

2023-v1

**RENNIE, SHIPBUILDERS,
FOOTDEE, ABERDEEN,
C1825 TO 1834.**



STANLEY BRUCE

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Courtesy of Bruce Rennie.

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

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

I can be contacted at bardofthebroch@yahoo.com

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

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SHIPBUILDERS,
FOOTDEE,
ABERDEEN,
c1825 TO 1834.**

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2023.**

First electronic edition.

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Please treat all dimensions as approximate.

**RENNIE,
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ABERDEEN,
c1825 TO 1834.**

BY

STANLEY BRUCE

PREFACE

You would have thought that if a member of the family had been a well-known ship builder/naval architect who had built ships to rival the **Cutty Sark**, it would have been a part of family legend. It was not. It was not until I had the time and patience to do research into my Scottish family that I came across my connection with this remarkable man, **William Rennie**. And further, I had the good fortune that it led me to the achievements of **Stanley Bruce** and his extensive and fascinating examination of the roots of the Aberdeen shipbuilding industry.

The history of the Rennie family has been difficult to find and, to some degree, the parentage and background of **William Rennie** (the subject of this book) is a matter of conjecture. I have not managed to find a proper record of his birth (c.1803/4). Evidence from his sister Elizabeth's marriage record suggests the family were Dissenters and therefore records are particularly difficult to track down.

William was named after his father who had been born in 1769, probably in Peterhead. **William Rennie Senior** came to Aberdeen as a young man and may have been married in the church at Footdee in 1793. But the first definitive record we have of him is in the Aberdeen Post Office records, where he is listed as a shipbuilder in Aberdeen (in Footdee) in 1824. It seems clear to me that histories (not **Stanley Bruce's** of course) that provide such a lot of detail on **William Rennie, 'Naval Architect'**, almost certainly confuse some details about **William Rennie Senior** with his much better-known son.

Having moved from Footdee to Waterloo Quay in 1825, **Rennie Senior's** business was dissolved in 1829. By that time, he would have been about 60 years old, so it is perhaps surprising that in 1832, he set up a new ship building business at Waterloo Quay, with his son **William**. Of course, it may be that **William Junior** had always worked for his father and had simply not had his name "on the brass plate" as they say. **William Senior** had another son, **Andrew**, who had his own boat building business in Black's Houses, York Street. It remains a matter of conjecture as to why there were two separate businesses. Certainly, **Andrew's** business, appears to have been fairly insignificant and, in 1838, when his brother **William** went to join **Joseph Cunard** in Canada, **Andrew** and his wife followed him there barely a year later. After this, the **Rennie** family's shipbuilding interests ceased in Aberdeen, but **William's** shipbuilding career was really only just getting going.

Between 1838 and 1846 **William** was **architect** and **master builder** for **Joseph Cunard and Co.** in the Bathurst & Chatham area of Miramichi, New Brunswick, Canada. Some records suggest that **William** designed and oversaw the construction of over 50 ships in the 12-year period he worked in New Brunswick.

On his return from Canada, he went to live in Liverpool where he set up house with his ageing father William and his eldest, widowed, sister Elizabeth and her daughter. He established a ship building company in Liverpool called **Rennie, Johnson and Rankine**. Among the ships he designed and built with **Rennie and Company** were

the '**Sappho**' (359 tons) and the '**Fiery Cross**' (689 tons). Both these Clipper Ships set speed records but, despite this, his shipyard went bankrupt in January 1855. Fortunately, full protection was awarded to the bankrupts and first class certificates were issued to **Rennie** and **Rankine** enabling them to restart trading as soon as they could.

Sometime during the next ten years, **William**, his widowed elder sister, Elizabeth and her daughter moved to London and lived in Bow. In the 1861 census, William described himself as a '**Naval Architect**' rather than a shipbuilder. This did not mean he worked for the British Navy. It was a term applied to designers of large ships, suggesting that possibly he had had quite enough of the financial risks associated with building them. From 1860 to 1887 he was based in the King and Queen Dock (formerly known as the King and Queen Lower Yard) where he specialised in the design of fast clippers. The ships (mainly built elsewhere - either in Liverpool, Clydebank or Aberdeen) include '**Norman Court**', '**Ariel**', '**John R Worcester**', '**Black Prince**', '**Sea King**' and '**Fiery Cross II**'. Sadly, all of them had been retired (or had sunk) before the end of the century.*

William never married. He died in 1886 in London. He was the brother of my Great, Great Grandfather Andrew Rennie who continued working in Liverpool as a **Ship Carver** and died there in 1880. I am the last surviving member of the family to carry the Rennie name.

One of the mysteries that I have been unable to unravel is how the son of an apparently small-time boat builder received the education and training to become a designer and engineer of some of the fastest sailing ships in the world?

Bruce Rennie,
April 2023.

**Norman Court (built by A & J Inglis of Glasgow in 1869, 836 tons and 197 feet long), later converted to a barque. Driven ashore & wrecked near Anglesey in 1883. Ariel (built by R Steele & Co. of Greenock in 1865, 853 tons and 197 feet long) lost without trace in 1872. John R Worcester (built in Port Glasgow in 1865, 844 tons and 191 feet long) was eventually dismantled in Naples in 1896 and hulked at Montevideo in 1902. Black Prince, sister ship to the 'Norman Court' (built by A. Hall & Co. in 1863, 750 tons and 183 feet long) eventually lost in the Java Sea. Sea King (built by A Stephen & Son of Glasgow in 1863, 1018 tons, 222 feet long) was later renamed the 'Shenandoa' after being sold to the Americans and equipped with guns. Fiery Cross II (built by Chaloner of Liverpool in 1860, 695 tons and 185 feet long) sold to the Norwegians in 1889-90. Fiery Cross I (completed building by T Vernon in 1855 after the bankruptcy of Rennie, Johnson & Rankine of Liverpool, 686 tons and 174 feet long) wrecked in 1859-60 in the China Sea.*

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Introduction.

The aim of this book is to highlight and record the vessels built by **William Rennie & Co.** and his sons, **William Rennie Junior** and **Andrew Rennie**, all shipbuilders in their own right formerly located at Footdee, Aberdeen, and make this part of Aberdeen's history available to a wider audience.



It is thought that **William Rennie Senior** (b.c1769) served his apprenticeship in an Aberdeen shipyard, which one I can't confirm. Most shipbuilding apprentices at this period started, I believe, their six-year apprenticeship aged 14-years; for **William Rennie Senior** that probably means he started work c1783. Aberdeen shipbuilders of that period included **Cochar & Gibbon**, and **William Stephen & Co.**, so it's possible he worked for one of these two. (On his marriage certificate dated 1793 he is described as a sailor, so he may have spent some time at sea).

William Rennie Senior, like the other shipbuilders of this period lived within walking distance of his shipyard. In 1831 / 1832, he, and his sons **William Rennie Junior**, and **Andrew Rennie** all lived at No. 4 Wellington Street, Footdee.

Vessels built in Aberdeen by the **Rennie's**, were relatively small, all built of wood. The '**Eagle**' (64 tons) built in 1799 is said to have been built by a **Rennie**. **William Rennie Senior** would have been aged thirty-years, so it is possible he built her. The '**Mary**' (26 tons) and '**Marys**' (16 tons) both built in 1819 are both said to have been built by a **Rennie**. Perhaps **William Rennie Senior** built them. This I could not confirm.

Circa 1825 **William Rennie Senior** took on a lease of a Footdee shipyard, however it was a relatively small one with a small workforce. The vessels were all built from wood, and clinker or carvel built.

William Rennie Junior (b.c1803 to 1886) may not have built any celebrated vessels in Aberdeen, however it was in Aberdeen that he learned his trade and he took what he learned first to Canada, then to Liverpool, and then to London. In these places he designed some of the finest ships of the period. The Liverpool Albion newspaper (7th April 1856) in connection with an article in the Melbourne Herald, Australia regarding the '**Fiery Cross**' (686 tons NM), described **William Rennie Junior** as "*...the finest marine draughtsman in England*". The article also reported that the '**Fiery Cross's**' best days work was when she sailed 323 miles in 24-hours, an average of 13.46 knots per hour.

Well-known author of ship books, David R. MacGregor, wrote in his book titled 'Fast Sailing Ships': "*Perhaps no other naval architect is better known for his clipper ship designs than is **William Rennie***". MacGregor is of course referring to work done by **William Rennie Junior** after he left Aberdeen and was practicing as a consultant

naval architect in England. In Appendix D you will find a list of vessels designed by **William Rennie Junior**. This list was prepared from scratch and includes all the vessels I found, however it is probably not a complete list.

Louise Manny in her book 'Ships of Miramichi' states that **William Rennie's** reputation as a naval architect was "*second to none on the Miramichi*" in the 1840's. "*A tasteful and skilful artist, his designs helped to raise the character and value of New Brunswick vessels in the British market. For beauty of model and style of workmanship, as well as for speed.*" In Appendix C, I have listed all the vessels that I could find that were built at Chatham, New Brunswick by **Joseph Cunard's** shipyard during the years **William Rennie Junior** worked there, again perhaps not the complete list.

17th August 1863, **A. Stephen & Sons**, Kelvinhaugh launched the steamer '**Sea King**' (1,018 tons). She was designed by **William Rennie Junior**, and was the first steamer specially constructed for the China tea trade to compete with the clipper ships. This was six years before the Suez Canal opened, so steamers like the clippers at this date still had to sail around the Cape of Good Hope.

Out of all the vessels mentioned in this book designed by **William Rennie Junior**, to my mind the 3-masted clipper ship the '**Fiery Cross II**' (689 tons) launched by **Chaloner, Hart and Sinnott**, Liverpool 13th December 1860, is perhaps the most celebrated. She was the first vessel home from China with a cargo of tea in 1861, 1862, 1863 and 1865. In 1866, she is recorded to have made 318 miles in 24 hours, an average of 13.25 knots per hour, almost as fast as her predecessor '**Fiery Cross**' (686 tons). David R. Macgregor in his book 'The Tea Clippers' tells us that she was the fastest and most successful ship in the 1860's. She, of course, preceded the celebrated Aberdeen built '**Thermopylae**' (991 tons) and the Dumbarton built '**Cutty Sark**' (963 tons).

The first '**Fiery Cross**' (686 tons NM) launched in 1855, was also designed by **William Rennie Junior**. She was partly-built by **Rennie, Johnson & Rankine**, Liverpool and finished off by Thomas Vernon when **Rennie, Johnson & Rankine** went bust. She was wrecked in the South China Sea on an uncharted reef 4th March 1860, this reef was then named the 'Fiery Cross Reef'. An article in the Liverpool Albion 8th April 1856 stated that "*The lines of this magnificent vessel are by **Mr Rennie**, of Liverpool, celebrated as the finest marine draughtsman in England.*"

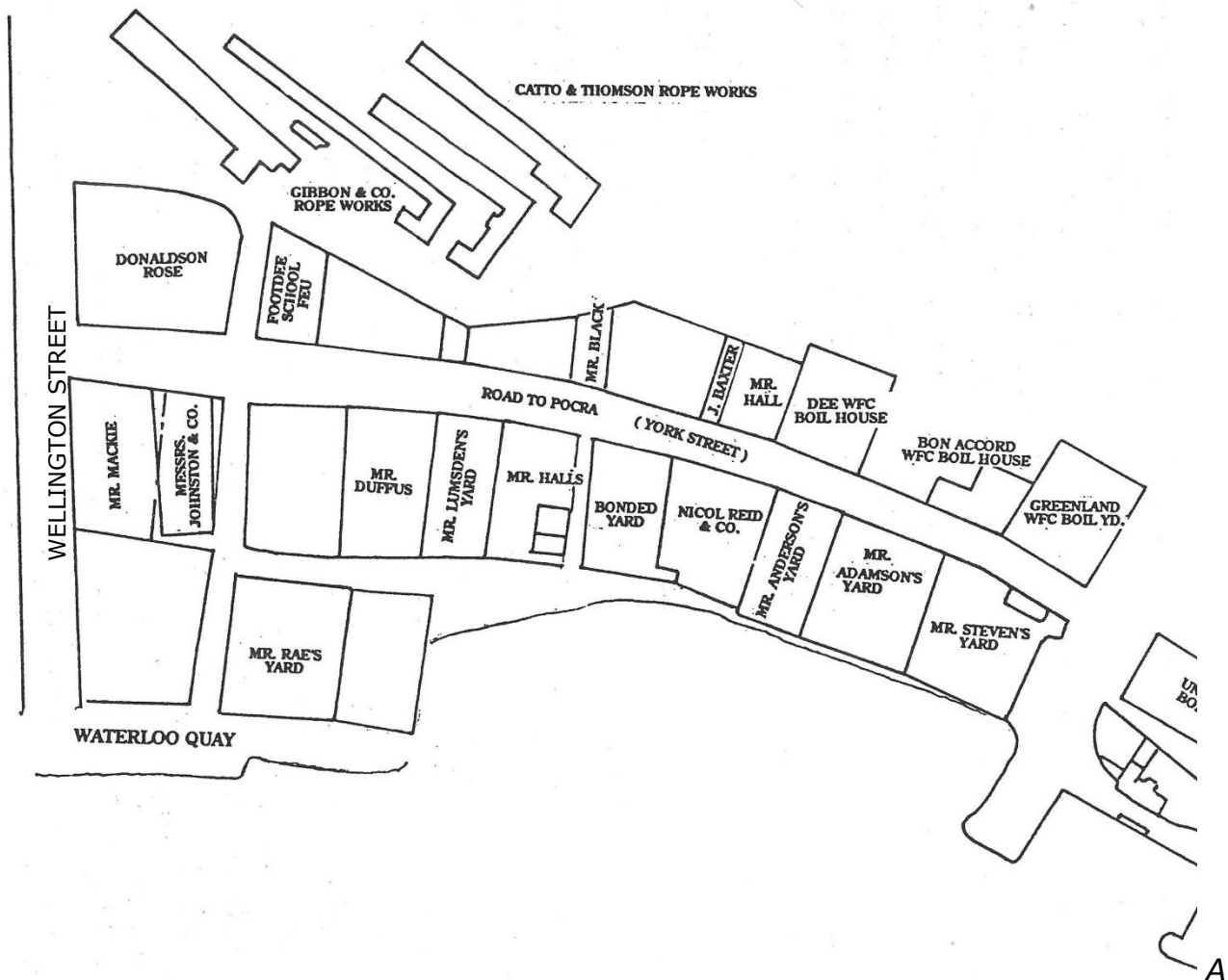
The '**Fiery Cross II**' may not have won the Great Tea Race of 1866, she came in fourth, however another of **William Rennie's** almost did, that was the '**Ariel**' (853 tons) who was beaten to the post by the '**Taeping**' (767 tons) by a mere 20 minutes. The race was so closely fought that "*discussion followed as to which ship was entitled to the premium of ten shillings a ton and which captain to the special prize of £100, and it was finally decided to divide both rewards.*"¹⁰

Unfortunately, there isn't much information in the local press about the vessels built by the **Rennies** in Aberdeen. I guess that since their vessels were much smaller than the vessels built by their neighbour **Alexander Hall & Co.**, they attracted less attention. However, I have pieced together a list from scratch, and given as many details about each vessel as possible.

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

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

Footdee Shipyards in 1820.



*Feuing plan of the Footdee Shipyards, 1820.
(Adapted from The Villages of Aberdeen – Footdee, by Diane Morgan).*

William Rennie & Co.'s shipyard is not named in the above map, because I believe it didn't exist in 1820, however if it was on York Street it is likely to have been the former shipyard of **Mr Anderson** which became vacant c1825.

Waterside Yards From 1820 Feuing Plan.

Name	Company	Information
Mr Duffus	John Duffus & Co.	Built vessels from 1826 to 1845.
Mr Lumsden	John Lumsden.	Timber merchant.
Mr Hall's	Alexander Hall & Co.	Built vessels from 1811 to 1957.
Bonded yard	Unknown.	Area where goods subject to duty can be stored, without paying duty.
Nicol, Reid & Co.	Nicol, Reid & Co. (Later Reid & Co.)	Built vessels from c1790 to c1841.
Mr Anderson's	James Anderson.	Built vessels from c1811 to c1820.
	Alexander Anderson.	Built vessels from c1820 to c1825.
Mr Adamson's	John Adamson & Co.	Built vessels from c1811 to c1829.
Mr Steven's	William Steven & Co.	Built vessels from c1793 to 1828.
	Alexander Steven & Co.	Built vessels from 1828 to 1830.
Mr Rae's	John Rae.	Timber merchant, who also built some vessels c1802.

Abbreviations.

GRT	Gross registered tonnage.
LRS	Lloyds Register of Shipping.
F&YM	Felt and Yellow Metal.
NM	New measurement with reference to tonnage.
OM	Old measurement with reference to tonnage.
SS	Steamship.

William Rennie & Co., Shipbuilder, Footdee, Aberdeen.**Aberdeen Post Office Directories.**

The following information was found in the directories as dated:

Date	Entry
1824 / 1825	William Rennie Senior , <u>boat-builder</u> , Footdee.
1825 / 1828	William Rennie Senior , shipbuilder, home address Waterloo Quay.
1829 / 1830	William Rennie Senior , shipbuilder, home address 67 Waterloo Quay.
1831 / 1834	William Rennie Senior , shipbuilder, home address No. 4 Wellington Street, Footdee.
1831 / 1836	William Rennie Junior , shipbuilder, home address No. 4, Wellington Street, Footdee.
1835 / 1836	Andrew Rennie , boat-builder Black's Houses, York Street.
1837 / 1838	William Rennie , boat-builder, York Street.

A Comparison of Vessels Built by the Rennie's in Aberdeen.

Vessels built by the **Rennie's** in Aberdeen ranged from a mere 15 tons GRT to a significant 192.5 tons GRT. Ranging in length from 33'6" (10.21m) to 75'6" (23.01m).

Vessel Type	Smallest Tonnage	Largest Tonnage	Smallest length	Largest Length
Brigantine	Agenoria 122 tons	Pilgrim 170 tons	Agenoria 69'9"	Pilgrim 75'6"
Hermaphrodite	Plough 86 tons	Water Witch 192.5 tons	Barbara 60' (18.29m)	Betsy 74' (22.56m)
Schooner	Favourite 86 tons	James 119 tons	Favourite 61'2" (18.64m)	James 67'3" (20.50m)
Smack	Ann Littlejohn 55 tons	Florence 128 tons	Eagle 55' (16.76m)	Florence 66'2" (20.17m)
Sloop	Mary 26 tons	Mary 26 tons	Mary 38' (11.58m)	Mary 38' (11.58m)
Lugger	Good Intent 15 tons	Prosperity 22.5 tons	Good Intent 33'6" (10.21m)	Industry 36'11" (11.25m)

Typical Ship Rigs.

