

2018 – v1

**WALTER HOOD & CO.,
SHIPBUILDERS, YORK
STREET, FOOTDEE,
ABERDEEN, 1839 TO 1881.**



THERMOPYLAE, BUILT 1868

STANLEY BRUCE

**CELEBRATING THE 150-YEAR
ANNIVERSARY OF THE LAUNCH
OF THE THERMOPYLAE.**

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*Cover photograph – The clipper ship 'Thermopylae', pre-1890.
(Photographer unknown).*

This book has been published on an entirely non-profit basis, and made available to all online free of charge as a pdf. The aim of the book is to make the history of ships built by Walter Hood & Co. available to a wider audience. There is much available on the internet, especially on www.aberdeenships.com which has information on approximately 3,000 Aberdeen built ships with more information regarding their masters and voyages not included here. Unfortunately, what's currently available online is scattered and doesn't readily give the full picture.

If you have any comments regarding this book, or any further information, especially photographs or paintings of ships where I have none. It would be historically good to show at least one for each ship.

I can be contacted at bardofthebroch@yahoo.com

If printing this book, it is best printed as an A4 booklet.

FOREWORD
BY BARNEY CROCKETT
LORD PROVOST OF ABERDEEN

The New York Times described Aberdeen as the city with one foot on the seabed. Surrounded by mountains and with a harbour, the oldest business in the UK, the relationship with the sea has designed the city.

A great part of that relationship has been the building of ships, the ships which took the name of the city across the world. In particular the shipbuilding industry of Aberdeen which was part of a world as globalised as anything today. Ships were specifically designed for trades as different as exploring the Arctic to carrying bird excrement from the deserts of Chile to the farms of Aberdeenshire.

Aberdeen was at the heart of a technological revolution and no company was more important in this drama than Walter Hood and Co. Working in York Street in the city's Footdee. Over a forty-year period, Walter Hood and Co., produced world leading sailing ships at a rate of at least two and a half per year. This included what most seamen at the time believed to be the fastest sailing clipper ever built, the most thorough of thoroughbreds, the Thermopylae.

It is therefore more than fitting that a book detailing the achievements of Walter Hood and Co. should be produced in time to celebrate the 150th Anniversary of the launching of the Thermopylae.

The writer, Stanley Bruce, is to be heartily congratulated on producing this book which gives detail of all known products of the company and as such provides an insight into the technical progress, the world-wide reach and the local roots of the shipbuilding industry of this city. The subsequent stories of the ship also tell us of the achievements of the crews but also of the high level of danger which they faced.

The writer hopes that this story might, like a piece of sand in an oyster, produce the pearl of some kind of monument to the Thermopylae which would indeed be fitting.

***Lord Provost Barney Crockett,
City of Aberdeen,
16th August 2018.***

AUTHORS PREFACE

The aim of this book is firstly to highlight and record the ships built by Walter Hood & Co., York Street, Footdee, Aberdeen, and make this part of Aberdeen's history available to a wider audience. Secondly, to hopefully raise enough interest to erect a monument in Fittie (Footdee) to celebrate Aberdeen's role in the clipper ship development. There is a replica figurehead of the Cutty Sark in Inverbervie, erected in memory of her designer Hercules Linton (1837 to 1900) who was born in Inverbervie. Would it be possible to erect a replica of the Thermopylae's figurehead somewhere around York Street, or perhaps a stainless steel, aluminium, or a galvanised steel 2D image of the Thermopylae under sail? Perhaps Aberdeen Council and Aberdeen Harbour Board would consider this or something else as a fitting tribute. To my mind there should at least be a plaque to mark the location, after all 2018 is the 150-year anniversary of what Basil Lubbock describes as "*...the fastest clipper ship ever launched*", Walter Hood's 'Thermopylae', built here in Footdee, Aberdeen.



I first set out to write this book after reading 'The Port of Aberdeen' book by Victoria E. Clark, M.A. dated 1921. In the book, it states that Walter Hood built 35 to 40 ships, which I thought would make a nice little project for writing a booklet of around 60 pages, similar to my Hall Russell Remembered book. However, you will read here that Walter Hood & Co. built considerably more than 40 ships.

Currently, if you do a search for Hood in the www.aberdeenships.com website it only reveals 50 finds, and only 39 of these relate to ships built by Walter Hood (The search engine doesn't seem to be working properly, as there are more than 39 Hood ships on the website). My research has uncovered a total of 100, possibly 101 ships, but this may not be the full amount as my former workmate and dear friend the late Adam Leiper in his book 'A History of Hall Russell Shipbuilders' (2007) states that Walter Hood built 130 ships. (Peter King in his book 'The Aberdeen Line' (2017) states that Walter Hood built 100 ships). I'm guessing here, but it is possible that the remaining 29 to 30 ships were actually yard numbers and may have been conversion, lengthening and / or major ship repair contracts.

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

Former shipbuilder,

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

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

**WALTER HOOD & CO.,
SHIPBUILDERS,
YORK STREET,
FOOTDEE,
ABERDEEN,
1839 TO 1881.**

BY

STANLEY BRUCE

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*'Thermopylae' at anchor in Sydney Harbour, Australia.
(Ref: PRG 1373/4/70, State Library of South Australia).*

Introduction

If you walk along York Street in Footdee (Pronounced Fittie by locals), in Aberdeen today you may well find it hard to imagine that this area in the 1800's had several shipbuilding companies, covering I believe around 13-acres, and employing more than a thousand workers. Old maps show that a shipbuilding dock existed at Footdee as early as 1661.

The original village of Fittie was formerly sited further up river than its present location, *'From Canal Basin to New Pier¹⁶'*, centred roughly at York Place, but was re-sited to its current location in 1809 after petitions were submitted by pilots and fishers, and the crews of the Torry pilot boats. The fishers said that their *"Houses were ruinous and uncomfortable"*, and the pilots wanted to live nearer the Harbour North Pier. The re-siting happened at the right time as the site left way for the expansion of the Aberdeen shipyards. In 1809, shipyards in Footdee were William Stephen & Sons, Cochar & Gibbon, and the newly established Buchan, Hall & Co., which in 1811 became Alexander Hall & Co.

Today there is virtually nothing to remind us of the great shipbuilding era that once triumphed in the city. Those working at the harbour are privileged to see Aberdeen Harbour Board signs reading 'Clipper Quay', 'Hall's Quay', and 'Duthie's Quay' they can all be seen on buildings and walls immediately due east of the dry-dock. There once was a similar 'Russell's Quay' sign nearer the dry-dock, but it now seems to have vanished. There is nothing to tell us that this is where the famous 'Aberdeen Bow' was designed by Alexander Hall & Co. in 1839. Nothing to tell us about the great clipper ships of the mid / late 1800's that were built here, including the 'Thermopylae' built by Walter Hood, she was fast enough to beat her rival the well-known sailing ship the 'Cutty Sark' when they raced in 1872.



Aberdeen Harbour Board 'Clipper Quay' sign. (S. Bruce).

Walter Hood was born 20th August 1802 in Brechin, Angus, Scotland, and served his apprenticeship as a shipwright at the Footdee shipyard of J. & T. Adamson & Co. (See Appendix E. He may have then worked for George Levie & Co., Shipbuilders, Footdee, Aberdeen, as he had shares in the following ships built by Levie: 'Ardent' (4/64) built in 1826, and the 'Adventure' (32/64) built in 1828. He then spent some time in a Dundee shipyard (Which one I don't know) before returning to Footdee. In 1839, aged 37-years, he established his own shipyard at Footdee, Aberdeen. Looking at an old map dated 1820, Walter Hood's Shipyard was formerly that of Bowman & Vernon (Formerly John Vernon & Co.) and before that two former shipyards, that of his former employer J. & T. Adamson & Co., and that of William Stephen (1759 to 1838). J. & T. Adamson built their last ship in 1829. Alexander Stephen (1795 to 1875) son of William gave up the lease of his Footdee yard in 1830 and moved to Arbroath to take over the shipyard owned by his late brother William Stephen (1790 to 1829). As far as I understand John Vernon (Later Bowman & Vernon) who owned the Footdee Iron Works, which was situated on the opposite side of York Street, took over the lease of the former yard of Alexander Stephen & Sons, and built at least three ships in 1840 and 1841. So, it seems (At least to my mind) that Walter Hood took the lease of the former J. & T. Adamson yard in 1839, then sometime after 1841 expanded into the former yard of Bowman & Vernon. *(Alexander Stephen became a prominent shipbuilder at Kelvinhaugh and Linthouse on the Clyde).*

Diane Morgan in her book *'The Villages of Aberdeen – Footdee'* wrote that Walter Hood lived in apartments on the corner of York Place / St. Clement Street in the Category B listed neo-classical block built in the early 19th century (c1825), which was designed by local architect John Smith (1781 to 1852). My research confirms that he lived at No. 27 York Place for about 4 to 5-years (c1845 to c1849).

The census of 1841 records that Walter Hood resided at Prince Regent Street, St. Clements Parish, Footdee (now demolished).

The Post Office Directories of 1840/1841, 1842/1843, and 1843/1844 also state that Walter Hood resided at No. 13 Prince Regent Street, Footdee (now demolished).

The Post Office Directories of 1845/1846, 1846/1847, and 1848/1849 state Walter Hood resided at No. 27 York Place, Footdee.

The census' of 1851, and 1861, both state that Walter Hood resided at No. 4 Canal Terrace, Footdee (Now demolished). The Post Office Directory 1850/1851 also states he resided at No. 4 Canal Terrace, Footdee. He lived there with his wife Jane (Nee Don, born in Aberdeen) and their live-in servant Isabella Lanson.

The 1851 census of England, Wales, and Scotland also tells us that Walter Hood that year employed 120 men. (This figure is further confirmed in Peter King's book 'The Aberdeen Line' published in 2017).

The houses at Canal Terrace sitting aside the canal (which was built in 1805) prior to the arrival of the railway must have been a very pleasant place to live (Waterloo Railway Station opened 1st April 1856). It is reasonable to state that the coming of the railway changed this for the worse. However, it wasn't bad enough to make Walter Hood move elsewhere.

As per the Post Office Directory of 1851/1852 Walter Hood's neighbours were Alexander C. Mathew, surgeon who lived at No. 3 Canal Terrace, John Duthie, shipbuilder who lived at No. 5, and John Dinnison, shipmaster who lived at No.6, all prominent members of the community. (This area of Footdee including Wellington Street and York Street had many houses that don't exist today).

The Post Office Directory of 1860/1861 states Walter Hood resided at No. 8 Canal Terrace, Footdee.



*Map of 1866 showing Prince Regent Street and Canal Terrace.
(Arrow pointing at Walter Hood's houses at No. 4 and No. 8 Canal Terrace).*

It couldn't have been better timing when Walter Hood established his Footdee shipyard, as Alexander Hall, Shipbuilder, York Street, Footdee, Aberdeen, in the same year (1839) launched the 'Scottish Maid', built for Nicol and Munro ship-owners, Aberdeen. She was the first vessel (schooner) built with what came to be known as the world famous 'Aberdeen Bow'. This design with an extremely raked bow, (raked

forward approximately 55 degrees from horizontal) and fine lines to take advantage of the 1836 Tonnage Act was to become the design used worldwide for all fast sailing ships later affectionately known as ‘clippers’. The term clipper is thought to have been derived from an old horse racing term *“Going at a good clip”*. Walter Hood recognised the advantages of this innovative bow design and a fine-lined hull, and was relatively quick to follow his neighbours lead. Walter Hood’s first ship built with an Aberdeen Bow was the ‘Queen of the Tyne’ built 5 years later in 1844 for George Leslie, ship-owner, Aberdeen.

After the introduction of ‘The Aberdeen Bow’, ships built with the bow held a foremost place in the carrying trade of the World. This resulted in an age of great prosperity for Aberdeen. From 1840 to 1880 the clipper ship model led to a substantial growth of shipbuilding in the city.

Walter Hood died prematurely 27th December 1862 aged sixty-years, after slipping in the dark and falling into Aberdeen Harbour and drowning. It is said that the guns across the harbour at the Torry Battery, were fired in the hope that the concussion would bring his body to the surface. Obviously, his body didn’t rise, but was recovered later using grappling irons. He didn’t have a will written probably because he didn’t expect to die at such a young age, but about ½-year later his estate was passed to his daughter Ann Hood (B.1830). See Appendix C for some family history information regarding Walter Hood.

Circa 1840, Walter Hood built a patent slip. A similar patent slip which stood where Hood’s shipyard formerly stood and formerly used by Alexander Hall & Co., was still in use for ship-repair purposes by Hall Russell prior to the yard’s closure in 1992. After the closure of Hall Russell’s shipyard, the slip (And the rest of Hall Russell’s) was removed to make way for harbour redevelopment.

Walter Hood’s shipyard had one, possibly two wooden building sheds covering the launch-ways, and a separate slip outside used for ship-repair. The workers employed by Walter Hood were therefore luckier than most, as many shipyards of that period didn’t have covered berths and the work was done outdoors in all sorts of weather. The covered berth would have prevented the fitting of the masts, so Hood’s ships must have been launched and the masts and rigging fitted once the hull was in the water.



1847 map showing the shipyards of Alexander Hall, and Walter Hood, Footdee.



Aerial view 1972, prior to building the dry-dock. (Courtesy Dales Marine).

Ship Classification.


Lloyds Register printed their first Register of Ships in 1764. This register from 1775 showed a grading for every ship, this grading gave both underwriters and merchants an indication of the condition of the ships they were insuring and chartering. The ship hull was graded by a lettered scale (A being the highest), and ship's fittings (masts, rigging, and other equipment) were graded by number (1 being the highest). Thus, the best classification achievable was 'A1'.

Nearly all of Hood's ships were classed by Lloyds Register of Shipping.

All of Walter Hood's iron-hulled ships built from 1872 to 1881 were classified with Lloyds Register of Shipping as Class 100A1, the highest classification achievable. Many were also built under 'Special Survey' by Lloyds Register of Shipping, this was a feature added to their register from 1853.

Survey under construction was a service offered by Lloyds from 1834.

The following explanatory text is adapted from LRS Infosheet No. 42.

Date	LRS Classification Information
1834	A, Æ, E & I with 1 & 2 for equipment and preceded by the number of years that class could be held (symbols still used 1850's).
1837-1843	A1 for Iron ships, the same as for wooden but including 'built of iron'.
1853	 Built Under Special Survey. Many of the ships built by Walter Hood were 'Built under special survey'. These surveys were carried out by surveyors employed by Lloyds Register of Shipping. In the Lloyd's Register these ships were given the symbol of the Formee or Maltese Cross (as shown above). This symbol against the ships name in Lloyds Register of Shipping was a symbol of highest maritime quality.
1854	A1, for Iron Ships, qualified with a period of 6, 9, or 12 years.
1863	New Rules for Iron Ships, symbols A1, A1 and A1 without a term of years, but subject to Special Survey at intervals of 4, 3, and 2 years, respectively.
1870	Iron Ship Rules revised and based on certain dimensions 100A1, 90A1, 85A1, and 80A1, the first two classes to be subject to Special Survey every 4 years and the lower classes every 3 years. (The numerals do not signify terms of years, but are to be used for comparison only).

Shipbuilding Activity in Aberdeen 1838 to 1842.

Just to give you an idea how busy the Aberdeen shipbuilding yards were when Walter Hood took over J. & T. Adamson & Co.'s former yard in 1839; for the years shown I have listed the number of ships I know of that were built in Aberdeen. As you can see when Walter Hood established his business in 1839 it was a particularly busy year:

1838 23 ships.

1839 32 ships.

1840 30 ships.

1841 30 ships.

1842 24 ships.

(The years in the late 1820's and early 1830's, were described as "*very dull ones for shipbuilding*" in Aberdeen).

Sadly, none of Walter Hood's ships have survived the test of time, and the last ship (As far as I know) to sail was the 'Pericles' built in 1877 for the Aberdeen Line, which was scrapped in 1923. She had sailed for an incredible 46-years, this would have been much longer than originally anticipated when she was built (approximately twice as long), especially since all of her working life she had to compete for business with steam ships. To remain in service this long tells us that she must have been built to a very high standard and well maintained. It's such a shame that none of Hood's ships have survived, and there's nothing in Aberdeen to show that Walter Hood's shipyard ever existed.

Walter Hood built 43 ships for the Aberdeen Line (George Thompson & Co.), plus another 14 ships part-owned or owned by George Thompson. Later ships of this fleet were fine looking ships with green painted hulls and white masts, yards, bowsprit, and blocks, and fine looking white figureheads, snow white decks, and a gold stripe and scroll work. They also had loads of brass fittings. There was an obvious reason why Hood's built so many ships for George Thompson, and this was because in 1842 George Thompson bought into the company of Walter Hood & Co., and became a principal partner. (Peter King in his book *The Aberdeen Line* (2017) suggests that George Thompson may have been a partner in Walter Hood and Co., from its establishment in 1839). Thompson's son-in-law William Henderson (1826 to 1904) became a partner in Thompson's company in 1850, and sometime after 1857 he also

became a partner in Walter Hood's shipyard. (Henderson was knighted in 1893). See Appendix A.

Alexander Nicol, ship-owner was also at some time a partner of Walter Hood & Co., Shipbuilders, he had eleven ships built at the yard, and had shares in many more.

There seemed to be an incestuous relationship going on at the time as Walter Hood bought a share in many of the ships he built, and he also owned (or at least partly owned) the Aberdeen Rope & Sail Co., Links, Footdee. Sailing ships required a lot of rope and sails. (*The barque 'Elissa' 620 tons built by Alexander Hall & Co. in 1877, and still sailing, has 4.5miles of rope, and 1,068m² of sails*).

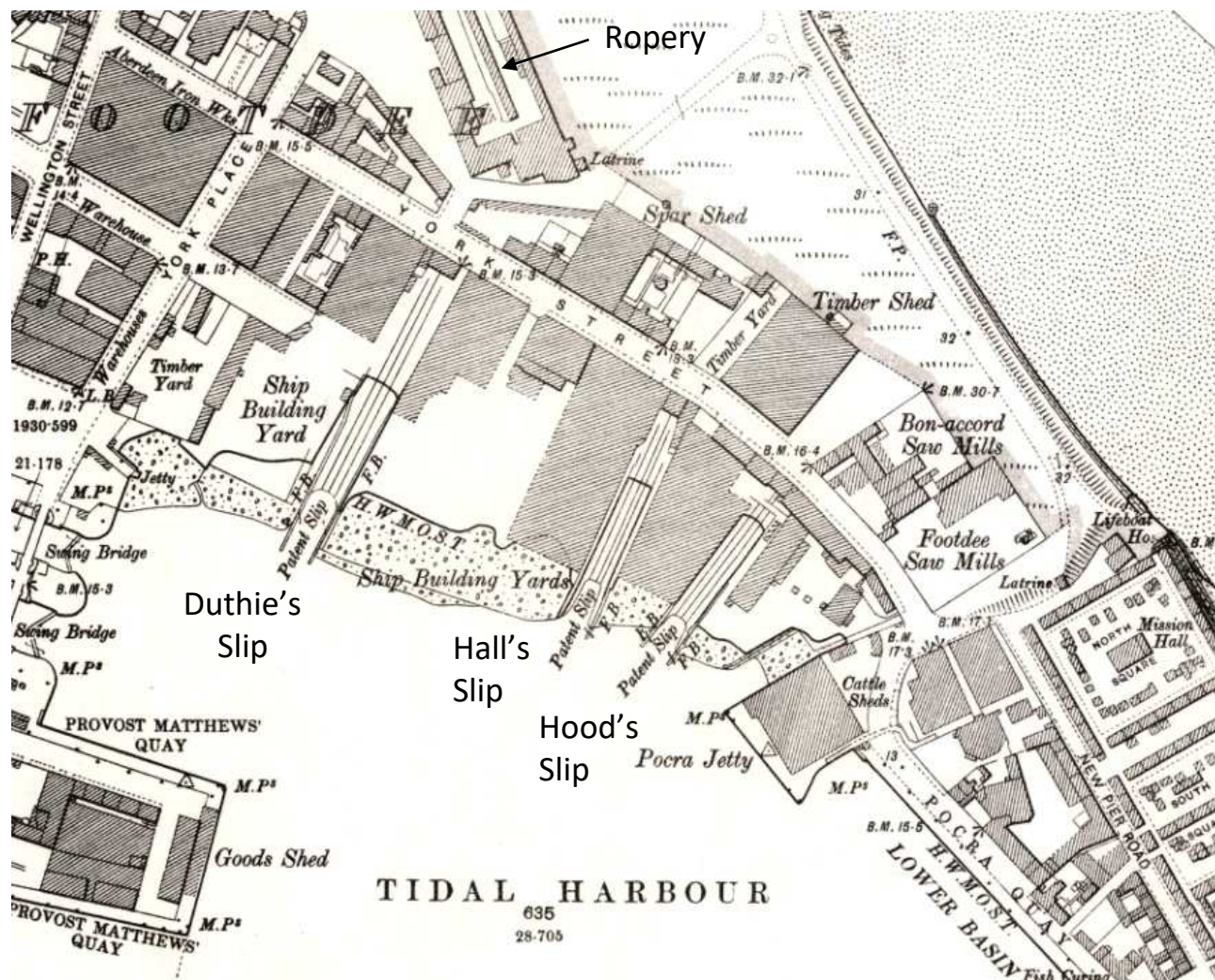
James Buyers, Shipyard Manager also took shares in many of the ships built by Walter Hood & Co. (See Appendix B).

A plan of Footdee dated 1773 by George Taylor shows a Ropery at the Links. It also shows a dockyard roughly where the dry-dock exists today, approximately where Walter Hood had his shipyard.

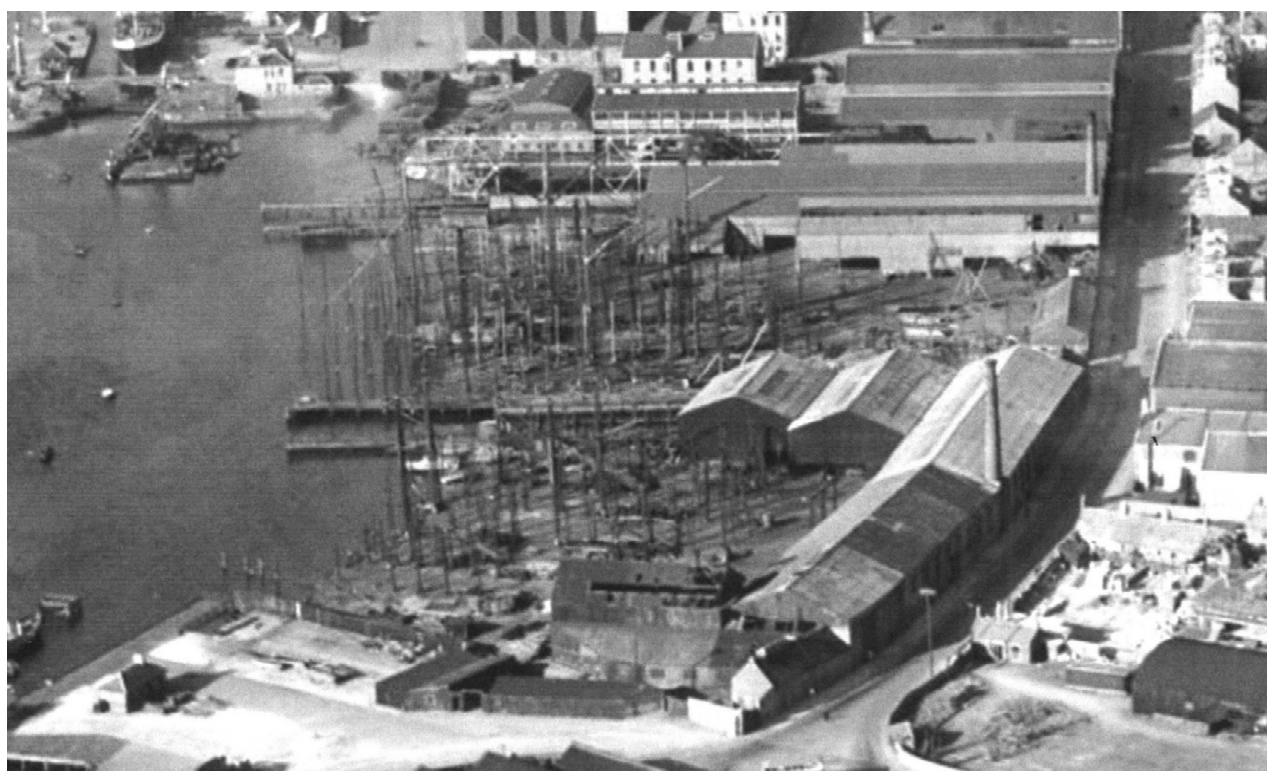
The Footdee Saw Mills, the Bon-Accord Saw Mills, and a timber yard were all conveniently sited in York Street directly opposite Walter Hood's shipyard. Donaldson Rose had a timber yard in York Street, Hood built two ships for this owner.

