

2021-v1

**ALEXANDER HALL & CO.,
SHIPBUILDERS,
FOOTDEE, ABERDEEN.**

THE 1860'S

BOOM TO BUST



STANLEY BRUCE

Due to the age of the photographs and drawings in this book they are all considered to be out of copyright, however where the photographer, artist or source of the item is known it has been stated directly below it. For any stated as 'photographer unknown' I would be very happy for you to get in touch if you know the artist or photographer.

Cover photograph: the 3-masted ship '**Herradura**' (612 tons), launched in 1868, painted by William Foster.

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 Alexander Hall & Co. available to a wider audience. There is much available on the internet, especially on www.aberdeenships.com which gives much more details from many newspapers not stated in this publication. However, what's currently available is scattered and doesn't readily give the full picture when looking at the perspective from each shipbuilding company.

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

I can be contacted at bardofthebroch@yahoo.com

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

**ALEXANDER HALL & CO.,
SHIPBUILDERS,
FOOTDEE,
ABERDEEN.**

THE 1860'S.

BOOM TO BUST.

Written to commemorate 30-years since I left A&P Appledore (Aberdeen Ltd. (aka Hall, Russell's) and joined DNV(GL).
(Hall, Russell & Co. and DNV were both founded in 1864).

**© Stanley A. Bruce,
2021.**

Copyright Terms

You are free to digitally distribute or display this book in whole; or as individual pages, subject to the page header being retained on each page.

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

Please treat all dimensions as approximate.

**ALEXANDER HALL & CO.,
SHIPBUILDERS,
FOOTDEE,
ABERDEEN.**

THE 1860'S.

BOOM TO BUST.

BY

STANLEY BRUCE

Contents.	Page
Introduction.	7
Aberdeen Shipbuilders of the 1860's.	10
1860's Aberdeen Shipbuilding Tonnage Built.	11
Key Dates in the History of Alexander Hall & Co. (1809 to 1957).	11
Some Length to breadth Comparisons.	14
1860's Timeline.	15
Abbreviations.	27
Hall's Ships (poem).	28
Vessels Built by Alexander Hall & Co. in the 1860's.	29
Ocean Mail (1860).	34
Chaa-Sze (1860).	36
Flying Spur (1860).	39
Chepica (1860).	42
Pegasus (1861).	44
The Murray (1861).	46
Adam Sedgwick (1861).	48
Colleen Bawn (1861).	50
Emily (1862).	51
Clara Sayers (1862).	52
Coulnakyle (1862).	54
Star of China (1862).	57
Vanda (1862).	59
Natal Star (1862).	60
Reindeer (1863).	62
Celaeno (1863).	64
Black Prince (1863).	66
Yang-Tsze (1863).	69
Fy-Chow (1863).	75
Tugela (1864).	77
Goolwa (1864).	79
Edward P Bouverie (1864).	82
Devanha (1864).	85
Admiral (1865).	88
Darra (1865).	89
John Williams (1865).	92
Ada (1865).	113
Douglas (1865).	116
Unkown Barge (1865).	119

Contents. (Continued).	Page
Sobraon (1866).	120
Brucklay Castle (1867).	127
Electra (1866).	129
Taiwan (1866).	131
Eclipse (1867).	133
John Wesley (1867).	137
Nicoya (1867).	140
Illovo (1867).	142
Whalsay (1867).	145
Kwang Tung (1868).	146
Helen Black (1868).	149
Commissary (1868).	151
Ho Sho Maru (1868).	152
Frederick (1868).	155
Samoa (1868).	156
Herradura (1868).	158
Jho Sho Maru (1869).	165
May Queen (1869).	171
Caliph (1869).	174
Barranca (1869).	179
Bibliography.	181
Acknowledgements.	181
Websites.	181
Further Reading.	181
 Appendices	
A Gravestone of Alexander Hall and Elizabeth Cochar.	182
B Gravestone of James Hall and Christina Wilson.	183

This book was researched and written in 2020 during the COVID-19
Pandemic.

Introduction.

The 1860's, commenced with the sailing ship in it's prime; the development of the 'Aberdeen Bow' invented by the Hall's in 1839 and first fitted on the top-sail schooner '**Scottish Maid**' (142 tons) was now adorning every fast sailing ship built in Aberdeen and around the World. These were beautiful vessels, with fine streamlined hulls with a length to breadth ratio of around 6:1, large masts and spars with a huge capacity for sails.



Tea Clippers were getting faster, bigger and more stream-lined, as shipowners believed economy was in the scale. Many of Hall's clippers took part in the China Tea Races, bringing expensive cargoes of tea home from China to London, making a lot of money for their owners. The first teas of the season obtained the highest prices, so there was an incentive to be home first. There was also the glory received by the winning captain and the builder of the fastest ship. A shipbuilder whose ship won the race was virtually guaranteed more work.

In 1868, Hall's neighbour Walter Hood & Co. launched the celebrated tea clipper the '**Thermopylae**' (991 tons), the Hall brothers shortly after built the '**Caliph**' specifically to beat her, but unfortunately, she didn't get the chance, as she was lost a mere two years after her launch. It's a shame they never got to race; I imagine the Hall brother's were very disappointed about this.

The 1860's was a very busy time for the Hall's, yet it was the decade where the company went from boom to bust. At the close of 1869 the firm was in sequestration, partly due to losses on some of the ships built, but mainly due to a huge debt from 1863 associated with George Thomson and the firm Messrs Catto, Thomson, & Co., Rope and Sail Manufacturers at the Links, of which the Hall brothers were joint owners.

In 1864, **Hall Russell & Co.** was founded in the former Aberdeen Iron Works, York Place, Footdee. The Hall brothers knew that Alexander Hall & Co. due to the huge ropeworks debt from 1863 might not survive as a business so they opened **Hall Russell & Co.** on the west side of York Place in the former Aberdeen Iron Works as a separate concern initially to build ship engines and boilers.

The 1860's was a time of great change for shipbuilders; in the list of vessels built by the Hall's in this decade we have conventional wooden carvel-built hulls, diagonal built hulls, composite hulls, iron hulls and steam engines. The change from wood to iron wouldn't have been an easy one, men required retraining and the purchase of costly new machinery would have been necessary. Hall's first composite hull the '**Black Prince**' (750 tons) designed by fellow Aberdonian William Rennie on the lines of the very successful '**Fiery Cross**' (695 tons) built by Chaloner of Liverpool seems to have taken considerably longer to build than their earlier carvel-built wooden hulls, I guess due to teething problems probably due to the different construction methods used.

The 3-masted ship '**Vision**' (563 tons) launched 31st December 1853 was Hall's first diagonal-built hull, however in the 1860's this method of construction was used by Hall's on the 3-masted ship '**Ocean Mail**' (630 tons) and the 3-masted ship '**Chaa-Sze**' (556 tons).

In this decade Hall's launched the 3-masted ship '**Sobraon**' (2,131 tons), which was the largest composite ship ever built. A huge crowd gathered at her launch to witness this feat. It must have been quite a sight as she was two to three times bigger based on tonnage than the vessels built at this period.

In this decade the Hall's built three missionary ships, the 3-masted barque '**Samoa**' (200 tons), 3-masted schooner '**John Wesley**' (238 tons) and the 3-masted barque '**John Williams**' (296 tons). These were smaller than the 'Tea Clippers', but still good work for the yard. Incredibly the '**John Williams**' was paid for by Sunday School children who collected what was referred to as "ship half-pennies".

Fraserburgh born Thomas Blake Glover, who had gained access to Japan in 1859 as a tea merchant aged 21-years, chose Hall's in his former hometown to build the first warships for Japan; firstly in 1868 the '**Ho Sho Maru**' (316 tons) and in 1869 the much bigger '**Jho Sho Maru**' (1,459 tons).

1869 saw the opening of the Suez Canal, this meant that steamships could make passage to the Far East much quicker than any sailing ship, the 'Age of Steam' had finally arrived. Hall's had dabbled with steam in the '**Gazelle**' (73 tons) built in 1840, the paddle steamer '**Iris**' (280 tons) built in 1842, the paddle steamer '**Juno**' (383 tons) built in 1851 and the steam yacht '**Fox**' (177 tons) built in 1855. Progressive shipowners with foresight, aware of the building of the Suez Canal recognised that steam was the future and began to move away from sail to steam, and the 1860's for Halls was the beginning of the change.

Anyone who has visited the Aberdeen Maritime Museum will have seen the bust of William Hall which is proudly displayed. According to the local press a bust of James Hall was also made after his death, but where is it kept?

Some dimensions and tonnages stated by the Press differ from the Lloyds or builder's dimensions, in my tables I have shown what I believe to be the correct values, or as far as my knowledge allows to be correct, but please treat as approximate.

Stanley Bruce, BSc., I.Eng., I.MarEng., MIMarEST.

Former Shipbuilder,

Hall Russell Ltd, 1980 to 1991.

Aberdeen Shipbuilders of the 1860's.

There was a lot of competition for shipbuilding work in Aberdeen at this period, and by 1870 for a variety of reasons seven of the following Aberdeen shipbuilding companies were out of business. Alexander Hall & Co. technically, suffered the same fate, as in December 1869 they were in sequestration. June 1870, led to an auction of the shipyard equipment, however William Hall managed to recommence business by September 1870 trading under the same name.

Inches (Upper Dock).

<i>Shipbuilder</i>	<i>Dates in Business</i>
Andrew Brands	c1856 to 1864.
William Beedie	c1865.
David Burns & Co.	1858 to 1866.
William Duthie Jnr.	1855 to 1870.
John Humphrey & Co.	1865 to 1875.
John Smith	c1862 to 1867.

Torry

<i>Shipbuilder</i>	<i>Dates in Business</i>
Leckie, Wood & Munro.	1864 to 1870.

Footdee

<i>Shipbuilder</i>	<i>Dates in Business</i>
John Duthie, Sons & Co.	1861 to 1907.
Alexander Hall & Co.	1811 to 1957.
Hall, Russell & Co.	1864 to 1990.
Walter Hood & Co.	1839 to 1881.

The Aberdeen Post Office Directory 1860 / 1866 has an entry for Thomson, Catto, Buchanan, & Co., engineers, boiler makers, chain makers, anchor makers, brassfounders, and iron shipbuilders, York Place Iron Works. I suspect the reference to iron shipbuilders reflects the business of the former owner W. Simpson & Co. who built three iron ships in the 1840's.

At this period several other small wooden boat-builders operated around the harbour area, three that I know of where:

- Alex. L. Forsyth, Bon Accord Saw Mill, York Street (c1869 to c1891).
- William Neilsen & Co., York Street (c1827 to c1866).
- George Smith, New Pier (c1869 to c1870).

1860's Aberdeen Shipbuilding Tonnage Built.

The Aberdeen Press and Journal - Wednesday 27th April 1870, reported the following information regarding shipbuilding statistics in Aberdeen:

Year	No. of vessels launched	Gross Tonnage
1860	12	6,700
1861	7	4,664
1862	16	8,405
1863	13	8,468
1864	13	10,127
1865	16	11,133
1866	17	11,895
1867	17	9,617
1868	17	8,006
1869	11	9,125

1860 to 1865 shows builder's measurement, and 1866 to 1869 the New Measurement (N.M.).

Key Dates in the History of Alexander Hall & Co. (1809 to 1957).

1790: Alexander Hall (1760 to 1849) a cartwright from Auchterless, Aberdeenshire joined the firm of Cochar and Gibbon, Footdee, Aberdeen as a shipwright/carpenter.

c1800: Alexander Hall (1760 to 1849) entered a partnership known as **Hall, Buchan & Co.**

1809, 21st November: the shipbuilding business of **Hall, Buchan & Co.** ceased, and a new contract of partnership named **Alexander Hall & Co.** was formed by partners Alexander Hall (1760 to 1849), Alexander Fraser, Alexander Gibbon and George Mole.

1835: Alexander Hall's two sons William Hall (c1806 to 1887) and James Hall (c1804 to 1869) took over the company; William was a ship draughtsman / designer, and James was the shipyard manager.

1839: The 'Aberdeen Bow' was first fitted by Alexander Hall & Co. to the 2-masted topsail schooner '**Scottish Maid**' (142 tons). She was the first Aberdeen clipper and her design of bow became the preferred design worldwide and announced the dawn of the great clipper age.

1849, 2nd March: Alexander Hall (b.1760) died aged 89 years. He is buried in St. Clements Kirkyard, Footdee, Aberdeen. See Appendix.

1855: The 3-masted wooden-hulled ship '**Schomberg**' was completed at a cost of £43,103, (Approx. £4.7 million in 2019). She was the biggest vessel ever built at Alexander Hall & Co., based on GRT of 2,284 tons.

1863: Hall's launched their 1st composite-built vessel, designed by fellow Aberdonian **William Rennie**, she was the 3-masted ship '**Black Prince**' (750 tons). In the 1860's Hall's built fifteen composite-hulled vessels.

1864, September: William Hall, James Hall (Sons of Alexander Hall), Thomas Russell (A Port Glasgow engineer) and John Cardno Couper from Sussex founded the Company **Hall, Russell & Co.**, Iron Shipbuilders, Aberdeen, in the former Aberdeen Iron Works, York Place, Footdee. They initially built steam engines and boilers, but as the name suggests they always intended to build ships. William Hall and James Hall were the owners of Alexander Hall & Co., which at the time was struggling financially due to large debt associated with George Thomson and the local Rope Works which the Hall brothers partly owned. They feared Alexander Hall & Co. would go bankrupt and face closure. Therefore, the newly formed **Hall, Russell & Co.**, starting with a clean sheet was better placed financially than Alexander Hall & Co. to embrace new technology.

1865: They built an iron barge, this was their first iron-built hull, this led to the building of the '**Douglas**' (615 tons) and '**Taiwan**' (337) their first iron-hulled vessels, both built in 1866.

1868, July: They launched a steam drifter called the '**Frederick**' (23 tons). This is a very early date using a steam engine on a fishing boat.

1869, 29th May: James Hall (b.c1804) died of a heart attack. He is buried in Macduff Parish Church cemetery with his wife Christina nee Wilson (1808 to 1866) who hailed from Macduff.

1869, December: Alexander Hall & Co. was declared insolvent. William Hall sold his share of **Hall, Russell & Co.** to John Cardno Couper (c1821 to 1902)¹¹.

1870, 24th August: The Aberdeen Press and Journal reported, "*We are glad to hear that Mr William Hall, shipbuilder, has been able to effect an arrangement with the creditors of the late firm; and that he will soon recommence business as a shipbuilder in his former premises at Footdee.*"

1877, 27th October: They launched the 3-masted sailing ship '**Elissa**' (431 tons). She is currently restored and on display at the Seaport Museum, Galveston, Texas, USA.

1881: The shipyard of **Walter Hood & Co.** sited immediately to the east of Alexander Hall & Co. closed, and the lease was taken over by Alexander Hall & Co., thereby greatly extending Hall's shipyard.

1887, 9th August: William Hall (b.c1806) died at the age of 81-years, said to have been after "*a period of richly deserved rest*" (Retirement). He is buried in St. Clements Church, Footdee, Aberdeen.

1904: William Hall Jnr. retired, and Alexander Hall & Co. became a limited company.

1952: The Burntisland Shipbuilding Co., Burntisland, Fife purchased the capital of Alexander Hall & Co. Ltd., but the yard retained its name.

1955: The yard of Alexander Hall and Co. Ltd. merged with **Hall, Russell & Co. Ltd.**, encompassing the sites of all the former Footdee shipbuilding yards. **Hall, Russell & Co. Ltd. / Hall Russell Ltd.** continued in business until 1990. (And as **A&P Appledore (Aberdeen) Ltd.** from 1990 to 1992).

1956, 7th August: Yard No. 750 ss '**Winga**' (2,234 tons) a general cargo ship was launched, she was the longest ship ever built by Alexander Hall & Co., measuring 296'1" (90.25m).

1957, 26th September: Yard No. 753, '**Blisworth**' was the last ship built under the name of Alexander Hall & Co. She was a steel-hulled cargo ship of 1,031 tons built for Grand Union (Shipping) Ltd., London. (Note - The '**Aberdeen Distributor**' (281 tons) was launched 1st May 1958 by **Hall, Russell & Co., Ltd.** but on her ship plate it states Alexander Hall & Co., Ltd. but with **Hall, Russell & Co.** Yard No. 876).

Some Length to breadth Comparisons.

I thought it would be interesting to compare Hall's 3-masted ship '**Caliph**' with some other well-known vessels. I've included the type 22 frigate simply because in the 1980's I was offered a job with the Ministry of Defence (MoD) as a naval overseer working on them.

The higher the ratio the more stream-lined the hull, so the faster that vessel could in theory travel, provided it had the wind / sails or power to do so.

Name	Built	Length	Beam	Depth	L/B Ratio	Max. Speed (knots)
Type 22 frigate (1 st batch).	1979	430' 131.2m	48' 14.8m	20' draft 6.1m	8.96	30
Royal Yacht Britannia.	1953	412' 126m	55' 17m	15' draft 4.6m	7.5	21.5
SS Explorer.	1955	202'9" 61.8m	32'9" 9.98m	14'2" 4.32m	6.2	12
Caliph	1869	220'7" 67.2m	36'1" 11m	20'1" 6.1m	6.1	c16
Island Class Offshore Patrol Vessel	1976	195' 59m	36' 11m	14' 4.3m	5.42	16
Scottish Maid	1839	92'4" 28.1m	19'4" 5.9m	11'7" 3.5m	4.78	c10 / 12*
Sir William Hardy / Rainbow Warrior.	1955	131'3" 40m	27'7" 8.4m	15' draft 4.6m	4.76	12

* Known to have sailed the Aberdeen to London route in 48 hours.

1860's Timeline.

1860, 25th July: Mrs Elizabeth Hall (nee Cochar) (b.c1876) wife of Alexander Hall died at Footdee, aged 84-years. She is buried with her husband Alexander Hall (1760 to 1849) in St. Clements Kirkyard, Footdee, Aberdeen. See Appendix A.

1863, 1st December: The Banffshire Journal and General Advertiser reported as follows: *"We (Aberdeen Free Press) understand two meetings were held last week of the creditors on the estate of George Thomson, when Mr George Milne, banker, and Mr James Collie, advocate, were elected trustee, and trustee in succession, upon the estate. Claims to the amount of upwards of £43,000 were represented at the meeting. The commissioners are Mr Jas. Westland, North of Scotland Bank; Mr Geo. Collie, advocate; and Mr James Williamson, merchant – all in Aberdeen."* (£43,000 = £5.44 million in 2019) a sizeable debt.

1863, 30th December: The Aberdeen Press and Journal published the following notice: *"MESSRS CATTO, THOMSON, & COMPANY, Rope and Sail Manufacturers in Aberdeen, hereby intimate that GEORGE THOMSON, Merchant in Aberdeen, having been Sequestered under the Bankrupt Statutes, has ceased to be a Partner of their Firm: and further, that WILLIAM BEVERLEY, some time Manager of their said Company, has ceased to be employed by them, and has now no connection whatever with the Company. The Business will be carried on in future, in all its Branches, by the Subscribers, the remaining Partners, under the superintendence of Mr JOHN WEBSTER, as Manager, and Mr JOHN DAVIDSON, as Sub-Manager, who alone are authorised to take payment of the Company's Accounts.*

JOHN DUTHIE.

JAMES HALL.

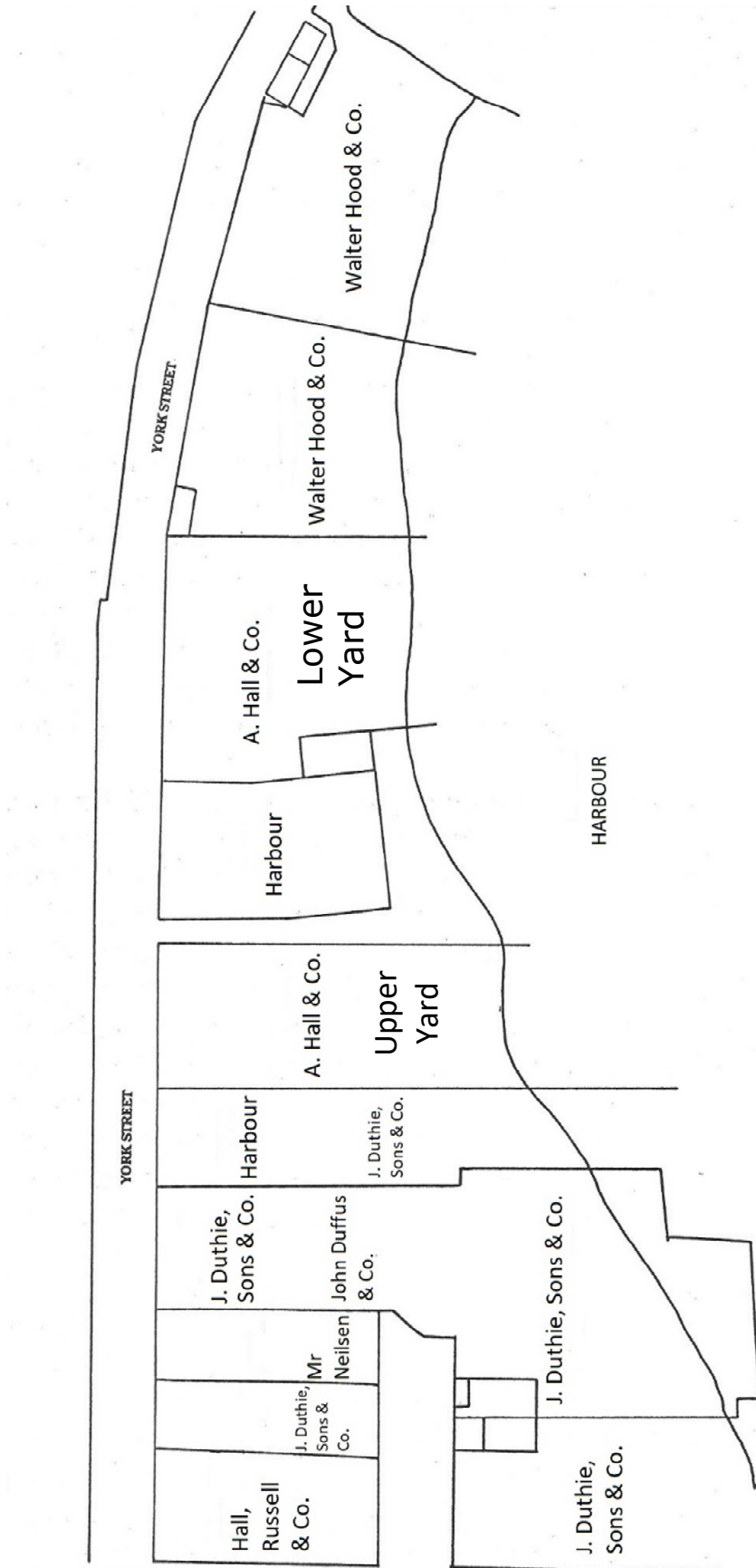
Wm. HALL.

JOHN CATTO.

JAMES MOIR, Ropemaker, residing in Aberdeen, Witness JAMES BLACK, Store-keeper, residing in Aberdeen, Witness.

Aberdeen, 29th December 1863."

1866, 10th September: Christina Hall (nee Wilson) (b.c1808) wife of James Hall (c1804 to 1869) died aged 58-years. She is buried in the Macduff Parish Church cemetery. Her father was shipmaster James Wilson of Macduff. See Appendix.



A Feuing plan of the Footdee Shipyards, 1866. (Adapted from The Villages of Aberdeen – Footdee, by Diane Morgan). The two yards owned by Alexander Hall & Co. at this period were referred to as the upper and lower yards.

1867:

Alexander Hall & Co. shipyard, 1867. Far left in the 'Upper' yard is the stern of the 'Illovo' on the stocks, immediately to her right is Waterside house (demolished c1900), at the time home of James Hall, note the whalebone arches, Aberdeen was once a prominent whaling port. The sailing vessel centre behind the tug in Hall's 'Lower' yard is the 'Tom Duff' (built in 1848), probably in for repair work.

1867 / 1868: According to the Aberdeen Post Office Directory William Hall resided at No. 46 York Street and Ruthven Cottage, Ruthrieston, Aberdeen.

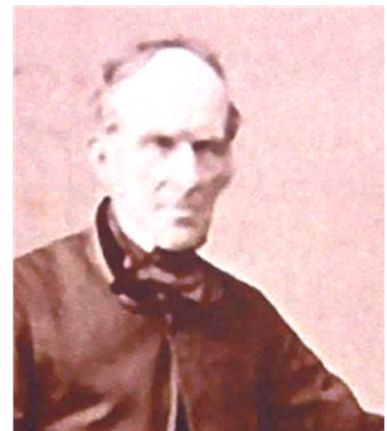
1868: Hall's neighbour **Walter Hood & Co.** launched the '**Thermopylae**' (991 tons) for George Thompson's Aberdeen Line, she was an immediate success and was the one to beat. In 1869, Hall's '**Caliph**' (1,000 tons) which means "the successor" was according to James Hall built specifically to beat her, but unfortunately, she didn't get the opportunity as she disappeared without trace in 1871 on her second voyage in the China Seas somewhere between Anjer (West Java, Indonesia) and Shanghai (China). At this period there was a lot of rivalry between shipbuilders to claim the fastest ship.

Anjer was a considerable port in the 19th century, but in August 1883 it was completely destroyed by a 100-foot-high tsunami caused by the eruption of the volcano Krakatoa.

1869, 5th February: The Peterhead Sentinel and General Advertiser for Buchan District, reported as follows: ***"FATAL FALL.** Wednesday afternoon, George Shewan, ship carpenter, while working in Messrs Hall's building yard, Footdee, lost his balance and fell from staging about 14 feet height. In falling his head struck against a plank with considerable violence, and he died within a few minutes after. Drs Fiddes and McQuibban were speedily in attendance, but too late to be of service. Shewan was 71 years of age. He resided in Canal Street."*

1869, 29th May: saw the unfortunate death of James Hall (b.c1804) which occurred suddenly, when he died of a heart attack whilst preventing a fire in a neighbouring timber yard spreading to their almost complete vessel the 'Jho Sho Maru' (1,459 tons).

1869, 4th June: the Buchan Observer and East Aberdeenshire Advertiser, reported as follows: ***"DEATH OF MR JAMES HALL, THE EMINENT SHIPBUILDER.** By the death on Saturday morning of Mr James Hall, the senior partner of the firm of Alexander Hall & Sons, shipbuilders, Aberdeen has lost one of the best esteemed and most eminent of her citizens. His death was sudden and unexpected. About two o'clock on the morning of Saturday, fire was discovered in the woodyard of*



*James Hall.
(c1804 to 1869).*

*Messrs Milne, in the Lower Inches, and, as usual. amongst the first summoned by the watchman to give aid were the Brothers Hall. With characteristic zeal Mr James Hall hastened to the scene of the fire, his anxiety to be early present being no doubt increased by the fact that the splendid new iron corvette the **Jho-Sho-Maru**, launched the other day by the Messrs Hall, and nearly completed for the Japan Government, lay within a distance of some thirty or forty yards from where the flames burst forth.*

*Fortunately, the fire was with comparative ease overcome; but just when all danger was past, the gentleman whose decease we now lament, suddenly and without a word fell dead beside those who had been working around him. The great loss has caused, as well it may, a deep feeling of regret through all ranks in Aberdeen. It may be questioned if Scotland has produced a man whose reputation in naval architecture stands higher. During the greater part of the present century the "Halls of Aberdeen" have held honourable repute for the strength and general excellence of their vessels, though it may be said that it was not till about 1840 that their fame became worldwide. Some years previous to the date mentioned, the Messrs Hall introduced a decided innovation in shipbuilding. They conceived that beauty of outline and lightness of rig might not be inconsistent with strength of build and sailing power; and working out this Conception, they launched the firm clipper ship that took water, named her "**The Scottish Maid.**" The vessel's sharp, thin bow, was matter of touch controversy, and there were strong doubts amongst the old craftsmen as to the new build bring good for much in the way of either going or carrying. These doubts were soon settled. The "**Scottish Maid**" became the talk in every British port where sailors and merchantmen congregate. She competed with the London and Newcastle steamers, and — Captain Watson commanding — held her own with the swiftest of them. The success and excellence of the "new build" were quickly established, and the fame of the Aberdeen clipper, grew rapidly, and was carried far. The results were early and apparent. Orders came to the city for vessels of the Hall build; work in the line was greatly increased; the other local shipbuilders adopted the clipper form; and from 1840 on till now Aberdeen has sent forth a fleet of vessels that for combined beauty of outline, strength of build, and sailing speed have no superiors. For this most is due to him who so suddenly passed away on Saturday morning. Mr James Hall possessed great skill and energy as a practical worker, and he moved constantly about amongst his men and apprentices, directing the former, teaching the latter, and speaking ever the broad, homely tongue of the district. He was an apt, upright, and able man of business. Aberdeen will greatly miss Mr Hall. His death was the one topic of conversation on*

Saturday, and the whole of the ships in the port have since the event shown their colours half-mast high. The deceased was sixty-five years of age."

1869, 4th June: The Elgin Courant, and Morayshire Advertiser, reported as follows: **"DEATH OF MR JAMES HALL, THE EMINENT SHIPBUILDER.** *By the death, on Saturday morning, of Mr James Hall, the senior partner of the firm of Alexander Hall & Sons, shipbuilders, Aberdeen has lost one of the best-esteemed and most eminent of her citizens. His death was sudden and unexpected. About two o'clock on Saturday morning, fire was discovered in the wood-yard of Messrs Milne, on the Lower Inches, and, with characteristic zeal, Mr Hall hastened to the scene of the fire — his anxiety to be early present being no doubt increased by the fact that the splendid new iron corvette, the 'Jho Sho Maru' launched the other day by the Messrs Hall, and nearly completed, for the Japan Government, lay within a distance of some thirty or forty yards of where the flames had burst forth. Fortunately, the fire was with comparative ease overcome; but just when all danger was past Mr Hall suddenly, and without a word, fell dead beside those who had been working around him. It may be questioned if Scotland has produced a man whose reputation in naval architecture stands higher."*

1869, 4th June: The Peterhead Sentinel and General Advertiser for Buchan District, reported as follows: **"SUDDEN DEATH OF MR JAMES HALL, SHIPBUILDER** – *Mr James Hall, of the eminent firm of Messrs Alex. Hall & Sons, Footdee, died suddenly on Saturday morning. Deceased had gone to help to subdue a fire that had broken out in a timber yard on the south side*



*William Hall.
(1806 to 1887).*

of Provost Blaikie's Quay, near where the Japanese War Ship is lying, and through over exertion, brought on a crisis of heart disease, which instantly proved fatal. Mr Hall was sixty-five years of age on the 18th of last month. His father, Mr Alexander Hall, came from the parish of Auchterless, and in early life had commenced business on his own account as a shipbuilder some eighty years ago, in the premises still occupied by his sons. His two sons, James and William, became partners in the firm ultimately.

*When the elder Mr Hall commenced business, the building of merchant ships had not been reduced to a science, and the tonnage rules of measurement then enforced retarded improvements. The old class of merchant vessels were mad to carry cargoes, and but little attention paid to sailing properties. To obtain a more important desideratum (a higher rate of speed) the Messrs Hall about thirty years ago introduced the improvement of "the clipper bow", at the same time adding considerably to the length of the vessels which they built, which improvements soon gained a name for the enterprising builders, and Aberdeen clippers were soon known far and wide. The '**Scottish Maid**' was the first vessel constructed after the improved plan. Other improvements have from time to time been made by the firm, and others adopted, in the building of merchant vessels. Mr Hall, sen. died about the year 1850, at the ripe age of ninety years, and since then the business has been wholly conducted by Messrs James and William Hall, who were also partners in the firm of **Hall, Russell, and Co.** Their reputation as shipbuilders has always been of the highest kind. They were the first to build vessels on the composite principle. Their first great triumph was the building of the '**Schomberg**' a ship of 2,600 tons. Since then they have built several large and handsome vessels, and besides, a number of iron vessels and steamers. As a thorough business man, Mr Hall has left few in Aberdeen to equal him. As an employer of labour, his reputation has been quite as high as that which he achieved in shipbuilding. His firm always paid the highest rate of wages; and only a short time since they raised the same without solicitation – at all times taking an active interest in promoting every movement having a tendency to advance the welfare of the working classes. They opened evening schools for their own apprentices, and at them James Hall frequently taught the classes himself. His liberality in seeing that "Jack should be as good as his master", as he himself expressed it at the launch of the Japanese war ship, a few weeks ago, was a lesson that masters might well imitate. Mr Hall, with all his opportunities to do so, never pushed himself much before the public, but seemed rather to be contented when he could do "good by stealth." Mr Hall was a widower, his wife having died some two or three years ago. It may be mentioned that arrangements were made several years ago whereby the business could be carried on*

*uninterruptedly should such an event as the one now deplored occur. Work in the building-yards, and in **Hall, Russell & Co.'s** engine works, was suspended on Saturday, but was resumed on Monday morning. Mr Hall's remains were interred on Thursday, in the churchyard of Macduff, beside those of his wife."*

1869, 8th June: The Banffshire Journal and General Advertiser, reported as follows: *"The funeral of the late Mr James Hall, shipbuilder, Aberdeen, whose lamented death noticed in last Journal, took place on Thursday last. The remains were conveyed by rail from Aberdeen to Macduff Station, whence they were carried to the Churchyard of Macduff by twelve apprentices from the shipbuilding yard at Aberdeen, who occasionally relieved each other. The body was laid in the grave beside that of his wife, who belonged to Macduff, and was interred in the Churchyard of that place. A number of gentlemen from Aberdeen attended the funeral, and there was also a large gathering both from Banff and Macduff."*

1869, 9th June: The Aberdeen Press and Journal, reported as follows: **"MR JAMES HALL'S FUNERAL.** *On Thursday morning, the mortal remains of James Hall, shipbuilder, were removed from his house, Footdee, at half-past six o'clock, for interment at the Churchyard of Macduff. The body was carried to the General Station by six apprentices of the firm of which deceased was senior partner, there being a second shift of six apprentices to relieve the first in their progress to the station, from which it was taken by the 7 A.M. train, on its way to the place of interment. Notwithstanding the early hour which the funeral cortege left deceased's house, there was a large assemblage of spectators waiting to see the coffin taken from the house, a great number of whom followed the procession, which was large. The works of the firm, and of **Messrs Hall, Russell, & Co.,** were laid off till breakfast time, the men beginning at ten o'clock."*

Banffshire Journal and General Advertiser - Tuesday 15th June 1869.

Original Poetry.

THE LATE JAMES HALL, ABERDEEN.

WHEREVER the summer breezes sweep,
Wherever the golden sunbeams fall,
On every sea and distant shore,
Ring forth the manly worth of Hall.

Not mourn'd by's native town alone,
Where hangs view the flag of woe;
Where'er a brother Scot is found,
Warm tears for Hall will freely flow.

Each 'clipper bow' his genius built,
To fleetly cleave the ocean-wave,
Will prove a noble monument,
To him that fills an honoured grave.

The head that planned with matchless skill,
The hand which wrought, reposes low,
The shaft of death that spareth none,
Struck down our best at one fell blow.

The hundreds whom he fed and clad,
Will find anew a time to weep,
That day the war-ship's noble form,
Slowly to seaward gins to sweep.

He loved the labourer—sought his good,
For earth below, for heaven above;
And God sent not a moment's pain.
But call'd from life to death in love.

He meekly heard the sudden call,
Resigned his soul to God's good hand;
And now, removed from earth and sin,
Enjoys with saints the better Land.

J.F.

Mr James Hall, the eminent Aberdeen shipbuilder, died suddenly on 29th
May 1869.

1869, 25th August: The Aberdeen Press and Journal, reported as follows:

“Notice to Debtors and Creditors.

ALL Parties having Claims against the deceased JAMES HALL, Esq., Shipbuilder, Aberdeen, are requested to lodge them, properly vouched, with Geo. Allan, Advocate, 56, Castle Street, Aberdeen, Agent for his Executors, within Fourteen Days from this date; and all Parties Indebted to Mr Hall will please make Payment of what they owe to Mr Allan, within the same period.”

1869, 24th September: The Aberdeen Free Press, reported as follows:

“BUST OF THE LATE JAMES HALL, SHIPBUILDER.

We have seen in the workshop of Mr James Walker, carver, Crown Court, Upper Kirkgate, a life-size bust in clay. Of our late lamented townsman, Mr James Hall, the well-known eminent shipbuilder. Mr Walker's skill in modelling is well exemplified in the success with which he has reproduced the strong, finely-formed head, and handsome, characteristically expressive features of his subject. The pose of the bust is good, and the drapery has been very skilfully managed. Altogether, the bust does great credit to Mr Walker's abilities as an artist.” (William Hall's bust is on display in the Aberdeen Maritime Museum, but where is James' bust?).

1869, 22nd October: The Aberdeen Free Press, reported as follows: ***“THE LATE MR JAMES HALL.*** *We referred some weeks ago to a bust in process of completion of the late Mr James Hall, shipbuilder, by Mr Walker, Upperkirkgate. The work is now finished and placed in the window of Messrs Hay & Lyall, and it will, we are sure, give much satisfaction to every one who was acquainted with the face of our distinguished townsman. The artist has been very successful in catching the features of Mr Hall, and the calm expression of his countenance when in a thoughtful mood; while the head remarkable for its lofty brow — is altogether a fine one. With such a "first appearance in public" as this bust, Mr Walker should have great heart to go on in his study and labours as a sculptor.”*

1869, 17th November: The decade ended with the opening of the Suez Canal, after 10-years of civil construction work. This was the beginning of

the end for the sailing ship, as steamers could now make passages from Great Britain to the Far East much quicker.

1869, 8th December: The Aberdeen Press and Journal reported as follows: *“BUST OF THE LATE MR HALL. We have much pleasure in drawing attention to the very admirable bust of the late Mr James Hall, which has during the week been exhibited in the windows of Messrs Gifford & Sons. The bust is a remarkably good portrait—strikingly so. considering that it has been executed, we understand, entirely from photographs, with the advice of parties to whom Mr Hall was personally familiar. Though plain to severity, it is instinct with life, and especially successful in conveying the self-possessed vigour and thoughtfulness that were so characteristic of Mr Hall. The conception is masterly, and the treatment effective. It has been modelled by Mr Alexander Bell, whose recent statuette of John Phillip will be remembered by the admirers of that lamented artist. Mr Bell has reason to be proud of this new effort, and should be encouraged to develop his talent for sculpture.”*

1869. 29th December: The Aberdeen Press and Journal reported as follows: *“ART. There is exhibited in the window of Messrs Gifford & Son, a picture which is deserving of notice, as the production of a working man, executed in his spare hours. It is a portrait, life-size, of the late lamented James Hall, shipbuilder, in crayon, taken from a photograph, and is the work of Mr George Nicolson, who, seeing the imperfections of the photograph in delineating the familiar features of Mr Hall, set to work, with a copy before him, and made one to his mind. It is an exceedingly good likeness.”*

1869, 29th December: The Aberdeen Press and Journal reported as follows: *“FAILURE OF MESSRS HALL, SHIPBUILDERS. We record, with very sincere regret, the failure of Messrs Hall & Co., the eminent shipbuilders at Footdee. It has been well known in town, for sometime past, that the firm were in temporary difficulties, but we refrained from making any allusion to the subject as long as there seemed a hope that these might be arranged a private settlement. That hope is now, we believe, at an end, owing to questions raised in connection with preferences, etc. At a meeting of the*

principal creditors, held Wednesday, it was resolved to apply for sequestration, which is likely to be awarded at once. This failure excites a very large amount of public sympathy for the partners of the firm; not merely from the eminence of the Messrs Hall as builders of the famous Aberdeen clippers, which has for long reflected credit, and brought large advantages to the town where their business has been carried on; but also from the circumstance, that, as we believe, their present embarrassments have, concurrently with the existing slackness in trade, been in a large measure brought about by a very heavy loss, or rather defalcation, from which they suffered several years ago. The loss then sustained, which was enough in itself to strain the powers of even a large and prosperous firm, they with their characteristic resolution determined to do their best to overcome and work off, and have, the course of the past few years, made good some £36,000 of the loss. The liabilities of the firm, are, we understand, about £74,000, but the assets cannot as yet be reliably estimated. The works which, we are glad to learn, will not be closed, will be carried on, meantime, under judicial factor. - Herald."