The following are brief descriptions of the vessel rigs mentioned in this book:

Rig	Description
Barque	A sailing ship, with three to five masts, in which the foremast and mainmast are square-rigged, and the mizzenmast is rigged fore and aft.
Brig	A two-masted square-rigged sailing vessel, typically having an additional lower fore-and-aft sail on the gaff and a boom to the mainmast. (Early 18 th century abbreviation of brigantine).
Brigantine	A two-masted sailing vessel, square-rigged on the foremast and having a fore-and-aft mainsail with square upper sails.
Cutter	A small single or 2-masted single deck vessel designed for speed rather than capacity. Gaff-rigged, with two or more headsails and often a bowsprit, with a mast sometimes set farther back than on a sloop.
Hermaphrodite	A 2-masted rig using square sails on the foremast, and fore and aft triangular sails on the mainmast.
Lugger	A small sailing vessel with lug sails set on two or more masts. A Fifie herring drifter such as the 'Reaper' (61 tons) FR958 built by J. & G. Forbes, Sandhaven in 1901 is a typical example.
Schooner	A sailing vessel with at least two masts, and as much as seven masts, usually with the mainmast taller than the foremast.
Ship	A sailing vessel having three to five square-rigged masts.
Sloop	A vessel with one mast and a bowsprit, which carries a fore-and-aft mainsail and jib, which, being set on the forestay, is called the foresail.
Smack	A traditional fishing boat having one or two masts sloop-rigged, used in coasting, and fishing along the coast of Britain.
Steamer/Steamship	Vessel driven by a steam engine. Often written with 'SS' before the ship name to signify steamship.
Topsail Schooner	A sailing vessel with 2 masts. The foremast has square sails above the foresail, and the main-mast is fore and aft rigged like an after-mast of a brigantine

Construction Materials.

In Aberdeen and elsewhere in the UK during this period, the major shipbuilders building sailing vessels were using quality timbers such as East India Teak, and Oak. These were exceptionally good timbers for ship construction and vessels constructed of these hard-wood timbers received a high classification from Lloyds Register of Shipping. However in Canada it was common practice to use soft wood such as Hackmatack.

Hackmatack, being a soft wood similar to larch, was readily available in Canada and much cheaper than the timber used for shipbuilding in the UK. Vessels built of this timber achieved a lower classification by Lloyds Register of Shipping, simply because the timber was not expected to last as long as a hard-wood timber.

During my research I found that the timber used by the **Rennies** in Aberdeen were oak, fir, pine and some elm.

I did not establish exactly where the timber used had come from; the oak could have been from local or English sources and also probably from the Baltic. Fir was probably sourced locally, and the pine probably came from Canada. Many of the vessels from Aberdeen carried herring to the Baltic and returned with Baltic oak. Vessels traded to Canada, carrying emigrants outward bound and returning with Canadian pine. Elm, used in lesser quantities, probably came from England.

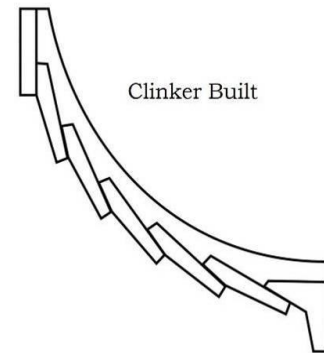
Many of the vessels had their hulls sheathed in copper or felt and yellow metal (F&YM) as it was later known. This was dependent on where the vessels intended to trade. The F&YM protected the hull from shipworm (Teredo worm) which was more prevalent in temperate salt waters. I say salt water because the worms die if left in fresh water.

An interesting fact is that Teredo shipworms, are not actually worms. They are long reddish-grey saltwater molluscs that can grow up to one inch in diameter and up to three feet long.

Clinker-Built.

On clinker-built hulls the frames are erected first then the hull planks are laid on the frames and fitted overlapping the adjacent plank to form the hull - starting at the keel and working upwards. This build method can only be used for relatively small vessels and boats.

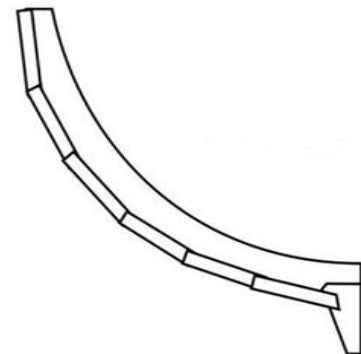
Also sometimes referred to as clench-built.



Clinker Construction.

Carvel-Built.

Most of the vessels built by the three **Rennies** in Footdee, Aberdeen, were built of wood and carvel built. This means their hull planks were fitted aside one another, edge to edge, not over-lapping as in a clinker-built vessel. The gap between the planks was then caulked by hammering oakum (recycled rope fibres) or caulking cotton into the gaps between the planks. Older methods involved covering this with tar. When the vessel enters the water, the fibres expand and contribute to the watertightness of the hull.



Carvel Construction.

Ship Classification.

At this period classification symbols used by Lloyds Register of Shipping were as follows: For the hull - A, Æ, E & I. (With A being the highest and I the lowest). For equipment - 1 & 2. (With 1 being the highest). From 1834 these were preceded by the number of years that Class could be held. As an example, the barques '**Ann**' (Built in 1839) and '**Joseph Cunard**' (Built in 1839), both built by **Joseph Cunard & Co.**, Miramichi, New Brunswick, Canada and overseen by **William Rennie & Co.** had symbols of classification as 4A1. Meaning Class could be held for 4-years. The hull symbol 'A' is the highest hull symbol. The equipment symbol '1' is the highest equipment symbol, however 4-years is relatively low simply because of the quality of timber used.

For more information on Classification symbols see LR Foundation Infosheet No. 42 'Classification Symbols' (15 pages) which can be found in the 'Archive and Library' tab on www.hec.lrfoundation.org.uk

Timeline

c1769: William Rennie Senior was born in Peterhead. (He was christened in the Episcopal Church, 16th January 1769).

1793, 13th January: William Rennie Senior (Described as a sailor on the wedding record, so there is an element of doubt whether this is the correct man) married Elizabeth Williamson, daughter of John Williamson, mason in Udney (Udny), in the church at Footdee, the ceremony was performed by the Rev. John Thomson.

1799: A wooden-hulled smack named '**Eagle**' (64 tons), 55 feet long, 16 feet breadth and 9 feet depth, was built in Aberdeen. The Aberdeenships website says it was built by **Rennie**. I could neither confirm or unconfirm. It is possible **William Rennie Senior** (aged 30-years) built her, perhaps out-with the Footdee shipyards.

1803: William Rennie Junior (d.1886) was born in Aberdeen. It's probably safe to assume that **William Rennie Junior** served his apprenticeship in his father's shipyard or another local yard. He may have perhaps had some instruction in ship draughting out-with the yard. I have seen this carried out for other shipbuilders such as **William Stephen** (1759 to 1838) who was trained by **James Cochar** (d.1793) of **Cochar & Gibbon** shipbuilders, Footdee, Aberdeen, and **Charles Mitchell** (1820 to 1895), trained by **John H. S. Coutts**. Later **Charles Mitchell** trained **Andrew Leslie** (1818 to 1894) in draughting.

(The **Stephen / Cochar** agreement can be seen in my **Stephen's** shipbuilder's book).

1810: Andrew Rennie (d. 1880) son of **William Rennie Senior** was born in Aberdeen.

1819: Two vessels were built in Aberdeen; a sloop named '**Mary**' (26 tons) 38 feet long, and another vessel named '**Marys**' (16 tons) 34 feet, 1 inch long, these are both thought to have been built by a **Rennie**, I have included them, but I could not confirm were definitely built by **William Rennie Senior**.


c1825: William Rennie Senior established a shipyard at Footdee, Aberdeen.

1828, 12th June: William Rennie Senior's daughter Elizabeth (Betsy) married **William Simpson** a **carpenter** in the bride's father's house in Old Machar, Aberdeen.

1829, 21st January: The Aberdeen Press and Journal published the following advertisement for a vessel for sale:

NEW VESSELS FOR SALE.

To be Sold by private bargain,



TWO New VESSELS, faithfully built, and of the best materials, each measuring about 90 Register Tons, now on the Stocks in the Yard of Messrs Wm. Rennie & Co. on the Inches of Aberdeen. They are handsome models, and will carry large Cargoes for their tonnage. Apply to the said Wm. Rennie & Co.

Or to **ALEX. FORBES,**
25, Marischal Street.

Aberdeen, Jan. 20, 1829.

This advertisement gives **William Rennie Senior's** shipyard address as "on the Inches". The Inches is the area at the south end of the Upper Dock not Footdee. This is the only reference to **William Rennie** being on the Inches, so I'm inclined to think it was written in error. (There was a shipbuilder on the Inches at this period called **James Thornton**, (in business from c1819 to c1828).

The two vessels in the advertisement are probably the schooner '**Isabella Anderson**' (90 tons) and the Hermaphrodite '**Barbara**' (90 tons).

1829, 18th April: The business of **William Rennie & Co.** shipbuilders was dissolved by mutual consent. The following notice was advertised in the Aberdeen Press and Journal - Wednesday 22nd April 1829.

ABERDEEN, April 18, 1829.

THE Business carried on here under the firm of **WILLIAM RENNIE & COMPANY**, Shipbuilders in Aberdeen, was this day **DISSOLVED** by mutual consent.

<p>JAMES NICOL, Witness. GEO. GRANT, Witness.</p>	<p>Wm. RENNIE. ALEX. ADAM. JOHN HECTOR. JAMES HECTOR.</p>
---	---

William Rennie Senior. – shipbuilder.

Alexander Adam – Shoemaker.

John Hector - Salmon boiler.

James Hector - Salmon fisher.


At this date **William Rennie Senior** was 60-years old, it seems likely that he retired, and **William Rennie Junior** took over the shipyard.

1829, 22nd April: The Aberdeen Press and Journal published the following advertisement:

ON THURSDAY.

NEW VESSELS FOR SALE.

To be sold, by public roup, within the Lemon Tree Tavern of Aberdeen, on Thursday the 23d day of April curt. at 2 o'clock afternoon,



TWO NEW VESSELS, built of the best materials, each measuring about ninety register tons, lying in the Harbour of Aberdeen, opposite the Building-yard of Wm. Rennie & Son. They are handsome models; and will carry large cargoes for their tonnage.---For further particulars, apply to Alex. Forbes, Esq. Marischal Street; or James Nicol, advocate, Adelphi.

Aberdeen, April 6, 1829.

These two vessels are probably the schooner 'Isabella Anderson' (90 tons) and the Hermaphrodite 'Barbara' (90 tons). Mentioned earlier 'on the stocks' Jan. 1829.

1830, 14th April: The Aberdeen Press and Journal published the following advertisement regarding the smack 'Fame' lying in the yard of William Rennie & Son, Footdee.

SMACK FOR SALE.

There will be exposed for sale, by public roup, within the Lemon Tree Tavern, Aberdeen, on Friday the 23d day of April curt., at six o'clock P.M., (if not previously disposed of by private bargain,)



All and Whole the SMACK
F A M E, of FINDHORN,
119 83-94th Tons Register,
Lately stranded near Black Dog, and present-
ly lying in the Building Yard of Messrs.
William Rennie & Son, at Footdee, Aberdeen.

The FAME has undergone very great repairs within the last few years, and is a strong substantial vessel; and having sustained but little damage from the stranding, she may be completely repaired for a trifling sum. To insure a Sale, the Subscriber has been authorised to put the Vessel up at the small sum of *Two Hundred and Fifty Pounds*.

For Inventory and particulars, apply to
ARTHUR THOMSON,
Ship and Insurance Broker, and Agent
to Lloyd's, at Aberdeen.

11, Union Buildings, April 6, 1830.

1833: Andrew Rennie, son of **William Rennie Senior** (b.c1769), built a small lugger named '**Prosperity**' (22 tons).

1834, 9th July: The Aberdeen Press and Journal published the following advertisement:

BUILDING YARD.
To be Let,
THAT BUILDING YARD at FOOTDEE, presently occupied by
William Rennie, Jun. Ship-builder.—Entry immediately.
Apply to Alexander Macdonald, Advocate.
Aberdeen, July 1, 1834.

We can see from the above advertisement that **William Rennie Junior** had given up his lease of the Footdee shipyard. A few months later notice of his bankruptcy was given.

1834, 8th October: The Aberdeen Press and Journal published the following notice:

NOTICE
*To the Debtors and Creditors of WILLIAM RENNIE, Jun.
Shipbuilder in Aberdeen.*

THE said WILLIAM RENNIE having granted a Trust Disposition for behoof of his Creditors, those having Claims on his Estate, are requested to lodge the same, properly vouched, with Alexander Macdonald, Advocate, 25, Marischal Street, Agent for the Trustees, within ten days from this date; and those Indebted to him, will please make payment of their Accounts, within the same period.
Aberdeen, October 8, 1834.

1835, 25th March: The Aberdeen Press and Journal published an advert for ground to be let as follows:

TO BE LET
GROUND AT FOOTDEE AND PYNERNOOK,
BELONGING TO THE TOWN OF ABERDEEN.

For one year, from Whitsunday first.

1. The different shipbuilding yards at Footdee, lately occupied by Messrs. **Alex. Stephen, William Rennie, John Duffus & Co., Hall & Duthie, and George Levie & Co...."**

c1838: William Rennie Junior was employed as **Master Builder** for **Joseph Cunard & Co.**, Chatham, New Brunswick, Canada.

1839, 29th August: Gore’s Liverpool General Advertiser published the following FOR SALE advertisement of the barque ‘Ann’ (575 tons NM) whose build was overseen by **William Rennie Junior** at the yard of **Joseph Cunard & Co.:**



For SALE,
The very superior copper-fastened new Barque
A N N,
 Burthen per register 575 76-3500th tons new, and
 539 91-94th tons old measurement.

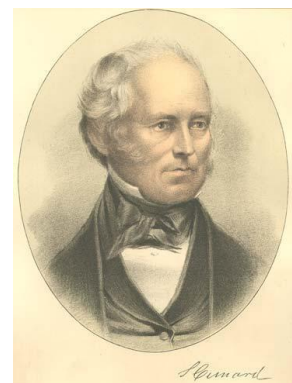
Length of keel	124 feet 6 inches,
Length between the perpendiculars...	130 „ 6 „
Breadth of beam over all	30 „ 0 „
Depth of hold	20 „ 0 „

Built by Messrs. J. **Cunard** and Co. at **Miramichi**, under the inspection of Mr. **William Rennie** whose science as a builder is well known in this country. Her stem, stern-post, and the whole of her frame, including the second foot hooks, breast hooks and stancheons, are all heckmatack; her planking and ceiling are of red pine, wrought narrow, and free from sap; she is well found in stores of the best Liverpool manufacture, and has a roundhouse on deck; carries upwards of 80 loads of timber on 16½ feet water. The heckmatack of which she is composed, workmanship, finish, and model will be found, on inspection, to be superior to that of any colonial built vessel ever offered for sale in this or any other market. An early application is necessary, as if not sold she will be sent to sea immediately: lying on the east side of the Brunswick Dock.—For inventories and other particulars, apply to
ANDERSON, GARROW and Co.

1840: The barque ‘**Lord Seaton**’ (440 tons NM) was built at Miramichi River, New Brunswick in Canada by **Joseph Cunard and Company** (Joseph Cunard 1799 to 1865) and her build was reported as supervised by **William Rennie Junior**.

(**Joseph Cunard** was in partnership with his brother Sir Samuel Cunard (1787 to 1865) the founder of the ‘Cunard Line’).

1840, 23rd November: The Shipping and Mercantile Gazette published the following notice: *“The handsome, new copper-fastened Barque, ‘**Lord Seaton**’; Henry Dixon, Master; 440 tons (N.M.) and 380 tons (O.M.); built by Messrs. **Joseph Cunard and Co.**, Miramichi, under the superintendence of Mr. **Wm. Rennie**, whose models are now so well-known and so generally admired; she is built almost entirely of hackmatack*




Sir Samuel Cunard (1787 to 1865).

or larch, is well finished, and in material model, and workmanship, will be found far superior to the generality of colonial-built vessels; she carries a large cargo on a light draught of water, and will be classified at Lloyd's, if not 6, at least 5 years A1: - length, 114.5 feet; breadth 24.5 feet; depth 18.5 feet, lying in the West India Docks. For inventories and further particulars apply to Messrs. Anderson, Garrow, and Co., Liverpool; or here to CUNARD, INGRAM, and Co., 4, New Broad Street."

Hackmatack – a soft wood which is an American variation of larch.

1841: The brig, 'Mayflower' (247 tons O.M.) was built by **Joseph Cunard**, Chatham, Miramichi River, New Brunswick in Canada, and her build supervised by **William Rennie Junior**. In May 1842, she was bought by George Thompson Junior (Aberdeen White Star Line). Her hull was made hackmatack and larch, relatively soft wood if compared to oak or East Indian teak. On a voyage from Valparaiso to Swansea in January 1843 with a cargo of copper ore, it is reported that two-days out she had so many leaks that she was forced to turn back to harbour, and she spent almost 3-months in harbour undergoing repairs.

1841, 31st August: The Shipping and Mercantile Gazette published the following notice for sale of the barque 'Medina' (378 tons NM):



THE beautiful Barque MEDINA, 378
 2863-3500 tons N. M., and 352 tons O. M. :—Length, 110 feet; breadth, 23 7-10ths feet; depth, 18 1-10 feet.
 Also, the handsome Brig LIMA, 203 2957-3500 tons N M.. and 201 96-94 O. M. :—Length, 86 9-10 feet; breadth, 20 4-10 feet; depth, 13 7-10 feet.
 These vessels were built by Messrs. Joseph Cunard and Co.. at Miramichi, under the superintendance of Mr. William Rennie, whose models are now so well known and so universally admired. They are built almost entirely of heckmatack or larch; copper-fastened, well finished with figure-heads, and will be found on inspection far superior to the general run of colonial ships. They are well adapted for any trade their size may suit, and carry large cargoes on a light draught of water. Now lying in the West India South Dock.
 For inventories and further particulars apply to Messrs. Anderson, Garrow, and Co., Merchants, Liverpool; to **CUNARD, INGRAM, and Co., Merchants,**
 4, New Broad-street; or to
CHARLES WALTON, Newman's-court, Cornhill,
 (One interest.)

1841, 9th December: Gore's Liverpool General Advertiser published three advertisements for sale as follows: *"The handsome new barque 'MEDINA', 378 tons N.M. and 352 tons O.M., length 110 feet, breadth 23.7 feet, depth 18.1 feet; built by Messrs. Jos. Cunard and Co. at Miramichi, under the superintendence of Mr. William Rennie, whose models are so well known and so universally admired. She is built almost entirely of hackmatack, is well finished, copper fastened, and for materials and model will be found far superior to the generality of colonial vessels. She carries a large cargo on a light draft of water. Now lying in the West India South Dock. Apply to Messrs. CUNARD, INGRAM and Co. 4, New Broad-street, London."*

"The fine new Colonial-built Brig 'MAYFLOWER', 247 tons O.M. 279 tons N.M. built at Miramichi, by Messrs J. Cunard and Co. under the superintendence of Mr. W. Rennie, chiefly of hackmatack, copper fastened, sails fast, and carries a large cargo on a light draft of water. Will be found on inspection a very superior craft. – Apply to GEORGE THOMPSON, Jun. Esq. Aberdeen."

"The handsome copper fastened Brig 'LIMA', 203 tons N.M. 201 tons O.M. built at Miramichi, this year, by Messrs. Jos. Cunard and Co. under the superintendence of a shipbuilder from Scotland, almost entirely of hackmatack. Apply to Messrs. John Drayden and Co. Leith." Another advertisement 23rd December 1841 confirmed the Scottish shipbuilder was **Mr William Rennie**.

1844: The 3-masted barque 'Sword Fish' (341 tons), that had her build supervised by **William Rennie Junior** was launched at **Joseph Cunard's** yard, Chatham, New Brunswick. She was built for the Liverpool / Brazil trade and made the passage from Liverpool to Pernambuco in 25-days, the quickest passage on record at the time.