The Footdee Rope Works a short walk from Walter Hood's yard was built in 1852, by architects J. & W. Smith, Aberdeen.

On the map of 1899 below there are three slips, all of which would have generally been used for ship-repair work – basically used to pull the ship up and out of the water. The one in the middle I believe was that of Alexander Hall & Co., and was still in existence up to 1992. It was used by Hall Russell for ship repair of smaller sized vessels. I remember in the late 1980's the dredger 'Shearwater' (Length 112'3" (34.21m) and 342 GRT) and a luxury yacht named the 'Part VI' on this slip (The yacht I believe was owned by an American scrap dealer and had recently made an appearance on the hit TV series 'Miami Vice'). The slip east of this one was sited roughly where the drydock now stands and I believe was the slip built by Walter Hood in 1840. It was removed sometime prior to 1938 (work commenced building the drydock in 1972). The slip to the west was originally that of John Duthie & Sons, and was still in existence in 1938, but it did not exist in 1980 when I first set foot in Hall Russell's shipyard.



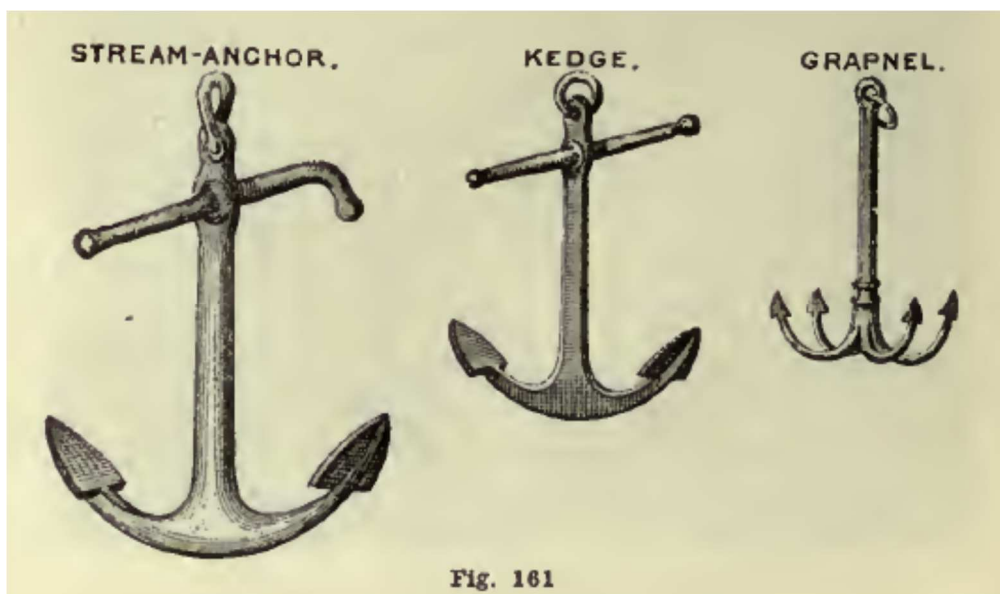
Map of the Footdee Shipyards, dated 1899. (Reproduced with the permission of the National Library of Scotland).



Aerial view of Alexander Hall & Co., and Hall, Russell & Co., shipyards, Footdee. (Walter Hood's former shipyard was bottom centre).

The photo above must have been taken during lean times, as I can't see any ships under construction; looking at Alexander Hall's ships built list the year 1938 had no ships listed, so that's my best guess. Note that the slip built by Walter Hood in 1840 is not visible, however the other two slips are still in existence.

Ships built by Walter Hood sailed to the other side of the World with all sorts of goods, emigrant passengers, and convicts. They carried tea home from China, wool from Australia, copper ore from Cuba, and timber from Canada; amongst other things they carried Californian gold from 1848, and Australian gold from 1851. These passages took months, and the ships would sail through all weather conditions. Deaths were frequent, due to, accidents such as falling from the rigging, falling overboard and drowning. Often there would be times with little wind and the ship even in full sail would be becalmed in the doldrums and travel very little distance in a day. Ships also had to endure storms and perilous seas; in a storm sails had to be taken in and very often they had to ride it out often for days at a time. The anchor could be dropped, but ships had a limited amount of chain, so the ship needed to be relatively near the shore, or at least in water shallower than the length of chain in the ships chain locker before dropping.



Anchors. (Wooden ship-building by C. Desmond - 1919).

Classification Society Rules give formulas for calculating the weight of anchor(s) and the chain length. Basically the bigger the vessel the bigger the anchor(s) and the longer the chain.

In the 1800's chains were made of inferior quality steel / iron, certainly if compared to steel used today, and chains were prone to snapping in raging seas, leaving the ship at the mercy of the sea and most likely driven ashore. Other dangers were freak waves,

with some reported as 100 feet high, lightning strikes which could cause a lot of damage and even kill crew members. The risk of fire from oil lamps swinging about especially in a gale. Risk of falling from the rigging especially in a storm. Pirates were ever present and ready to attack, and most ships carried arms to fight off any such attack. Some ships had fake gunwales painted on their hull, so from a distance it looked like the ship was armed with cannons.



Many of the clippers had their gunwales on their hulls painted with black squares so it looked like they were armed with guns this to dissuade any pirates.

(S. Bruce Collection).

Ship painting by an unknown artist – signed 'B, 77, TH, Hove'.

(If you know this artist please get in touch).

The clipper ships that sailed to China and Australia became well-known in the ports, especially in Australia as they were the link to Great Britain, the homeland. Many of the ships in this book changed hands, but most never had their names changed, I guess this was because they were so well-known.

1881.

In 1881, Walter Hood's shipyard closed and was taken over by its neighbour Alexander Hall and Co. This merger is thought to have been mainly due to the introduction of steam, and the opening of the Suez Canal in 17th November 1869. Steam ships could now sail through the canal to the Orient much quicker than any sailing ship ever could, and they were now taking the business from the sailing ships. The hey-day of sail was now over, and sailing ship owners were fighting a losing battle against steamships. To compete, sailing ships had to erect more sails, carry heavier cargoes, and to reduce costs carry smaller crews. Walter Hood's shipyard did not have the capabilities to build engines and boilers, and Walter Hood had already adapted firstly in 1867 by building composite hulled ships (Thyatira), then in 1868 by building hulls of Iron instead of wood (Glenavon). The use of iron gave reduced build costs, and another advantage was that it allowed bigger ships to be built than wood. Perhaps it was too much to ask for Hood's to adapt further and build steamships. Alexander Hall built a paddle driven steam ship named 'Jardine' (Yard No. 68) in 1835, and had regularly been building steamships since 1865 ('Admiral', Yard No. 242), so was ready for an expansion of their yard, and was well-placed to take over Hood's yard. After taking over Hood's yard in 1881 Alexander Hall only built six more iron-hulled sailing ships, these were mostly for the Australia trade and were as follows:

Yard No / Name	Rig	Date	Construction	Owners	Tonnage
308 / Elvira	Barque	1882	Iron	Henry F. Watt, Liverpool.	493 tons
309 / Port Jackson	Barque	1882	Iron	Duthie Brothers & Co., Aberdeen.	2212 tons
322 / Yallaro	Ship	1885	Iron	Alexander Nicol & Co., Aberdeen.	1565 tons
323 / Torridon	Ship	1885	Iron	Alexander Nicol & Co., Aberdeen.	1564 tons
324 / Rosalind	Barque	1885	Iron	J. Sutcliffe & Son, Grimsby.	364 tons
332 / Inverurie	Barque	1889	Iron	George Milne, Aberdeen.	1374 tons

(John Duthie & Sons, built their last sailing ship the 'Brilliant' in 1877).

1889, was therefore the end of Aberdeen's great era of building clippers. It was 20-years after the opening of the Suez Canal, simply because some ship owners were reluctant to change to steam. The Clyde, which was closer to the steel mills and coal

fields now had an advantage over Aberdeen, and shipbuilding activity there expanded rapidly, including the building of steel hulled ships much bigger than any ever built in Aberdeen.

According to the yard list of ships built, the shipyard of Alexander Hall & Co. built their last ship Yard No. 753 the 'Bilsworth' a cargo ship in 1957. Alexander Hall & Co. was then merged with Hall, Russell & Co., and Alexander Hall's name was dropped. (Hall, Russell had been owned by the Burntisland Shipbuilding Company since 1942, and Alexander Hall & Co. owned by the Burntisland Shipbuilding Company since 1952). Hall, Russell's yard now encompassed the sites of all the former Footdee shipyards, including that of Walter Hood. Hall, Russell & Co. became a member of British Shipbuilders in 1977, was privatised in 1986 and carried on in business until 1992 (Although from 1989 to 1992 the yard was owned by A. & P. Appledore). (Note there was a comma in the name Hall, Russell pre-1977). After the closure of Hall Russell, nearly all the shipyard buildings were demolished. The only exception was Hall Russell's former Engine Shop in York Place, which was formerly the Aberdeen Iron Works, which still stands today, and the Training Centre (Formerly the offices of Alexander Hall & Co), which was demolished in 2015. In 1993, the Aberdeen based Craig Group re-opened the dry-dock originally completed in 1975 (112.8m long x 21.34m wide x 6.5m depth) for ship-repair work under a subsidiary named Craig Group Ship Repairing Ltd. This business continued until June 2002, but due to a reduction in the size of the Craig fleet and less contract work than anticipated the business was sold to the A. & P. Group in July 2002 and renamed River Dee Ship-repairers. The facility was bought by Dales Marine Services 1st August 2004, and is still currently in business under this name.

1980

The first time I stepped on the ground where Walter Hood's shipyard stood was early September 1980, almost a century after the closure of Walter Hood's shipyard. I had started as an apprentice ship draughtsman with Hall Russell's. in August 1980, and was attending the Hall Russell Training Centre on the north side of York Street. As an apprentice ship draughtsman, we spent a month in the Training Centre learning plating, burning, and welding skills, this was to give us an insight into these trades. The training required materials, and every so often the apprentices would venture into the shipyard wearing their orange hard hats and blue boiler suits pulling an old barrow and collect pieces of scrap steel which were to be used for practicing plating, burning, and welding. I remember the first time I went over to the yard aged-16; we went in through the York Street gates aside the dry-dock. I remember being near the

bow of a ship under construction on the launch-ways and thinking “This is massive, much bigger than the fishing boats I was used to seeing in Fraserburgh Harbour”. We then had our first experience of shipyard banter when a shipyard worker in his early twenties shouted over *“Oh, it’s donkey day”*, referring to us as donkeys. You can imagine we weren’t impressed with this and asked why he was calling us donkeys. *“You’ve just started in the Training Centre and know as much about shipbuilding as a donkey”*. I asked, *“Did you go to the Training Centre?”* “Yes” was his reply. I then said *“Seems you’ve learned enough to be an ass!”*

Ships Bell.

The ships bell is traditionally engraved with the ships name and the build date, (A job I’ve done as an apprentice). On a sailing ship it would have been fitted in a prominent place often to a mast, or a bulkhead on the main deck.

In the days of sail the ships bell had several uses:

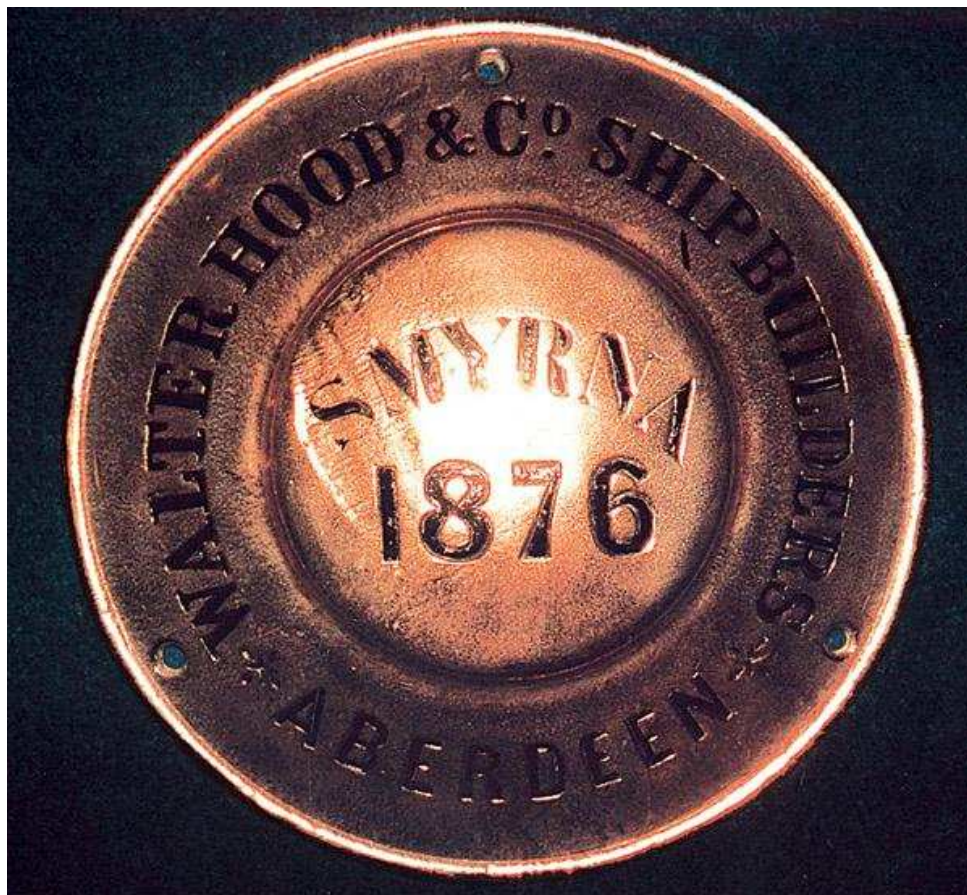
- Ring in fog to warn other ships, to avoid collisions.
- Timing of duty periods - In the age of sail, watches were timed with a 30-minute hourglass. The bell was struck in a pattern / sequence every time the glass was turned.
- Eight bells rang at the end of the watch to honour a dead sailor.



*Ships Bell from the ship ‘Walter Hood’, with no date visible.
(www.jervisbaymaritimemuseum.asn.au).*

Shipbuilders Nameplate.

The shipbuilder's nameplate was usually made of brass, and normally gave the ship name, the builders name, and date of build. It would have been displayed in a prominent place, usually on a mast or a bulkhead on the main deck.



Builders plate from the ship 'Smyrna'. (www.divernet.com).

The art of shipbuilding has changed so much since the days of Walter Hood's shipyard, no longer are ships built frame by frame, and plank by plank, nowadays ships are split into modules (Or units as we used to call them at Hall Russell's). These modules are now constructed from steel in separate under-cover fabrication bays and then assembled to form the ship, usually with as much as possible of the outfitting already completed inside. No more working outside in all sorts of weather. However, one thing that hasn't changed is the meticulous planning required to build a ship. The ordering of materials, the organisation of the trades, working to a schedule, and completion of sea trials, all to meet the contract delivery date.

The ships name was normally not disclosed until her launch, most yards worked with a Ship / Yard Number. Ships were usually named by a woman, as this was thought to bring good luck. Also for good luck a penny was usually laid under her keel.

Lines Plan

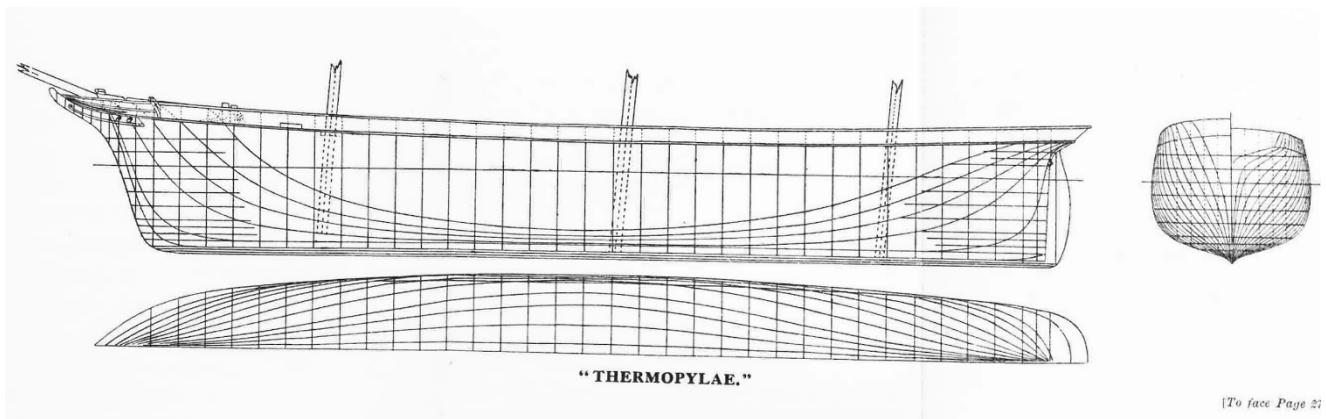
The Lines Plan is basically a set of lines representing sections through the hull of the ship. When drawn, to an educated eye it shows the shape of the ship hull. This drawing usually took several weeks to draw, and more time was then used fairing the lines, and adjusting to suit any owner requirements. When I was a draughtsman the lines were hand-drawn with pencil on film using flexi-curves held in position with lead weights. Once the lines were agreed they were then inked-in using a biro pen.

The Lines Plan is a 2-D representation drawn to scale showing the shape of the ship hull, and consists of three separate views:

- A half-breadth plan view (Viewed from the top, showing waterlines).
- A profile view (Viewed from the side, showing buttock lines).
- A body plan view (Viewed from the ends, showing station lines).

The Body plan usually shows the lines of the aft end on one side and the fore end on the other.

This drawing was then used to prepare an 'Offset Table', which was then used by the loftsmen for lifting the offsets when drawing-up full size patterns of the ship parts. It was also used to prepare the ½-body model.



Lines of the 'Thermopylae'.

A Comparison of Ships Built by Walter Hood & Co.

Ships	Wood	Composite	Iron
Smallest Tonnage	Columba (1865) 344 tons	Thyatira (1867) 962 tons	Glenavon (1868) 830 tons
Largest Tonnage	Kosciusko (1862) 1193 tons	Thermopylae (1868) 992 tons	Aristides (1876) 1721 tons
Smallest Length	John Bunyan (1848) 137 feet, 7 inches	Thyatira (1867) 201 feet, 6 inches	Glenavon (1868) 188 feet
Largest Length	Star of Peace (1855) 216 feet	Thermopylae (1868) 212 feet	Aristides (1876) 261 feet

Barques	Wood	Composite	Iron
Smallest Tonnage	Alexander Harvey (1840) 292 tons	Centurion (2) (1869) 1004 tons 208 feet, 7 inches	None
Largest Tonnage	Ascalon (1868) 998 tons		
Joint Smallest Length	Alexander Harvey (1840) Margaret Hardy (1840) 93 feet, 11 inches		
Largest Length	Ascalon (1868) 210 feet, 11 inches		

Brigs	Wood	Composite	Iron
Smallest Tonnage	Fame (1840) 154 tons	Charles Chalmers (1874) 186 tons 102 feet, 7 inches	None
Largest Tonnage	William Edward (1847) 241 tons		
Smallest Length	Fame (1840) 78.8 feet		
Largest Length	Heather Bell (1851) 98 feet, 3 inches		

Schooners	Wood	Composite	Iron
Smallest Tonnage	Lady Elphinstone (1840) 145 tons	None	None
Largest Tonnage	Taurus (1841) 184 tons		
Smallest Length	Lady Elphinstone (1840) 72 feet, 1 inch.		
Largest Length	Taurus (1841) 84 feet, 9 inches.		

Types of Wood Used in Shipbuilding.

A variety of wood was used to build ships in Aberdeen. Lloyds Registers of Shipping give brief details of the types of wood used on each ship.

Some of the wood used for shipbuilding in Aberdeen was floated down the Dee from forests further upriver. However, there were several timber merchants in Aberdeen and they sourced wood from within Great Britain and further afield. Donaldson Rose & Co., timber merchants, York Street, Footdee carried immigrants on his ships to Canada and returned with cargoes of Canadian timber, other ship-owners did similar with cargoes outward bound and returning with cargoes of timber from places all over the world.

The following list is generally in order as per Lloyds Register in the 19th century, descending from the best wood for shipbuilding at the top to the poorest wood at the bottom:

East Indian Teak: The hull of the ‘Thermopylae’ was made using East Indian Teak, this was according to Lloyds the best quality timber that could be used, and which they gave the highest classification.

Oak (Hardwood): Sourced in Great Britain, Denmark and from Africa.

Jarrah / Red Gum (Hardwood): Sourced from South West Australia.

Cedar (Softwood): Pencil Cedar (South Africa), Red Cedar (Canada), and Phillipine Island Cedar.

Mahogany (Hardwood): Sourced from West Indies / Central America.

Greenheart (Hardwood): Sourced from Central and South America.

Iron Bark (Hardwood): Sourced from Australia.

North American White Oak (Hardwood): Sourced from USA.

Pitch Pine / Oregon Pine (Softwood): Sourced from USA.

Larch (Softwood): Sourced in Great Britain.

Ash (Hardwood): Sourced in Great Britain.

Maple (Hardwood): Sourced from USA.

Elm (Hardwood): Sourced in Great Britain, used to be plentiful, but not so many today.

Black Birch: Sourced in Great Britain.

Spruce (Softwood): Sourced in Great Britain.

Fir (Softwood): Sourced in Great Britain, Canada, and USA (Douglas Fir).

Beech (Hardwood): Sourced in Great Britain.

Yellow Pine (Softwood): Sourced from USA.

Before being used on the ship the wood had to be seasoned. This is basically the drying of the juices in the wood, and the reduction of the mass to its minimum size before it is used. This is necessary to avoid any future warping.

In the shipyards the 'Sawyer' had a very important job as he selected and cut the timber which was then fitted by the shipwrights. He would look at the grain of the timber and the shape required and select and cut the strongest piece of timber for the job.

Timber was also steamed so it could be easily bent into shape to form parts such as the frames.



Typical stack of cut Scottish Larch (softwood) timber. (S. Bruce).

Walter Hood's Fast Sailing Ships – Clippers.

The following information regarding ships built by Walter Hood was extracted from 'The Tea Clippers' book by David R. MacGregor ISBN 0-85177-256-0 (1983). Fastest passages made to and from China:

Ship	Passage	Days	Date(s)
Thermopylae	Foochow to London	89	3 rd July 1869 to 2 nd Oct. 1869.
Harlaw	Shanghai to New York	87	24 th Feb. 1870 to 24 th May 1870.
Thermopylae	During the SW monsoon Shanghai to Anjer	27	25 th June 1871 to 22 nd July 1871.
Harlaw	During the NE monsoon Shanghai to Anjer	9	7 th Jan 1868 to 16 th Jan 1868.
Thermopylae (<i>& Sir Lancelot</i>)	Anjer to Lizard, Cornwall.	64	1869.
Assyrian	During the SW monsoon The Downs to Shanghai	93	4 th Feb. 1863 to 8 th May 1863.
Thermopylae	Newcastle NSW to Shanghai	31	10 th Feb. 1869 to 13 th March 1869.
Abergeldie	Woosung to Azores (For London)	80	30 th Nov. 1851 to 18 th Feb. 1852.
Up to 1850			
John Bunyan	Shanghai to Deal	98	28 th Jan. 1850 to 9 th May 1850.

The following information was extracted from 'Clipper Ships' book by David R. MacGregor, ISBN: 0852426186 (1979). Principal record passages.

