA with a cargo of nitrate of soda.



*The biggest ship built by Walter Hood & Co., the 'Aristides'.  
(Painted by a friend of mine and a very talented artist Robert Andrew).*

[www.robandrew.co.uk](http://www.robandrew.co.uk)

**Aristides (1876). (Continued).**



*'Aristides' c1880, photographer unknown.  
(State Library of South Australia, Ref: B 12017).*



## Smyrna (1876).


She was built as a wool clipper for the Australia trade. She was named after an ancient Greek city. Today it is known as İzmir, on the west coast of Turkey.



*'Smyrna' c1880's. (Artist unknown).*

<b>Ship Name(s)</b>	<b>Smyrna.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	October 1876.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Line (George Thompson &amp; Co.).</b> William Henderson, Cornelius Thompson, both Aberdeen, and Stephen Thompson, No. 24 Leadenhall Street, London all ship-owners (48-jointly). <b>James Buyers, ship-owner, Aberdeen (4)</b> , Thomas Henry, ship-owner of West Brompton (4), Isaac Merchant, ship-owner (4), and George King, accountant (4), both of No. 24 Leadenhall Street, London.
<b>Registered Port</b>	Aberdeen. Official No.: 76457.
<b>GRT</b>	1,372 tons.
<b>Length</b>	232 feet, 3 inches (70.79m).
<b>Breadth</b>	38 feet, 5 inches (11.71m).
<b>Depth</b>	22 feet, 2 inches (6.76m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Billet head.

## Smyrna (1876). (Continued).

<b>Classification</b>	Lloyds Register of Shipping. Class 100A1.  Built under special survey. Code letters: QKCP.
<b>Other information</b>	19 <sup>th</sup> August 1878: she arrived at Sydney, Australia with 460 immigrants on board, however due to cases of scarlet and typhoid fever during the passage she was quarantined for 28-days, and passengers quarantined for 56-days. Four children died in the Quarantine Station during the quarantine period, all from scarlet fever. Two of the names were Thomas Conroy aged 4-years and Isaac Lowes aged 6-years. 24 <sup>th</sup> June 1993: divers found her wreck in 55m / 57m of water, and she has since become a popular dive site.
<b>Date Scrapped / Lost</b>	28 <sup>th</sup> April 1888: the steamship 'SS Moto', 1,449 tons (Owned by Fenwick & Reay, Newcastle) collided with her in thick fog approximately 17 miles south of the Isle of Wight, England, and she was holed and sank. Captain Thomas Taylor, her master, pilot Mr. G. Colpy of London, and 10 crew members out of 29 drowned. There was one passenger on board who survived.

Monumental Inscription, grave 91, St. Clements Churchyard, Footdee, Aberdeen:

*"In loving memory of William Alexander beloved husband of Helen Horn who was drowned in the English Channel by the sinking of the ship SMYRNA of Aberdeen by collision on 28 April 1888 aged 39". He was a carpenter.*

*"Donald Gordon, born June 24, 1847, went out to Australia in his brother-in-law (Captain Jamieson's) ship, the Smyrna. He made a little fortune, and was on his way home when the Coolgardie mines were booming, so he went back there, and with two partners invested in a gold mine, which did not succeed. He then went to Gomalling, Western Australia, and started making big dams for the Government, and in which he is succeeding." (Aberdeen Journal, Notes and Queries, 1911).*



## Pericles (1877).

She was built for the emigrant / wool trade and on her 1<sup>st</sup> passage in 1877 to Australia she carried 489 passengers. She was named after Pericles (c495BC to 429BC) a Greek statesman and general. On her maiden voyage, she made a very fast passage to Melbourne of only 71 days.



*'Pericles', by Allan C. Green. (State Library of Victoria, Ref: H91.325/1042,).*

<b>Ship Name(s)</b>	<b>Pericles.</b> Renamed Sjursjø (1918).
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	July 1877.
<b>Owner(s)</b> (No of shares held, out of 64 in brackets).	<b>Aberdeen Line (George Thompson &amp; Co.).</b> William Henderson & Cornelius Thompson (40-jointly), George Thompson (4), <b>James Buyers (4)</b> , ship-owners, Aberdeen, James Largie, shipmaster (8), <u>James Greig, shipbuilder (4)</u> , both Aberdeen, and Isaac Merchant, ship-owner, London (4).
<b>Registered Port</b>	Aberdeen. Official No.: 70463.
<b>GRT</b>	1,598 tons.
<b>Length</b>	259.5 feet. (79.10m).
<b>Breadth</b>	39.3 feet. (12.00m).
<b>Depth</b>	23.6 feet. (7.19m).
<b>Construction</b>	Iron.

## Pericles (1877). (Continued).

<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1. ✠ Built under special survey.
<b>Other information</b>	Build cost: £13,500. Fitted with the latest inventions i.e. a donkey boiler and engine, steam condenser, and steam windlass. 31 July 1879: she ran aground at Pericles Point near the Helford River, Cornwall, England in thick fog, after 2 hours she re-floated with little damage, however, it was later discovered that her fore peak was flooded. 1886 to 1887: used as a general cargo carrier. 27 June 1898: the Sydney Morning Herald reported that in 1897 she made a passage from London to Sydney in 70 days. 1904: sold to Leif Gundersen, Porsgrund, Norway and re-rigged as a barque, and used in the timber trade. 1911: owned by Pettersen and Ullenaess, Porsgrund, Norway. 1918: sold to Christiansands Shipping Co. Kristiansand, Norway, and renamed 'Sjursjø'.
<b>Date Scrapped / Lost</b>	September 1923: she was scrapped at Kiel, Germany.



'Pericles' painted by A. Dufty. (State Library of Victoria, Ref: H99-220-3702).

## Cimba (1878).

Named 'Cimba', which means Lion in Swahili.



*Bow / figurehead of the 'Cimba'. (Photographer unknown).*

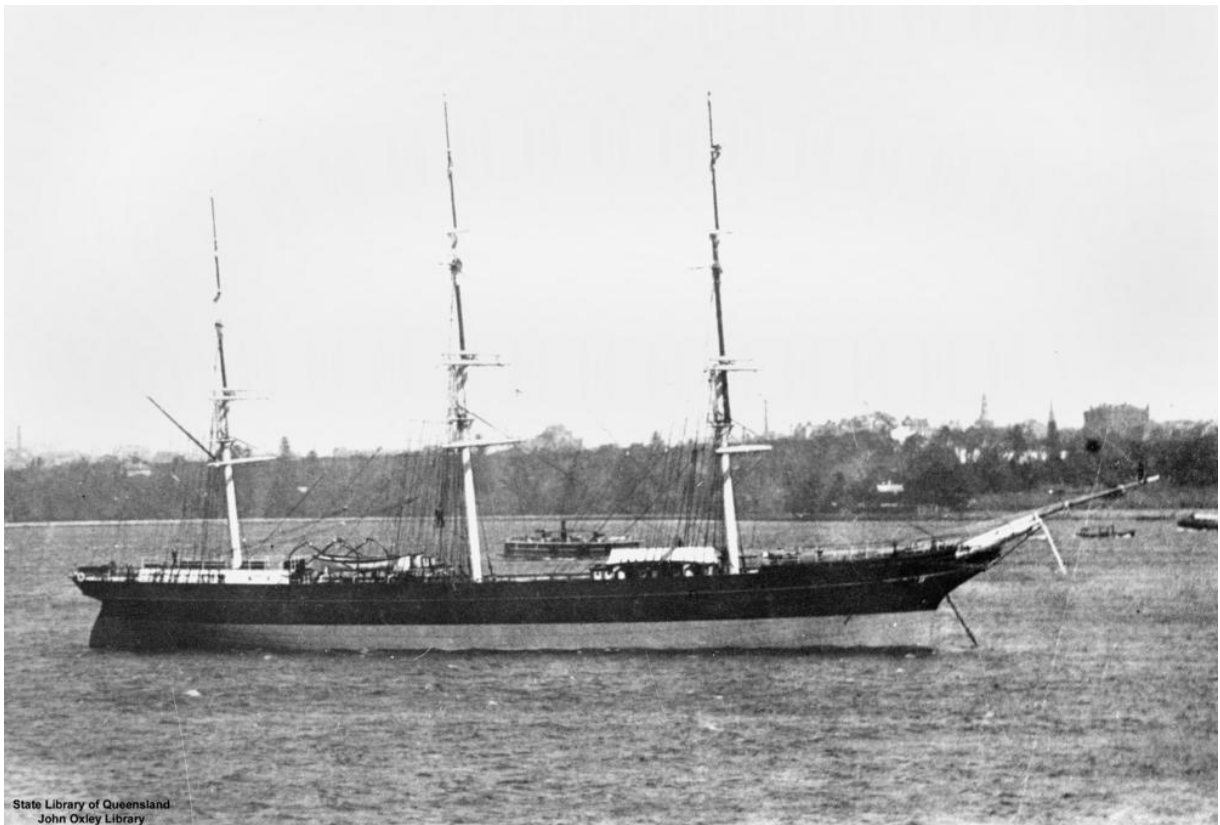
<b>Ship Name(s)</b>	<b>Cimba.</b>	
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Fastest known day run – 312 miles <sup>7</sup> .
<b>Launch Date</b>	April 1878.	
<b>Owner(s)</b>	<b>Alexander Nicol &amp; Co., Aberdeen.</b> <b>James Buyers</b> , shipyard manager held 4 shares in this ship.	
<b>Registered Port</b>	Aberdeen.	Official No.: 77444.
<b>GRT</b>	1,174 tons.	
<b>Length</b>	223 feet, 7 inches (68.15m).	
<b>Breadth</b>	34 feet, 7 inches (10.54m).	
<b>Depth</b>	22 feet (6.71m).	
<b>Construction</b>	Iron. (Her hull was painted livery green with a yellow stripe, and mast were painted white).	
<b>Figurehead</b>	Male lion surmounting a shield.	
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1. ✠ Built under special survey.	
<b>Other information</b>	1889: Fastest voyage from Sydney to London was 75 days. March 1906: Sold to Norwegian owners Hauglund Lars, Fredrikstad, Norway and used in the timber trade. Re-rigged from a ship to a barque.	
<b>Date Scrapped / Lost</b>	16 <sup>th</sup> July 1915: she ran aground in fog and wrecked off Saint-Augustin Cove, Point des Monts, in the Gulf of St. Lawrence, Quebec, Canada.	