1846, 19th February: Gore's Liverpool General Advertiser reported as follows: *"For SALE. The remarkably fine new ship 'Cambria'; now lying in the Brunswick Dock; burthen 582 tons N.M. and 498 tons O.M. Length 124.4 feet, breadth 26.6 feet, depth 19.4 feet. This very superior vessel was built at Miramichi, under superintendence of Mr. William Rennie of hackmatack, and launched in November last; has a poop deck and a topgallant forecastle; is copper fastened, carries a very large cargo, and sails remarkably fast; is worthy the attention of any person requiring a good vessel. – for inventory and further particulars apply to McCalmont Brothers and Co., or D. TONGE and SONS."*

1846: William Rennie Junior supervised the construction of the first steamboat built at Miramichi, she was named 'Velocity' (120 tons) and launched from Cunard's yard.

1846, 23rd September: The Aberdeen Press and Journal reported as follows: *"We are glad to observe from a Miramichi newspaper, that a high tribute of respect has been*

*paid to a townsman of ours, **Mr Rennie** shipbuilder, on his leaving America to return to Great Britain. The office-bearers of the Mechanics' Institute, at Chatham, passed unanimously the following resolution respecting him: - Whereas **Mr William Rennie**, one of the Directors of this Institute, is about to leave Miramichi for Great Britain, after a residence of more than eight years in this community, during which time he has been occupied as a naval architect and inspector, as well to the interest as credit of the province generally, and this section in particular – Therefore Resolved, that a committee of three persons be appointed to prepare an address to **Mr Rennie**, to be signed by the President and Directors of this Institute, expressive of our regret at his intended absence, and hopes for his speedy return. And further resolved, that George Kerr, James A. Pierce, and John M. Johnston, jun., esquires, be such Committee. The address was signed by the office-bearers of the Institute, and presented to **Mr Rennie** on Friday, July 10, in presence of a large number of mechanics, and other inhabitants of the place. To the address **Mr Rennie** made a suitable reply."*

1847, 25th October: The Liverpool Mercantile Gazette and Myer's Weekly Advertiser, published an advertisement offering the barques '**Jenny Lind**' (349 tons), '**Berbice**' (390 tons), '**Sir Harry Smith**' (397 tons), and the '**Essequibo**' (341 tons) for sale. It read "*These fine vessels were launched at Miramichi, in May last; copper fastened, and built of hackmatack, by **Joseph Cunard, Esq.**; will be found, on inspection, of very superior materials, construction and model, fully bearing out the well merited fame of the builder; being entitled to a good classification at Lloyd's, are deserving the special attention of purchasers. – Apply to McCalmont Brothers & Co., Rumford Place, Liverpool."*

This suggests that the vessels that were built at Miramichi were only classified by Lloyd's Register of Shipping after they arrived in the UK.

1847, November: Joseph Cunard, shipbuilder, was declared bankrupt, and hundreds of workers became unemployed. A number of small firms in the area also suffered bankruptcy. Partly, as a result of the failure of Joseph Cunard, the timber trade of the Miramichi area was depressed for many years. However, by the 1850's shipbuilding had revived.

The bankruptcy of **Joseph Cunard** explains why **William Rennie Junior** only a few months earlier had moved to Liverpool, UK, he must have seen this coming.



Joseph Cunard
(1799 to 1865).

Joseph Cunard and his family left Chatham in 1850, also for Liverpool, where he entered the ship commission business. At the time of

Joseph Cunard's death in 1865 his debts were still not all paid off, however by 1871 his family had paid them off.

1848, 19th January: The Aberdeen Press and Journal reported as follows: ***"SHIPPING.*** – *We have had an addition to our local tonnage since our last, in a fine new ship named the "Berbice," 300 tons register, the property of the Messrs Duthie of Footdee. She was built at Miramichi, by Mr Rennie, late of Aberdeen, and is a very handsome looking vessel."*

1848: William Rennie relocated to Liverpool, Lancashire, England, and worked as a freelance naval architect.

1848, 8th June: An advertisement for an iron-hulled vessel for sale in Gore's Liverpool General Advertiser, built by Denny Brothers of Dumbarton, gave **William Rennie**, No. 10, South Castle Street as the selling agent.

c1851: William Rennie joined **James Johnson**, and formed the shipbuilding firm of **Rennie, Johnson & Co.** at the Dingle, Sefton Street, Liverpool.

William Rennie also worked as a freelance Naval Architect, and designed ships that were built in prominent shipyards in Aberdeen, Dundee, Glasgow, Liverpool, London, Troon, Warrington, New Brunswick, Canada, etc. See Appendix C.

1852, 31st December: The shipbuilding partnership of the firm **William Rennie, Johnson & Co.** was dissolved. The following appeared in the local press: ***"NOTICE is hereby given, that the Partnership originally subsisting between the undersigned, William Rennie, James Johnson and John McDowall and Roderick McLeod (since deceased), and Duncan McLachlan (since deceased), and afterwards between the same persons and the undersigned James Wilson, and subsequently after the respective deceases of the said Roderick McLeod, and Duncan McLachlan, subsisting between the undersigned (as surviving partners), in the trade or business of Shipbuilders, carried on at Liverpool, in the county of Lancaster, under the firm of William Rennie, Johnson and Co., was, on the 31st day of December last, dissolved by mutual consent, and that the said business from that date will be carried on under the same firm as before under the superintendence of the said William Rennie, who will pay and receive all debts due to or by the said late firm down to the said date inclusive. - As witness our hands this 15th day of February, 1853.***

Signed: **W. Rennie,** John McDowall,
 James Johnson, James Wilson."

1853: William Rankin joined the firm of **William Rennie, Johnson & Co.** as a partner and the company became known as **Messrs Rennie, Johnson, and Rankin.**

1854: By this date almost 50% of the Liverpool fleet was built in Canada. Timber in Canada was readily available and cheap, and wages were considerably lower than in the UK. The timber used in shipbuilding in Canada at this date was generally soft wood, such as hackmatack or larch that achieved a lower classification by Lloyd's Register of Shipping, typically 4A1 to 6A1. (See Appendix B).

For comparison some other typical timber classifications at this period were as follows:

- 16A1 East India Teak, hardwood.
- 12A1 English Oak, hardwood
- 8A1 North American White Oak, hardwood.

The number preceding A1 is the number of years LRS state that class could be held for. The higher the number of years, the better the quality of the vessel, and the longer the expected lifespan of the vessel.

Most of the celebrated clippers built in Aberdeen using hardwood in the 1850's had typically a LRS classification of > 10A1.

1854, 7th October: The Liverpool Mail reported as follows: ***PROGRESS OF IRON SHIP BUILDING IN LIVERPOOL.*** - *We are glad to observe that another yard has lately been established at the south end of this town, for the building of Iron Ships, by Messrs. Rennie, Johnson, and Rankin. The senior partner is one of the most celebrated draftsmen of the present day, and several ships drafted by him have proved themselves equal in speed to the fastest ships afloat. We would recommend our readers to pay a visit to these gentlemen's yards, where they will now see in course of construction several most beautifully-modelled vessels, equal to any ever built in this or any other country. This day there will be launched one of 350 tons, for the Newfoundland trade, to be followed shortly by one of similar tonnage for the West India trade and to be succeeded by a magnificent clipper of 535 tons for Messrs. Cotesworth, Wynne, and Lyne for the South American trade. This last ship is particularly well worthy of inspection, both as regards model and construction. There is also one building of a tubular form, without ribs, upon an entirely new principle, for the Coal trade, and which scientific men will do well to examine, as marking the improvements that are taking place in naval architecture. In addition to all these, there is a large new steamer, nearly in frame."*

1855, 26th January: The Liverpool shipyard of **Rennie, Johnson, & Rankin** went bust. This was a mere two years since **William Rennie Junior** took it over.

1855, 9th February: The Liverpool Mercury reported as follows: *"On Monday the creditors of Messrs. Rennie, Johnson, and Rankin, iron shipbuilders, took possession*

of the yards, under sufferance of the bankruptcy court, and commenced the completion of some of the ships on the stocks.”

1855, 4th May: The Northern Daily Times reported as follows: **“LIVERPOOL BANKRUPTCY COURT. – YESTERDAY. (BEFORE MR COMMISSIONER STEVENSON.)** *In Re RENNIE AND Co. – The bankrupts, Messrs, Rennie, Johnson, and Rankin, were shipbuilders in this town. This was the certificate meeting. Mr. John Yates, jun., appeared for the assignees; Mr. Harvey, for Mr Rennie; Mr. E. Whitley, for Mr. Johnson, And Mr. Almond, for Mr. Rankin. The balance sheet showed - creditors, £30,005 17s. 11d.; ditto, holding security, £3,648 0s. 8d.; property, £19,025 12s. 4d.: and losses were set down at £10,000 and odd, leaving a deficiency of some £20,000. Mr Yates said, the assignees did not intend to offer any opposition to certificates being granted. They believed that no fraud had been committed, or intended by the bankrupts, and that their insolvency arose solely from want of judgement and skill in the conduct of their business. As to Mr Rankin, he joined the concern in 1853, and brought into it a capital of £1,700. He had originally been a shipmaster, and had amassed, by hard earnings, a fortune of some £6,000 or £7,000. Shortly after becoming a partner, he made settlement of the rest of his fortune. The assignees did not mean to say that he was not justified in making the settlement, but it was now disputed, and if it were set aside, Mr. Rankin would not only lose the sum he had invested as his capital, but also every penny of his whole fortune. Against Mr. Rennie also they had nothing to urge, but they were reluctantly compelled to complain of negligence, on the part of Mr Johnson, in keeping the books. Had they been properly kept, the assignees considered that the bankrupts, seeing their true position, would have stopped at a much earlier period than they had done. As he already said, the assignees believed that the insolvency arose from the bankrupts; general incapacity to conduct their business, and from taking their contracts at a too low figure. Mr. Harvey observed that it should be bore in mind that last year when the bankrupts had large time contracts, and when there was a great demand for workmen, their foreman left them, and caused them much delay and loss in their works. Mr. Whitley observed that many parties had not sent in their accounts until long subsequent to the bankruptcy, and that Mr Johnson had been thus prevented from posting up the books. At present he believed they were all correct. Mr. Almond said that Mr. Rankin had acted bona fide and under the advice of his solicitor, in making the settlement now sought to be set aside. He intended no fraud, conceiving he was justified in making any settlement he pleased of that portion of his property which he had not invested in business. His Honour intimated that he would deliver judgement in the case on Saturday.*

£20,000 in 1855 is equivalent to approx. £1.5 million in 2021.

1855, 31st July: The 3-masted clipper ship '**Fiery Cross**' (686 tons) was launched at the shipyard of **Thomas Vernon**, Liverpool, who had taken over the shipyard lease and the contract to build her after the bankruptcy of **Rennie, Johnson, & Rankin**.

1855, 24th August: The Northern Daily Times reported that the building yard of **Messrs. Rennie, Johnson and Co.** comprised of 2,772 square yards, and that the lease was being transferred on 1st September 1855 to **Messrs Thomas Vernon and Son**, on the same terms as previous, i.e. 1s. 6d. per square yard per annum.

1856, 26th April: The Liverpool Mail published the following advertisement: *"BY ORDER OF THE ASSIGNEES OF **MESSRS. RENNIE, JOHNSON, AND RANKIN, IRON SHIPBUILDERS.** VALUABLE STEAM-ENGINE, MACHINERY, TOOLS, etc., SEFTON-STREET, LIVERPOOL. By Mr. BRANCH, On Friday next, the 2nd of May, at Eleven o'clock, on the Premises, the south end of Sefton-street, THE valuable PLANT, MACHINERY, and other Effects, comprising capital fifteen-horse horizontal steam-engine, by Daglish, of St. Helen's, with boiler, five powerful punching and cutting machines, by Nasmyth, Baker, and others, three drilling machines, by Hulse, bending machine, levelling blocks, plate rollers, sundry shafting, with bevil wheels and pulleys, smiths' hearths, smithy tools, wood and iron cranes, patent fan, angle iron furnace, the fittings-up of brass foundry, including four lathes, with stocks and rests, iron furnace doors, iron, timber, and sundry other effects. To be viewed on Thursday next, the 1st May, when Catalogues may be had from Mr. Fleming, Jordan-street, and Mr. Clay, the Mersey Ironworks, Sefton-street, the Assignees; from Mr. Bird, the Official Assignee, South Castle-street; Mr. John Yates, jun., Solicitor, Fenwick-street; or Mr. Branch, Auctioneer, Hanover-street; and on the Premises."*

By 1857: William Rennie was the Consulting Engineer to the Royal Mail Steam Packet Company. In 1858, the '**Parramatta**' an iron-hulled paddle steamer (3,092 tons) designed by **William Rennie Junior** was built by the **Thames Iron & Shipbuilding Co.**, Blackwall.

1860: William Rennie Junior designed the 3-masted clipper ship '**Fiery Cross II**' (695 tons), which was built by **Chaloner, Hart & Sinnot**, Liverpool for John Campbell, Glasgow. She is described by David R. MacGregor as *"...the most successful China clipper in the years 1861 to 1865"*. She was first home from China with the new tea in the years 1861, 1862, 1863, and 1865.

1860: William Rennie Junior moved to London where he continued to design ships and worked as a marine consultant under the company of **Rennie & Marshall**, at the King and Queen Dock, Rotherhithe. (Home address Railstone Villas, Campbell Road, E).⁷

By 1864: The company of **Rennie & Marshall**, at the King and Queen Dock, Rotherhithe also described themselves as ‘Shipbuilders and Repairers’.

1864, 23rd September: The Glasgow Herald reported as follows *“CHINA CLIPPERS. – A notice appeared in some of the papers that the ‘Fiery Cross’ arrived at Deal on the 18th inst., and the ‘Serica’ at the same place on the 19th inst. The reverse, however, is the case, the ‘Serica’ being the first ship at Deal, beating the ‘Fiery Cross’ by five days, calculated from their respective dates of sailing. The latter ship has, for some years past, been the successful competitor in the run home from China, bringing the first new teas of the season into the market. The ‘Serica’ now holds the prize. This vessel was built last year by Messrs. Robert Steele & Co., of Greenock. The ‘Fiery Cross’ was built by Messrs. Chaloner, of Liverpool, and now yields the palm to the Clyde-built ship.”*

1867, 1st December: The partnership between **William Rennie Junior** and Peter Marshall was dissolved. The following Notice appeared in the local press: *“NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, William Rennie and Peter Marshall, in the business of Naval Architects, Engineers, Shipbuilders, Ship Repairers, and Surveyors, carried on at the Lower King and Queen Dock Yard, Rotherhithe, has been dissolved by mutual consent, as on and from the 1st day of December 1867, all debts due to and owing by the late co-partnership firm will be respectively received and paid by the said Peter Marshall, who will continue to carry on the said business on his own account. – Dated this 20th day of December, 1867.*

W. Rennie.

P. Marshall.

1880, 30th December: Andrew Rennie (b.1810) died in Toxteth, Liverpool.

1886, 9th September: William Rennie Junior (b.c1803) died in Forest Hill, Lewisham, Kent.

Table of Vessels Built by William Rennie & Co., Footdee, Aberdeen.

This table was built up from scratch, based on my research, as I didn't find a builders list, so there could possibly be more to add. As far as I could determine, **William Rennie Senior** didn't have a yard until c1825, however it is possible that he could have built the '**Eagle**' (64 tons), '**Mary**' (26 tons) and '**Marys**' (16 tons) on ground before leasing a yard, as they are all relatively small craft.

Date	Name	Type	Tons	Owner	L x B x D
1799	Eagle	Smack	64	Unknown	55' x 16' x 9'
1819	Mary	Sloop	26	Unknown.	38' x 13'2" x 6'10"
1819	Marys	Unknown	16	Unknown.	34'1" x 10'10" x 4'6"
1825	James	Schooner	119	Various, Aberdeen.	67'3 x 26'5" x 11'7"
1825	Favourite	Schooner	86	Various, Aberdeen.	61'2" x 18'6" x 10'1"
1826	Good Intent	Fishing Lugger	15	Various, Aberdeen.	33'6" x 10'9" x 3'11"
1826	Migvie	Brigantine	146	Various, Aberdeen.	73'10" x 21'7" x 13'1"
1826	Betsy	Hermaphrodite	123	Aberdeen & London Shipping Co.	74' x 20' x 12'
1826	Thetis	Smack	94	Aberdeen & Hull Shipping Co.	63' x 19' x 11'
1827	Ann	Brigantine	133	Various, Aberdeen.	70'9" x 21'1" x 12'
1828	Pilgrim	Brigantine	170	Donaldson Rose, Aberdeen	75'6" x 22'10" x 14'3"
1829	Barbara	Hermaphrodite	90	Various, Aberdeen.	60' x 18'10" x 10'

Table of Vessels Built by William Rennie Junior, Footdee, Aberdeen.

This table was built up from scratch, based on my research as I didn't find a builders list, so there may be more to add.

Date	Name	Type	Tons	Owner	L x B x D
1829	Braemar	Hermaphrodite.	120	Various, Aberdeen.	65'11" x 21' x 12'1"
1829	Industry	Fishing Lugger	21.1	Various, Aberdeen.	36'11" x 12' x 4'6"
1829	Isabella Anderson.	Schooner.	90	Unknown. (She was built speculatively).	Unknown.
1829	Triumph.	Lugger.	20	Various, Aberdeen.	35' x 12'3" x 4'6"
1830	Agenoria.	Brigantine.	122	Unknown.	69'9" x 20'3" x 12'1"
1830	Ann Littlejohn.	Smack.	55	Littlejohn.	Unknown.
1831	Florence.	Smack.	128	Unknown.	66'2" x 21'3" x 11'5"
1831	William.	Hermaphrodite.	92	Unknown.	60'6" x 19' x 10'5"
1832	Victory.	Lugger.	20	Fishermen, Cove.	34'3" x 12'7" x 4'4"
1833	London.	Hermaphrodite.	92	Merchants, Peterhead.	65' x 18'2" x 10'1"
1834	Water Witch.	Hermaphrodite.	192.5	William Kynoch, Aberdeen.	69'6" x 17'4" x 10'1"
1834	Plough.	Hermaphrodite.	86	Various, Aberdeen.	60'7" x 18'3" x 9'10"

L – length

B - breadth

D – depth.

Table of Vessels Built by Andrew Rennie, Footdee, Aberdeen.

This table was built up from scratch, based on my research as I didn't find a builders list, so there may be more to add.

Date	Name	Type	Tons	Owner	L x B x D
1833	Prosperity.	Lugger.	22.5	Fishermen, Cove.	34'5" x 13' x 4'9"

Vessels Built by William Rennie Senior., Footdee, Aberdeen.

William Rennie Senior held a shipyard lease in York Street, Footdee from c1825 to 1829, and during this period built at least nine vessels. He may have built a further three vessels prior to having this lease.

Eagle (1799).

The first vessel I could find that may have been built by a **Rennie** in Aberdeen is the '**Eagle**', however, it is 20-years later before I found another vessel, so perhaps this one isn't by the same **Rennie's**. **William Rennie Senior** was born c1769, making him 30-years old when the '**Eagle**' was built, so it is possible he built her, and I could not find any other shipbuilder who built her, so I've included her here.

She was built as a coaster to carry general cargo and is known to have traded at Aberdeen, Stonehaven, Leith, Liverpool, London, Kings Lynn, Yarmouth, Belfast, Londonderry, and also made passage to Madeira, and Portugal.