Ship	Passage	Days	Date(s)
Thermopylae	Lizard, Cornwall to Cape Otway. (Gravesend to Hobson's Bay, Melbourne).	60 (63)	8 th Nov. 1868 to 7 th Jan. 1869.
Patriarch	Sydney to Ushant Sydney to London	68 69	1869

It's interesting to note that there is no mention of 'Thermopylae's' rival the 'Cutty Sark' in MacGregor's lists of fastest passages.

Hull Sheathing.

A very important job to be carried out on clipper ships was the fitting of sheathing to the hull. This would have been fitted prior to the ships launch and replaced at regular intervals.

The main purpose of hull sheathing was to protect the ships hull in temperate and tropical waters from the teredo shipworm (*Teredo navalis*). This worm can infest a ship's hull causing tunnelled holes up to one inch diameter, big enough to sink a wooden ship. A wooden ship can become riddled within a relatively short period of time. Another problem for ship hulls was the growth of weeds and barnacles, which caused greater drag and reduced a ships speed.

Wooden Sheathing.

The cheapest method of protection was to coat the hull with tar or tallow and fit a 2" thick layer of wood sheathing over the hull planks. This was basically a sacrificial layer that needed replaced in dry-dock at regular intervals. Ships sailing in colder waters tended to use this option.

Copper Sheathing (Yellow Metal).

In the late 18th century the Admiralty experimented with various metal sheathing of wooden hulls including materials such as lead and zinc, however after many trials it was copper sheets that were found to be the most effective. Initially the copper was nailed to the hull with iron nails, but bi-metal corrosion occurred. The use of copper nails prevented this and became the method of fitting to the hull. The initial outlay of fitting copper sheathing was much more expensive than wood, but as well as protecting the hull from the dreaded teredo, it kept the hull clean of weeds longer than using wood. Copper sheathing would typically need to be replaced every 18 to 24 months. Due to its high cost, it was generally the ship-owners who ran a well-maintained ship such as George Thompson (Aberdeen Line) who invested in fitting copper sheathing.

Iron Hulls.

Walter Hood built his first iron-hulled vessel the 'Glenavon' in 1868. Copper could not be fitted to an iron hull due to bi-metallic corrosion problems, so painted iron-hulled ships especially in tropical waters quickly became festooned with weeds. These weeds increased the drag of the ship thereby slowing the ship down, probably adding days perhaps weeks to a passage from Great Britain to Australia or China. Clippers with iron hulls were regularly dry-docked to get their hulls cleaned.

Ships Built by Walter Hood & Co.

I prepared the following list from scratch in 2016 / early 2017 and put the ships in chronological order as far as my knowledge allowed. However, in October 2017 Peter King published his book 'The Aberdeen Line' and he has an appendix with a list of 100 ships built by Walter Hood & Co. prepared by Dr. Jake Duthie. I have 102 on my list; and hopefully I have included all the ships built by Walter Hood & Co., my apologies if not. (Please feel free to get in touch if you know of any others).

Ship Name	Rig	Date Built	Construction	Date lost / scrapped	GRT
Milton	Brig	1839	Wood	> 1856	163
Richard Grainger	Schooner	1839	Wood	1878	115
Janet	Brig	1839	Wood	> 1851	182
Alexander Harvey*	Barque	1840	Wood	c1869	292
Lady Elphinstone	Schooner	1840	Wood	Unknown.	145
Margaret Hardy**	Barque	1840	Wood	1845	296
Anemone*	Brig.	1840	Wood	1851	199
Fame	Brig	1840	Wood	1857	154
Star**	Schooner	1840	Wood	1847	156
Paragon	Brig	1840	Wood	1851	213
St. Lawrence	Barque	1841	Wood	Unknown.	406
Ellen Simpson	Barque	1841	Wood	1866	376
Taurus	Schooner	1841	Wood	1874	184
Michael Williams*	Brig	1841	Wood	1848	227
Agnes Blaikie*	Barque	1841	Wood	1855	385
Seaton	Barque	1842	Wood	Unknown.	700
Harriet	Brig	1842	Wood	Unknown.	165
Prince of Wales*	Barque	1842	Wood	1853	583
Chilena	Barque	1842	Wood	1850	296
Jane Boyd*	Barque	1843	Wood	Unknown.	388
Rose	Barque	1843	Wood	Unknown.	253
Eliza Hall	Brig	1843	Wood	1864	200
Duncan Ritchie	Barque	1843	Wood	Unknown.	508
Queen of the Tyne	Schooner	1844	Wood	Unknown.	192
Neptune*	Barque	1844	Wood	1864	343
Consort	Schooner	1845	Wood	Unknown.	199
Magnet	Brig	1845	Wood	1872	176
Granite**	Brig	1846	Wood	Unknown.	187
Admiral	Brig	1846	Wood	1853	243
Gazelle**	Schooner	1846	Wood	1860	175
Oliver Cromwell*	Ship	1847	Wood	1868	478

Ship Name	Rig	Date Built	Construction	Date lost / scrapped	GRT
William Edward	Brig	1847	Wood	Unknown.	241
Phoenician*	Barque	1847	Wood	1865	478
Seaton	Brig	1847	Wood	Unknown.	185
Luna**	Brig	1848	Wood	1891	187
John Bunyan*	Ship	1848	Wood	1873	467
Balgownie**	Barque	1848	Wood	Unknown.	379
Orient	Brig	1848	Wood	1850	134
Victoria	Schooner	1849	Wood	1893	180
Emperor	Brig	1849	Wood	1875	200
Centurion (1)*	Ship	1850	Wood	1867	639
Lady Franklin	Brig	1850	Wood	1867	201
Sophia	Brig	1850	Wood	Unknown.	113
Gladiator	Ship	1850	Wood	1880	534
Heather Bell**	Brig	1851	Wood	1880	191
Abergeldie	Ship	1851	Wood	1854	600
Walter Hood*	Ship	1852	Wood	1870	937
John Knox	Barque	1852	Wood	1886	296
Woolloomooloo*	Ship	1852	Wood	1885	627
Granite City	Ship	1853	Wood	1881	772
Maid of Judah*	Ship	1853	Wood	1880	665
Omar Pasha*	Ship	1854	Wood	1869	1068
Assyrian	Ship	1854	Wood	1877	555
Star of Peace*	Ship	1855	Wood	1895	1113
Wave of Life*	Ship	1856	Wood	1897	887
Golden Fleece	Ship	1856	Wood	Unknown.	359
Damascus*	Ship	1857	Wood	1893	964
Transatlantic*	Ship	1857	Wood	1899	614
Westburn**	Ship	1858	Wood	1870	593
Jason	Ship	1858	Wood	Unknown.	877
Moravian*	Ship	1858	Wood	1895	967
Cuzco	Barque	1859	Wood	Unknown.	415
Strathdon*	Ship	1860	Wood	1888	1011
Marquis of Argyle	Ship	1860	Wood	Unknown	515
Nereid	Brig	1860	Wood	1890	191
Queen of Nations*	Ship	1861	Wood	1881	878
Yes	Ship	1861	Wood	1881	846
Garrawalt**	Ship	1862	Wood	1865	627
Kosciusko*	Ship	1862	Wood	1899	1193
Fawn	Brig	1862	Wood	Unknown.	216
Glengairn**	Ship	1863	Wood	1893	894

Ship Name	Rig	Date Built	Construction	Date lost / scrapped	GRT
Nineveh*	Ship	1864	Wood	1896	1176
Ethiopian*	Ship	1864	Wood	1894	838
George Thompson*	Ship	1865	Wood	1902	1128
Columba**	Ship	1865	Wood	Unknown.	344
Harlaw*	Ship	1866	Wood	1878	894
Christiana Thompson*	Ship	1866	Wood	1899	1079
Janet	Ship	1867	Wood	Unknown.	215
Jerusalem*	Ship	1867	Wood	1893	901
Thyatira*	Ship	1867	Composite	1896	962
Ploughman***	Brig	1867	Wood	1894	177
Ascalon*	Barque	1868	Wood	1907	998
Thermopylae*	Ship	1868	Composite	1907	991
Glenavon**	Ship	1868	Iron	1871	830
Centurion (2)*	Barque	1869	Composite	1887	1004
Patriarch*	Ship	1869	Iron	1912	1405
Leucadia	Ship	1870	Iron	1906	896
Aviemore*	Ship	1870	Wood	1916	1091
Miltiades*	Ship	1871	Iron	1905	1495
Collingwood	Ship	1872	Iron	1917	1064
Samuel Plimsoll*	Ship	1873	Iron	1903	1520
Lydia**	Barque	1873	Wood	1882	377
Charles Chalmers	Brig	1874	Composite	1903	186
Romanoff	Ship	1874	Iron	1917	1277
Salamis*	Ship	1875	Iron	1905	1130
Aristides*	Ship	1876	Iron	1903	1721
Smyrna*	Ship	1876	Iron	1888	1372
Pericles*	Ship	1877	Iron	1923	1598
Cimba	Ship	1878	Iron	1915	1174
Sophocles*	Ship	1879	Iron	1925	1176
Orontes*	Ship	1881	Iron	1903	1318

* - vessel owned by the Aberdeen Line (George Thompson & Co.) = 43.

** - vessel part-owned by George Thompson = 13.

*** - vessel owned by George Thompson, but not as the Aberdeen Line = 1.

There is one vessel I came across that is not on Dr. Jake Duthie's list in the appendix to Peter King's book, and she is the 'Yes' an 846-ton ship built in 1861. It seems likely that the 'Yes' is the same ship as the 'Queen of Nations' built the same year with similar dimensions and tonnage, and perhaps renamed, so I haven't included an individual page for her.

Milton (1839).

She was the first vessel built by Walter Hood & Co. She was built as a coaster to carry general cargo, but she could also carry passengers. She is known to have traded at Aberdeen, Dundee, Leith, London, and Liverpool. She also sailed to Sydney (Australia), Cape Breton (Nova Scotia, Canada), Santa Domingo (Dominican Republic), and Marseilles (France).

Ship Name(s)	Milton.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	13 th August 1839.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Henry Campbell Oswald, merchant (24), John Alexander, writer (4), and James Anderson, shipmaster (8), all Aberdeen. Other shareholders: James Fraser, merchant, Aberdeen (16), Angus Fraser, merchant, Aberdeen (8), and William Carnegie, farmer, Skene (4).
Registered Port	Aberdeen.
GRT	163 tons.
Length	76 feet, 9 inches (23.39m).
Breadth	19 feet, 1 inch (5.82m).
Depth	13 feet, 5 inches (4.09m).
Construction	Wood, oak, beech, fir, & larch.
Figurehead	Male bust.
Classification	Lloyds Register of Shipping. Class 5A1.
Other information	1843: owned by H. Oswald and registered in Aberdeen 16 th March 1846: the Caledonian Mercury paper reported that John Mitchell, seaman, brought action at Aberdeen against James Anderson, Master of the brig 'Milton' of Aberdeen, for delivery of his certificate of discharge and £5 penalty under Sec. 13 of the Merchant Seamen's Act. Case was keenly litigated for 3 hours by agents for each side. The Justice of the Peace decreed Anderson should pay the seaman mitigated penalty of £1.13.4 with £2.13.4 expenses or serve 6-month's imprisonment.
Date Scrapped / Lost	Unknown. (She was still sailing in 1856).

Richard Grainger (1839).

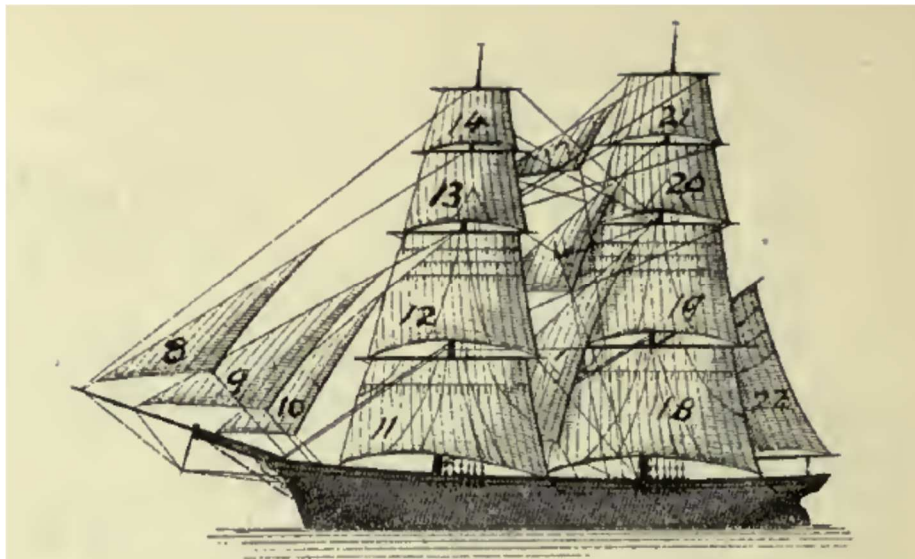
She was built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, Montrose, Newcastle, North Shields, and London.

Ship Name(s)	Richard Grainger.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	October 1839.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	G. Cruickshank and T. Gordon, Aberdeen. <i>(Breakdown of shareholders unconfirmed).</i>
Registered Port	Aberdeen. Official No.: 6846.
GRT	115 tons.
Length	67 feet, 3 inches (20.50m).
Breadth	18 feet, 7 inch (5.66m).
Depth	12 feet (3.66m).
Construction	Wood.
Figurehead	Male Bust.
Classification	Unknown.
Other information	18 th November 1868: the Aberdeen Journal reported that during a gale she was forced to put into Berwick Harbour. Captained by F. Chalmers, she left Newcastle with a cargo of coal on Wednesday 11 th November, however about 5a.m. Saturday 14 th November, when between the Farne Islands and the Holy Island, Mate James Rae aged 26-years, belonging to Aberdeen, when on taffrail reefing main sail, lost hold and fell into the sea. Every effort was made to save him without success and he drowned. Weather at the time was dark and stormy and a heavy sea running. He left a widow and two children.
Date Scrapped / Lost	6 th March 1878: she ran aground in a gale inside Carr Brigs beacon, Fife Ness, North Sea, Scotland. The 5-man crew abandoned ship and made it to Crail, Fife, in the ships boat, and all hands were saved. She was towed off the rocks at Crail by the steamship 'Ferryfer'. She was then taken in tow by the tug 'May', but the tow rope broke and she was lost sight of about eight miles east of the Bell Rock. She was then picked up by the steamer 'Marie Stuart' of Leith, and towed into Berwick, but it is thought she was scrapped due to extensive damage.

Janet (1839).

She was a regular trader with Valparaiso (Valley of Paradise), Chile.

Ship Name(s)	Janet.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	21 st November 1839.
Owner(s) (No of shares held, out of 64 in brackets).	Alexander Nicol & George Monro, merchants, Aberdeen, carrying on business under the firm of Nicol & Monro , ship-owners (16), George Jaffray, and Nicol Simpson, Aberdeen (8), and John Ritchie Wilson, shipmaster (4). Other shareholders: Peter Aikman, merchant, Glasgow, (16), Robert Aikman, merchant, Glasgow (8), Adam Mitchell, session clerk, Old Aberdeen (4), and John Dall, shipmaster, Alloa (8).
Registered Port	Aberdeen.
GRT	182 tons.
Length	82 feet, 4 inches (25.1m).
Breadth	20 feet, 2 inch (6.15m).
Depth	14 feet, 2 inches (4.32m).
Construction	Wood.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 5A1.
Other information	--
Date Scrapped / Lost	Unknown, she was still sailing in 1851.



Typical brig rig. (Wooden ship-building by C. Desmond - 1919).

Alexander Harvey (1840).

Named after Alexander Harvey (d.1837) of Drum, Aberdeenshire who was a former partner in the Aberdeen Line (Owners of the ship). By 1840, George Thompson Junior had bought out all his partners. She was built for the Cuba copper ore trade and West Indies trade. However, she is also known to have travelled to Australia, and South America. She was also used as a Greenland whaler.

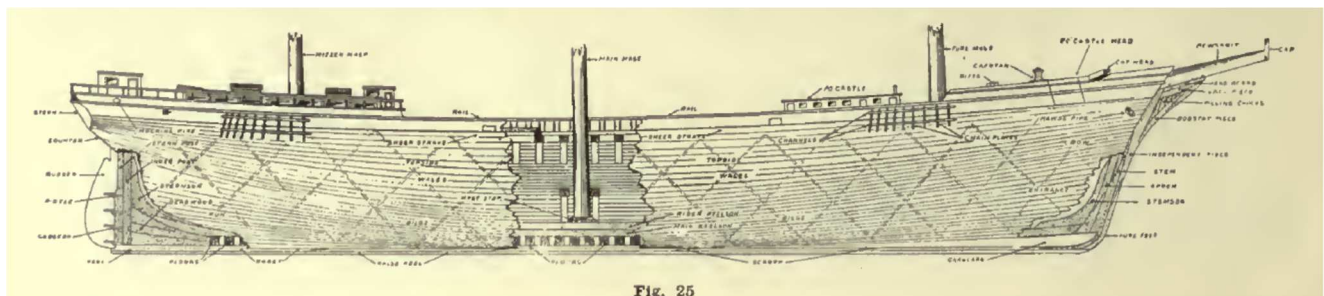
Ship Name(s)	Alexander Harvey.
Rig	Barque, 3 masts, 1 deck, a square stern and a standing bowsprit.
Launch Date	March 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen.
GRT	292 tons.
Length	93 feet, 11 inches (28.63m).
Breadth	22 feet, 5 inches (6.83m).
Depth	16 feet (4.88m).
Construction	Wood.
Figurehead	Male bust.
Classification	Unknown.
Other information	18 th October 1852: owned by Thomas Adam, ship-owner, and registered at Banff, Scotland. (Used for whaling off Greenland).
Date Scrapped / Lost	Unknown, possibly c1869.

The green paint used on the Aberdeen Line ship hulls from 1842 was a composite paint always known as Aberdeen Green, from 1825 to 1841 the ship hulls were painted black. 'Anenome' built in 1840 being an exception, or perhaps used as a trial of the new colour.

Lady Elphinstone (1840).

She was built as a Coaster to carry general cargo.

Ship Name(s)	Lady Elphinstone.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	3 rd April 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Henry Adamson, ship-owner, Aberdeen (16), Alexander Nicol, ship-owner, Aberdeen (16), and Alexander Troup, ship-owner, Mill of Sclattie, Bucksburn, Aberdeen (16). Other shareholder: Robert Williamson, farmer, Bendauch, Kinellar, County of Aberdeen (16).
Registered Port	Aberdeen.
GRT	145 tons.
Length	72 feet, 1 inch (21.97m).
Breadth	19 feet, 5 inches (5.92m).
Depth	13 feet (3.96m).
Construction	Wood.
Figurehead	Female bust.
Classification	Unknown.
Other information	---
Date Scrapped / Lost	Unknown.



Typical ship's hull. (Wooden ship-building by C. Desmond - 1919).

Margaret Hardy (1840).

She was built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, Berwick, Newcastle, and Swansea.

Ship Name(s)	Margaret Hardy.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	August 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Donald Junior, ship-owner, Aberdeen (32), and John Martin, shipmaster (16). Other shareholder: George Thompson Junior, ship-owner, Aberdeen, (16).
Registered Port	Aberdeen.
GRT	296 tons.
Length	93 feet, 11 inches (28.63m).
Breadth	22 feet, 5 inches (6.83m).
Depth	16 feet, 7 inches (5.05m).
Construction	Wood.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	25 th January 1845: while on tow out of Port Talbot Harbour, Wales, she grounded at the Bar. She was pulled off, but sank at the end of the breakwater. She was an obstruction to the harbour, and it wasn't until the 10 th March before she was raised and moved clear of the harbour entrance. January 1846: owned by Robert Anderson, shipmaster, Aberdeen.
Date Scrapped / Lost	October 1857: she stranded in the River Plate, Uruguay, and was subsequently sold to foreign owners. No details known after this date.

Anemone (1840).

She was built as a general cargo ship, and was the first ship Walter Hood built for George Thompson's Aberdeen Line. Walter Hood built a total of 43 sailing ships for George Thompson's Aberdeen Line. Her maiden voyage took her from the Clyde, Glasgow (Scotland) to Valparaiso (Chile), with a return passage to Swansea carrying copper ore.

It is also thought she was first Aberdeen Line ship to have her hull painted green instead of black, but not with the yellow band. Unfortunately, she had a relatively short life of only 11-years.

Ship Name(s)	Anemone.
Rig	Brig, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	4 th May 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner, Aberdeen (40), John Walker, shipmaster (16), and Alexander Wales, sailmaker, Aberdeen (8).
Registered Port	Aberdeen.
GRT	199 tons.
Length	85 feet, 7 inches (26.09m).
Breadth	20 feet, 5 inches (6.22m).
Depth	14 feet, 5 inches (4.39m).
Construction	Wood. Hull sheathed in felt and copper.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	1848 / 1849: during this period while in Demarara, British Guyana, South America, she lost her foremast. 1850: sold to A. Wales & Co., Aberdeen, Scotland, and used in the South American trade.
Date Scrapped / Lost	3 rd September 1851: she was sold at public auction at Callao, Peru, after being condemned due to storm damage.

Fame (1840).

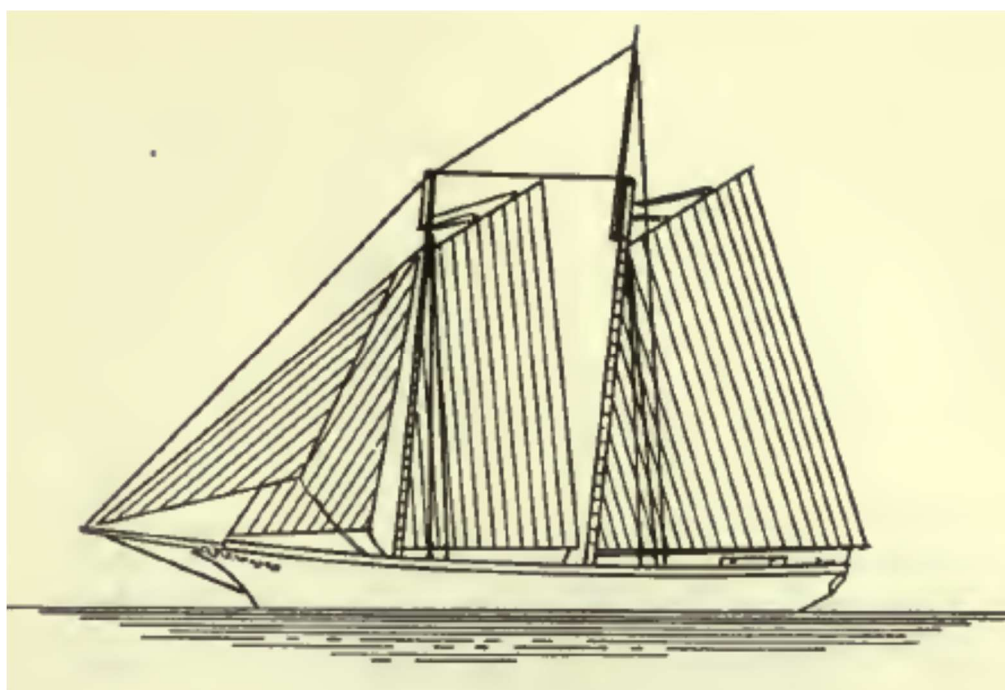
She was built as a cargo vessel, and is known to have traded at Aberdeen, Liverpool, and London. She also sailed to Petersburg (Russia), and Rio (Brazil).

Ship Name(s)	Fame.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	July 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Leslie & Co. George Leslie, ship-owner, Aberdeen (48), and Alexander Drinnie, manufacturer, Aberdeen (16).
Registered Port	Aberdeen.
GRT	154 tons.
Length	78.8 feet (24.02m).
Breadth	18.8 feet (5.73m).
Depth	13.5 feet (4.11m).
Construction	Wood: oak, larch, beech, and elm.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	<p>15th March 1843: she was lengthened by Walter Hood and re-registered in Aberdeen. Her new dimensions were length 85.2 feet, breadth 19.1 feet, and her depth remained the same at 13.5 feet. This increased her GRT by 49 tons to 203 tons.</p> <p>1847 / 1853: owned by Main & Son, Belfast.</p> <p>1854: owned by Captain John Poole & Sons, Melbourne, Australia, and used as a collier.</p> <p>1856: owned by Douglas & Co.</p> <p>Her wreck is a registered Maritime Heritage Site with the NSW Government, Australia, site ID: 1422.</p> <p>www.environment.nsw.gov.au</p>
Date Scrapped / Lost	29 th July 1857: she ran aground in a gale at Sow and Pigs Shoal, Sydney Harbour, Australia, and was eventually lost 2 nd August 1857.