**Cimba (1878) continued.**



*'Cimba', (State Library of South Australia, Ref: PRG 1373/3/117).*



*'Cimba'. (State Library of Queensland, Ref: 128245).*

## Sophocles (1879).

Named after the Greek playwright Sophocles (b.496/497BC, d.406/407BC).

Basil Lubbock, in his book 'The Colonial Clippers' wrote she *"...was a pretty little ship though given a fuller body than Thompson's earlier ships as she was meant to be an economical carrier rather than a record breaker (114 days Sydney-London as member of Wool Fleet, 1888 / 1889)"*.




*'Sophocles' rigged as a ship, painted by Jack Spurling (1870 to 1933).*

<b>Ship Name(s)</b>	<b>Sophocles.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	August 1879.
<b>Owner(s)</b>	<b>Aberdeen Line (George Thompson &amp; Co.).</b> William Henderson, and Cornelius Thompson, both Aberdeen, Stephen Thompson, and George Thompson Henderson (both London), all ship-owners (48-jointly), George Thompson Youngest, ship-owner, Bingham (8); <b>James Buyers, ship-owner, Aberdeen (4)</b> , and Isaac Merchant, ship-owner, London (4).
<b>Registered Port</b>	Aberdeen                      Official Number: 77455.



## Sophocles (1879). (Continued).

<b>GRT</b>	1,176 tons.
<b>Length</b>	223 feet, 4 inches (68.07m).
<b>Breadth</b>	34 feet, 7 inches (10.54m).
<b>Depth</b>	21 feet, 7 inches (6.58m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Full length – probably male depicting Sophocles the playwright.
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1. <div>  Built under special survey. </div>
<b>Other information</b>	24 <sup>th</sup> Nov. 1898: William Henry Riley aged 16-years of Gosport drowned in Sydney Harbour, NSW, Australia. 1899: owned by G. B. Olivari, and registered in Genoa, Italy. 1910: rigged as a barque. 1918: owned by Fratelli Dufour, and registered in Genoa, Italy.
<b>Date Scrapped / Lost</b>	1925: she was broken up.




*The 'Sophocles' rigged as a ship outside Sydney Heads.  
(SLSA, Ref: PRG 1373/3/67).*

## Orontes (1881).

She was the last ship built by Walter Hood & Co., and the last sailing ship built for George Thompson's Aberdeen Line.



*'Orontes' at Melbourn. (State Library of Queensland, Ref: PRG 1373/3/69).*

<b>Ship Name(s)</b>	<b>Orontes.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	February 1881.
<b>Owner(s)</b>	<b>Aberdeen Line (George Thompson &amp; Co.).</b> (64).
<b>Registered Port</b>	Aberdeen. Official Number: 77465.
<b>GRT</b>	1,318 tons.
<b>Length</b>	234 feet, 8 inches (71.53m).
<b>Breadth</b>	36 feet, 1 inches (11.00m).
<b>Depth</b>	22 feet, 5 inches (6.83m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1. <div>  Built under special survey. (Code Letters: WJFB). </div>
<b>Other information</b>	Basil Lubbock in his book <i>Colonial Clippers</i> wrote she had <i>"...a plodding life with no very startling adventures"</i> .
<b>Date Scrapped / Lost</b>	23 <sup>rd</sup> October 1903: she sank when the 'SS Oceana' (L. Smit & Co. Alblasterdam, Holland) ran into her off Gravelines, France. The crew were picked up by the steamship 'Federation' from nearby Calais, England.

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Aberdeen Maritime Museum – photographs / paintings.

State Library of Queensland (SLQ) – photographs / paintings.

State Library of South Australia (SLSA) – photographs / paintings.

State Library of Victoria (SLV) – photographs / paintings.

Jean Shirer and Andy Horne of ANESFHS for help with finalising Walter Hood's family history.

Pal Ring, Norway for help with details of the 'Romanoff'.

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<a href="http://mcjazz.f2s.com/WalterHoodYard.htm">http://mcjazz.f2s.com/WalterHoodYard.htm</a>	The Doric Columns.
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<a href="http://www.divernet.com">www.divernet.com</a>	The biggest online resource for scuba divers.
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- 21 Lloyds Registers of shipping (Various years).



*The ship 'Patriarch' built by Walter Hood & Co. (1869).  
(Painted by a friend of mine and a very talented artist Robert Andrew). If  
you'd like it on your wall, he can be contacted at [www.robandrew.co.uk](http://www.robandrew.co.uk)*



## **APPENDIX A**

### **Aberdeen Ship-owners**

We have read about the ships built by Walter Hood, however it seems appropriate to briefly mention some of the Aberdeen ship-owners Walter Hood worked for, as without them there wouldn't have been any ships.

The names of the ships built by Walter Hood & Co. are listed below each company.

#### **Aberdeen Arctic Company, Aberdeen.**

In 1852, Peterhead born whaler William Penny (c1809 to 1892) founded the Royal Arctic Company, it was later renamed the Aberdeen Arctic Company. Penny wanted to establish a British colony in Cumberland Sound (Later the most important whaling ground in the Canadian Arctic) with a view to prolonging the whaling season.

1850 / 1851 using the 'Lady Franklin' and the 'Sophia' penny led an unsuccessful British Admiralty expedition to try and discover the fate of Sir John Franklin. In 1853 / 1854 these two ships led the first expedition to winter deliberately in Baffin Bay and Davis Strait regions. Penny introduced the practice of floe whaling (The launch of whaling boats from the floe edge) this allowed whalers to commence whale hunting much earlier in the season.

#### ***Ships Built by Walter Hood & Co.:***

Lady Franklin (1850).

Sophia (1850).

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#### **Aberdeen Commercial Lime Company, Aberdeen / Aberdeen Commercial Company, Ltd.**

**Address:** Provost Blaikie's Quay, Inches, (Upper Dock), Aberdeen.

The company was established in 1837 by more than sixty partners. They generally carried lime, coal, and manure, however they did carry other

cargoes such as grain, granite, animal feedstuffs, and cattle. Their yard covered approximately 2-acres. They had branches throughout the North East. In the 1930's the Company amalgamated with the Northern Agricultural and Lime Company Ltd.

***Ships Built by Walter Hood & Co.:***


Granite (1846).                      Luna (1848).  
Victoria (1849).                      Charles Chalmers (1874).

510                      ADVERTISEMENTS.

**THE ABERDEEN LIME CO.**

ESTABLISHED 1837.

Incorporated under the Companies' Acts, 1862 and 1867.

PURVEYORS TO  HER MAJESTY.

BRANCH OFFICE, 140 UNION STREET.

HEAD OFFICE AND WORKS—

**PROVOST BLAIKIE'S QUAY,**

**ABERDEEN.**

ARTIFICIAL MANURE MANUFACTURERS,  
*SEED CRUSHERS,*  
OIL MERCHANTS AND OIL REFINERS.

LINSEED CAKE (own Manufacture), marked L.  
COMPOSITE CAKE      Do.      do.      Compo.  
RAPE CAKE              Do.  
COTTON CAKE            Do.  
Do.      Decorticated.  
LINSEED, Whole and Bruised.  
LOCUST BEANS, Whole and Ground.  
INDIAN CORN            Do.  
BEANS AND PEASE      Do.  
BRAN AND POLLARD.

AGENTS FOR WHITE & CRUICKSHANK'S

**Patent Baked Horse, Cattle, and Sheep Foods.**

*English and Scotch Lime and Coal*  
KEPT IN STOCK.