1799, 8th April: The Aberdeen Press and Journal reported as follows: *"SAILED April 10... 'Eagle', Allan, for Stonehaven, oats..."*

1799, 13th May: The Aberdeen Press and Journal reported as follows: *"The 'Fortitude', Cowey, with coals for Inverness; and the 'Eagle', Allen, with oats, bound to London, have been captured by a privateer, since retaken, and arrived at Yarmouth."*

4	Bg	A. Allen	64	Ab'rdn	99	D. Taylor	8	LoCoastr	A	1
			SD							5

Extract from Lloyd's Register of Shipping 1799/1800 for the 'Eagle'
'Bg' and 'SD' are abbreviations for brig and single deck. Master A. Allen, 64 tons GRT. 'LoCoastr' – London Coaster, Lloyds Class A1.

Eagle (1799) (Continued).

Vessel Name(s)	Eagle.
Rig	Smack, 1 mast, 1 deck, a square stern, and a running bowsprit.
Launch Date	1799. (Exact date unknown - before 8 th April).
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	D. Taylor. (According to LRS).
Registered Port	Unknown.
GRT	64 tons.
Length	55 feet (16.76m).
Breadth	16 feet (4.88m).
Depth	9 feet (2.74m).
Construction	Wood. Carvel built.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class: A1.
Other information	<p>1799 / 1800: Master A. Allan (or Allen).</p> <p>1800: Described as a brig in LRS.</p> <p>1802 / 1808: Owned by Fraser & Co.</p> <p>1812 / 1815: Described as a Lynn Coaster; owner / master Batterbee.</p> <p>1816 / 1821: Described as a Lynn Coaster; owner / master D. Galley.</p> <p>1821: Master A. McCullum.</p> <p>1823: Master A. McDonald (under Galley); owner McKichan.</p> <p>1824/25: Described as a Leith Coaster.</p> <p>1826: Owner / master McDonnell; described as a Londonderry Coaster.</p> <p>1827: Master McDonald; Owner McKichan; described as a Leith Coaster.</p> <p>1828: Master W. Boyle (under McDonald).</p> <p>1830/31/32/33: Master W. Boyle; owner Morgan & Co.; described as a Liverpool Coaster.</p> <p>1832: Owned by various Peterhead owners including James Levie; her shipmaster was Robert Martin.</p>
Date Scrapped / Lost	Unknown.

Mary (1819).

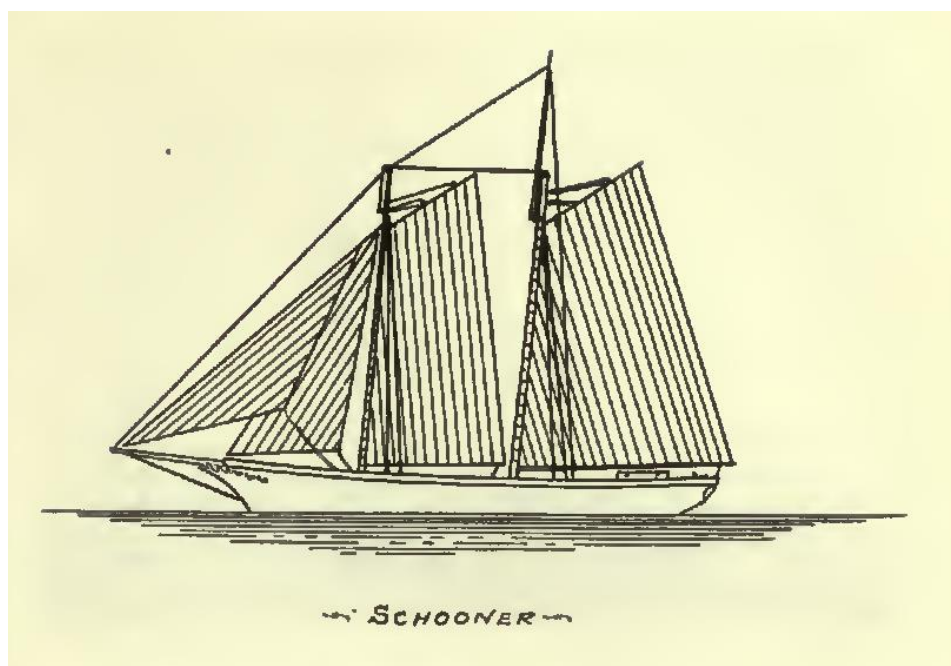
She was a relatively small craft, so may have been built prior to **William Rennie** having a shipyard lease.

Vessel Name(s)	Mary.
Rig	Sloop, one mast.
Launch Date	1819.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Unknown.
Registered Port	Aberdeen.
GRT	26 tons.
Length	38 feet (11.58m).
Breadth	13 feet, 2 inches (4.01m).
Depth	6 feet, 10 inches (2.08m).
Construction	Wood. (Due to her small size, she was probably clinker built).
Figurehead	Unknown.
Classification	Unknown. She was probably not built to class because of her small tonnage.
Other information	--
Date Scrapped / Lost	Unknown.

Marys (1819).

She was a relatively small craft, so may also have been built prior to **William Rennie** having a shipyard lease.

Vessel Name(s)	Marys.
Rig	Unknown.
Launch Date	1819.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Unknown.
Registered Port	Aberdeen.
GRT	16 tons.
Length	34 feet, 1 inch (10.39m).
Breadth	10 feet, 10 inches (3.30m).
Depth	4 feet, 6 inches (1.37m).
Construction	Wood. (Due to her small size, she was probably clinker built).
Figurehead	Unknown.
Classification	Unknown. She was probably not built to class because of her small tonnage.
Other information	--
Date Scrapped / Lost	Unknown.



Schooner rig from Wooden Shipbuilding by C. Desmond (1919).

James (1825).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, London, Bristol, Humber, Newcastle, and Dublin (Ireland).

Vessel Name(s)	James.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	May 1825.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Adam, shoemaker (12), James Hector, salmon boiler (12), and Robert Gibbon, shipmaster (8). Other shareholders: William Rennie, shipbuilder (2) , John Stott, tailor (2), and George Skues, Lieutenant Royal Marines (4), all Aberdeen. William Fettes, salmon fisher (8), John Nesbitt, salmon fisher, Torry (4), and John Hector, salmon fisher, Tugnet, Banffshire, (12).
Registered Port	Aberdeen.
GRT	119 tons.
Length	67 feet, 3 inches (20.50m).
Breadth	26 feet, 5 inches (8.05m).
Depth	11 feet, 7 inches (3.53m).
Construction	Wood. Oak and Pine. Carvel built.
Figurehead	Male bust.
Classification	Lloyd's Register of Shipping. Class: A1.
Other information	1825 / 1826: Master Robert Gibbon. 1826: LRS gives owner as Hector. (See above). 1828 / 1833: Owned by Adams & Co. 1839 / 1844: Owned by Jones, and registered in Dublin, Ireland.
Date Scrapped / Lost	Unknown.

Favourite (1825).

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

Vessel Name(s)	Favourite.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	13 th August 1825.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Adam & Co., Aberdeen. Alexander Adam, shoemaker (20), James Hector, salmon boiler (16), and George Skues, lieutenant Royal Marines (4), all of Aberdeen. Other shareholders: William Fettes, salmon fisher, Nigg, Aberdeen (8), John Hector Junior, salmon fisher, Nigg, Aberdeen (8), and John Hector, salmon fisher, Bellie, Banffshire (8).
Registered Port	Aberdeen.
GRT	86 tons.
Length	61 feet, 2 inches. (18.64m)
Breadth	18 feet, 6 inches. (5.64m).
Depth	10 feet, 1 inch. (3.07m).
Construction	Wood. Fir, with iron bolts. Carvel built.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class A1.
Other information	1825 / 1833: Owned by Adam & Co., Aberdeen. 1827 / 1828: John Leslie was shipmaster. December 1834: Owned by Robert Sangster, mariner, Aberdeen.
Date Scrapped / Lost	Unknown: > 1839.

Good Intent (1826).

She was built as a small fishing boat for local owners.

Yard number recorded as No. 15. She is No.6 in this book, so there is possibly another nine vessels built by **William Rennie** up to this date.

Vessel Name(s)	Good Intent.
Rig	Fishing Lugger, 2 masts, no deck, a round stern, and no bowsprit.
Launch Date	23 rd November 1826.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Wood, white-fisher (13), George Knowles, white-fisher (13), and John Wood, white-fisher (12). Other shareholders: James Knowles, white-fisher (13), and Alexander Wood, white-fisher (13), both Findon near Aberdeen.
Registered Port	Aberdeen.
GRT	15 tons.
Length	33 feet, 6 inches (10.21m).
Breadth	10 feet, 9 inches (3.28m).
Depth	3 feet, 11 inches (1.91m).
Construction	Wood. Clinker / clench built.
Figurehead	Not fitted.
Classification	Not required for a vessel of this small tonnage.
Other information	1826: Master: George Wood.
Date Scrapped / Lost	11th January 1840: Lost, details / location unknown.

Migvie. (1826).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Dundee, Bristol, North Shields, Southampton, Gravesend and Liverpool. She also traded at South Dominica (Caribbean), Riga (Latvia), Memel (Germany), Archangel (Russia), Bourdeaux (France), Bilboa (Spain) and the Canaries.

Vessel Name(s)	Migvie.
Rig	Brigantine, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1826.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Robert Spring, baker (24), William Spark, watchmaker (8), and David Copland, merchant (4), all Aberdeen. Other shareholders: George Rennie , shipmaster (8), George Freeman, shipmaster (4), Lewis Gordon, merchant (4), Robert Simmey, reed-maker (4), all Aberdeen, and John Brand, writer, Stonehaven (8).
Registered Port	Aberdeen.
GRT	146 tons.
Length	73 feet, 10 inches (22.50m).
Breadth	21 feet, 7 inches (6.27m).
Depth	13 feet, 1 inch (3.99m).
Construction	Wood, oak, and fir. Clinker built.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class: A1. 1839: Downrated to Class: E1.
Other information	1826 / 1827: Shipmaster – Black. 1828: Shipmaster - Scott 1829: Shipmaster – Murray. 1829 / 1830: Shipmaster Thomas Nicholson, No. 5 Canal Lane, Aberdeen. 1839: Still owned by Robert Spring, with George Rennie as shipmaster, home address No. 29 Hutcheon Street, Aberdeen.
Date Scrapped / Lost	16th November 1842: On passage from Aberdeen to North Shields she was stranded on Aberdeen Beach, it was initially thought she would get off, but she soon became a total wreck.

Betsy (1826).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Liverpool, Kings Lynn, London, and Youghal (Ireland).

Vessel Name(s)	Betsy.
Rig	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit. (1843 LRS – schooner).
Launch Date	May 1826.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen & London Shipping Co. (64). No. 47 Marischal Street, Aberdeen.
Registered Port	Aberdeen.
GRT	123 tons.
Length	74 feet (22.56m).
Breadth	20 feet (6.10m).
Depth	12 feet (3.66m).
Construction	Wood.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class Æ1 (1843).
Other information	May 1833: Owned by Swainston & Cram, Liverpool, England. November 1836: Owned by P. M. Lamb & S. Green, Youghal, Eire. August 1839: Owned by T. Williams, Kings Lynn, England. January 1840: Owned by William Shipp, Kings Lynn, England.
Date Scrapped / Lost	1843, 4th February: She struck the shore at Theddlethorpe, Lincolnshire in a storm and immediately went to pieces. All hands were lost, master – Thomas Partridge.



No. 47 Marischal Street, former offices of the Aberdeen & London Shipping Co. (S. Bruce).

While researching the above, I found this poem about a ship called **'Betsy'**, however it's probably not about the same vessel, but you never know.

THE VESSEL WATER-LOGGED. (Original.) By An Old Sailor.

Away, away, before the wind.
 Our good ship "**Betsy**" flew.
 Our captain he was brave and kind.
 And sturdy men our crew;
 We left a far-off foreign shore,
 To cross the mighty main,
 To meet our wives and friends once more,
 And English ground again.
 Three nights and days our vessel sped,
 Till land was out of sight;
 A tempest gather'd right a-head,
 Tremendous in its might;
 The mast, it shivered like a reed,
 Unshipped the rudder, too,
 And, starting, like a frightened steed.
 The unchecked vessel flew!
 But suddenly the sea was calm,
 No more the tempest blew.
 But, ah! what meant that wild alarm,
 'Mongst our affrighted crew?
 We felt no favouring breezes spring,
 Our unknown course to keep,
 Our vessel was a useless thing,
 Upon the noiseless deep.
 For days and nights, a month, we lay,
 Till all our food was gone,
 To hunger's fangs wretched prey.
 Forsaken and forlorn.
 Our vessel seem'd a coffin,
 On the bosom of the deep,
 Each man a living skeleton,
 His demon watch to keep.
 The storm our vessel had withstood,
 Had borne away our boat,
 Our cargo logs of huge pine wood,
 But that kept us afloat.
 We knew that we were dying men,

Upon destruction's brink,
We tried our craft to scuttle, then—
Oh, God! she would not sink!
We were not men our eye-balls glared,
Each in their hollow cell.
My blood runs cold, though I am spared
The horrid tale to tell—
Yes, lots were cast, for one at last.
Save the rest, must fall,
God pardon us for that repast,
'Twas flesh, and blood, and all!
Of thirty stout and gallant men
But ten at last remained.
We dared not touch their bodies then,
Though food we none obtained,
We flung them to the greedy shark,
That bore them from our sight,
That never left our fated bark,
A moment, day or night.
And all the rest, my masters true.
In one day more had died,
When on our lea, and clear to view,
At length a sail we spied;
We prayed that they might succour bring.
They bore us from the deck,
And a lost and lone—accursed thing,
We left that fatal wreck.
The roughest storms that ever blew,
I've weather'd o'er and o'er,
At sea I've met disasters, too,
And dangers on the shore;
But like to this I hope I may,
Ne'er meet upon the main,
And I always pray no vessel may,
Be water-logged again!

As published in the Leamington Spa Courier - Saturday 22nd July 1848.

Thetis (1826).

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

Vessel Name(s)	Thetis.
Rig	Smack, 1 mast, 1 deck, a square stern, and a running bowsprit.
Launch Date	November 1826.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen & Hull Shipping Co., No. 47 Quay, Aberdeen (64).
Registered Port	Aberdeen.
GRT	94 tons.
Length	63 feet (19.20m).
Breadth	19 feet (5.79m).
Depth	11 feet (3.35m).
Construction	Wood.
Figurehead	Unknown.
Classification	Unknown.
Other information	July 1839: Owned by Aberdeen Steam Navigation Co., Waterloo Quay, Aberdeen. February 1840: Owned by Thomas Ostrich, Hull, England, and re-rigged as a 2-masted schooner.
Date Scrapped / Lost	3rd August 1844: She sank at her moorings in Oxwich Bay, during a gale in two fathoms, low water, west of the Mumbles, South Wales, while on passage from Cardiff, Wales to Rotterdam, Holland, with a cargo of coal. (Reported as 'of Swansea' and master Lucas). <i>See below for more information.</i>

1844, 9th August: The Shipping and Mercantile Gazette reported as follows: *“SWANSEA – Aug. 7: The master and crew of the ‘Thetis’, Lucas, which sunk at her anchors in Oxwich Road, as reported under Mumbles in our paper of last Tuesday, beg to return their sincere thanks to Mr Marshall of the ‘Affo’, of Bideford, for his bravery and conduct on that occasion in saving their lives. The crew of the ‘Thetis’ were discovered in the morning in the rigging, and although the ‘Affo’ was in a distressed state – having lost all her canvas, etc. – Mr. Marshall put off alone in a boat, veering her by a rope, and rescued the exhausted crew of the ‘Thetis’ taking them on board his own vessel, and after much difficulty bringing them in here on Saturday evening. This is one among similar instances in which Mr. Marshall’s brave and humane exertions have been the means of preserving the lives of his fellow creatures from impending destruction.”*

Ann (1827).

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

Vessel Name(s)	Ann.
Rig	Brigantine, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	April 1827.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Paul, merchant (4), Alexander Cowie, brewer (4), and John Watson, shipmaster (4), all Aberdeen. Other shareholders: James Edward, baker (4), John Mowat, brewer (4), James Law, Carter (4), William Laidlaw Junior, son of William Laidlaw, merchant (2), Alexander Duthie, shoemaker (2), Alexander Adam, shoemaker (2), James Hector, salmon boiler (2), William Rennie, shipbuilder (2) , James Andrew, spirit dealer (2), Robert Watson, house carpenter (2), Thomas Webster, cooper (2), William Masson, house carpenter (2), George Chessor, cartwright (2), Douglas McJames, merchant (2), John Chessor, cartwright (2), all Aberdeen. George Moir, Cottown, Oldmachar (4), William Corbet, Bielside (4), William Fettes, salmon fisher, Torry (2), and Joseph Paul, Edinburgh (4).
Registered Port	Aberdeen.
GRT	133 tons.
Length	70 feet, 9 inches (21.56m).
Breadth	21 feet, 1 inch (6.43m).
Depth	12 feet (3.66m).
Construction	Wood.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class A1.
Other information	1839: Owned by Storer & Co., and registered in Whitby, England.
Date Scrapped / Lost	Unknown.

Pilgrim (1828).

Part-owned by Aberdeen timber merchant Donaldson Rose, she carried immigrants to Canada and returned with cargoes of timber. Also known to have traded at London and Memel (Germany).

Vessel Name(s)	Pilgrim.
Rig	Brigantine, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1828.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Donaldson Rose, timber merchant, York Street, Footdee (16), Robert Spring, ship-owner (4), and George Allan, shipmaster (12). Further shares were held by Donaldson Rose along with others (two clerks, <u>a ship carpenter</u> , and three harbour pilots from Torry), as the partners in the Aberdeen Rope and Sail Company , Links, Footdee (32).
Registered Port	Aberdeen.
GRT	170 tons.
Length	75 feet, 6 inches (23.01m).
Breadth	22 feet, 10 inches (6.96m).
Depth	14 feet, 3 inches (4.34m).
Construction	Wood.
Figurehead	Male bust.
Classification	Lloyds Register of Shipping. Class A1.
Other information	1831 / 1838: Master – George Allan, Links Street, Aberdeen. 17th December 1839: Owned by William Thomson, bread-maker, Monkweirsmouth, Northumberland. 11th December 1833: The Aberdeen Journal reported that she had arrived at Aberdeen from Chaleur Bay (New Brunswick) with 10,000 feet of Canadian yellow pine, which was to be sold at auction at Donaldson Rose's timber yard, Footdee.
Date Scrapped / Lost	Unknown.

Pilgrim (1828). (Continued).

1831, May: She made a passage to Richibucto, New Brunswick, Canada, master George Allan, however the number of emigrants carried I couldn't determine.

1835, 18th March: The Aberdeen Journal reported: *"Fine 1st class brig, George Allan master, will sail from Arbroath & Aberdeen about 6th May for Quebec & Montreal. Those intending to emigrate to Canada will find this a desirable opportunity, the season of the year being most favourable for emigrating. Donaldson Rose."*

1835, 29th May: She left Aberdeen for Quebec, Canada with 49 emigrant passengers, arriving 4th August.

1836: The 'Pilgrim' (170 tons) is reported to have carried 130 emigrants to Quebec.

1838, 10th February: The Caledonian Mercury reported: *"Brig Pilgrim, of Aberdeen, Allan, was fallen in with off Cape Wrath 2nd Feb. in great distress, having lost her anchor 22nd Dec. LAT. 60.29, LONG. 13.35W (off Faroe Islands). 'Pilgrim', being destitute of provisions, was relieved by the Tyne as far as lay in her power and then bore away for Stornoway."*

1838, June: She made a passage to Quebec, Canada with 81 emigrant passengers. (4 in cabins and 77 in steerage).