(£36,000 = £4.3 million in 2019, and £74,000 = £8.9 million in 2019).

At the close of the 1860's I must point out that although Alexander Hall & Co. were in sequestration it wasn't the end for the company, the composite hulled 3-masted ship 'Lufra' (704 tons) was still on the stocks nearing readiness for launching. She was launched 29th January 1870.

1870, 14th to 16th June: An auction was held of the shipyard, equipment, and stock. William Hall offered £1,000 for the shipyard lease, however, it was not sold as it had a reserve of £2,500.

1870, 24th August: the Aberdeen Press and Journal reported "We are glad to hear that Mr William Hall, shipbuilder, has been able to effect an arrangement with the creditors of the late firm; and that he will soon recommence business as a shipbuilder in his former premises at Footdee." The company recommenced business as Alexander Hall & Co. and successfully continued in business under the same name for another 85 years.

Abbreviations

A&CP	Anchors and cables proved at a public machine.
B	Breadth.
B.M.	Builders Measurement.
D	Depth.
Expl B.S.	Experimental and classed subject to biennial survey.
G.I.B.	Galvanised Iron Bolts.
GRT	Gross Registered Tonnage.
L	Length.
LRS	Lloyds Register of Shipping.
NM	New Measurement (applicable to tonnage).
OM	Old Measurement (applicable to tonnage).

Some of the vessel I have shown both old (OM) and new measurement (NM) of tonnage, as it's a useful comparison.

Hall's Ships.

The vessels built by Hall's, sailed the seven seas,
Some went to China and carried home fine teas,
Some carried missionaries, to spread the Christian word,
Pacific Islands, learning the work of our Lord.

All over the World, Hall's ships widely sailed,
And the 'Aberdeen Bow', showed where they hailed,
Emigrant passengers, and cargo in the hold,
Timber, wool, coffee, and Australian Gold.

But the sea had many dangers, for life at sea was tough,
Men washed overboard, in seas dangerous and rough,
Precious cargoes, carefully loaded by many a stevedore,
Ships lost or wrecked, on a foreign shore.

Ships built, with the hearts and souls of men,
One, after the other, time and time and again,
Until one day, it all sadly ceased,
No more ships to be launched, no more Ways to be greased.

Stanley Bruce.

Vessels Built by Alexander Hall & Co. in the 1860's.

Date	Name	Rig	Construction	Tons	Owners	L x B x D
1860	Ocean Mail.	Ship, 3-masts.	Wood. (Carvel).	630 NM	Henry Adamson & Co., Aberdeen.	173',6" x 31' x 19',8"
1860	Chaa-Sze.	Ship, 3-masts.	Wood. (Carvel / diagonal build)	556	John W. Dudgeon & Co., London.	164',8" x 29',1" x 18',2"
1860	Flying Spur.	Ship, 3-masts.	Wood. (Carvel).	735 NM	John Robertson & Co., London.	184',7" x 31',4" x 19',4"
1860	Chepica.	Ship, 3-masts.	Wood. (Carvel).	500	Barnes & Co., Liverpool.	142',5" x 27',2" x 18',3"
1861	Pegasus.	Ship, 3-masts.	Wood. (Carvel).	525	Potter Brothers, Liverpool.	166' x 28' x 17',7"
1861	The Murray.	Ship, 3-masts.	Wood. (Carvel).	902	James Thomson & Co., London, the Orient Line.	193',7" x 33',2" x 20',2"
1861	Adam Sedgwick.	Ship, 3-masts.	Wood. (Carvel).	458 NM	Henry Barnes & Co., Liverpool.	142' x 27',3" x 18',5"
1861	Colleen Bawn.	Ship, 3-masts.	Wood. (Carvel).	386	William. Allan of Carnarvon Hall, Essex.	135',5" x 25',3" x 16'
1862	Emily.	Brig, 2-masts.	Wood. (Carvel).	190	Richard Stephens & Co., London.	115' x 22',3" x 12'3"
1862	Clara Sayers.	Barque, 3-masts.	Wood. (Carvel). Iron Beams.	294	Captain James Bremner, Sydney, Australia.	131',4" x 24',4" x 13',7"
1862	Coulnakyle.	Ship, 3-masts.	Wood. (Carvel).	611	John Jamieson, Aberdeen.	168' x 30',5" x 18',8"

Vessels Built by Alexander Hall & Co. in the 1860's. (Continued).

Date	Name	Rig	Construction	Tons	Owners	L x B x D
1862	Star of China.	Ship, 3-masts.	Wood. (Carvel).	794	Henry Adamson, & William Leask, Aberdeen.	183' x 32' x 20',2"
1862	Vanda.	Barque, 3-masts.	Wood. (Carvel). Iron Beams.	353	Henry Barnes & Co., Liverpool.	135' x 24',5" x 16',2"
1862	Natal Star.	Ship, 3-masts	Wood. (Carvel). Iron Beams.	366	John T. Rennie, Aberdeen.	137',5" x 26' x 14',9".
1863	Reindeer.	Ship, 3-masts.	Composite.	964	J. R. Wardley, Liverpool.	183' x 32' x 21'
1863	Celaeno.	Ship, 3-masts.	Wood. (Carvel).	702	Parker, Rhoades & Co.	173',2" x 30',2" x 18',2"
1863	Black Prince.	Ship, 3-masts	Composite.	750	William Walkinshaw & Co., London.	185',6" x 32',1' x 19',1"
1863	Yang-Tsze.	Ship, 3-masts.	Composite.	688	Lewin and Co., London.	179',5" x 31' x 18',3"
1863	Fy-Chow.	Ship, 3-masts.	Wood. (Carvel).	710	Dunbar & Co., London.	180',3" x 31',6" x 19',3"
1864	Tugela.	Ship, 3-masts.	Wood. (Carvel).	475	John T. Rennie & Co., Aberdeen.	148',4" x 26',10" x 16',2"
1864	Goolwa.	Ship, 3-masts.	Composite.	717	James Anderson, London.	178',5" x 30',6" x 18',8"
1864	Edward P Bouverie.	Ship, 3-masts.	Wood. (Carvel). Iron Beams.	1,003	Robert Henderson (Patrick Henderson & Co), Glasgow.	189',5" x 33',7' x 21',2"

Vessels Built by Alexander Hall & Co. in the 1860's. (Continued).

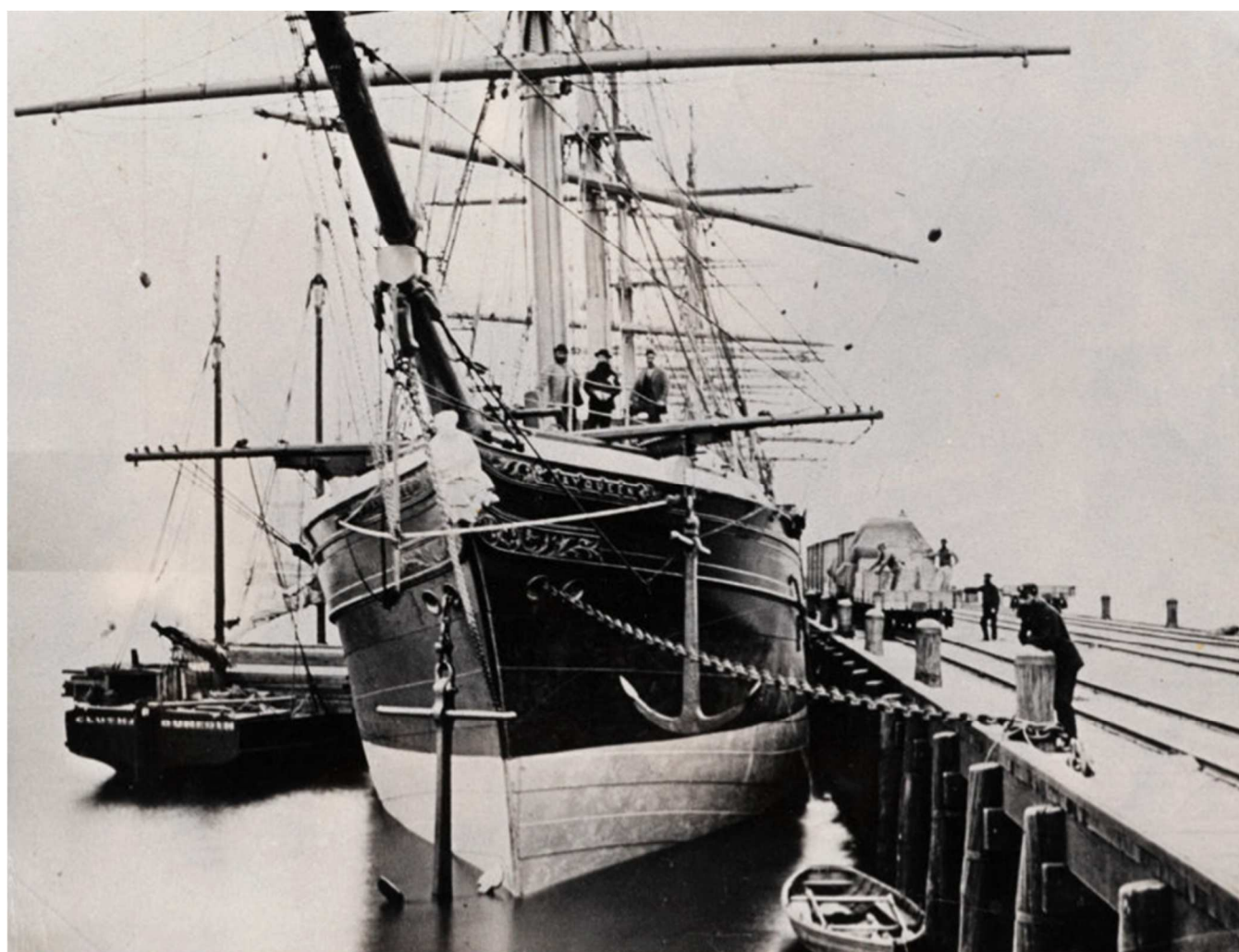
Date	Name	Rig	Construction	Tons	Owners	L x B x D
1864	Devanha.	Ship, 3-masts.	Wood. (Carvel).	795	Various Aberdeen merchants.	182' x 31' x 19'
1865	Admiral.	Screw Steamer.	Composite.	537	Netherlands Steam Navigation Co., London.	205' x 28',9" x 13',8"
1865	Darra.	Ship, 3-masts.	Composite.	999	W. O. Young, London.	191',1" x 33',1" x 21',5"
1865	John Williams.	Barque, 3-masts.	Wood. (Carvel).	296	London Missionary Society.	132' x 25' x 15'
1865	Ada.	Ship, 3-masts.	Composite.	686	John Wade & Co., London.	182',3" x 30',2" x 18',2"
1865	Douglas.	Screw Steamer.	Iron.	615	Robert Ellis Baker, London.	242',7" x 28' x 19',9"
1865	Unknown.	Barge.	Iron.	300 BM	Unknown	100'4" x 30'1"x 5'2"
1866	Sobraon.	Ship, 3-masts.	Wood. (Carvel).	2,131	Lowther, Maxton & Co., London.	272' x 40' x 27'
1867	Brucklay Castle.	Ship, 3-masts	Composite.	1,014	Donaldson Rose & Co., Aberdeen.	198',1" x 31',4" x 22'.
1866	Electra.	Ship, 3-masts.	Composite.	668	J. & D. Parker, London.	176',4" x 30'5" x 18'
1866	Taiwan.	Screw Steamer.	Iron.	337	John Cardno Couper.	174',9" x 24',2" x 12',4"

Vessels Built by Alexander Hall & Co. in the 1860's. (Continued).

Date	Name	Rig	Construction	Tons	Owners	L x B x D
1867	Eclipse. (Whaler).	Ship, 3- masts.	Wood. (Carvel).	296	Captain David Gray, Peterhead.	145', x 29',4" x 16',3"
1867	John Wesley.	Schooner, 3-masts.	Composite.	238	London Missionary Society, London.	118' x 23',9" x 13',5"
1867	Nicoya.	Ship, 3- masts.	Composite.	593	W. Le Lacheur, London.	162',8" x 30',1" x 17',6"
1867	Illovo.	Ship, 3- masts.	Wood. (Carvel). Iron Beams.	398	John T Rennie, Aberdeen.	139',1" x 27',1" x 15',9"
1867	Whalsay.	Smack, 1 mast.	Wood. (Carvel).	15	Northern Lighthouse Commissioners.	39',2" x 13' x 6',3"
1868	Kwang Tung	Steamer	Iron.	492	D. Lapraik & Co., Hong Kong.	220' x 31' x 14'
1868	Helen Black.	Barque, 3- masts.	Wood. (Carvel).	305	Glover Brothers, Aberdeen.	132',8" x 25',5" x 14'
1868	Commissary	Ship, 3- masts.	Wood. (Carvel). Iron Beams.	941	Henry Adamson & Co., Aberdeen.	186' x 33',1" x 20',1"
1868	Ho Sho Maru.	Corvette, 3- masts	Wood. (Carvel).	316	Glover Brothers, (Choshu Clan).	117' x 24' x 8'
1868	Frederick	Fishing boat	Composite.	23	Unknown	Unknown
1868	Samoa.	Barque, 3- masts.	Wood. (Carvel). Iron Beams.	200	London Missionary Society.	106' x 24',6" x 13',6"
1868	Herradura.	Ship, 3- masts.	Composite.	612	W. Le Lacheur & Co., London.	169',2" x 30',6" x 17',6"

Vessels Built by Alexander Hall & Co. in the 1860's. (Continued).

Date	Name	Rig	Construction	Tons	Owners	L x B x D
1869	Jho Sho Maru.	Corvette, 3-masts.	Wood. (Carvel).	1,459	Japanese Navy.	210' x 38' x 23'
1869	May Queen.	Ship, 3-masts.	Iron.	733	Shirras, Aberdeen.	178'6" x 31'2" x 19'
1869	Caliph.	Ship, 3-masts.	Composite.	1,000	Alexander Hector, London.	220',7" x 36',1" x 20'1"
1869	Barranca.	Ship, 3-masts.	Composite.	677	Le Lacheur & Son, London, & of Guernsey.	177',3" x 31',2" x 17',9"



Bow and figurehead of the 3-masted ship 'May Queen' built in 1869.

Ocean Mail (1860).

She was built to carry general cargo and is known to have traded from London to China for three years, until she was sadly lost after striking a sunken rock near Woosing, China.

The Aberdeen Press and Journal, 8th February 1860, reported as follows: *“LAUNCH. — On Saturday last, 4th inst., Messrs Alex. Hall & Co., launched another of those beautiful clipper ships, for which they are now so justly celebrated. She is called the ‘Ocean Mail’, and is one of the finest models we have yet seen with a flush deck; built expressly for the China trade and classes at Lloyds A1 for 14 years. Her dimensions are as follows: — 164 feet cut keel; 12 feet fore rake; 31 feet beam; 20 feet hold; and registers 630 tons N.N.M., and 803 tons O.M., fitted with all the latest improvements, and worthy of inspection. She belongs to our townsman, Henry Adamson, Esq., shipowner, and is commanded by Captain William Adam, and sails next month direct for Shanghai, from London.”*

Several newspapers reported on her loss and stated that the vessel was insured but not her cargo, so losing a cargo equivalent to a value of £19 million in 2019, was a very costly mistake.

Vessel Name(s)	Ocean Mail.
Yard Number	218.
Rig	Ship 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	4 th February 1860.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Henry Adamson & Co. , Aberdeen. Henry Adamson, shipowner, Aberdeen (44), George Milne of Kinaldie, shipowner (8), William Adam, shipmaster, Aberdeen (6), William Adamson, shipowner, Aberdeen (4), and <u>Charles Thomas Glover</u> , shipowner, Aberdeen (2).
Registered Port	Aberdeen. Official No.: 27572.
GRT	630 tons, NM. (803 tons OM).
Length	173 feet, 6 inches (52.88m).
Breadth	31 feet (9.45m).
Depth	19 feet, 8 inches (6.00m).
Construction	Wood, teak diagonal construction. Wire rigging.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class:14A1. ⚡Built under Special Survey.

Ocean Mail (1860). (Continued).

<p>Other information</p>	<p>Build cost: £17, 10s per ton, total = £13,252. (Approx. £1.62 million in 2019).</p> <p>28th May 1861: her master and part-owner William Adam died aboard at sea off the Cape of Good Hope.</p> <p>1862: her hull was sheathed in felt and yellow metal.</p> <p>1862: Master J. Thomson.</p> <p>1863: Master Linklater.</p>
<p>Date Scrapped / Lost</p>	<p>1863, 2nd August: she was lost near Woosing, China.</p> <p>2nd November 1863: the Liverpool Mercury, reported as follows: <i>“Ocean Mail” was loaded with a rich cargo of teas and silk to the value of £150,000 (£19 million in 2019). She left Shanghai August 1 for London and on the following morning she struck suddenly on a sunken rock, filled rapidly and soon afterwards went to pieces. The crew were all saved with the exception of the pilot and two apprentices.”</i></p> <p>4th November 1863, the Belfast Newsletter, reported as follows: <i>“Ocean Mail” suddenly struck with a fearful crash and heeled over 6 or 7 streaks. Her head flew round as she sat upon the rock and she fell over several more streaks with a crash as if the whole of her bilge was carried away. The pumps were at once sounded... all hands were immediately set to them, but to no avail... the ship was working backwards and forwards as on a pivot and it was certain she was rapidly going down, the water being up to the deck. The crew were ordered to lower the boats and after much difficulty were got away; but unhappily one of the boats upset and the pilot and 2 apprentices perished. Capt. Linklater was the last to leave. Both sides of the YANGTSE were lined with portions of her wreck and cargo. The OCEAN MAIL had chiefly been employed in trading between England and China.”</i></p>

Streak – I assume they mean ‘strake’, which is basically a course of longitudinal hull plating or planking. So, when they say 6 or 7 strakes in this case that means the width of 6 or 7 hull planks.

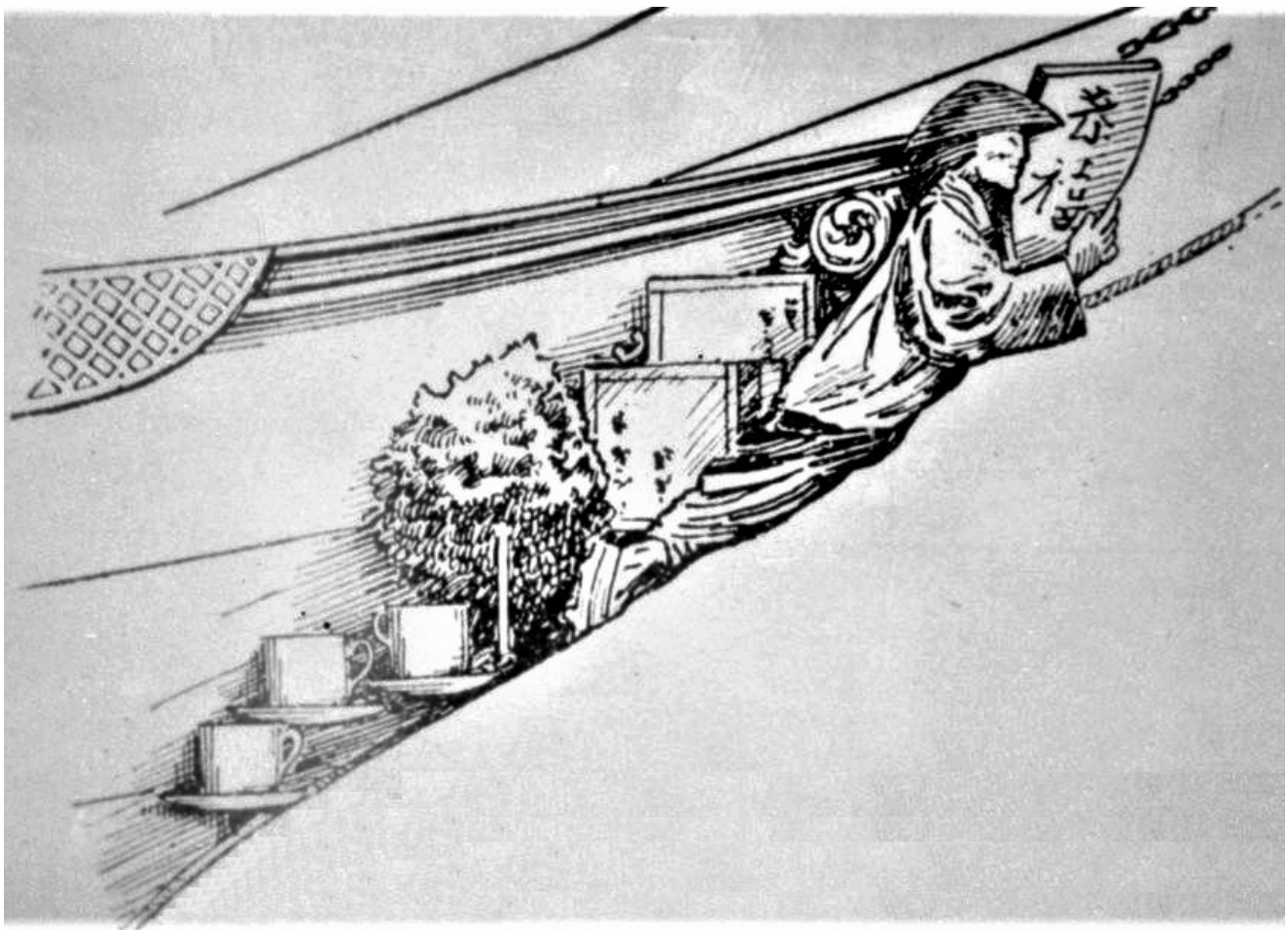
Chaa-Sze (1860).

'Chaa-sze' – In Chinese the name means *'Tea Taster'*.

She was purchased for use in the tea trade between London, Liverpool and China, however, she is later known to have traded at Japan, Hong Kong and Australia. She had a limited capacity for passengers.

She was ordered by a Peterhead whaling company as a steam-driven whaling ship to the design of the prominent Aberdeen naval architect **William Rennie**, but due to two unsuccessful seasons whaling the company went bankrupt and they never took delivery⁸. Captain Andrew Shewan Snr. who was commissioned to find a vessel for the China tea trade saw her on the stocks at Hall's and thought she was suitable. Although she was being built as a whaler, she had fine lines forward and aft and a block co-efficient of 0.55, equal to that of the clipper **'Cutty Sark'**.

(**William Rennie** formerly ran his own shipyard in Footdee c1825 to 1833.)



Drawing of the figurehead on the Aberdeen Bow of the 3-masted ship 'Chaa-Sze'. (Artist Mr. F. E. Daniel).

Figurehead – Each side represents a Chinaman holding a shield with **'Chaa-Sze'** written in Chinese, tea chests, a tea bush, teapot and cups and saucers.

Chaa-Sze (1860). (Continued).

The Aberdeen Press and Journal, 2nd May 1860, reported as follows: *“LAUNCH. — On Wednesday, there was launched from the building-yard of Messrs Hall, a fine clipper ship of 556 tons register, and 654 tons builder's measure. The vessel which is named the “Chaa-Sze,” is built wholly of teak upon the diagonal principle, and is classed A1 at Lloyd's for thirteen years. She is intended for the tea trade; and the owners are Messrs Dudgeon & Co., of London, and others in China. She will be commanded by Captain Shewan. The “Chaa-sze” was gracefully christened by a young lady, a relative of one of the principal owners.”*


One newspaper reporting on her launch and her naming, stated one local man said *“C-h-a-a-s-z-e? Fit dis 'at mean?” “Ach, it means she's a boat that'll gyang fast – she'll cha' up the sea.”*

Andrew Shewan in his book *“The Great Days of Sail”* describing her launch states that when christened the bottle of wine didn't smash, however a 'gigantic carpenter' saved her from being a 'doomed ship' when he leaped up and smashed it. Once she was named, and down the ways she was stopped with *‘straining cables and the great anchors half buried in the ground ashore.’* This is a departure from the great piles of drag chains used in the 1980's. He also states *“It would, of course have been easy enough to have buried them so that they were immovable. But chains do not stretch much, and snap easily”*. Chains snapping at this period was a common occurrence due to inferior quality if compared to what we have today.

Diagonal principle – this involved three layers of planking, the first fitted diagonally, 45° in relation to the frames, the second diagonally but at right-angles to the first, and the third layer fitted fore and aft as a traditional vessel. This method allowed the frames to be spaced out further than a conventional build.

In the 1870's life was hard especially at sea, masters had to keep discipline on board. The Queenslander Newspaper (Brisbane), 29th October 1870 reported as follows: *“William Johnston, seaman on ‘Chaa-sze’, found guilty of disobedience of orders aboard ship & sentenced to two months imprisonment.”*

Chaa-Sze (1860). (Continued).

Vessel Name(s)	Chaa-Sze.
Yard Number	217.
Rig	Ship 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	25 th April 1860.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John W. Dudgeon & Co. , London (64).
Registered Port	London. Official No.: unknown.
GRT	556 tons.
Length	164 feet, 8 inches (50.19m).
Breadth	29 feet, 1 inch (8.86m).
Depth	18 feet, 2 inches (5.54m).
Construction	Wood - diagonal build. Her frames were teak and fitted 4-6ft apart with a triple thickness of planking binding the whole together in 9 inches of solid teak.* Her hull was sheathed in felt and yellow metal.
Figurehead	Two Chinese men (one each side of her bow) supporting a shield with her name painted in Chinese characters. (See drawing above for more details).
Classification	Lloyds Register of Shipping. Class 13A1.  Built under Special Survey.
Other information	Build cost: £17 per ton = £10,285 (£1.26 million in 2019). 1861 / 1864: master Captain Andrew Shewan. 1866: owned by Finlay & Co. 1867: owned by Baring Brothers, London. 1868 / 1874: owned by Devitt & Moore. 1874: owned by J. Delaney, London.
Date Scrapped / Lost	1876, 28th June: She was lost on passage from London to Cayenne, when she stranded 5 miles north of the Grand Connetable Islands, French Guiana (20 miles from Cayenne) with a crew of twelve, all hands were saved.

*Her hull planks were fastened with screw-treenails, these were an improvement on the normal hammered treenails which could work loose through movement. William Hall took out a patent in June 1853 for screw-treenails.

Flying Spur (1860).

She was built as a replacement for Jardine and Matheson's '**Cairngorm**' (980 tons), to carry tea from China, and is known to have traded at Aberdeen, London, China, and Australia.



3-masted ship '**Flying Spur**' at anchor.


(Water colour by D. M. Little, courtesy of the State Library of Victoria).

The company crest was a winged spur, so she was named the '**Flying Spur**'. The Aberdeen Herald and General Advertiser, 4th August 1860, reported on her launch as follows: *"LAUNCH. — On Wednesday, there was launched from the building-yard of Messrs. Hall, Footdee, a fine clipper ship of 876 tons B.M., and 736 tons N.N.M. The name of the vessel is the "**Flying Spur**." She made a splendid launch, and was gracefully "christened" by a young lady. The "**Flying Spur**" is a vessel of beautiful lines, and is classed A1, 14 years at Lloyd's. She has been built for one of the principal London houses in the China trade, and will be commanded by Captain Ryrie, an experienced commander in that trade."*

1867 Tea Race: From the Brisbane Courier, 26th December 1867: The '**Flying Spur**' (876 tons) came in 4th after 115 days with 949,710 lbs of tea. First was '**Ariel**' (857 tons) after 102 days, with 1,268,960 lbs tea. (This fast passage was made after retiral of Captain Ryrie).

Flying Spur (1860). (Continued).

David MacGregor, in his book *The Tea Clippers* wrote: *“One of fleet of Jardine, Matheson & Co. – John Robertson her managing owner in England. Frederick Paton (served in her 1865-70) wrote she “was a very fast vessel, as good as the fastest [tea clippers] except perhaps ‘Ariel’ and ‘Spindrift’. We were 7 days in company with ‘Teiping’ once and ten days with ‘Sir Lancelot’. Their Captains drove them harder in strong winds. I do not think they owned any shares in them, whereas Captain Ryrie was quite a large owner in ‘Flying Spur’ and nursed her”.* This comment seems pretty harsh, as far as I can tell her quickest passage home from China was in 1867 by Captain Ryrie, see table below.

Vessel Name(s)	Flying Spur.	
Yard Number	219.	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Best day's run = 328 nautical miles.
Launch Date	1 st August 1860.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Robertson & Co. (Managing owner), London. Her master Captain Ryrie part-owned her.	
Registered Port	London.	Official No.: 29004.
GRT	735 tons. N.M.	(876 tons builder's measurement).
Length	184 feet, 7 inches (56.26m).	
Breadth	31 feet, 4 inches (9.55m).	
Depth	19 feet, 4 inches (5.89m).	
Construction	Wood, teak and greenheart oak, carvel construction.	
Figurehead	Horse head with a shield below.	
Classification	Lloyds Register of Shipping. Class 14A1.  Built under Special Survey.	
Other information	Build cost: £16, 10s per ton = £13,786 (£1.75 million in 2019). 36 crew members. 1862: her hull was sheathed in felt and yellow metal. 1865-6 Tea Season: 130 days from Foochow to London.	
Date Scrapped / Lost	1881, 13th February: carrying a cargo of coal, she stranded on Martin Vas, North Rock in the South Atlantic with a crew of 18. She later drifted ashore.	

Flying Spur (1860). (Continued).

1869, 13th January: The Melbourne Argus, reported as follows: *“Run home from Foochow with new season teas in invariably regarded as the Great Race, the crucial test of a ship’s capability... clipper ‘Spindrift’ was the winner last year having been out 15 1/2 hours less than her competitors, though amongst these were ‘Ariel’, the ‘Taeping’, the ‘Black Prince’, the ‘Flying Spur’ and others equally famous.”*

The **‘Flying Spur’** was a relatively fast clipper, the following table gives details of her passages between 1861 and 1876.

Season	left	Arrived	Master	Days
1861-1862	Foochow, 14 th June	London, 21 st Oct.	J. Ryrie.	129
1862-1863	Foochow, 2 nd June	London, 29 th Sept.	J. Ryrie.	119
1863-1864	Foochow, 1 st June	London, 4 th Oct.	J. Ryrie.	125
1864-1865	Foochow, 1 st June	London, 20 th Sept.	Gunn.	134
1865-1866	Foochow, 31 st May	London, 8 th Oct.	J. Ryrie.	130
1866-1867	Foochow, 5 th June	London, 5 th Oct.	J. Ryrie.	122
1867-1868	Foochow, 8 th June	London, 2 nd Oct.	J. Ryrie.	116
1868-1869	Foochow, 4 th July	London, 4 th Nov.	Arkinson.	123
1869-1870	Foochow, 27 th Aug.	Deal, 22 nd Dec.	Beckett.	117
1870-1871	Foochow, 22 nd Sept.	London, 18 th Jan.	Barnett.	119
1871-1872	Yokohama, 18 th Sept.	New York, 23 rd Jan.	Barnett.	127
1872-1873	Foochow, 18 th Nov.	London, 3 rd April	Barnett.	136
1875-1876	Nagasaki, 29 th March	Isle of Wight, 21 st Aug.	Croat.	145

Chepica (1860).

She was built to carry general cargo and intended for the Liverpool to west coast of America trade, she is also known to have traded at Bombay, India, and China.

She was named after a town in Chile.

The Aberdeen Journal, 29th August 1860, reported as follows: *“LAUNCH – On Saturday, 18th inst, there was launched from the building yard of our townsmen, Messrs Hall another fine 13A1 vessel of 500 tons, named “CHEPICA” for Messrs Barnes & Co. Liverpool, intended for the trade twixt that port and the west coast of America. She is commanded by Captain Gales, an experienced tar in those parts, has her lower masts and bowsprits of iron, is a strong handsome craft, and will leave this complete on 1st September. The “Flying Spur” launched by the same firm on the 1st inst. sailed from this on Monday week for London to lay on for Bombay and China; and a more completely finished or better looking clipper, we are certain never left our shores. This proves that our builders not only are determined to maintain the position they have so acquired, but to take the lead in turning out the first class ships of the day.”*

24th February 1881, she left London Dock and arrived at Newcastle Harbour, Australia 18th June 1881, master William Massey. (114 days).


Chepica (Continued).

Vessel Name(s)	Chepica.
Yard Number.	220.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	18 th August 1860.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Barnes & Co., Liverpool.
Registered Port	Liverpool. Official No.: 29141.
GRT	500 tons.
Length	142 feet, 5 inches (43.41m).
Breadth	27 feet, 2 inches (8.28m).
Depth	18 feet, 3 inches (5.56m).
Construction	Wood, carvel construction. Her hull was sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class; 13A1. ✠ Built under Special Survey.
Other information	Build cost: £16 per ton. 1860: master, Gales. 1868: owned by Alex. Balfour & Co., Liverpool. 1877: owned by Balfour, Williamson & Co., Liverpool. 1879, 16th December: she picked up the 14 crew members of the SS ' Voluna ' which sank at 48.20N, 12.53W, 300 miles south of Cape Clear Island, County Cork, Ireland. By 1884: owned by P. H. Cowley & Co.
Date Scrapped / Lost	1885, 30th January: the Aberdeen Press and Journal reported: ' Chepica ' (barque), Hayti for Hamburg, ashore at Amsterdam; crew saved.

Pegasus (1861).

She was built to carry cargo and passengers, and is known to have traded at London, China, Australia, Japan, India, and Bordeaux, France.

The Aberdeen Herald and General Advertiser, 5th January 1861, reported on her launch as follows: *“LAUNCH. — There was launched the 1st inst., from the building-yard of our townsman, the Messrs. Hall, fine clipper ship, to class 13 years A1 at Lloyd’s, 623 tons B.M. The ship is built for Messrs. Potter Brothers, Liverpool. She is intended to take her place amongst the first China clippers of the day in the tea trade, and will sail in eight days hence complete to Liverpool, to lie on for Shanghai. She is to be commanded by Captain Penrice, is fitted with all the modern improvements, and her lower masts, and bowsprits are of iron. We can confidently say that a finer ship, either in model or completion, never was turned out in Great Britain, and we have no doubt she will take the lead in the trade for which she has been specially designed, and prove remunerative to her enterprising owners, and creditable to Aberdeen. She was gracefully christened “Pegasus” by the lady of Captain Penrice.”*

Vessel Name(s)	Pegasus.	Renamed: ‘Esperance’ (1872).
Yard Number	221.	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	
Launch Date	1 st January 1861.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Potter Brothers , Liverpool.	
Registered Port	Liverpool.	Official No.: 29175.
GRT	525 tons.	(623 tons builder’s measurement).
Length	166 feet (50.60m).	
Breadth	28 feet (8.53m).	
Depth	17 feet, 7 inches (5.36m).	
Construction	Wood, carvel construction. Her fore and main lower masts as well as her bowsprit were made of iron, and they were the first iron spars fitted in a Hall’s vessel.	
Figurehead	Unknown.	
Classification	Lloyds Register of Shipping. Class 13A1.  Built under Special Survey.	

Pegasus (1861). (Continued).

<p>Other information</p>	<p>Build cost: £17 per ton = £9.328. (£1.1 million in 2019). 1863: Her hull was sheathed in felt and yellow metal. 1863, 27th August: The: Melbourne Argus, reported as follows: <i>“The Black Ball ship ‘Pegasus’ from London arrived in Hobson’s Bay Tuesday night – her passengers were Mr Meiklejohn in the cabin and 160 in the steerage.”</i> On this same passage according to the Melbourne Argus, 26th August, she carried: <i>“100 Hogsheads Ale; 37 cases chicory; 60 cases sago; 12 crates earthenware; 4 crates filters; 4 barrels pitch; 3 bundles copper rods; 30 iron tanks; 8 millstones; 23,200 slates; 2537 bars of iron; 500 kegs nails; 400 bundles wire; 430 pipe boxes; 7 pairs bellows; 48 grindstones; 200 cases brandy; 460 empty sacks; numerous packages identified only by name of consignee.”</i> 1868: Her hull was sheathed in felt and yellow metal. 1872: owned by J. J. Bordes of Bordeaux and renamed ‘Esperance’. 1881 / 1886: owned by V. Oriot, and registered at Le Havre, France.</p>
<p>Date Scrapped / Lost</p>	<p>Unknown.</p>



A busy scene showing a steamer and many sailing ships at the Railway Pier, Melbourne, Australia, c1861. (Photographer – Nettleton).

The Murray (1861).

She was built to carry cargo and passengers and is known to have traded from Plymouth to Adelaide, Australia. **She was the last Orient liner to be built entirely from wood.** She is said to have had every convenience for passengers, and carried a very large cargo on a very small draught.

Vessel Name(s)	The Murray. Renamed 'Freia' (1880).	Best day's run = 325 nautical miles.
Yard Number	222.	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	
Launch Date	25 th May 1861.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	James Thompson & Co., London, aka the Orient Line. James Anderson, Fenchurch Street, London, shipowner (60), and John Anderson of Reform Club, Pall Mall, London, shipowner (4).	
Registered Port	London.	Official No.: 29788.
GRT	902 tons. (1,019 tons builder's measurement).	
Length	193 feet, 7 inches (59.00m).	
Breadth	33 feet, 2 inches (10.11m).	
Depth	20 feet, 2 inches (6.15m).	
Construction	Wood, carvel construction. Her hull was sheathed in felt and yellow metal.	
Figurehead	Shield.	
Classification	Lloyds Register of Shipping. Class 14A1.	
Other information	Build cost: £17 per ton = £16,709. (£2 million in 2019). 1880, April: owned by O. L. Roed, Tønsberg, Norway.	
Date Scrapped / Lost	1884, 10th December: she was lost at Koster on the eastern side of the outer Oslo fjord, Norway on passage from North Shields to Vrengen near Tønsberg, Norway with a cargo of coal. All hands were lost.	

The Murray (1861). (Continued).

*3-masted ship 'The Murray' from a lithograph by T.G. Dutton.
(Original kept in the National Maritime Museum, Greenwich, Ref: PAH8561).*

The Aberdeen Herald and General Advertiser, 8th June 1861, reported as follows: *“LAUNCH. — On Saturday the 25th ult., there was launched from the building-yard of Messrs. Hall a fine clipper ship, of 1,019 tons B.M., and 902 tons register. She has been purchased by Messrs. James Thomson & Co., Billiter Court, London, and is intended for one of their Australian packets. The vessel having received the name of “The Murray” from the lady of her commander, Capt. Legoe, took her future element in beautiful style. She is constructed of the very best materials and workmanship, combined with every modern improvement to her equipments, including splendid cabin accommodation. She will class fourteen years A 1 at Lloyds, and will be ready to leave our port complete in fourteen days hence to London, to lie on for Adelaide. “The Murray” is considered one of the finest vessels that has been built by this firm, and we doubt not that, under such a commander, she will add to the credit of the port for producing fast sailing ships.”*

Captain John Legoe (c1825 to 24th March 1895) gave up life at sea in 1877 when he and his family settled in South Australia.