GEO. T. HARVEY, *Manager.*

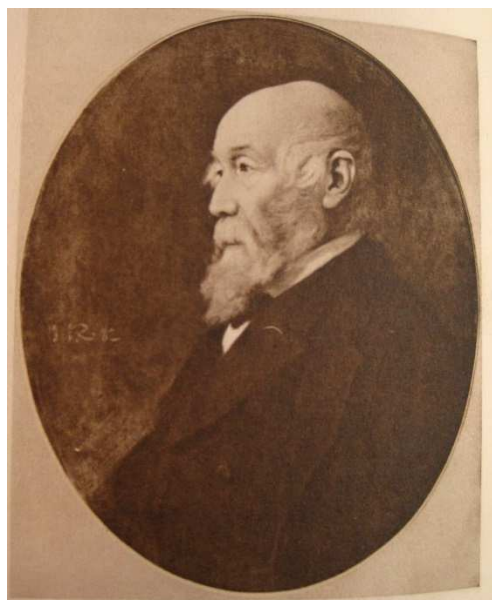
*1881-1882 Aberdeen Directory Advert.*

## **Aberdeen Line, Aberdeen.**

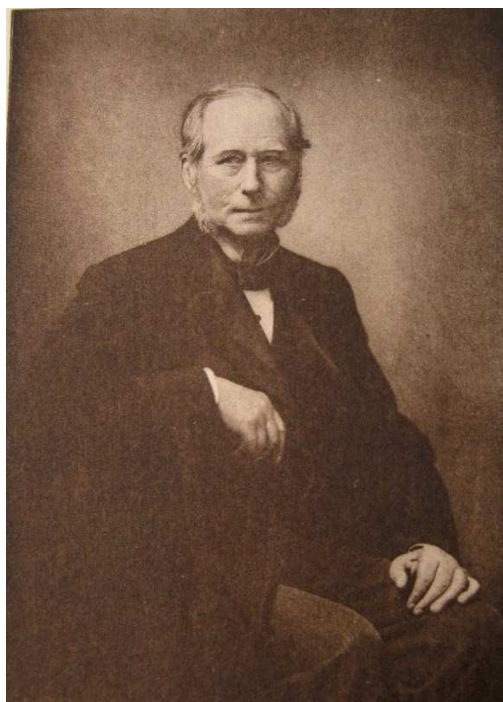
The Aberdeen Line was established in 1825 by George Thompson Junior (1804 to 1895) of Pitmedden and Rainnieshill, when aged 21-years. (Born 23<sup>rd</sup> June 1804 at Woolwich, Kent). His father Andrew Thompson hailed from Old Machar, Aberdeen, but enlisted in the Royal Artillery and was posted to Woolwich. George came to Aberdeen aged 2-years, and was brought up by his grandparents. He attended Aberdeen Grammar School, and then worked in the Aberdeen office of the Aberdeen and London Shipping Co, (Aka the London Shipping Co.) No. 21 Regent Quay. George initially set up business at No. 38 Marischal Street (Now demolished) as a Commission Agent, Ship and Insurance Broker. George's first purchase of ship shares was in 1825 when he purchased 2/64<sup>th</sup> in the 135-ton brig 'Douglas' which was built in Aberdeen in 1816. In 1826, he purchased 16/64<sup>th</sup> of the newly built 78-ton topsail schooner 'Marmion', built by Alexander Hall & Co., Footdee, Aberdeen. His ship-owning business developed from these humble beginnings.

1832: he moved to an office at No. 13 Regent Quay (Now demolished).

By 1837, the Aberdeen Line had a fleet of 12 sailing ships, and circa 1840 they started to sail to the Far East, New Zealand, and Australia.



*George Thompson junior from a portrait painted by Sir George Reid c1881.*



*William Henderson, c1890.*



1840 and 1841: George Thompson Junior was Aberdeen's Dean of Guild.

1845: William Henderson (1826 to 1904) son of James Henderson a farmer and Helen Thomson, born in New Aberdour, Aberdeenshire, 10<sup>th</sup> April 1826, joined the firm as a clerk aged 19-years.

1847 to 1850: George Thomson Junior served as Lord Provost of Aberdeen. 8<sup>th</sup> September 1848, he had the honour of welcoming HRH Queen Victoria (and family) on her first visit to Aberdeen before she travelled to Balmoral Castle.



*Queen Victoria and family greeted by Aberdeen officials at Aberdeen Harbour 8<sup>th</sup> September 1848.*

*(Amongst them was George Thompson Junior, Lord Provost of Aberdeen).*

It is said that the Aberdeen Line never insured their ships against loss, rather they re-invested the money in maintenance, safety, and in buying new ships of high quality. They, however would have insured the cargo, and have been given preferential rates based on their reputation for maintaining their ships to an exceptionally high standard.



*Former office of George Thompson Junior., No. 35 Marischal Street, Aberdeen. (S. Bruce).*

*(Shame about the incorrect spelling of his name on the plaque).*

1854: George Thompson's son-in-law, William Henderson (Married 17<sup>th</sup> February 1852), husband of his eldest daughter Jane Boyd Thompson (1831 to 1889), established the Aberdeen Line's London office at No. 34 Leadenhall Street, London.

1857: William Henderson returned to Aberdeen, leaving his two brother-in-law's Stephen Thompson (1833 to 1877) and George Thompson (1836 to 1904) to run the London office. He bought Devanha House, Devanha Gardens, a mansion in Ferryhill. Devanha House was built in 1813, and was formerly owned by John Blaikie, part-owner of the Footdee Iron Works, who had it remodelled by Aberdeen architect Archibald Simpson in 1840.



*Aberdeen Line button, 1879 onwards.*





*Devanha House, Devanha Gardens, Aberdeen (S. Bruce).*

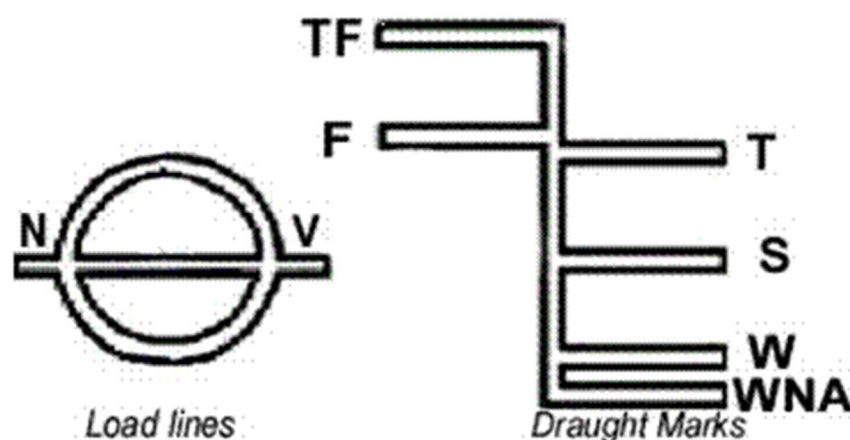
George Thompson's sons, Stephen (1833 to 1877), George (1836 to 1904), and Cornelius (Corny) (c1843 to 1894), all joined the company. Walter Hood's family and the Thompson family were close friends, so close in fact that Cornelius' second son was named Walter Hood Thompson (1873 to 1938). Cornelius Thompson served an apprenticeship on the Clyde at the shipyard of Randolph, Elder, & Co. Cornelius designed the 'Christiana Thompson' (1866), 'Jerusalem' (1867), and 'Centurion 2' (1869). He also alongside Bernard Waymouth (1824 to 1890) designed the clipper 'Thermopylæ' (1868). The ships 'Thyatira' (1867), 'Patriarch' (1869), 'Aviemore' (1870), 'Miltiades' (1871), 'Samuel Plimsoll' (1873), 'Salamis' (1875), 'Aristides' (1876), 'Pericles' (1877), 'Sophocles' (1879), and 'Orontes' (1881), were the products of his skill in draughting<sup>18</sup>. Cornelius Thompson died at sea 18<sup>th</sup> January 1894 aboard the 'Damascus', two days out from London bound for Australia, and is buried in the English Cemetery, Santa Cruz, Tenerife, Canary Islands. Cornelius also served as a commissioner of

Aberdeen Harbour Board. (*The 1881-2, Aberdeen Post Office Directory states Cornelius lived at 17 Albyn Place*).