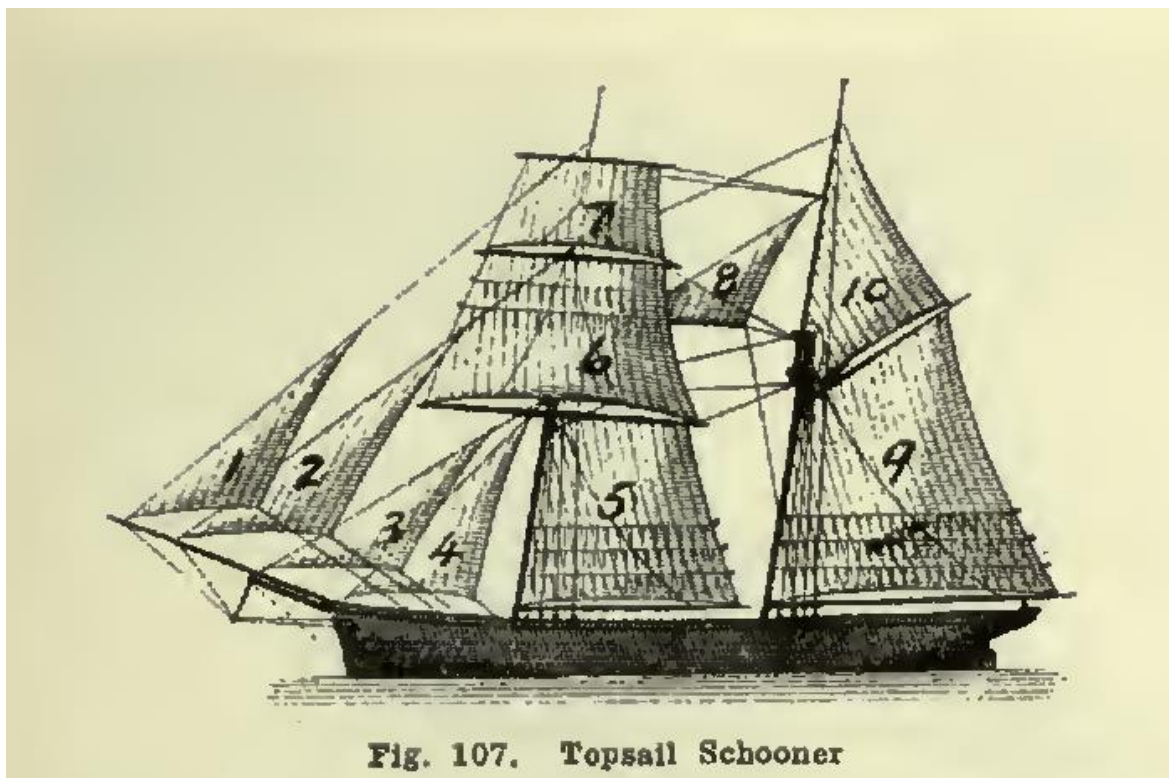


Fig. 107. Topsail Schooner

Topsail schooner from Wooden Shipbuilding by C. Desmond (1919).

Barbara (1829).

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

Vessel Name(s)	Barbara.
Rig	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	March 1829.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Adam, shoemaker (10), William Rennie, shipbuilder (10) , and James Tulloch, shipmaster (4). Other shareholders in 1830: James Hector, salmon dealer (10), William Mathews, leather merchant (4), Charles Robertson, blacksmith (4), William Harrow, flesher (4), William Bisset, merchant (4), all Aberdeen. James Hector Junior, Hilltown, Raffan, Banffshire (10), and John Hector, salmon dealer in Torry (4).
Registered Port	Aberdeen.
GRT	90 tons.
Length	60 feet (18.29m).
Breadth	18 feet, 10 inches (5.74m).
Depth	10 feet (3.05m).
Construction	Wood. (Birch and oak).
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class E1.
Other information	1839: Owned by Riddock and registered in Alloa. 1840: Listed in Lloyds Register of Ships as a schooner.
Date Scrapped / Lost	1835, 6th November: She was wrecked 3 miles east of Dunbar, Scotland. 1835, 12th November: The Fife Herald reported as follows: <i>“Naval Intelligence. Dunbar, November 7. The schooner ‘Barbara’, of Alloa, Robertson master, from Newport with iron to Alloa, went on shore about 6 o'clock last evening on a ridge of rocks below Eastbarns, the east of Dunbar. The crew is saved. The master accounts for the accident owing to the haziness of the weather, and the refusal of the compass to traverse, owing to the iron.”</i>

Vessels built by William Rennie Junior.

William Rennie (Snr.) & Co., Shipbuilders were dissolved 18th April 1829.

Braemar (1829).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Leith, London, Sunderland, Newport, Archangel (Russia), and Rotterdam (Holland).

Ve(ssel Name(s)	Braemar.
Rig	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	4 th August 1829.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Allan, merchant (12), William Donald Junior (16), and Cuthbert Jameson, shipmaster (4). Other shareholders (32): several, including Alexander Wallace Chalmers, governor of the Bridewell Prison, Rose Street, Aberdeen (4).
Registered Port	Aberdeen.
GRT	120 tons.
Length	65 feet, 11 inches (20.10m).
Breadth	21 feet (6.40m).
Depth	12 feet, 1 inch (3.68m).
Construction	Wood. (Oak and fir).
Figurehead	Fiddlehead.
Classification	Lloyds Register of Shipping. Class A1.
Other information	1833: She was listed in Lloyds Register as a schooner. 1833 / 1835: Master – Jameson. 10th March 1835: George Thompson Junior purchased all 64 shares at a roup (auction) in the Lemon Tree Tavern, Aberdeen. June 1835: George Thompson Junior sold his 64 shares to William Donald.
Date Scrapped / Lost	Date unknown: Lost, details / location unknown. (Owner William Donald, Aberdeen, 64 shares).

Industry (1829).

She was a small fishing boat built for local owners. She lasted 31-years, so she must have been well built and maintained.

Vessel Name(s)	Industry.
Rig	Fishing Lugger, 2 masts, lug sail, no deck, a round stern, and no bowsprit.
Launch Date	June 1829.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Allan (11), Andrew Forbes (11), and William Webster (11) all white-fishers of Torry, Aberdeen. Other shareholders: John Allan (11), John Wood, and John Forbes, all white-fishers of Torry, Aberdeen (20).
Registered Port	Aberdeen.
GRT	21.1 tons.
Length	36 feet, 11 inches (11.25m).
Breadth	12 feet (3.66m).
Depth	4 feet, 6 inches (1.37m).
Construction	Wood.
Figurehead	Not fitted.
Classification	Unknown. She was probably not built to class because of her small tonnage.
Other information	--
Date Scrapped / Lost	1850: Lost, details / location unknown.

Isabella Anderson (1829).


She was built speculatively as a coaster to carry general cargo, and is known to have traded at many ports, see list below.

Vessel Name(s)	Isabella Anderson.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1829.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Unknown.
Registered Port	Aberdeen.
GRT	90 tons.
Length	Approx. 60 feet (18.2m).
Breadth	Approx. 19 feet (5.8m).
Depth	Approx. 10 feet (3.0m).
Construction	Wood.
Figurehead	Unknown.
Classification	Unknown.
Other information	1845, April: Described as 'of Kincardine'.
Date Scrapped / Lost	Unknown.

1829, 8th April: The Aberdeen Press and Journal published the following advertisement for the sale of two new vessels by auction:

NEW VESSELS FOR SALE.

To be sold, by public roup, within the Lemon Tree Tavern of Aberdeen, on Thursday the 23d day of April curt. at 2 o'clock afternoon,



TWO NEW VESSELS, built of the best materials, each measuring about ninety register tons, lying in the Harbour of Aberdeen, opposite the Building-yard of Wm. Rennie & Son. They are handsome models; and will carry large cargoes for their tonnage.---For further particulars, apply to Alex. Forbes, Esq. Marischal Street; or James Nicol, advocate, Adelphi.

Aberdeen, April 6, 1829.

Isabella Anderson (1829). (Continued).

1838, 25th January: The Caledonian Mercury reported that the '**Isabella Anderson**', of Inverness, Master Sandison, put in to Elsinore on 2nd January during a strong gale from SW. She was on passage from Burghead for Bristol. *"The '**Isabella Anderson**', in turning into the harbour, was overtaken by a heavy squall, which carried away her fore-yard, which has been since repaired in the best manner possible, and she is ready to sail along with the rest the first favourable weather."*

1839, 27th February: The Shipping and Mercantile Gazette reported as follows: *"FRASERBURGH – Feb. 23: The '**Isabella Anderson**', Sandison, and '**Woodman**', Stephen, both sailed, and were twice put back. We regret to say that they have both got a good deal of damage, as they had their forefoot and part of their keels carried away, being obliged to run the harbour at low water. They now wait a fair wind to proceed southward. We have seen strong gales of wind during the last few days, varying from W. to S."*

1843, 31st May: Lloyd's List reported that the '**Isabella Anderson**', Dick, from Inverness for Sunderland, on tow by a steamer, in taking the harbour the morning of 29th May, was carried by a heavy sea over the Herd Sand, onto the Beach, and the sea being high, it was doubtful whether she would be got off; all hands were saved.

1843, 17th June: The Witness (Edinburgh) reported that on the 11th June the '**Isabella Anderson**' of and from Inverness, came off the Herd Sand on the afternoon of the 10th June, and was towed into North Shields Harbour.

1846, 23rd March: Lloyd's List reported as follows: *"The '**Isabella Anderson**', Dick, of Inverness is lying at the entrance of Helmsdale Harbour, leaky, having run for it during the gale of the 16th inst."*

1846, 14th August: The Elgin Courant and Morayshire Advertiser reported as follows: *"On (12th August) Tuesday morning the schooner "**Isabella Anderson**", of Inverness, coal laden, and bearing for that port, went upon the Covesea Skerrie Rocks off Craighead Lighthouse, Lossiemouth and remained there till the flow of tide, when, we are happy to say got safely off, and proceeded to her destination."*

1848, 19th September: The Glasgow Courier reported as follows: *"Christiansund, Sept. 4. – The '**Isabella Anderson**', from Dantzic for Hull, has put into Fahrsund in a very disabled state, and with part of her cargo thrown overboard, and the rest damaged, having been on her beam-ends."*

1849, 22nd June: Public Ledger and Daily Advertiser reported as follows: *"YARMOUTH, June 20. – Arrived, the '**Isabella Anderson**', Master Sanderson, of Inverness, with foremast sprung."*

Isabella Anderson (1829). (Continued).

Ports of Call.

As an example from the **Rennie** Aberdeen-built vessels, the following list prepared from information in the shipping section of newspapers, gives details of some the ports visited by the '**Isabella Anderson**', her masters, and where known the types of cargo she carried.

15 March 1830, Liverpool from Inverness, Master Anderson.
7 April 1830, Caledonian Canal, Liverpool, Fortrose, Master Sandison, salt (of Burghead).
27 April 1830, Cromarty for Liverpool, Master Sandison, wheat.
25 May 1830, Liverpool from Inverness, Master Sandison, wheat.
4 Feb. 1831, Cromarty for Newcastle, Master Sandison, coals.
19 March 1831, Leith for Inverness, Master Sandison, grain.
30 March 1831, Inverkeithing for Inverness, Master Sandison, coals.
7 May 1831, Sunderland, Master Sanderson.
18 June 1831, Sunderland from Inverness, Master Anderson.
2 Sept. 1831, Sunderland from Inverness, Master Sanderson.
3 Oct. 1831, Burghead for Bristol, Master Sandison, herrings. (of Burghead).
11 Jan. 1832, Liverpool to Inverness, Master Sandison, salt.
12 May 1832, Sunderland from Inverness, Master Sanderson, timber.
7 July 1832, Sunderland from Inverness, Master Sanderson.
15 Sept. 1832, Sunderland, Master Sanderson.
16 Oct. 1832, Portsoy for Bristol, Master Sanderson.
8 Jan. 1833, Liverpool from Newport, Master (S)Anderson, iron.
11 March 1833, Dingle, Cork, Liverpool, Master Sanderson.
19 April 1833, Liverpool for Copenhagen, Master Sanderson.
14 May 1833, Liverpool from Copenhagen, Master Sanderson.
8 July 1833, Liverpool from Danzig, Master Sanderson, wheat etc.
24 July 1833, Liverpool for Lisbon, Master J. Sanderson.
24 Aug. 1833, Liverpool from Lisbon, Master Landyson (Sanderson).
29 Sept. 1833, Liverpool from Lisbon, Portugal, Master Sanderson, lemons, corkwood, coffee and wine.
12 May 1834, Liverpool from Glasgow, Master Sanderson.
6 Aug. 1834, Londonderry from Greenland, Master Sanderson.
7 Sept. 1834, Gravesend from Londonderry, Master Sandison.
20 Dec. 1834. Aberdeen for Macduff, Master Sandison.
3 Jan. 1835, Macduff to Sandon, London, Master Anderson.
4 March 1835, Inverness from Sunderland, Master Sandison, coals.
4 May 1835, Leith from Burghead, Master Sandison, grain.
7 May 1836, London from Cork, Master Sanderson.

28 June 1836, Scotch Wharf from Burghead, Master W. Sandison, cattle.
16 Feb. 1837, London from Youghal, Master Sanderson.
1 April 1837, Wisbech to Leith, Master Anderson.
16 May 1837, North Shields from Inverness, Master Anderson.
6 Oct. 1837, Inverness from Newcastle, Master Sandison, coals.
23 Oct. 1837, Inverness to West India Docks, Master Anderson.
27 Oct. 1837, West India Docks to Newcastle.
25 March 1838, Bristol for London, Master Sanderson.
10 April 1838, London from Bristol, Master Sanderson.
14 Dec. 1838, Seaham from Quebec, Master Sanderson, timber.
21 Jan. 1839, Caledonian Canal, Inverness to Aldourie, Stockton, Master Sandison, square timber. (of Burghead).
15 Oct. 1839, Newcastle, Belfast, Master Sandison, wheat.
11 Dec. 1839, Beaumaris, Bangor for Lynn, Master Anderson.
7 Jan. 1840, Peterhead from Bangor, Master Taylor.
7 April 1840, Inverness from Newcastle, Master Taylor, coals.
25 May 1840, Fraserburgh from Sunderland, Master Taylor.
5 June 1840, Sunderland for Burghead, Master Taylor.
21 Aug. 1840, Caledonian Canal, Sunderland, Master Taylor, lime.
20 Sept. 1840, Hopeman to Sligo, Master Taylor.
21 Oct. 1840, Sligo to London, Master Taylor.
1 Dec. 1840, Caledonian Canal to Newcastle, Muirtown Wharf, Master Taylor, coals.
19 Dec. 1840, Caledonian Canal to Hull, Master Sandison, spars and deals.
27 Dec. 1840, Bangnor, Goole, Master Sandison, slates.
31 March 1841, Peterhead for Hartlepool, Master Sanderson.
10 April 1841, Holy Island (wind bound), from Sunderland to Inverness, Master Taylor.
6 Sept. 1841, Hopeman for Bristol, Master Taylor, herrings.
8 Dec. 1841, Caledonian Canal to Newport and Chepstow, Master Taylor, iron and bark.
19 Dec. 1841, Caledonian Canal to Canal Basin, Hull, Master Sandison, spars and deals.
21 Jan. 1842, Caledonian Canal to Charlestown, Master Taylor, coals.
7 March 1842, Inverness to Newcastle, Master Sandison, timber.
9 July 1842, Caledonian Canal to Little Ferry, Muirton Wharf, Master Dick, ballast.
5 Nov. 1842, off Falmouth for Bremen, Master Richmond.
23 Jan. 1843, Caledonian Canal to Sunderland, Master Dick, coals.
15 Mar. 1843, Caledonian Canal to Muirtown Wharf, London, Master Dick, lath and scantlings.
11 May 1843, Caledonian Canal, Burghead to Muirtown Wharf, Master Dick, ballast.
15 July 1843, Inverness from Newcastle, coals to Muirtown Wharf, Newcastle, Master Dick, timber pit props and lath.
16 Aug 1843, Caledonian Canal, Master Dick, pit props and deals.
23 Aug. 1843, Tain, Muirtown Wharf, Master Dick, ballast.

Rennie, Shipbuilders, Footdee, Aberdeen, c1825 to 1834.

25 Sept 1843, Caledonian Canal, Findhorn, Muirton, Master Dick, ballast.
4 Nov. 1843, Longhope, London, Helmsdale, Master Dick.
1 Dec. 1843, Inverness for London, Master Dick, timber.
23 Feb. 1844, Inverness to London, Master Dick, timber.
2 Jan. 1844, Scarborough from London, Master Dick.
4 April 1844, Caledonian Canal to Muirtown Wharf, Sunderland, Master Dick, lime.
11 April 1844, Dores, Kessock, Master Dick, lime.
19 Aug 1844, Inverness to Newcastle, Master Dick, timber.
24 Dec. 1844, Fraserburgh from Inverness, Master Dick.
26 Feb. 1845, Inverness to London, Master Dick, timber.
25 April 1845, Charlestown, Fort Augustus, Master Dick, coals.
3 May 1845, Caledonian Canal, Muirtown Wharf, Sunderland, Master Dick, fir staves.
18 June 1845, Inverness form Sunderland, Master Dick, coals.
15 Oct. 1845, Burghead from Sunderland, Master Dick, lime.
29 Oct. 1845, Lossiemouth from Inverness, Master Dick, lime.
20 Nov. 1845, Aberdeen, Master Dick.
12 Jan. 1846, Inverness to Newcastle, Master Dick, coals.
19 Jan. 1846, Inverness to Newcastle, Master Dick, coals.
22 Feb. 1846, Grangemouth from Newcastle, Master Dick, coals.
14 April 1846, Newcastle to Inverness, Master Dick, coals/timber.
19 May 1846, Inverness to Newcastle, Master North.
3 July 1846, Newcastle to Inverness, Master North, coals.
27 July 1846, Cork from Riga, Baltic.
21 August 1846, Inverness for Newcastle, Master North, timber.
18 Nov 1846, Inverness to Liverpool, Master North, timber
1 Dec. 1846, Inverness to George's Dock, Liverpool, Master North.
12 Dec. 1846, Canning, Liverpool, Master North.
13 Feb. 1847, North Shields for Inverness, Master Dick.
24 Feb. 1847, Newcastle to Inverness, Master Sutherland, coals.
March 1847, Prince's Dock, Liverpool from Newcastle, Master Sutherland.
29 April 1847, Inverness from Newcastle, Master Sutherland, coals.
12 June 1847, Newcastle to Inverness, Master Sutherland, coals.
8 May 1847, Inverness to Berwick, Master Sutherland, timber.