Star (1840).

She was built as a Coaster to carry general cargo.

Ship Name(s)	Star.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	September 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Commercial Co. Nathaniel Farquhar, advocate, George Thompson Junior, ship-owner, and John Milne, farmer, Fornet, Skene. Also, John Innes, land surveyor, and William Donald Junior, trustees of the Aberdeen Commercial Co. (64).
Registered Port	Aberdeen.
GRT	156 tons.
Length	75 feet, 5 inches (22.99m).
Breadth	19 feet, 3 inches (5.87m).
Depth	13 feet, 1 inch (3.99m).
Construction	Wood.
Figurehead	Female.
Classification	Unknown.
Other information	---
Date Scrapped / Lost	12 th January 1847: she sank off Carr Rock, Fife Ness, Scotland, and was a total loss.



Schooner Rig. (Wooden ship-building by C. Desmond - 1919).

Paragon (1840).

She was built as a general cargo ship and is known to have traded at Aberdeen, Shields, Liverpool, West Indies, the Mediterranean, and Halifax, Canada.

Ship Name(s)	Paragon.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	November 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Robert Spring, ship-owner, (48), and Robert Allan, shipmaster (16), both Aberdeen.
Registered Port	Aberdeen.
GRT	213 tons.
Length	86 feet, 9 inches (26.44m).
Breadth	21 feet, 1 inch (6.43m).
Depth	14 feet, 5 inches (4.39m).
Construction	Wood.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	<p>1850: owned by W. Oxley and registered in Liverpool, England.</p> <p>18th May 1851: Lloyd's Weekly Newspaper reported that on route to Burnley, from Bangor and Queenstown for Boston, she put into Newport, County Mayo, Ireland, 22nd April 1851 in distress.</p> <p>16th May 1851: she was driven ashore at Monomy Point, Chatham, Massachusetts, USA in a gale. Reports stated that she had lost topgallant sails, bulwarks, stanchions, etc.</p>
Date Scrapped / Lost	Unknown.

St. Lawrence (1841).

From 1842 to 1855 she carried emigrant passengers to Quebec, Canada, returning with timber; her owner Donaldson Rose (1779 to 1853) was a timber merchant with a yard in York Street, Footdee, Aberdeen. Unlike the later more slim-line fast clipper ships her hull was full bodied which meant she was a good timber carrier, but slower. She had 7 feet between decks, which gave good head-room and was good for carrying passengers. She was also used on the guano trade in the 1850's.

Ship Name(s)	St. Lawrence.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	January 1841.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Donaldson Rose, Aberdeen. Donaldson Rose, timber merchant, Aberdeen (26), James Horn, merchant (20), and John Cargill, shipmaster (8). Other shareholder: William Rose, merchant, Aberdeen (10).
Registered Port	Aberdeen. Official Number: 24639.
GRT	406 tons.
Length	105 feet, 3 inches (32.08m).
Breadth	24 feet, 7 inches (7.49m).
Depth	18 feet, 1 inches (5.51m).
Construction	Wood. (Oak, beech, larch, elm, and fir).
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	1842 to 1855: she carried a total of 1,750 immigrants to Quebec, Canada, most of them made the passage in steerage, as she only had a small number of cabins. April 1848: the ship was fined for having two passengers more than her list certified.
Date Scrapped / Lost	Unknown.

St. Lawrence (1841). Continued.

Between 1842 and 1855 she carried a total of between 1,750 and 1,896 immigrants to Quebec, Canada, most of them made the passage in steerage.

Month / Year	Passengers	Information
April 1842	25	Passengers were mostly farmers.
April 1843	32	
April 1844	139	
May 1845	98	
April 1846	97	
April 1847	55	
August 1847	26	
April 1848	120	Owners were fined for having two passengers more than her list certified.
April 1849	36	
July 1849	17	
April 1850	95	
August 1850	69	
April 1851	139	
July 1851	102	
April 1852	184 (136)	Aberdeen Herald states 184 departures. Quebec Mercury states 136 arrivals.
August 1852	59	
April 1854	300*	The 'St Lawrence' and 'Alexander Hall' took 300 passengers together.
July 1854	118	
June 1855	Unknown	Three immigrant deaths on the crossing caused by the spread of disease.

Ellen Simpson (1841).

She is seen here in a very early photograph at Swansea (1845) at low tide. She carried copper ore from Cuba to Swansea. This is the earliest photograph of any of the ships built by Walter Hood & Co.



'Ellen Simpson' at Swansea 1845. (Calvert Richard Jones (1804 to 1877)).

Ellen Simpson (1841) continued.

She was built to carry general cargo and is known to have traded at Aberdeen, Newport, Milford, Swansea, and made passages to Cuba, Coquimbo (Chile), Quebec (Canada), North America, Australia and Mauritius.

Ship Name(s)	Ellen Simpson.
Rig	Barque, 3 masts, 1 deck, a poop deck, a square stern, and a standing bowsprit.
Launch Date	March 1841.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Adamson & Co., Aberdeen. Henry Adamson, ship and insurance broker, Aberdeen (32). Other shareholders: Alexander Simpson, merchant (16), and Robert Forsyth, merchant, (16), both London.
Registered Port	Aberdeen.
GRT	376 tons.
Length	107 feet (32.61m).
Breadth	23 feet, 5 inches (7.14m).
Depth	17 feet, 4 inches (5.28m).
Construction	Wood. Sheathed in felt and yellow metal.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	1852: registered in Sunderland. 6 th March 1854: sold at auction in Sunderland, England. 1856: owned by J. Roberts, and registered in Milford, England.
Date Scrapped / Lost	16 th / 17 th May 1866: she was driven ashore and wrecked in a gale near Green Caps, Twofold Bay District, SE Australia. She left Newcastle, Australia 14 th May 1866 and was carrying 400 tons of coal bound for Melbourne, Australia. The captain and eight crew died, the 1 st and 2 nd officers were the only survivors.

Taurus (1841).

She was built for the Aberdeen to London cattle trade, hence the name and the figurehead. She is said to have had superior accommodation and carried immigrant passengers to Quebec, Canada.

Ship Name(s)	Taurus.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	May 1841.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Nesbit & Robertson, ship-owners, No. 47 Marischal Street, Aberdeen. James Nesbit and David Robertson, carrying on business under the firm, Nesbit & Robertson (38), William Carnegie, farmer, Newton of Auchinclick, Skene (4). Other shareholders: Thomas Wallace, farmer, Tippetty, Ellon (4), James Bruce, Mains of Slains (4), Alexander Mitchell, farmer, Fiddesbeg, Foveran (2), John Kidd, farmer, Hilltown of Turnerhall, Ellon (2), George Lumsden, farmer, Keir, Belhelvie (2), David Crichton, farmer, Stracathro, Forfar (4), and David Elliot, cattle salesman, London (4).
Registered Port	Aberdeen. Official No: 21465.
GRT	184 tons.
Length	84 feet, 9 inches. (25.83m).
Breadth	20 feet, 6 inches (6.25m).
Depth	13 feet, 5 inches (4.09m).
Construction	Wood: beech, larch, oak, elm, and fir.
Figurehead	Bull.
Classification	Lloyds Register of Shipping. Class: 6A1.
Other information	June 1841: carried 134 passengers to Quebec, Canada. 1842: she sailed to Quebec, (no details of passengers). June 1843 advertised for carrying passengers to Quebec, Canada. 1849: registered in London. January 1869: she rescued the crew of the 'Renshaw' of Montrose, which foundered off Montrose, Scotland.
Date Scrapped / Lost	21 st October 1874: she was driven ashore in a gale (SW force 6 to 9) at Dungeness Bay, Kent and lost.

Michael Williams (1841).

She was named after the principal partner of Williams, Foster & Co. the largest Copper Smelting works in Swansea, Wales, and she carried copper ore from Santiago, Cuba to Swansea,

This brig although partly owned by George Thompson junior may not have been considered as part of the Aberdeen Line fleet, as she is not listed in the book titled 'Merchant Fleets – Aberdeen and Aberdeen & Commonwealth Lines' by David Savill and Duncan Haws.

Ship Name(s)	Michael Williams.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	May 1841.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner, Aberdeen (32), Alexander Nicol, merchant and ship-owner, Aberdeen (8), George Moir, farmer at Knockhill, Foveran (8), Barbara Harvey, spinster (8), and Robert Harvey (8), both Drums, Foveran.
GRT	227 tons.
Length	89 feet, 9 inches (27.36m).
Breadth	20 feet, 10 inches (6.35m).
Depth	15 feet (4.57m).
Construction	Wood.
Figurehead	Male bust.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	---
Date Scrapped / Lost	November 1847: while carrying a cargo of coal near the Falkland Islands she spontaneously combusted, she ran for the mainland near Port Desire (now Puerto Deseado), Southern Argentina, but stood offshore fearing the Patagonian Indians. She was abandoned two days later, when the crew took to the long boat and took eleven days to get to Rio Negro, Central Argentina with great suffering.

Agnes Blaikie (1841).

The ship was named after Agnes Blaikie nee Dingwall (1806 to 1885), who was the wife of shareholder Sir Thomas Blaikie (1802 to 1861), Provost of Aberdeen (1839 to 1847, and 1853 to 1856). His daughter was also Agnes (1832 to 1914). She was built for trade to Cuba (Copper ore), and Valparaiso (Chile).

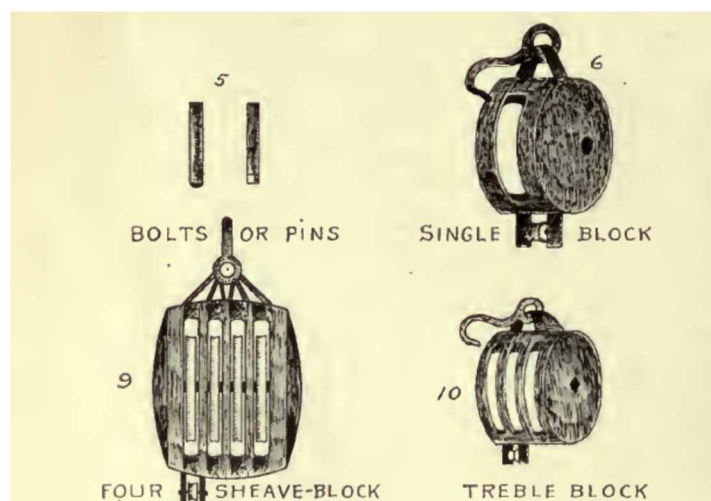


'Agnes Blaikie' / Sir Thomas Blaikie. (Artist / photographer unknown).

Ship Name(s)	Agnes Blaikie.
Rig	Barque, 3 masts, 1 deck, poop deck, a square stern, and a standing bowsprit.
Launch Date	October 1841.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner (12), Alexander Jopp, advocate (11), and Henry Paterson, banker (10), all Aberdeen. Other shareholders: Thomas Blaikie, plumber (11), Alexander Anderson, advocate (10), and Robert Shand, advocate (10), all Aberdeen.
Registered Port	Aberdeen.
GRT	385 tons.
Length	116 feet, 6 inches (35.51m).
Breadth	23 feet, 7 inches (7.19m).
Depth	17 feet (5.18m).
Construction	Wood. Her hull was sheathed with copper.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 9A1.

Agnes Blaikie (1841). (Continued).

<p>Other information</p>	<p>1849: she was owned by W. Jenkins & Company, and registered in Swansea, Wales.</p> <p>1852: she was bought by W. Dobbin & Co., Bristol.</p> <p>30th June 1852: she was bought by John Crow Richardson JP of Swansea, Wales.</p> <p>5th February 1853: she was bought by Henry Dobson, of No. 81 Princess Street, Bristol, England.</p> <p>1854: she was chartered by the British Government for servicing the military campaign at Crimea, Russia.</p> <p>1855: she was owned by Jordison & Co., London, and registered in London, England, and traded to the Mediterranean.</p> <p>September 2003: her well-preserved wreck was discovered lying in 276ft (84m) of water in the Black Sea. (Lat 44°, Lon 33°).</p>
<p>Date Scrapped / Lost</p>	<p>5th May 1855: she sank in Balaklava Bay, Black Sea, Crimea, Russia after a collision with naval hydrographic paddle steamer 'HMS Medina' (889 tons). She was carrying a cargo of munitions from Woolwich via Malta for use in the Crimean War (180 tons of shot and 250 tons of coke). All crew members survived. It was reported that the petty officer of the watch aboard 'HMS Medina' committed suicide by cutting his throat immediately after the collision.</p>

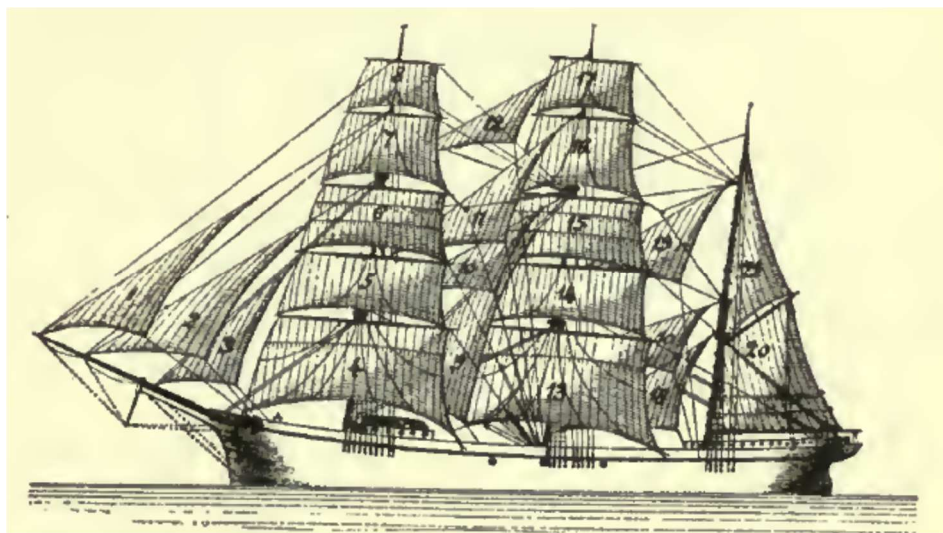


*Typical Wooden Sheave Blocks.
(Wooden ship-building by C. Desmond - 1919).*

Seaton (1842).

When launched, she was said to be the largest vessel ever launched in Aberdeen. She was certainly the biggest built by Walter Hood at this date. Unfortunately, not much is known about this vessel. A ship of this name owned by the East India Company was condemned in 1843.

Ship Name(s)	Seaton.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	February 1842.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Unknown, but thought to be of Bombay, India.
Registered Port	Unknown.
GRT	700 tons approx.
Length	Approx. 165 feet (50.29m).
Breadth	Approx. 27 feet (8.23m).
Depth	Approx. 19 feet (5.79m).
Construction	Wood.
Figurehead	Unknown.
Classification	Unknown.
Other information	--
Date Scrapped / Lost	Unknown. 1843: possibly condemned, but not confirmed.

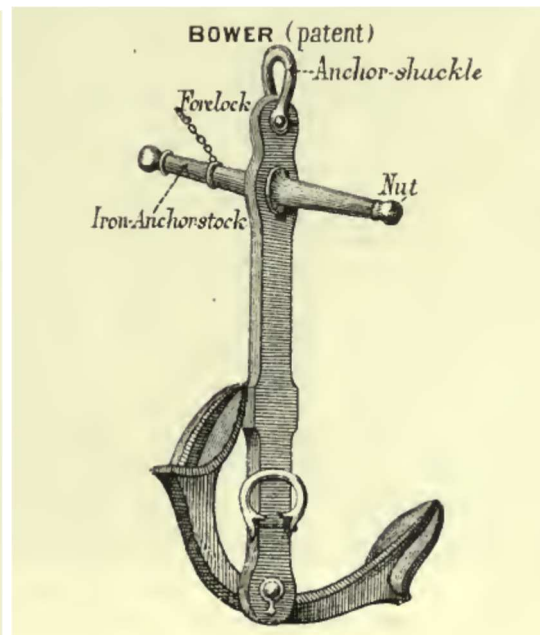
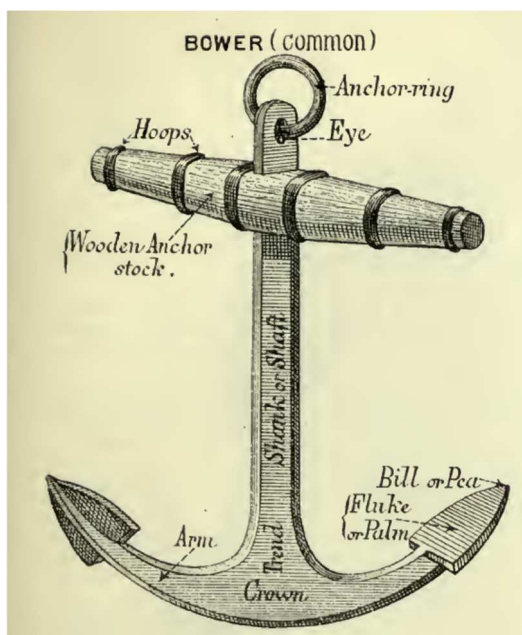


A typical Barque Rig. (Wooden ship-building by C. Desmond - 1919).

Harriet (1842).

Built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, London, Liverpool, and Cork.

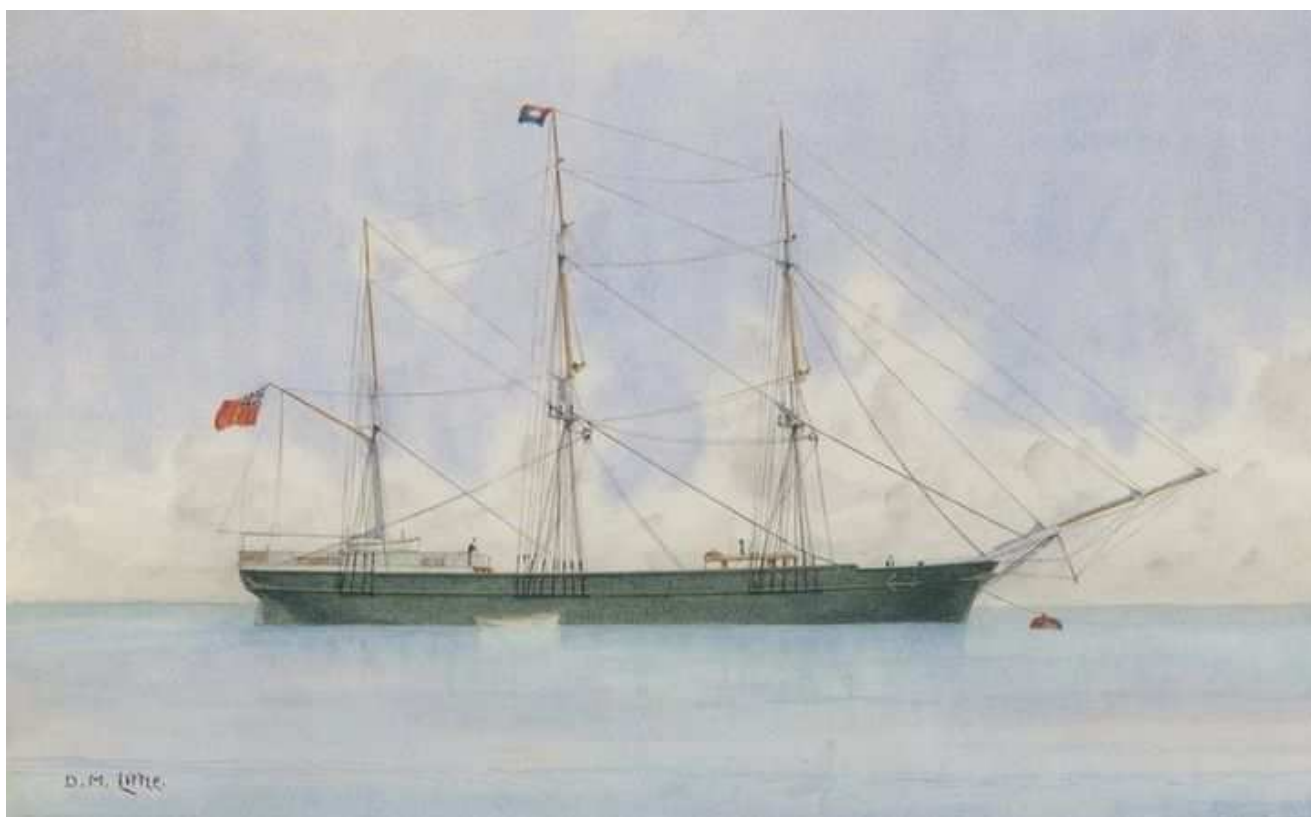
Ship Name(s)	Harriet.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	11 th June 1842.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Robert Anderson, Aberdeen. (64).
Registered Port	Aberdeen.
GRT	165 tons. (179 tons, LRS 1843).
Length	82 feet (24.99m).
Breadth	19 feet, 6 inches (5.94m).
Depth	13 feet, 1 inch (3.99m).
Construction	Wood: oak, elm, beech, & larch. Hull sheathed in yellow metal.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 5A1.
Other Information	1843 / 1847: owned by L. Crombie. 1848 / 1852: owned by Robert Anderson.
Date Scrapped / Lost	Unknown.



Bower Anchors. (Wooden ship-building by C. Desmond - 1919).

Prince of Wales (1842).

29th June 1842: The Aberdeen Journal, reported *“There was launched, on Saturday night last, from the building yard of Messrs Walter Hood & Co. a beautiful barque, named “Prince of Wales”. She measures upwards of 560 tons, and for build and general appearances has never been surpassed. All judges who have seen this truly handsome vessel admit her to be a complete piece of naval architecture, reflecting great credit on the taste and professional skill of the builder, Mr Hood. We understand that the “Prince of Wales” leaves this immediately for London today on for Madras and Calcutta. This adds another vessel to our rapidly increasing list of shipping, and we trust that our enterprising ship owners will soon have the satisfaction of seeing their vessels lying snugly in a suitable and commodious wet dock”*. She was twice the size of previous Aberdeen Line ships, and was built to carry cargo and passengers. She is known to have traded at Aberdeen, Cromarty, London, Sydney (Australia), Auckland (New Zealand), Valparaiso (Chile) Quebec (Canada) Callao (Peru), San Francisco (North America), the China Islands, and Queenstown (Ireland).



*‘Prince of Wales’ at anchor in Port Phillip Bay, Victoria, Australia.
(Water colour by D.M. Little).*

Prince of Wales (1842). Continued.

Ship Name(s)	Prince of Wales.
Rig	Barque, 3 masts, 2 decks, poop and forecastle deck, a square stern, and a standing bowsprit.
Launch Date	25 th June 1842.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner (12), Robert Shand, advocate (10), Henry Paterson, banker (10), all Aberdeen. Other shareholders: Thomas Blaikie, merchant (11), Alexander Jopp, advocate (11), and Alexander Anderson, advocate (10). Aberdeen.
Registered Port	Aberdeen.
GRT	583 tons.
Length	133 feet, 4 inches (40.64m).
Breadth	26 feet (7.92m).
Depth	18 feet, 10 inches (5.74m).
Construction	Wood.
Figurehead	Male.
Classification	Unknown.
Other information	Build cost £5,750g ¹⁰ December 1842: on her maiden voyage for the New Zealand Company she carried more than two hundred emigrants, at £16 a head, to Port Nicholson, Wellington, New Zealand in 110 days from Gravesend, including 67 children. (43 in cabins, 158 in steerage, plus other private paying passengers). There were 4 births, and 15 deaths on board. 1847: Plymouth to Sydney in 100 days. <i>(She is not to be confused with ship of same name whose crew were murdered at Brazil in 1861).</i>
Date Scrapped / Lost	1853: she was found bottom up (capsized) off Cape Howe, New South Wales, Australia.