The Murray (1861). (Continued).

She was considered a very fast ship, and under the well-known Captain Legoe, she made the following fine passages out from Plymouth:

Date	Departed	Date	Arrived	Days
26 Jul. 1861	Plymouth	16 Oct. 1861	Adelaide	82
13 Jul. 1862	Plymouth	30 Sep. 1862	Adelaide	79
15 Jul. 1863	Plymouth	26 Sep. 1863	Adelaide	73
5 Aug. 1864	Plymouth	21 Oct. 1864	Adelaide	77

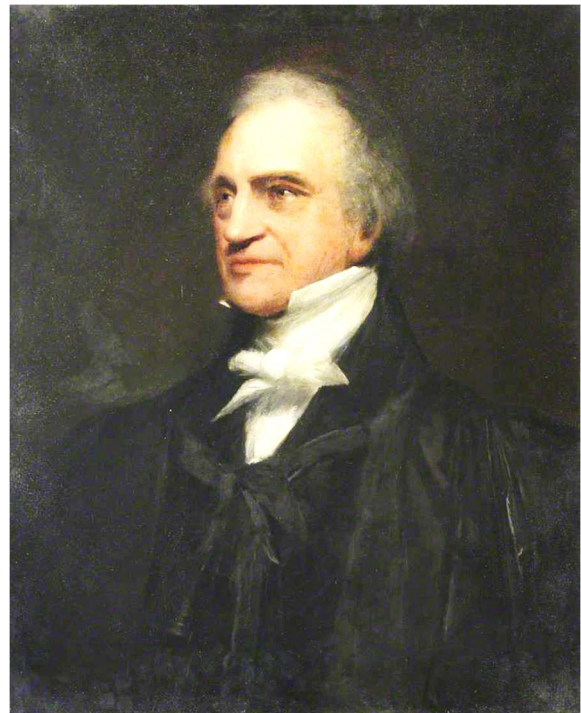
Her very fast passage of 73 days, was equal to the 1860 record of 'Yatala'.

Adam Sedgwick (1861).

She was built to carry general cargo, predominately copper ore, and is known to have traded at Liverpool, Aberdeen, London, Jersey, Dublin, South America, San Francisco, Singapore, and Sicily.


She was named after Adam Sedgwick (1785 to 1873) British geologist and priest.

Aberdeen Herald and General Advertiser – Saturday 10 August 1861, reported as follows: *“LAUNCH. — On Thursday, there was launched from the building-yard Messrs. Alex. Hall & Sons, a splendid thirteen-year clipper-ship of 508 tons O. M., and 458 tons N. N. M., for Mr. Henry Barnes of Liverpool. This is the second vessel built by that firm for the same owner, during the last twelve months; and, like her predecessor, she is intended for the copper-ore trade. Not inappropriately, she has been named the **Adam Sedgwick**, after the eminent geologist. The vessel is to be commanded by Captain Davis, whose lady gracefully performed the ceremony of naming her, as she glided off into her future element.”*



*Adam Sedgwick (1785 to 1873)
painting by William Boxall.*

Adam Sedgwick (1861). (Continued).

Vessel Name(s)	Adam Sedgwick. Renamed: San Michelle (c1898).
Yard Number	223.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	8 th August 1861.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Barnes & Co., Liverpool. (64).
Registered Port	Liverpool. Official No.: 42633.
GRT	458 tons NM. (508 tons OM).
Length	142 feet (43.28m).
Breadth	27 feet, 3 inches (8.31m).
Depth	18 feet, 5 inches (5.61m).
Construction	Wood, carvel construction. Her hull was sheathed in felt and yellow metal.
Figurehead	Unknown, but possibly a male figure.
Classification	Lloyds Register of Shipping. Class 13A1. Later classed 15A1.  Built under Special Survey.
Other information	Build cost: £16 per ton. 1862: Master, P. Davey. 1865 / 1867: Master, S. Stobie. 1871/1872: Master, S. Hamon. Owned by Le Maistre & Co., Jersey, and registered at Jersey. 1876/1879: Master, P. Hamon and owned by C. Barclay and registered at Jersey. 1879/1881: Master, W. Tolmie, owned by J. Kirk and registered in London. 1882/1883: Master, J. Flynn, and registered at London. 1884/1885: owned by Archangelo Lubrano and registered at Castellammare, Sicily. 1898/1899: owned by Lubrano Brothers, registered in Naples, Italy and renamed ' San Michelle '. By 1904: owned by Flli Lubrano, Naples, Italy.
Date Scrapped / Lost	Unknown.

Colleen Bawn (1861).

She was built to carry cargo and passengers and is known to have traded at London, Mauritius, Shanghai, Hong Kong, Manilla, and Port Adelaide, Australia. Colleen Bawn is the anglicisation of the Irish 'An Cailín Bán', which means 'fair girl'. The melodramatic play 'The Colleen Bawn', or 'The Brides of Garryowen' written by Irish playwright Dion Boucicault was first performed at Laura Keane's Theatre, New York, on 27th March 1860.

Aberdeen Herald and General Advertiser – Saturday 24 August 1861, reported as follows: *“LAUNCH. — There was launched, on Thursday, from the building-yard of Messrs. Hall & Co., Footdee, a full rigged Clipper Barque of 400 tons. The vessel was named “The Colleen Bawn,” by the lady of the owner, and was a most successful launch. This vessel has been built for, and superintended by William Allan, Esq., Carnarvon Hall, Essex. She is fitted up specially for the Adelaide Trade, and from that port the vessel is to be registered. She is classed A1 for nine years on Lloyds’ Register, and for symmetry, equipments, and cabin accommodation, has not been surpassed by any vessel hitherto built in Aberdeen. After the launch, a select party partook of the Builders’ hospitality, in the Model Room.”* (By the Model Room they mean the shipyard loft).

Vessel Name(s)	Colleen Bawn.	Call Sign: TRCP
Yard Number	224.	
Rig	Barque, 3 masts, 1 deck, a round stern, and a standing bowsprit.	
Launch Date	22 nd August 1861.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Allen of Carnarvon Hall, Stratford, Essex. (64).	
Registered Port	London.	Official No.: 43946.
GRT	386 tons.	
Length	135 feet, 5 inches (41.27m).	
Breadth	25 feet, 3 inches (7.70m).	
Depth	16 feet (4.88m).	
Construction	Wood, carvel construction. Her hull was sheathed in felt and yellow metal.	
Figurehead	Unknown.	
Classification	Lloyds Register of Shipping. Class 9A1.	
Other information	Build cost: £4 per ton. Master: William Allen.	
Date Scrapped / Lost	1868, 10th November: she sailed from Sydney, Australia with a cargo of coals for Hong Kong and not heard of since. Presumed foundered with the loss of all hands.	

Emily (1862).

She was built to carry cargo, especially wine, and is known to have traded at Liverpool and the continent.

The Aberdeen Press and Journal - Wednesday 22nd January 1862, reported as follows: *“LAUNCH. — On Saturday last, there was launched from Messrs Hall’s lower building-yard, a 13 years A 1 clipper brig, of 262 tons B.M., and 177 tons register. This vessel has been built for the house of Messrs Ingham, Stephens, & Co., Marsala, to the order of Messrs Potter Brothers of Liverpool, and is to be commanded by Capt. Robinson, in the wine trade. The preparations having been completed, the captain’s lady stepped forward and christened her “Emily,” when she took to her future element in beautiful style, and, we understand, will leave our port complete in a week hence.*

Vessel Name(s)	Emily.
Yard Number	227.
Rig	Brig, 2 masts, 1 deck, probably a square stern, and a standing bowsprit.
Launch Date	18 th January 1862.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Richard Stephens & Co., London.
Registered Port	London. Official No.: 43990.
GRT	190 tons. (262 tons builder’s measurement (BM)).
Length	115 feet (35.05m).
Breadth	22 feet, 3 inches (6.76m).
Depth	12 feet, 3 inches (3.73m).
Construction	Wood, carvel construction. Her hull was sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 13A1. ✠ Built under Special Survey.
Other information	Build cost: £3,800. (£465,000 in 2019). 1872: owned by Richard Stephens & Co., London. 1874: Joseph Whittaker, Nottingham. 1878: William Osborn, Yarmouth. 1880 / 1883: owned by Charles Abbott, Dunedin, NZ. 1882: Samuel Hodgson, Brisbane. By 1887: Sanderson, Sydney N.S.W.- registered at Sydney.
Date Scrapped / Lost	Unknown.

Clara Sayers (1862).

She was built to carry cargo and passengers and is known to have traded at Nelson, Sydney, and Newcastle NSW, Melbourne, Dunedin, Bangkok, Petropaulovski (Russia), Guam and Mauritius.

The Aberdeen Press and Journal – Wednesday 5th February 1862, reported as follows: *“LAUNCH. — A beautiful full-rigged clipper barque, named **“Clara Sayers”** was launched yesterday afternoon from the upper building-yard of our townsmen, Messrs Hall — measures 359 tons B.M. and 294 tons register — is owned by Captain James Bremner, who has come all the way from Sydney to purchase her —and is to take the command himself in the inter-colonial trade in Australia. She will class 9 A 1 at Lloyds, and will be complete and ready to leave our port in few days.”*

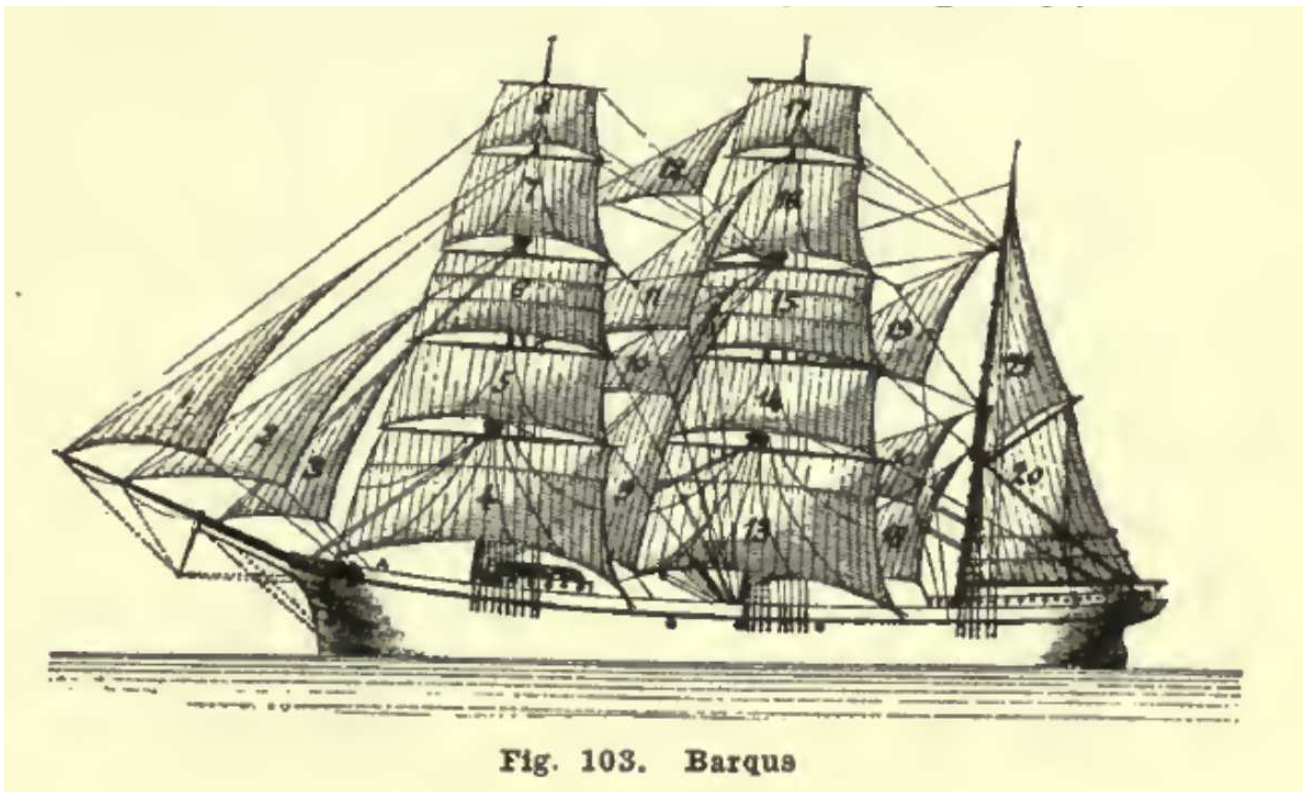


Fig. 103. Barque

Typical barque rig.

(From Wooden Shipbuilding by Charles Desmond (1919).

Square rigged on both fore mast and main mast, and fore and aft rigged on mizzen mast.

Clara Sayers (1862). (Continued).

Vessel Name(s)	Clara Sayers.
Yard Number	225.
Rig	Barque, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	4 th February 1862.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Captain James Bremner , Sydney, Australia (64).
Registered Port	Sydney , Australia. Official No.: 43560.
GRT	294 tons. (359 tons Builder's Measurement)
Length	131 feet, 4 inches (40.03m).
Breadth	24 feet, 4 inches (7.42m).
Depth	13 feet, 7 inches (4.14m).
Construction	Wood, carvel construction with iron beams. Her hull was sheathed in felt and yellow metal.
Figurehead	Demi-female.
Classification	Lloyds Register of Shipping. Class: 9A1. ✠ Built under Special Survey.
Other information	Build cost = £4,302 (£527,000 in 2019). March 1870: owned by John Fraser & Co, Sydney.
Date Scrapped / Lost	1872, 21st March: She was wrecked at Rodrigues Island, east of Mauritius, Indian Ocean. The Sydney Morning Herald, 22 nd May 1872, reported as follows: <i>"Particulars of loss of 'Clara Sayers', barque, bound to Mauritius from Sydney. Capt. J. Robb of ship 'Pandora' reports that on 28th March off Rodrigues he was boarded by a boat from that island reporting total loss of barque 'Clara Sayers', Middleton Master, on reefs to south of Rodrigues on 21st March. One man was drowned when leaving the wreck and another died shortly after landing. Rest of crew and passengers are safe and well on shore and proposed to leave for Mauritius in schooner shortly expected there. 'Clara Sayers' was owned by Messrs J. Fraser and Co., Sydney and was insured for £3,000."</i> (£342,000 in 2019).

Coulnakyle (1862).

She was built to carry tea in the China trade, and is known to have traded at London, Shanghai, Amoy, Foo Chow, Sydney, San Francisco, New Zealand and Marseilles.

The Aberdeen Herald and General Advertiser – Saturday 2nd August 1862, reported as follows: *“LAUNCH THE **“COULNAKYLE.”** On Wednesday, the **“Coulnakyle,”** a fine clipper ship, was launched from the building-yard Messrs. A. Hall & Co. The vessel has been built for Mr. John Jamieson, shipowner, Marischal Street. She is 732 tons builders’ measurement, and 611 tons register. The principal dimensions are length, 168 feet; breadth of beam, 35 feet; and depth of hold, 18 feet. The **“Coulnakyle”** is classed 13 years A1 at Lloyd’s: and it is enough to say that she is of the best materials, and one of the finest models the Messrs. Hall have yet turned out. The figure-head, it may be stated, is a brawny Highlander, executed with remarkable spirit, in the picturesque “Garb of old Gaul.” The **“Coulnakyle”** is intended for the China trade, and will be commanded by a townsman, Captain Morrison, formerly of the **“Aurora.”** The ceremony of christening was gracefully performed by Miss Jamieson, eldest daughter of the owner, and the vessel glided into the water beautifully, amid the hearty and repeated cheers of a large assemblage. After the launch, party of sixty to seventy ladies and gentlemen, friends of the builders and owner, sat down in one of the large loft over the Messrs. Hall’s workshops, to an elegantly laid out champagne banquet. Mr. Jamieson occupied the chair, and Mr. Hall was croupier. A considerable number of toasts were given and responded to in speeches brief and pointed – including “Success to the **Coulnakyle,”** received with enthusiasm. “The Owners;” “The Magistrates and Town Council of Aberdeen;” acknowledged by Councillor McKinnon, who proposed “The Ladies;” Mr. James Berry gave “The Town and Trade of Aberdeen;” coupling with the toast the name of Mr. George Thomson (of Messrs. Catto, Thomson, Buchanan, & Co.). In proposing the toast Mr. Berry referred very appropriately to the prominent part Footdee had had in raising the character of Aberdeen as a place of trade, and also spreading its fame throughout the world by its shipbuilding (cheers). Mr. Thomson acknowledged. Then followed, “The Workmen employed on the **Coulnakyle;”** “Mrs. James and Mrs. W. Hall;” “Success to the **Vanda** (the next ship to launched from their yard), to Captain Carney, her commander, and Mr. Barnes, her owner;” concluding with “Mr. Wallis, Lloyd’s Surveyor.” In*

Coulnakyle (1862). (Continued).

replying, Mr. Wallis said, speaking of the “Coulnakyle,” that while not better than a ship ought to be, she was as good as she ought to be — which just meant that better she could not be — (loud cheers). As Lloyd’s surveyor of British and foreign shipping, he had very great pleasure in testifying to the highly satisfactory way in which the Messrs. Hall’s work was done. The vessel had been built under his special survey from the very day that her keel was laid down, and everything had gone on in a way that he was satisfied would do credit to the Messrs. Hall, and no less give satisfaction to the owners — (cheers). We may add that Messrs. Hall & Co. have at present upon the stocks three new wooden vessels of high class, representing a tonnage of about 1,600; besides another vessel with iron frame and wooden planking — the first of this description built in Aberdeen — the tonnage of which will be from 900 to 1,000 tons, while she will be classed for 15 years A1 at Lloyd’s.”

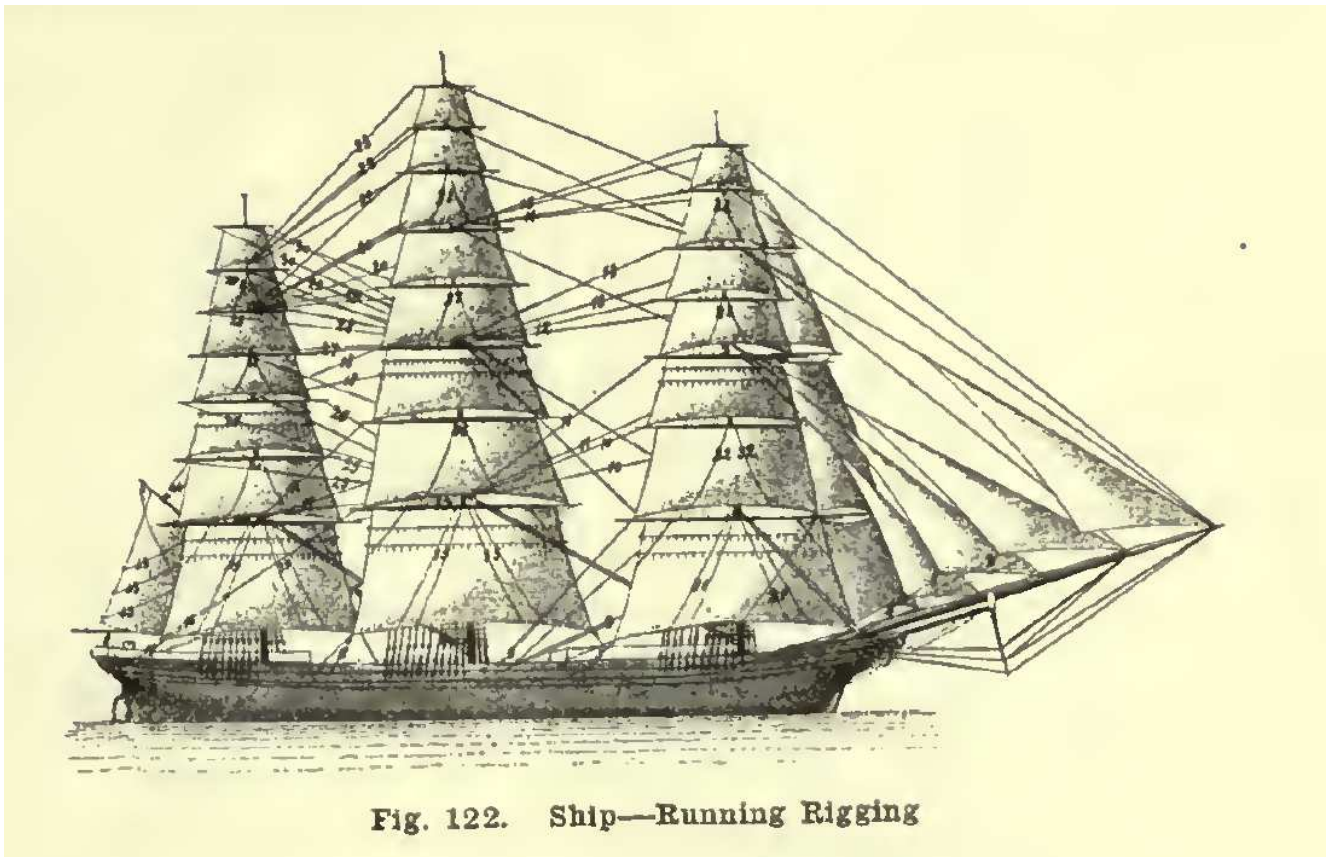


Fig. 122. Ship—Running Rigging

Typical ship rig.

(From Wooden Shipbuilding by Charles Desmond (1919).

Square rigged on all three masts.

Coulnakyle (1862). (Continued).

Vessel Name(s)	Coulnakyle.	Renamed 'Splendidezza' (1890).
Yard Number	228.	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	
Launch Date	30 th July 1862.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Jamieson , Marischal Street, Aberdeen. (64).	
Registered Port	Aberdeen.	Official No.: 44439.
GRT	611 tons.	
Length	168 feet (51.21m).	
Breadth	30 feet, 5 inches (9.27m).	
Depth	18 feet, 8 inches (5.69m).	
Construction	Wood, carvel construction. Her hull was sheathed in felt and yellow metal.	
Figurehead	A brawny Highlander, executed with remarkable spirit, in the picturesque " <i>Garb of old Gaul.</i> "	
Classification	Lloyds Register of Shipping. Class: 13A1. ✠ Built under Special Survey.	
Other information	<p>Build Cost: £18 per ton = £11,808. (Approx. £1.45 million in 2019).</p> <p>1881: owned by C. M. Boden, Umea, Sweden, purchased cost £1,100 (Approx. £135,000 in 2019).</p> <p>1886: she grounded in the River Tamar, near Launceston, Tasmania. It was going to cost £4,000 (Approx. £530,000 in 2019) to repair her, so she was sold at auction for £300 (Approx. £40,000 in 2019) to Ostermeyer Dewez & Co., Sydney.</p> <p>1886: she was registered at Hobart, Tasmania.</p> <p>1888: by this date her rig was changed to a Barque.</p> <p>By 1890: owned by William Henry Fletcher, Sydney, and registered at Sydney.</p> <p>1890/1891: she was owned by L. Schiaffino, Genoa, Italy and renamed 'Splendidezza'.</p>	
Date Scrapped / Lost	1897, July: she was condemned, location / details unknown.	

Star of China (1862).

She was built to carry general cargo and was built specifically to trade with China in the tea trade, hence the name. She is also known to have traded at many other places, including Rochefort, Umea, Aberdeen, Tvedestrand, Hull, Dublin, Barbados, Savannah, Port Elizabeth, Hamburg, Sligo, New York, Fredrickstad, Sunderland, London, Quebec, Saguenay, Arendal, Grimstad, Soderhamn, Porsgrund, Plymouth, Archangel and Halifax.



*'Star of China' after renaming as 'Holmenkollen' c1890 (Norwegian Flag).
(Photographer unknown, from the A. D. Edwardes Collection courtesy of the
State Library of South Australia, Ref: PRG 1373/2/83).*

1862, 9th September: the Dundee Advertiser, reported as follows: "LAUNCH. — On Saturday, a beautiful clipper ship, named the **Star of China**, was launched from the yard of Messrs Hall & Son. The following are her dimensions: — length, 182 feet; breadth, 32 feet; depth; 20 feet; tonnage, 900 B.M. She is classed fourteen years A 1 at Lloyd's, and is one the finest vessels launched here for a long time."

Star of China (1862). (Continued).

Vessel Name(s)	Star of China.	Renamed 'Holmenkollen' (1890).
Yard Number	226.	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	
Launch Date	6 th September 1862.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Henry Adamson , shipowner & William Leask , master mariner, both Aberdeen.	
Registered Port	Aberdeen.	Official No.: 44440.
GRT	794 tons. (900 tons builder's measurement).	
Length	183 feet (55.78m).	
Breadth	32 feet (9.75m).	
Depth	20 feet, 2 inches (6.15m).	
Construction	Wood, carvel construction. Her hull was sheathed in felt and yellow metal.	
Figurehead	Female, full size.	
Classification	Lloyds Register of Shipping. Class: 14A1. ☒ Built under Special Survey.	
Other information	<p>Build Cost: £17, 5s per ton = £14,579 (£1.8 million in 2019).</p> <p>1882 /1884: owned by, J. Shepherd & Co., Aberdeen.</p> <p>1886, 25th November: owned by James Milne of Kinaldie, Aberdeenshire.</p> <p>1890: owned by Hans H. Petersen, Arendal, Norway, and renamed 'Holmenkollen'.</p>	
Date Scrapped / Lost	≥ 1906 : unknown.	

Henry Adamson, managing owner, died 26th October 1876.

Vanda (1862).

She was built to carry cargo and is known to have traded at Aberdeen and South America.


The Aberdeen Herald and General Advertiser – Saturday 8th November, reported as follows: *“LAUNCH. — On Wednesday there was launched from the building-yard of Messrs. Alexander Hall & Co. Footdee, a fine clipper ship, of 387 tons builders’ measurement, and 353 tons per register. The vessel which made a beautiful launch, is named the **Vanda**. She has been built for Messrs. Henry Barnes & Co, of Liverpool, being the fourth vessel built for that firm by Messrs. Hall & Co. The **Vanda** is classed A 1 for thirteen years at Lloyd’s. She is intended for the Brazil trade, and is to be commanded by Captain Carnie.”*

Vessel Name(s)	Vanda.
Yard Number	229.
Rig	Barque, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	5 th November 1862.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Henry Barnes & Co., Liverpool. (64).
Registered Port	Liverpool. Official No.: 45404.
GRT	353 tons. (Builders measurement 387 tons).
Length	135 feet (41.15m).
Breadth	24 feet, 5 inches (7.44m).
Depth	16 feet, 2 inches (4.93m).
Construction	Wood, carvel construction, with iron beams. Her hull was sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class: 13A1. ✠ Built under Special Survey.
Other information	Build cost: £16, 10s per ton. (£6,385). £782,000 in 2019. 1867-68: owned by Le Maistre & Co. and registered at Jersey.
Date Scrapped / Lost	16th January 1868: on passage from Iquique, Chile with a cargo of saltpetre she ran aground at Inch Bay, Cork, Ireland after mistaking a watch fire for the harbour light. All hands were saved by use of a rocket apparatus.

Natal Star (1862).

She was built to carry general cargo and was specifically built to trade with the Natal colony, South Africa.

The Aberdeen Herald and General Advertiser - Saturday 13th December 1862, reported as follows: *“LAUNCH. —There was launched, on Monday last, from Messrs. Hall's Building-yard, a clipper ship named the **Natal Star**. The tonnage of this vessel is 366, N.M., 425, B. M. She is the property of our townsman. John T Rennie, Esq., and is to be commanded by Captain Forbes, late of the **Huguenot**. The **Natal Star** made an excellent launch, and is 9 years A 1 clipper.”*

Vessel Name(s)	Natal Star.
Yard Number	230.
Rig	Ship, 3 masts, 1 deck and a break, a round stern, and a standing bowsprit.
Launch Date	8 th December 1862.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John T. Rennie & Co. , No. 48 Marischal Street, Aberdeen. John Thomson Rennie, shipowner (48), John Nesbit Forbes, master mariner, Aberdeen (8), and John Thomas Deane, merchant, London (8).
Registered Port	Aberdeen. Official No.: 45203.
GRT	366 tons. Builders measurement: 425 tons.
Length	137 feet, 5 inches (41.88m).
Breadth	26 feet (7.92m).
Depth	14 feet, 9 inches (4.50m).
Construction	Wood, carvel construction, with iron beams. Her hull was sheathed in felt and yellow metal.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 9A1.  Built under Special Survey.
Other information	Build cost = £6,039 (£740,000 in 2019). 1863 / 1865: master John Nesbit Forbes, part-owner. 1871: her rig was altered to a barque.
Date Scrapped / Lost	19th July 1874: on passage from London to East London, South Africa with general cargo she was wrecked during a gale, 1.5 miles east of Buffalo River, East London, South Africa. All hands were saved.

Natal Star (1862). (Continued).

On her first voyage from Aberdeen to London she was badly damaged in a collision with a steamship (s.s.).

The Suffolk Chronicle; or Weekly General Advertiser & County Express. - Saturday 27 December 1862, reported as follows: *"The ship **Natal Star**, Forbes, of and from Aberdeen, for London, was towed in with cutwater, figure-head, bowsprit, &c., carried away, having been in collision in the Wold with the **Lucerne** (s.s.); afterwards anchored in Yarmouth roads, and was towed into harbour by **Andrew Wodehouse**, Yarmouth tug. Prior to the collision she lost anchor and 120 fathoms of chain. The **Lucerne** (s.s.), Sheen, from London, of and for Sunderland, with loss of mainsail and port broadside stove, &c., and on entering the harbour damaged the North Pier. She had been in collision with the above ship, **Natal Star**."*



22 off the workers at Alexander Hall & Co., 1862.

*Vessels on the slipways are thought to be the 3-masted ship '**Coulnakyle**' (left), and the 3-masted ship '**Natal Star**' (right).*

Names of the workers can be found in Adam Leiper's book and in Diane Morgan's Footdee book; however, standing at the back is William Hall 4th from the right, William Hall jnr. 3rd from the right and James Hall 2nd from the right. Far left standing is Alexander Hall Wilson.

Reindeer (1863).

She was built as a Tea Clipper for the China trade, and is also known to have traded at London, Liverpool, Hong Kong, San Francisco, Calcutta, Queenstown, and Aberdeen. **She was Hall's first composite-hulled vessel.**



3-masted ship 'Reindeer' (artist unknown).

The Aberdeen People's Journal – Saturday 7th February 1863, reported as follows: *“LAUNCH. — On Wednesday afternoon, there was launched from the building yard of Messrs Hall & Co., Footdee, one of the largest vessels built in our port for some time. She was built according to models given her owners, and is constructed in an entirely different manner from that of the ordinary vessels. Her frames are of iron, and planked with wood. She is 180 feet long, and registered to carry 964 tons. Her appearance once conveys the idea that strength, carrying, and sailing qualities are well combined. The vessel, which has been called the **Reindeer**, took to her future element very gracefully — the launch being witnessed by an unusual number of spectators. The **Reindeer** hails from Liverpool, and, we believe, has been built for a company in that city. We hear that she is intended for the China trade.”*

The Aberdeen Journal, 11th February 1863 reported as follows: *“Property of Jervis Robert Wardley of Liverpool, whose lady stepped forward and christened the vessel **“Reindeer”**. Captain McClellan (late of the China tea clipper **Chrysolite**) takes command. Will sail for China to bring home first teas of the season.”*


Reindeer (1863). (Continued).

She seems to have taken longer to build than the conventional wooden hull, perhaps Hall's had some teething problems with the new composite design.

Vessel Name(s)	Reindeer.
Yard Number	231.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	4 th February 1863.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Jervis Robert Wardley , Liverpool. (64).
Registered Port	Liverpool. Official No.: 45454.
GRT	964 tons.
Length	183 feet (55.78m).
Breadth	32 feet (9.75m).
Depth	21 feet (6.40m).
Construction	Composite construction, iron frames and East India Teak planks affixed with screwed brass lots galvanised. Iron masts, steel yards and topmasts, and wire rigging. Her hull was sheathed in felt and yellow metal.
Figurehead	Full-size figure, details unknown.
Classification	Lloyds Register of Shipping. Class 15A1. Expl B.S. – experimental subject to biennial survey.
Other information	Build cost: £18, 15s per ton. Master: Captain McLelland. 1863, 11th November: The Aberdeen Press and Journal reported as follows: <i>“Hong Kong, Sept. 24. — The Reindeer, ship, McLelland, from Shanghai for London, put in here 18th Sept. leaking, with loss of topsails, bulwarks, &c., having encountered a typhoon the day previous, and is now discharging her cargo of tea.”</i>
Date Scrapped / Lost	Unknown.

Celaeno. (1863).

In Greek mythology, Celaeno was the daughter of Atlas and Pleione or Aethra (also a star). She was built to carry cargo and passengers and is known to have traded mainly at Australia and New Zealand (11 passages) from London, carrying many immigrants to New Zealand. In 1866, she is reported as having carried 8,898 ounces of gold from New Zealand to Plymouth. The Aberdeen Press and Journal – Wednesday 24th June 1863, reported as follows: *“LAUNCH. — On Wednesday last, there was launched from the upper building-yard of our townsmen, Messrs Hall and Co., a fine full-rigged ship, with iron masts and yards, named “Celaeno,” of London. The ship is classed 13 years A 1 at Lloyd’s; her register tonnage is 702; builders’ tonnage, 747. Her owners are Messrs Parker & Rhoads, London, and her commander Mr George Mitchell, mate of the “Asterope,” built by the same firm. She is intended to trade ’twixt London and New Zealand.”* In her later life she made passages across the Atlantic.

Vessel Name(s)	Celaeno.
Yard Number	233.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	20 th June 1863.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Parker, Rhoads & Co., London. (64).
Registered Port	London. Official No.: 47403.
GRT	702 tons. (747 tons, builder’s measurement).
Length	173 feet, 2 inches (52.78m).
Breadth	30 feet, 2 inches (9.19m).
Depth	18 feet, 2 inches (5.54m).
Construction	Wood, carvel construction, iron masts and yards.  Built under Special Survey. Her hull was sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 13A1.
Other information	Build cost: £18 per ton = £13,442 (£1.7 million in 2019). c1881: her rig was converted to a barque. 1881 / 1882: owned by R. F. Quirk and registered at London.
Date Scrapped / Lost	1882, 16th May: she caught fire on route from Liverpool to Rio de Janerio (Brazil) near the Cape de Verde Isles and was lost, all hands were saved.

Celaeno. (1863). (Continued).

The Canterbury Museum, Rolleston Avenue, Christchurch, New Zealand have a painting of her by G. H. Rehaut painted in 1868, but it seems to be in a pretty poor condition. On their website it states *“In 1871 she landed the first government-assisted Norwegian and Swedish migrants. They had heard of Māori, but otherwise knew little about their destination. The immigration agent in Norway reassured them that ‘there are no man-eaters there now. You will find them a nice race of people’.”* The migrants totalled seventeen couples, mostly with very young children, and their unmarried interpreter.

The Monmouthshire Merlin, 9th June 1882, reported as follows: *“Intelligence received from Lloyd's on Monday morning, states that the barque **Celaeno**, of London, 681 tons register, bound from the Mersey to Rio de Janeiro, with a valuable cargo, when in the latitude of the Cape de Verde Isles, on the 16th May, was found to be on fire, and all attempts to extinguish the flames were unsuccessful. The crew were compelled to leave the ship three hours after the discovery of the fire, the vessel being in flames fore and aft. After being some hours in the boats a Dutch barque hove in sight, rescued all hands, and landed them two days afterwards at St. Vincent.”*

The Dutch barque was the **‘Deilane’**.

The ship and cargo was valued at £26,000 (£3.15 million in 2019).

Black Prince (1863).

She was designed by **William Rennie**, an Aberdonian naval architect, who formerly had his own small shipyard at Footdee, Aberdeen. Built specifically for the China tea trade, which she engaged in during her early years.

She later carried general cargo, and is known to have traded at London, Hull, Sydney, and Melbourne (Australia), Otago (New Zealand), and Calcutta (India).



3-masted ship '**Black Prince**'. (Photographer unknown).

The Aberdeen Press and Journal - Wednesday 19th August 1863, reported as follows: *"THE "**BLACK PRINCE**" CLIPPER SHIP. — On Saturday last, a beautiful specimen of naval architecture was launched from Messrs Hall & Co.'s building-yard, in the presence of a large number of spectators. At one o'clock, Miss Duncan — daughter of John Duncan, Esq., Advocate-standing at the fore end of the shipway, named the vessel in the usual manner the "**Black Prince**." The vessel glided majestically over the ways into the water, amid the cheers of the spectators, which were replied to by the many strong and hearty voices on board; and the band of the Rifle Battalion played Rule Britannia," &c. The "**Black Prince**" is of the following dimensions: — Length overall, 210 feet; breadth (extreme), 32 ½ feet; depth of hold, 19 ½ feet; Builders' tonnage, 950; Registered tonnage, 800. The "**Black Prince**" has been built by Messrs Hall expressly to compete with other first-class vessels in the China trade; and, from her fine model and rig, bids fair to be a formidable rival. (Continued).*

Black Prince (1863). (Continued).


*She is a composite ship, being built partly of iron and partly of teak. The angle iron frames are closely placed, and the planking of 6-inch teak bolted vertically as well as laterally; the bolts are sunk into the plank, and dowels driven in to cover them, thickly coated with marine glue. The action of the water on the bolts externally is thus prevented, while Portland cement thickly covers the nuts and bolts inside. She is coppered to 19 feet. The building, as well as the fitting of the ship, in the first styles of their art, has been the object of Messrs Hall, and Co, in every respect the latest improvements of known efficiency have been adopted. The "**Black Prince**" has been built to the order of William Walkinshaw, Esq., an eminent China merchant, and Captain Inglis, late of the clipper ships "**Gauntlet**" and "**Hero**," the latter of whom has taken a personal interest in the building of the vessel. A sumptuous lunch had been prepared in the spacious draughting loft of the Messrs Hall, adjoining their ship-building yard, and was partaken of by numerous guests. The Battalion Band of the 1st A.R.V. was in attendance; several toasts were given and responded to, and the Messrs Hall were highly complimented on the splendid specimen of naval architecture they had just launched. Capt. Inglis, who expressed himself much pleased with his new ship, was most heartily wished every success. The "**Black Prince**" is well worthy of visit while she lies in our harbour."*



*The composite ships; 1. '**Black Prince**' (750 tons), 3. '**Taeping**' (767 tons), 4. '**Ariel**', (853 tons), and the wooden ships; 2. '**Fiery Cross**' (888 tons), and 5. '**Flying Spur**' (735 tons), at Foochow 1866.*

(From the A.D. Edwardes Collection courtesy of the State Library of South Australia, Ref: PRG 1373/4/67).

Black Prince (1863). (Continued).