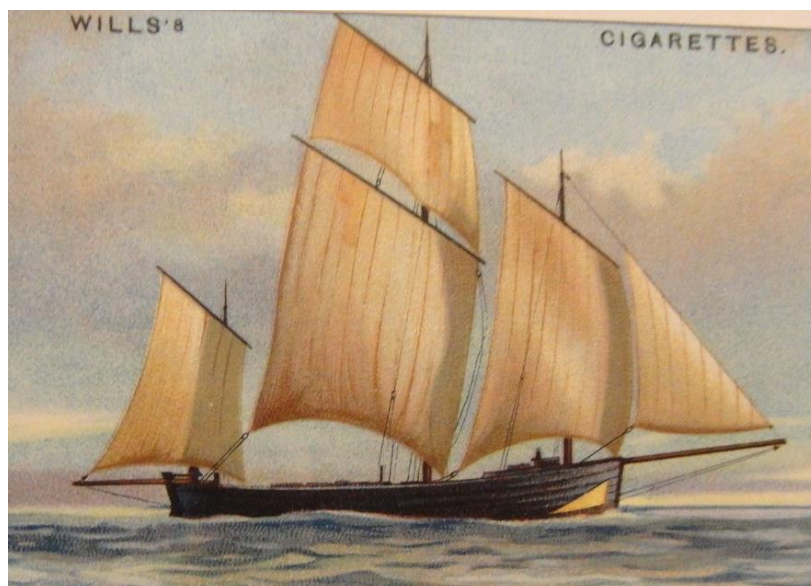
Stanley Bruce, 2023-v1

7 Aug. 1847, Inverness from Newcastle, Master Sutherland, coals.
11 Sept. 1847, Inverness from Newcastle, Master Sutherland, coals.
Oct. 1847, Inverness for London, Master Noble, timber.
17 Nov. 1847, Aberdeen from Newcastle, Master Noble.
6 Dec. 1847, Inverness to Wisbech, Master Noble, timber.
1 Jan. 1848, Aberdeen from Wisbech, Master Noble.
3 March 1848, Inverness for Newcastle, Master Noble, timber.
25 March 1848, Sunderland for Inverness, Master Anderson.
1 May 1848, Aberdeen, Master Anderson.
30 June 1848, Greenock for Dartmouth (of Dartmouth).
8 Sept. 1848, Seaham from Inverness, Master Sanderson.
13 Nov. 1848, Seaham from Inverness.
13 Dec. 1848, Caledonian Canal, Laggan, Inverness, Master Sandison.
26 Dec. 1848, Caledonian Canal, Inverness for Bristol, Master Sandison, timber.
2 March 1849, Cardiff for Liverpool, Master Sanderson.
22 March 1849, Birkenhead, Master Sanderson.
20 April 1849, Liverpool to Inverness, Master Sandison, general cargo.
12 June 1849, London from Inverness, Master Sandison.
20 June 1849, Yarmouth, Master Sanderson.
7 July 1849, Sunderland from Inverness, Master McKenzie.
13 July 1849, Inverness from Sunderland, Master Sandison, lime.
24 July 1849, Fortrose to Inverness, Master Sanderson, timber.
4 Aug. 1849, Inverness for London, Master Sandison, sawn timber.
18 Sept. 1849, Inverness form Sunderland, Master Sandison, lime.
4 Oct. 1849, Inverness for Sunderland, Master Sandison, timber.
24 Oct. 1849, inverness from Newcastle, Master Sandison, coals.
6 Nov. 1849, Campbeltown to Inverness, Master Sandison, ballast.
10 Nov. 1849, Inverness for Newcastle, Master Sandison, wood.
13 Nov. 1849, Inverness to Peterhead, Master Sandison.
17 Nov. 1849, Shields from Peterhead, Master Sanderson.
21 Nov. 1849, Peterhead for Newcastle, Master Sandison.
3 Dec. 1849, Newcastle to Inverness, Master Sandison, coals.

Triumph (1829).

She was built for local salmon fishers, and is known to have traded at Aberdeen, and London. She probably made regular sailings to London to carry their catch to market.

Vessel Name(s)	Triumph.
Rig	Lugger, 2 masts, lug sail, no deck, a round stern, and a standing bowsprit.
Launch Date	June 1829.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Reid, Aberdeen, then shortly after by John Leiper (11), John Leiper Junior (10), and Joseph Leiper (11), all Burnbanks, Aberdeenshire. Various other shareholders (32).
Registered Port	Aberdeen.
GRT	20 tons.
Length	35 feet (10.67m).
Breadth	12 feet, 3 inches (3.73m).
Depth	4 feet, 6 inches (1.37m).
Construction	Wood.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class E1 (Second Class).
Other information	1830: Owned by G. Findlay. 1834: Owned by John Craig.
Date Scrapped / Lost	Unknown.



Typical 3-masted Lugger. (Will's Cigarettes, 1929).

Agenoria (1830).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Sunderland, and London. She also made passages to the Baltic, and France.

1830, 21st July: The Aberdeen Press and Journal reported as follows: *“On Thursday the 8th inst. There was launched from the building yard of Messrs Wm. Rennie & Son, a fine brigantine, called the ‘Agenoria’. She went off in fine style, and looked extremely well in the water. The owners afterwards entertained their friends in Ewen’s Tavern, and the convivial party separated at an early hour in the morning.”*

Vessel Name(s)	Agenoria.
Rig	Brigantine, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	8 th July 1830.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Henry Adamson, insurance broker, William Rennie Junior, shipbuilder , and William Smith, shipmaster (64).
Registered Port	Aberdeen.
GRT	122 tons.
Length	69 feet, 9 inches (21.26m).
Breadth	20 feet, 3 inches (6.17m).
Depth	12 feet, 1 inch (3.68m).
Construction	Wood.
Figurehead	Female bust.
Classification	Unknown.
Other information	1836: Owned by Henry Adamson, insurance broker, Robert Spring, baker, and John Paul, grocer. 1843: Owned by J. Swinhoe (shipmaster) and registered in Sunderland, England. 1848 / 1849: Owned by J. Swinhoe, Bishopwear ⁶ . (Listed as 110 tons).
Date Scrapped / Lost	5th September 1846: After being dismasted, she was abandoned and went ashore at Tanwick, West of Shetland, Scotland carrying a cargo of timber. Master was Captain Blyth. (Reported as ‘of Sunderland’ in Lloyd’s List).

Ann Littlejohn (1830).

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

Vessel Name(s)	Ann Littlejohn.
Rig	Smack, 1 mast, 1 deck, a square stern and a running bowsprit.
Launch Date	1830.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Littlejohn (64).
Registered Port	Aberdeen.
GRT	55 tons.
Length	Approx. 50 feet (15.25m).
Breadth	Approx. 15 feet (4.6m).
Depth	Approx. 8 feet, 5 inches (2.6m).
Construction	Wood.
Figurehead	Unknown.
Classification	Unknown.
Other information	--
Date Scrapped / Lost	Unknown.

Florence (1831).

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

Vessel Name(s)	Florence.
Rig	Smack, 2 masts, 1 deck, and a square stern, and a standing bowsprit. (She was also referred to as a schooner).
Launch Date	October 1831.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen and Hull Shipping Co. , No. 49 Quay, Aberdeen. John Johnston Junior, William Thomson, and George Henry , merchants (64).
Registered Port	Aberdeen. Official No.: 6862.
GRT	125 tons.
Length	66 feet, 2 inches (20.17m). 79 feet, 8 inches (24.28m) overall
Breadth	21 feet, 3 inches (6.48m).
Depth	11 feet, 5 inches (3.48m).
Construction	Wood.
Figurehead	Not fitted.
Classification	1857: Class Æ1.
Other information	1831: master – Allan. 1839, July: Purchased by the Aberdeen Steam Navigation Company, Waterloo Quay, Aberdeen. 1839, November: Lengthened by 10 feet to 76 feet long by Alexander Hall & Co. , Shipbuilders, York Street, Footdee, Aberdeen. 1849, July: Owned by John Stewart & Joseph Russell, Aberdeen. 1851, July: She was re-rigged as a schooner, and owned by Alexander Milne, ship-owner (16), Robert Middleton, builder (16), and Andrew Crane, shipmaster (32), all Aberdeen. 1857: Owned by Alexander Milne & Co., master Alexander Mackie, 127 tons (LRS). 1862: Owned by Alexander Milne, Aberdeen. 1866, February: Owned by F. D. Lambert Junior, London. 1875, October: Owned by J. J. Saffrey, London. 1876, January: Sold to Dutch owners.
Date Scrapped / Lost	Unknown.

William (1831).

She was built as a coaster to carry general cargo, and she is known to have traded at Aberdeen, Scarborough, Whitby, Hartlepool, Waterford (Ireland) and Jamaica.

Vessel Name(s)	William.
Rig	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	April 1831.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Adam , shoemaker, Alex Sangster , flesher (butcher), and John Leslie , shipmaster, all Aberdeen (64). <i>(Exact number of shares per person unknown).</i>
Registered Port	Aberdeen.
GRT	92 tons.
Length	60 feet, 6 inches (18.44m).
Breadth	19 feet (5.79m).
Depth	10 feet, 5 inches (3.18m).
Construction	Wood.
Figurehead	Not fitted.
Classification	Unknown.
Other information	1831 / 1833: Shipmaster John Leslie. 1836: Owned by Alexander Adam, shoemaker, James Reid, gardener, and John Leslie, shipmaster and master of vessel. Described as an Aberdeen coaster. 1845: Owned by Archer & Co., and registered in Scarborough, England. Described as a Scarborough coaster.
Date Scrapped / Lost	1851, 18th September: The Shipping and Mercantile Gazette reported that the ' William ' of Whitby on passage from Hartlepool with a cargo of coals sank in Whitby Harbour. Master Pearson.

Victory (1832).

She was built as a small fishing boat for fishermen in Cove, Kincardine south of Aberdeen.

Vessel Name(s)	Victory.
Rig	Lugger, lugsail, fishing boat, 2 masts, no deck, a round stern, and no bowsprit.
Launch Date	June 1832.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Andrew Guyan (13), Alexander Webster (13), and Alexander Wood (13), all fishermen in Cove. Other shareholders: James Dey (13), and George Morrice (12), both Cove fishermen.
Registered Port	Aberdeen.
GRT	20 tons.
Length	34 feet, 3 inches (10.44m).
Breadth	12 feet, 7 inches (3.84m).
Depth	4 feet, 4 inches (1.32m).
Construction	Wood. Clinker / Clench built.
Figurehead	Not fitted.
Classification	Unknown / probably not required due to her small tonnage.
Other information	--
Date Scrapped / Lost	Unknown.

See earlier in this book for an explanation regarding clinker / clench built.

London (1833).

She was built as a coaster to carry general cargo.

Vessel Name(s)	London.
Rig	Hermaphrodite, 2 masts, 1 deck, a square stern and a standing bowsprit.
Launch Date	1833.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Charles Laurence, merchant (19), and Robert Martin, shipmaster (2), both Peterhead. Other shareholders: Thomas Alexander (3), Thomas Laurence (4), Alexander Shivas (3), William Sellar (4), John Young (2), Cosmo Smith (2), George Yule (1), James Annand (3), William Laurence (1), John MacIntosh (2), and Thomas Laurence Junior (1), all merchants. James Keith, Royal Navy (4), Rodrick Gray, writer (5), George Anderson, shipmaster (1), Alexander Aiken, confectioner (1), all Peterhead. William Willox, merchant, Park (1), Robert Chivas, merchant, Longside (2), Alexander Logan, merchant, Cruden (1), and Charles Robert Colman and George Ben Tolland, carpenters carrying on business as wharfingers at Dounies Wharf, London under the firm of Colman & Tolland (2).
Registered Port	Peterhead.
GRT	92 tons.
Length	65 feet. (19.81m).
Breadth	18 feet, 2 inches (5.54m).
Depth	10 feet, 1 inch (3.07m).
Construction	Wood.
Figurehead	Female bust.
Classification	Unknown.
Other information	1834: Master - Robert Martin. Location of wreck, National Grid Ref: NK 1353 4560.
Date Scrapped / Lost	1849, 10th January: While trying to enter the South Harbour, Peterhead, Aberdeenshire, Scotland during a gale, she was driven onto the Horseback Rocks, and became a total wreck, all hands were saved. Master – Captain Hay.

Water Witch (1834).

She was built as a coaster to carry general cargo and is known to have traded at Aberdeen and Berwick, and was a regular trader from Liverpool, to Tampico (Mexico).

Vessel Name(s)	Water Witch.
Rig	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	Late 1833 / January 1834.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Kynoch , merchant, Aberdeen (64).
Registered Port	Aberdeen.
GRT	192.5 tons.
Length	69 feet, 6 inches (21.18m).
Breadth	17 feet, 4 inches (5.28m).
Depth	10 feet, 1 inch (3.07m).
Construction	Wood. (Fir, oak, and elm, and her hull was sheathed with copper).
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	30th January 1834: Ownership transferred to John Caithness (shipmaster). 1841: Registered at Liverpool. 1843: Owned by the London & Berwick Co. (LRS).
Date Scrapped / Lost	Unknown.

Plough (1834).

She was built as a coaster to carry general cargo, and is known to have traded at Newburgh, Peterhead, Aberdeen, Newcastle, Cuxhaven, and the Baltic ports of Elsinore (Denmark), Danzig (Germany), Aalborg (Norway), and Pillau (Russia).

Vessel Name(s)	Plough.
Rig	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1834. (In 1 st half of the year).
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Harvey, Wallace, and Blackhall , all of Aberdeenshire (64). Alexander Harvey, farmer at Drum, Thomas Wallace, farmer at Auchnagatt, and John Blackhall, shipmaster of Newburgh and master of vessel.
Registered Port	Aberdeen.
GRT	86 tons.
Length	60 feet, 7 inches (18.47m).
Breadth	18 feet, 3 inches (5.56m).
Depth	9 feet, 10 inches (3.00m).
Construction	Wood.
Figurehead	Not fitted.
Classification	Unknown.
Other information	Master – R. Findlay (LRS).
Date Scrapped / Lost	1857, 21st January: Reported as lost, details / location unknown.

Vessels Built by Andrew Rennie.

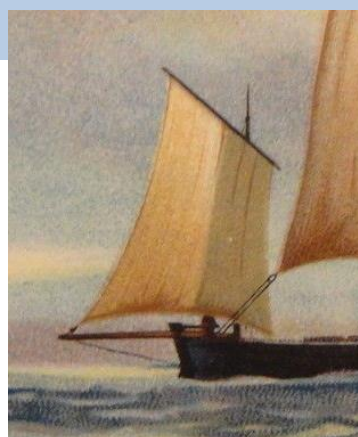
The following vessel was built by **Andrew Rennie** (1810 to 1880), son of **William Rennie Senior** (c1769 to c1855).

Prosperity (1833).

I found very little on this vessel, however due to her small size she was probably clinker (clench) built, and I guess used as a local fishing boat. Due to her small tonnage, she was not registered at Lloyds.

Vessel Name(s)	Prosperity.
Rig	Lugger, 2 masts, no deck, a round stern, and no bowsprit.
Launch Date	1833.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	James Craig, John Robertson, and William Smith, Cove, Aberdeen (64).
Registered Port	Aberdeen.
GRT	22.5 tons.
Length	34 feet, 5 inches (10.49m).
Breadth	13 Feet (3.96m).
Depth	4 feet, 9 inches (1.45m).
Construction	Wood. (Probably Clinker / Clench built).
Figurehead	Not fitted.
Classification	Not required due to her small tonnage.
Other information	--
Date Scrapped / Lost	Unknown.

Lugsail or lug sail: A fore-and-aft rigged four-sided sail that is suspended from a yard. When raised, the sail overlaps the mast.



Lugsail. (Will's Cigarettes, 1929).

Acknowledgements

Alison and Bruce Rennie for writing the preface and for their assistance with research.

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www.clydeships.co.uk Information on >40,000 Scottish built ships.

Appendix A
Vessels Built by Rennie, Johnson & Rankin, Liverpool.
 (List prepared from scratch).

Launch Date	Name	Type	Tons	Owners	L x B x D
1850, 20 th Nov.	Unknown.	Cutter. (Wood).	53	Mr Simpson, Liverpool.	Unknown
1851, 1 st Dec.	Wild Flower.	Ship. (Wood).	478	Mr Anderson, Aberdeen.	130' x 27' x 18' 6"
1853, 30 th Nov.	Margaret Deane.	Ship. (Wood – English oak).	460 NM 530 OM	Deane, Youle, & Co. Managers - Messrs Robert Vining & Co.	144' x 28' x 16'
1854 18 th Nov.	Elizabeth Barter.	Brig. (Iron).	210 NM	Messrs Barter of London. (Named by Miss Simpson, niece of Rennie).	103.4' x 20.3' x 13.4'
1854 27 th March	Esther.	Barque. (Wood).	264 NM 280 OM	Messrs James Moss and Co.	116' x 22' 3" x 14'
 <p><i>Barque 'Esther'. (William Kimmins McMinn (1821 to 1898)). (Original kept in the Merseyside Maritime Museum).</i></p>					
1854, 12 th Aug.	Mersey	Buoy Schooner. (Wood).	90	Liverpool Dock Trust.	68' x 17' 2" x 9'
1854 7 th Oct.	Sappho.	Barque. (Iron).	359 NM	Messrs Gardner.	138.5' x 22.9' x 14.8'

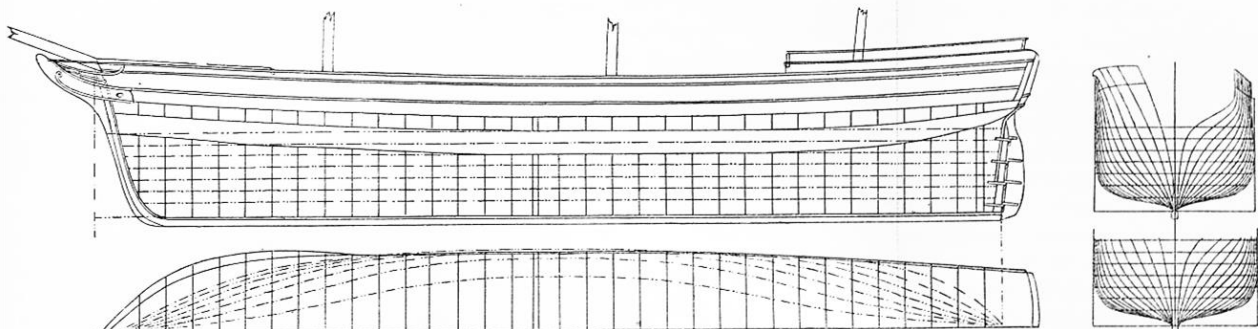
Appendix A (Continued)

1855 17 th April	Fusilier.	Ship. (Iron).	552 OM 503 NM	Cotesworth, Wynne, and Lyne, Tower-buildings, Liverpool.	152.7' x 26' 8" x 17' 4"
1855 5 th April	SS Carbon.	Steamer. (Iron).	440 NM 587 OM	UK Government. (Later Hedley and Son, Newcastle).	194.7' x 27.6' x 19.1'
1855 18 th April	SS Empress Eugenie.	Steamer. (Iron). 110hp engines	582	Northwest of France Steam Navigation Company.	205'x 27' x 15'



SS 'Empress Eugenie'. (MacDonald, MacGregor Maclure, A.)

1855	John Campbell.	Ship	Unknown	John and James Campbell, Glasgow.	Unknown
1855, 1 st Aug.	Fiery Cross.	Ship (Wood) Extreme Clipper	686	John and James Campbell, Glasgow.	174'x 31' x 19'11"



"FIERY CROSS" (No. 1).

Lines plan of the 'Fiery Cross'. (Basil Lubbock, China Clippers (1919)).

Her frames were British oak, planks of teak, iron knees at both decks and coppered bolted. In 1855, she sailed from Liverpool to Melbourne in 81 days.

Appendix B

Launch of the Fiery Cross.