Chilena (1842).

She was built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, Alloa, and London. She also made passage to Batavia, Java (Jakarta, Indonesia).

Ship Name(s)	Chilena.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	August 1842.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	J. and R. Dall , Alloa (56). Other shareholder: George Wylie, shipmaster, London, England (8).
Registered Port	Alloa, Scotland.
GRT	296 tons.
Length	93 feet, 11 inches (28.63m).
Breadth	22 feet, 5 inches (6.83m).
Depth	16 feet (4.88m).
Construction	Wood: oak, beech, elm, larch, ash, and pitch pine.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 5A1.
Other information	--
Date Scrapped / Lost	c1850: she was lost at sea, details and location unknown.

Jane Boyd (1843).

She was named after George Thompson's eldest daughter 12-year old Jane Boyd Thompson (1831 to 1889), who in 1852 aged-21 years married William Henderson (1826 to 1904) later partner in the Aberdeen Line and Lord Provost of Aberdeen, and they had fifteen children. She was built for trade to Cuba (copper ore), the West Indies, and to Callao and Lima, Peru.

She had accommodation for passengers and carried emigrants to Quebec, Canada, returning with a cargo of timber. She made passages to Quebec in April 1853, the fare was £3, 10s and was ½ price for children, number of passengers unknown. April 1854, she carried 119 passengers, and in July 1854 she carried 126 passengers. She also made a passage July 1855, but the number of passengers is unknown.

She is also known to have carried guano, from the west coast of South America.

Ship Name(s)	Jane Boyd.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	February 1843.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen. Official Number: 32858.
GRT	388 tons.
Length	109 feet, 9 inches. (33.45m).
Breadth	23 feet, 9 inches (7.24m).
Depth	18 feet, 2 inches (5.54m).
Construction	Wood.
Figurehead	Female.
Classification	Unknown.
Other information	----
Date Scrapped / Lost	Unknown, possibly c1867.

Rose (1843).

She was built to carry general cargo.

June 1843, she carried 94 immigrant passengers to Quebec, Canada, probably returning with a cargo of Canadian timber.

In the 1850's she worked in the guano trade sailing from Aberdeen, the Clyde, and Cardiff to Callao, Peru, South America.

In the 1860's and 1870's, she made passages from Blyth, England to the Mediterranean, and to the Baltic.

Ship Name(s)	Rose.
Rig	Barque, 3 masts, 1 deck, a poop deck, a square stern, and a standing bowsprit.
Launch Date	17 th May 1843.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Donaldson Rose & Co., timber merchants, Aberdeen. Donaldson Rose, William Rose, James Rose, ship-owners and timber merchants, Aberdeen (64-jointly).
Registered Port	Aberdeen. Official Number: 24639.
GRT	253 tons.
Length	103 feet, 8 inches. (31.60m).
Breadth	21 feet, 1 inches (6.43m).
Depth	15 feet, 5 inches (4.70m).
Construction	Wood.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 8A1.
Other information	By 1863: owned by Thomas Gibson, Blyth, England, and registered in North Shields. 1873: owned by W. Winship, and registered in Blyth, England. (Registered in North Shields from 1876).
Date Scrapped / Lost	Unknown.

Eliza Hall (1843).

She was built to carry general cargo, and she is known to have traded at Aberdeen, the Clyde, Dartmouth, Hartlepool, Whitby, Liverpool, Falmouth, and London. She also traded at the Baltic, Riga (Latvia), the West Indies, and to Pernambuco and Rio de Janeiro (Brazil).

Ship Name(s)	Eliza Hall.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	June 1843.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	J. T. Rennie & Son , Aberdeen. (64). Office: No. 48 Marischal Street, Aberdeen.
Registered Port	Aberdeen.
GRT	200 tons.
Length	87 feet, 3 inches (25.59m).
Breadth	20 feet (6.10m).
Depth	14 feet (4.27m).
Construction	Wood.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	May 1854: sold to W. Nicol of Liverpool and registered at Liverpool, England. 1855: sold to E Turner, Whitby, England. 1863: described as a London Coaster.
Date Scrapped / Lost	22 nd October 1864: she was wrecked during a gale outside Granton East Breakwater, Edinburgh, Scotland, all hands were saved.

Duncan Ritchie (1843).

She was built to carry emigrants and cargo from Glasgow to Australia, and cargo on her return voyage. She is known to have made passages to Victoria, Australia in 1844 and 1845. She is also known to have carried guano from Valparaíso (Chile) to Cork (Ireland), and traded at London and Aden (Middle East).

Ship Name(s)	Duncan Ritchie.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	2 nd August 1843.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aikman & Co., Glasgow (64).
Registered Port	Glasgow.
GRT	508 tons.
Deadweight	850 tons.
Length	Approx. 150 feet (45.72m).
Breadth	Approx. 27 feet (8.23m).
Depth	Approx. 17 feet (5.18m).
Construction	Wood. (Sheathed in yellow metal).
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 5A1.
Other Information	James Stephen of Boddam, Aberdeenshire, late master of the 'Duncan Ritchie' of Glasgow died 11 th December 1848, aged 27, he is buried in St. Michael's Church, Pitt Street, Liverpool, England. 1852: sold at auction to Robert Stephen of Aberdeen, Scotland. July 1852: she carried 266 Irish emigrant passengers from Tralee, Ireland to New York, USA. 18 passengers made the passage in the accommodation, the other 248 in steerage. www.immigrantships.net
Date Scrapped / Lost	Unknown.

Queen of the Tyne (1844).

She was the first ship built by Walter Hood with an Aberdeen Bow. George Leslie in 1843 bought the 'Scottish Maid', she was the first ever ship built with an 'Aberdeen Bow' by Alexander Hall & Co., Footdee, Aberdeen in 1839. George Leslie was so impressed with the new bow design he specified it on the 'Queen of the Tyne'.

Ship Name(s)	Queen of the Tyne.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	August 1844.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Leslie , ship-owner, Aberdeen (64). Office: No. 11 Regent Quay, Aberdeen.
Registered Port	Aberdeen.
GRT	192 tons.
Length	106 feet, 3 inches (32.38m).
Breadth	21 feet, 10 inches (6.65m).
Depth	13 feet, 4 inches (4.06m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	31 st January 1845: she beached in fair weather at Gosswick Rigg, Berwick-upon-Tweed, England. Master claimed the ships compass was at fault. All hands were saved – 8 crew and 3 passengers, who after remaining with vessel until receding tide, walked onshore. 17 th February 1849: she was registered de novo (anew) at London, England. c1852: rigged as a brig.
Date Scrapped / Lost	Unknown.

Neptune (1844).

She was the last of this size of ship built for the Aberdeen Line fleet. Following ships were considerably larger. However, she was the first ship owned by the Aberdeen Line to sail to Australia. She sailed from London to Sydney arriving in Sydney on 30th November 1846.



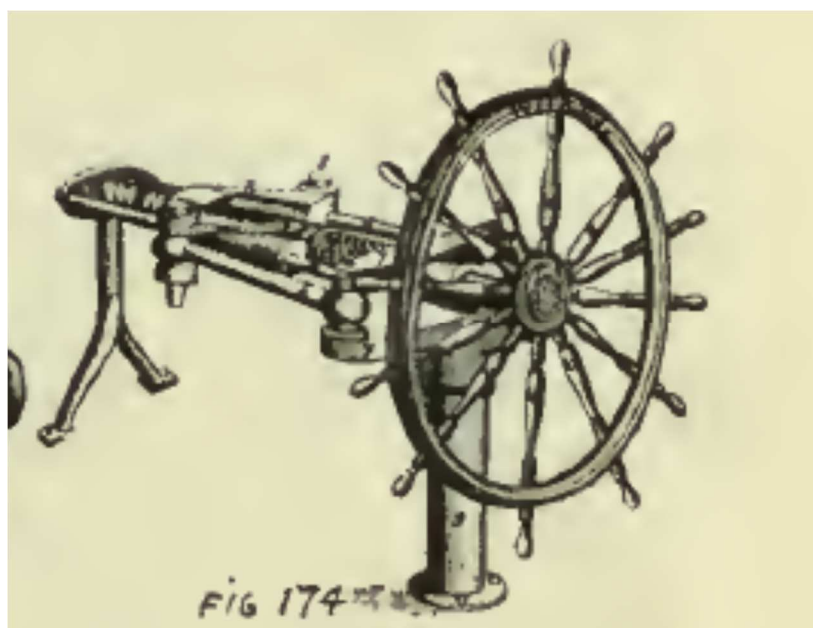
*'Neptune' off Girdleness, Aberdeen painted by William John Huggins (1781 to 1845).
(Aberdeen Maritime Museum).*

Ship Name(s)	Neptune.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	August 1844.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner (12), Thomas Blaikie, plumber (11), and Henry Paterson, banker (10), all Aberdeen. Other shareholders: Alexander Jopp, advocate (11), Robert Shand, advocate (10), and Alexander Anderson, advocate (10).
Registered Port	Aberdeen.
GRT	343 tons.
Length	105 feet (32.00m).
Breadth	22.9 feet (6.98m).
Depth	16.4 feet (5.00m).
Construction	Wood.
Figurehead	Male.
Classification	Unknown.
Other information	1849: owned by John Duncan & Co., Aberdeen, Scotland. 1852: owned by Cunningham & Co., Greenock, Scotland, for service to India. 1858: fitted with a new keel. 1859: owned by Kirkwood & Co., Sunderland, England.
Date Scrapped / Lost	Circa 1864: lost, details / location unknown.

Consort (1845).

She was built to carry general cargo, and is known to have traded at Aberdeen, Greenock, Liverpool, and London. She is also known to have made passages to Cuba, and Constantinople (modern day Istanbul), Turkey.

Ship Name(s)	Consort.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	April 1845.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Leslie, Aberdeen (64). No. 11 Regent Quay, Aberdeen.
Registered Port	Aberdeen.
GRT	199 tons.
Length	112 feet, 9 inches (34.37m).
Breadth	21 feet, 4 inches (6.50m).
Depth	13 feet, 6 inches (4.11m).
Construction	Wood.
Figurehead	Male.
Classification	Unknown.
Other information	March 1847: registered in Greenock, Scotland.
Date Scrapped / Lost	Unknown.



Typical Ships Wheel. (Wooden ship-building by C. Desmond - 1919).

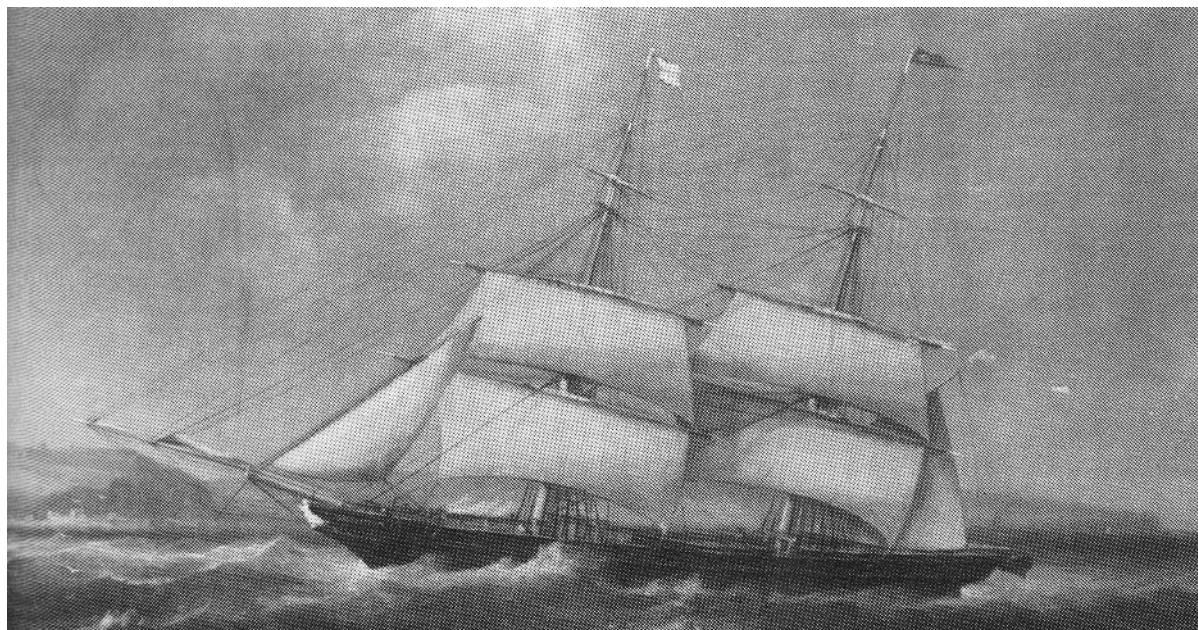
Magnet (1845).

She was built as a coaster to carry general cargo. She is known to have traded at Aberdeen, London, the Baltic and the Mediterranean. In 1861 she carried granite from Aberdeen to London.

Ship Name(s)	Magnet.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	September 1845.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Robert Maitland & Co., Aberdeen. Subscribing owners: Robert Maitland, merchant, (8), William Connon, merchant (12), and William Levie, shipmaster (4), all Aberdeen. Other shareholders: William Davidson, merchant (8), Mr. Robertson, merchant (4), Robert Mitchell, ship-owner (12), and John Manson, merchant, Oldmeldrum (16).
Registered Port	Aberdeen. Official No.: 11750.
GRT	176 tons.
Length	77 feet, 6 inches (23.62m).
Breadth	20 feet, 10 inches (6.35m).
Depth	13 feet, 9 inches (4.19m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	27 th November 1872: while under the command of Captain Joss carrying a load of coal she grounded at Aberdeen Harbour inside the North Pier. She was taken off by harbour tug 'Britannia', but then sank opposite the Ferry Boat Inn, with only her masts still visible. After being lightened of part of her cargo she was towed over to the shipyard of Alexander Hall & Co., Footdee. Owner at the time was Mr. Robert Maitland, it is thought that she was not insured.
Date Scrapped / Lost	Unknown.

Granite (1846).

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



'Granite'. (Drawn by E. J. Gregory).

Ship Name(s)	Granite.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	9 th January 1846.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Commercial Lime Co., Aberdeen. (64). George Thompson Junior, ship-owner, Nathaniel Farquhar, Arbroath, and John Smith Junior, Arbroath. Other shareholders, William Adam, advocate, and Alexander Davidson, advocate, both trustees of the Aberdeen Commercial Co.
GRT	187 tons. Official No.: 693.
Length	101.5 feet (30.94m).
Breadth	21.25 feet (6.48m).
Depth	13.5 feet (4.11m).
Construction	Wood - oak, larch, & elm, and part built with Iron.
Figurehead	Female.
Classification	Lloyds Register of Shipping, Class 6A1.
Other information	28 th September 1853: the Aberdeen Journal, reported that the ships " <i>Captain MacPherson, was found 10th September within about 50 yards from where vessel was lying at Archangel. It is supposed he must, when going ashore or returning, accidentally have fallen into water, but accident was not observed</i> ".
Date Scrapped / Lost	Unknown.

Admiral (1846).

She was built to carry general cargo, and is known to have traded at Aberdeen, Sunderland, and Riga (Latvia), in the Baltic.

Ship Name(s)	Admiral.
Rig	Brig (Snow), 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	March 1846.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	James Murray, Aberdeen. James Murray, advocate, Aberdeen (12), William Young, shipmaster, (12), and George Davidson, merchant, (8). Other shareholders: nine holders of 2 or 4 shares each (32).
Registered Port	Aberdeen.
GRT	243 tons.
Length	99 feet, 3 inches (30.25m).
Breadth	20 feet, 9 inches (6.32m).
Depth	13 feet, 7 inches (4.14m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	----
Date Scrapped / Lost	6 th December 1853: on passage from Aberdeen to Sunderland she was driven ashore due to high winds at Marsden Rocks, Sunderland, where her hull broke-up. Her cargo was reported as being strewn along the shore. Cargo and vessel were both uninsured. Vessel value circa £2,000.

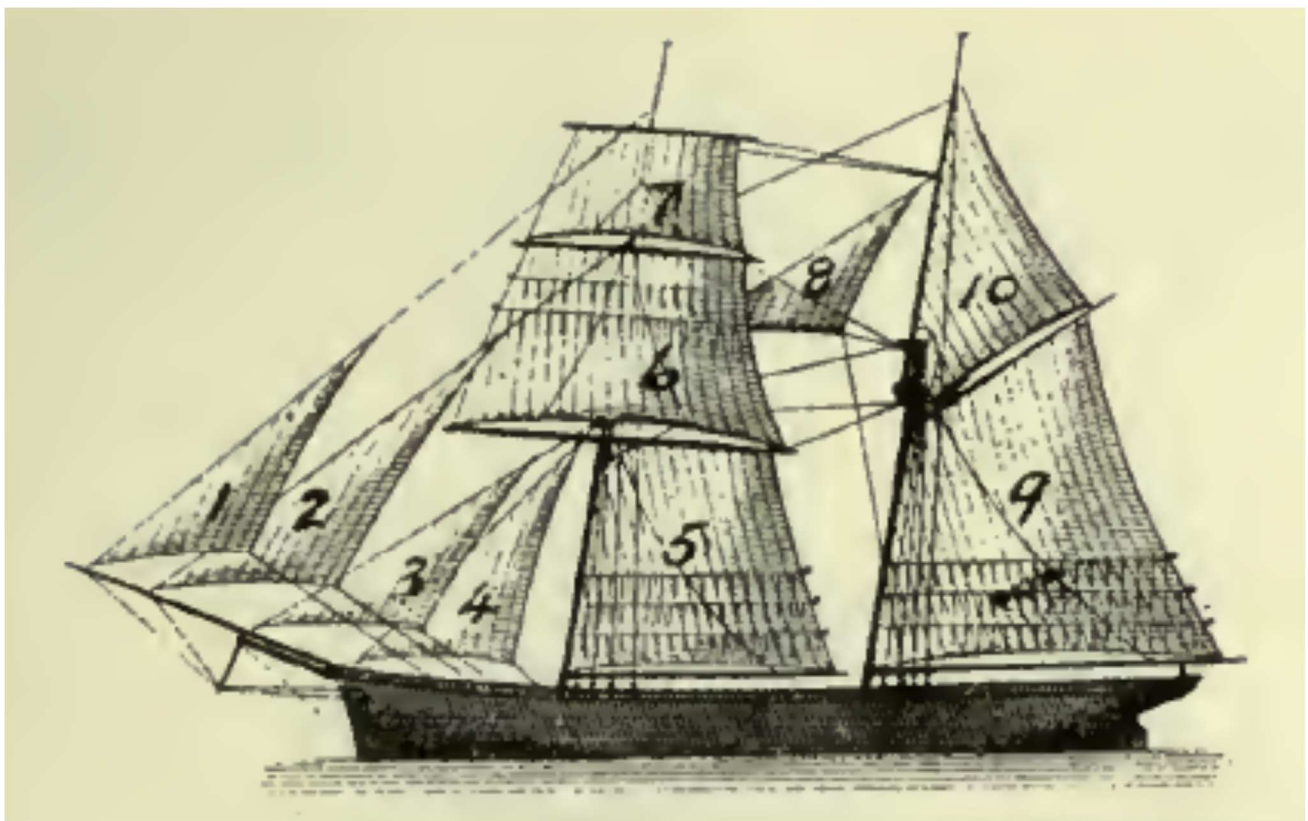
Gazelle (1846).

She was built as a general cargo ship, and is known to have traded at Newcastle, Hull, and Sydney (Australia), and at Auckland (New Zealand). She is known to have carried cargoes such as coal and livestock.

Ship Name(s)	Gazelle.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	April 1846.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Steam Navigation Co., No. 87 Waterloo Quay, Aberdeen. (64). William Duthie, George Thompson Junior, and William Reid, all merchants, Aberdeen. Other shareholders: Alexander Brown, Robert Catto, and Thomas Blaikie, all merchants, Aberdeen, and trustees of the Aberdeen Steam Navigation Co.
Registered Port	Aberdeen. Official No.: 40185.
GRT	175 tons.
Length	101 feet (30.78m).
Breadth	20 feet (6.10m).
Depth	13 feet (3.96m).
Construction	Wood.
Figurehead	Female.
Classification	Unknown.
Other information	August 1853: sold to Murdoch McKenzie for £1,500, and registered in Melbourne, Australia. 1856: registered in Auckland, New Zealand. July 1860: owned by Mr. Sawyer, Sydney, Australia.
Date Scrapped / Lost	26 th July 1860: The Maitland Mercury Newspaper reported <i>“Loss of schooner Gazelle - Monday last, schooner Gazelle, bound for Sydney with cargo of coal, attempted to leave Newcastle Harbour NSW, Australia with fair North-West wind. Very heavy sea was coming in and the vessel was hit by a few heavy seas which sent her backwards. In a few moments she was among the breakers. Her anchors were let go, but she appeared to drag them and her stern occasionally seemed to be</i>

Gazelle (1846). (Continued)

striking on the oyster bank. Crew were now in great danger as seas broke over the vessel; after a heavy pull, the lifeboat got a line fast to the vessel. Captain and crew, numbering 7, were got safely into the boat. During the night, wind increased to a hurricane and in the morning the vessel was ashore, broken to pieces. Vessel had only been purchased previous week by Mr. Sawyer of Sydney. She was commanded by Captain Simmonds, an old trader, and was not insured”.



Typical topsail schooner rig. (Wooden ship-building by C. Desmond - 1919).

Oliver Cromwell (1847).

She was built for trade with Australia and was the **Aberdeen Line's first ship-rigged vessel**, and a sister ship of the barque 'Phoenician' which was also built in 1847. 11th May 1860, the Empire newspaper recorded her cargo as 900 bales of wool, 4,000 hides, 100 tons of coconut oil, 40 tons of pearl shell, 20 tons of gum, 45 tons of copper ore, sundries, and seven passengers. She later made passages from Liverpool to South America, London to India, and from Rangoon, Burma (Modern day Yangon) to Falmouth.

Ship Name(s)	Oliver Cromwell.
Rig	Ship, 3 masts, 1 deck, poop deck, a square stern, and a standing bowsprit.
Launch Date	January 1847.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co). George Thompson Junior, ship-owner, Aberdeen (48), and Alexander Alexander, shipmaster (16).
Registered Port	Aberdeen. Official No.: 26253.
GRT	478 tons.
Deadweight	750 tons.
Length	148 feet, 4 inches (45.21m).
Breadth	24 feet, 7 inches (7.49m).
Depth	18 feet, 10 inches (5.74m).
Construction	Wood, sheathed with yellow metal on her hull.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	30 th April 1853: registered at London. 1861: sold to Holderness & Co., Liverpool, and used on the South American trade. 1863: she had substantial repairs, which were thought to have been due to grounding or collision. 1865: owned by Holderness & Co., and registered in Liverpool. 1866 to 1868: owners S. C. Maddock, Liverpool.
Date Scrapped / Lost	June 1868: she was wrecked in the Indian Ocean, on the South African Coast. 20 th June she was condemned at Simon's Bay, near Cape Town, South Africa.

William Edward (1847).

She was built to carry general cargo, and is known to have traded from Aberdeen, and Liverpool to Bahia and Rio de Janerio (Brazil), Honduras (Central America), Malaga (Spain), and to Gibraltar.

Ship Name(s)	William Edward.
Rig	Brig, 2 masts, 1 deck and a poop, a square stern, and a standing bowsprit.
Launch Date	January 1847.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	James Munro, Aberdeen. James Munro (21). Other shareholders: William Edward, shipmaster (21), and Peter Edward (21). Plus 1 share unknown.
Registered Port	Aberdeen.
GRT	241 tons.
Length	97 feet, 11 inches (29.85m).
Breadth	21 feet (6.40m).
Depth	13.5 feet (4.11m).
Construction	Wood, hull sheathed with yellow metal.
Figurehead	None.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	Build cost £2,561. 1853: owned by J. Clegg. 1852: registered in Liverpool. 1862: owned by Greenup & Co., Liverpool.
Date Scrapped / Lost	Unknown, she was still sailing in 1869.

Phoenician (1847).