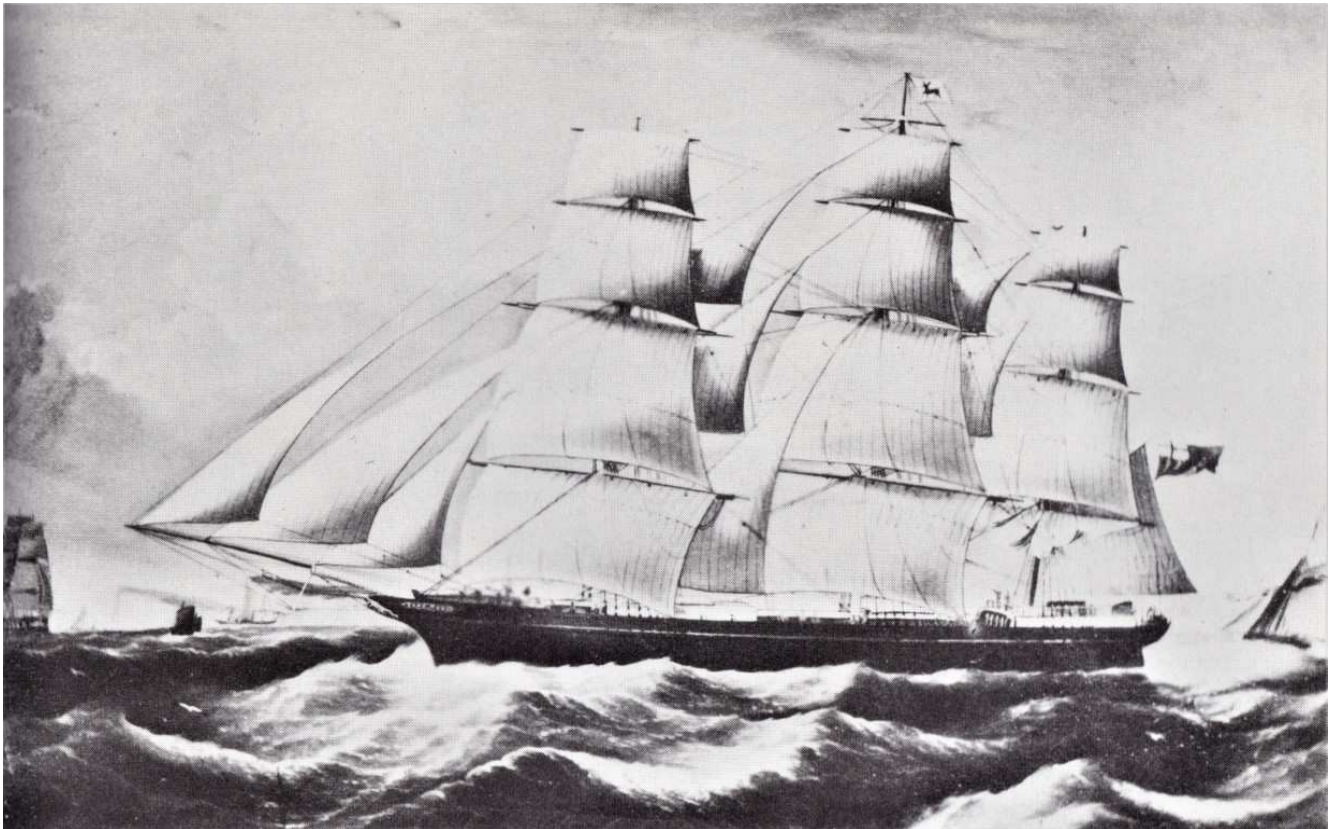
Vessel Name(s)	Black Prince.
Yard Number	234.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	15 th August 1863.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Kay & Co. / William Walkinshaw & Co., London. (64).
Registered Port	London. Official No.: 48501.
GRT	750 tons. (950 tons Builders measurement).
Length	185 feet, 6 inches (56.54m).
Breadth	32 feet, 1 inch (9.78m).
Depth	19 feet, 1 inch (5.82m).
Construction	Composite construction. (Block coefficient – 0.62). Her hull was sheathed in felt and yellow metal.
Figurehead	Full-size figure (probably depicting a prince).
Classification	Lloyds Register of Shipping. Class 13A1.  Built under Special Survey. Expl. B.S. Experimental, subject to biennial survey. G.I.B.: Galvanised Iron Bolts.
Other information	Build cost: £18 per ton, £17,100 (£2.16 million in 2019). Master William Inglis. 1863 / 1865: owned by Kay & Co., London. 1865 / 1867: owned by Finlay & Co., London. 1867 / 1875: owned by Baring Brothers, London. 1876 / 1877: owned by Charles L. Norman and registered at London. 1877: owned by William Inglis, London.
Date Scrapped / Lost	6th August 1882: on passage from Manila (Philippines) to London with a full cargo of sugar, hemp, coffee, and sapan wood, valued at £30,000 (£3.64 million in 2019) she ran aground on the Arind Reef near Sourabaya (Indonesia), and was a total wreck. Part of her cargo was saved, and her crew were landed at Sourabaya. Owner William Inglis, London, master Chibbet.

Yang-Tsze. (1863).

She was built for the China tea trade and is known to have traded from London to China, and later New York to Sydney, Australia.

The Aberdeen Press and Journal - Wednesday 7th October 1863, reported as follows: *“LAUNCH. — There was launched from the building-yard of our townsmen, the Messrs Hall, on Saturday last, a fine clipper ship of 772 tons B.M., and 688 tons register. She has iron frames, planked with teak, and fitted-out with all the most modern improvements. She will class 12 years A 1 at Lloyd’s, and is to be commanded by Captain Billing, late of the famed ship **Red Jacket**. This vessel is built to the order of Messrs Killick & Martin, London. The captain’s lady named the vessel the “**Yang-tsze**”.”*

Vessel Name(s)	Yang-Tsze.
Yard Number	235.
Rig	Ship, 3 masts, 2 decks, a poop deck, a round stern, and a standing bowsprit.
Launch Date	3 rd October 1863.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Lewin & Co., London. David Duncan Lewin (32), Captain James Killick (8), Edward Tiernan (8), William Rushton Adamson (8) and Charles Hendry Head (8).
Registered Port	London. Official No.: unknown.
GRT	688 tons. (772 tons builder’s measurement).
Length	179 feet, 5 inches (54.69m).
Breadth	31 feet (9.45m).
Depth	18 feet, 3 inches (5.56m).
Construction	Composite construction. Teak, with iron frames. Her hull was sheathed in felt and yellow metal.
Figurehead	Dragon.
Classification	Lloyds Register of Shipping. Class: 13 A1. (Later 17A1). ⚡Built under Special Survey. G.I.B.: Galvanised Iron Bolts. Expl. B.S. – experimental, subject to biennial survey.
Other information	Build cost: £19 per ton = £14,724, (£1.86 million in 2019). Master W. Billing.
Date Scrapped / Lost	1871, 3rd October: she was wrecked on the Paracel Islands (aka Xisha Islands), South China Seas, bound for New York from Foochow with a cargo of tea, Captain W. Smith, and four crew lost, 14 crew members survived.

Yang-Tsze. (1863). (Continued).

'Yang-Tsze' (Artist unknown).

Captain Robert Kemball (1823 to 1887) made such an excellent performance in the **'Yang Tsze'** in 1867, during passage from Foochow to London in 117 days with a cargo of 969,110 lbs tea, when he out-sailed five vessels all acknowledged to be faster than the **'Yang-Tsze'**, gained him command of the newly built **'Thermopylae'** (991 tons) which was built by Hall's neighbour **Walter Hood & Co.**, Footdee, Aberdeen in 1868.

The **'Thermopylae'**, Captain Robert Kemball (1823 to 1887) aka *'Pile-on-Kemball'* made the voyage to Melbourne, sailing on the 8th November 1868 and arriving on the 9th January 1869 in the record time of only 63 days.

Yang-Tsze. (1863). (Continued).

The description of the 'Yang-Tsze' taken from Lloyd's Register survey report at her build begins with the following general remarks:

'This vessel is well built, with iron frames and wood skin, for the twelve years grade, under a permanent water-tight roof, for an additional period of another year. She has a poop, built in accordance with rule Section 37 and 38. The whole of the outside planking is fastened with 1 inch galvanized iron screw bolts with nuts, the heads sunk into the planks 1-1/4 inches to admit of plugs over them, which are fastened in with marine glue, to protect the action of the copper sheathing, there being no other sheathing worked. The keelson is fitted as a complete box, the bottom plates rivetted down to each floor. The bilge keelsons are bulb iron 7 1/2 by 9/16 with double angle irons 9/16, 5 by 5, 16 pairs of diagonal strap, inside the frames 3/4 by 5m extending from deck beams down the bilge keelsons, rivetted to each frame. One pair of diagonal plates rivetted outside the frames 5/8 in. thick by 12 inches, extending from upper part of midship frame down to the fore and after deadwoods. Stronger plates on beam ends 3/4 by 24 inches. Plates on each side the patchways 1/2 in by 12 and diagonal plates on top of keel extending from fore deadwood to after deadwood 3/4 by 26 inches, bolted through the keel and garboard strakes. The garboard strakes are also horizontally bolted through the keel and each other, with 1 inch galvanized iron'.

William Wallis, the Lloyds surveyor who wrote this report, inspected her on thirty occasions during her construction between April and October 1863. His fee amounted to £39, 8 shillings. (£5,000 in 2019), which seems reasonable compared to the vessel build cost.

Yang-Tsze. (1863). (Continued).

The Alexander Hall and Co., certificate of building reads as follows:

*“NEW SHIP NO. 235 **YANG-TSZE***

*THESE are to certify that we Alexander Hall & Co., Shipbuilders, did build and launch from our building yard at Aberdeen in the County of Aberdeen, North Britain, the ship or vessel called **YANG-TSZE** of London, account David Duncan Lewin, New Wimbledon, County of Surrey, Merchant, James Killick, Ship and Insurance Broker, Edward Tiernan, Tea Broker, Wm. Rushton Adamson, Merchant, Charles Henry Head, Merchant, all of London and County of Middlesex, that she has two decks, three masts, ship rigged, carvel built, round stern, no quarter galleries, a dragon figurehead, frame work is iron and planking of wood. That its length from the fore part of the main stern under the Bowsprit to the aft side of the head of the stern post is 179 1/2 feet, its breadth to outside of outer plank is 29 3/4 feet, its depth of hold from ceiling to deck at midship is 18 4/10 feet, and it measures under the tonnage deck 636 51/100 tons, a poop measuring 52 04/100 - gross 686 55/100. First purchasers viz David Duncan Lewin 32/64, James Killick 8/64, Edward Tiernan 8/64, Wm Rushton Adamson 8/64, Charles Hendry Head 8/64 shares. 772 Tons Builders' Measurement.*

Given under our hands at Aberdeen this 3rd day of October 1863.

(sgd) Alex Hall & Co.”

The 1854 Merchant Shipping Act required that all vessels had to be registered except vessels under 15 tons engaged solely in the coasting trade of the United Kingdom, and vessels under 30 tons employed solely in the Fishing or Coasting Trade of the North American Colonies.

Yang-Tsze. (1863). (Continued).

The building and outfitting cost of the **YANG-TSZE** was as follows:

Carpenters Wages - £3,275.

Iron Work and Rigging - £472 14s 4d.

Iron Work of Hull - £652 4s 2d.

Iron Work of Masts, Yards, Tanks & c - £613 19s 7d.

Block Making - £164 7s 4d.

Boat Building - £102 4s 8d.

Pitch, Tar and Oakum - £165 5s 3d.

Painting - £128 11s 5d.

Angle and Beam Iron - £937 2s 2d.

Iron Plates - £1,021 3s 7d.

Bolts & Nuts - £385 12s.

Sheathing & Nails - £670 11s 3d.

Patent Reefing Gear - £136 16s 10d.

Chains & Anchors - £405 2s 7d.

Patent Pumps - £42 14s,

Plumber's Work - £78 17s.

1/2 Lloyd's Fees - £19 14s.

G. Jordan - Royalty on 688 tons, @ 2/- per ton - £68 16s 8d.

Carver - £13 10s.

Commission to Killick & Co, and Lightning Conductors - £146 13s 10d.

Miscellaneous - £137 16s 7 1/2d.

Timber & Plank used in building this vessel - £3085 7s 8 1/2d.

TOTAL - £14,724 5s (Approx. £1.86 million in 2019).

The 'Yang-Tsze' had been launched without masts or bowsprit, but with 50 tons of stone ballast built into the bottom when fitted out for sea complete with 450 tons stone ballast aboard in addition to the above, she drew 14ft of water forward and 15ft 2in aft.

Yang-Tsze (1863). (Continued).

She was also equipped with the following spare spars for wear and tear and storm damage:

4 top mast stunsail booms.

4 top gallant stunsail booms.

4 royal stunsail booms.

5 top mast stunsail yards.

4 top gallant stunsail yards.

4 royal stunsail yards.

1 Pitch Pine spare spar, 53' long, 16 in dia.

1 Red Pine spare spar, 45' long, 16 in dia.

2 Spruce spare spars, 40' long, 9 in dia.

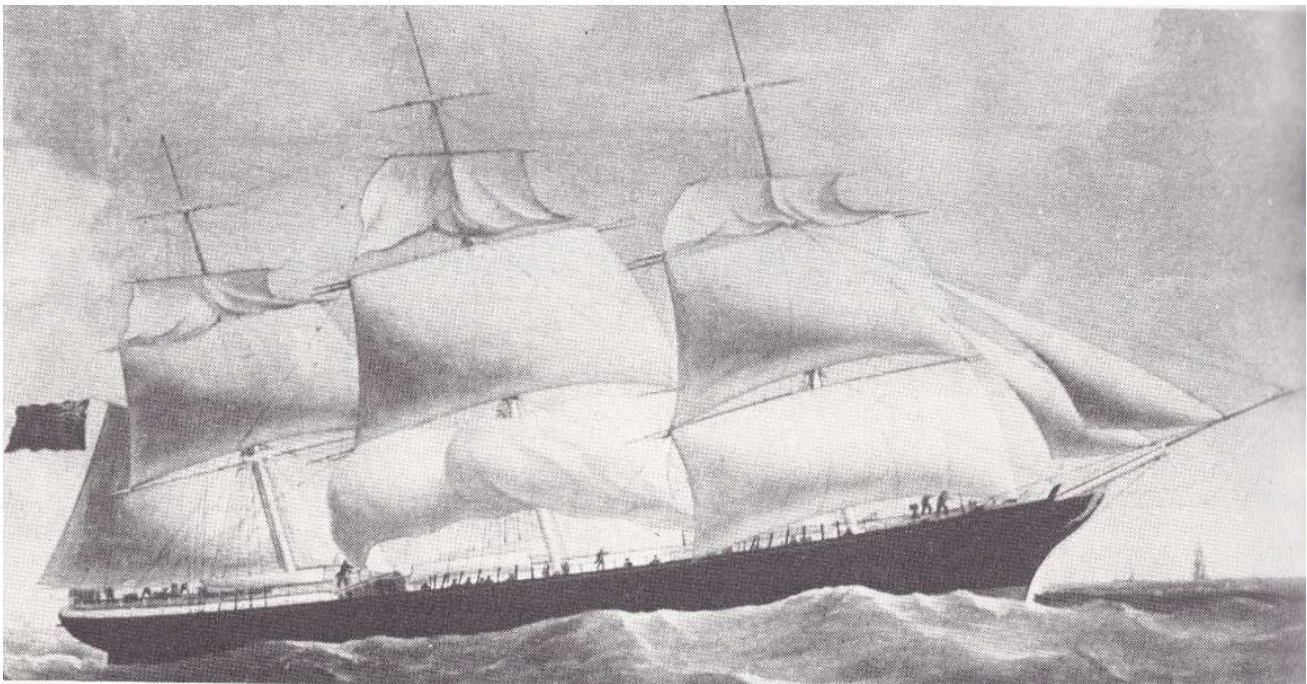
2 Spruce spare spars, 34' long, 8 in dia.

Source 'The China Bird' by David MacGregor.

A fair amount of wood to carry onboard, but the owners, I guess, based on experience must have thought it necessary.

Fy-chow. (1863).

She was specifically built to carry tea, hence the name, but she also had some accommodation for passengers. She didn't break any records, however her master Captain Joseph Mathers in 1864 made the passage home with tea from Shanghai, China in 128 days, and in 1865, 120 days; these were her only two passages to China.




3-masted ship 'Fy-chow'. (Gellatley, Hankey & Co.)

The Aberdeen Press and Journal – Wednesday 28th October 1863, reported as follows: *“LAUNCH. — There was launched yesterday from the building yard of Alexander Hall & Co. a fine ship named the “Fy-chow,” of London, having been built to the order of Messrs Dunbar & Co., of that city. The **Fy-chow** is 900 tons, builders' measure, of fine proportions, and designed for carrying heavy cargoes as well as for swift sailing. The frame is entirely of square British oak, out and inside planking of teak, her bindings being entirely of copper. Beams, stringers, knees, masts, and yards, of iron. A steam engine is fitted on deck, for heaving up the anchors, loading and discharging cargo, and other miscellaneous work. Attached to the engine, is the cooking apparatus, which, at same time, distils sea water for the ship's use. No expense has been spared to render the **Fy-chow** as complete a merchant ship as can be built, and she, accordingly, classes A1, for 14 years, on Lloyd's Register. We are glad to learn that a larger keel is about to be laid down on the berth just vacated by the **Fy-chow**.”*

Fy-chow. (1863). (Continued).

The Daily News – 24th November 1863, reported as follows: *“Shanghai Direct - Messrs. Dunbar and Co.'s new Aberdeen-built clipper **FY-CHOW**, loading in East India Docks. This splendid high-class ship, just launched by Messrs. A. Hall & Co. expressly for this trade, is confidently recommended to shippers. Has very superior cabin accommodation.”*

Vessel Name(s)	Fy-chow. (Written as 'Fy Chow' in LRS).
Yard Number	232.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	27 th October 1863.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Duncan Dunbar & Co., London.* (64).
Registered Port	London. Official No.: unknown.
GRT	710 tons. (900 tons builder's measurement).
Length	180 feet, 3 inches (54.94m).
Breadth	31 feet, 6 inches (9.60m).
Depth	19 feet, 3 inches (5.87m).
Construction	Wood, carvel construction, British oak frames, teak planks; iron beams, stringers, knees, masts and yards, bindings of copper. Her hull was sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 14A1.  Built under Special Survey.
Other information	Build cost: £18, 10s per ton = £15,784 (£2 million in 2019). *She was built to the order of Duncan Dunbar, but he died before she was launched, and her first owners became Gellatly, Hankey and Sewell, London. Master – J. Mathers.
Date Scrapped / Lost	1867: she sailed from New York on the 15 th March for London with a cargo of barley. But went missing in the North Atlantic on route. 20 crew members were lost including master captain Joseph Mathers.

Tugela (1864).

She was built to carry general cargo and passengers specifically for the London - Natal trade, and named after the Tugela River, South Africa.

The Aberdeen Press and Journal - Wednesday 13th January 1864, reported as follows: *“LAUNCH. — On Monday afternoon, a first-class clipper ship was launched from the Building Yard of Messrs A. Hall and Co., Footdee. The vessel is 475 tons register, and 512 B.M., classed 12 years A 1 at Lloyds, will be commanded by Captain Stuart, and is intended to trade between London and Port Natal. The ship has been named the “Tugela,” and is the property of John T. Rennie, Esq. It may not be out of place to state that the “Tugela” forms one of a series of vessels, built at the order of our townsman, expressly for the Port Natal trade.”*

Vessel Name(s)	Tugela.
Yard Number	236.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	11 th January 1864.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John T. Rennie & Co. John T. Rennie No. 48 Marischal Street, Aberdeen (48), George Rennie Stuart shipmaster (8), and John Thomas Deane, merchant, No. 147 Leadenhall Road, London (8).
Registered Port	Aberdeen. Official No.: 45219.
GRT	475 tons. (512 tons builder's measurement).
Length	148 feet, 4 inches (45.21m).
Breadth	26 feet, 10 inches (8.18m).
Depth	16 feet, 2 inches (4.93m).
Construction	Wood, carvel construction, with iron beams. Her hull was sheathed in felt and yellow metal.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 12A1. ⚓ Built under Special Survey.
Other information	Build cost = £8,398 - £17 per ton, (£1 million in 2019). George Rennie Stuart was her one and only master.
Date Scrapped / Lost	1868, 3rd February: While at anchor off Durban her anchor chain broke in a heavy swell. She drifted ashore onto Back Beach, Durban and was abandoned and subsequently condemned. No lives were lost.

Tugela (1864). (Continued).

1864, 2nd March: The Glasgow Herald, read as follows: *“London to Port Natal, the Aberdeen clipper line of packets -to follow **“L’Imperatrice Eugenie”**. The clipper ship **TUGELA**, A1 12 years, George R. Stuart Commander, loading in St. Katherine's Docks, will sail for Natal direct about end of March. This superb vessel, just completed by the celebrated builders Messrs Hall, Aberdeen, is expected to be one of the fastest in the trade. Passengers are respectfully invited to inspect her unequalled accommodation. Rates of passage money - chief cabin 35 guineas, second cabin 25 gns, steerage 16 gns. For freight or passage apply to the owner, JOHN T. RENNIE, 48 Marischal St., Aberdeen or to the Agents MESSRS RONALDSON BRS”, 147 Leadenhall St., E.C. London.”*

1867, 2nd January: The Aberdeen Journal, reported as follows: *“Deal, 30 Jan. - S.S. **ERA**, Bordeaux - London, got into collision 29 Jan. with ship **TUGELA**, of Aberdeen, London - Natal, while riding at anchor, doing her considerable damage. **TUGELA** will have to go back to London for repairs.”*

1868, 10th June: The Dundee Advertiser reported as follows: *“OFFICIAL INQUIRY INTO THE STRANDING OF THE SHIP TUGELA OF ABERDEEN. — A Court of Inquiry has been held at the office of the Resident Magistrate, Port Natal, regarding the stranding of the ship **Tugela**, 475 tons register. Captain George R. Stuart, master, of Aberdeen, at that port (Natal), the 3rd of Feb. last. The Court, after hearing the evidence of the crew, found that the stranding of the ship **Tugela** was caused by the circumstance that the accidental parting of the chain was not discovered until it was too late to save the ship. That no sufficient and vigilant watch was kept effectually to guard against such a catastrophe. That the Captain, G. R. Stuart, must be exonerated from blame. That the chief mate, Edward Knowles, in charge of the ship, appears to have done all in his power after the accident was discovered, and that no special blame can be imputed to him. That there was no reasonable probability of the ship being got off through the surf after she was stranded on the beach with the appliances at command this port. That, with a view to ensure the necessary precautions being taken for the future, the Court recommend that port regulations be prepared and furnished, giving special attention to the above points.”*

Goolwa (1864).


She was built to carry general cargo and a limited amount of passengers, and for trade between London and Australia and named after a historic river port on the Murray River near the Murray Mouth in South Australia.



3-masted ship 'Goolwa' (1875). (Photographer unknown, courtesy of the State Library of South Australia, Ref. B75051).

1864, 30th March: The Aberdeen Press and Journal, reported as follows: *"LAUNCH. — On Saturday last there was launched from the lower building yard of Messrs Hall, Footdee, a fine clipper ship, of 790 tons B.M., and 717 tons register. On the completion of the arrangements. Miss Anderson stepped forward and named the vessel the "Goolwa," when it glided into its future element in fine style. The "Goolwa" is built on the composite principle; viz., iron frames, planked with East India teak, fastened with large galvanised screw bolts, with hexagon nuts, and sheathed over with yellow metal. This style of build is now adopted by large number of our principal shipowners, in consequence of greater strength, additional internal capacity, more buoyancy, and, consequently more speed; it also does away with the great drawback to iron ships, namely, the fouling of their bottoms. The "Goolwa" will be fitted out and finished with all the most modern appliances, and a handsomer or finer model we have never seen. She is classed 13 years A1 at Lloyds, belongs to the eminent house of Anderson, Thomson & Co London, and is intended to form one of the celebrated Orient Line, so well known in the South Australian trade. Captain Adam Johnstone takes command, and we doubt not but the "Goolwa" will become a favourite for both passengers and shippers. We understand the vessel will be ready to leave our port in two weeks hence, for London."*

Goolwa (1864). (Continued).

Vessel Name(s)	Goolwa.
Yard Number	237.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	26 th March 1864.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	James Anderson , London. (Orient Line).
Registered Port	London. Official No.: 48750.
GRT	717 tons. (Builders Measurement 790 tons).
Length	178 feet, 5 inches (54.38m).
Breadth	30 feet, 6 inches (9.30m).
Depth	18 feet, 8 inches (5.69m).
Construction	Composite construction. Iron frames and East India Teak planks. Her hull was sheathed in felt and yellow metal.
Figurehead	Full size, female.
Classification	Lloyds Register of Shipping. Class 13A1.  Built under Special Survey. G.I.B. – Galvanised Iron Bolts. Expl. B.S. - Experimental, subject to biennial survey.
Other information	Build cost: £20 per ton = £14,445. (£1.85 million in 2019). She carried wool home from Australia.
Date Scrapped / Lost	1888, 1st / 5th January: She left Penarth, Wales under master Captain Cornwall on 23 rd December 1887 on passage to San Francisco with a cargo of pig iron and coke. Whilst in the Channel she experienced heavy weather, and sprang a couple of leaks, her manual pumps weren't enough to pump her out. Due to the weather she was rolling heavily, her hatches were carried away by the heavy seas and masses of water poured into her hold, making her begin to sink. Her lifeboats were wrecked in the storm; one of her pumps failed and all but five of her crew were incapacitated. The crew let off distress rockets, but it was two days later until they were picked up by the steamer ' Cato '. She was abandoned on 5 th January 1888 and left to sink in the Bay of Biscay. The crew were later disembarked at Bristol.

Goolwa (1864). (Continued).

Life at sea was tough and dangerous in the 1860's, in rough seas men often got washed overboard, and once overboard the chance of being picked up was pretty slim. Sailing ships unlike steamships couldn't just turn about and do a search. The South Australian Register, 28th September 1869, reported such an instance: *"Deaths - John Walter Douglas, aged 28, chief officer on ship **Goolwa**, washed overboard off Cape Horn, homeward bound from Adelaide."*

Crime was also not tolerated onboard and was dealt with very harshly, an instance reported in the South Australian Register, 16th April 1884, reads as follows: *"Adelaide Police Court - Capt. J. T. Torkelson stated his ship **Goolwa** belonged London and arrived at port Adelaide 3rd April. He alleged cook and steward had embezzled spirits, wines, beer and preserves valued at £3 from ship's stores. 2nd Officer at 12 o'clock previous Saturday night had discovered them intoxicated near spirit locker, which was inspected and found to have been broken open. They were also seen trying to sell liquor to The Criterion Hotel. Sentenced to 12 weeks imprisonment."* (£3 = £375 in 2019).

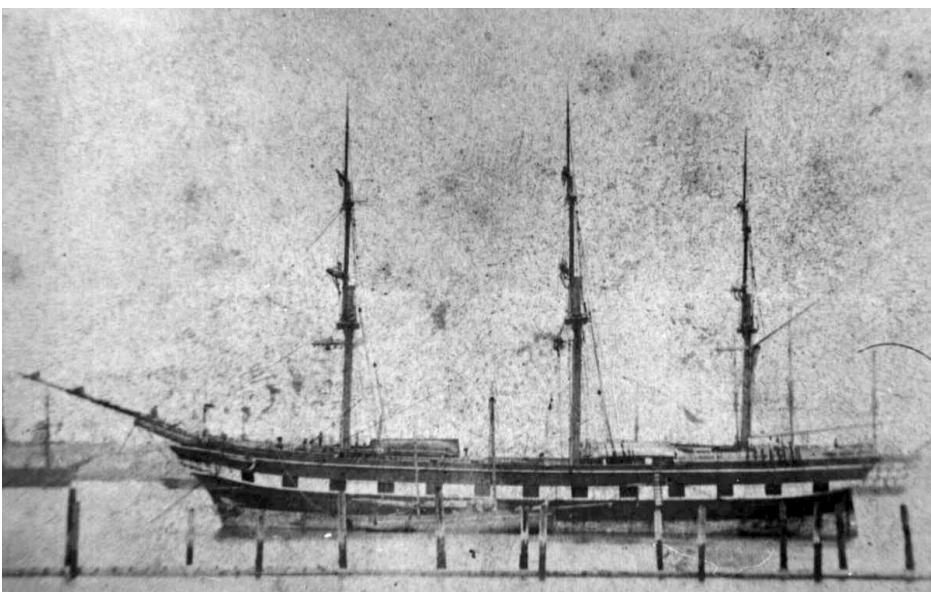


*3-masted ship, 'Goolwa', painted by William Foster.
(Original kept at the Royal Museums Greenwich, Ref: PAH8566).*

Edward P Bouverie (1864).


She was built to carry general cargo and passengers for the emigrant trade between London and New Zealand / Australia, she also traded at Hong Kong. The Glasgow Herald, 4th July 1864, reported: *"This splendid vessel...is expected to prove one of the fastest vessels afloat...The Tween Decks are lofty and well ventilated, and will be fitted up with every regard to the comfort of steerage passengers, of which only a limited number can be taken. The magnificent Poop of this ship is fitted up in the most elegant manner, having large and airy State Rooms, Plunge and Shower Bath, and every other convenience."*

The Aberdeen Press and Journal - Wednesday 15th June 1864, reported as follows: *"Launch. — On Wednesday there was launched from the lower building yard of Messrs A. Hall & Sons, a fine full rigged ship of 1,028 tons builder's measurement, and 998 tons per register. The vessel, which we need hardly say is admirable workmanship in every particular, has been built for Messrs Patrick Henderson & Co., of Glasgow, and is intended for the New Zealand emigration trade. With a beautiful model, and all the most recent improvements in build and fitting up, she combines good carrying capacity. She is classed for 13 years A1, at Lloyds. The vessel, as she glided steadily into the water, was gracefully christened in due form by Miss Cook (daughter of John Cook, Esq., shipowner, local agent for the owners) **"Edward P. Bouverie,"** in honour of the Right Hon. Mr Bouverie, M.P. for the Kilmarnock burghs. The launch took place successfully and expeditiously, in presence of a goodly company of spectators, whose ringing cheers were heartily answered by the men put on board the vessel for the purpose of bringing her up and mooring her."*



'Edward P Bouverie' berthed at Port Adelaide. (Photographer unknown).
Rt. Hon. Edward Pleydell Bouverie, MP, (Vanity Fair).

Edward P Bouverie (1864). (Continued).

Vessel Name(s)	Edward P Bouverie.
Yard Number	238.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	8 th June 1864.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Robert Henderson (Patrick Henderson & Co.), Glasgow. (64).
Registered Port	Glasgow. Official No.: 48940.
GRT	1,003 tons.
Length	189 feet, 5 inches (57.73m).
Breadth	33 feet, 7 inches (10.24m).
Depth	21 feet, 2 inches (6.45m).
Construction	Wood, carvel construction with iron beams.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 13A1.  Built under Special Survey.
Other information	Build cost: £18, 15s per ton = £19,288. (£2.5 million in 2019). 1864: owned by the Albion Shipping Co (managing Robert Henderson), Glasgow. 1867: her hull was sheathed in felt and yellow metal. 1873: owned by Shaw, Savill & Co., London, and registered at London, Master Steven. 1877: owned by Edward C. Cummins (Cummins & Co.), Bristol and registered at Bristol, master J. Evans. c1877: converted to a barque rig.
Date Scrapped / Lost	1880, 3rd March: wrecked after striking a rock at Rozel, near Cherbourg, France. The Preston Guardian, 6 th March 1880, reported as follows: <i>"The large ship EDWARD P. BOUVERIE of Bristol, 1,002 tons, bound from Java to Falmouth for orders with a cargo of sugar valued at £40,000, in making the English Channel during the heavy gale of Wednesday night, struck on a rock at Rozel near Cherbourg and foundered. She was a total loss with her cargo. The whole of the crew, 30 in number, are supposed to have perished."</i> (£5.12 million In 2019). Owners - Cummins & Co., master Captain Evans.

Edward P Bouverie (1864). (Continued).

After her wreck - nineteen bodies were recovered from the sea and all buried in the cemetery of Surtainville, Cherbourg, France. (Shipping and Mercantile Gazette, 31st March 1880).

Her hull was painted with fake gun ports to evade pirates.

THE GOLD FIELDS OF NEW ZEALAND.

**PATRICK HENDERSON & CO.'S LINE OF
P A C K E T S.**

 **FROM GLASGOW FOR
O T A G O, D I R E C T,**
Landing Passengers and their
Luggage on the Wharf at DUNEDIN
Free.

To SAIL END OF JULY,
In Lieu of the "ROBERT HENDERSON,"
The Magnificent New Aberdeen-built Clipper Ship
"EDWARD P. BOUVERIE,"
1000 Tons Register, 13 Years A 1 at Lloyd's.

This splendid Vessel, just launched by the celebrated builders, Messrs Alex. Hall & Co. has been expressly constructed for the New Zealand Passenger Trade, and is expected to prove one of the fastest ships afloat.

The 'Tween Decks are lofty and well ventilated, and will be fitted up with every regard to the comfort of Steerage Passengers, of whom only a limited number can be taken.

The Magnificent Poop of this Ship is fitted up in the most elegant manner, having large and airy State Rooms, Plunge and Shower Bath, and every other convenience.

Money Orders granted to Passengers payable in Dunedin free of charge.

For further information apply to PATRICK HENDERSON & Co., 27 West George St., Glasgow; or to


AGENT FOR ALLOA—
S. N. MORISON, Journal Office.
29th June, 1864.

Alloa Advertiser – 2nd July 1864.

Devanha (1864).

She was built for the China tea trade, for trade between London and China. She is also known to have traded at Australia.

1864, 2nd November: The Aberdeen Press and Journal, reported as follows: *“Launch. — Yesterday there was launched from Hall’s shipbuilding yard, a very fine ship named the **“Devanha,”** of the following dimensions, viz.: — length overall 200 feet, breadth of beam, 31½ feet, depth, 19 feet; registered tonnage, 795, builders measurement, 855 tons. **“Devanha”** is classed 13 years at Lloyds. Our enterprising townsman, John Jamieson, Esq., is owner, and under the command of Capt. Alex. Thomson, is intended for the China tea trade. The vessel was named Miss Jamieson, daughter of the owner. The **“Devanha”** is a splendid vessel — a real credit to the builders, and to the port, and made a beautiful launch.”*

Vessel Name(s)	Devanha. (Written as ‘Devana’ in LRS).
Yard Number	240.
Rig	Ship, 3 masts, 2 decks, a poop deck, a forecastle deck, a round stern, and a standing bowsprit.
Launch Date	1 st November 1864.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Jamieson, shipowner (16), James Hall, shipbuilder (4) ; and George Hutchison, merchant (4), all Aberdeen. Thomas Osborne Stock, shipowner (16), John Sanderson Rigge, John Gurney Fry, John Silverlock, merchant (16-jointly), Henry Hewetson McMennies, and John Wade, shipbrokers (8-jointly) all London.
Registered Port	Aberdeen. Official No.:48861.
GRT	795 tons.
Length	182 feet (55.47m).
Breadth	31 feet (9.45m).
Depth	19 feet (5.79m).
Construction	Wood, carvel construction. Iron beams. Her hull was sheathed in felt and yellow metal.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 13A1. (Later 14A1).  Built under Special Survey. A&CP: anchors and cables proved at a public machine.

Devanha (1864). (Continued).

<p>Other information</p>	<p>Build cost: £18, 7s, 6d per ton. 1864 / 1876: Master J. Thomson. 1870, 12th March: 4 shares owned by <u>James Hall</u> went to James Milne, timber merchant, Aberdeen, trustee of estate. <u>James Hall</u> died 29th May 1869 and Alexander Hall & Co. was adjudged bankrupt 4th January 1870. 1877, November: her rig was converted to a barque. 1877 / 1880: Master W. May.</p>
<p>Date Scrapped / Lost</p>	<p>1880, c15th March: Missing. The Aberdeen Free Press - Friday 21st May 1880, reported as follows: <i>"SUPPOSED LOSS OF AN ABERDEEN BARQUE. — The Devana, barque, of Aberdeen (May, master), sailed from Bangkok October 1 for London, with a cargo rice. She was spoken March 8 in lat. 46 N., long. 41 W., and has not since been heard of. The Devana was built in 1864, and was 795 tons register. According to the Mercantile Navy list, the Devana was owned by Mr Jamieson, City Chambers, Railway Place, Fenchurch Street, London."</i> The Sunderland Daily Echo and Shipping Gazette - Saturday 15th May 1880, reported as follows: <i>"LOSS OF AN EAST INDIAMAN AND TWENTY-FIVE LIVES. Intelligence received from Lloyd's yesterday morning states that the clipper ship Devana, of Aberdeen, 795 tons, is missing with her crew of 25 men, and being several weeks overdue, all hopes of her safety have been abandoned. She sailed from Bangkok (Siam) for London on the 1st October last with valuable cargo of produce (rice), and passed St. Helena the 7th January. She was afterwards spoken in the Atlantic on the 8th March, but has not since been heard of. The underwriters are of opinion that she was lost in the hurricane which swept over the North Atlantic on the 15th March, during which many ships were lost."</i></p>

Devanha (1864). (Continued).

1867, 12th April: The Melbourne Argus, reported as follows: "*Clipper ship **DEVANHA**, of the Aberdeen Line, arrived in the bay Wednesday morning and was yesterday morning berthed at the Victorian Railway Pier, Williamstown [Near Melbourne]. **DEVANHA** is a handsome little vessel - a real clipper of around 700 tons, and was constructed especially for the China tea trade, in which she has made some good passages. Her present voyage, however, has been unduly protracted, but this cannot be wondered at much, seeing she is not in flying trim but, on the contrary, has brought a most enormous cargo for her tonnage and, moreover, has had to contend against much adverse weather on her way out. She has come into port scrupulously clean, and her smart appearance below and aloft indicates that she is ably officered and efficiently manned. Captain Thomson informs us that he left London on Jan. 1st and met with strong W and SW winds in the channel and when about a week out the ship was caught in a fearfully heavy gale from the SW, which lasted about 24 hours. Very unsettled weather prevailed until falling in with the NE trades (which were light) in Lat 23N [off West Africa]. Equator was crossed on February 3rd. The SE trades were very light and inconsistent and alternated with light variable winds until making Gough's Island on Feb 21st. Light winds and foggy weather prevailed from thence to the Meridian of the Cape of Good Hope, which was passed on March 3rd in 42 degrees south. Winds between 30th and 45th degrees of east longitude were chiefly from the NE and were accompanied with disagreeable dirty weather from 45 degrees east strong westerly winds prevailed and from 1st April until taking the pilot aboard nothing but easterly weather was experienced. On March 15th during a gale the two maintopmast backstay chain plates were carried away."*

Admiral (1865).

She was built specifically for the mail and passenger service between the Netherlands (Holland) and Batavia the capital of the Dutch East Indies. Batavia is the present-day Jakarta, Indonesia.