Northern Daily Times - Wednesday 1st August 1855

“LAUNCH OF THE FIERY CROSS. Yesterday, Messrs. Rennie, Johnston and Co., launched from their ship-building yard, near the Brunswick Dock, a very beautiful vessel, which was named the ‘Fiery Cross’. The launch took place at 12 o'clock, and undeterred by the rain which came down in torrents for nearly the entire day, a large company of ladies and gentlemen attended to witness the pleasing event. Miss Malcolm, of Liverpool, performed in a graceful manner the duty of christening; and the noble vessel glided almost instantaneously into the water amid the hearty cheers of the hundreds of Workmen and others present. She is a noble specimen of naval architecture, and will well maintain the high character which Liverpool has earned for itself in this important branch of industry. She measures 160 feet in length, and thirty feet in breadth, and her registered tonnage will be 672 tons. She has been built for the Messrs. Campbell, of Glasgow, and is intended for the China trade. After the launch, the company were invited to partake of a sumptuous luncheon which was provided by the enterprising builders, and laid out in one of the work-rooms, gracefully hung with flags in honour of the occasion. John. Campbell, Esq., of Glasgow, presided; and among the toasts proposed were the health of Messrs. Rennie, Johnston and Co., the chairman's eulogy being heartily endorsed by the - applause of the company. Mr. Rennie responded to the toast, and then proposed the health of the owners — a toast which was drunk with all the honours. The toast of "Prosperity to the Fiery Cross" was also duly honoured; and, after some formal toasts had been drunk, the company separated, well pleased with the hospitality of which they had been partakers, and the courtesy with which it was dispensed.”

Appendix C

Vessels built by Joseph Cunard & Co., Chatham, New Brunswick, Canada, and supervised by Master Builder William Rennie Junior.

(Table built from scratch; loosely based on information in the book 'Ships of Miramichi' by Louise Manny, and HEC LR Foundation ship survey reports).

Joseph Cunard had many vessels built for his shipping firm during 1827 to 1838, however by 1840 he had established one shipyard at Bathurst (1839), two shipyards in Chatham, one in Richibucto and one in Kouchibouguac to build vessels himself, making him one of the leading shipbuilders in the province.

It is reported that there were at least 43 vessels (perhaps as much as 50) built by **Joseph Cunard & Co.** at Chatham, New Brunswick. I found 58 vessels built by Joseph Cunard in New Brunswick, but I have only confirmed 25 that were definitely overseen by master builder **William Rennie**.

In 1846, **Joseph Cunard & Co.** built the steamer '**Velocity**', at Chatham, she was the first steamboat built on the Miramichi. All the other vessels built were sailing ships.

Joseph Cunard's New Brunswick Shipyards.

Shipyard	Dates	No of vessels built
Bathurst	1839 to 1847	≥ 24
Chatham	1839 to 1848	≥ 43
Richibucto	1840 to 1847	≥ 9
Kouchibouguac	1840 to 1847	
	Total	≥ 76.

The following table is a list of all the vessels I could find built by **Joseph Cunard & Co.**, New Brunswick, Canada, 58 in total. This is probably not a complete list. Below the dates, 'C' = confirmed and 'P' = possible, is with reference to vessels overseen by **William Rennie**. 'MIR' = built at Chatham on the Miramichi, 'NB' = built somewhere in New Brunswick, but specific yard location not known.

Date	Yard	Name	Type	GRT	Owners	LRS	L x B x D
1839 C	MIR	Ann.	Barque. (Wood).	575 NM 539 OM	J. Johnson & Co., Liverpool.	4A1	129' x 26' x 20'
1839 C	MIR	Margaret.	Barque. (Wood).	622	C. Walton, London.	4A1	135' X 27' X 20'
1839 C	MIR	Joseph Cunard.	Barque. (Wood).	740	Smith & Irvine, Liverpool.	4A1	144' x 29' x 20'

Appendix C (Continued).

*Barque, 'Joseph Cunard' (Samuel Walters).
(Original kept at the Royal Museums Greenwich).*

Date	Yard	Name	Type	GRT	Owners	LRS	L x B x D
1839 P	Bat NB	Caroline	Barque. (Wood).	393 NM 435 OM	Phillip & Co., Aberdeen.	4A1	Unknown
1839 P	Bat NB	Susan.	Barque. (Wood).	200	Ritchie, London.	5A1	Unknown
1840 C	MIR	Jane.	Barque. (Wood).	341 NM 301 OM	R. Duke, London.	4A1	105.6' X 23' X 17.2'
1840 C	MIR	Lord Seaton.	Barque. (Wood).	440 NM 380 OM	McCalmont, London.	5A1	114.5' X 24.5' X 18.5'
1840 C	MIR	Agnes Ewing.	Ship. (Wood)	578 NM 642 OM	Cannon & Miller & Co., Liverpool.	4A1	130' x 27'x 21'
1840 C	MIR	Chatham.	Barque. (Wood).	352	Oppenheim, London.	5A2	134' x 23' x 17'
1840 P	MIR	Larne.	Ship. (Wood)	585 528 LR	Houston, Belfast.	4A1	125' X 27' X 25'
1840 P	MIR	New Venture.	Barque. (Wood).	363	Unknown	Unknown	Unknown

Appendix C (Continued).

Date	Yard	Name	Type	GRT	Owners	LRS	L x B x D
1840 P	NB	General Wiltshire.	Barque. (Wood).	403	Eyre Evans, Liverpool.	5A1	115' x 24.5' 19.7'
1841 C	MIR	Lady Colebrooke.	Barque. (Wood).	400	Ash & Co., Exeter.	5A1	106' x 23' 18'
1841 P	NB	Coverdale.	Barque. (Wood).	299 OM 312 NM	Thomas Ramsey, Glasgow.	6A1	104'3" x 22'6" x 16'
1841 P	MIR	Lady Falkland	Ship (Wood)	640	Unknown	Unknown	Unknown
1841 C	MIR	Mecca.	Brig. (Wood).	251	John Saxton Campbell.	5A1	95' x 21' x 16'
1841 P	MIR	Lima.	Brig. (Wood).	203 NM 201 OM	Cunard, Ingram and Co., London.	4A1	86.9' x 20.4' x 13.7'
1841 C	MIR	Mayflower or May Flower.	Brig. (Wood).	247	Cunard, Ingram and Co., London.	5A1	95.4' x 21.2' x 16.4'
1841 C	MIR	Medina.	Barque. (Wood).	378 NM 352 OM	Cunard, Ingram and Co., London.	5A1	110' x 23.7' x 18.1'
1841 C	MIR	California.	Barque. (Wood).	629	Unknown.	6A1	129' x 27' x 20'
1841 C	MIR	Sir Charles Napier.	Ship. (Wood).	600	Lockets & Co., Liverpool.	4A1	131' x 27' x 21
1841 C	MIR	Susan.	Brig. (Wood).	206	Unknown	Unknown	88' x 19' x 12'
1841 P	MIR	Cybele.	Barque. (Wood).	334	Colling & Co., London.	5A1	106' x 26'5" x 17'6"
1841 P	NB	Durango.	Barque. (Wood).	301	Robert Laidman, Liverpool.	5A1	101'2" x 23' x 17'7"
1842 C	MIR	Echo.	Barque. (Wood).	422	Quetville, Jersey.	5A1	113' x 27' x 18'

Appendix C (Continued).

Date	Yard	Name	Type	GRT	Owners	LRS	L x B x D
1842 C	MIR	Sea.	Brigantine. (Wood).	125	Unknown	??	82' x 18'' x 17'
1842 P	MIR	Susan.	Brig. (Wood).	206	McCalmont, London.	5A1	91' x 21'4'' x 12'9''
1842 C	MIR	Rienzi.	Ship. (Wood).	673	J & T Johnston, Liverpool.	5A1	130' x 27' x 20'
1842 P	MIR	Nina.	Barque. (Wood).	392	Thomas Harrison, Liverpool.	5A1	113' x 24' x 18'
1843 C	MIR	Gem.	Brigantine (Wood).	160 OM	Montgomery & Co.	5A1	Unknown
1843 C	MIR	EU.	Barque. (Wood).	435NM 419OM	J. Prowse & Co., Liverpool.	5A1	110.7' x 25.9' x 18.5'
1843 P	NB	Bank.	Barque. (Wood).	366NM 414OM	Nicholson & Co., Liverpool.	5AE1	109' x 24.6' x 18.4'
1843 P	MIR	Fire Fly.	Barque. (Wood).	220	Rothram, Liverpool.	5A1	Unknown
1843 P	MIR	Aurora.	Ship. (Wood).	709NM 619OM	Lodge Pritchard & Co., Liverpool.	5A1	134.5' x 28'9'' x 21'
1843 P	NB	Socrates.	Barque. (Wood).	457NM 419OM	Heap & Sons, Liverpool.	5A1	112.4' x 25.5' x 18.7'
1843 P	NB	Promise.	Barque. (Wood).	446	Harrison & Co., Liverpool.	5A1	Unknown
1844 C	MIR	Guatemala.	Barque. (Wood).	489	J. Prowse & Co., Liverpool.	5A1	121.0' x 25.8' x 18.6'
1844 P	NB	Guenton.	Barque. (Wood).	706	Harrison & Co., Belfast.	5A1	136.8' x 27.7' x 20'
1844 C	MIR	Swift.	Schooner. (Wood).	87	Possibly Curnow.	4A1	Unknown

Appendix C (Continued).

Date	Yard	Name	Type	GRT	Owners	LRS	L x B x D
1844 C	MIR	Sword Fish.	Barque. 3-masts. (Wood).	341	Robert McCalmont, London.	6A1	125.6' x 24.5' x 15.2'

*'Sword Fish'. (Artist unknown).*

1844 P	MIR	Orinoco.	Barque. (Wood).	469	Unknown	4A1	Unknown
1845 P	MIR	Cambria.	Ship (Wood).	582 NM 498 OM	McCalmont Brothers and Co. (Bird & Co., LR 1846).	5A1	124.4' x 26.6' x 19.4'
1845 P	MIR	London.	Ship. (Wood).	554	Magic & Co., Liverpool.	5A1	124' x 26'6" x 19'5"
1845 P	MIR	Liverpool	Barque. (Wood).	499	Melville, Grangemouth.	5A1	120.5' x 26.5' x 19.9'
1846 C	MIR	Beraza.	Barque. (Wood).	339 NM 375 OM	McCalmont Bros, London.	6A1	116.9' x 23.6' x 16'

*The 3-masted barque 'Beraza', painted by William Foster (1853 to 1924).*

Appendix C (Continued).

Date	Yard	Name	Type	GRT	Owners	LRS	L x B x D
1846 C	MIR	Ferozepore.	Barque. (Wood).	558	Joseph & John Hair, St Peter's, Newcastle.	4A1	143' x 29'11" x 20'
1846 C	MIR	Velocity.	Steamer / Schooner rig (Wood).	87	Delany, Liverpool.	4A1	71.7' x 16.7' x 10.7"
1846 P	NB	Raphael. (Rafael).	Barque. (Wood).	330 NM c375 OM	McCalmont, London.	6A1	120' x 26' 15'8"
1846 P	NB	Pakenham.	Barque. (Wood).	660	Jones & Younghusband, Liverpool.	6A1	135' x 29'9" x 17'9"
1846 P	NB	Hydaspes.	Ship (Wood).	504	Jones & Younghusband, Liverpool.	6A1	Unknown
1847 P	MIR	Chatham.	Barque. (Wood).	813	Unknown	Unknown	Unknown
1847 P	MIR	Jenny Lind.	Barque. (Wood).	349 OM	Built on spec / McCalmont Bros & Co.	5A1	100.9' 23.3' x 17.1'
1847 P	MIR	Sailor Prince.	Ship (Wood).	950	Harrison & Co., Belfast.	4A1	144.9' x 30.4' x 22.7'
1847 P	MIR	Sir Harry Smith.	Barque. (Wood).	397	Built on spec / McCalmont Bros & Co.	4A1	112.5' x 21.5' x 16.9'
1847 P	MIR	Essequibo.	Barque. (Wood).	341	Built on spec / McCalmont Bros & Co.	Unknown	101.1' x 22.6' x 17.1'
1847 P	MIR	Berbice	Barque. (Wood).	390	Built on spec / McCalmont Bros & Co.	4A1	107.8' x 23.4' x 17.9"
1847 P	NB	Kent.	Barque. (Wood).	610	Allen, Newcastle.	4A1	124' x 27.5' x 19.3'
1848 P	MIR	Northumberland	Barque. (Wood).	531 OM	Roberts, Liverpool.	4A1	122' x 27' x 19'

Many of the above vessels were built speculatively, shipped to Liverpool, offered for sale, then classed by Lloyd's Register of Shipping in the UK.

Appendix D

Prominent Vessels Designed by William Rennie & Built by Others.

I did not have a list of vessels designed by **William Rennie**, so I have prepared this list from scratch to the best of my knowledge. It is probably not the complete list however it shows the vessels **William Rennie** designed or at least partly-designed. If you know of any other vessels he designed, please get in touch.

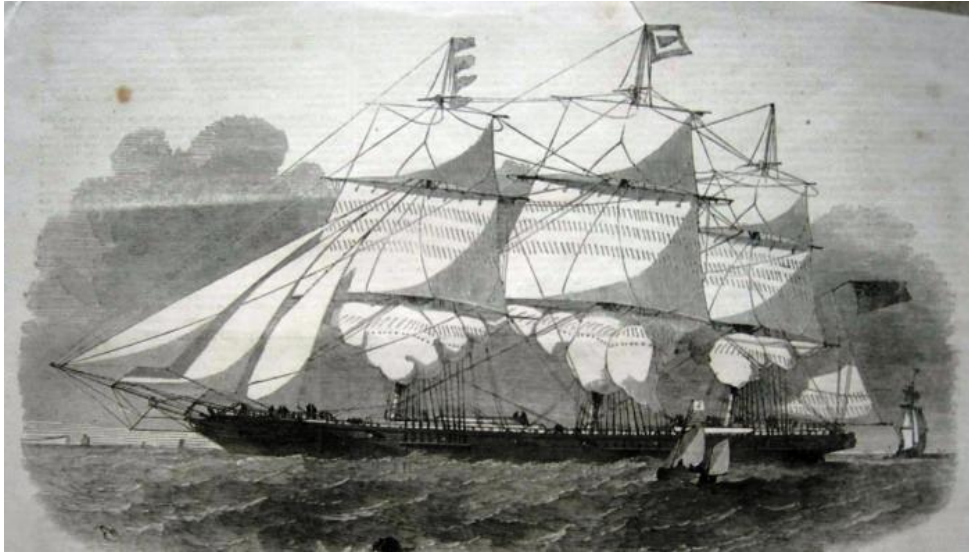
Date	Name	Type	GRT	Shipbuilder	Owners	L x B x D
1848	Chevy Chase.	Steamer (Iron)	373	Denny Brothers, Dumbarton.	Tyne Steam Shipping Co. Ltd., Gateshead.	141' 2" x 23' 3½" x 13'
1853	RMS Tayleur.	Ship. 3-masts. (Iron).	1,750 tons Displacement	Charles Tayleur Foundry, Warrington.	Charles Moore & Co. / White Star Line.	230' x 40' x 28'



RMS 'Tayleur'. (Artist unknown).

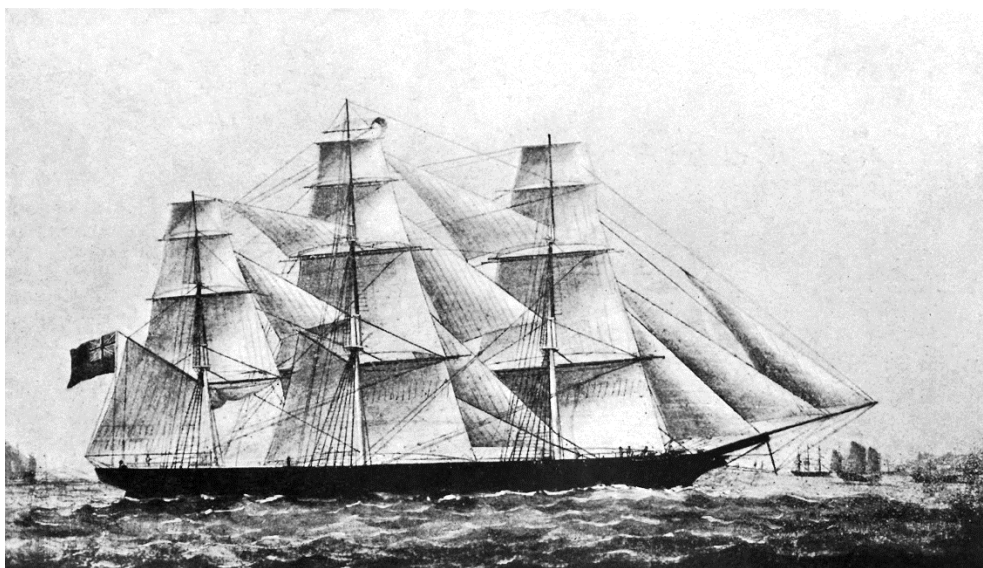
Date	Name	Type	GRT	Shipbuilder	Owners	L x B x D
1853	Gauntlet	Ship. 3-masts. (Iron).	693 NM, 784 OM	Denny & Rankin, Dumbarton, Clyde, Glasgow.	James Smith, Finlay Campbell & Co., and George & Arthur Herring & Co., Liverpool.	183.4' x 28.7' x 19'

Appendix D (Continued),



'Gauntlet' (Illustrated London News, 27th August 1853).

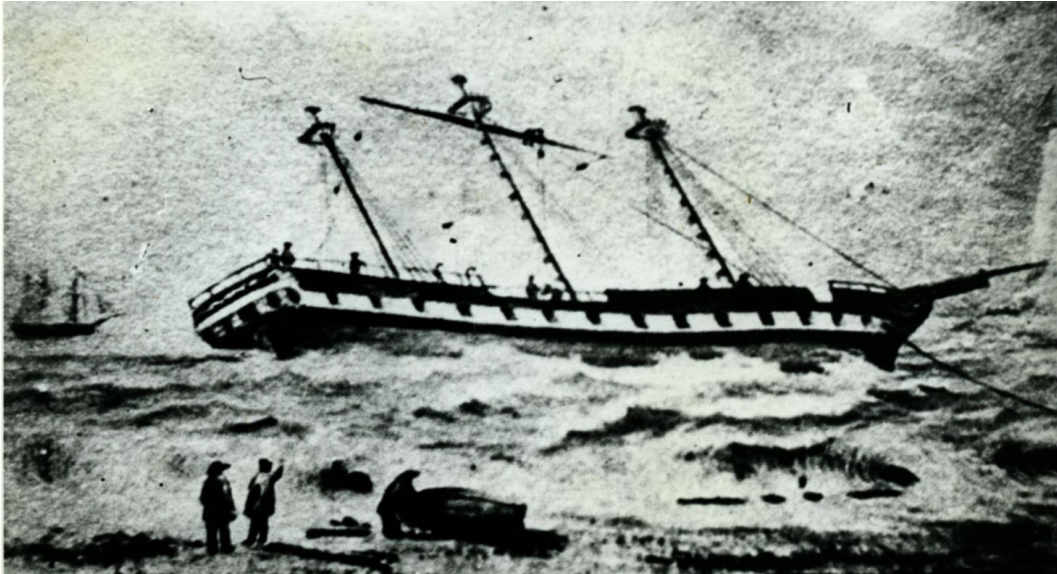
Date	Name	Type	GRT	Shipbuilder	Owners	L x B x D
1853, 5 th Sep.	Lord of the Isles.	Ship. 3-masts. (Iron).	770 OM 691 NM	Charles Scott & Co., Greenock.	Martin, Maxton & Co, Greenock.	185' x 27.8' x 18.5'



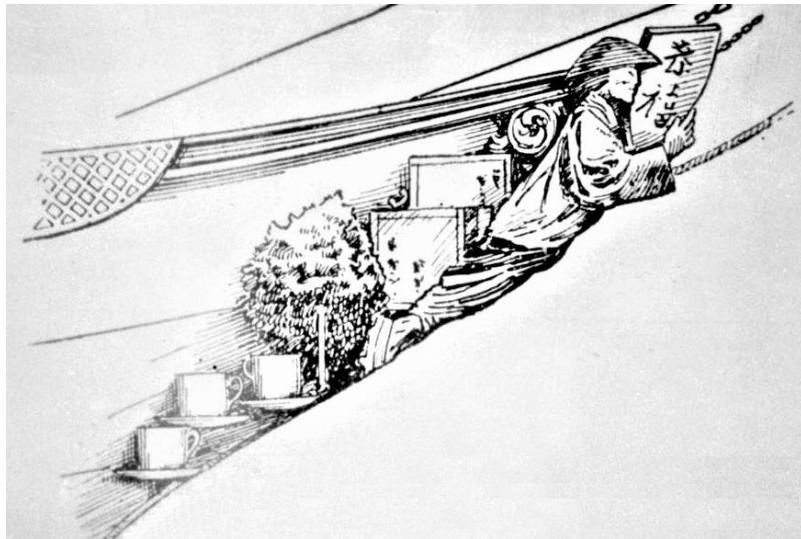
3-masted Ship 'Lord of the Isles'. (Basil Lubbock).