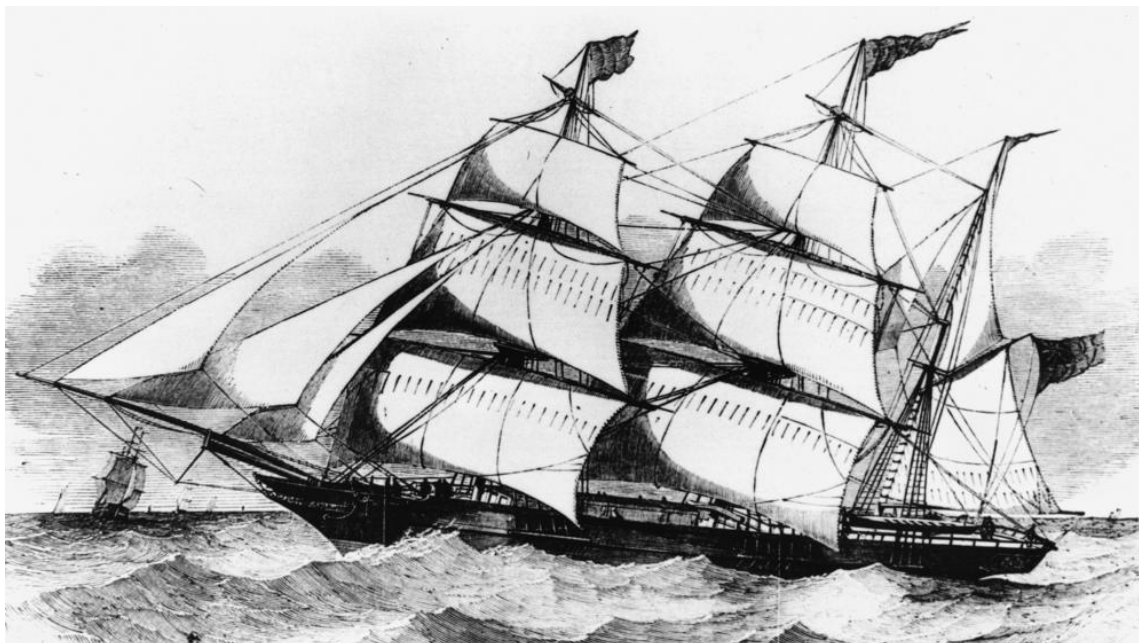
She was the pioneer of the ships, their first regular trader to Australia. 3rd February 1852, she landed at Plymouth with a cargo including gold from Australia to England, taking 85 days from Sydney, Australia. This is often claimed as the first gold from Australia, but it wasn't; the 'Thomas Arbuthnot' took the first gold to England in September 1851, and several other ships carried gold before the 'Phoenician'. She could carry up to 35 passengers. 4th June 1860 The Empire newspaper recorded that she carried 700 bales of wool.

She was named after ancient traders and sailors, who we know relatively little about. They were called 'Phoinikes' by the Greeks. The name means the 'Red people', later this was corrupted to be Phoenicians. The name derived from a much sought after Tyrian purple (reddish-purple) cloth which they made and traded. They are thought not to have called themselves Phoenicians, rather this was the name given to them in the ports where they traded.



*'Phoenician' painting dated 1st January 1850 by W. Webb (rigged as a ship).
(Original kept in Aberdeen Maritime Museum).*

Phoenician (1847), continued.



'Phoenician' rigged as a barque. (State Library of Queensland, Ref: 164875).

Ship Name(s)	Phoenician.
Rig	Barque, 3 masts, 1 deck, and poop deck, a square stern, and a standing bowsprit.
Launch Date	May 1847.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co). George Thompson, Junior, ship-owner, Aberdeen (40), Hugh Sproat, shipmaster (20), & one other (4).
Registered Port	Aberdeen. Official No.: 13679.
GRT	478 tons (NM), 526 tons (OM).
Length	146 feet, 4 inches (44.60m).
Breadth	24 feet, 7 inches (7.49m).
Depth	19 feet, 2 inches (5.84m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	5 th July 1852: the Tasmanian Colonist newspaper reported that she had made the passage from Sydney to Plymouth in 83 days carrying £80,000 of Australian gold, the quickest passage on record. The Argus 24 th June 1852 reported: <i>"It would no longer be contended that the American clippers have any just claim to be considered the fastest sailors, or as worthy of a preference over British ships like the 'Phoenician' and others of the same build"</i> . 1861: sold to H. Andrews & Co., Belfast, Northern Ireland.
Date Scrapped / Lost	c1865: wrecked, details / location unknown.

Seaton (1847).

She was built to carry general cargo, and is known to have traded from Aberdeen, Leith, and Liverpool to Archangel (Russia), Buenos Ayres (Argentina), Australia, and to the Mediterranean.

Ship Name(s)	Seaton.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	August 1847.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol & Co., Aberdeen. Alexander Nicol (48), Alexander Troup (8), and one other (8).
Registered Port	Aberdeen. Official No. 237.
GRT	185 tons.
Length	101 feet, 3 inches (30.86m).
Breadth	21 feet, 6 inches (6.55m).
Depth	13 feet, 6 inches (4.11m).
Construction	Wood: oak, larch, and elm, and her hull was sheathed with yellow metal.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	1856: owned by A. Hunter and registered in London, England. By 1870: owned by Thomas Runoff, St. Andrews, Guernsey.
Date Scrapped / Lost	Unknown.

Luna (1848).

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

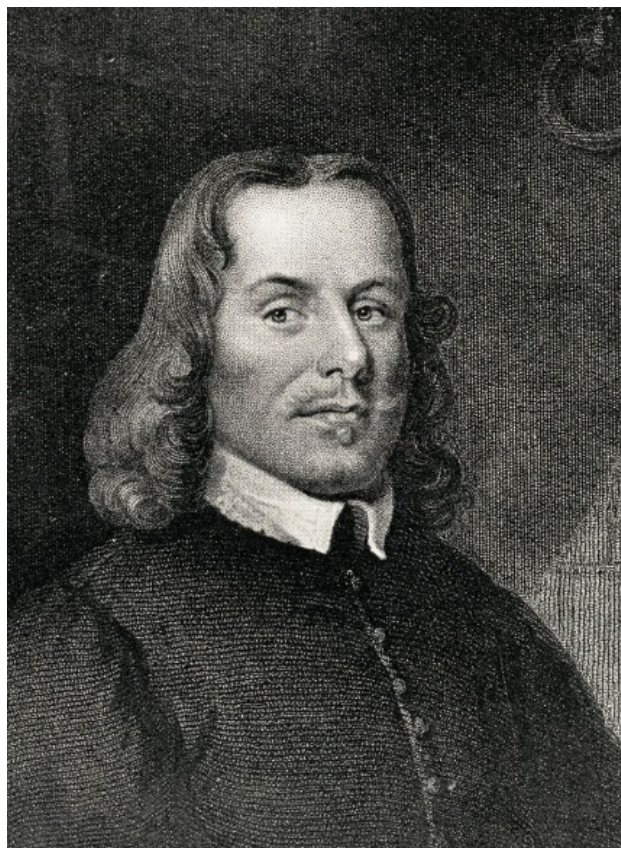
Ship Name(s)	Luna.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	January 1848.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Commercial Lime Company, Aberdeen. (64). George Thompson Junior, ship-owner, Nathaniel Farquhar, advocate, and John Smith Junior, advocate, all Aberdeen. Other shareholders: William Adam, advocate and Alexander Davidson, both trustees of Aberdeen Commercial Company of Aberdeen.
Registered Port	Aberdeen. Official No.: 6865.
GRT	187 tons.
Length	97 feet, 6 inches (29.72m).
Breadth	21 feet, 2 inch (6.45m).
Depth	13 feet, 3 inches (4.04m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	26 th October 1850: on route from Archangel, Russia to London, England she beached on Newcome Sands, Lowestoft, England. Her Captain David Patey arranged with the Harbour & Railway Co. for their steamer 'Lowestoft' to tow the vessel to port for £50. However, before the steamer reached her, a large party of the Lowestoft beach-men claimed salvage. The beach-men wrote a letter to Harbour Master saying they had reached the wreck first and stating salvage was their only means of lively-hood. Approximately 120 beach-men proceeded in their boats to the ship, when they began furious onslaught on crew of the steamer, seriously injuring the master. The steamer returned to port to cheers from lower class towns people, who were

Luna (1848). (Continued).

	<p>In support of the beach-men. Armed coastguard men went off in a steam tug to the wreck, and safely conveyed the ship into the safety of the harbour without molestation from the boat-men.</p> <p>19th November 1856: the Aberdeen Journal reported: <i>"Smuggling at Montrose - Master and steward of brig Luna, of Aberdeen, were tried for smuggling brandy - steward found guilty and fined"</i>.</p> <p>6th May 1870: the Dundee Courier reported: <i>"Serious accident befell James Winter (14), apprentice seaman on brig LUNA, lying at Blaikie's Quay, Aberdeen. He was sitting on plank, end of which projected over bulwarks and was struck with great force by a passing wagon. He fell 13 feet into the hold. Quite insensible with serious injuries to head, he was carried to his residence in Cotton Street"</i>.</p> <p>17th February 1882: Aberdeen Weekly Journal, reported that she was no longer a hulk and was re-entered on the register of ships.</p> <p>18th March 1882: the Aberdeen Weekly Journal reported of a fire, observed on board on Sunday morning. She was laden with lime, and this was thought to be the source of the fire. Every aperture on the ship was covered with sand, which effectually smothered the fire. It was later discovered that the source of the fire was probably due to careless loss of a candle in the forecastle and not a fire in the hold, as initially thought.</p>
Date Scrapped / Lost	3 rd April 1891: she was stranded and lost, details / location unknown.

John Bunyan (1848).

She was named after John Bunyan (c1628 to 1688) an English writer and Baptist preacher. He wrote the Christian allegory *The Pilgrim's Progress*, and many other titles. David R. Macgregor in his book *Tea Clippers* refers to her as *"Probably the best-known China trader of her day"*. The Lloyds surveyor overseeing her construction stated *"This is a highly creditable vessel, either as regards workmanship, materials or design"*. She also carried many immigrants to Australia. 22nd May 1854, she arrived in Port Adelaide, South Australia after a 100-day passage from Liverpool, on-board were 318 passengers, however due to measles and scarlet fever being contracted only 4 days from Liverpool 29 infants (All 0 – 4-years old) died on the voyage. This shows other dangers of being at sea, not only was it storms that took life it was just as dangerous to contract diseases such as these. During the passage, there was between 4 and 7 births. Amongst other passages made carrying immigrants; she sailed in 1857 from Liverpool to Sydney, 1860 from the Downs to Wellington, New Zealand, and in 1867 Antwerp to New York).

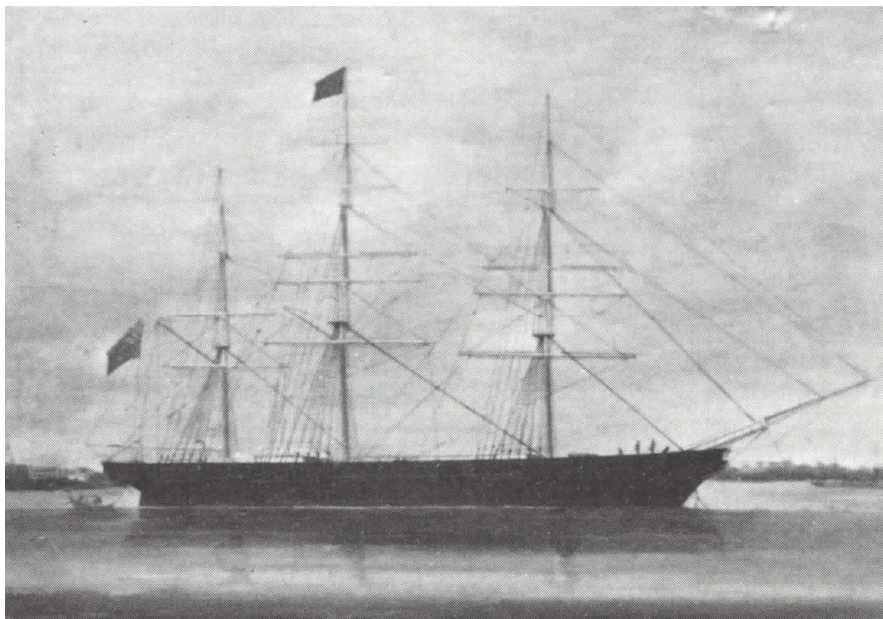


John Bunyan. (Artist unknown).

"You have not lived until you have done something for someone who can never repay you".

John Bunyan.

John Bunyan (1848), continued.



'John Bunyan' 1860's. (Artist, Alan Stinchcombe).

Ship Name(s)	John Bunyan.
Rig	Ship, 3 masts, 1 deck, and a poop, a square stern, and a standing bowsprit.
Launch Date	March 1848.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner (36), James Buyers, merchant, (12) , and John Thomson, shipmaster, (8). Other shareholders: Walter Hood, shipbuilder (4) , and George Watson, ship-owner (4), both Aberdeen.
Registered Port	Aberdeen. Official No.: 1735.
GRT	467 tons (NM) / 526 tons (OM).
Length	137 feet, 7 inches (41.94m).
Breadth	25 feet, 1 inch (7.65m).
Depth	18 feet, 4 inches (5.59m).
Construction	Wood.
Figurehead	Full length male.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	1863: sold to Vanner & Co., London, England. Lengthened to 150.3 feet x 27.7 feet breadth x same depth x 521 tons. 1871: owned by C. Sayer, Liverpool, England.
Date Scrapped / Lost	Sometime after 25 th September 1873: she went missing with 13 crew on route from Doboy, Queensland, Australia to Barrow, England.

Balgownie (1848).

She is known to have sailed to South America and Australia, and carried cargo and passengers.

Ship Name(s)	Balgownie.
Rig	Barque, 3 masts, 1 deck, poop deck, a square stern, and a standing bowsprit.
Launch Date	August 1848.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol & Co., Aberdeen. Alexander Nicol, ship-owner (32), James Horn, merchant (8), and Walter Hood, shipbuilder (4) , all of Aberdeen. Other owners: William Nicol, shipbroker, Liverpool (co-partner with Alexander Nicol and trading under firm of Alexander Nicol & William Nicol, Aberdeen). George Thompson Junior, ship-owner (8), James Buyers, merchant (8) , and Walter Hood, shipbuilder (4) , all of Aberdeen.
Registered Port	Aberdeen. Official No.: 2321.
GRT	379 tons.
Length	119 feet (36.27m).
Breadth	23.5 feet (7.16m).
Depth	16 feet (4.88m).
Construction	Wood. (Hull sheathed in copper).
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	13 th August 1853: the Bristol Mercury newspaper reported. <i>"This vessel has proved herself one of the swiftest vessels afloat in several passages to and from the west coast of South America and will be found a most superior conveyance for goods as well as for a limited number of cabin passengers"</i> . 10 th September 1853: the Bristol Mercury newspaper reported: <i>"Direct from Bristol to Melbourne - to sail 15th September as she will be in excellent trim, is expected to make the quickest passage of any vessel that has left this port. Her cabin accommodations are of a very superior character, no steerage passengers taken"</i> . 1881: registered in Germany.
Date Scrapped / Lost	Unknown.

Orient (1848).

She was built as a Coaster to carry general cargo, and during her very short life of only 2-years she is known to have traded at Aberdeen, London, and Tallinn (Estonia) in the Baltic.

Ship Name(s)	Orient.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	October 1848.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Walker & Co., Aberdeen. John Smith, shipmaster (16), Gilbert Walker, merchant (8), and James Inglis, baker (8), all Aberdeen. Other shareholders: Robert Mitchell, ship-owner (8), William Emslie, merchant (8), Donald Macallan, cabinet maker (8), James Stewart, flesher (4), and William MacLean, doctor of medicine (4), all Aberdeen.
Registered Port	Aberdeen.
GRT	134 tons.
Length	89 feet, 3 inches (27.20m).
Breadth	18 feet, 4 inches (5.59m).
Depth	12 feet (3.66m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 7A1.
Other information	---
Date Scrapped / Lost	26 th December 1850: lost, location / details unknown.

Victoria (1849).

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

Ship Name(s)	Victoria.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	10 th January 1849.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Lime Company, Aberdeen. (64). Alexander Nicol, and Henry Adamson, both merchants, and James Shanks, slater, all Aberdeen.
Registered Port	Aberdeen. Official No.: 6827.
GRT	180 tons.
Length	97 feet, 9 inches. (29.79m).
Breadth	20 feet, 5 inches. (6.22m).
Depth	13 feet, 3 inches. (4.04m).
Construction	Wood: oak, and larch, and her hull was sheathed in yellow metal.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	By 1880: owned by Alexander Nicol, Aberdeen. January 1886: owned by A. Farquhar, and others Aberdeen, Scotland.
Date Scrapped / Lost	19 th November 1893: she was lost in Bridlington Bay, East Yorkshire, England.

Emperor (1849).

She was built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, North Shields, Newcastle, Blyth, and London. She is also known to have made passage to Archangel, the Baltic, and the Cape of Good Hope and Algoa Bay (Now Port Elizabeth) in Africa.

Ship Name(s)	Emperor.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	24 th May 1849.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Dinnison & Co. John Dinnison, shipmaster (48), James Goldie, ship-owner (4), and George Jameson, merchant (4). Other shareholders: James Alexander Steel, doctor of medicine, and George Knowles, flesher (butcher) (8).
Registered Port	Aberdeen. Official No.: 23244.
GRT	200 tons.
Length	101 feet, 6 inches (30.94m).
Breadth	21 feet, 4 inches (6.50m).
Depth	14 feet (4.27m).
Construction	Wood. Hull sheathed in yellow metal.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	1862 to 1867: registered in London. 1862 to 1863: owned by A. Hunter, London. 1868 to 1875: owned by F. Lambert. March 1871: bound south out of Yarmouth with a cargo of coal, she grounded on the Corton Sand in the Holm Channel, East Anglia. 19 th March - she got off with the help of beach-men. 8 th November 1872: bound from Shields to London, she ran aground on Aldeburgh Beach. Although leaking, after throwing off part of her cargo she was pulled off by a tug and towed into harbour.
Date Scrapped / Lost	12 th February 1875: she ran aground on Sizewell Bank, Suffolk, England. Her captain and three of her crew survived, but three other crew members drowned. She came off the bank a month later and sank.

Centurion (1850).

She was built for the China trade, but was then used for the Australia trade carrying immigrants and cargo outward, and cargo homeward.

‘Centurion’, lithographic print dated 12th January 1870. (Artist unknown).

Ship Name(s)	Centurion.
Rig	Ship, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	January 1850.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior (12), James Horn, ship-owner (8), William Edward, shipmaster (8), all Aberdeen. Other shareholders: David Macallan, upholsterer (8), James Buyers, merchant (4), Walter Hood, shipbuilder (4) , all Aberdeen, and Peter Edward, tailor, London (8).
Registered Port	Aberdeen. Official No.: 6870.
GRT	639 tons.
Length	157 feet, 5 inches. (47.98m).
Breadth	26 feet, 5 inches. (8.05m).
Depth	19 feet, 3 inches. (5.87m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	--
Date Scrapped / Lost	1867: she was wrecked off Grimsby, England.

Lady Franklin (1850).

She was built to a whaling ship design, so she would have had an extra thick hull for use in the ice. She was named after Lady Jane Franklin, nee Griffin (1791 to 1875) second wife of Sir John Franklin (1786 to c1848), they married 5th November 1828. Lady Franklin refused to believe that her husband was dead and believed that he was lost somewhere in the Arctic.

In the mid 1850's she was captained by Peterhead born Captain William Penny (1809 to 1892) who in 1850 / 1851 using the 'Lady Franklin' and the 'Sophia' led an unsuccessful British Admiralty expedition to discover the fate of Sir John Franklin and the 128 crew members of 'HMS Erebus' and 'HMS Terror' who had in 1845 led an expedition to find the Northwest Passage, and got stuck fast in the ice. The expedition was financed by the Admiralty and Lady Franklin the wife of the missing Sir John Franklin, and was one of many expeditions made looking for the missing ships.



Sir John Franklin, engraved by D. J. Pound, from a drawing by Negelen.

The British Government offered a £20,000 reward to anyone who “*Shall discover and effectually relieve the crews of Her Majesty’s ships the ‘HMS Erebus’ and ‘HMS Terror’*”.

Lady Franklin (1850) (Continued).



Lady Franklin drawn by M. Romilly (Graphic 1815).

Ship Name(s)	Lady Franklin.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	March 1850.
Owner(s)	Admiralty / Aberdeen Artic Company. (64).
Registered Port	Aberdeen. Official No.: 6884.
GRT	201 tons.
Length	101 feet, 3 inches (30.86m).
Breadth	21 feet, 4 inches (6.50m).
Depth	14 feet (4.27m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class A1.
Other information	1867: owned by F. Manuella, and registered in London, England.
Date Scrapped / Lost	8 th October 1867: she collided with steamship 'SS Danzig' of Leith near Dover and sank, all hands were saved.

Sophia (1850).

She was built to a whaling ship design, and was named after Miss Sophia Cracroft (1816 to 1892) a niece of Sir John and Lady Jane Franklin.

Her hull was built in Dundee by Thomas Adamson, and immediately after her launch she was towed to Aberdeen and equipped (Fitted out?). In the mid 1850's she was captained by Captain Brown who sailed alongside Captain William Penny, who in 1850 / 1851 using the Lady Franklin and the Sophia led an unsuccessful British Admiralty expedition to discover the fate of Sir John Franklin (1786 to c1845) who had led an expedition to find the Northwest Passage. The expedition was financed by the Admiralty and Lady Franklin, wife of Sir John Franklin, and the two ships sailed from Aberdeen 13th April 1850.

Ship Name(s)	Sophia.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	March 1850.
Owner(s) <i>No of shares held, out of 64 in brackets). (</i>	Aberdeen Arctic Company (64).
Registered Port	Aberdeen. Official No.: 6867.
GRT	113 tons.
Length	Approx. 75 feet (22.86m).
Breadth	Approx. 16 feet (4.88m).
Depth	Approx. 10 feet (3.05m).
Construction	Wood.
Figurehead	Unknown.
Classification	Unknown.
Other information	Her crew and that of the 'lady Franklin' were appointed chiefly from among the whaling seamen.
Date Scrapped / Lost	Unknown.

The wreck of Franklin's missing ship 'HMS Erebus' was found in 2014 approximately 120km south of King William Island, and 'HMS Terror' was found near King William Island in 2016.

(The 'Fox' built by A. Hall & Co. in 1855, was also used to search for Sir John Franklin in 1857).

Gladiator (1850).

The Daily News 13th June 1851 reported that *“She has the most superior accommodation for passengers”*. She traded for many years firstly to South America then to India.



*‘Gladiator’ painted by Arthur Smith in the 1850’s.
(Aberdeen Maritime Museum Acc. No. ABDAG003792).*

Ship Name(s)	Gladiator.
Rig	Ship, 3 masts, 1 deck, poop deck, a square stern, and a standing bowsprit.
Launch Date	May 1850.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Adamson & Co., Aberdeen. Henry Adamson, ship-owner (32), George Thomson, shipmaster (8), and George Milne, Kinaldie (8). Other shareholder: William Shaw Lindsay, shipbroker, London (16).
Registered Port.	Aberdeen. Official No.: 24938.
GRT	534 tons.
Length	114 feet, 10 inches (44.15m).
Breadth	25 feet, 4 inches (7.72m).
Depth	19 feet, 1 inch (5.82m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.

Gladiator (1850). (Continued).

Other information	25 th November 1855: James Donald Milne (Aged-16) drowned at sea. 1857: alterations carried and re-registered with new tonnage of 503 tons. 1868: owned by E. Little and registered in London.
Date Scrapped / Lost	June 1880: reported as lost at Sable Island, Nova Scotia, Canada on passage from Bremen to New York, USA.

Arthur Smith (c1814 to 1882).

Aberdeen Journal " Notes and Queries. Vol. III, 1910.