The Aberdeen Press and Journal - Wednesday 7th June 1865, reported as follows: *"LAUNCH OF A SCREW STEAMER - There was launched on Tuesday week from A. Hall & Co.'s lower building-yard a fine screw-steamer of 150 horse-power, built on the composite principle, viz., — iron frame, and planks wholly of East India teak. She will register 700 tons, and will be fitted here with engines complete and ready for sea. This vessel is named "**Admiral**," and built to the order of the Netherlands India Steam Navigation Company, Limited. We understand she is to form one of a line of steamers to run 'twixt the Netherlands and Batavia, is specially intended for the mail service and passenger trade, and appears to be as fine a model as ever has been turned off at this port."*

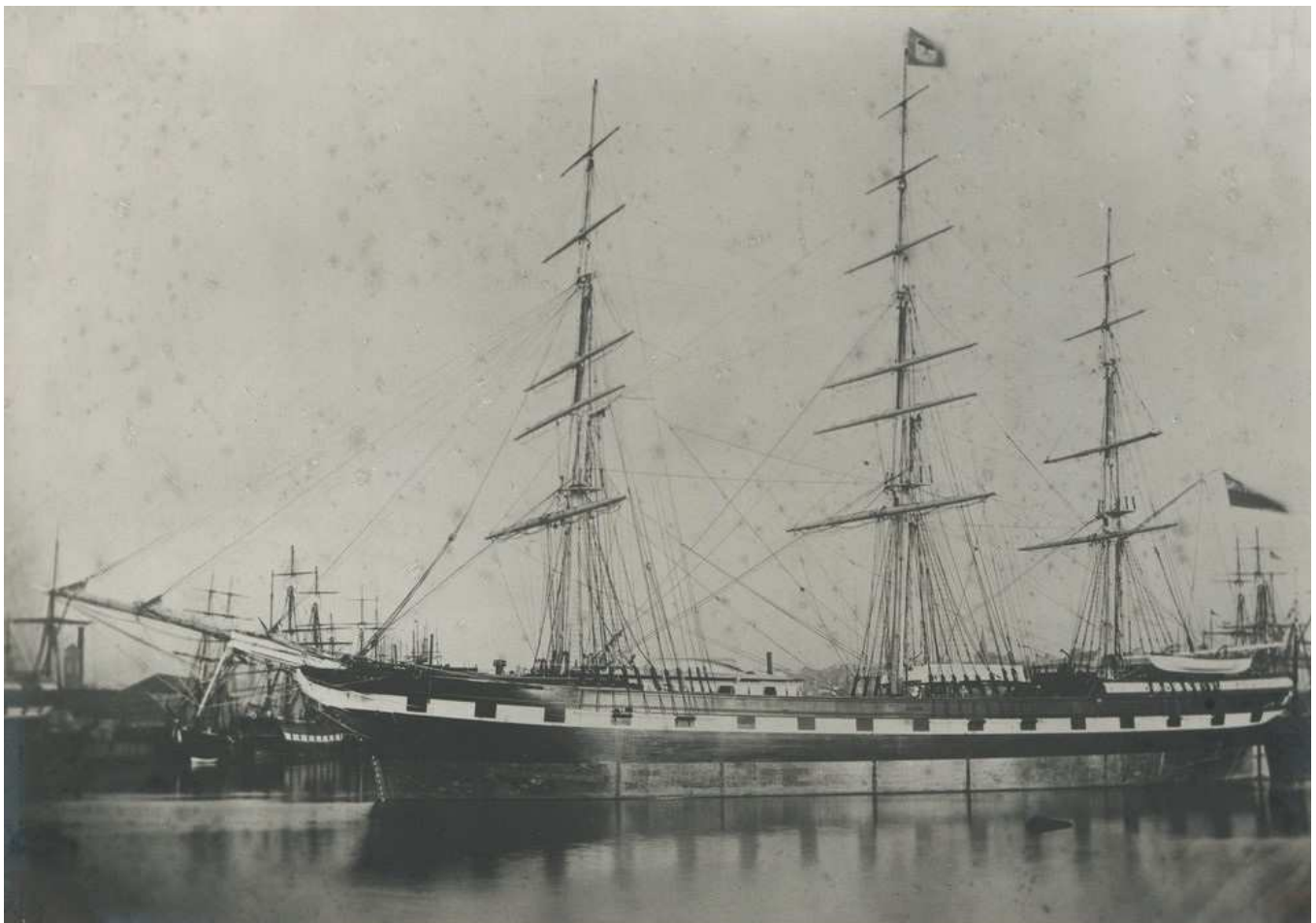
Vessel Name(s)	Admiral.	
Yard Number	242.	
Rig	Steamer.	
Engines	Steam, 150 HP.	
Launch Date	29 th May 1865.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Netherlands Steam Navigation Co., London. (64).	
Registered Port	London.	Official No.: Unknown.
GRT	537 tons.	
Length	205 feet (62.48m).	
Breadth	28 feet, 9 inches (8.76m).	
Depth	13 feet, 8 inches (4.17m).	
Construction	Composite construction. Wood - East India Teak*.	
Figurehead	Unknown.	
Classification	Unknown.	
Other information	Build Cost = £22,447. (£2.84 million in 2019).	
Date Scrapped / Lost	Unknown.	

*East India Teak is the highest quality of wood used for shipbuilding.

Darra (1865).

She was built for the India tea trade and could carry a limited number of passengers, in her later life she was converted to carry emigrants to Australia, and then used as a coal hulk. She is also known to have traded at Newcastle, Tahiti, and San Francisco with cargoes such as coal and timber.

1865, 14th June: The Aberdeen Press and Journal, reported as follows: *"LAUNCH. - There was launched yesterday afternoon, from the lower building-yard of our enterprising townsmen, Messrs Hall, a fine ship of 1,020 tons, named "**Darra**," for a London firm; the "**Darra**" is built on the composite principle, wholly planked with East India teak, will class 13 years A1 at Lloyd's, and be fitted out with all the most modern improvements in equipments. Miss Young, daughter of one of the owners, performed the ceremony of christening, in a very graceful manner. This vessel is expected to be ready to leave our port 18 days hence, for London, to load for the East Indies, and will be commanded by Captain Rowland de Steiger, who has been for many years in the service of Messrs Dunbar & Co., London."*



3-masted ship, 'Darra' c1875.

(Photographer unknown from the A.D. Edwardes Collection, courtesy of the State Library of South Australia, Ref: PRG 1373/2/12).

Darra (1865). (Continued).

Vessel Name(s)	Darra.
Yard Number	241.
Rig	Ship, 3 masts, 2 decks, a poop deck, a round stern, and a standing bowsprit.
Launch Date	13 th June 1865.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	W. O. Young , London. (64).
Registered Port	London. Official No.: 52729.
GRT	999 tons.
Length	191 feet, 1 inch (58.24m).
Breadth	33 feet, 1 inch (10.08m).
Depth	21 feet, 5 inches (6.53m).
Construction	Composite construction. Her hull was sheathed in felt and yellow metal.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 15A1. ✠Built under Special Survey. A&CP: Anchors and cables proved at a public machine. Expl B.S.: experimental, subject to biennial survey. G.I.B.: Galvanised Iron Bolts.
Other information	Build cost: £17, 10s per ton. Her hull was painted with fake gun ports to evade pirates. 1866 / 1867: master R. Stiger. 1868 / 1884: owned by Anderson & Co. 1868: she carried to London from Adelaide 14,000 birds of different kinds. 1868 / 1873: master B. Lodwick. 1873, 24th May: the Brisbane Courier, reported that Thomas Samuel Marjoribanks, age 18-years was lost at sea approaching the English Channel. 1874 / 1876: master W. Edward. 1880, 16th July: registered at Aberdeen. 1880 / 1884: master W. H. Mitchell. 1883: she carried emigrants from London to Brisbane. 1887: new owners used her as an emigrant ship between England and Australia.

Darra (1865). (Continued).

<p>Other information (Continued_</p>	<p>1887: she broke the record when she made the passage from London to Adelaide in 70-days.</p> <p>1898: owned by J. C. Ellis.</p> <p>1898, 1st December: The Evening Star, reported as follows: <i>“The barque ‘Darra’ caught fire while anchored in Johnstone Bay, Sydney, last month. The fire which was confined to the fore-part, was subdued by the fire brigade, but not before considerable damage was done. The ‘Darra’ which was an old White Star liner, was under charter to load coal at Newcastle for San Diego. She is a vessel of 999 tons, was built in Aberdeen in 1865, and owned by Mr J. C. Ellis.”</i></p> <p>1899, November: owned by the Westport Coal Co.</p> <p>1900, 1st January: she arrived at Lyttleton Harbour to be used as a coal hulk to serve steamers, a job she did for over 50-years. On board comfortably lived the hulk-keeper and his family in the beautifully panelled accommodation.</p>
<p>Date Scrapped / Lost</p>	<p>Her hull – iron frames minus a lot of hull planks was beached in 1951 at Quail Island, Lyttelton, New Zealand. In 1953, the New Zealand Army in an attempt to destroy her, blew a hole in her hull, she is still there today.</p>

1950, 16th December: the ‘Darra’ at a cost of £2,000 was spruced up and fully rigged to represent the emigrant ship ‘Charlotte Jane’ for the re-enactment of the pilgrims landing at Lyttleton (Centennial celebration). Once the celebrations had been completed, she was dismantled, cut down and sold as scrap.

1870, 16th April: the South Australian Chronicle reported her cargo from Adelaide to London as follows: 436 ingots silver, 7,631 ingots copper, 3269 bags copper ore, 3,920 bales and 29 packages wool, 1 pipe and 6 cases wine, 25 tons bark, 50 kegs preserved meat, 483 casks tallow, 13 bales leather and 9 passengers. Master - Captain Lodwick.

Her figurehead was a shield. In Mediaeval times the Knight Templars put their shields on the bow of their boats.

John Williams (1865).

She was built specifically to convey missionaries, to the South Pacific Islands and was named after the late missionary John Williams (1796 to 1839) who was martyred at Erromanga in 1839. She was bought with funds raised by the juvenile friends of the society (children's collection) collected at Sunday Schools throughout the world. A total of seven ships were funded this way and all named the '**John Williams**', Hall's ship was the second one built.



3-masted barque, 'John Williams'. (Photographer unknown, courtesy of the State Library of South Australia, Ref: PRG-1373-20-3).

Missionary John Williams (1796 to 1839), in order to spread the Christian beliefs built a schooner which he named the '**Messenger of Peace**' (70 tons) on the island of Rarotonga using only local materials and help from the natives. Miraculously, this 60-foot-long x 18-foot beam vessel was built in only 15 weeks.

After his death a whole line of missionary ships were named after him and paid for by Sunday School children who collected "ship half-pennies" (half-pennies which had a sailing ship on one side).

John Williams (1865). (Continued).

Vessel Name(s)	John Williams.
Yard Number	243.
Rig	Barque, 3 masts, 2 decks, a poop deck, an elliptical stern, and a standing bowsprit.
Launch Date	5 th October 1865.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	London Missionary Society. (64).
Registered Port	London. Official No.: 54580.
GRT	296 tons.
Length	132 feet (40.23m).
Breadth	25 feet (7.62m).
Depth	15 feet (4.57m).
Construction	Wood, carvel construction. Her hull was sheathed in felt and yellow metal.
Figurehead	Bust of "the Martyr of Erromanga" modelled after the likeness of Rev. John Williams (1796 to 1839) when in his prime.
Classification	Lloyds Register of Shipping. Class 13A1. A&CP: anchors and cables proved at a public machine.
Other information	Contract build cost: £7,500. (£950,000 in 2019). Actual build cost with extras: £8,000 (£1 million in 2019). 1866, 5th September: she ran aground on a coral reef at Aneiteum (Aneityum) and sprang a leak. She got off 11 th September and went to Sydney arriving 8 th October for repairs on Cuthbert's Patent Slip. The damage consisted of loss of forefoot and part of false keel. She left Sydney on the 15 th November.
Date Scrapped / Lost	1867, 8th January: she was driven onto a reef in heavy currents and wrecked at Savage Island, Pacific Ocean, all hands were saved, and the vessel and cargo was sold at auction.

1839, 20th November: John Williams (b.1796) and fellow missionary James Harris were killed and eaten by cannibals in Erromanga, New Hebrides, South-West Pacific (Since 1980 known as Vanuatu).

John Williams (1865). (Continued).

The Reverend John Williams (1796 to 1839) on board ship with native implements in the South Seas. (J. H. Lynch).

1865, 11th October: *The Aberdeen Press and Journal*, reported as follows: “LAUNCH OF THE “**JOHN WILLIAMS**”. THE new Missionary Ship “**John Williams**,” built by Messrs Hall, was launched on Thursday, with great eclat, the turn-out to witness the interesting ceremony being, indeed, something quite extraordinary, and giving the town, for several hours, quite a gala-day look. A good many hundreds of Sabbath School children had arrived from the country by the early trains. The main places of rendezvous were Gordon’s Hospital grounds and Castle Street, and, by twelve o’clock, a juvenile procession, considerably more than a mile in length, headed by the boys’ band of Gordon’s Hospital, was on the move down Marischal Street, over the Draw-bridge, and on to the ground marked off near the bottom of the Inches, opposite the Building-yards. The children marched four a-breast, under the guidance of their teachers, and with innumerable gay bannerets waving in the sunshine. Their total numbers it would not be easy to estimate accurately – they must have amounted to about six thousand; and, when they had taken up their places, the police lending useful service in keeping the ground, they and the adults behind presented a dense mass of eager and interested faces from the Dock Gates down nearly to Point Law. There was also a large assemblage of ladies and gentlemen in the building-yard, great numbers taking up their position on the vantage ground afforded by the large new iron ship in progress of building by Messrs Hall.

John Williams (1865). (Continued).

*The ships in the harbour, from the top of the quays all the way down, were, with few exceptions, fully dressed in colours in honour of the occasion, and, altogether, as the hour of launch drew on, the scene was a very stirring one. The “**John Williams**” is a beautifully-modelled clipper-barque of 370 tons B.M., and 300 tons register. Her length is 130 feet, breadth of beam 25 feet, and depth of hold 15 feet. She is most substantially built, and very comfortably fitted up. Her figure head is a bust of “the Martyr of Erromanga,” modelled after his likeness when in his prime. Along with the figure-head is the legend, in gilt letters, “Peace on earth and good-will to men.” The launch was witnessed by the Chairman of the London Missionary Society - Mr White, and the Directors mentioned below. While the preparations for the event were going on, the immense mass of children on the south bank of the Navigation Channel sung appropriate missionary hymns, and the sound of the voices floated pleasantly across the water. At one o'clock the signal was given, the last support was struck out, and the young lady – Miss Annette Kemp Welch – who had the honour of christening the vessel, swung the bottle from her, with the words, “The ‘**John Williams**’ – may she have a prosperous voyage by the will of God.” The vessel went down the ways beautifully, and in a few minutes thereafter floated gracefully in the water – masted and rigged – the “**John Williams**” of the future. Three rounds of hearty cheering followed, and the ceremony of launching was ended.*

THE LAUNCH BANQUET.

*Immediately after the launch, a company of 500 ladies and gentlemen were entertained at a Banquet of champagne and cake, in a large loft belonging to the builders, tastefully fitted for the occasion with evergreens. **Mr***

***James Hall** occupied the chair, and **Mr William Hall** was vice-chairman. Among the company*

present we observed the Earl of Kintore, Lord-Lieutenant of the County; G. F. White, Esq., chairman of the London Missionary Society; Rev. Dr George Smith, London; J. Kemp Welch, Esq., London; H. W. Dobell, Esq.,



3-masted ship John Williams, 1865.

(Artist: W. Pinkham).

John Williams (1865). (Continued).

*Comptroller of Customs, London; Dr Ferguson, London, Directors of the London Missionary Society; Rev. J. H. Wilson, Secretary, English Congregational Home Mission; Rev. Mr Kennedy, Stepney; Gill, late missionary, Raratonga; Captain Williams, of the John Williams Mr Angus, Town-Clerk; Mr Reid, Harbour Treasurer; Rev. Dr Macpherson, Aberdeen University; Rev. Dr D. Brown, Free Church College; Rev. David Arthur; Rev. D. Wallace Rev. J. Duncan; Rev. T. Gilfillan, Congregational Church; Rev. S. J. Davis; Rev. Mr Hewson, Baptist Church; Rev. J. McKerrow; Rev. A. Dickie; Rev. J. B. Ritchie; Rev. D. Beatt, U.P. Church; Rev. C. Skene, John Knox Church; Rev. W. L. Mitchell, and Rev. John Thomson, Free Church, Aberdeen; Rev. R. Lang, Congregational Church, Dundee; Rev. Dr McGavin, U.F. Church, Dundee; Rev. J. Millar, Congregational Church, Inverury; Rev. A. B. Barkway, Free Church, Culsalmond; Rev. W. Barrack, Rector, Aberdeen Grammar School; Rev. Mr Strahan, Gordon's Hospital; Rev. Mr Greig, Chaplain, Depot Battalion; **Mr Geo. Thompson, shipowner**; Mr Henderson, do.; Sheriff Watson; Dr Kerr; Dr Morrison ;Dr G. G. Brown; Wm. McCombie, Editor, Free Press; Mr R. B. Tytler, late of Ceylon ; Mr Matthews, architect; **Mr J. T. Rennie, shipowner**; Messrs Rose, shipowners; **Messrs Duthie, shipbuilders**; Mr Connon, shipowner; **Mr Cornelius Thompson, shipbuilder (Messrs W. Hood & Co.)**; Mr Aiken, Jun., shipowner; Mr John Jamieson, do.; Captain Penny; Mr Batten Captain Baker, &c. Invitations had been issued by Messrs Hall to all the ministers of every denomination in Aberdeen; and no doubt the fact that it was the communion week prevented good many from attending, who otherwise would have been present. Invitations were also issued to Sabbath school superintendents, &c. At the request of the Chairman, the company joined singing the hundreth psalm, after which the Rev. T. Gilfillan offered up prayer. The Chairman then proposed The Queen and in doing so, in very fitting terms, remarked that Her Majesty had expressed a very sincere and earnest interest in the main schemes and action of the London Missionary Society. (Loud applause.) The Prince and Prince's of Wales" was next given from the chair, and heartily responded to. The Chairman — "I ask you now to drink to the Lord Lieutenant of the County," who has done us the honour to come here to-day — (applause) — to testify to his sympathy with the mission of this vessel. (Loud cheers.) Lord Kintore, who on rising was greeted with renewed cheers, said — I can assure you has given me very great pleasure to have been here this day. But I trust that the one spirit that will pervade us all this day will be this, that we come here with the manifest*

John Williams (1865). (Continued).

*intention of honouring our living Head. It very true that the Lord Jesus Christ does not want patronage but he wants sympathy. He wants to call poor frail creatures such as we are — out of the dust by nature —and set us among princes — to put our foot upon the rock, and enable us to sing the new song of the Lord. This should be a praising day in our history. In returning from such sight as we have beheld this day — the launch of yon noble vessel shortly to depart upon her career of love and mercy do you not think that our language should be just this. What shall we render unto the Lord for all his goodness unto?” We will take the cup of salvation into our hand, and call upon the name of the Lord; wishing, that the vessel speeds her distant path, she may carry the message of mercy to many and many a poor lost one; that by God's grace it may be said of them, as well as of others, “that which was lost is found.” I thank you, ladies and gentlemen, for the honour you have done me this day but let all thank God more that he has given us the blessed privilege of joining in such labours this; that have missionary spirit among us, and the peace of God in our hearts. And when we see yon vessel depart upon her missionary tour, may we say indeed and in truth the God of peace be with her; may she be ever under the protection and guidance of Him who is King of Kings and Lord of Lords.” (Applause). The Chairman, in a few hearty words, gave The Magistrates and Town Council of Aberdeen,” who are always ready to encourage progress and what is for the public welfare. (Applause). Councillor Matthews acknowledged, and in doing so said he could not but regard the launch of such vessel as the “**John Williams**,” here, honour alike to the inhabitants and the shipbuilders of the port. (Hear, hear). The Chairman — Ladies and Gentlemen, I ask you now to drink to the health of Mr W. H. Dobell, Comptroller- General of Her Majesty's Customs in London, one of the deputation here from the London Missionary Society. (Cheers.) Dobell — It has afforded me great pleasure to be here to-day, and I may say that I never was present on a more joyous occasion in all my life. (Applause.) To see the vast multitude of children on the opposite bank, to see that vast gathering of friends of all denominations, see that beautiful vessel as she dipped into the water; to know that she then took the first step towards that glorious enterprise upon which she now enters to see and know all that, filled breast with a thrill that made me lift up my heart in adoring gratitude to Almighty God, that He had ever brought me to know and appreciate the great blessings of salvation by Jesus Christ. (Applause.) If one might judge by*

John Williams (1865). (Continued).

*appearances, the joy that lit up every countenance around gave token that the same feeling animated the breasts of all present, as I am sure it animates the breasts of our kind friends who have built this vessel, and who have spared no pains, no cost, no trouble, in order that she may be sent up to London as a fine specimen of what Aberdeen can turn out, and as a proof of its love for, and attachment to, the great cause of Christian Missions. (Applause). Mr Dobell, in continuation, proposed "Success to the Trade of Aberdeen." (Cheers). He knew something of the trade of Aberdeen from his official position, but without quoting statistics, which without explanation would perhaps tend to perplex more than anything else, he would simply say, that official records I go to show that the trade of Aberdeen was never — not only not in a more prosperous state, but never in so prosperous a state as the present moment. (Cheers.) And he was not surprised at this when he walked about, as he had done that morning, and saw the broad streets, and beautiful houses, and other advantages conducive to habits of cleanliness and prosperity. He had read in the papers that at present there are in the building-yards of the port no less than 15,000 tons of shipping upon the stocks, and he was not surprised at this when among the shipbuilders are such names as those of **Hall, Duthie, Hood**, and others, who send forth to the wide ocean a class of ships unsurpassed anywhere. The Aberdeen clippers beat everything sent I from any ship-building yard in the kingdom almost. (Cheers.) When we have men of such enterprise, with indomitable; perseverance, that takes refusal, and rejects failure altogether, who adhere to the simple motto "Success" —or nothing—we are able to see why the trade of Aberdeen should be more successful than any former period. May Aberdeen prosper in all her undertakings, and more especially in such undertakings that of this day in which, we can all thoroughly sympathise. (Applause.) He coupled with the toast the name of ex-Provost Thompson and could not but deem a most gratifying thing to see men like Mr Thompson so prominent in connexion with trade and commerce identifying themselves with a cause like this. (Cheers.) Mr Thompson replied with great pleasure to the toast so eloquently proposed. (Applause.) We do not require to be told of the fact by gentlemen from a distance, to know of the prosperity of the trade of Aberdeen yet it is highly satisfactory when a gentleman connected with the official statistics of the country is able to assure that no other period was it at all so prosperous. He was delighted this prosperity as dwelling among those master minds and industrious hands*

John Williams (1865). (Continued).

*who are producing the wealth of the country, and not only so, hut manufacturing those magnificent ships which will carry our commerce to the most distant parts of the world. (Applause.) And that being the case, it was extremely gratifying to see such a company assembled there. That company was not associated upon the mere principles of commerce. Far otherwise: the principle of commerce would not have called together such assemblage. Far higher principles had brought that multitude together. It has been a glorious day for Aberdeen. Never, said Mr Thompson, have I witnessed such an out-turn of juveniles have seen to-day. (Applause.) And what is this an indication of, Sir? It is an indication to my mind that the commerce of the country is beginning to be intertwined with the higher principles of man's nature, that we will carry along with our commerce, civilisation, and Christianity to the heart of our common race. (Applause.) But in doing justice to the present time, we must not forget that there was "a day of small things," and though it may have been small, yet there is some credit justly due to it. I old enough now to recollect when the father of the gentleman who now fills the chair so worthily was the means of turning out the whole inhabitants of Aberdeen to witness another launch. And if it would not be deemed egotistical, I may say that I had some small hand, thirty years ago this very month, in sending abroad to the South Seas several of those devoted men and their wives, who gave themselves to the propagation of Christianity, and the endurance of great privations for its sake. And, very singularly, within 200 yards of the spot where the "**John Williams**" has descended to the water, this vessel of which I speak was launched thirty years ago. You will see that the present generation is only following up that which has gone before. (Hear and applause.) I trust, Sir, that this meeting will give an impulse not only to our commercial pursuits, but what is of far higher importance, the Christianity and civilization of our common country. (Applause). Rev. Dr G. Smith — in the absence, from domestic affliction, of Dr Tidman, Secretary of the London Missionary Society, in an eloquent speech—gave "Success to the '**John Williams**' and the Children who pay for her." It had been all done by the free-will offerings of our people, and the most interesting part of our people —the dear children — who collected between £11,000 and £12,000 to pay for the "**John Williams**." (Loud cheers.) Rev. D. Arthur acknowledged. The Chairman gave the Directors of the London Missionary Society and their Chairman, G. F. White, Esq." (Loud cheers.)*

John Williams (1865). (Continued).

*Mr White acknowledged, and begged to propose a toast I which, from Aberdonians, would meet with the greatest acceptance — “Success to the Brothers Hall.” (Loud and continued cheering.) When the Directors had recovered the shock they felt at hearing of the loss of the former “**John Williams,**” three considerations occupied their minds, — First, whether we should have another ship; second, how we should raise the funds for it; and thirdly, who should build it. It did not take long to solve the first two questions. After the experience we had had, we felt must have another ship, and we had great confidence that the children and young friends of the society would provide the means. As to the third question, in justice to our constituents, we felt it necessary to put the matter to competition, and among the tenders received, the most acceptable was that of the Messrs Hall. (Loud cheers.) As an Englishman, it would be affectation to say that I would not have been perfectly satisfied had an English firm got it, but when it was put in the hands of Scotchmen, we felt perfectly assured that Messrs Hall would support their own reputation, and that of the town; and that, moreover, it would be a labour of love. (Cheers.) Mr White concluded by giving the toast, which was heartily drunk to. The Chairman, in acknowledging the toast, said — Had this been ship for common purposes, the launch would have gone off, and perhaps nine-tenths of the present company would not have known that such a ship was built. I beg to say the ship herself is nothing more than what any good Aberdeen ship is. (Hear, hear.) Therefore it is only to the sentiment connected with it that we are indebted for your presence. It certainly did not occur to us when we entered into this contract that this would be the final result. (Laughter and applause.) We have been told today about the day of small things,” and we really thought that this was a small ship. (Laughter.) But now when it has come to the conclusion, the mustard seed has grown a great tree — (applause and laughter) — and certainly my brother and myself are exceedingly gratified by your attending here to-day to do honour to the cause of the Missionary Society, and to ourselves who are their servants. (Applause.) In my business transactions I have noticed one thing, that when all goes finely — fair and smooth — we must take care in the hinder end that something does not happen to make it otherwise. That has been the case here. I take leave to say that we have never had more pleasure in executing contract than we have had; therefore we took double care in coming to the end to see that the thing went right. (Applause.)*

John Williams (1865). (Continued).

And if after your assembling here today yon all go away pleased, that will be the crowning stone of the whole. (Cheers.) I, for one, have great faith in good wishes. We have been here long time, and it is gratifying to think that we do nothing by ourselves —our neighbours are here the same ourselves, expressing their good wishes for the cause you are celebrating. (Cheers.) I thank you most cordially, and again beseech you to believe that there is nothing in the ship more than in any other ship that goes from Aberdeen — (hear) — except the halo that surrounds her and the errand that she is going upon. (Cheers.) The young fellow who launched the ship [Mr William Hall, jun.,] is one of the fourth generation of carpenters in our yard. (Cheers.) We are in the way of classing our ships, but it did not occur to me till I looked at the fellow that he was Number IV. (Cheers and much laughter.) He was specially requested by Captain Williams, no doubt as an honour to himself, indeed it was and he is here, I expect he will stand up and thank Captain Williams for giving him the honour of launching what we have all along called The Missionary.” (Cheers.) John Jamieson begged to call first for a special bumper to the young builder who launched “The Missionary.” This was heartily responded to. Mr William Hall, Jun., said — I am very much obliged to you all for drinking my health, and more particularly to Captain Williams for asking me to have anything to do with the launching of his ship. I consider it an honour to have been asked to launch the “John Williams,” even though a ship she is no better, as you have been told, than any other Aberdeen ship. The Vice-Chairman then gave “The Building Committee and Mr Welch.” (Cheers.) Mr WELCH, in replying to the toast, said in estimating for the new ship, tenders were got from eight or ten builders in England and Scotland, and one in Wales, of the highest standing. Messrs Hall’s was accepted as the lowest, and in looking to the figures, he felt satisfied the price was put down without reference to profit. (Loud cheers.) But though the ship has been built regardless of profit, they have finished her in way far beyond their contract. (Cheers.) I can say that many things in the ship, I am quite sure, are not in the specifications, and I am equally sure I that not one thing specified is not in the ship. Mr Welch, I in conclusion, gave “The Surveyors,” Messrs Bayley, Walker, Rayden, and Wallace. Mr Bayley, in acknowledging, said, as a practical man, he never saw a ship better finished, or better turned out of hand than the John Williams.” (Cheers.) Mr Thompson, shipbuilder, gave “The Ladies,” which was heartily responded to.

John Williams (1865). (Continued).

The Chairman gave Miss Annette Kemp Welch," who christened the "John Williams." (Loud cheers.) The Chairman gave Captain and Mrs Williams," in a few hearty words, and Captain Williams acknowledged the toast, which was very cordially drunk to. Mr J. Jamieson gave "Messrs Hall's Workmen" — (cheers) — after which Mr White announced that, in testimony of their satisfaction, the directors of the London Missionary Society had voted £25 as a subscription to the Workmen's Sick Fund. (Cheers.) Lord KINTORE gave "The Clergy of all Denominations," which was appropriately acknowledged by Dr D. Brown. After a short address from Rev. Mr Gill, the Chairman gave "Dr Ferguson, Deputy-Chairman of the London Missionary Society." which Dr F. acknowledged. Rev. J. H. Wilson, in brief and expressive terms, gave Messrs Hall." (Great cheering.) The Chairman gave his old friend, "Rev. J. H. Wilson," remarking upon his useful and philanthropic labours both here and in London. Mr Wilson acknowledged, after which the Rev. Mr Kennedy pronounced the benediction, and the meeting broke up. A Lady Correspondent wishes us to acknowledge the kindness of the sailors board of some vessels opposite Messrs Hall's building-yard to some of the female and juvenile spectators of the launch of the "John Williams." She particularly mentions the crew of the "Admiral," now Dutch steamer, by the same builder, which lay just opposite. The sailors put down two gangways, and helped all on board, who chose to go, and helped them to regain the quay when the ceremony was over, taking up and down upwards hundred. She speaks with some amusement of one blue jacket who carried down the children two by two, and gave them a dance on landing, and who, reversing the order of things, danced a sort of 'polka backwards while helping the old ladies down, and gave his hand to the young. We question if these old ladies had a complete appreciation of Jack's" politeness. London Missionary Society. — The annual meeting of the Aberdeen auxiliary to the London Missionary Society was held in Belmont Congregation Chapel on Wednesday evening — Mr Welsh, Director of the Society, in the chair. The meeting was opened with prayer the Rev, Mr Wallace, after which the Rev. Mr Gilfillan read extracts from the printed report of the Society, from which it appeared that the income for the year was over £91,000, and the expenditure over £99,000. The contributions for the Aberdeen district amounted in all to over £610. The meeting was then addressed at considerable length the Rev. J. Kennedy, M.A., who pressed the importance and unsectarian character of the Society, and made some remarks relative to the new missionary ship, the

John Williams (1865). (Continued).

*John Williams. He was followed by the Rev. J. H. Wilson, London, who gave a history of the Polynesian missions and of the various ships that had been fitted out — the predecessors of the newly-built one. Rev. Mr Gill from Polynesia, then gave an account of the Christianising and civilisation of the South Sea Islands, relating some interesting incidents. The meeting was brought close by the Rev. J. Duncan, who engaged in prayer. The large chapel was quite crowded. — The Annual Juvenile Missionary Meeting was held in Blackfriars Street Chapel, on Thursday evening, Chapel was quite filled, mostly with young people, and the chair was occupied Mr White, Chairman of Directors of the London Missionary Society. Refreshments were supplied to the children in abundance during the evening; and addresses were delivered by the Chairman; the Rev. J. Kennedy M A.; the Rev. G. Gill, Polynesia; the Rev. Mr Gilfillan, &c. A good deal of reference made in the addresses to the newly-launched ship, the “**John Williams,**” and the children’s contributions thereto, and Mr Gill gave some interesting sketches of missionary scenes and incidents in Polynesia. On Thursday evening, public meeting in connection with the Female Auxiliary, was held in Trinity Hall — R. B. Tytler, Esq., in the chair. After prayer by Rev. Dr D. Brown, and some remarks by the Chairman, the funds of the Society for the year were reported by Rev. Arthur. The total was about £100, including £74 for the “**John Williams.**” Resolutions expressive of sympathy in the objects of the Society, and also with Captain Williams and his vessel; thanks supporters of Sabbath Schools and others who have promoted the subscriptions for the vessel; thanks to the deputation from London; and appointing; office-bearers for the year — were moved, seconded, and spoken to by Rev. Dr Smith, Dr Ferguson, Dr D. Brown, Messrs Kennedy, Wallace, Wilson, Gill, Dobell, Welch, and Baillie John Leslie. There was a respectable attendance, and the speeches were able and interesting. The proceedings were brought to close by Rev. Thomson pronouncing the benediction.”*

1865, 11th October: The Aberdeen Journal, reported as follows: THE MISSIONARY SHIP. “There was something more than the gratification of a just sentiment in witnessing the launch of the Missionary Ship, the **John Williams**, the other day. There was a promise of good to the heart of the young spectators as well as to the heathen — the enlistment of the sympathies of the young in a great cause — and something to nourish what is called hero worship’ in its purest and best form.

John Williams (1865). (Continued).

Few could see the procession of 5,000 children celebrating the completion of a work, to which the gifts of children had mainly contributed, without feeling how good a thing it is for such as they to feel the first kindling of enthusiasm in a good cause. The Missionary Ship will out on its voyage of love to the lands of heathendom, no doubt all the more prosperous for its peculiar character and origin. But its first good effect must on the minds of the young, who saw it consigned to its future element, and set apart to its far away labours. To them it gave some small but bright glimpses of the life of self-sacrifice and devotion — the death, for the sake of Christ's cause, among a benighted people — which even the world holds glorious, but which has a glory beyond all the honour that the world can give. When the martyr of Erromanga takes his place among a child's heroes, it is something won from worldliness and self-gratification. To learn that even the smallest gifts from the feeblest hands may be made, their number and their unity in one purpose, the means of producing great and immortal ends, is a lesson which will, perhaps, be long remembered, and produce the best of fruits some day. More than 6,000 children raised their voices in the hymn sung before the Missionary Ship was committed to the water. But many thousands more, in all parts of the Kingdom, participated in the good work. It is needless to exaggerate the thing, or to speak of it as any spontaneous contribution. But there is no question of the beneficial tendency of familiarising the minds of children to the idea of aid, however small, being welcome and useful; and, perhaps, it would be well if we could more frequently invest the lives and labours of men, who give themselves up to the cause of humanity and religion, with some of those attractions and graces, so dear to the young, which are the recommendations, to their fancy, of inferior men and less noble achievements. It is something to encourage them to think of men who, as Cowper says, —

*“Lived unknown,
Till persecution dragged them into fame,
And chased them up to Heaven: whose ashes flew,
No marble tells us whither — with whose names,
No bard embalms and sanctifies his song,
And History, so warm on other themes,
Is cold on this.”*

John Williams (1865). (Continued).

The Missionary Ship goes away to the fair isles of the South Seas — to those wildernesses of beauty, where life is a luxurious dream, and little more. There is hope of a time when a growing civilization may lift humanity out of its slough of sensual indolence, and out of the moral darkness that hangs over these islands, which are beautiful as the Hesperides.

*Whatever fruits in different climes are found,
That proudly rise, or humbly court the ground;
Whatever blooms in torrid tracks appear,
Whose bright succession decks the varied year;
Whatever sweets salute the northern sky,
With vernal lives, that blossom but to die —
These here disporting own the kindred soil,
Nor ask luxuriance from the planter's toil.
While seaborne gales their gelid wings expand,
To winnow fragrance round the smiling land.
But small the bliss that sense alone bestows —
And sensual bliss is all the nation knows —
In florid beauty groves and fields appear,
Man seems the only growth that dwindles here.*

*We presume the **John Williams** goes to the scene of the labours and the death of the missionary whose name it bears. There the work is all the more difficult, that the people are of a lower race than the inhabitants of the Sandwich, Society's, and Friendly Islands, and the other more northerly of these ocean gardens. The races, who are at present represented in England by the Queen of Hawaii, are mild and gentle, and possessed of much intelligence, with many traces, according to ethnologists, of a former relation with the Asiatic and American Continents. They have progressed wonderfully in social institutions and Christian knowledge. But in the Feejee group, and the Southern Hebrides, in which Erromanga is situated, the negro type prevails — the people are fierce and revengeful, and more easily excited to acts of cruelty and violence. It is to these islands, we believe, that the John Williams is bound. It is something, that the thoughts of thousands of little children may follow that gallant ship, as it carries the tidings of salvation from isle to isle, and raises the hymn of a pure religion in places devoted for ages to the horrid rites of Pagan superstition."*

John Williams (1865). (Continued).

1865, 4th October: The Aberdeen Press and Journal, reported as follows: *"LONDON MISSIONARY SOCIETY - LAUNCH OF THE **JOHN WILLIAMS** — The annual local meetings in connection with this great Society are be held here this week. The general meeting will be held in Belmont Congregational Chapel this evening; the launch of the John Williams will take place on Thursday; and another meeting will take place in the Trades' Hall on Thursday evening. The launch of the missionary vessel will be an event of no common interest. The time will be about one o'clock on Thursday; and it is expected that a good many thousand children and youth who have subscribed to the vessel will present, not only from Aberdeen, but the district, even as far, we believe, as from Huntly. Another launch, we understand, will take place about the same time, from **Messrs W. Hood & Co.'s yard**, thus giving an additional sight to the young people. After the launch of the **"John Williams,"** the Messrs Hall will entertain a large party to luncheon. The London Missionary Society will be represented on the occasion by the following gentlemen — Rev. Dr G. Smith, Rev. Dr Ferguson, Rev. J. Kennedy, and Rev. J. H. Wilson; Rev. G. Gill, formerly of Rorotonga; also, A. Dobell, Esq., A. Henry Welsh, Esq., and G. Whyte, Esq., all, except Mr Gill, from London. The arrangements have been made in a very careful way. For the last **John Williams** —which was lost —the juveniles raised the sum of £6,237, besides £3,673 afterwards, for repairs, &c. She was wrecked at Danger Island, in May, 1863, after a very useful career in conveying missionaries, &c., among the South Sea Islands. Hence the new vessel."*

1865, 11th October: The Aberdeen Press and Journal, reported as follows: *"THE COURT, AND THE LAUNCH OF THE **"JOHN WILLIAMS."** — We are glad in being able to state, that Her Majesty the Queen, not only very graciously accepted a memorial volume containing an interesting account of the Missionary ships employed by the London Missionary Society, in the South Seas, during the last 70 years, presented by the Directors through our townsman the Rev. J. H. Wilson, but received it in such a manner as led the Chairman of the dejeuner, after the launch, to refer to the fact in the happy terms which he thankfully used on that auspicious occasion."*

John Williams (1865). (Continued).

1865, 22nd November: The Aberdeen Press and Journal, reported as follows: *"The missionary ship "**John Williams**," recently launched from Messrs Hall's yard here, is at present lying in the West India Docks, London, and is being visited by hundreds every day."*

1866, 2nd June: The Geelong Advertiser, Victoria, reported as follows: *"A Continuous crowd of visitors boarded the vessel on her arrival from London. Claimed building cost of £8,000, although builders list shows contract price £7,500. Aberdeen bow and elliptical stern. Frame + stanchions of Scotch oak. Planking teak. Iron beams + stringers and some strengthening iron plates. A very handsome model, painted green with gilt moulding, figurehead bust of John Williams in clerical robes as he appeared in prime of life. On each side of stem are carved open Bibles and on stern a dove with motto "Go ye unto all nations". Foremast, mainmast + bowsprit of iron, 2 former acting as ventilators. Mizzenmast + other spars of wood. Standing rigging of wire. Topsails can be reefed + furled from deck. Crew of 18 under command of Capt. Williams, through British seaman with breeding of a gentleman + necessary experience in forwarding missionary enterprise. Has 2 boats, but third was carried away in gale in English Channel. The saloon is 8ft high, elegantly panelled with maple + teak with gilt mouldings. Furnished with a harmonium and an elegant case of choice books. On each side of saloon are 3 staterooms, officers quarters, including elegantly fitted up Captain's cabin, are below saloon. Forward of a mainmast are 4 berths on each side for itinerant teachers. Forecastle accommodation for seamen strikingly different from ordinary merchant vessels."*

1866, 2nd June: The Geelong Advertiser, Victoria, reported as follows: *"THE MISSIONARY BARQUE **JOHN WILLIAMS**. The arrival yesterday of this vessel, so long looked forward to by the friends of missionary enterprise and Sunday School children in Geelong calls for a special report.*

The undermentioned particulars may be looked upon as reliable in every respect. It will be in the recollection of most of our readers that her visit to Geelong was determined before she left London, chiefly at the instigation and through the influence of our late respected fellow-townsmen, W. M. Hitchcock, Esq.