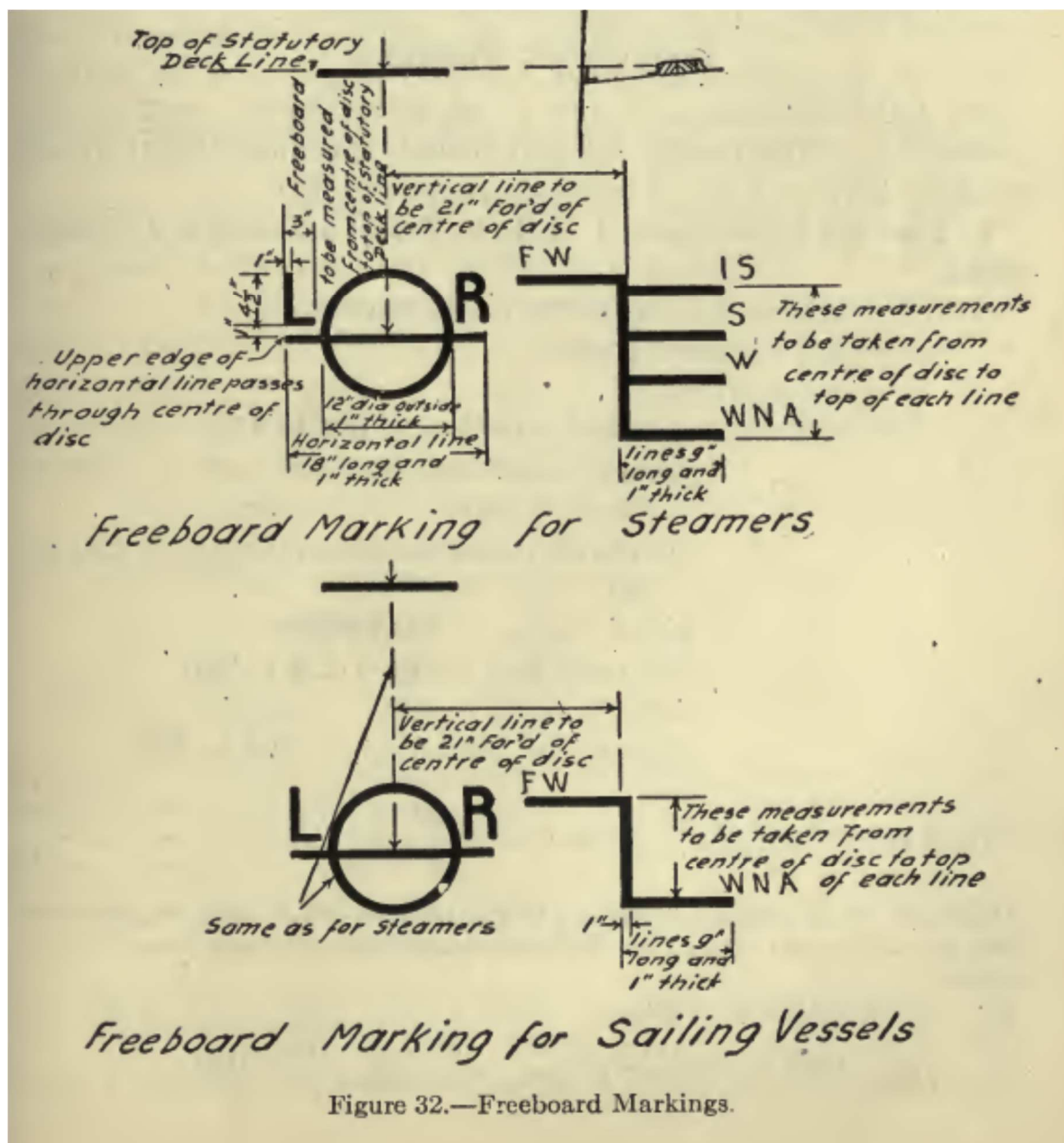
*House flag and funnel of the Aberdeen Line. (Ogden's Cigarettes 1906).  
(The house flag from 1825 to 1879 had an eight-pointed star).*

George Thompson's ships had load-line markings (Plimsoll Line) long before they became mandatory in the Merchant Shipping (Load Line) Act of 1890. We can say with some confidence that his ship named 'Samuel Plimsoll' launched in 1873 had some sort of load-line markings, although the Plimsoll markings that came to form those in the Act of 1890 weren't designed until 3-years later in 1876.



*Typical DNV Load Line Marks.*

*Abbreviations: TF – Tropical Fresh, F – Fresh, T – Tropical, S – Summer,  
W – Winter, WNA – Winter North Atlantic, NV for Norske Veritas.  
(Where the load line marks have LR, that would stand for Lloyds Register).*



*Typical Freeboard Markings, late 19<sup>th</sup> Century.*

1870-71, The Aberdeen PO Directory: George Thompson & Co., merchants and ship-owners, insurance brokers and underwriters, had an office at No. 40 Marischal Street (Now demolished).

1886 to 1888: William Henderson served as Lord Provost of Aberdeen.

1893, June: William Henderson was knighted at Osborne in Queen Victoria's birthday honours,

1895: The University of Aberdeen conferred the honorary degree of LL.D. on William Henderson.



1895, April 11<sup>th</sup>: George Thompson Junior (b. 1804) died at Aberdeen, he is buried in the Dyce United Free Church Cemetery.



*Gravestone of George Thompson Junior and other family members, Dyce United Free Church Cemetery. (S. Bruce).*

1897: The Aberdeen Line publicly claimed that despite their sailing ships being over twenty years old they were in as good condition as when they were launched.

***Writing about the increase of sailing ship insurance rates in 1897 (Referring to five of Hood’s ships), Messrs. Thompson remarked:***

*“Five of our sailing vessels now in the Australian trade, viz., Aristides, Miltiades, Patriarch, Salamis, and Samuel Plimsoll are over 20 years of age, but they are in as good condition, by careful looking after and upkeep, as they were upon their first voyage; whilst they have a record that no general average homewards has ever been made on underwriters by any one of them since they were launched 21 to 28 years ago. (A remark which applies with equal truth to all our sailing vessels now running). According to a reliable statement made up by the largest shippers and consignees of wool carried by our sailing ships during the last two years, we find that the claims thereon made on the underwriters, from inception of risk (which in many*

*cases began in distant parts of the Colonies before shipment) were £149 1s. 1d., which, on 24,807 bales carried, valued at £12 per bale, came only to 1/- per cent. These figures clearly show that age does not affect the efficient carrying of cargo by vessels, built, as ours have been, of superior strength and scantlings, carefully kept up and treated in every way with a view to the safe carrying of valuable cargoes to and from Australia”.*

Agent for the Aberdeen Line in Australia was Dalgety & Co. Ltd.

There's a jaunty White Star Liner, and her decks are scrubbed and clean,  
And her tall white spars are spotless, and her hull is painted green.  
Don't you smell the smoky stingo? Ech! Ye'll ken the Gaelic lingo,  
Of the porridge-eating person who was shipped in Aberdeen.  
- E.J. Brady.

1904, 9<sup>th</sup> June: William Henderson died at Devanha House, Devanha Gardens, Aberdeen. He left £1,000 to Aberdeen Royal Infirmary and a bed was dedicated to him. (His wife Jane Boyd Henderson (Nee Thompson) and daughter of George Thompson Junior died at Devanha House 22<sup>nd</sup> April, 1889). They are both buried with some of their children in the family lair in Nellfield Cemetery, Aberdeen.



*No. 5 Golden Square, former home of George Thompson Junior. (S. Bruce).*



## **Routes Operated by the Sailing Ships of the Aberdeen Line:**

*(Adapted from Aberdeen and Aberdeen & Commonwealth Lines by David Savill and Duncan Haws).*

<b>Dates</b>	<b>Routes</b>
1825 to 1870	Aberdeen - Quebec / St. Lawrence – Aberdeen.
1825 to 1840	Aberdeen - London - Aberdeen Baltic / Mediterranean / West Indies / South America / Pacific - Aberdeen.
1840 to 1845	London - Australia - New Zealand - East Indies / China - South America – London.
1841 to 1850	Aberdeen - Baltic / Mediterranean / West Indies / South Africa / North and South America - Aberdeen.
1846 to 1906	London - Cape Town / Durban - Melbourne / Sydney (alternate sailings) - East Indies - India - via the Cape – London, or via Cape Horn – London, or West coast of South America – Cape Horn - London.
1849 to 1881	London - Melbourne / Sydney - Shanghai / Foochow / Whampoa - London.

## ***Ships Built by Walter Hood & Co.:***

43 ships in total, too many to list them all here (See table at the beginning of the book).

## **Aberdeen Steam Navigation Company, Aberdeen.**

**Office:** No. 87 Waterloo Quay, Aberdeen. *(1879-80 Aberdeen PO Directory).*

The Aberdeen Steam Navigation Co. was established in 1821 and operated passenger and cargo services between Aberdeen and London. The company originally operated sailing ships under the name of **Aberdeen & London New Shipping Co.**, however the word New was dropped after a few years. In 1827, they bought their first steamship the 'Queen of Scotland' (She was the first steam ship built in Aberdeen and was built by John Duffus & Co., Aberdeen), and the company began trading under the name **Aberdeen & London Steam Navigation Co.** In 1835, the **Aberdeen and London Steam Navigation Co.** combined with the Aberdeen & London Shipping Co. to form the Aberdeen Steam Navigation Co.



*No. 87 Waterloo Quay (Merchants House). (S. Bruce). Former offices of the Aberdeen Steam Navigation Company. (1879-80 Aberdeen PO Directory).*

### ***Ships Built by Walter Hood & Co.:***

Gazelle (1846).

## **Henry Adamson & Co. / Adamson & Co., Aberdeen.**

**Office:** No. 38 Marischal Street, Aberdeen.

Henry Adamson (c1794 to 1876).

No. 38 Marischal Street was demolished when the new bridge was built over the new dual carriageway in Virginia Street, circa 1974.