*"583. Arthur Smith. — Arthur Smith was a house-painter on the Shore, Aberdeen, and was in partnership for some time with George Smith, a free, outspoken man, whom I remember well. Arthur Smith afterwards made a specialty in his profession by painting the various clippers that were launched from the shipbuilding yards of Messrs Hall, **Hood**, and Duthie, with sometimes the Girdleness Lighthouse in the foreground, and the vessel at sea with sails set, and sometimes with the sails clewed up. Frequently as a boy I gazed at his latest marine painting in the shop window on the Shore, and although I have since visited many a picture gallery in Europe, seldom have I seen any vessels or seascapes that roused my admiration like those I saw from his humble attire in those happy days of youth. He died during the seventies of last century. Wanted, the date of his death, age, etc."*



No. 30 Regent Quay, (The Regent Bridge Bar, and flats above).
(S. Bruce).

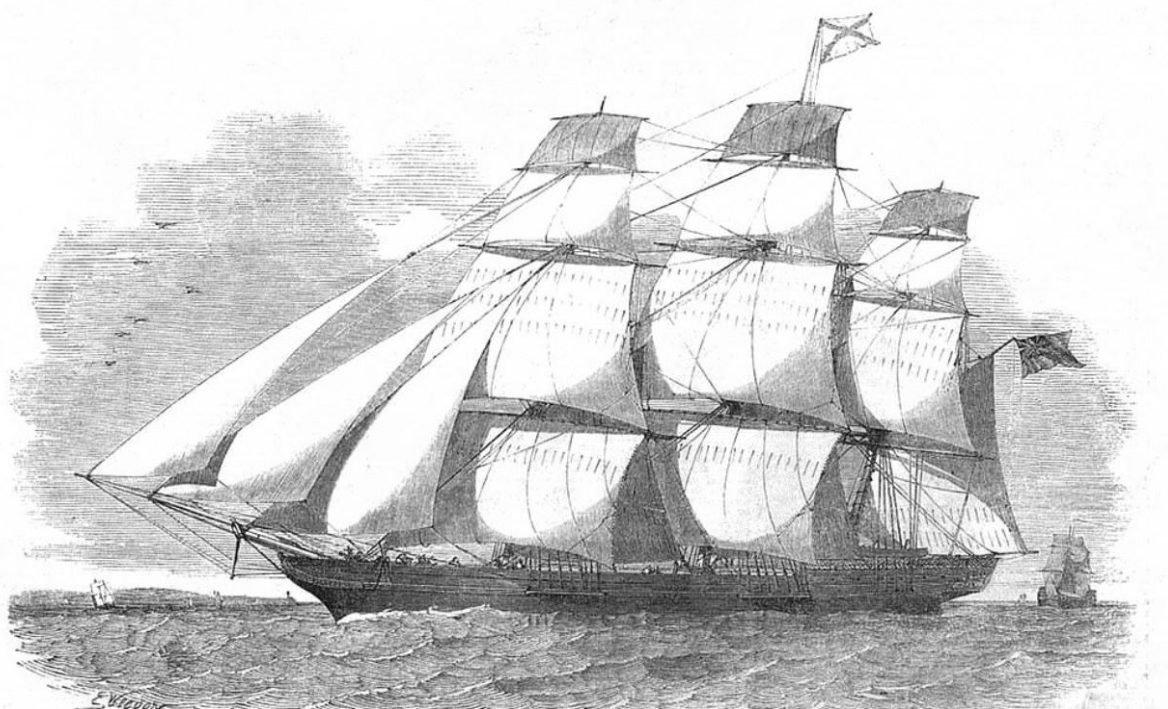
Arthur Smith lived at No. 30 Regent Quay, Aberdeen.

Heather Bell (1851).

Records show that she regularly sailed to Australia, Tasmania, and New Zealand. Her cargoes included: coal, hides, water casks, talon casks, copper ore, bales of cork, bags of salt, knuri gum, wool, and flax. She also made passages to Rio de Janeiro, and the West Indies.

Ship Name(s)	Heather Bell.
Rig	Brig, 2 masts, 1 deck, poop deck, a square stern, and a standing bowsprit.
Launch Date	3 rd June 1850.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Millar & Co., Aberdeen. David Millar, Shipmaster (32), Neil Smith Junior, merchant (8), James Sim, druggist (8), George Thompson Junior, Alexander Nicol, James Horn, James Buyers , ship-owners and Walter Hood, Shipbuilder (8-jointly). Plus another (8).
Registered Port	Aberdeen. Official No.: 32268
GRT	191 tons.
Length	98 feet, 3 inches (29.95m).
Breadth	19 feet, 10 inches (6.02m).
Depth	12 feet, 9 inches (3.89m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 7A1.
Other information	26 th December 1857: Freeman's Journal: <i>“Robert McEachern, owner and Master of brig ‘Heather Bell’, appeared for 2nd time to answer charge of committing a series of assaults on John William Norris, a boy apprenticed to him by the Marine Society. Three seamen were called who spoke to various acts of cruelty by Captain against the boy, and as to the boy being thrown overboard. But it appeared he was blown from the rigging during a gale of wind and that there was no ground for assertion he committed suicide. Captain committed for jury trial and bailed”.</i> 1858: owned by Master McEachran, & registered in London. By 1870: owned by Francis Wrentmore, Sydney. N.S.W., Australia. By 1880: owned by Thomas Kehoe, Sydney, N.S.W., Australia.
Date Scrapped / Lost	27 th November 1880: wrecked, details / location unknown.

Abergeldie (1851).

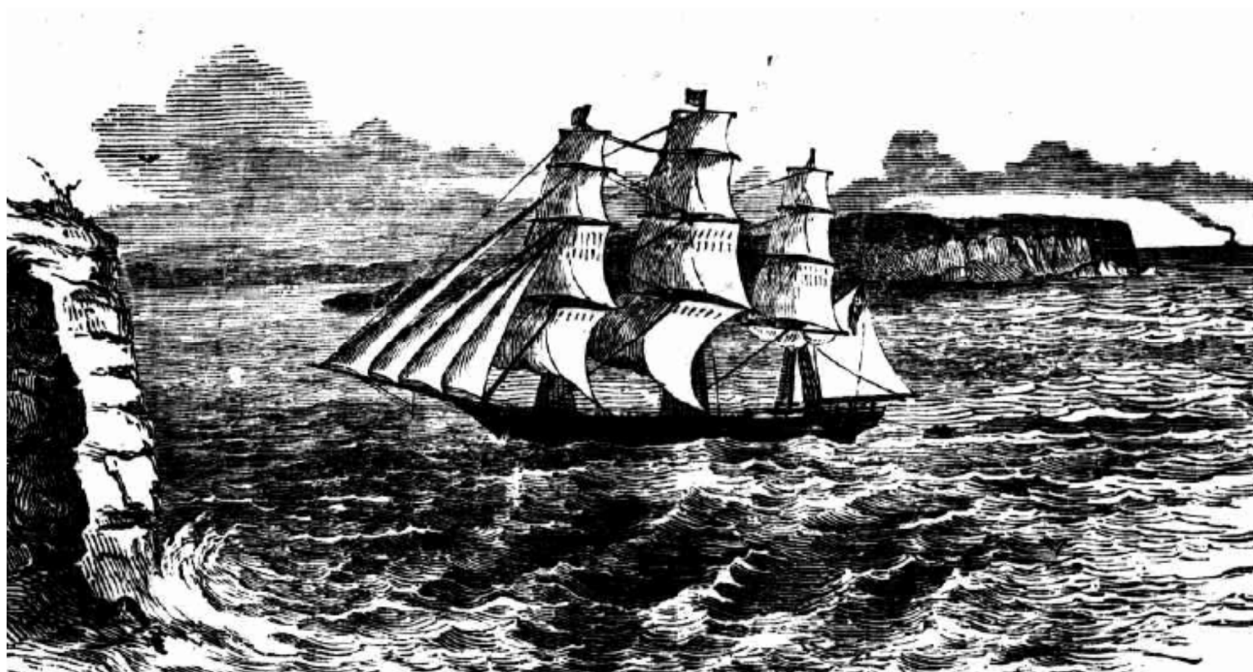


'Abergeldie'. (Engraving from The Illustrated London News, 5th April 1851).

Ship Name(s)	Abergeldie.
Rig	Ship, 3 masts, 1 deck and poop deck, a square stern, and standing bowsprit.
Launch Date	February 1851.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Leslie & Son, Aberdeen (64).
Registered Port	Aberdeen.
GRT	600 tons (NM) / 598 tons (OM).
Length	153 feet (46.63m).
Breadth	26 feet, 3 inches (8.00m).
Depth	19 feet, 3 inches (5.87m).
Construction	Wood.
Figurehead	HRH Prince Albert in full Highland Dress.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	She was named after the estate that adjoins Balmoral, which was at that time under a forty-year lease to Prince Albert. Hence the figurehead.
Date Scrapped / Lost	17 th June 1854: she was lost in the China Seas when she struck a reef 1.5 miles off north end of Pulo Leal, Gaspar Strait, Indonesia. After unsuccessful attempts to get her off she was abandoned the following day.

Walter Hood (1852).

She was the biggest ship built in Aberdeen up to this date, and was built specifically for the Australian and China trade. The first edition of The Illustrated Sydney News reported: *“The Walter Hood well merits the high opinion expressed of her. She possesses those remarkable qualifications so essential to ships of her class, viz., speed, carriage of large freight and passenger accommodation. The ‘Phoenician’ was held in high estimation for these several qualities; but her sister ship the ‘Walter Hood’, we think, eclipses her, and Captain Sproat (c1807 to 1863), formerly of the ‘Phoenician’, declares that she is in all respects the finer vessel”.*



*‘Walter Hood’ entering the Heads of Port Jackson.
(Engraving from the Illustrated Sydney News, 19th May 1855).*

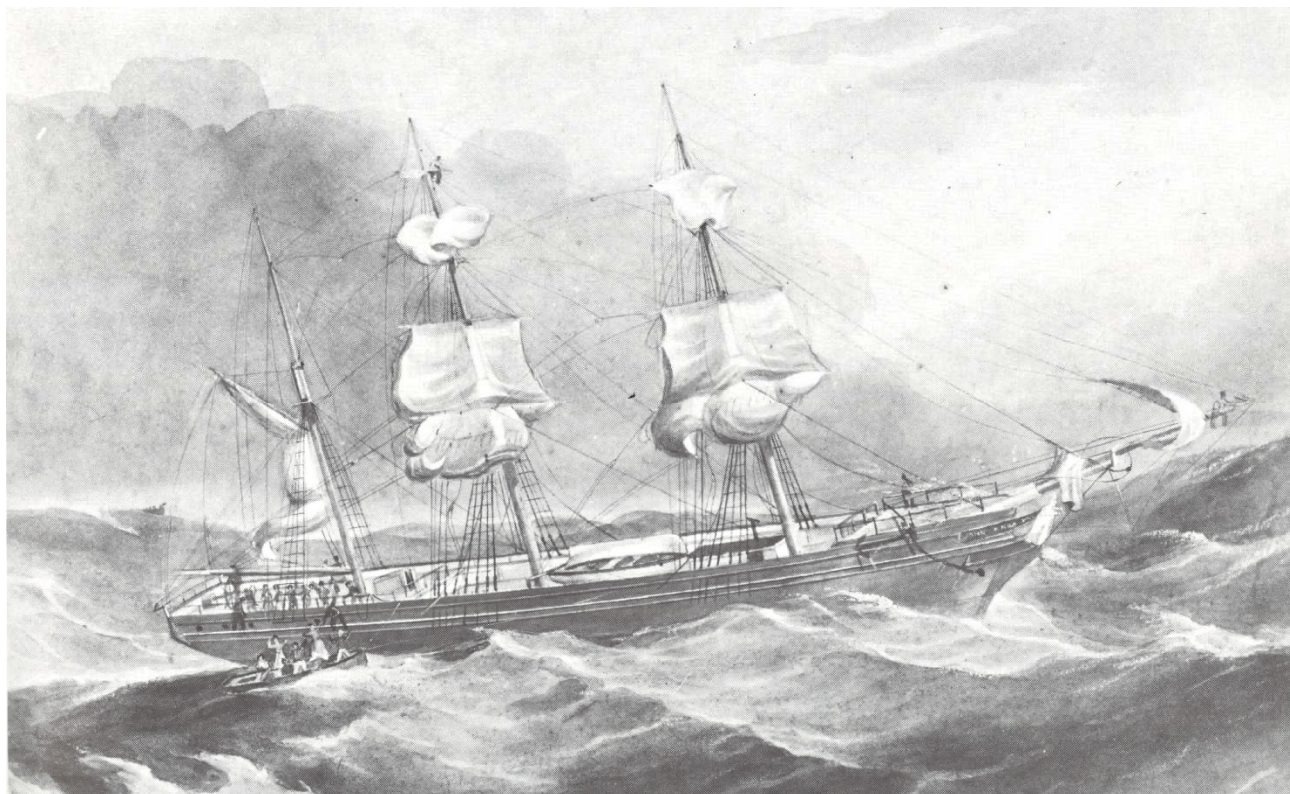
Ship Name(s)	Walter Hood.	
Rig	Ship, 3 masts, 2 decks, a poop, and forecastle, a square stern, and a standing bowsprit.	Fastest known day run – 320 miles ² .
Launch Date	7 th January 1852.	
Owner(s) (No of shares held, out of 64 in brackets).	Aberdeen Line (George Thompson & Co.). George Thompson Junior (32), James Buyers (4) , and James Hain (4), all ship-owners in Aberdeen. Other shareholders: Walter Hood, shipbuilder (4) , Alexander Mathew, ship-owner (4), and Hugh Sproat, shipmaster, Kirkcudbright (16).	

Walter Hood (1852). (Continued)

Registered Port	Aberdeen. Official No.: 9953.
GRT	937 tons.
Length	172 feet, 2 inches (52.48m). (204 feet overall).
Breadth	30 feet, 2 inches (9.19m).
Depth	20 feet, 9 inches (6.32m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	<p>She carried 3,363 square yards of canvas as her standing suit, without studding sails. Her mainmast was 58 feet high.</p> <p>1853: on her maiden voyage to Sydney she matched the record of 80 days from London.</p> <p>30th July 1856: she collided with the steam tug 'Belmont' (Owned by the Southampton Steam Towing Company) in the channel at Southampton.</p> <p>1989: registered as a Commonwealth Historic Shipwreck NSW Government wreck site ID: 345.</p>
Date Scrapped / Lost	<p>26th April 1870: wrecked at Wreck Bay, east coast of Australia, between Ulladulla and Jervis Bay. 23 survivors, and 11 lost. Wreck site co-ordinates are Lat 35° 13' 28' S; Long 150° 32' 08' E.</p> <p>A plaque on the memorial / burial site near Red Head erected 9th March 1927 reads: <i>'To the memory of those drowned by the wreck of the "Walter Hood" 26th April 1870'.</i></p> <p><i>Capt Andrew Latto, Aged 37.</i></p> <p><i>Joshua Rowley Hayes, pass- Aged 19.</i></p> <p><i>Seamen:</i></p> <p><i>Jos. Ashton, Aged 28.</i></p> <p><i>John Julian, Aged 25.</i></p> <p><i>Jas. Sinclair, Aged 45.</i></p> <p><i>Jas. Moyes, Aged 20.</i></p> <p><i>Chas. Branson, Aged 30.</i></p> <p><i>Chas. Coomes, Aged 25.</i></p> <p><i>Ed. Lemon, Aged 20.</i></p> <p><i>Jas. Davis, Aged 23.</i></p> <p><i>Ed. Harvey, Aged 50.</i></p>

John Knox (1852).

Built for the China trade, and named after John Knox (c1513 to 1572) a Scottish minister, theologian, and writer who was a leader of the Reformation, and is considered as the founder of the Presbyterian Church of Scotland.



*The 'John Knox' rigged as a barque, by an unknown artist.
(Original held in the National Maritime Museum).*

Ship Name(s)	John Knox.
Rig	Barque, 3 masts, 1 deck, poop deck, a square stern, and a standing bowsprit.
Launch Date	March 1852.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	J. Munro & Co., Aberdeen. James Munro, Aberdeen, shipmaster (32). Other shareholder: Peter Edward, tailor, London (32).
Registered Port	Aberdeen.
GRT	296 tons (NM) / 358 (OM).
Length	128 feet, 6 inches. (39.17m).
Breadth	22 feet. (6.71m).
Depth	14 feet. (4.27m).
Construction	Wood. Hull sheathed in Yellow metal.

John Knox (1852). (Continued).

Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	<p>31st March 1852: The Daily News, reported that she has excellent accommodation for passengers.</p> <p>1865: rigged as a ship and managed by George Thompson & Co., London, England.</p> <p>1876: owned by J. Merriman, Sydney, Australia.</p> <p>1880: owned by Jenkins, Sydney, Australia.</p> <p>1884: owned by J. Henderson, Sydney, Australia and rigged as a barque.</p>
Date Scrapped / Lost	1886: condemned, details / location unknown.



John Knox drawn by Theodore Beza, Icones (1580).

Woolloomooloo (1852).

The Daily News, 27th October 1852 reported that “...the splendid new Aberdeen clipper built ship ‘Woolloomooloo’, Charles Stewart Commander, now loading London Docks. This fine ship is expected to be one of the fastest in the Australian trade and has handsome accommodations for cabin passengers.”

She was a regular trader with Sydney, Australia, (Hence the name, Woolloomooloo, which is a harbour-side, inner-city eastern suburb of Sydney, New South Wales, Australia). She carried cargos such as Australian Gold, money (to pay for the gold), passengers, and wool.



‘Woolloomooloo’ oil painting by artist Richard Barnett Spencer (1812 to 1897). (Active 1840 to 1874). This painting was donated to Aberdeen Maritime Museum by Mrs C. H. Ross in 1983.

Ship Name(s)	Woolloomooloo.
Rig	Ship, 3 masts, 2 decks, ½ poop deck, forecastle deck, a square stern, and a standing bowsprit.
Launch Date	September 1852.

Woolloomooloo (1852). (Continued).

Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner (32), Charles Stuart, shipmaster (16), and James Buyers, ship-owner (8) , all Aberdeen. Other shareholders: Walter Hood, shipbuilder (4) , and Alexander Matthew, ship-owner (4).
Registered Port	Aberdeen. Official Number: 6868.
GRT	627 tons.
Length	155 feet. (47.24m).
Breadth	26 feet, 10 inches. (8.18m).
Depth	19 feet, 2 inches. (5.84m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 10A1.
Other information	1858 to 1859: rigged as a barque. 1870 to 1871: owned by H. Ganson, and registered in Aberdeen. 1875 to 1876: owned by W. Jamieson & Co., and registered in London. 1877 to 1881: owned by G. Jones, and registered in Aberdeen. 1881: registered in Spain, owner unknown.
Date Scrapped / Lost	1885: she was wrecked while sailing under a Spanish flag, details / location unknown.

Granite City (1853).

She was built to carry cargo, but also had some passenger accommodation. She is known to have traded at Aberdeen, the Clyde, London, Cardiff, Belfast, and made passages to Sydney (Australia), South America, and Surabaya (Indonesia).

Ship Name(s)	Granite City.
Rig	Barque, 3 masts, 1 deck, poop deck, forecastle deck, a square stern, and a standing bowsprit.
Launch Date	January 1853.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Henry Adamson & Co., Aberdeen. Henry Adamson, ship-owner (38), William Leask, shipmaster (12), and George Milne of Kinaldie, Aberdeenshire (8). Other shareholders: James Saunders, Royal Navy, London (4), and John Saunders Junior, banker, Cephalonia, Ionian Islands, Greece (2).
Registered Port	Aberdeen. Official Number: 23149.
GRT	772 tons.
Length	169 feet, 5 inches (51.64m).
Breadth	28 feet, 9 inches (8.76m).
Depth	20 feet, 4 inches (6.20m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 10A1.
Other information	1870: owned by Bilbrough & Co., and registered in London. 12 th March 1879: The Freeman's Journal & Daily Advertiser reported that she had suffered damage after being struck by lightning.
Date Scrapped / Lost	20 th November 1881: she was abandoned in the Atlantic Ocean, after being damaged in a gale. At the time of loss she was registered in London, England, and the owners were Mr. Joseph Parson and Mr. Robert Alexander Stewart, of No. 3, Fen Court, London, England.

Granite City (1853). (Continued).



*Captain Watson master of the Granite City c1865. (Photographer unknown).
(State Library of New South Wales, Ref: FL3281034)*

Maid of Judah (1853).

She was regular trader between London and Sydney (Australia), and also traded at Shanghai (China), Takao (Japan), Adelaide (Australia), and Auckland (New Zealand).



*'Maid of Judah' berthed in Circular Quay, Sydney, Australia.
(State Library of Queensland, Ref: 182611).*

Ship Name(s)	Maid of Judah.	
Rig	Ship, 3 masts, 1 deck, poop deck, forecastle deck, a square stern, and a standing bowsprit.	
Launch Date	January 1853.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). Isaac Merchant, shipmaster (16), James Burgess, shipmaster (4), and Walter Hood, shipbuilder (4) , all of Aberdeen. Other shareholders: George Thompson Junior, ship-owner, (32), William Anderson, builder (8), both of Aberdeen.	
Registered Port	Aberdeen.	Official Number: 6869.
GRT	665 tons.	

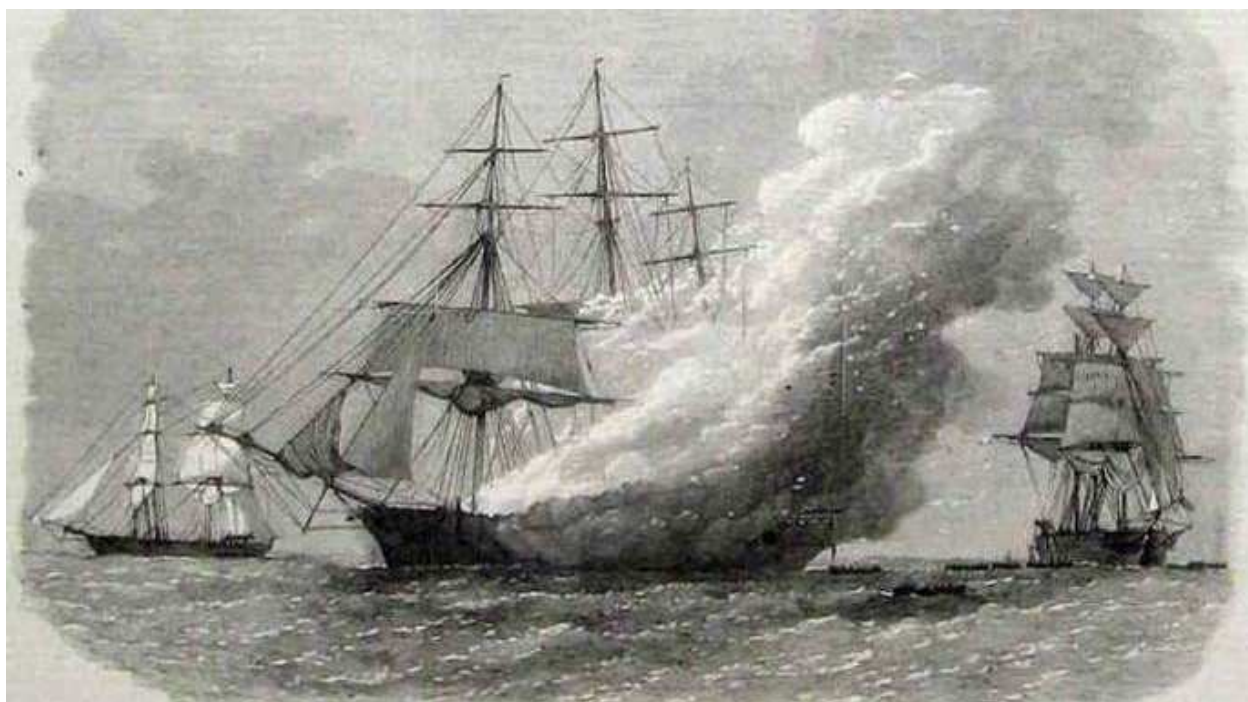
Maid of Judah (1853). (Continued).