John Williams (1865). (Continued).

The visitors yesterday were mostly adults, and from the hour of the ship, being made fast to the railway wharf, a continuous crowd of visitors were to be seen going and returning from admiring her. On Monday the numerous Sunday School children will be admitted to view her as per previous announcement.

*The **John Williams** was built at the celebrated building yard: of A. Hall and Co., Aberdeen, at a cost, without provisions, of £8,000, her frame and stanchions are of Scotch oak; her planking throughout, waterways, and rail, being of teak. She is barque-rigged with an Aberdeen bow, and elliptic stern; her tonnage is 296 tons N. N. M., this new measurement is deceptive, as her appearance would lead one to suppose her to be at least 400 register tons of the old measurement. She has iron beams throughout, with two strengthening iron plates fore and aft, about the fore and main masts; she has additional diagonal plates; the stringers are also of iron, a through bolt fastens every alternate timber through stringer, waterway, and outside planking; the other timbers are bolted to the stringer; besides these, twelve diagonal plates on each side are let into her timbers. She is painted green, with a gilt moulding, and is a very handsome model. Her figurehead is a bust of John Williams, in his clerical robes, as he appeared in the prime of life. On each side of the stem are open bibles with "Good News" carved and gilded on them; also a scroll on each side of the stem, with "Peace on Earth," on one side, and "Good will to Men," on the other. On her stern, besides her name, there is a dove, with the motto "Go ye unto all nations." Her fore mast, mainmast, and bowsprit are of iron, the two former serve also as ventilators, the mizenmast and the other spars are of wood; her standing rigging throughout is of wire, her topsail yards are fitted with Collier and Pinkei's patent reefing apparatus, an improvement upon Cunningham's, inasmuch as the topsails can not only be reefed but also furled from the deck if required. She carries the usual red ensign, and upon it "Messenger of Peace" are inscribed, and a dove with a sprig of olive in its bill. The crew consists of eighteen, under the command of Captain Williams, who, to the breeding of a gentleman, unites all the necessary attributes of a thorough British seaman, together with the experience requisite in forwarding missionary enterprise to its fullest extent. On deck, we found that she had a topgallant, forecastle, half-poop, and wheel house; she has a diamond screw patent steering apparatus, besides a long boat; she has a large boat on her skids; her whaleboat and davits were carried away in the channel in*

John Williams (1865). (Continued).

the same gale that, the unfortunate London was lost. Her poop is forty feet in length, and around her sky-lights and under the wheel-house are seats for the convenience of passengers.

The saloon is nearly the whole length of the poop, two after cabins, which are comfortably fitted up with two berths and a sofa for families, occupy with the companion the remainder. The saloon is eight feet in height, elegantly parcelled with maple and teak, relieved with gilt mouldings. The inside of the skylight is embellished with large gilt scrolls and four stained panes with scriptural texts inscribed on them. At one end of the saloon there is a harmonium and an elegant book-case filled with choice works; at the other end there is a handsome cheffonier with two large pier glasses over it. When this handsome piece of furniture is removed a fine stove is exposed to view, which can be used at pleasure. On each side of the saloon are three state rooms; a handsome brass rod runs fore and aft, above the dining table, from which are suspended the lamps and swinging trays. The lounges at the dining table, are luxuriantly finished with horse-hair seats and reversable backs. From the saloon we descended into the steerage, - where is situated in midships the pantry, which is large and fitted up with all the necessary appliances. On the port side are the cabins of the officers, and on the starboard is the captain's cabin, which is most elegantly fitted up, and more like a lady's boudoir than a ship's cabin; and, from the presence of a beautiful canary, in a cage, and the fresh appearance of the Brussels carpet, we strongly suspect that one of the fair sex watches over its internal economy. Aft the captain's cabin is the dispensary, which is plentifully supplied with medicines and requisites needed in the contemplated four years' cruise. Before the mainmast are four berths on each side. These are intended for itinerative teachers.

*Before these again are the sail lockers, store rooms, and fore-castle. As might be expected in a vessel of this kind, the wants of the fore-castle men have been well cared for. The difference between the fore-castle of **the John Williams** and those of ordinary merchant vessels was most striking.*

We cannot conclude our description of this elegant vessel without a few words on the galley, which is the ne plus ultra of cleanliness and convenience. The pumps are of the latest-and most improved style, being worked by a wheel, the saving of labour between which and the old style must be very great. The harness casks and buckets are hooped with brass, and the windlass is one of the newest patents.

John Williams (1865). (Continued).

"We have been rather prolix in our description of this vessel, not having seen since her arrival in the colonies any adequate description. We beg to offer to the captain and chief officer our sincere thanks for their civility and attention, and for the kindly manner in which they afforded us all the information regarding this interesting vessel."

The Greenock Telegraph and Clyde Shipping Gazette – 25th December 1866, reported as follows: *"Accident to the **John Williams**. - Our Sydney correspondent, writing on the 23rd of October, says; — "The mission barque, **John Williams**, to the surprise of all, returned to Sydney on the 8th inst. in company with the **Dayspring**. It appears that while the John Williams was beating up the harbour of Aneiteum (Aneityum), she ran upon coral reef and speedily began to let in water. The natives on the island, especially those belonging to the Christian church there, at once came off to render what aid they could. Fortunately the schooner, the Dayspring, was also at the island, and able to render valuable assistance. In due time the **John Williams** was got off the reef, and her damages sufficiently repaired to enable her to return to Sydney. The Dayspring was kindly allowed to accompany her to render prompt assistance if required. Several natives, too, came on board to work the pumps, deeming it a pleasure to render any aid to the Gospel ship. All the missionaries but Mr Chalmers have remained at Aueiteum. The John Williams is now on the slip, and will soon be as sound as ever and able to continue her glorious work."*—Patriot.

1867, 15th June: The Dunfermline Saturday Press, reported as follows: *"WRECK OF THE **JOHN WILLIAMS**, MISSIONARY SHIP. News has been received to the effect that the **John Williams**, missionary ship, has been totally wrecked off Savage Island. It appears that Captain Horton of the **Nimrod**, bound for Valparaiso, when near Savage Island, in February last, saw in the distance the wreck of vessel' and shortly afterwards boat put off from the island) bringing letter from the Rev. Mr Laws, announcing the total wreck the **John Williams**, but adding that all on board were saved. The vessel was paid for from funds subscribed solely children; it was insured for £8,000."*

John Williams (1865). (Continued).

The Stirling Observer - 15th August 1867, reported as follows: "WRECK OF THE MISSIONARY VESSEL **"JOHN WILLIAMS."** The following is an extract from a letter received from the Rev. Dr George Turner, missionary, Samoa, by his son, George A Turner, student Glasgow University. The letter is dated Appia, Samoa, 25th February, 1867: " have already written you a letter to go by this vessel, and now I must add few lines more to tell you of the wreck of the **John Williams**. Yes, that lovely vessel is a total wreck on Savage Island. Thank God, however, that on the night she was wrecked, all who were on board — 72 in number — were saved. The story is a short one, but a very sad tale. They were busy all day landing Mr Lawes' goods and taking in presents from the natives of yams, &c. About sundown they headed off from the shore, but were becalmed and driven on to the reef by a heavy current which had set in from the north-west. All hands were called to the three boats to pull her off, but on—on—on she went towards the fatal reef; and when it was evident that no more could be done, the boats were ordered alongside to save life; it was a dark, dismal night; but all, under God's kind care, got clear of the ship before she struck. They then passed the end of a rope from one boat to another to keep any of the three from drifting out to sea. They got all clear a little before she struck, which was about half-past eleven. By half past four all were through the surf and safely landed at Mr Lawes' house. It was a night of terrible distress to all, but from all the dangers of that terrible night the Lord delivered them. The burning of some rockets and blue lights alarmed the natives and the missionaries, two of whom were spending the night on shore with Mr and Mrs Lawes'. But it was so dark, and there was such a swell on at the opening of the reef, that no canoes could be launched. One canoe however did get out, through the noble daring of Latoa—Laumahina's son — who was with us at Malua. He got out, searched for the boats, and guided them to the entrance. The natives on shore, too, kindled fires all along the beach, and these and torches made all the light they could to show those in distress where to come to. The vessel was lifted up on to a shelving reef close by some higher rugged cliffs, and there she now lies broken the middle, her masts gone, and from stem to stern a poor helpless wreck. After daylight the crew and gangs of natives set to work to save provisions and cargo as far as they could. Boxes of all kinds were smashed open, and their contents carried piecemeal by the natives through the surf, and now

John Williams (1865). (Continued).

*there is a great heap of all sorts of things in Mr Lawes' School House, badly damaged, and which will have to be sold by the Consul here for the benefit of the underwriters. The cargo was insured for £4,000, and the ship for £9,000, so there will be plenty of money for a new ship. The things of the new missionaries were also insured for £250 each. You will be greatly pleased to hear that the little box which was packed so nicely at Blackheath has turned up all in its perfect order. Among some other parcels from the wreck, I fell in with one of books, &c, from Mr ----. There are some books, &c, on which trace our kind friends Mr and Mrs T----. Davies tells me a pair of gold spectacles were thrown up by the surf on the rocks, and he thinks Mrs Williams has them. There was a Glasgow mark of some kind on them. What a sad disappointment all this is to our mission families! But is a comfort to think that no lives were lost. At the stores here we can get almost anything we require till we get fresh orders. A little vessel has come from Savage Island with Turpie, the mate, and Messrs Chalmers and Davies, and their wives and some of the crew. Mr and Mrs Watson and child had also come in another vessel which happened to touch at Uiué (Savage Island). The vessel was wrecked on the 8th of last month. I am now here to aid Mr Murray in the present emergency. We had with Mr Williams (British Consul) help secured vessel to go off for the captain and the rest of the party. There are also some 12 or more teachers who have been banished from the Loyalty Islands by the French. The sale of the **John Williams** takes place in about an hour. The whole will be in seven lots. One lot embraces all saved from the cargo, and that Mr Murray and I will make an effort to secure. The mails have been saved and the most of the other letters. I send this by a German vessel just leaving.*

Continued on next page.

John Williams (1865). (Continued).

Mr Murray and I have just returned from the sale. It went as follows:

- 1. The ship as she stands, \$56,500*
- 2. Longboat, \$2,600*
- 3. Pinnace, \$2,500*
- 4. Gig, \$10,500*
- 5. Whale boat \$5,200*
- 6. Chronometer, \$7,500*
- 7. Books, &c, &c, saved from the wreck, \$5,000*

Total = \$89,800

Mr Murray and I have bought No. 7, and we shall see that every parcel or other thing we fall in with goes to anyone to whom it may be addressed.

Ada (1865).

She was built to carry cargo and passengers specially for the tea trade from China. She is also known to have traded at London, Melbourne, Japan, and at Sourabaya (Java).

The Aberdeen Press and Journal - Wednesday 22nd November 1865, reported as follows: *Launch. — On Saturday there was launched from the building yard of Messrs Hall a clipper ship, of 686 tons register, 789 builders' measurement. The vessel was named the "Ada," by Miss Jamieson, daughter of our townsman, John Jamieson, Esq., and made a good launch. The "Ada," is a fine ship, built on the "composite" principle, classed 13 years A 1 Lloyd's — 20 years in the Liverpool books. She is to be commanded by Captain J. Jones, formerly of the "Ziba," an able and experienced commander. The "Ada" is to take in goods here for Hong Kong and Foo-Choo-Foo; and is, we believe, the first vessel that has left this port with cargo direct for China.*

Vessel Name(s)	Ada.
Yard Number	245.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	18 th November 1865.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Wade & Co., London. (64).
Registered Port	London. Official No.: 54577.
GRT	686 tons. (789 tons builder's measurement).
Length	182 feet, 3 inches (55.55m).
Breadth	30 feet, 2 inches (9.19m).
Depth	18 feet, 2 inches (5.54m).
Construction	Composite construction. Her hull was sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 13A1. ✠ Built under Special Survey. Expl B.S. — Experimental, subject to biennial survey.
Other information	Build cost: £16, 10s per ton = £13,120 (£1.66 million in 2019). 1878-79: master J. G. Douglas; barque rig (LRS).
Date Scrapped / Lost	11th December 1878: She stranded near Chefoo, China, bound from Swatow, China in ballast with a crew of 16.


Ada (1865). (Continued).

FROM ABERDEEN,
TO SAIL 1st DECEMBER,
FOR
HONG-KONG AND FOO-CHOO-FOO.

THE Magnificent Aberdeen-built
Clipper Ship "ADA," A 1, 13 Years, 680
Tons Register, JOHN JONES, Commander.
This splendid vessel, just Launched at Aberdeen,
and built especially for the China Trade, is confi-
dently recommended to Shippers.
For Freight or Passage apply to

JOHN JAMIESON.

56, Marischal Street, Aberdeen.



*Advert in the Aberdeen Press and Journal - Wednesday 15th and 22nd
November 1865.*

1868, 27th February: the Melbourne Argus, reported as follows: "A pilot board enquiry into the grounding of ship **ADA** on 20 Feb. John Jones, master of ship **ADA**, 686 tons, bound London-Melbourne, deponed pilot Ridley took charge about 3.30 or 4 outside the heads. We passed west channel lighthouse about 5.30 or 6 and were near Cellibrand lightship about 8, with all sails clued up, ready for anchoring. We passed lighthouse at speed of about 4 knots, pilot being on forecastle. Lead was not going when pilot gave orders to starboard and, vessel not answering; this was 1st intimation of her being on the ground. Hove lead amidships - 17ft water, ship drawing 16'9". I requested Mr. Ridley to procure a steam tug, which he did about 9 o'clock. Tug **MYSTERY** got to work about 10, but did not succeed up to 11. Ship was aground between beacon buoy and St. Kilda bank. At 11 got assistance of another steamer, **RESOLUTE** - no success on port quarter, but when shifted to other quarter succeeded in about an hour to get vessel off bank, and **ADA** was brought into the bay. Pilot was perfectly sober and attentive all the time, but I do not think captain of **MYSTERY** paid proper attention to his orders. Mr Ridley called out several times to him to try to move to southward, but no attention was paid to him. Pilot board found grounding of **ADA** took place from want of proper vigilance on part of pilot Ridley and the non heaving of the lead, for which culpable negligence board suspended his license for 3 months."

Douglas (1865).

She was built to carry cargo and passengers, and intended for trade at China. The newspapers report her launch from the yard of Hall, Russell & Co., however her yard number is an Alexander Hall & Co. number. Her contract was with A. Hall, however she was built in Hall Russell's yard, probably due to lack of space in Hall's yard.

1865, 29th November, the Aberdeen Press and Journal reported as follows: *"LAUNCH OF AN IRON STEAMER. — We have very great pleasure in recording the launch, on Thursday, from the yard of Messrs **Hall, Russell, & Company**, of a finely-modelled, iron screw steamer. The steamer will be barque rigged, and fitted with a pair of direct acting engines, of 165 horse-power, nominal. She is 250 feet in length, 29 feet 6 inches beam, and 21 feet 6 inches moulded depth. Her tonnage is 900 tons B.M., or 873 register, gross. All preparations being completed, the launch took place at 3.30, P.M., in presence of a large number of spectators; and, as the ship moved into the water. Miss Baker stepped forward, and gracefully gave her the name "**Douglas.**" The launch was very successfully accomplished, and the appearance of the "**Douglas**" in the water, with her beautiful lines, is very fine. She has been built to the order of Messrs James Morrison & Co., London, and is owned by Douglas Lapraik, Esq., Hong-Kong, and several gentlemen in this country recently returned from China. The "**Douglas**" will be commanded by Capt. Baker, who has had great experience on the coast of China, where the vessel is intended to be employed. The fitting up of the vessel is, altogether, very superior; the cabin accommodation is ample, and the furnishings all in the most tasteful and elegant style; and in the construction of both ship and machinery, all the most modern improvements have been included. Several practical and scientific men from China, who had examined the ship, and were present at the launch, expressed themselves very favourably as to her capabilities and adaptation to the China trade. The launch of the "**Douglas**" is an event of unusual interest, as being the first launch of an iron vessel at Aberdeen for fully twenty years — the "**Queen**," formerly belonging to the Leith and Clyde Co., being, we believe, the last iron steamer built here. We fully expect that this launch, so successfully accomplished, is but the herald of many others of a like character, from the works of the enterprising firm who have turned out the **Douglas.**"*

The '**Queen**' (614 tons) was built by Alexander Hall & Co. for the Aberdeen, Leith & Clyde Shipping Co. and launched in 1844.

Douglas (1865). (Continued).

Vessel Name(s)	Douglas.
Yard Number	244.
Rig	Screw steamer, barque rigged, 3 masts, 2 decks, stern unknown, and a standing bowsprit.
Engines	2 steam engines producing 165 horse power, probably built by Hall, Russell & Co.
Launch Date	23 rd November 1865.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Robert Ellis Baker , London, master mariner. (64).
Registered Port	London. Official No.: 53246.
GRT	615 tons.
Length	242 feet, 7 inches (73.94m).
Breadth	28 feet (8.53m).
Depth	19 feet, 9 inches (6.02m).
Construction	Iron.
Figurehead	Shield.
Classification	Unknown.
Other information	<p>Build cost: £12,350 plus £9,000 for engines and boilers. (£2.7 million in 2019).</p> <p>1866, 13th March: the Dundee Courier reported that while on passage from Aberdeen to Hong King she pulled into Gibraltar with a broken shaft.</p> <p>1867, 26th January: owned by Douglas Lapraik, merchant, No. 126 Piccadilly, London.</p>
Date Scrapped / Lost	<p>1872, 6th May, 10.10 a.m.: — <i>“HONG KONG - The Douglas (s), Toppin, hence to Foo-chow-foo, has struck on a sunken rock in Namoa straits and will probably be a total loss; opium, specie, crew, and passengers saved.”</i> (Lloyd's List - Tuesday 7th May 1872).</p> <p>A Naval Court inquiry held at Hong Kong 31st May states she was on passage from Swatow to Amoy, and the master had his certificate suspended for nine months.</p>

Douglas (1865). (Continued).

The Dundee Courier, 15th February 1866, reported as follows: *“Screw steamer **DOUGLAS**, just finished for Captain R. E. Baker by Messrs Hall Russell & Co. and intended for trading in the China seas, was on Tuesday put on her final trial trip. She is propelled by 2 direct acting inverted engines of effective horsepower 700. Vessel left our docks at 10:30am under the special command of Captain Campbell, harbour master, having on board several nautical gentlemen, including Captain Baker, Captains Duthie, Urquhart and Main, Mr J. C. Couper, Mr William Hall, Mr Russell, engineer, etc. She proceeded to sea, where a heavy groundswell awaited her, through which she passed in gallant style, not only proving the efficiency of the engines, but also the capabilities of the ship as a sea boat. The vessel's head was turned northwards to the bottom of our bay & on coming south she ran the measured mile in 4 mins. 25 sec., an average of 12 and 1/2 knots an hour. On going south of the harbour, and on returning along the land, speed was proved to be 13 knots. Vessel in every respect has been declared to be to entire satisfaction of the owners, and we congratulate the builders on the resuscitation of a branch of business in our quarter which is destined to supersede the more ancient propulsion by sails alone for which, hitherto, they have been favourably known in the nautical world. The internal fittings of the **DOUGLAS** are unique of their kind, and will amply repay a visit while at the quay here. Her departure direct for Hong Kong is fixed for 20th February and we will watch with anxiety the time she occupies on her voyage to China.”*

1868, 13th March: The Dundee Courier reported as follows: *“Launch by **Hall, Russell & Co.** of iron screw steamer **QUANTUNE** for Douglas Lapraik & Co., Hong Kong - is intended as consort for screw steamer **DOUGLAS**, built in same yard some time ago, and which has given great satisfaction on the coast of China for the accommodation she affords to passengers, her speed, economy of fuel & carrying power.”*

Unknown Barge (1865).

We know from Alexander Hall's yard list that a barge was built at this date, and that it was a sizeable one of 300 tons, probably the builder's measurement, but very little other details are known. I believe the barge was sent to China in parts for assembly in China. That being the case their wouldn't have been a launch for the local Press to report on, therefore there is limited information available.

Vessel Name(s)	Unknown.
Yard Number	246.
Rig	Barge.
Launch Date	Built in parts in 1865.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Chinese owners.
Registered Port	N/A. Official No.: N/A.
GRT	300 tons, thought to be the builder's measurement.
Length	100 feet, 4 inches (30.58m).
Breadth	30 feet, 1 inch (9.17m).
Depth	5 feet, 2 inches (1.57m).
Construction	Iron.
Figurehead	N/A.
Classification	N/A.
Other information	Shipped to China in parts.
Date Scrapped / Lost	Unknown.

Sobraon (1866).

"In 'Sobraon' Messrs. Devitt & Moore undoubtedly had possessed one of the finest passenger sailing ships ever launched".⁸

She was the largest composite ship ever built. Her hull was constructed with two stern posts forming a propeller shaft aperture required for a steam engine, but during her build her owners changed their mind and she was completed without an engine. This was due to a change of owner during the early stages of her construction as Gellatly, Hankey & Sewell & Co. seem to have been the intended owners, but by the time she was completed her owners were Lowther, Maxton & Co., with the Hall brothers having some shares.

She was named after a British victory in the 1st Sikh War (1845-46) and was built specifically to carry passengers for service from London to Sydney, Australia, and had the capacity to carry 250, she did this route from 1866 to 1871. She had well-appointed 1st class accommodation with long saloons along the centre of her hull and had 12 or 13 passenger cabins all with private toilet facilities. From 1872 to 1891 she served London to Melbourne, with an annual sailing in September carrying cargo and ninety first class, and forty second class passengers. She was very popular with passengers due to her speed and comfort. Her fastest trip to Sydney was 73 days and to Melbourne 68 days.

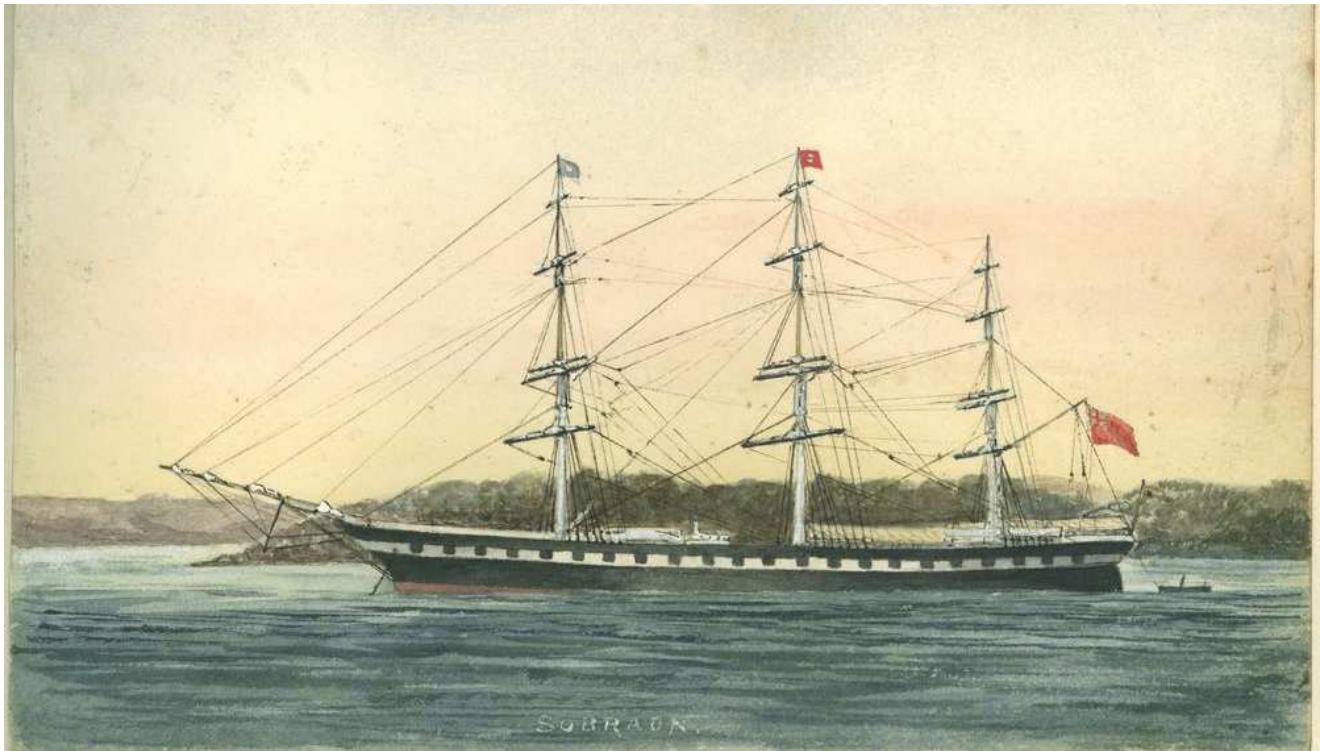
She had 69 crew members: consisting of: her captain, four officers, eight apprentices, one carpenter, one sailmaker, one boatswain, one engineer, two boatswain's mates, twenty-six able-bodied seamen, four ordinary seamen, two boys, sixteen stewards, and two stewardesses. Captain, James Aberdour Elmslie, served as her master for 24 years from 1867 to 1891. James Cameron, foreman shipwright during her build, served as carpenter on her from 1866 to 1891.

She is also known to have traded at London, St Helena, Cape Town (South Africa), Sydney and Melbourne (Australia).



Lt. James Aberdour Elmslie, RNR, 1868. (Photographer unknown).

1866: **Sobraon**. (Continued).



3-masted ship '**Sobraon**', watercolour by Charles Collinson Rawson (1840 to 1928). (Courtesy of the State Library of Queensland Ref: 1_224796).



Figurehead of the '**Sobraon**'.




*Devitt & Moore House
Flag.*

For more formation,
including many pictures
of the '**Sobraon**' visit
www.sobraontingira.com

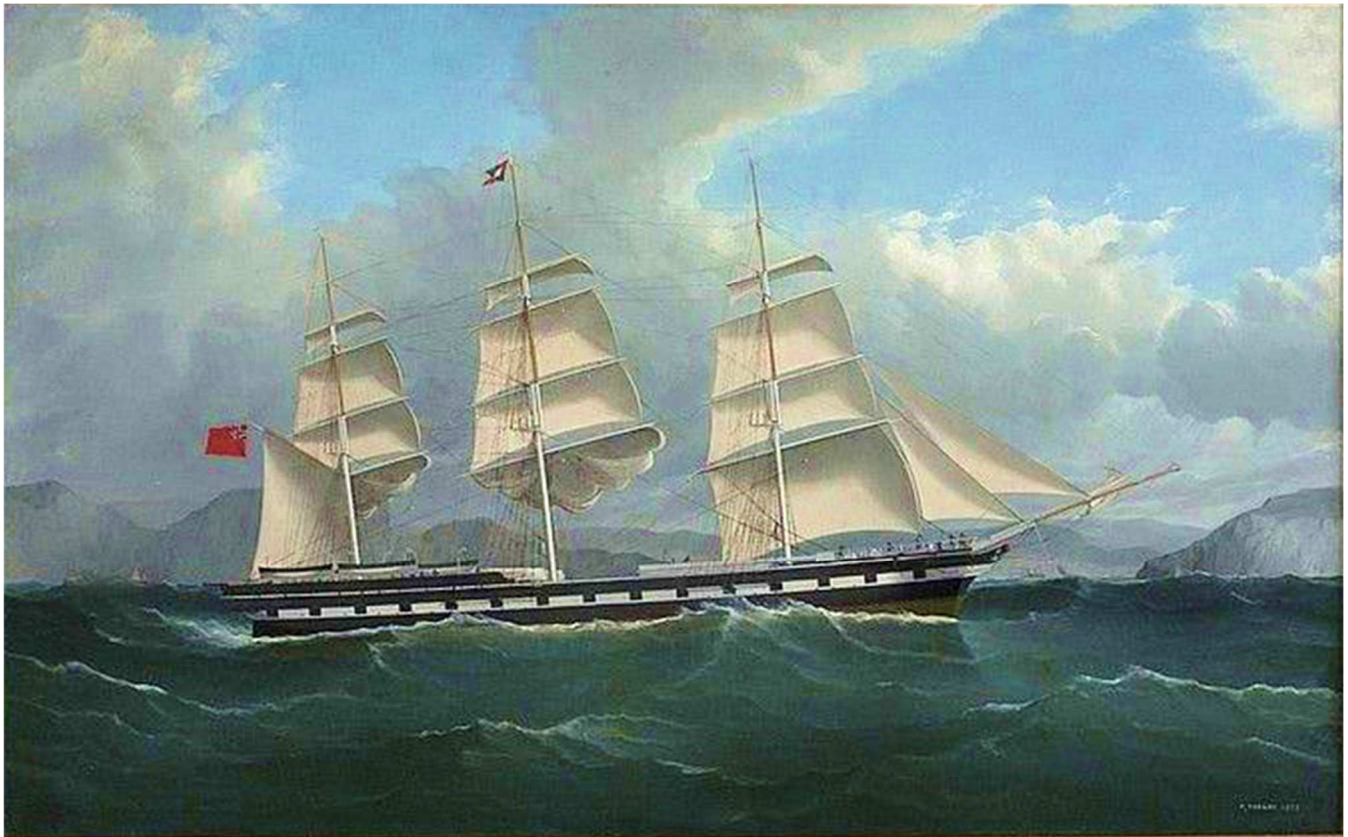
In 1867 Lord & Lady Belmore sailed on her on their way to take up the Governorship of New South Wales, and in 1868 Sir Charles Du Cane sailed on her on his way to take up the job as Governor of Tasmania.

1866: Sobraon. (Continued).

Vessel Name(s)	Sobraon.	Renamed 'HMAS Tingira' (1912).
Yard No.	239.	
Rig	Ship, 3 masts, 3 decks, a round stern, and a standing bowsprit.	Fastest known day run – 340 nautical miles ² .
Launch Date	17 th April 1866.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Lowther, Maxton & Co. , London. (52). Alexander Hall & Co. (12). (Chartered by Devitt & Moore). (Original contract with Messrs Gellatly, Hankey, & Sewell, London).	
Registered Port	London.	Official No.: 54680.
GRT	2,131 tons.	
Length	272 feet. (82.91m).	317 feet overall.
Breadth	40 feet. (12.19m).	
Depth	27 feet. (8.23m).	
Construction	Composite. Iron frames and beams, and wood (Burmese Teak) decks and planking. She carried two acres of sail and her main mast was 200ft high.	
Figurehead	Lion surmounting a shield with the British flag - Union Jack.	
Classification	Lloyds Register of Shipping. Class 13A1. (Later 16A1).  Built under special survey. A&CP – Anchors and cables proved at a public machine. Exp. B.S. – experimental, subject to biennial survey. Her hull was sheathed in felt and yellow metal.	
Other information	Build cost: £19 per ton. 1867, 23rd March: The South Australian Advertiser reported as follows: Sydney, 22 nd March - 500 ladies and gentlemen attended ball last night on board ship ' Sobraon ', Captain Kyle. It was a splendid affair. 1870: she was owned by Devitt & Moore. 1891, December: she was sold to the New South Wales government. 1912, 25th April: she was commissioned as ' HMAS Tingira ', a training ship for boys run by the federal government. 1927, 30th June: she was decommissioned, and laid up at Kerosene Bay, Sydney.	
Date Scrapped / Lost	1936: she was sent to be scrapped at Sydney, but it was 1941 before she was fully dismantled.	

1866: Sobraon. (Continued).

As shown on the painting by F. Tudgay, she had fake gun ports to evade pirates.



3-masted ship '**Sobraon**' (painting by F. Tudgay. 1873).

1866, 18th April: The Dundee Advertiser, reported as follows: *“LAUNCH OF A COMPOSITE VESSEL. — On Tuesday, there was launched from the building-yard of the Messrs Hall, Footdee, one the largest ships (built the composite principle) that has yet been built in Aberdeen. Before one o'clock, large numbers of people began to congregate on the Abercromby jetty (which directly faces the Messrs Hall's premises}, by half-past one the jetty was covered by a dense mass of human beings. A good many had also taken up their places within the building-yard - a good few standing patiently for more than an hour waiting for the launch. The vessel is about 35 feet longer than the '**Schomberg**', which was launched from the same slip, and which, at the time she was built, was considered to be of an immense size. The new vessel took the water, at two o'clock, in an admirable manner, and in moving from the slip, was christened by Miss Hall, the '**Sobraon**'. Her dimensions are 2,300 tons register, and 3,500 tons burthen; length, 300 feet; breadth, 40 feet; and depth, 28 feet. She is classed A1 at Lloyds' for 13 years. She is built on an entire iron frame, and teak planking, with lower masts, bowsprit, and topmasts of iron, steel lower*

1866: Sobraon. (Continued).

*and double topsail yards, and standing rigging of galvanised wire. The vessel has three decks, each being complete in itself, the cabins being in the middle deck. The accommodation for the crew is on the upper deck, and very comfortable and superior. The 'Sobraon' is the property of Messrs Gellatly, Hankey, & Sewell, London, and is intended as an addition to that firm's Australian fleet. She will, we believe, be commanded by Captain Swanson, late of the ill-fated **Duncan Dunbar**, and will leave this port at an early day."*

The lower section of her three huge masts were also made of iron, while higher sections of her masts and the lower yard on all masts were made of steel.



'Sobraon' moored at Gravesend, U.K.

(Photographer unknown, courtesy of the State Library of South Australia, Ref: PRG 1373/1/49).

1866: Sobraon. (Continued).

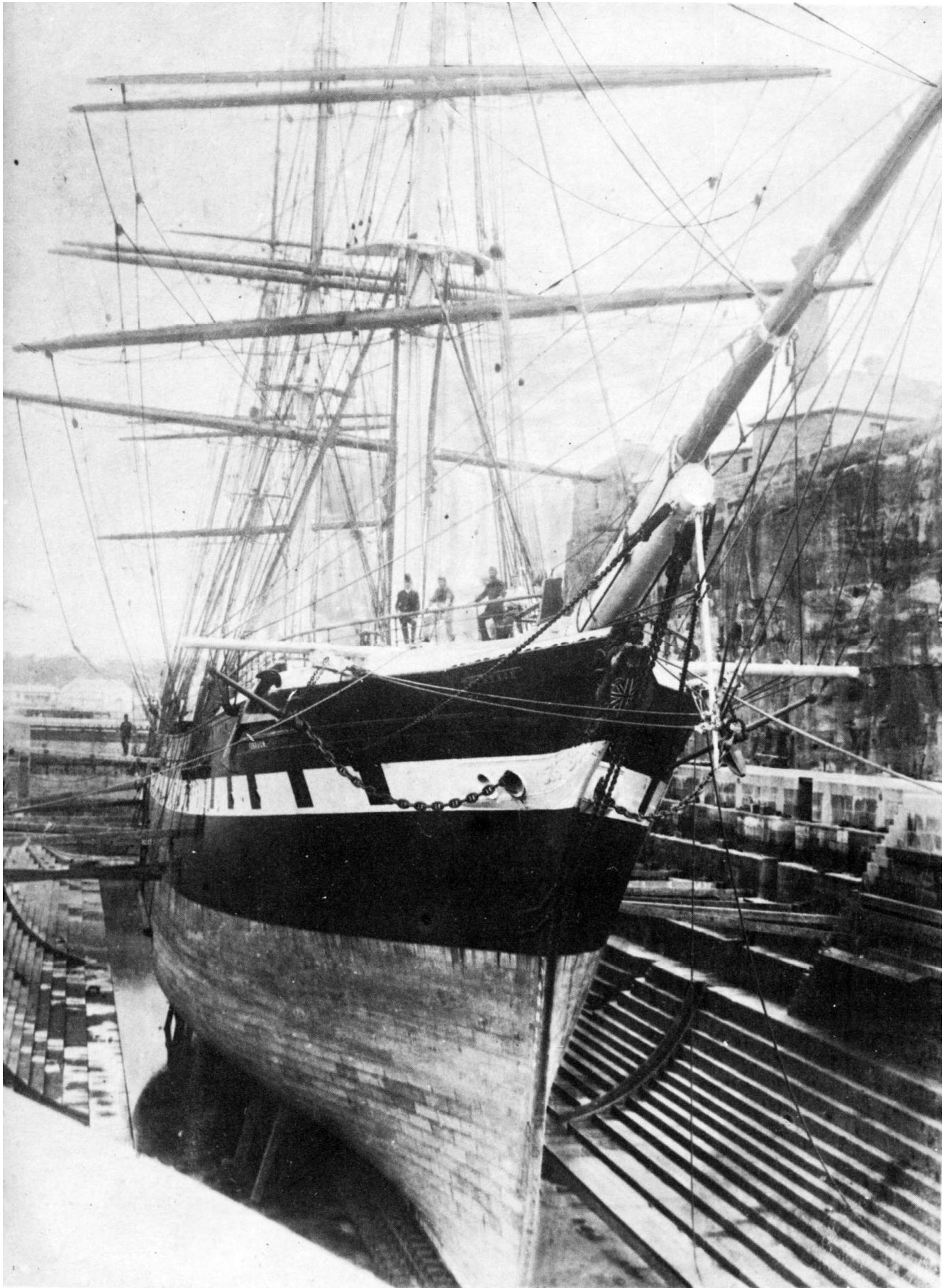
From an article which appeared in the London Scotsman October, 1887, descriptive of several vessels that were lying in the East India Docks at that time, make the following extract: — *“There is also lying in the same dock a splendid vessel of another class, a specimen of a rarer type of shipbuilding. It is one of the famous Aberdeen built vessels, and is designed with every accommodation for passengers, well as for freight. She is the **Sobraon**, 2,130 tons. Her large dimensions dwarf many the other ships lying near her. She is admirably fitted with cabin accommodation, her saloon would bear favourable comparison with any vessel afloat, and in her construction, the Messrs Hall, of Aberdeen, have paid great attention to the strength and finish of their ship. The lines of the **Sobraon** are well designed for good sea passages, and her last outward and homeward trips fully justified the expectations of her owners. The **Sobraon** is now taking in cargo for Sydney, and such has been the demand for berths in her that much additional accommodation this respect has had to be provided.”*

1870, 1st February: The Banffshire Journal and General Advertiser, reported as follows:

Bankruptcy Court, Aberdeen.

*“...We had also a heavy loss by W. O. Young of London, a shipowner in 1867. We lost upwards of £6,000 by him. In 1866, we built a ship called the **Sobraon**. The owners were in difficulties when she was built, and could not take her from us. They arranged for a resale of her, by which we lost about £4,000. Part of the arrangement was that we took three-sixteenths of the ship ourselves.”*

Sobraon (1866). (Continued).



*'Sobraon' in Sutherland Dock, Cockatoo Island, Sydney 1891.
(Photographer unknown).*

Brucklay Castle (1867).

She was named after Brucklay Castle, near New Deer, Aberdeenshire, and was built to carry general cargo and a limited number of passengers, and is known to have traded initially from London to Sydney (Australia) for about ten years, and at Aberdeen, Greenock, Belfast and Mobile, Alabama (USA).