### ***Ships Built by Walter Hood & Co.:***

Lady Elphinstone (1840). (Part owned by Alexander Nicol).

Ellen Simpson (1841).

Gladiator (1850).

Granite City (1853).

Jason (1858).

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## **George Leslie & Son, Aberdeen.**

**Office:** No. 11 Regent Quay, Aberdeen. (Now demolished).

George Leslie was born c1789.

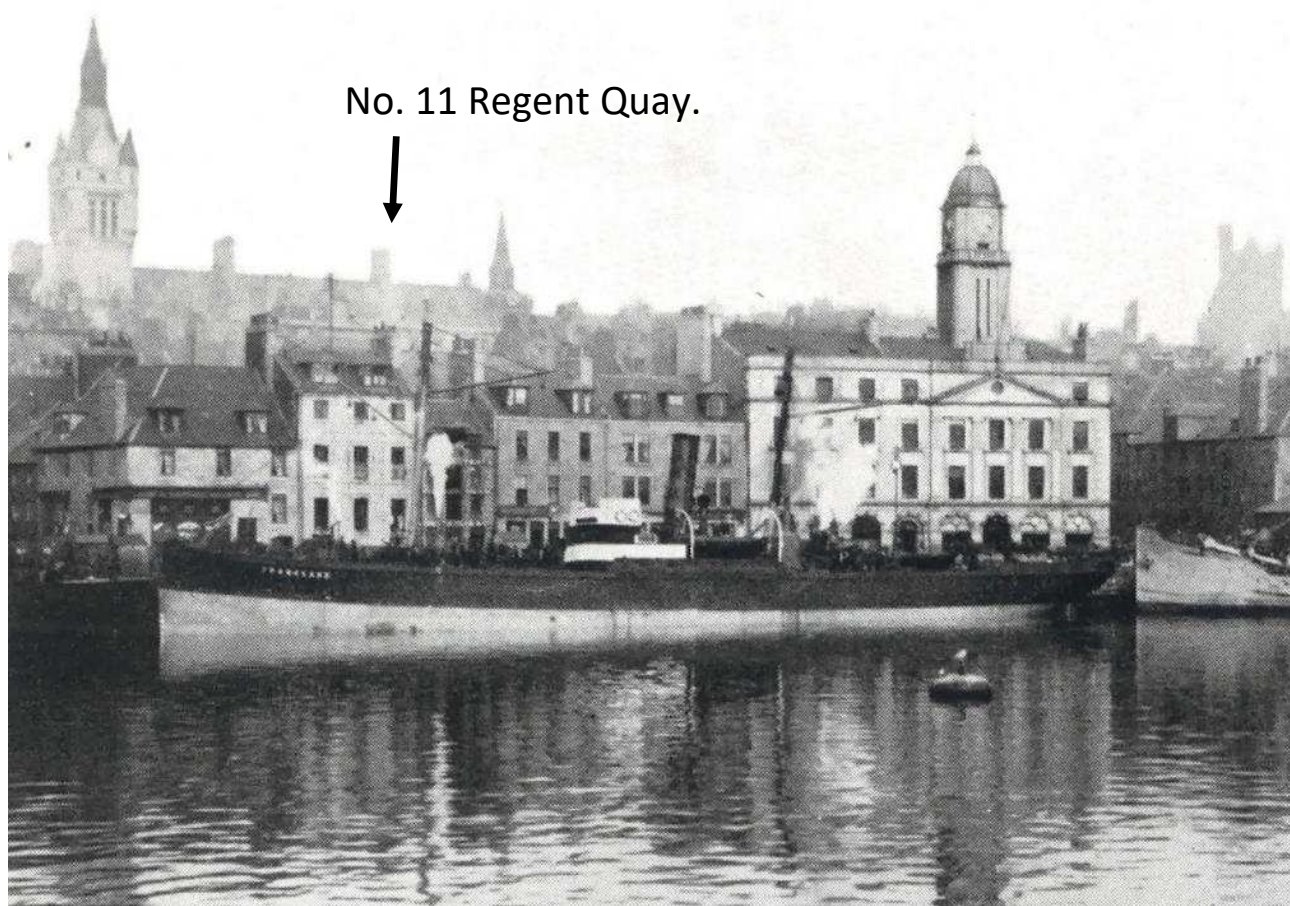
He resided at No. 146 Crown Street<sup>16</sup>.

1819: date of the first ship I found part-owned by George Leslie, she was the 'Cyrus' built in 1819 by James Thornton, The Inches (Upper Dock), Aberdeen.

1843: George Leslie was a Harbour Commissioner at Aberdeen.

1861, 12<sup>th</sup> August: George Leslie, merchant and ship owner died aged 72-years, however the company continued in his name. An 1881 advert gives his main office as No. 76 Union Street, Aberdeen, and gives works as Provost Blaikie's Quay, Aberdeen.

He is buried in the Nellfield Cemetery, Aberdeen.



*Aberdeen Harbour, Regent Quay, Upper Dock.  
(Aberdeen Harbour book, 1933).*

***Ships Built by Walter Hood & Co.:***

Fame (1840) - Part owner.  
Queen of the Tyne (1844).  
Consort (1845).  
Abergeldie (1851).  
Nereid (1860).

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**Robert Maitland & Co., Aberdeen.**

**Office:** No. 42 Netherkirkgate, Aberdeen.

He resided at Garvock's Wynd<sup>16</sup>. His headstone in St. Clements Kirkyard, Footdee, Aberdeen reads:

*"Died 29<sup>th</sup> September 1887 aged 91 years".*

***Ships Built by Walter Hood & Co.:***

Magnet (1845).

## **Alexander Nicol & Co. / A. & W. Nicol, Merchants & Ship-owners, Aberdeen.**

**Office:** No. 60 Marischal Street, Aberdeen.

Alexander Nicol (1810 to 1880) was the son of a ship-owner and insurance broker who followed the same career as his father. According to the Post Office Directory 1860 / 1861 he resided at No. 28 Albyn Place. The first ship built with an Aberdeen Bow, the 'Scottish Maid' built by Alexander Hall & Co. in 1839 was owned by Nicol. He was a very prominent member of the community and served in the Town Council as a councillor (1847 to 1852, and 1856 to 1859), and as the Provost of Old Aberdeen and Dean of Guild (1853 to 1855), and later the Lord Provost of Aberdeen City (1865 to 1869). He served as a Harbour Commissioner (1841 to 1847, and 1860 to 1863).

### ***Ships Built by Walter Hood & Co.:***

Seaton (1847).

Balgownie (1848).

Assyrian (1854).

Westburn (1858).

Cuzco (1859).

Garrawalt (1862).

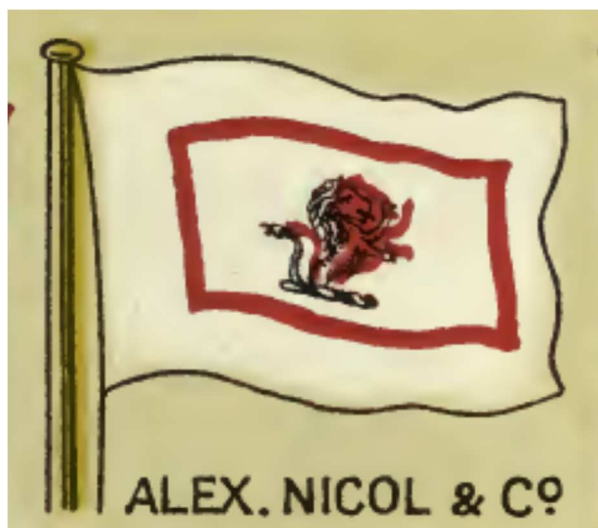
Glengairn (1863).

Glenavon (1868).

Leucadia (1870).

Romanoff (1874).

Cimba (1878).



*The house flag of Alexander Nicol & Co., showing a lion rampant on a wreath (rope), inside a red border.*



## **Nicol & Monro, Aberdeen.**

Alexander Nicol (1810 to 1880) and G. Monro.

**Office:** No. 56 Marischal Street, Aberdeen.

Alexander Nicol was a stone merchant and had an office in Wellington Street, his home address was Seaton Farm, Old Aberdeen.

(Aberdeen PO Directory 1848).

G. Monro home address was No.5 Carmelite Street. (Aberdeen PO Directory 1839-40).

### ***Ships Built by Walter Hood & Co.:***

Janet (1839).



*No. 56 Marischal Street.  
(S. Bruce).*

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## **Nesbit & Robertson, Ship-owners, Aberdeen.**

**Office:** No. 47 Marischal Street, Aberdeen.

Owners were James Nesbit and David Robertson.

### ***Ships Built by Walter Hood & Co.:***

Taurus (1841).