Length	161 feet (49.07m).
Breadth	28 feet, 2 inches (8.59m).
Depth	Approx. 19 feet, 4 inches (5.89m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class: 10A1. ✠ Built under special survey.
Other information	1853: on her maiden voyage, she had the honour of taking out the Royal Mint to Sydney, Australia. 1872: sold to brothers T. & M. C. Cowlshaw, Sydney, Australia. 1874: converted to a barque.
Date Scrapped / Lost	June 1880: condemned and broken up at Amoy (Xiamen), China.

Omar Pasha (1854).

She was the largest ship built to date by Walter Hood & Co. for George Thompson's Aberdeen Line. She was named after the Ottoman General Omar Pasha (1806 to 1871) who defeated the Russians at Crimea 1853 to 1856 and thus became a hero in Britain. **At the time of her launch she was the largest vessel ever built in Aberdeen.** The Aberdeen Journal 17th May 1854 read *"...a magnificent specimen of naval architecture"*. She carried cargo and passengers to Australia. (Her name is Sometimes spelt Omar Pacha).

Omar Pasha (1854). (Continued).




'Omar Pasha' on fire. (Illustrated London News 1869).

Ship Name(s)	Omar Pasha. (aka Omar Pacha).
Rig	Ship, 3 masts, 2 decks, forecastle deck and 1 ½ poop decks, a round stern, and a standing bowsprit.
Launch Date	13 th May 1854.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen. Official No.: 12774
GRT	1068 tons.
Length	203 feet, 6 inches. (62.03m).
Breadth	33 feet. (10.06m).
Depth	22 feet, 4 inches. (6.81m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 10A1.
Other information	Date unknown: sold to Cruickshank & Ring, London, England.
Date Scrapped / Lost	22 nd April 1869: she was burned at sea when homeward bound from Brisbane, Australia; her cargo was mostly wool, but also included cotton, hides etc. The Newcastle Courant, 14 th May 1869 reported that she had £30,000 of gold aboard. (How much would that be worth today?)

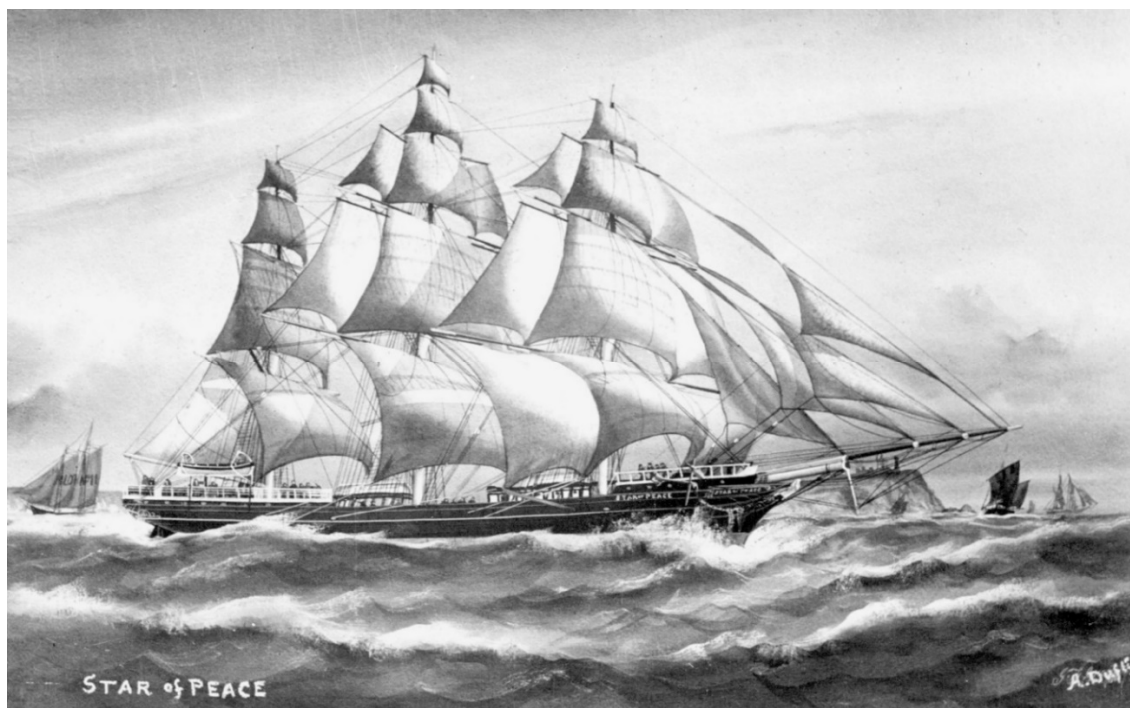
Assyrian (1854).

Named after an ancient middle east empire which existed 2500 BC to 626 BC. She was a regular trader with China.

Ship Name(s)	Assyrian.
Rig	Ship, 3 masts, 1 deck, a round stern, and standing bowsprit.
Launch Date	November 1854.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol & Co., Aberdeen. Alexander Nicol, ship-owner (22), James Buyers, ship-owner (8) , Gifford Wood, shipmaster (8), Walter Hood, shipbuilder (4) , William Adamson, share-broker (4), and John Roy Adamson, clerk (4,) all Aberdeen. William Nicol, ship-owner, Liverpool (10), and Alexander Nicholson, agent, London, (4).
Registered Port	Aberdeen. Official No.: 12956
GRT	555 tons (NM) /605 tons (OM).
Length	153 feet. (46.63m).
Breadth	25 feet, 10 inches. (7.87m).
Depth	18 feet, 7 inches. (5.66m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 10A1.  Built under special survey.
Other information	29 th December 1864: she grounded on the inner shoal Lowestoft, England at Low Water. 2 nd December 1871: the Liverpool Mercury newspaper reported that <i>"John Finister, Master of ship ASSYRIAN, was charged with smuggling 5lb, 14oz. foreign Cavendish tobacco. ASSYRIAN had been rummaged in the river 23 Nov. and was now in Stanley Dock. Yesterday she was again boarded and was re-rummaged. The tobacco was found between ship's timbers and lining. Prisoner fined £7.15"</i> . 1872: owned by John T. Rennie, 48 Marischal St. Aberdeen.
Date Scrapped / Lost	7 th October 1877: while on voyage from Lacepe Islands, Northwest Australia to London with a cargo of guano, she berthed at Port Elizabeth, South Africa in a leaky condition and was condemned. She was sold locally on 12 th December, and presumably scrapped.

Star of Peace (1855).

She resembled the 'Walter Hood' built in 1852, but she was 44 feet longer, with a narrower beam, giving her much finer lines.



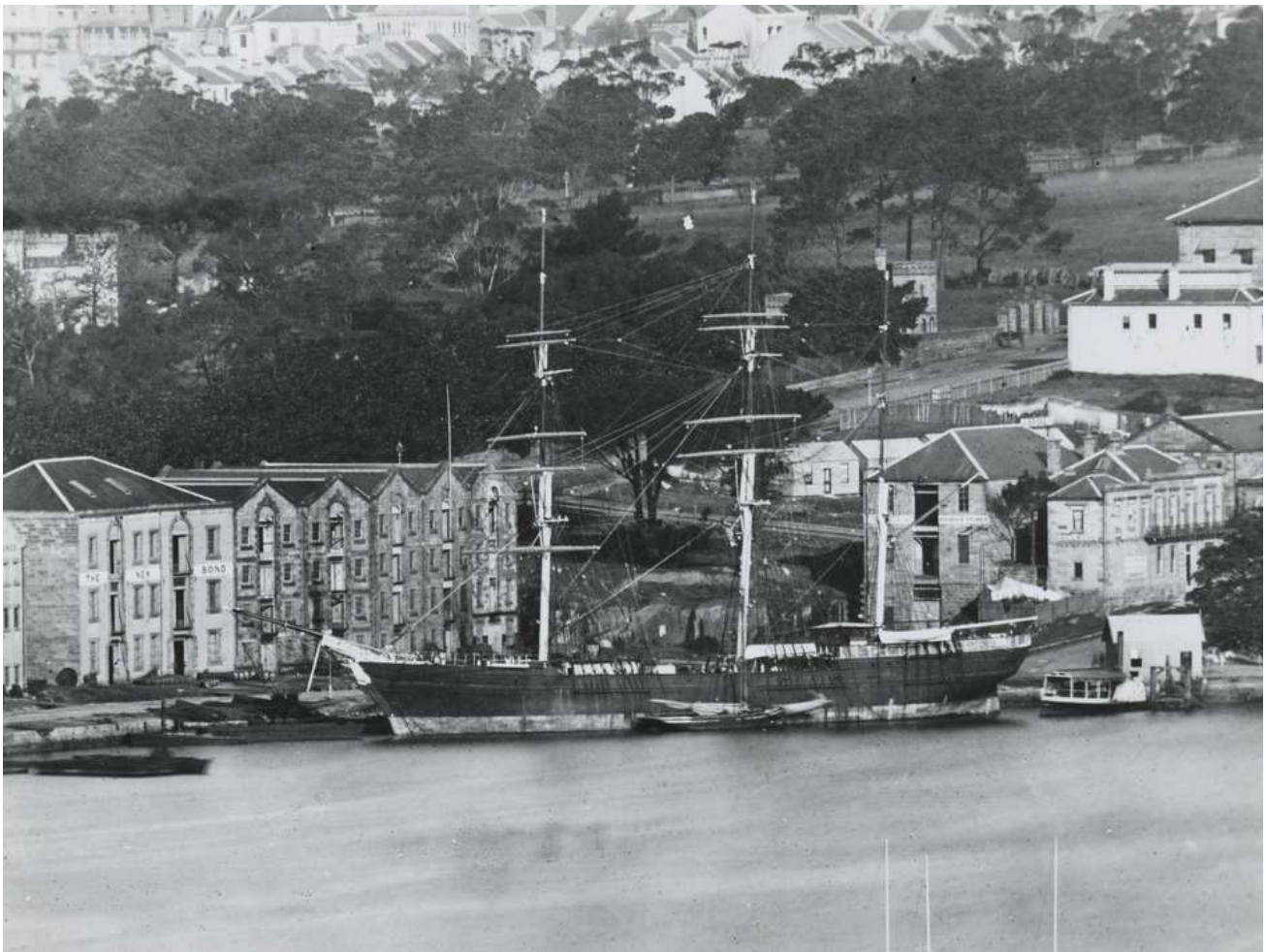
'Star of Peace'. (Painted by Alfred Dufty). (State Library of Victoria, Ref: H99.220/2129).

Ship Name(s)	Star of Peace.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	September 1855.
Owner(s) (No of shares held, out of 64 in brackets).	Aberdeen Line (George Thompson & Co.). George Thompson Junior, William Henderson, and Stephen Thompson, ship-owners, Aberdeen (40-jointly), Walter Hood, Shipbuilder (4), James Buyers, Ship-owner (4) both Aberdeen, and Hugh Sproat, Shipmaster, Kirkcudbright (16).
Registered Port	Aberdeen. Official No.: 6907.
GRT	1113 tons.
Length	216 feet (65.84m).
Breadth	35 feet, 10 inches (10.92m).
Depth	22 feet, 6 inches (6.86m).
Construction	Wood.
Figurehead	Full length female.
Classification	Lloyds Register of Shipping. Class 10A1.
Other information	Part-owned by Walter Hood : upon his death 27 th December 1862, ownership of his shares was transferred to his daughter Ann Hood , spinster on 3 rd June 1863. See Appendix C. 7 th June 1879: sold to Messrs Grice, Sumner & Co. Date unknown: sold to Burns, Philip & Co., Sydney, Australia.
Date Scrapped / Lost	Converted to a hulk at Thursday Island, Queensland, Australia, and broken up in 1895.

Wave of Life (1856).


Aberdeen Journal on the 7th May 1856 reported: *“Launched from yard of Messrs Walter Hood & Co. Yesterday another of those splendid clipper ships, for which this port has become so famous. WAVE OF LIFE, Capt. Stuart (late of Woolloomaloo) has been built expressly for the Australian trade, fitted out in most superior style for passengers, combining all the recent improvements.”*

She traded at Australia for more than 20-years, and carried cargoes such as Australian gold, wool, hides, tallow, and passengers homeward bound, and outward bound rams, ewes, miscellaneous items, and passengers.




‘Wave of Life’ berthed at East Circular Quay Sydney c1875, from the A. D. Edwardes Collection. (State Library of South Australia, Ref: PRG 1373/1/17).

Wave of Life (1856). (Continued).

Ship Name(s)	Wave of Life. (1870's: Renamed 'Ida'). (1891: renamed 'Henriqueta').
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	6 th May 1856.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, and William Henderson, both ship-owners in Aberdeen, and Stephen Thompson, ship-owner, London (40-jointly). Other shareholders: Charles Stuart, master (16), Walter Hood, shipbuilder (4) , and James Buyers, ship-owner (4) .
Registered Port	Aberdeen. Official Number: 14757.
GRT	887 tons.
Length	187 feet (57.00m).
Breadth	34 feet, 5 inches (10.49m).
Depth	21 feet (6.40m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 10A1.  Built under special survey.
Other information	Part-owned by Walter Hood : upon his death 27 th December 1862, ownership of his shares was transferred to his daughter Ann Hood , spinster on 3 rd June 1863. See Appendix C. 1870's: sold to Brazilian owners. 1877 / 1888: re-rigged as a barque. 1891: renamed 'Henriqueta' and registered in Lisbon, Portugal.
Date Scrapped / Lost	March 1897: condemned and broken up, details / location unknown.

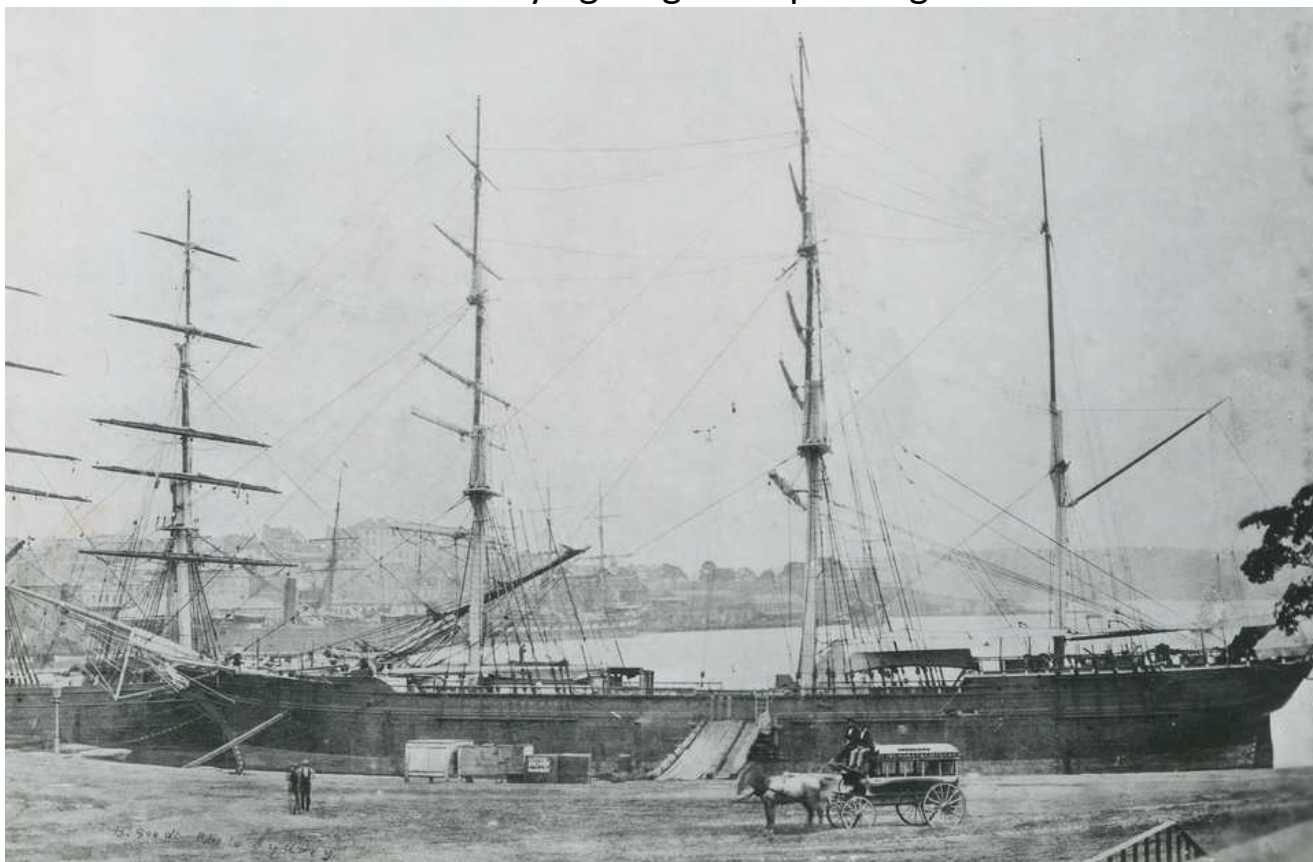
Golden Fleece (1856).

She was built to carry general cargo and is known to have traded at Aberdeen, London, and China.

Ship Name(s)	Golden Fleece.
Rig	Ship, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	June 1856.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Dennison, Aberdeen, ship-owner (24), Samuel Williams, Aberdeen, merchant (16), James Alexander Steel, doctor of medicine (4), James Overend Haigh, manufacturer (4), George Jamieson, merchant (4), and James Skinner, accountant (4), all Aberdeen. John Robert Thomson and Harrison Watson, merchants, London (4-jointly), and James Isaac Bennett and James Leigh Aspinwall, shipbrokers, London (4-jointly).
Registered Port	Aberdeen. Official No.: 15785.
GRT	359 tons.
Length	145 feet (44.20m).
Breadth	24 feet, 6 inches (7.47m).
Depth	15 feet, 5 inches (4.70m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.  Built under special survey.
Other information	1863: owned by G. Broom, and registered in London, England.
Date Scrapped / Lost	Unknown.

Damascus (1857).

She was built to carry general cargo, and she made several passages to and from London to Australia carrying cargo and passengers.



*'Damascus' berthed in Sydney Harbour c1877 / 1878
from the A.D. Edwardes Collection.
(State Library of South Australia, PRG 1373/20/33).*

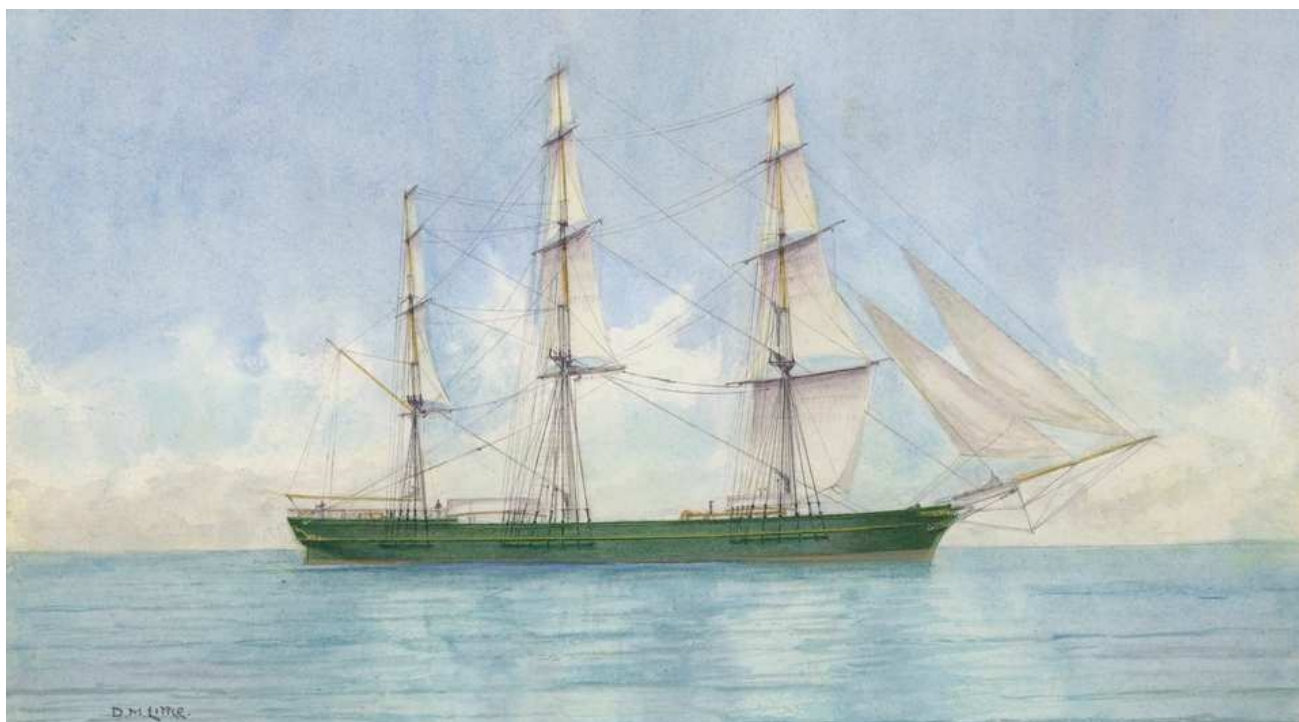
Ship Name(s)	Damascus. (1881 renamed Magnolia).
Rig	Ship, 3 masts, 2 decks, and a poop and forecastle, a round stern, and a standing bowsprit.
Launch Date	February 1857.
Owner(s) (No of shares held, out of 64 in brackets).	Aberdeen Line (George Thompson & Co.). George Thompson Junior, William Henderson, and Stephen Thompson, No. 12 St. Helens Place London, all ship-owners (32-jointly). Other Shareholders: Alexander Alexander (16), James Buyers (4) , Walter Hood (4) , Richard Searle (4), and Isaac Merchant (4).
Registered Port	Aberdeen. Official No.: 15792.
GRT	964 tons.
Length	208 feet, 3 inches (63.47m).

Damascus (1857). (Continued).

Breadth	33 feet, 9 inches (10.29m).
Depth	20 feet, 9 inches (6.32m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1. ✠ Built under special survey.
Other information	1875: her rig was altered to a barque. 1881: owned by Mr. John Robinson Renner, merchant, Liverpool, England. 1881: owned by D. Svendsen and registered in Christiania, Denmark.
Date Scrapped / Lost	1 st September 1893: she stranded at Bersimis, (Pessamit) Quebec, Canada and became a total loss.

Transatlantic (1857).

She was built to carry general cargo, and she made several passages to and from London to Australia carrying cargo and passengers. She also traded at Quebec, Canada. The Aberdeen Journal 20th January 1858 reported that *"This remarkably fine vessel has been built here by Messrs Walter Hood & Co. expressly for the North American trade and offers a most favourable conveyance for passengers, the accommodation being unrivalled"*.



'Transatlantic' water colour by D. M. Little. (State Library of South Australia).

Transatlantic (1857). (Continued).

The Aberdeen Journal 20th January 1858 reported *“This remarkably fine vessel has been built here by Messrs Walter Hood & Co. expressly for the North American trade and offers a most favourable conveyance for passengers, the accommodation being unrivalled”*.

She started her life trading from Aberdeen to Quebec (Canada) carrying immigrants, and probably returning with timber. In the 1860's, she made many passages from London and Gravesend to Sydney and Melbourne (Australia), her main cargo from Australia was wool.

Ship Name(s)	Transatlantic.
Rig	Ship, 3 masts, 1 deck, a poop deck, a round stern, and a standing bowsprit.
Launch Date	May 1857.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, William Henderson, Aberdeen, and Stephen Thompson, No. 12, St. Helens Place, London, all ship-owners, (40 jointly). Alexander Nicol ship-owner (8), Walter Hood shipbuilder (8) , and James Buyers ship-owner (8) , all Aberdeen.
Registered Port	Aberdeen. Official Number: 18575.
GRT	614 tons.
Length	153 feet (46.63m).
Breadth	29 feet, 5 inches (8.97m).
Depth	17 feet, 9 inches (5.41m).
Construction	Wood, with copper sheathed hull.
Figurehead	Male bust.
Classification	Lloyds Register of Shipping. Class 8A1.
Other information	1876: rebuilt and rigged as a barque, and owned by J. L. Ugland of Arendal, Norway. 1890: owned by Joh. Kløcker, Arendal, Norway.
Date Scrapped / Lost	15 th October 1899: when bound to Stettin, Germany (Szczecin, Poland), from Mobile, Alabama, USA, she foundered in the Atlantic Ocean.