The Aberdeen Press and Journal - Wednesday 13th February 1867, reported on her launch as follows: *"LAUNCH. — On Wednesday last, Messrs Alexander Hall & Co. launched from their building-yard, Footdee, a very fine clipper ship, constructed on the composite principle, to class A1 Lloyds for 13 years, of 1,075 tons, builder's measurement, and 1,014 tons register. The vessel was named the 'Brucklay Castle,' and is intended for the Australian and China trades. She is the property of Messrs Donaldson Rose & Co.; and is to be commanded by Captain Smart, formerly of the 'Benlomond'."*

Vessel Name(s)	Brucklay Castle.
Yard Number	247.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	6 th February 1867.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Messrs Donaldson Rose & Co., Aberdeen. (William Rose and James Alexander Charles (64)).
Registered Port	Aberdeen. Official No.: 56596.
GRT	1,014 tons. (1,075 tons, Builder's Measurement).
Length	198 feet, 1 inch (60.38m).
Breadth	31 feet, 4 inches (9.55m).
Depth	22 feet (6.71m).
Construction	Composite construction. Iron frames and teak planks. Her hull was sheathed in felt and yellow metal.
Figurehead	Demi-male.
Classification	Lloyds Register of Shipping. Class 13A1. A&CP – Anchors and cables proved at a public machine. Expl B.S. – experimental, subject to biennial survey.
Other information	Build cost - £16,020 (£1.8 million approx. in 2019). 1889, 20th June: the Glasgow Herald reported that she was ashore at Sand Island, but got off and was towed into Mobile, Alabama. 1880: sold to H. Ellis & Sons, London, master R. Ellis.
Date Scrapped / Lost	8th October 1896: she was wrecked at El Triunfo, Central America on a voyage from El Triunfo to the Channel with a cargo of fustic wood.

Brucklay Castle (1867). (Continued).

31st August 1867 the Sydney Empire & Sydney Morning Herald, reported as follows: *"The new Aberdeen clipper **BRUCKLAY CASTLE**, Capt. Smart, arrived from London 7 Aug. after voyage of 103 days. She is from well known building yard of Messrs. Hall & has been constructed on the composite principle, viz. iron frame & teak planking of great thickness. She is nicely sparred & fitted with all the modern appliances. Although her passage has been protracted, no fault can be attributed to her lines, which are very fine indeed. Capt. Smart reports she sailed from Gravesend 25 April...met very heavy weather from meridian of Cape of Good Hope to Cape Lewin."*

21st February 1870: The Sydney Morning Herald, reported as follows: *"The **Brucklay Castle**, Captain Wallace, arrived in port yesterday evening, after an excellent passage of 81 days from pilot to pilot."* This was a very fast passage, and shows the sailing qualities.

20th April 1872: the Sydney Morning Herald, reported as follows: *"**BRUCKLAY CASTLE**, Wallace, departed Sydney 6 April for London with 9 cabin passengers + 5 steerage. Cargo – 2,542 bales wool, 17 bales skins, 28 bales cotton, 572 casks tallow, 301 casks treacle, 535 bags copra, 153 bags condiments, 247 bags cotton seeds, 163 bales leather, 2,249 cakes copper, 12 bales wool bagging, 509 cases meat, 6 cases plants, 6 packages whalebone."*

Electra (1866).


She was built as a packet ship to carry general cargo, mail and passengers specifically from London to New Zealand providing a regular scheduled service (weather dependent), and is known to have traded at London, Liverpool, Plymouth, Wellington (New Zealand), and Melbourne (Australia).



3-masted ship 'Electra'. (Oil painting by G. Dell).

The Aberdeen Press and Journal - Wednesday 16th May 1866, reported as follows: *"LAUNCH. — On Monday last, Messrs Hall launched, from their lower building-yard, a vessel of 800 tons builders', and 668 tons register. This ship is intended to form one of the Pleiades line of New Zealand packets from London, and received the name of "Electra" from the lady of Captain Mitchell, under whose inspection the vessel has been built. The "Electra" is constructed on the "composite principle" and will class A1, 13 years, on Lloyd's Register. She is to be commanded by Captain Mowlem, who has spent his noviciate in the Company's service in the New Zealand trade. The "Electra" will be in London in ten days to take the berth for Wellington, N.Z."*

Electra (1866). (Continued).

Vessel Name(s)	Electra.
Yard Number	248.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	14 th May 1866.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	J. & D. Parker, London. (64).
Registered Port	London. Official No.: 54709.
GRT	668 tons. (800 tons builders measurement).
Length	176 feet, 4 inches (53.75m).
Breadth	30 feet, 5 inches (9.27m).
Depth	18 feet (5.49m).
Construction	Composite construction. Her hull was sheathed in felt and yellow metal.
Figurehead	Full-size figure.
Classification	Lloyds Register of Shipping. Class 13A1. (Later 19A1).  Built under Special Survey. A&CP – Anchors and cables proved at a public machine. Expl B.S. – Experimental, subject to biennial survey.
Other information	Build cost: £16, 15s per ton = £13,400. (£1.6m in 2019). 1869 / 1870: master J. Mowlam. 1875 / 1882: master G. Thomson. 1882 / 1886: owned by Shaw, Savill & Co. and registered at London. 1885, 13th May: the Liverpool Mercury reported: <i>“Liverpool Police Court - Captain Mackins of ship ELECTRA fined £5 and costs for not having hatch battens properly secured while having on board 60 tons of gunpowder.”</i> 1887 / 1888: owned by J. Stewart & Co. and registered at London; master F. Fischer.
Date Scrapped / Lost	1888, 22nd October: <i>“...telegram from Hamburg from the charterers of the Electra: "Received message Auckland Oct. 22. Electra totally lost Ninafoon.”— [Memo.: The Electra was on a voyage Brisbane, Samoa, etc., Islands, United Kingdom or Continent.]”</i> (Lloyd's List - Thursday 1 st November 1888). (Ninafoon is an island in the Tonga group in the South Pacific due south of Samoa).

Taiwan (1866).

She was built to carry cargo, twenty first-class passengers and eighty second-class passengers and intended for service in China and Japan, hence the name. Her first registered owner was John Cardno Couper, Aberdeen who was a co-owner of **Hall, Russell & Co., Ltd.** who built her engines. According to the Aberdeen bankruptcy court of January 1870, William Hall deponed that Alexander Hall & Co. had an interest in her and lost £1,700 on her eventual sale. (£204,000 in 2019).


The Shipping and Mercantile Gazette, 3rd December 1866, reported as follows: *“LAUNCHES. From the building-yard of Messrs. A. Hall and Co., Aberdeen, for Messrs **Hall, Russell & Co.** Engineers, a handsome iron screw-steamer of 400 tons gross register, built to class 12 years A1 on Lloyd’s Register. Her dimensions are: — Length, 175 feet; breadth, 24 feet 6 inches; depth, 12 feet 6 inches. The vessel received the name of ‘**Taiwan**’ (being the Chinese name for the Island of Formosa), and made a most successful launch. The engines and boilers are already on board, and the vessel will leave Aberdeen under steam for Hong Kong direct early in January, under the command of Captain Alfred Roper. The ‘**Taiwan**’ is a saloon steamer, having all her cabins on deck, and being intended for warm latitudes, is fitted with every appliance for ventilation and convenience. The vessel is specially designed for navigating rivers in China and Japan.”*

The Glasgow Herald - Wednesday 24th July 1867, reported as follows: *“LOSS OF A CHINA TRADER. - The vessel reported lost in our columns yesterday is the screw-steamer **Taiwan**, 299 tons, 72 horse-power, built by Hall & Co. of Aberdeen, and owned by her builders. The **Taiwan** was on a voyage from Foo-chow-foo for London, laden with tea, and was totally lost on 20th June. Nothing is said regarding the fate of the crew. She was commanded by Captain A. Roper.”*

1867, 29th August: The Greenock Telegraph and Clyde Shipping Gazette, reported as follows: *“Foo-chow-foo, July 6. — The wreck of the **Taiwan**, Moore, hence London, which was lost in the Min 20th June, has been sold, together with 1,300 packages of tea.”* (Seems she was repaired, as she appears in Lloyds Register 1868 to 1873 owner A. Hall & Co.).

Taiwan (1866). (Continued).

1867, 21st December: John Cardno Couper 64 shares to John Stewart Lapraik and Alexander Maglashan Heaton, merchants in Hong Kong - Lapraik and Heaton empowered to sell ship at Hong Kong or elsewhere in China or Japan for not less than 60,000 dollars Hong Kong within 24 months.¹⁰

Vessel Name(s)	Taiwan.
Yard Number	249.
Rig	Screw steamer, brig rig, 2 masts, 1 deck, unknown stern, and a standing bowsprit.
Engines	2 steam engines, 72 HP by Hall, Russell & Co. Ltd.
Launch Date	26 th November 1866.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Cardno Couper Esq., Craigiebuckler, Aberdeenshire (64).
Registered Port	Aberdeen. Official No.: 53260.
GRT	337 tons.
Length	174 feet, 9 inches (39.78m).
Breadth	24 feet, 2 inches (7.37m).
Depth	12 feet, 4 inches (3.76m).
Construction	Iron, with four bulkheads.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 12A1.  Built under Special Survey. A&CP: Anchors and cables proved at a public machine.
Other information	Build cost: £6,500, plus £5,200 for engines and boilers. (£780,000 and £624,000 in 2019).
Date Scrapped / Lost	Unknown.

Eclipse (1867).

She was built specifically as a whaling ship for Peterhead owners. Peterhead at this period was a major whaling port. She was rigged as a 3-masted ship, but also had a steam engine. There were four eclipses in 1867, 1). An annular eclipse of the sun, 6th March; 2). A partial eclipse of the moon, 20th March; 3). A total eclipse of the sun 29th August; 4) a partial eclipse of the moon, 13th September, these could be the reason for her name.



The whaler 'Eclipse' of Peterhead (Photographer unknown).

The Aberdeen Press and Journal - Wednesday 9th January 1867, reported as follows: *"LAUNCH. On Thursday, the Messrs A. Hall & Co. launched a fine new screw steamer of 430 tons register, built for a Peterhead Company, and intended for the seal and whale fisheries. The vessel is to be commanded by Captain David Gray, whose success at the northern fisheries has been so uniform. The steamer was named the "Eclipse" by Mrs Gray, and glided into the water amid the cheers of many spectators. The measurements of the "Eclipse" are 145 feet overall, by 29 feet. Her engine is fifty horsepower. It is expected that the vessel will be ready for sea in the course of six weeks. The "Eclipse" is most substantially built, and is in every way well adapted to the trade for the prosecution of which she is intended. The owners and number of friends were entertained at luncheon, immediately after the launch, by the builders."*

Eclipse (1867). (Continued).

Vessel Name(s)	Eclipse.	Renamed: 'Lomonosov' (1909).
Yard Number	250.	
Rig	Whaler, ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	
Engine	Steam.	
Launch Date	3 rd January 1867.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Captain David Gray , Peterhead (64).	
Registered Port	Peterhead.	Official No.: 55345.
GRT	296 tons.	
Length	145 feet (44.20m).	
Breadth	29 feet, 4 inches (8.94m).	
Depth	16 feet, 3 inches (4.95m).	
Construction	Wood, carvel construction.	
Figurehead	Unknown.	
Classification	Lloyds Register of Shipping. Class: unknown.	
Other information	<p>Build cost: approx. £12,000 (Approx. £1.35 million in 2019).</p> <p>She had a crew of 55 and eight whale boats.</p> <p>1892 / 1893: she was sold to James Mitchell, Dundee and registered at Dundee.</p> <p>By 1904: she had new steam engines fitted by Hall, Russell & Co., Aberdeen. (69nhp).</p> <p>1909, April: sold to Norwegian owners and renamed 'Lomonosov' (Sometimes written 'Lomonessov' or 'Lomonassov').</p> <p>By 1915: owned by Fangst A/S Saelen, (S Th. Sverre), Christiania, Norway.</p> <p>WW1: she served in the Russian Imperial Navy.</p> <p>Post-WW1: used as a research vessel for the Russian Government, working out of Murmansk, Russia.</p> <p>1927: she sank, but in 1929 she was raised, repaired and went to Siberia as a research ship.</p>	
Date Scrapped / Lost	1941: she was hit by a German bomb during an air raid on Archangel and destroyed.	

Eclipse (1867). (Continued).

The Aberdeen Press and Journal, 6th August 1902, reported as follows: *“THE DUNDEE WHALERS. THE **ECLIPSE** ASHORE AND DAMAGED. Further information concerning the movements of the Dundee whaling ships has been received in that city. The news, which is contained in a letter "from Captain Milne, of the **Eclipse**, to his owners, is far from satisfactory, setting forth that up to the date of despatch only one "fish" had been secured, and that his ship had been ashore and sustained damage, the full extent of which was not then known. Dated Holsteinberg, 7th June, the communication states that the **Eclipse** had fair passage out to the Strait, arriving off Cape Farewell April 21. Thereafter strong north-easterly winds were experienced until the vessel brought up off Disco on 1st May. During a heavy blizzard, driven by a fierce north-westerly gale, the **Eclipse** on the 4th got ashore, and sustained considerable damage to her fore-part. After several hours' work on the part of the crew, the ship was successfully re-floated, when it was found that she was leaking badly. The pumps were immediately brought into operation, and by their instrumentality the inflow received a check. Subsequently the **Eclipse** was beached, and repairs effected, by the agency of which it is hoped the vessel will be able to prosecute the remainder of the fishing. On 10th May the **Eclipse** met with her first whale. In a little over an hour the carcass was safely alongside. The "fish" was a large one, yielding bone of 10ft. 2ins. measurement, and about 3/4 ton in weight. Robert Kinnes, manager of the Tay Whale Fishing Co., Dundee, also received a letter from Captain Adams, of the **Diana**, under date, Holsteinberg, May 25. The captain reports in terms similar to the above. All the crew were well.”*

The Dundee Courier, 23rd January 1893, reported as follows: *“THE NEW WHALER FOR DUNDEE – The steam whaler **Eclipse** arrived at Dundee on Saturday. It will be remembered that Mr James Mitchell, Dundee, recently purchased the vessel to replace the **Maud**, which was lost last season while prosecuting the Davis Straits whale fishing. The **Eclipse** is to be fitted out at Dundee for the season's fishing, and will be commanded by Captain Milne.”*

Eclipse (1867). (Continued).

The Broughty Ferry Guide and Advertiser, 9th April 1909, reported as follows: *"The whaler **Eclipse**, which is being acquired by a Norwegian firm is to be placed in dry dock at Dundee for survey. The vessel, it is learned is to engage in the sealing trade at the Crozet Islands, which lie mid-way between the Cape of Good Hope and Australia."*

The Dundee Courier, 13th May 1909, reported as follows:

*"Dundee Whaler Turns Sealer. - Seals not whales, will be the future pursuit of the Dundee steam whaler **Eclipse**. Built in 1867 the **Eclipse** weathered many a season in the Arctic, and to-day remains as stout a ship as she was on launching. A*



*'Eclipse' berthed in Dundee (1900's).
(Andrew Wilson).*

Norwegian firm have bought the vessel, and intend that she will

*engage in the seal fishing in the Antarctic Yesterday the **Eclipse** left the Tay under the charge of Captain Christophersen for the port of Sandefjord, where she will be equipped for her new vocation. A Norwegian crew is on board."*

The Sheffield Daily Telegraph, 26th August 1931, reported as follows: *"The most northerly magnetic station in the world has just been constructed on Hooker Island, Tikhaya Bay, Franz Joseph Land, by the Soviet Arctic expedition on board the **Lomonosov**, says a Reuter telegram from Moscow."*

The Londonderry Sentinel, 6th October 1934, reported as follows: *"Intensive preparations are being made all along the White Sea coast for hunting the Greenland seals, says a Reuter message from Archangel. The Chief Administrator of the Northern sea route is collecting a fleet of twelve ships, including five ice-breakers, six motor vessels, and the expedition schooner **Lomonosov**. Several aeroplanes will also be attached to the fleet."*

John Wesley (1867).


She was built to carry cargo and passengers, and specifically for missionary service to the South Pacific Islands.



'John Wesley' (Photographer unknown).

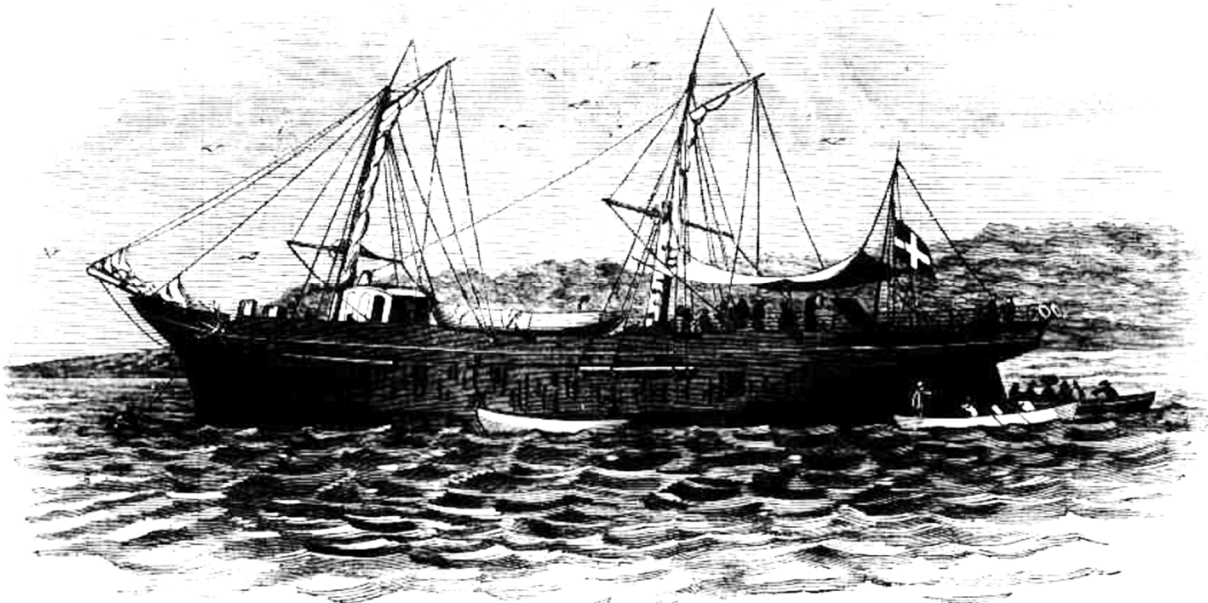
The Huntly Express - Saturday 6th April 1867, reported on her launch as follows: *"LAUNCH OF THE **"JOHN WESLEY"** MISSION SHIP. — On Monday last, there was launched from the building yard of Messrs A. Hall & Co., Aberdeen, a handsome little vessel of 350 tons burthen, intended by the Secretaries of the Wesleyan Mission Society to replace the former Mission ship, which bore the same name, and was wrecked in the South Sea in the course of last year. This new vessel is built on the composite principle, with all the latest improvements, including collision bulk-heads, and will class A1 for fifteen years at Lloyds. The cabins are very neatly and comfortably fitted up. The launch was in every respect successful, and took place in the presence of J. J. Lidgett, Esq. of London, under whose direction the vessel has been built, the Rev. John Holmes, Chas. Brown Davidson, Esq., advocate, and other friends of the Society, who had gathered to witness the interesting event. The ceremony of naming the **"John Wesley"** was performed by Mrs Holmes, who did so amid the cheers of those assembled."*

John Wesley (1867). (Continued).

Vessel Name(s)	John Wesley.
Yard Number	251.
Rig	Topsail Schooner, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	1 st April 1867.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Rev. Elijah Hoole (Wesleyan Methodist Missionary Society) , London. (64).
Registered Port	London. Official No.: 56793.
GRT	238 tons. (Burthen = 350 tons).
Length	118 feet (35.97m).
Breadth	23 feet, 9 inches (7.24m).
Depth	13 feet, 5 inches (4.09m).
Construction	Composite construction, with collision bulkheads. Her hull was sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 15A1.  Built under Special Survey. A&CP: Anchors and cables proved at a public machine.
Other information	Build cost: £3,480 (£400,000 in 2019). 1873 / 1874: she was re-rigged as a brig (2 masts) and passed to the Wesleyan Missionary Society and registered at London, master J. Mansell. 1879, 9th December: on passage to New Britain she was caught in a heavy gale about mid-way between San Cristoval and Santa Cruz in the Solomon Islands about 900 miles short of her destination. In order to save the vessel, she was dismasted; she then sailed 1,700 miles to Sydney NSW under a jury rig; arriving 21 st January 1880. 1881, October: her rig was converted to a brig. 1882 / 1885: owned by F. D. Walker, Sydney NSW – registered in Sydney NSW, master J. Mansell. 1886 / 1887: owned by H. P. Palser, Sydney NSW. 1887, September: owned by Jaluit Gesellschaft and registered at Hamburg, Germany.
Date Scrapped / Lost	Unknown. 1901: still in LRS, owner still Jaluit Gesellschaft.

John Wesley (1867). (Continued).

The Evening News, Sydney, NSW, 20th January 1880, reported as follows: *“The Dismasted Vessel. NEWCASTLE, Tuesday. — The **Bungaree**, tug, spoke the missionary brig **John Wesley** off Morna Point, Port Stephens, yesterday evening before dark. The vessel is from the Solomon Group, bound for Sydney, and is dismasted, having only about 14 feet of the two masts remaining, the rest having been carried away during a heavy gale six weeks since. The brig has about 50 natives on board, and the crew being all well, assistance from the tug was declined.”*



The stricken missionary ship ‘John Wesley’.

(Australian Town and Country Journal, Sydney, NSW, 31st January 1880).

Nicoya (1867).

She was specifically built to carry coffee from Costa Rica, Nicoya is a city in Costa Rica.

She is also known to have traded at Melbourne and Sydney (Australia), Saigon (Vietnam), Noumea (New Caledonia), Hong Kong, Haiphong (North Vietnam), Newcastle (N.S.W.), Auckland, (New Zealand), and Launceston (Tasmania).



3-masted ship 'Nicoya'. (Artist Thomas Goldsworthy Dutton).

(Original kept at the National Maritime Museum, Greenwich, Ref: PAH0691).

The Glasgow Evening Post - Tuesday 25th June 1867, reported as follows:
*"SHIPBUILDING AT ABERDEEN. - The well-known firm of Messrs Alexander Hall and Sons, Aberdeen, whose many fine clippers have won so much celebrity for their sailing qualities, have just launched a beautiful vessel constructed on a new composite principle which is creating a good deal of attention among nautical men. The ship, which has been named the **Nicoya**, measures in length 165ft.; breadth, 30ft. 6in.; depth 17ft. 6in.; registers 600 tons and is entered 15 years A1 at Lloyd's — has teak floors and kelsons, with iron ribs, the spaces between the ribs being filled up with vertically bent teak planks, through which the outside skin is fastened with copper bolts, clenched on inside of ceiling — thus obviating the danger of galvanic action taking place between the copper bolts and the iron ribs. The **Nicoya** has been built to the order Messrs William Le Lacheur and Son, London, is intended for the Costa Rica coffee trade, and will load cargo in an open bay without ballast on board."*

Nicoya (1867). (Continued).

Vessel Name(s)	Nicoya.
Yard Number	252.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	25 th June 1867.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	W. Le Lacheur , London. (64).
Registered Port	Guernsey. Official No.: 56376.
GRT	593 tons.
Length	162 feet, 8 inches (49.58m).
Breadth	30 feet, 1 inch (9.17m).
Depth	17 feet, 6 inches (5.33m).
Construction	Composite construction. Her hull was sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 15A1. ⚡ Built under Special Survey. A&CP: Anchors and cables proved at a public machine.
Other information	Build cost: £18, 5s per ton = £11,766 (£1.33 million in 2019). 1883 / 1885: owned by A. & J. McIntyre and H. R. Reid & Co. and registered in Melbourne, Australia. Master H. Guy.
Date Scrapped / Lost	24 th January 1894: on passage from Saigon to Noumea, New Caledonia with a cargo of rice and tea, master Captain Norris, she was wrecked about 4 miles south of Lighthouse off Noumea. It is reported that <i>“Although flag was hoisted for a pilot on arrival at Noumea, none came off and so Capt. Norris decided to take the ship in. She grounded on a coral reef, where she remained for a week until she broke up. No lives were lost, but only 40 tons of cargo was saved.”</i>

Illovo (1867).

She was built to carry cargo and passengers, and is known to have traded from London to and from the Natal colony, South Africa

The Shipping and Mercantile Gazette, 13th December 1867, reported as follows: *"Messrs Hall and Co. Footdee, Aberdeen, launched from their upper building-yard on Tuesday last, a fine clipper ship, of 398 tons register, 480 tons B.M. (Builders measurement), and classed 12 years A1 at Lloyd's, named the 'Illovo'. She is to be commanded by Capt. Alex. Airth, late of the Prince Alfred, and intended for the trade between London and Port Natal. This vessel has been built the order J. T. Rennie, Esq., Aberdeen, and is to form one of his line of packets in the above trade. She has been fitted up in a special manner for the accommodation of first and second class passengers. She will leave Aberdeen for London in a few days to take her berth for Natal."*



3-masted ship 'Illovo' pre-1875. (Photographer unknown).

Illovo (1867). (Continued).

Vessel Name(s)	Illovo.	Renamed: TS 'Mercury' (1887).
Yard Number	254.	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	
Launch Date	9 th December 1867.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John T. Rennie , Marischal Street, Aberdeen. (64).	
Registered Port	Aberdeen.	Official No.: 66810.
GRT	398 tons.	(480 tons builder's measurement).
Length	139 feet, 1 inch (42.39m).	
Breadth	27 feet, 1 inch (8.25m).	
Depth	15 feet, 9 inches (4.80m).	
Construction	Wood, carvel construction. Iron beams. Her hull was sheathed in felt and yellow metal.	
Figurehead	Shield.	
Classification	Lloyds Register of Shipping. Class 12A1. A&CP: Anchors and cables proved at a public machine.	
Other information	<p>Build Cost = £7,560, £15,15s per ton. (£850,000 in 2019). 1875: her rig was changed to a barque. 1887, 21st March: the Aberdeen Journal, reported: <i>"Official Notice - 1, Charles A.R. Hoare, of Boodle's Club, London, give notice that, in consequence of having purchased the barque ILLOVO to be used as a yacht for the training of boys, it is my intention to apply to the board of trade... for permission to change her name to MERCURY, to be registered at Port of Aberdeen."</i> 1887: she was owned by Captain Charles A. R. Hoare (1847 to 1908), registered in London and renamed TS 'Mercury'. She was initially moored at Binstead on the Isle of Wight. 1888: 'Mercury' sailed to the Mediterranean and wintered in Villefranche on the Cote D'Azur and returned in March 1889. 1892: 'Mercury' was moved to the River Hamble near Southampton, there a shore-based school was started. 1901: she was converted to a static training ship for young boys planning to enter the merchant or Royal Navy. She was based in the River Hamble, Southampton, the establishment was run by Commander Charles Burgess Fry.</p>	
Date Scrapped / Lost	1916, December: on tow from Southampton to Longhope, she was lost off Dungeness.	

Illovo (1867). (Continued).



'Illovo' as TS 'Mercury'. (Photographer unknown).

TS – Training Ship.

For more information on her training ship days visit: www.tsmercury.com



*The ships company onboard the TS 'Mercury' (aka 'Illovo') c1900.
(Photographer unknown).*

Whalsay (1867).

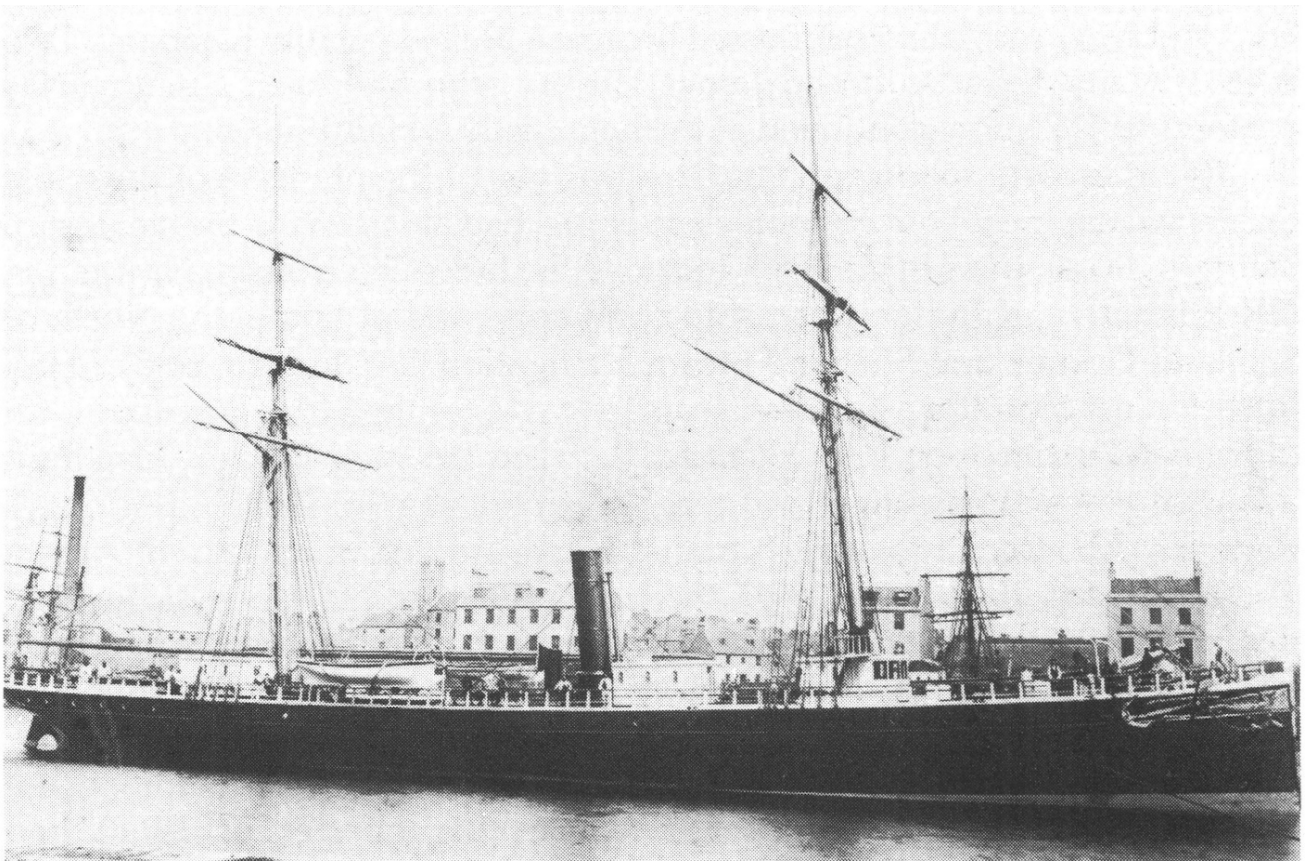
She was named after an island on the east coast of Shetland. Compared to the clipper ships built by Hall's she was quite small, however the Hall's didn't turn away any work especially at this date, since they were doing their best to clear the losses incurred at the rope works. Even though she was a small vessel she was still built to a very high standard, and she sailed for fifty years, a long time for a small wooden vessel.

Vessel Name(s)	Whalsay.
Yard Number	255.
Rig	Smack 1 mast, 1 deck, a square stern, and a probably a running bowsprit.
Launch Date	1867.
Owner(s)	Northern Lighthouse Commissioners.
Registered Port	Lerwick. Official No.: N/A.
GRT	15 tons.
Length	39 feet, 2 inches (11.94m).
Breadth	12 feet (3.66m).
Depth	6 feet, 3 inches (1.90m).
Construction	Wood, carvel construction.
Figurehead	Unknown.
Classification	Thought not to have been built to class due to her small dimensions.
Other information	Build Cost = £300. (Approx. £34,000 in 2019). 1898: owned by Angus Mathieson of Glasgow. 1899: owned by Thomas McShamrock of Portrush, Co. Antrim, Northern Ireland. 1899: owned by John A Henitton of Londonderry, Northern Ireland. 1901: owned by John Johnstone of Kindrum, Letterkenny, Co. Donegal, Northern Ireland.
Date Scrapped / Lost	1917: scrapped.

Kwang Tung (1868).

She was the first vessel built in the yard of **Hall, Russell & Co.**, however she was on the order books for Alexander Hall & Co. as yard No. 256. Seems that Alexander Hall & Co. had the contract but didn't have the space in their yard to build her. This shows the close relationship between the two companies. Her engines and boilers were certainly built by **Hall, Russell & Co.**, so I guess we could call it a 'joint venture'.

She was built for the Navy for use in the China Sea and named after a province in southeast China, Guandong (aka Kwangtung) which borders Hong Kong and Macau.



Steamship 'Kwang Tung' in Aberdeen Harbour.

(Photographer unknown, courtesy of Aberdeen Art Gallery & Museums).

1868, 12th March: The Dundee Courier, reported as follows: "LAUNCH OF AN IRON SCREW STEAMER - On Tuesday Messrs Hall, Russell & Co., launched from their building-yard at Footdee, a fine iron screw steam vessel of the following dimensions: - length, 220 feet; breadth of beam, 31 feet; depth, 22 feet 9 inches; builder's measurement, 1,440 tons. She is fitted with a pair direct-acting condensing engines of 170 horse power, and has extra large boilers, with all the modern appliances for saving fuel. She is made wholly of iron, her decks being of teak wood, and she fitted with a spar deck, fore and aft. Her rig will be that of a brig with appliances for striking the yards

Kwang Tung (1868). (Continued).

*and topmasts, with the utmost facility, on deck, before a sudden storm - an arrangement which will prove of an immense advantage in the China seas, to which she is destined. Her internal fittings will be of the finest description, accommodation being afforded for 30 first-class, 15 second-class and 200 third-class passengers, besides a large space for cargo, which will be stowed and removed by means of two steam winches fitted up on deck. The vessel is owned by the firm of Douglas, Lapraik, & Co., Hong Kong, and is intended as consort to the screw steamer "Douglas," which was built in the same yard some time ago, and which has given great satisfaction the coast of China for the accommodation she affords to passengers, her speed, economy of fuel, and carrying power. She will be commanded by Captain Shepherd, whose long experience will doubtless enable him to give a good account of her. The launch was accomplished very successfully, and as she glided into the water Miss Strachan gracefully christened her the "**Quang- Tung.**" (Kwang Tung).*

Vessel Name(s)	Kwang Tung.
Yard Number.	256. (Alexander Hall & Co. yard number).
Rig	Steamer, brig rigged, 2 decks, 3 masts, a square bow, and a round stern.
Engine(s)	Single screw, steam engine, 170HP by Hall, Russell & Co.
Launch Date	10 th March 1868.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	D. Lapraik & Co., Hong Kong. (64). (Douglas Lapraik (1818 to 1869), The Oaks, Acton, Middlesex).
Registered Port	Aberdeen. Official No.: 60681.
GRT	492 tons. (1,440 tons builders measurement).
Length	220 feet. (67.06m).
Breadth	31 feet. (9.45m).
Depth	14 feet. (4.27m).
Construction	Iron. (Riveted).
Figurehead	Not fitted.
Classification	Unknown.
Other information	Build cost: £21,358. (Approx. £2.375 million in 2018).
Date Scrapped / Lost	1876, 19th April: she was wrecked near Osaka, Japan.

Kwang Tung (1868). (Continued).

The Dundee Courier, 30th April 1868, reported as follows: *“Report of trials of ‘Kwang Tung’ under command of Capt. Campbell in Aberdeen Bay. After several initial runs covered "measured distance" in 4 mins 27 sec., giving speed of 13 1/2 miles per hour... considered highly satisfactory to those particularly interested”.*

1868, 27th March: The Cork Examiner, reported as follows: *“THE CHINESE IMPERIAL FLEET. THERE is at present in Greenock, about to sail for China, the gun vessel **Kwang Tung**, the first of a fleet of war vessels to be built in Europe for the service of the Chinese Government. She mounts 3 pivot and 4 broadside guns, and is to sail from the Clyde forthwith. The **Kwang Tung** is in command of Captain Thomas O’Sullivan, who succeeds Captain Sherard Osborne, R.N., as Commodore of the Chinese fleet. Captain O’Sullivan has remarkable qualifications for the service he is about to undertake. He had spent a great number of years as the senior captain of the great mercantile fleet of the house of Jardine, Matheson and Co., and in that capacity had many encounters with the pirates of the coast, as well as extensive and constant intercourse with the natives. He is only lent to the Chinese Government by the distinguished house in whose employment he acquired his Chinese experience. We are happy to add that Captain O’Sullivan is a county of Cork man, being a native of Castletown Berehaven, and that he has still more closely linked himself to the locality by a recent union with a family of much local influence and respectability.”*

Helen Black (1868).

The Aberdeen Press and Journal - Wednesday 29th January 1868, reported as follows: *“LAUNCH. — There was launched from the yard of Messrs Alex. Hall, Russell, & Co., on Saturday last, a fine smart clipper ship, classed for nine years A 1 at Lloyds, for the Japan coasting trade. She is 305 tons register and 380 tons builder’s measurement, and has been built to the order of Messrs Glover Brothers of this port, whence she is to sail soon for Nagasaki. The vessel will be commanded by Captain A. McCallum, whose wife gracefully christened her in the usual manner, she glided sweetly into the water, the ‘Helen Black’.”*

(Seems the local Press weren’t sure what yard they were actually visiting).

Under a contract with the Glover Brothers, **Hall, Russell & Co.** built as a kit, a 220 feet long slip and steam powered winch capable of lifting up to 1,600 tons for installation at Kosuge, Nagasaki, Japan. This was shipped to Nagasaki in the barque ‘**Helen Black**’ (305 tons) which was built by Alexander Hall & Co. at the same time specifically to carry the slip to Japan. Fraserburgh born Thomas Blake Glover (1838 to 1911) employed Aberdonian



*Kosuge Slip, Nagasaki.
(Photographer unknown).*

William Blaikie to oversee the work done in Aberdeen and the installation of the slip in Kosuge. This slip was installed specifically to modernise ship-repair facilities in Japan and opened 19th January 1869 when the first vessel was lifted out of the harbour. Thomas Blake Glover later sold his share of the dock to the Japanese Government, who leased the dock to Mitsubishi in 1884. This was the beginning of what rose to be today’s Japanese industrial giant.

The initial purpose of the ‘**Helen Black**’ was to carry the slip kit to Japan, the Glover Brothers I believe then intended to sell her, but it seems they didn’t get an outright buyer so traded with her instead.

Helen Black (1868). (Continued).

Vessel Name(s)	Helen Black.
Yard Number	257.
Rig	Barque, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	25 th January 1868.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Glover Brothers, shipbrokers , No. 19 Marischal Street, Aberdeen. Charles Thomas Glover; shipowner (32), Alexander McCallum, master mariner (16), both Aberdeen, and Joseph Donnell, manufacturer, Liverpool (16).
Registered Port	Aberdeen. Official No.: unknown.
GRT	305 tons. (380 tons Builder's Measurement).
Length	132 feet, 8 inches. (40.44m).
Breadth	25 feet, 5 inches. (7.75m).
Depth	14 feet. (4.27m).
Construction	Wood. Carvel Construction. Her hull was sheathed in felt and yellow metal.
Figurehead	Demi-female.
Classification	Lloyds Register of Shipping. Class 9A1. ✠ Built under special survey. A&CP: Anchors and cables proved at a public machine.
Other information	Build Cost =£4,000. (Approx. £444,000 in 2018). 1868, 15th February: she departed Aberdeen for Japan, master McCallum.
Date Scrapped / Lost	1871: She left Hong Kong 31 st August for Foochow, China. The Liverpool Mercury - Saturday 28 th October 1871, reported as follows: " <i>'Helen Black', from Hong Kong for Foochoo, totally lost.</i> " Details / location unknown. Owner C. T. Glover, Aberdeen.