*Former offices of Nesbit & Robertson ship-owners, No. 47 Marischal Street, Aberdeen. (S. Bruce).*

This was at one time the office of the **Aberdeen & London Steam Navigation Co.**



## **J. T. Rennie / J. T. Rennie & Sons, Ship-owners, Aberdeen.**

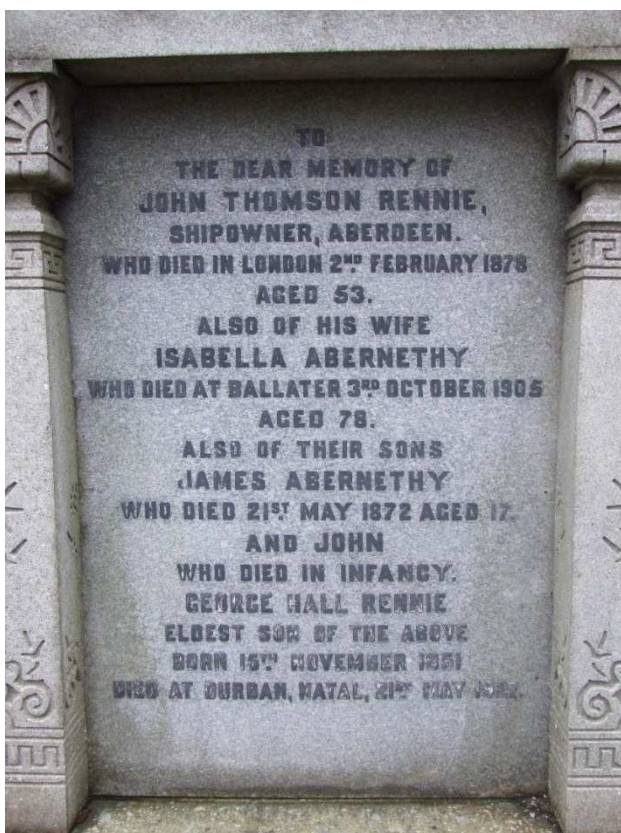
**Office:** No. 48 Marischal Street, Aberdeen.

John Thomson Rennie (c1825 to 1878) owned the 'Eliza Hall' with his brother George, and became a shipping and insurance broker in 1849.

### ***Ships Built by Walter Hood & Co.:***

Eliza Hall (1843).

Assyrian (1854) from 1871.



*Gravestone of ship-owner John Thomson Rennie (c1825 to 1878),  
Nellfield Cemetery, Aberdeen.  
(S. Bruce).*



*Former offices of J. T. Rennie, No. 48  
Marischal Street, Aberdeen.  
(S. Bruce).*

A plaque on the wall of No. 48 Marischal Street reads: '*William Dyce, Artist (1806 to 1864) was born in this house*'.



## Donaldson Rose & Co., Aberdeen.

Ship-owners and timber merchants, No. 27 York Street, Footdee.

Donaldson Rose was born 22<sup>nd</sup> August 1779 at Hazlehead House, and died 1<sup>st</sup> April 1853, aged-73 years. He had 7 children, 2 girls and 5 boys, 4 of the boys worked in the company. He is buried in St. Nicholas Churchyard, Union Street, Aberdeen. He lived at No. 11 Golden Square, Aberdeen. (Aberdeen PO Directory 1850/1851).

In the 1840's and 1850's they carried immigrants to Quebec, Canada, and returned with timber.

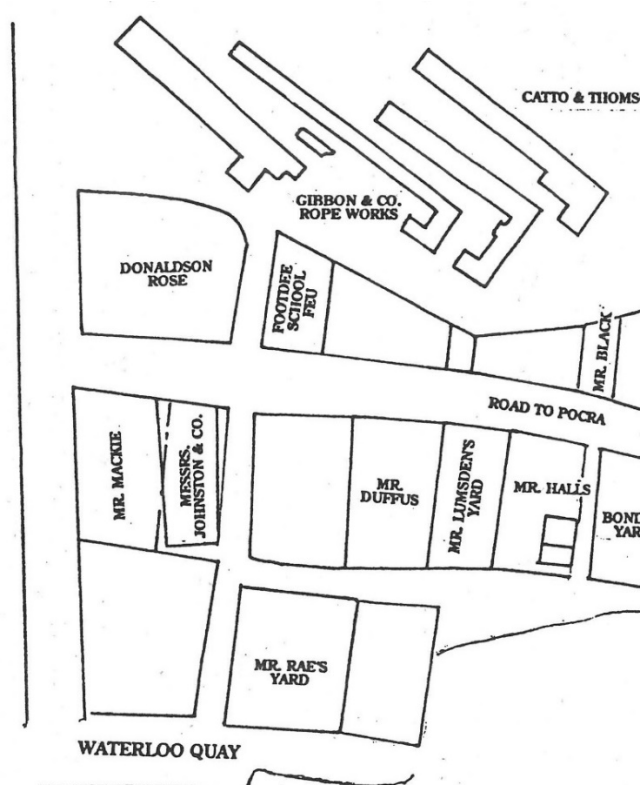
### ***Ships Built by Walter Hood & Co.:***

St. Lawrence (1841).

Rose (1843).



*Donaldson Rose & Co., House Flag.*



*Footdee, adapted from a feuing plan dated 1820<sup>4</sup>.*



*No. 11 Golden Square. (S. Bruce).*

In 1887, a large bell was erected in the Drum Aisle of St. Nicholas Church, Union Street, Aberdeen, which is referred to as the 'Donaldson Rose Bell'.

## Walter Hood & Co., Aberdeen.

Walter Hood often took shares in ships he built, e.g.:

- Heather Bell (1851). 2/64 shares.
- Walter Hood (1852). 4/64 shares.
- Woolloomooloo (1852). 4/64 shares.
- Maid of Judah (1853) 4/64 shares.
- Assyrian (1854). 4/64 shares.
- Star of Peace (1855). 4/64 shares.
- Wave of Life (1856). 4/64 shares.
- Transatlantic (1857). 8/64 shares.
- Westburn (1858). 4/64 shares.
- Strathdon (1860). 4/64 shares.
- Queen of Nations (1861). 8/64 shares.
- Kosciusko (1862). 4/64 shares.

And, in the company name, after his death:

- Lydia (1873). Joint owner.

It seems very likely that the 'Lydia' was built to what we used to call 'Built on spec', meaning it was built speculatively in the hope someone would buy it once complete or before completion. This was a practice used by shipbuilders in lean times to retain / keep the workforce employed. (Or perhaps the intended owners defaulted on payment).

Walter Hood before having his own shipyard owned shares in the following vessels built by George Levie, Shipbuilder, Footdee, Aberdeen:

Ardent (1826) 4/64 shares.

Adventure (1828) 32/64 shares.

(Perhaps Walter Hood worked for George Levie circa 1826 / 1829, this to my mind seems possible, but I couldn't find anything to confirm it).



**APPENDIX B****Ships Part-owned by James Buyers (Shipyard Manager).**

James Buyers, Shipyard Manager at Walter Hood & Co. also bought shares in the ships built at the yard, I guess he had seen how much money could be made and wanted a slice for himself. He held shares in ships built by Walter Hood & Co., at least as follows:

<b>Date Built</b>	<b>Ship Name</b>	<b>Subscribing Owner(s) When built</b>	<b>No. of shares held by James Buyers</b>
1848	Balgownie	Alexander Nicol & Co.	4 + 4
1851	Heather Bell	Millar & Co., Aberdeen.	Share of 8 (jointly)
1852	Walter Hood	Aberdeen Line.	4
1852	Woolloomooloo	Aberdeen Line.	8
1854	Assyrian	Alexander Nicol & Co.	8
1855	Star of Peace	Aberdeen Line.	4
1856	Wave of Life	Aberdeen Line.	4
1857	Transatlantic	Aberdeen Line.	8
1858	Westburn	Alexander Nicol & Co.	4
1860	Strathdon	Aberdeen Line.	4
1861	Queen of Nations	Aberdeen Line.	8
1862	Garrawalt	Alexander Nicol & Co.	8
1863	Glengairn	Alexander Nicol & Co.	8
1864	Ethiopian	Aberdeen Line.	4
1865	George Thompson	Alexander Nicol & Co.	4
1865	Columba	Smith Junior & Co.	24
1866	Christiana Thompson	Aberdeen Line.	4
1866	Harlaw	Aberdeen Line.	4
1867	Janet	Smith Junior & Co.	20
1868	Glenavon	Alexander Nicol & Co.	4
1868	Thermopylae	Aberdeen Line.	4
1870	Leucadia	Alexander Nicol & Co.	4
1870	Aviemore	Aberdeen Line.	4
1873	Lydia	Alexander Nicol & Co.	Joint-owner
1874	Romanoff	Alexander Nicol & Co.	4

<b>Date Built</b>	<b>Ship Name</b>	<b>Subscribing Owner(s) When built</b>	<b>No. of shares held by James Buyers</b>
1875	Salamis.	Aberdeen Line.	4
1876	Smyrna.	Aberdeen Line.	4
1876	Aristides.	Aberdeen Line.	4
1877	Pericles.	Aberdeen Line.	4
1878	Cimba.	Alexander Nicol & Co.	4
1879	Sophocles.	Aberdeen Line.	4

The above table shows that James Buyers held a significant number of shares in ships, certainly more than enough to call himself a ship-owner in his own right.

Some of his shareholdings were relatively small, however adding them all up he held enough shares to own approximately three ships outright.