Date	Name	Type	GRT	Shipbuilder	Owners	L x B x D
1854	Raphael.	Ship. 3-masts. (Wood).	390 NM 461 OM	Alexander Duthie & Co., Aberdeen.	Duthie & Co., Aberdeen.	133.4' x 23.9' x 16.4'
1854	Earl of Eglinton.	Ship. (Frigate) 3-masts. (Wood).	1274 NM	Portland Shipbuilding Co., Troon.	John Mitchell, Glasgow - Clyde & Australian Line.	208.4' x 31.4' x 21.9'

Appendix D (Continued).

Date	Name	Type	GRT	Shipbuilder	Owners	L x B x D
1854	Vision.	Ship. 3-masts. (Iron).	422	Sandeman & McLaurin, Whiteinch, Glasgow.	Robert & Nicol Handyside, Glasgow.	154.3' x 23.8' x 15.7'
1854	Earl of Eglington.	Ship. 3-masts. (Wood).	1,274 NM 1,270 OM	Portland Shipbuilding Co., Troon.	John Mitchell, Glasgow - Clyde & Australian Line.	208.4' x 31.4' x 21.9'
 <p><i>'Earl of Eglington' wrecked at St Margaret's Bay, 28th January 1860. (Artist unknown).</i></p>						
1856	Strathmore	Barque. 3-masts. (Wood).	450 NM 498 OM	Dundee Shipbuilding Co., Marine Parade, Dundee.	William Young & Alexander Fotheringham, Glasgow. (For the China trade).	146.3' x 27' x 17.25'
1857	Sharston.	Barque. 3-masts. (Wood).	353	Unknown, Liverpool.	Unknown, Liverpool.	143.3' x 26.5' x 15.3'
1858	Parramatta.	Paddle steamer (Iron).	3,092	Thames Iron & Shipbuilding Co., Blackwall.	Royal Mail Steam Packet Co.	330' BP x 43'9" x 36'6"
1860 13 th Dec.	Fiery Cross II.	Ship. 3-masts. (Wood).	689	Chaloner, Hart and Sinnot, Liverpool.	John Campbell, Glasgow.	185' BP x 31' 9" x 19' 3"
1860	Chaa-sze. (Tea taster)	Ship. 3-masts. (Wood).	595	Alexander Hall & Co., Aberdeen.	Dudgeon & Co., London.	170' x 29.1' x 18.2'

Appendix D (Continued).



Drawing of the figurehead of the 'Chaa-sze'.

*She was originally designed by **William Rennie** as a whaler with an auxiliary steam engine for Peterhead owners, who never took delivery. She had fine lines with a block coefficient of 0.55 - the same as the 'Cutty Sark'.*

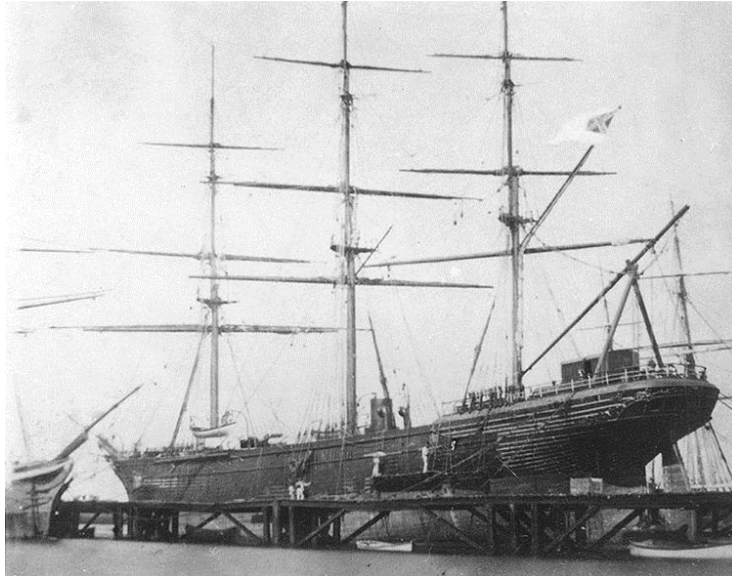
Date	Name	Type	GRT	Shipbuilder	Owners	L x B x D
1863	Black Prince.	Ship. 3-masts. (Composite)	750	Alexander Hall & Co., Aberdeen.	Duncan J. Kay, and others, London.	183' x 35' x 19.6'



3-masted ship 'Black Prince', Victoria Dock, Aberdeen. (Photographer unknown).

Date	Name	Type	GRT	Shipbuilder	Owners	L x B x D
1863	SS Sea King.	Cargo / Passenger ship, 3-masts. (Composite).	1,018	A. Stephen & Son, Kelvinhaugh, Glasgow.	Robertson and Co., London.	222' x 32.6' x 20.6'

Appendix D (Continued).



3-masted ship 'Shenandoah' (ex 'Sea King'). (Photographer unknown). Auxiliary steamer with 150hp engine. Launched 17th August 1863. she was the first screw steamer built with wooden planks and iron frames built specially for the China tea trade.

Date	Name	Type	GRT	Shipbuilder	Owners	L x B x D
1865	John R. Worcester	Ship. 3-masts. (Composite)	844	Marine Investment Co. Ltd. (Patterson), Port Glasgow.	Wilson & Worcester - John R Worcester, London.	191'5" x 32'4" x 19'9"



3-masted ship 'John R. Worcester'. (Painted in 1869, by William Clark (1803 to 1883)).

Date	Name	Type	GRT	Shipbuilder	Owner	L x B x D
1865	Ariel.	Ship. 3-masts. (Composite)	853	Robert Steele & Co., Greenock, Glasgow.	Shaw, Lowther & Maxton, London.	197.4' x 33.9' x 21'

Appendix D (Continued).



'Ariel'. (Painted by Jack Spurling).

Date	Name	Type	GRT	Shipbuilder	Owner	L x B x D
1869	Norman Court.	Ship. 3-masts. (Composite)	855	A. & J. Inglis, Pointhouse, Glasgow.	Baring Brothers & Co. (Charles I. Norman, London merchant).	197.4' x 33' x 20.4'



'Norman Court'. (Jack Spurling).

Appendix E
Launch of the Fiery Cross II
The Liverpool Albion, 17th December, 1860.

“LAUNCH OF THE ‘FIERY CROSS’ CLIPPER-SHIP. MESSRS. CHALONER, HART, and SINNOTT launched from their yard, on Thursday last, the 13th instant, a thirteen years A1 ship, built by them for the owners of the late celebrated clipper ‘Fiery Cross’, which was wrecked in the China Seas in March last. The loss of that ship was much regretted in Liverpool, for it was a source of just pride to the citizens of the good old town that she, the only Liverpool-built clipper in the annual race with the new teas, had so frequently distanced her competitors as to command a higher rate of freight than any other ship in the trade. That ship was designed and built by Messrs. Rennie, Johnson, and Rankine, and launched from their yard here in 1855; the new ship is ten feet longer and eight inches broader, and is built on the same lines, slightly drawn out at both ends, her principal dimensions being:—Length of keel, 175 feet; length between perpendiculars, 185 feet; breadth of beam, (extreme,) 31 feet 9 inches; depth of hold, 19 feet 3 inches; tonnage, builders' measurement, 890 tons; tonnage register, 689 tons. She was contracted for on the 11th of June, the builders guaranteeing, under heavy penalties, that she should be launched on the 30th of December. It was generally thought to be impossible to build a ship of such a size in so short a period; but the builders, by strenuous and unremitting exertions, have accomplished the feat of launching her more than a fortnight within the stipulated time. The ship has been built under the superintendence of Lloyd's surveyors, and of Captain Dallas, under whose command, we have little doubt, she will surpass the passages, extraordinary as they were, which he made in her namesake. It is all but impossible to build a stronger ship, the best proof of which is that she only broke her shear about half an-inch in launching; she has double keelsons of unusual size, thick garboard strakes, an extra number of iron plates on her timbers, knee-riders to every hold beam, and lodging knees to hold and deck beams; her outside plank averages an inch thicker than Lloyd's rules require, all her treenails are of locust, and all through and through, instead of one half, which is the required proportion. Her copper bolts are a size larger than the rules require for a ship of her tonnage; her materials are all of the very best quality, and the workmanship throughout cannot be surpassed. The ship received her name from Miss Tinne, of Briarley, in presence of a crowd of spectators, whose admiration of the ease and grace with which the beautiful craft took the water broke forth in enthusiastic cheers. She is now in the Queen's Basin, taking on board her masts and yards, most of which are of steel. She sails for Hongkong punctually on the 15th proximo, and we venture to predict her arrival from China about the month of September next with the first cargo of new teas. Should our prediction be fulfilled, we feel sure that there are few of our fellow-citizens who will not share in our satisfaction at the triumph of the Liverpool built ship over her rivals in the race.”

Appendix F

Extraordinary Accident

1855, 6th April: The Liverpool Mercury reported as follows: **“LAUNCH OF AN IRON SCREW-STEAMER – EXTRA ORDINARY ACCIDENT.** – *One of the most extraordinary accidents in the history of shipbuilding, in Liverpool, occurred yesterday on the launching of an iron screw-steamer. The disaster took place at the yard of the late firm of Messrs. Rennie, Johnson, and Co., iron shipbuilders, Sefton Street. Shortly after one o’clock, all being in apparent readiness, a fine-looking craft, of upwards of 600 ton, called the ‘Carbon’, and intended for carrying coal from Newcastle to London, was driven down the launch-ways. She had scarcely reached the water before a loud crash was heard, followed by the evident sinking of the vessel and the cradle. Her progress down the “ways” was suddenly stopped, and all efforts to force her forwards proved unavailing. After the lapse of nearly half an hour seven of the river tug boats were obtained, and an attempt was made to drag her into the river, aided by jackscrews at her stem and on either side of her. By the receding of the tide, and after three hours of ineffectual labour, she gave way gradually, till nearly two-thirds her length were over the pier. About four o’clock her keel took the ground; indeed, some doubts arose previously to this whether it would not have proved more injurious to the vessel to allow her to drop into the water, as the tide had fallen upwards of 16 feet. A little time after the accident occurred Mr. John Laird offered the assistance of his men and materials, but for some cause unexplained the generously offered aid was refused. Mr. Clay, the manager of the Mersey Steel and Iron Company’s works, was soon on the spot after the occurrence took place, and dispatched a messenger to his works for men, who arrived promptly and performed good service during the period of their stay. Mr. W. C. Miller, shipbuilder, was also present, together with his son, assisting in directing the workmen. The vessel, which is the property of Messrs. Hedley and Son, of Newcastle, is now an object of much interest as she lies, with her bow on the pier and her stern on the rock below. There is no doubt she has sustained considerable damage, but of what nature cannot as yet be particularized. The news of the accident rapidly spread through the town, and a vast number of persons were attracted to the yard. Several accidents occurred to the tug boats; one lost her mast and another her wheel. The completion of the ‘Carbon’, together with two other vessels in the same yard, has been under the superintendence of the assignees of Messrs. Rennie, Johnson, and Co., who failed a short time ago. It is intended to try to raise her by the tide this morning early, but some apprehensions are entertained that the pressure on the stern will be too great for the buoyant power, and she will, consequently, fill with water. The vessel was built from a model and plans by Mr James Hodgson, and under the superintendence of that gentleman.”*

Appendix F (Continued)

1855, 10th April: The Liverpool Mercury reported as follows: *“The new iron steamer ‘Carbon’ sailed hence for Preston this morning: her stern touched the ground during launching on Thursday.”*

The Liverpool Shipping Telegraph and Daily Commercial Advertiser 9th April 1855 reported that the **‘Carbon’** *“...was released on Friday from her position, and towed into the river”*. Seems she hadn’t suffered that much damage after all.

I would like to think this accident would never have happened if **Rennie, Johnson and Co.** hadn’t gone bankrupt and they had launched the vessel themselves.

The design of the launch-ways is a very important job; of all the launches I witnessed or took part in during my time in the shipyards in Aberdeen, we never had a problem, however I imagine if the launch-ways were designed by inexperienced staff then a multitude of problems could occur.



Location of the **Rennie, Johnson, and Co.** shipyard, from a map of Liverpool by B. R. Davies, dated 16th December 1860.

Appendix G

Launch of the Steam-Ship Parramatta.

The Era - Sunday 14th November 1858.

*“On Monday a new iron paddle steam-ship, intended for West Indian mails and passengers, was launched at the **Thames Iron Works and Ship-building Company's (Limited)** yard, Blackwall. The vessel was designed by **Mr. Rennie, the draughtsman** of the Royal Mail Steam Packet Company, whose property she is, and has been finished by the **Thames Ship-building Company**, from the drawings and upon the lines laid down by the proprietary company. The dimensions of the **‘Parramatta’** and of the **‘Yarra-yarra’**, a sister ship, which is fast approaching completion, are precisely the same: - Length between the perpendiculars, 330 feet; length of the keel for tonnage, 303ft. 9in.; breadth for tonnage, 43ft. 9in; depth in hold, 36ft. 6in. Burthen in tons, 3,092. The Parramatta and the **‘Yarra-yarra’** are intended by the Royal Mail Company to replace two of the present wooden vessels-the **‘Orinoco’** and the **‘Magdalena’** - experience having proved that, with the same engine-power, greater speed can be got out of iron than wooden ships. The engines of the **‘Orinoco’**, made by Maudslay, Son, and Field, of 800 nominal horse power, are to be fitted up in the **‘Parramatta’**, which has only been on the stocks since February last, having been made ready for launching in a very short period by the vigour and enterprise of the builders. Although rather sharp and thin in her lower proportions, the new steamer has in reality greater stowage capacities for passengers and goods than the **‘Himalaya’**, which is very much longer. Main deck accommodation 130, the saloon deck 140 - 270. The fittings of the saloon will be white and gold, with improved ventilation (Robinson's patent). Two o'clock was the hour appointed for the launch, but it was not until nearly three the dog-shores were knocked away, and Miss Whish (daughter of Captain Whish, R.N., one of the directors) swung a bottle of wine against the bows, and wished " Success to the **Parramatta.**" At that time both banks of Bow Creek, wherever standing room could be had, were covered with spectators. The vessel, when first relieved from her bearings, glided into the water with a slow and equable motion, but in a short time the cradle on the left-hand side became loosened, and slipped from under the ship, which heeled over violently, and suddenly recovering, leaned as much to the other side, to the no small discomfiture of those on board. In a few moments, however, she "righted," and was "pulled up" amidst loud and hearty cheers from all present, and then towed down to the Victoria Docks, where her engines will be put on board, and her fittings completed with all possible despatch.”*

Other Titles.

A total of 2,158 pages of Aberdeen shipbuilding history available online to date:

<p>Aberdeen Concrete Shipbuilding Co., Ltd., Torry, Aberdeen, 1918 to 1920 (2018), 31 pages.</p> <p>Walter Hood & Co., Shipbuilders, York Street, Footdee, Aberdeen, 1839 to 1881 (2018), 220 pages.</p> <p>LESLIE: Ship-owners, Shipmasters, & Shipbuilders of Aberdeen (An Introduction) (2018), 150 pages.</p>			
<p>John Smith & Co., Shipbuilders, Upper Dock, Aberdeen, c1862 to 1867 (2019), 47 pages.</p> <p>SS Intaba Built by Hall, Russell & Co., Ltd. York Place, Footdee, Aberdeen, 1910 (2019), 70 pages.</p> <p>Rifleman, 3-Masted Sailing Ship, Built in Aberdeen, 1860. (2019), 38 pages. <i>(Includes information on the unsolved Great Coram Street Murder of 1872).</i></p>			
<p>Hall Russell Remembered, Shipbuilding in Aberdeen 1864 to 1992, (2007), 36-pages.</p> <p>William Stephen & Co. / William Stephen & Sons, / Alexander Stephen & Sons, Shipbuilders, York Street, Footdee, Aberdeen, 1793 to 1830, (2019), 75 pages.</p>			
<p>David Burns & Co., Shipbuilders, Inches (Upper Dock), Aberdeen, c1857 to c1866. (2019), 47 pages.</p> <p>John Humphrey & Co., Shipbuilders, Upper Dock, Aberdeen, 1865 to 1875. (2020), 92 pages.</p> <p>Hall, Russell Male Voice Choir, Aberdeen, 1918 to 1963. (2021), 244 pages.</p> <p>Leckie, Wood and Munro, Engineers & Iron Shipbuilders, Torry, Aberdeen, 1864 to 1870. (2021). 40 pages.</p>			

Available online to date: (Continued).

<p>William Duthie Jnr. & Co., Shipbuilders, Upper Dock, Aberdeen, 1856 to 1870. (2021), 94 pages.</p> <p>Alexander Hall & Co., Shipbuilders, Footdee, Aberdeen, The 1860's, Boom to Bust. (2021), 184 pages.</p> <p>Robert and Peter Matheson, Shipbuilders, Trinity Building Yard, Aberdeen, c1824 to c1827 (2022), 26 pages.</p>	<p>2021-v1</p> <p>WILLIAM DUTHIE JNR. & CO., SHIPBUILDERS, UPPER DOCK, ABERDEEN, 1856 TO 1870.</p> <p>INCLUDES INFORMATION ON DUTHIE & COCHAR, SHIPBUILDERS, MURPHREE 1864 TO 1866.</p> <p>STANLEY BRUCE</p>	<p>2021-v1</p> <p>ALEXANDER HALL & CO., SHIPBUILDERS, FOOTDEE, ABERDEEN.</p> <p>THE 1860'S BOOM TO BUST</p> <p>STANLEY BRUCE</p>	<p>2022-v1</p> <p>ROBERT & PETER MATHESON, SHIPBUILDERS, TRINITY BUILDING YARD, ABERDEEN, C1824 TO C1827.</p> <p>STANLEY BRUCE</p>
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