*James Buyers family memorial, Nellfield Cemetery, Aberdeen. (S. Bruce).*

## APPENDIX C

### Walter Hood Family History

Date of Birth: 20<sup>th</sup> August 1802.

Place of birth: Brechin, Angus, Scotland.

Date of death: 27<sup>th</sup> December 1862.

Place of death: Aberdeen, Scotland.

#### Marriage 1:

Date: : 11<sup>th</sup> October 1828.

Spouse: : Elizabeth Bell.

Children : Ann Davidson Hood, b. 20 June 1830.

#### Marriage 2:

Date: : 9<sup>th</sup> July 1850.

Spouse: : Jane Valentine Don,  
(daughter of Alexander Don and Jean Fullerton).

Date of birth : 21<sup>st</sup> July 1821.

Place of birth: : Stracathro, Angus.

Date of death: : 15<sup>th</sup> September 1855.

Place of death: : Aberdeenshire, Scotland.

Place of burial: : Nellfield Cemetery, Aberdeen.

Children : Jane Hood, b. 29 October 1851.



*Gravestone of  
Walter Hood.*

#### Gravestone Inscription:

ERECTED BY WALTER HOOD SHIP BUILDER IN  
MEMORY OF HIS WIFE JANE V. DON WHO DIED 15<sup>TH</sup>  
SEP<sup>T</sup> 1855 AGED 34 YEARS. THE ABOVE WALTER  
HOOD WHO DIED 27<sup>TH</sup> DEC<sup>R</sup> 1862 AGED 60 YEARS.

#### *Right hand side inscription:*

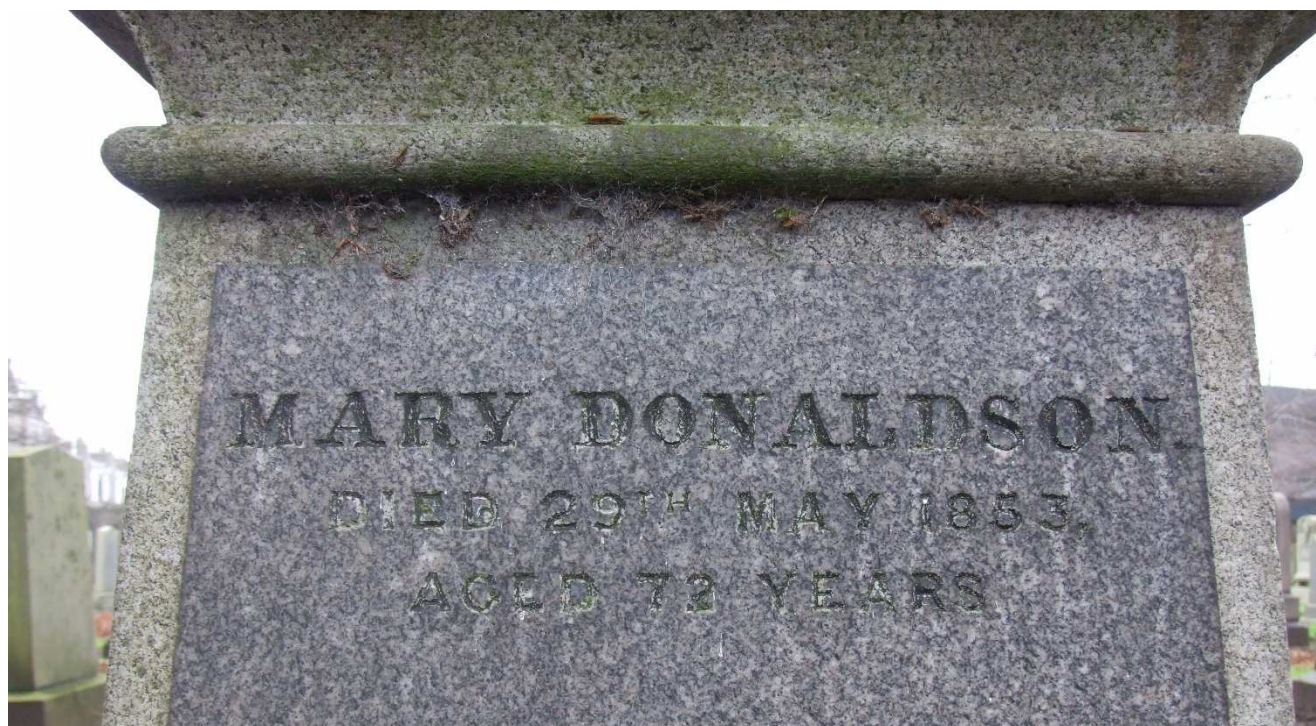
MARY DONALDSON  
DIED 29<sup>TH</sup> MAY 1853,  
AGED 72.

*(ANESFHS, MI, Section A, No. 580).*





*Inscription on gravestone of Walter Hood, Nellfield Cemetery, Aberdeen.*



*Right hand side inscription on gravestone of Walter Hood, Nellfield Cemetery, Aberdeen.*



## **APPENDIX D**

### **We Built This Ship**

I've worked in the shipyards, since I was sixteen,  
And you'll never believe, the sights I have seen.

I've seen pieces of steel, all welded together,  
With work carried out, in all sorts of weather.

These pieces of steel, they gather and unite,  
And seem to transform, into a ship overnight.  
An enormous empty shed, is empty no more,  
It houses a great ship, that we all adore.

This ship that we have built, with many different trades,  
Lives in our hearts, and her memory never fades.  
For we will always be part, of this wonderful creation,  
She's been built with our great skills, hard work, and innovation.

We will always be proud, and will always remember,  
May she sail all around the World, and God bless her.

***Stanley Bruce,***  
***5<sup>th</sup> November 2003.***

## APPENDIX E

### Ships built by J. & T. Adamson, Footdee, c1811 to c1829.

We know that Walter Hood (1802 to 1862) served his apprenticeship in the Footdee shipyard of J. & T. Adamson, so it's appropriate to list here what we know regarding the ships built at J. & T. Adamson's yard, since some of the later ships are likely to be ships that **Walter Hood** worked on learning his trade.

Date	Name	Type	Tons	Owner	L x B x D
1811	Glentanner.	Brig.	161	David Milne, Aberdeen.	77'10" x 22'2" x 13'6"
1815	William.	Snow.	172	Duthie & Co., Aberdeen.	78' x 22'6" x 14'
1816	Louisa.	Brig.	213	James Adamson & Co., Aberdeen.	85'3" x 24'2" x 15'9"
1817	Earl of Dalhousie.	Brigantine.	183	Ritchie & Co., Peterhead.	80'2" x 23'5" x 14'7"
1818	Williamina.	Brigantine.	187	Various Aberdeen Merchants.	80'9" x 23'6" x 14'9"
1819	Traveller.	Brigantine.	195	Various Aberdeen Merchants.	82'10" x 23'7" x 15'1"
1819	Rob Roy.	Brigantine.	241	Catto & Co., Aberdeen.	92' x 24'10" x 15'7"
1819	Liverpool Packet.	Schooner.	94	Aberdeen, Leith, & Clyde Shipping Co.	63'5" x 18'10" x 10'3"
1819	Henry.	Sloop.	61	Unknown	Unknown
1820	Helen.	Brig.	120	Unknown	67' x 21' x 12'
1822	Farmer.	Schooner.	87	Unknown	59'10" x 18'9" x 10'

## **Ships built by J. & T. Adamson, Footdee, c1811 to c1829. (Continued).**

<b>Date</b>	<b>Name</b>	<b>Type</b>	<b>Tons</b>	<b>Owner</b>	<b>L x B x D</b>
1824	John Catto.	Brigantine.	117	Various Aberdeen Merchants.	67'2" x 21' x 12'
1824	Mansfield.	Schooner.	124	Various Aberdeen Merchants.	69'6" x 21' x 12'6"
1824	Phoenix.	Schooner.	89	Various Aberdeen Merchants.	62'2" x 19' x 10'
1825	Aberdeenshire	Brig (Snow).	240	Catto & Co., Aberdeen.	89' x 25'2" x 17'
1825	Glenburnie.	Schooner.	170	Various Aberdeen Merchants.	77' x 22'4" x 14'6"
1825	Isabella.	Smack.	66	W. Allardyce & G. Allan, Aberdeen.	53'3" x 19'2" x 9'1"
1826	Herald.	Barque.	306	Various Aberdeen Merchants.	93'9" x 27'9" x 16'10"
1826	Sprightly.	Brig (Snow).	186	Various Aberdeen Merchants.	81'6" x 23'2" x 16'
1826	Forth.	Smack.	114	Aberdeen, Leith, & Clyde Shipping Co.	64'3" x 21' x 11'3"
1827	Dauntless.	Hermaphrodite	93.5	Alexander Mortimer & Co., Aberdeen.	62' x 18'1" x 10'
1827	Rover.	Schooner.	96	Donald & Co., Aberdeen.	65'5" x 19'1" x 10'
1828	Jane.	Hermaphrodite	98	James Allan & Co., Aberdeen.	62'5" x 19'5" x 11'
1829	Ruby.	Brig.	126	Brown & Co., Dundee.	67' x 21' x 12'

## **APPENDIX F**

### **Some of the Workers**

It's interesting to know about Hood's workers, and where they lived. The Aberdeen Post Office Directories have revealed some names and addresses as listed below, and most of their addresses are in the Footdee area, generally all within easy walking distance of the shipyard. Footdee back then had much more housing than it has today, there were tenements on York Street, and off it in Neptune Terrace. Wellington Street had many homes, and the current industrial area between York Place and Commerce Street was full of houses, including the former home(s) of Walter Hood.

#### **Post Office Directory 1846 / 1847**

Connon, William, boatbuilder (W. Hood & Co.), home No. 16 Links Street.

Cumming, Jas., master carpenter, (Walter Hood & Co.), home No. 9 Commerce Street.

Easton, Alexander, blacksmith (Foreman, W. Hood & Co.), home No. 31 James Street.

Mackie, John block-maker, (W. Hood & Co.), home No. 5 Bannermill Street.

Payne, Robert, spar-maker (W. Hood & Co.), home No. 12 Catto Square.

Tulloch, David, master joiner (Walter Hood & Co.), home No. 62 Virginia Street.

#### **Post Office Directory 1850 / 1851**

Connon, William, boatbuilder (W. Hood and Co.), home No. 6 Baltic Street.

Cumming, James, master-carpenter, (Walter Hood and Co.), 3 York Street.

Easton, Alexander, blacksmith, foreman (W. Hood and Co.), home No. 31 James Street.



Mackie, John, block-maker (W. Hood and Co.), home No. 6 St. Clement St.  
Munro, James, Junior, clerk (W. Hood and Co.), home 3 Constitution Street.  
Payne, Robert, spar-maker (W. Hood and Co.), home No. 12 Catto Square.

### **Post Office Directory 1860 / 1861**

Cumming, James, master carpenter, (Walter Hood and Co.) home No. 49 Wellington Street.

Hood, Walter, shipbuilder (of W. H. and Co.), home No. 8 Canal Terrace.

Longmuir, John, foreman blacksmith (Walter Hood and Co.), home No. 5 Fish Street.

Mackie, John, block-maker (W. Hood & Co.), home No. 17 St. Clement St.

Payne, Robert, spar-maker (W. Hood & Co.), home No. 8 Catto Square.

### **Post Office Directory 1870 / 1871.**

Bartlett, George, foreman block-maker (W. Hood & Co.), 7 Garvock Street.

Bell, David, foreman joiner (W. Hood & Co.), 54 Wellington Street.

Campbell, Farquhar, iron shipbuilder (W. Hood & Co.), 45 Wellington Street.

Connon, Thomas, foreman shipwright (W. Hood & Co.), home No. 52 St. Clement Street.

Currie, Donald, iron shipbuilder (W. Hood & Co.), 25 York Street.

Greig, James, shipbuilder (W. Hood & Co.), east end of Links Street.

Hutcheon, John, foreman blacksmith (W. Hood & Co.), 16 York Street.

Linton, Joseph, foreman spar-maker (W. Hood & Co.), 52 Wellington Street.

M<sup>c</sup>Bain, Alex., foreman boatbuilder (W. Hood & Co.), 55 Wellington Street.

Scorgie, Alex., foreman shipwright (W. Hood & Co.), 21 Prince Regent Street.

Smith, John, foreman shipwright (W. Hood & Co.), 47 Wellington Street.

Thompson, Cornelius, shipbuilder (of Walter Hood & Co.), 194 King Street.

## **Post Office Directory 1880 / 1881**

Greig, James, shipbuilder (W. Hood & Co.) 6 York Street.

Lamont, Thomas, draughtsman (W. Hood & Co.), 6 Cotton Street.

Linton, Joseph, foreman spar-maker (W. Hood & Co.), 43 Wellington Street.

M<sup>c</sup>Bain, Alex., foreman boatbuilder (W. Hood & Co.), 22 York Street.

M<sup>c</sup>Connochie, John, blacksmith (W. Hood & Co.), 8 Cotton Street.

Martin, William, foreman carpenter (Walter Hood & Co.), 47 Wellington St.

Smith, William, foreman joiner (W. Hood & Co.), 53 Shiprow.

*Walter Hood & Co. owned No. 51 Neptune Terrace, which I presume was used for worker accommodation. (Aberdeen Directory 1881-2).*

### **Some o' 'e Workers (Poem).**

Some o' 'e workers, enjoyed their time in 'e shipyards,  
Ithers didnae,  
Some o' 'e workers, wid ging back 'ere 'e day,  
Ithers widnae.

So why wid some ging back,  
An' ithers winna?  
Why dee some hae gweed memories,  
An' ithers dinna?

Because that's 'e wye it wis,  
It wis jist like ony ither work-place,  
Some wir prood tae work 'ere,  
An' ithers cudnae care ony less!

Some wid ging back 'ere 'e day,  
An' that includes me,  
Bit, some ithers are affa glaid,  
That it's a' noo history!

***Stanley Bruce.***

## **APPENDIX G**

### **Aberdeen Drydock, Footdee.**

Work commenced on building the new dry-dock in 1973 and continued until early 1975. The dry-dock sits on the former site of Walter Hood's shipyard.

The photograph below shows the former Footdee shipbuilding area pretty much as we see it today. In recognition of the former shipyards, after redevelopment the new quays were named 'Duthie's Quay', 'Clipper Quay', Hall's Quay', and 'Russell's Quay'.



*Former Footdee Shipbuilding area after closure of all the shipyards and after harbour redevelopment. (Courtesy Dales Marine Services).*

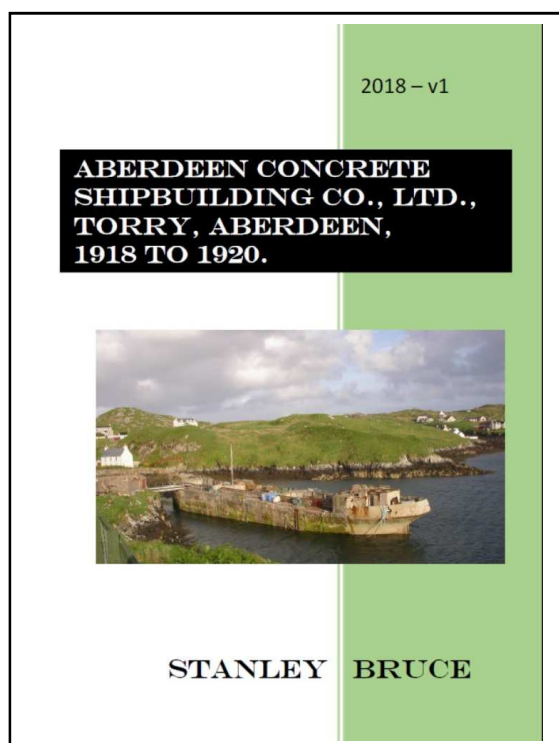
Note: the former Hall Russell Fabrication Bays No. 3 and No. 4, Blacksmith Shop, and Training Centre all bottom right (Now all demolished).

## Further Books in this Series.

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

### ***Available online to date:***

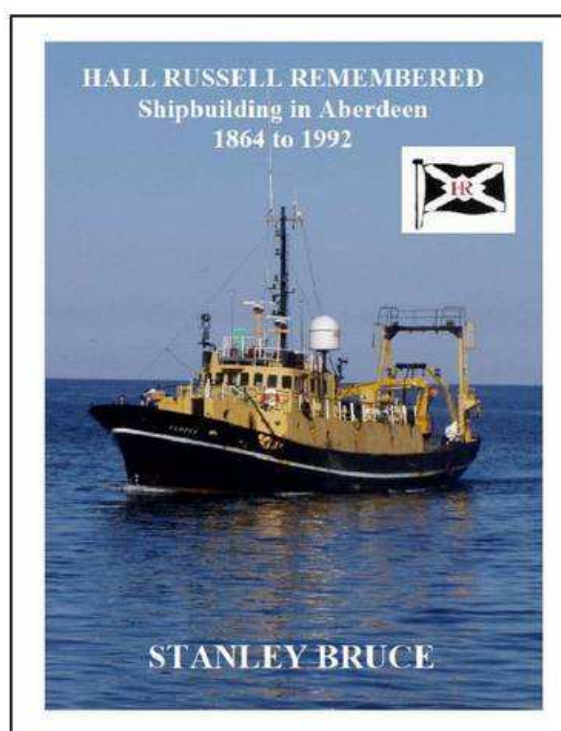
Aberdeen Concrete Shipbuilding Co.  
(2018), 31 pages, No ISBN.



## Other Shipbuilding Books by this Author.

Hall Russell Remembered, Shipbuilding in Aberdeen 1864 to 1992, (2007), 36-pages, No ISBN. (Available to download as a pdf, free on [www.electricscotland.com](http://www.electricscotland.com)).

Hall Russell Remembered, Shipbuilding in Aberdeen 1864 to 1992, rewritten and republished (2009), 56-pages, ISBN 9781907234026.





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