She is also known to have traded at Saigon (Vietnam), Swatow (China), Shanghai (China), Chefoo (China), New-chwang (China), Hiogo (Japan), Kobe Osaka (Japan), and Heigo Kobe (Japan).

Note - In the Book 'Scottish Samurai' by Alexander McKay it states she had five masts, but this seems unlikely for such a small vessel.

Commissary (1868).

She was built to carry general cargo, and is known to have traded initially London to Sydney, at least until 1874. Later passages include Shields, Marseilles, Yokahama, Batavia, and USA.

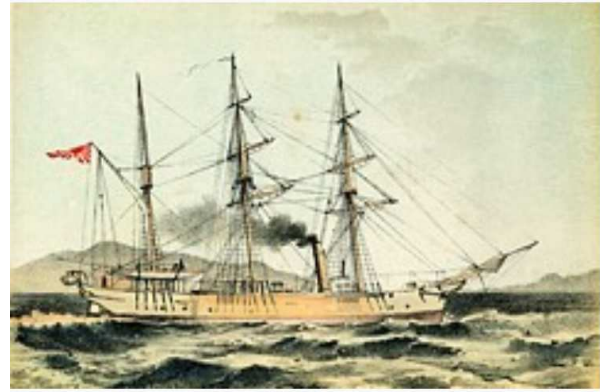
1868, 31st March: The Banffshire Journal and General Advertiser, reported as follows: *“LAUNCH. — Messrs Alex. Hall & Co., Aberdeen, launched on Tuesday last a fine high-classed 14 years A1 clipper ship, of 1,000 tons builders’ measurement, and 900 tons register. The vessel was named the ‘Commissary,’ by Mrs Duguid, daughter of the owner — Mr Henry Adamson, Aberdeen. She is under the command of Captain Wagstaff, and will sail to Australia.”*

Vessel Name(s)	Commissary. Renamed: ‘Johanne Auguste’ (1879).
Yard Number	253.
Rig	Ship, 3 masts, 2 decks, a poop deck, a round stern, and a standing bowsprit.
Launch Date	24 th March 1868.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Henry Adamson & Co., Aberdeen. Henry Adamson (40), Henry Adamson Jnr. (4), John Saunders Adamson (4) all shipowners; Benjamin Moir, merchant (8), <u>William Leask, shipbuilder</u> (4) all of Aberdeen, and William Challis, merchant, Cornhill, London (4).
Registered Port	Aberdeen. Official No.: 56614.
GRT	941 tons. (899 tons LRS). 1,000 tons builder’s measurement.
Length	186 feet (56.69m).
Breadth	33 feet, 1 inch (10.08m).
Depth	20 feet, 1 inch (6.12m).
Construction	Wood, carvel construction with iron beams. Her hull was sheathed in felt and yellow metal.
Figurehead	Demi-male.
Classification	Lloyds Register of Shipping. Class 14A1. (15A1 in 1871). ⚓ Built under Special Survey. A&CP: Anchors and cables proved at a public machine.
Other information	Build cost = £15,200 (£1.73 million in 2019). 1879: owned by H. Bischoff & Co., Bremen, and renamed ‘Johanne Auguste’ .
Date Scrapped / Lost	Unknown. ≥ 1898.

Ho Sho Maru (1868).

She was built specifically as a gun boat for the Choshu Clan, Japan.

Later used in the early Imperial Japanese Navy.



Painting of Hōshō from 1895 book

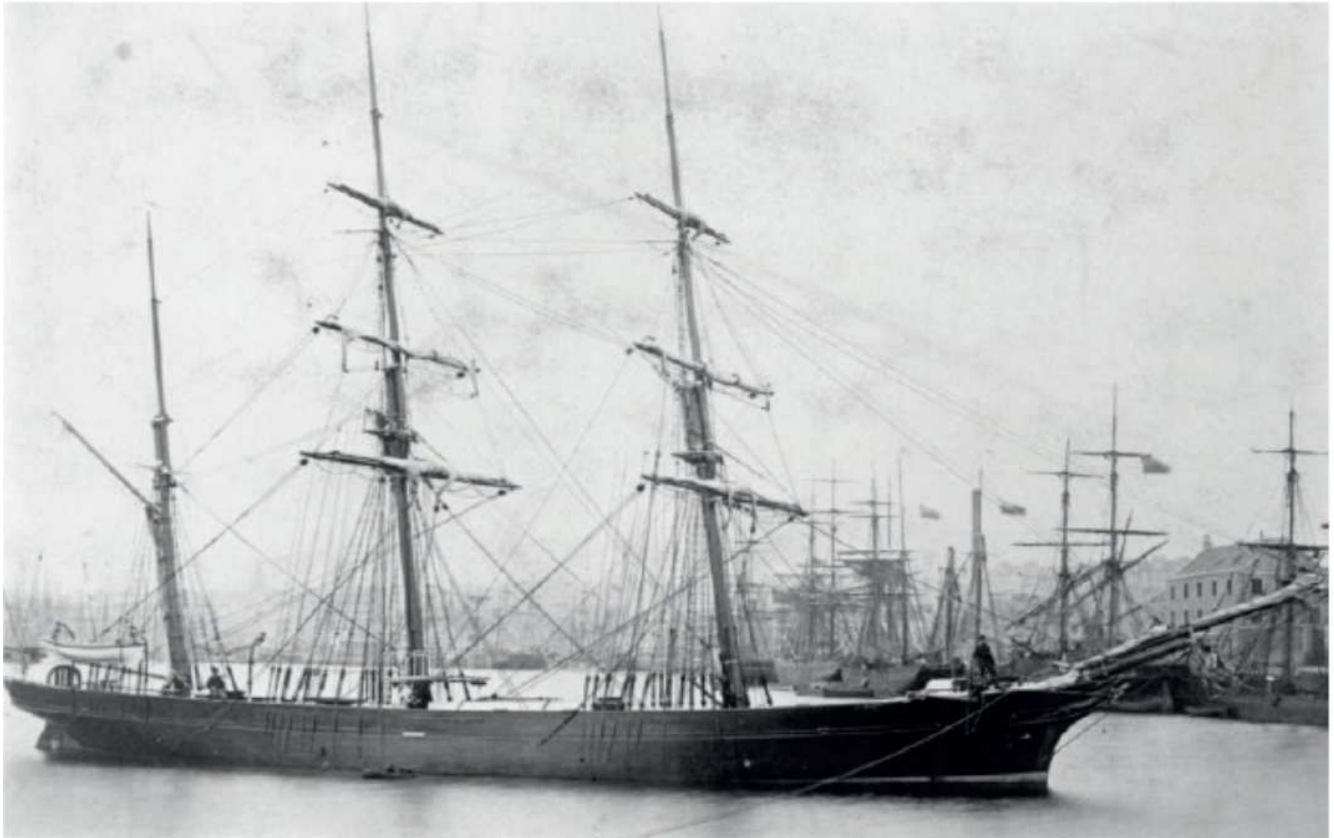
The Aberdeen Press and Journal - Wednesday 8th July 1868, reported as follows: *“LAUNCH. - On Saturday last Messrs Hall launched a fine vessel of 350 tons from their lower dockyard, which they have built to the order of Messrs Glover Brothers, of this city, and intended for a gunboat for the Japanese Government. It will be fitted up with a pair of horizontal condensing engines of 60 horse-power, which are now being completed by Messrs **Hall, Russell, & Co.**, Aberdeen Iron Works. The hull and equipments are of the highest class. She is barque-rigged, and will carry two 110-pounder and two 60 pounder guns on deck. The vessel, on being named "**Ho-So-Maru**," by Miss Mitchell, took to its future element in grand style, and is expected to leave this direct for Japan in three weeks hence. We understand Messrs Hall have just commenced to build a corvette of large dimensions for the same destination.”*

The Aberdeen Herald, 22nd August 1868, reported as follows: *“TRIAL TRIP - The **Ho-So-Maru**, a new steam gunboat, built for the Japanese Government by Messrs. Hall & Co. made a trial trip in the bay on Thursday, (20th Aug.) leaving the harbour about noon, and returning again about four o'clock. The anticipations which existed regarding her speed were fully realized. For the first half hour after leaving the harbour she made eight knots an hour before the wind, and during the second half hour, nine knots. When the vessel was put about, she steamed with bare poles over seven and a half knots, in the face of a stiff breeze, although the engines were not working anything like their full power. The hopes maintained regarding her speed were thus fully met. Nothing could have exceeded the manner in which the **Ho-Sho-Maru** conducted herself, both under canvas and steam.”*

Ho Sho Maru (1868). (Continued).

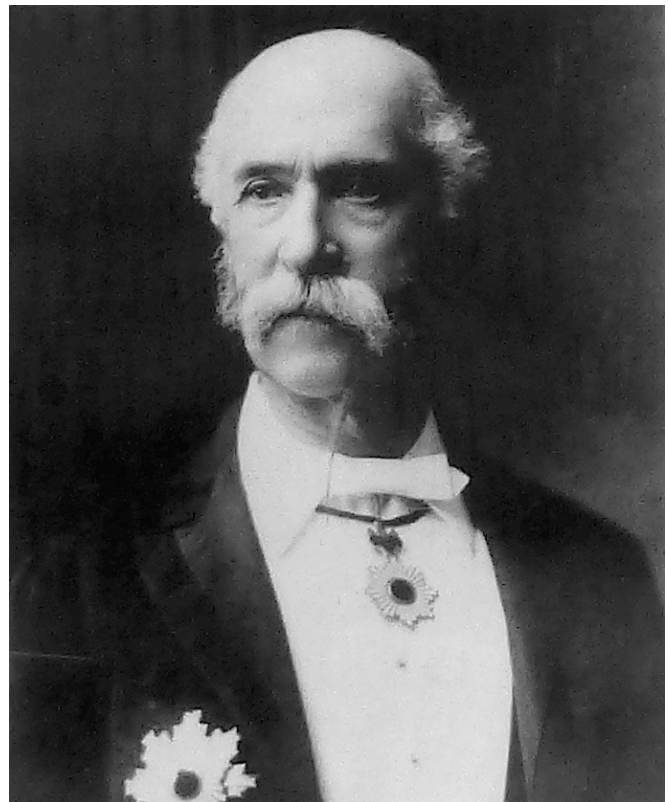
Vessel Name(s)	Ho Sho Maru. Renamed: 'Hōshō' (1871).
Yard Number	258.
Rig	Corvette, barque rigged, 3 masts, 1 deck, stern type unknown, and a standing bowsprit.
Engines	Steam by screw, horizontal, direct acting, cylinder 25" with 18" stroke, 90 rpm, 60 NHP. Speed 7½ knots. Two tubular boilers, 17'6" in length. Propeller: 7'2" diameter, and 11' pitch.
Launch Date	4 th July 1868.
Owner(s)	Glover Brothers, (Choshu Clan).
Registered Port	Unknown. Official No.: unknown.
GRT	316 tons.
Length	117 feet (35.66m).
Breadth	24 feet, 2 inches (7.37m).
Depth	8 feet (2.44m).
Construction	Wood, carvel construction.
Figurehead	Unknown.
Classification	Unknown.
Other information	Build cost: £9,328 (£1 million approx. in 2019). Compliment: 65. Armament: 7" Armstrong muzzle loading cannon, 5.5" Armstrong cannon + two smaller guns. 1868, 5th September: sailed from Aberdeen for Nagasaki. 1869, 21st January: Arrived at Nagasaki, Japan under the command of Captain John Henderson. 1869: She served during the Boshin War of the Meiji Restoration. 1871, 15th May: she was transferred to the fledgling Imperial Japanese Navy and Renamed ' Hōshō '. 1881, 16th August: was removed from naval service duty and reassigned as a training vessel. 1898, 1st March: after a period deployed as a gunboat for coastal patrol duties she was removed from service.
Date Scrapped / Lost	1907, 9th April: scrapped.

Ho Sho Maru (1868). (Continued).



'Ho Sho Maru'. (Possibly Aberdeen Harbour). (Photographer unknown).

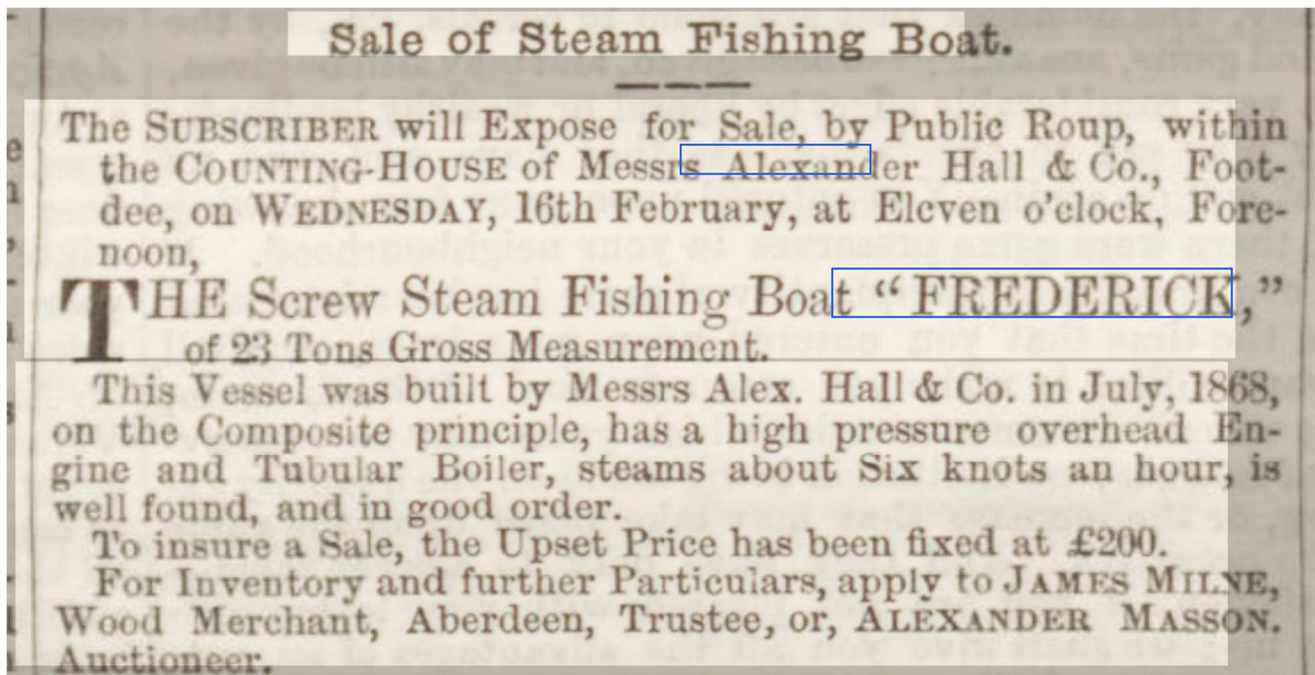
Thomas Blake Glover who commissioned the build of the '**Ho Sho Maru**' via his brothers in Aberdeen was born at No. 15 Commerce Street, Fraserburgh, Aberdeenshire, 6th June 1838. His father, a coastguard officer was Thomas Berry Glover (1806 to 1878), who hailed from London, his mother was Mary Findlay (1807 to 1887) from Fordyce in Banffshire. Glover was a key figure in the industrialisation of Japan and the shipbuilding company he founded in Nagasaki later became the industrial giant Mitsubishi.



Thomas Blake Glover (1838 to 1911) with the 'Order of the Rising Sun'.

Frederick (1868).

The following advertisement states the 'Frederick' was built by Alexander Hall & Co. in 1868, however she is not on the builders list. She was a very early steam-driven fishing boat.



Aberdeen Press and Journal, Advertisement 9th February 1870.

Vessel Name(s)	Frederick.
Yard Number	Not on the builders list.
Rig	Fishing boat.
Engine	Single screw, high pressure overhead engine and tubular boiler.
Launch Date	Circa July 1868.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Unknown.
Registered Port	Unknown. Official No.: unknown.
GRT	23 tons.
Length	Unknown.
Breadth	Unknown.
Depth	Unknown.
Construction	Composite.
Figurehead	Not fitted.
Classification	Unknown.
Other infor'n	Speed 6 knots.
Date Scrapped / Lost	Unknown.

Samoa (1868).

She was built specifically to carry missionaries to the islands in the Pacific.

The Western Daily Press, 19th August 1868, reported as follows: *“Launch of a Missionary Ship. — On Saturday afternoon there was launched in Aberdeen a fine clipper of 300 tons B.M. (Builders measurement), about 200 tons register, barque rigged, and classed A1 at Lloyd's for 13 years. She was named the ‘Samoa’ by Mrs Arthur, wife of the Rev. Mr Arthur, local agent for the London Missionary Society, whom the ‘Samoa’ was*



*3-masted barque, ‘Samoa’.
(Photographer unknown).*

built to replace the ill-fated John Williams, which was lost on Savage Island in January last year. The ‘Samoa’ is fitted out with all modern requirements. She is smaller than either the ‘Campden’, which was lost on Danger Island in 1864, or the ‘John Williams’, and is to be commanded by Captain Williams who has been in the society's service since 1842. The vessel has comfortable “tween decks,” and will accommodate sixteen persons.”

The Dundee Courier, 11th August 1868, reported as follows: *“ABERDEEN. - Launch. — On Saturday there was launched from the building yard of Messrs Hall and Sons a fine new vessel, named the ‘Samoa’, for the London Missionary Society, and which is to proceed to the South Sea Islands. She is 300 tons burthen, and entered in the highest class at Lloyd's. She is barque-rigged, and fitted up with all the newest improvements and conveniences. She will be ready for sea in ten days.”*

Samoa (1868). (Continued).

Vessel Name(s)	Samoa. Renamed: 'John Williams III' (1873).
Yard Number	259.
Rig	Barque, 3 masts, 2 decks, an elliptical stern, and a standing bowsprit.
Launch Date	8 th August 1868.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	London Missionary Society. (64).
Registered Port	London. Official No.: unknown.
GRT	200 tons. (300 tons builder's measurement)
Length	106 feet (32.31m).
Breadth	24 feet, 6 inches (7.47m).
Depth	13 feet, 6 inches (4.11m).
Construction	Wood, carvel construction. Iron beams. Her hull was sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 13A1. ⚡ Built under special survey. A&CP: Anchors and cables proved at a public machine.
Other information	Build cost: £5,000. (£570,000 in 2019). 1870 / 1873: owned by the London Missionary Society; Port belonging to London; Master W. Williams'. 1873: renamed ' John Williams III ', master R. Turpie. 1894: her replacement ' John Williams IV ' was commissioned, and she was sold to new owners.
Date Scrapped / Lost	Unknown.

Herradura (1868).

She was built to carry general cargo and is known to have traded initially mainly at Costa Rica. She is also known to have traded at Buenos Ayres (Argentina) and Queensland (Australia).



The 3-masted ship 'Herradura' painted by William Foster in 1868.

The Aberdeen Press and Journal - Wednesday 23rd September 1868, reported as follows: *"LAUNCH. - There was launched, yesterday, from Messrs Hall's lower building yard, a fine composite ship, named the "Herradura", of the following dimensions: — Length, 166 feet; breadth, 30 1/2 feet; depth, 17 1/2 feet; 751 tons, builder's measure, and 612 tons register. This vessel has been built in three months, to the special order of Messrs Wm. Le Lacheur & Son, London, and will sail for London ten days hence, to take the berth for Punta Arenas. From the peculiar construction of the "Herradura," and high class material and fastenings used, it will take the highest character at Lloyd's, viz. - 17 years."*

Herradura (1868). (Continued).

Vessel Name(s)	Herradura.	Guarany (c1894).
Yard Number	260.	
Rig	Ship 3 masts, 2 decks, a round stern, and a standing bowsprit.	
Launch Date	22 nd September 1868.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	W. Le Lacheur & Co. , London / Guernsey. (64).	
Registered Port	London / Guernsey.	Official No.: 56381.
GRT	612 tons.	(751 tons builders measurement).
Length	169 feet, 2 inches (51.56m).	
Breadth	30 feet, 6 inches (9.30m).	
Depth	17 feet, 6 inches (5.33m).	
Construction	Composite construction. Her hull was sheathed in felt and yellow metal.	
Figurehead	Thought to be a fiddlehead.	
Classification	Lloyds Register of Shipping. Class 17A1. A&CP – Anchors and cables proved at a public machine.	
Other information	Build cost: £17, 10s per ton = £12,092 (£1.38 million in 2019). c1883: owned by M G Scopinich, Lussinpiccolo, and registered at Lussinpiccolo (Austro-Hungary). c1884: rigged as a barque. c1894: sold to A Trommel & Co, Hamburg, Germany, registered at Hamburg, Germany and renamed ' Guarany '.	
Date Scrapped / Lost	1896, 22nd September: Wrecked while on passage from Newport to Buenos Aires. Lloyd's List - Wednesday 23 September 1896, reported: " GUARANY . — Penarth, Sept. 23, 8 a.m. — German barque <i>Jurarany</i> (? Guarany), cargo coal, stranded west side Sully Island; took ground at 9 p.m. Sept. 22; crew saved. Blowing strong gale. Believe vessel will become total wreck." Owners Messrs A. Prommet and Co., of Hamburg, master, Captain Bauermeister. Two attempts were made to pull her off, but she wouldn't float due to her hull being full off water. 1896, December: she was offered for sale whilst lying damaged in the West Dock, Cardiff.	

Herradura (1868). (Continued).

The Star - Saturday 8th May 1880, reported as follows: *"FIRE ON BOARD THE SHIP "**HERRADURA.**" By a private letter, bearing date 21st March, just received from Punta Arenas (Central America), we learn that the two sister-ships **Nicoya** and **Herradura**, belonging to the firm of Le Lacheur and Co., London, the former vessel commanded by Captain Sampson, and respecting whose safety groundless fears have recently been expressed: the latter in command of Captain Jones, arrived at Punta Arenas on Sunday, the 14th March. The **Herradura** made a very quick passage from England, and this fact proved a providential circumstance for both ship and crew; for on the night following her arrival in port it was discovered that her cargo, the nature of which is not stated by our correspondent, was in a state of ignition. It fortunately happened that another sister-ship, the **Costa Rica Packet**, was also lying in port at this juncture and the crews of the three vessels united their efforts to stop the ravages of the fire. These efforts ably directed by the several commanders, were continued throughout the night; but at one time, when their work appeared hopeless, it was contemplated to scuttle the vessel. By dint of perseverance, however, the fire was got under; and the **Herradura** was subsequently towed to the neighbouring small island of St. Luco (Isla San Lucas), with a view of discharging her cargo as rapidly as possible. When our correspondent closed his letter the cargo was in a smouldering condition; and it had been decided in the event of its being found impossible to take it away quickly enough to prevent further damage to jettison the remainder. The cause of the fire was not known; but it is believed to have occurred from spontaneous combustion. The **William Le Lacheur**, another ship belonging to the same firm, left Punta Arenas for London, a fortnight previously to the 21st March, and the **Costa Rica Packet** was appointed to sail on the 25th of the same month; so that the former would be due about the middle of June, the latter the beginning of July. — Comet."*

Herradura (1868). (Continued).

The Shields Daily Gazette, 30th July 1894, reported as follows: *“Ten guineas percent, has been paid to reinsure the German barque Guarany (composite), 613 tons, built by A. Hall and Co., Aberdeen, in 1868, and formerly named **Herradura**, which sailed from May 8th for Falmouth.”*

The South Wales Echo - 23rd and 24th September 1896, reported as follows: *“SHIP ASHORE AT SULLY. Penarth Lifeboat Called Out; All Hands Saved. During the night the Penarth lifeboat was called out, information having been received of a barque ashore at Sully. The lifeboat was quickly manned, and, towed by the steam tug **Fastnet**, proceeded outwards and found the German barque **Guarany** ashore on the west side of Sully. The crew, who were in a perilous position, were all rescued, but the vessel it is feared will become a total Wreck. The vessel was loaded with coal, and anchored off the island a day or two ago, having been towed down from Newport. Additional Particulars. The **Guarany** is a German barque, 584 tonnage, and is owned by Messrs A. Prommet and Co., of Hamburg. She left Newport on Tuesday, the 15th inst., intending to sail for Buenos Ayres for orders, and carried a cargo of 858 tons coal. The crew consisted of 15 all told, including the master, Captain Bauermeister, Mrs Bauermeister, and child; F. Lahusen, chief mate; C. Suhrbier, second mate; Henry Smith, steward; O. Rubenius, carpenter; Carl Bauermeister, the captain's brother and seven sailors, one of whom is an Englishman named Martin. Having left Newport on Tuesday week, she was towed by the tug **Lady Morgan** as far as Nash Point, but was obliged to put back owing to stress of weather. The vessel anchored in Penarth Roads on Tuesday night last week, and was unable to put out again until Monday last, when she was taken in tow by the tug **Salvor**, which left her abreast of Lundy. The **Guarany** then continued her course with a fair wind to the south, but when she was 30 miles or so to the west of the island the wind veered right west and a severe gale was encountered. The master describes it as a terrible hurricane with very heavy seas, which repeatedly washed over the decks. The captain turned the vessel once more up Channel, and yesterday (Tuesday) morning, between 10 and 11 o'clock, found shelter*

Herradura (1868). (Continued).

*on the lee of Lundy for a couple of hours The captain, in an interview with our representative to-day, said: - The gale was so severe that many of our sails were blown in to shreds, and the decks were simply cleared of all movable objects. We tried to anchor behind Lundy, but it was blowing so hard that we could not get behind the island. We failed to anchor, and there were other two vessels further inward than we were trying also to anchor. We saw two or three pilot boats and signalled to them, but they did not trouble themselves, and made no effort to come aboard, and we were consequently compelled to "hard up" channel without a pilot. We lost a good deal of time in trying to get the pilots to come to us, otherwise I believe I could have come up Channel and found anchor in daylight. About 9 o'clock last night we got to Barry Roads and dropped two anchors. About half an hour before this the tug **Lady Windsor** came alongside. The tug called out to me to let go the anchors at once, and I took his advice. Then the tug called out, "Your anchors are dragging," and I found that we were dragging our anchors. The wind blew so terrific that I could scarcely distinguish what the tugboat said but when we were putting buoys on the anchor chains I arranged that the tug should take us to Barry or somewhere. When we found that we were being blown ashore we signalled to the tug to come alongside, but she kept clear of the ship. Whether the tugboat had water or not I can't say. I am not making a complaint, but merely stating the fact, but I believe I have a good reason to complain that the pilots did not come aboard us at Lundy. The vessel struck on Sully Island about half-an-hour later, then the tug sent up a blue light signal, and after that left us altogether — possibly to fetch a lifeboat, but I cannot tell. We could not get the sounding rod down at all, the vessel was heeling over too much. In fact we could not get any soundings. Soon after the vessel struck the tide receded and left us high and dry. The coastguard and other people came there, and all advised us not to stay aboard. We thereupon constructed a kind of a stage, and about 11.30 p.m. got the missus and the baby out, lowering them over with ropes. The chief officer and I remained aboard until all had cleared out, and we were able during the night to get our*

Herradura (1868). (Continued).

clothes, boxes, and other goods ashore and pile them on Sully Island. Mr Gibbings, chief coastguardsman all Penarth, on learning the dangerous situation of the barque, proceeded at once to get the lifeboat crew together, and it says something for the promptitude displayed that the 15 members were got together and on the scene of the disaster within an hour and a half. When the lifeboat hove alongside the distressed barque all the crew had landed. Mr Gibbings left two men to watch the barque. The shipwrecked crew found hospitable shelter at Sully House, the residence of Mrs Rees, the widow of the late magistrates' clerk of Cardiff. The captain, his wife and child, and the officers were accommodated in the house, while the crew found comfortable quarters in the coach-house. Our representative, on visiting the scene of the wreck on Wednesday morning, found the vessel high and dry on the western side of the island. Master and crew were found at Sully House, and all were loud in their praise of the generous hospitality extended to them in their hapless condition by Mrs Rees and her sons. It transpired that, although both anchors had been lowered with 4-5-fathom chains to one and 60 fathoms to the other, no anchorage was found, and the vessel struck with such force that little hope can be entertained of saving her from becoming a complete wreck. The keel is broken; for its entire length, while some of the fore and aft fastenings, the stern and stem, and the rudder are damaged it is feared beyond repair. She is now lying on the starboard side. The captain visited Cardiff in the afternoon to make arrangements, if possible, for getting her off at night, although he declared he had little hopes of accomplishing his object, for he feared the vessel would sink as soon as she would be taken off, and there was danger of her becoming a total wreck during the next tides. She is an old composite barque, but strongly built, otherwise she could not have survived her experiences of the last few days. So violently did she thump during the gale that it was impossible to keep any of the lamps aboard alight, and several paraffin lamps exploded in the attempt. On Wednesday the wreck was visited by many hundreds of people from Barry, and willing help was given to the crew in carrying ashore all that possibly could be saved from the ill-

Herradura (1868). (Continued).

fated vessel. This was Mrs Bauermeister's first voyage with her husband, she having joined the vessel at Cork before she proceeded to Newport. A fair number of vessels were docked at Cardiff on last night's tide, and on all hands testimony is borne to the great fury of the gale, but comparatively speaking very little damage is reported."

The South Wales Daily News, 26th September 1896, reported as follows: "THE STRANDING OF THE **GUARANY**. TO THE EDITOR. Sir, - In your issue of to-day, reading the, account of the stranding of the German barque **Guarany**, the captain makes a serious charge, against the pilots who were cruising in Lundy Roads. He says "he signalled, but no pilot came." As I was one of the pilots who were in the vicinity and saw the barque, I must emphatically say the captain did not signal. It is hardly consistent with common sense to think that any- one in these hard times, having a chance of a ship from Lundy and of going home would stay there for his own pleasure in such a gale. I am thankful that all on board were saved, and sorry for the loss of the ship, but at the same time I do not think is just that the captain, possibly to escape blame himself, should cast a slur on men who belong to an honourable and very hazardous, profession; and being there myself I can with, truth say there were no signals from the barque **Guarany**. — Thanking you in anticipation, I am, &c., THOMAS EVANS, Cardiff Pilot 71."

Sales by Private Contract.

FOR SALE, German composite BARQUE
GUARANY, 584 register, built 1868 at Aber-
 deen, metal fastened and coppered, now lying damaged
 in West Dock, Cardiff.—For particulars apply Krieger
 and Schliemann, Cardiff. 306

South Wales Daily News - Thursday 3rd December 1896.

Jho-Sho-Maru (1869).

Under a contract with Thomas Blake Glover (1838 to 1911) and his brothers she was built as a warship designated for the Kumamoto Clan, Japan. She was later donated to the Meiji Government of Japan and became the first warship of the new Imperial Japanese Navy.

1869, 29th May: James Hall died of a heart attack at Aberdeen Harbour whilst preventing a fire spreading from a nearby wood yard to the ship '**Jho Sho Maru**' (1,459 tons), which was nearing completion at Alexander Hall's yard.



'Jho Sho Maru'. (Photographer unknown).

Jho-Sho-Maru (1869). (Continued).

The Dundee Advertiser - Monday 29th March 1869, reported as follows: *"LAUNCH OF A MAN-OF-WAR SHIP AT ABERDEEN. The Granite City, though perhaps most famous for the manufacture of the article whose name it bears, is not devoid of other recommendations entitling its people to so mean praise. Indeed, their business enterprise is too well known to require comment. They have led the way oftener than once in striking out new fields of industry, and their indomitable energy and push have secured for Aberdeen a name and a renown all over the world. Hitherto, however, all their efforts may be regarded as having a peaceful tendency, and specially has this held true in the matter of shipbuilding. The reputation of the Aberdeen clipper depended on its powers of speed, and that quality has as yet been employed more for the purposes of commerce than of war. Then, the port has also sent forth several missionary vessels, which are bearing to distant islands the knowledge of those great truths that will yet lead men to turn their swords into ploughshares and their spears into pruning books. Pending the advent of that glorious times. Aberdeen shows itself thoroughly versatile - shall we say cosmopolitan? - by engaging in the construction of ships of war. Not long ago the Messrs Hall finished a small gun-boat for the Japanese Government, and they have orders we understand, for another; but these are comparatively small matters when looked at beside the large steam corvette which was launched from their yard early on Saturday afternoon. This vessel is of 1,500 tons per register; will have engines of 250 horse power nominal, which means that they will work up to 1,000 horse power at least; and will carry ten guns of great weight and calibre. As may be supposed, the launching of such a ship drew together a large crowd of spectators, and the number present when it took to the water would have been greatly increased but for the stormy character of the weather, and the fact that the vessel was off the slips nearly quarter hour before the time fixed, many being thereby disappointed of a sight of which they had expected to be witnesses. The launch was accomplished with remarkable ease and smartness, and the massive hulk glided away from under the covered shed in which it has been built with rapidity that was scarcely expected. Indeed, the momentum it acquired going down ways gave it such power in the water that the land anchors (carefully fastened to check the ship in its progress across the narrow stream) were torn through the ground like ploughshare for half the length of the yard.*

Jho-Sho-Maru (1869). (Continued).

*Mrs Charles Glover gracefully christened the big ship as it moved off, naming it the 'Jho-Sho-Maru' — which, the language of the flowery empire of Japan, means Whirlwind. The construction of the 'Jho-Sho-Maru' in Aberdeen means the spending there, directly and indirectly, of between £60,000 and £70,000, and we believe that for this boon the Inhabitants are much indebted to the recommendations of the Messrs Glover Brothers, the agents of the Japanese Government, for whom the vessel has been built. Several of the members of the firm named have been in Japan, and one of them still resident there. Mr Charles Glover, who has acted for the Government in Aberdeen, was for sometime located in one of the Japanese ports, and from the knowledge he thereby acquired and the intercourse he had with the governing heads of the people, it may be presumed that he is tolerably well acquainted with what the Government desired in the way of naval armaments. Speaking generally, it may be said that the specifications for the construction of the 'Jho-Sho-Maru' provided that it should in every respect be equal to a British man-of-war of the same class, and we understand that, in point of fact, the vessel on Saturday is very similar to the **Druid**, which had the honour of being christened by the Princess Louisa when it took the water at Deptford the other week. The 'Jho-Sho-Maru' is of 210 feet keel, 38 feet beam, and has a depth of 29 feet from the upper and 21 feet from the main deck. She is built of British oak and teak - her upper deck being laid with iron diagonals for the sake of lightness. The vessel will be full ship-rigged, and is intended to sail under steam and canvas combined, or either singly - provision being made for lifting the propeller when occasion requires. There will be water-tight compartments on the lower deck at the stem and stern, and in the centre of the ship between these will be the engines and boilers - the latter being almost in the centre of the vessel, and the former just forward from them. The boilers are to be tubular, of extra large size, and of the newest construction. They will be fired from a passage running just over the keel. Messrs **Hall, Russell & Co.** will supply them and the engine, which may be described as "horizontal, direct action," and as having all the latest improvements. The propeller is to be of brass, and of course duplicates will be furnished of all the more important parts of the machinery likely to require renewal at sea. Speaking now of the exterior of the vessel, we may say she is coppered up to what will be somewhat below the water line when the ship is fully laden with ordnance, ammunition and stores.*

Jho-Sho-Maru (1869). (Continued).

Between wind and water for a depth 4½ feet the 'Jho-Sho-Maru' is to be iron plated to the thickness of 4½ inches, this shield having six inches of teak behind it. The plates, we hear, are to be manufactured in Liverpool by the Mersey Iron Company, but they will be fastened on while the ship is lying here, as it is intended the corvette shall sail from Aberdeen direct for Japan. As we have already mentioned, the vessel is to mount ten guns. Eight of these are to be 64-pounders, and the other two 110-pounders. All them are to be rifled. The heavy cannon are intended for being wrought at the bow and at the stern, and the ports are so constructed as to allow these pieces being discharged in any time. The officers' quarters will be in the after part of the main - or fighting — deck, but during an action the saloon will be cleared and a passage made to it for one of the 110-pounders. We understand the London Ordnance Company has obtained the contract for the guns. The 'Jho-Sho-Maru' as yet is only a hulk, and a very small portion of her internal fittings has been commenced; but it is expected that in the course of a couple of months, or little more, she will be completed and ready for sea. The whole work has been contracted for by the Messrs Hall, whose name and character are sufficient guarantee that this man-of-war will worthily maintain the reputation of Aberdeen, so far at least as the sea-going qualities of the vessel are concerned. We understand that the corvette, when fully manned, will have about three hundred hands. When cruising in Japanese waters she is likely to have one of the native princes onboard, and the accommodation for him and for the officers of the ship will be excellent. Captain James — an Englishman, we understand — is at present in command, and has as his second Lieutenant Inglebach. On Saturday afternoon, the Messrs Hall entertained a large party of ladies and gentlemen to a service of cake and wine. The toasts and speeches were of the kind usual to such occasions. Reference was made incidentally to the clipper 'Thermopylae', as having eclipsed the performances of the vessels built by the entertainers, and Mr James Hall remarked afterwards that on the slip from which the 'Jho-Sho Maru' had been launched they were at once to lay down the keel of a vessel which they would try to make such as would beat the 'Thermopylae'."

Jho-Sho-Maru (1869). (Continued).

Vessel Name(s)	Jho Sho Maru.	Renamed: 'Ryujo' (1870).
Yard Number	261.	
Rig	Corvette, ship rigged, 3 masts, 2 decks, a round stern, and a standing bowsprit.	
Launch Date	27 th March 1869.	
Engines	2 x horizontal steam engines, 53inch diameter, 250nhp.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Thomas Blake Glover. (64).	
Registered Port	N/A.	Official No.: N/A.
GRT	1,459 tons.	
Length	210 feet (64.00m).	
Breadth	38 feet (11.58m).	
Depth	23 feet (7.01m).	
Construction	Wood, carvel construction. Her waterline was protected by an armoured belt consisting of two rows of 4½" (114mm) thick wrought-iron plates with a total height of 5 feet (1.5m).	
Figurehead	Not fitted.	
Classification	Unknown.	
Other information	<p>Build cost: £45,000 including engines and boilers. (£5.4 million in 2019). At the bankruptcy court in 1870 William Hall deponed that the company lost £500 on this contract (£60,000 in 2019).</p> <p>1870, May: after her arrival in Japan she was renamed 'Ryujo' when formally commissioned.</p> <p>1888: her engines were removed, and she was used as training ship.</p>	
Date Scrapped / Lost	1908: scrapped.	

Jho-Sho-Maru (1869). (Continued).

The Paisley Herald and Renfrewshire Advertiser, 3rd April 1869, reported as follows: *“Launch of a Steam Corvette for the Japanese Government. — On Saturday a steam corvette ironclad was launched from the yard Messrs Hall, Aberdeen, for the Japanese Government. The launch was a most successful one, the vessel taking her future element in the easiest and most graceful manner possible. The vessel 1,500 burthen, of 250 horse power nominally, capable of working up 1,000 horse-power. Her length is above 200 feet, by about 40 feet broad. She is clad by iron plates about 7 feet long, 3 feet broad, and about 3½ inches thick. She is to be commanded by Captain James, and mounts ten guns of large calibre, and pierced for fourteen guns. Being the first ironclad war vessel built in Aberdeen, she attracted large concourse spectators, who were gratified by the success of the launch. Messrs Glover Brothers brought the order to Aberdeen.”*

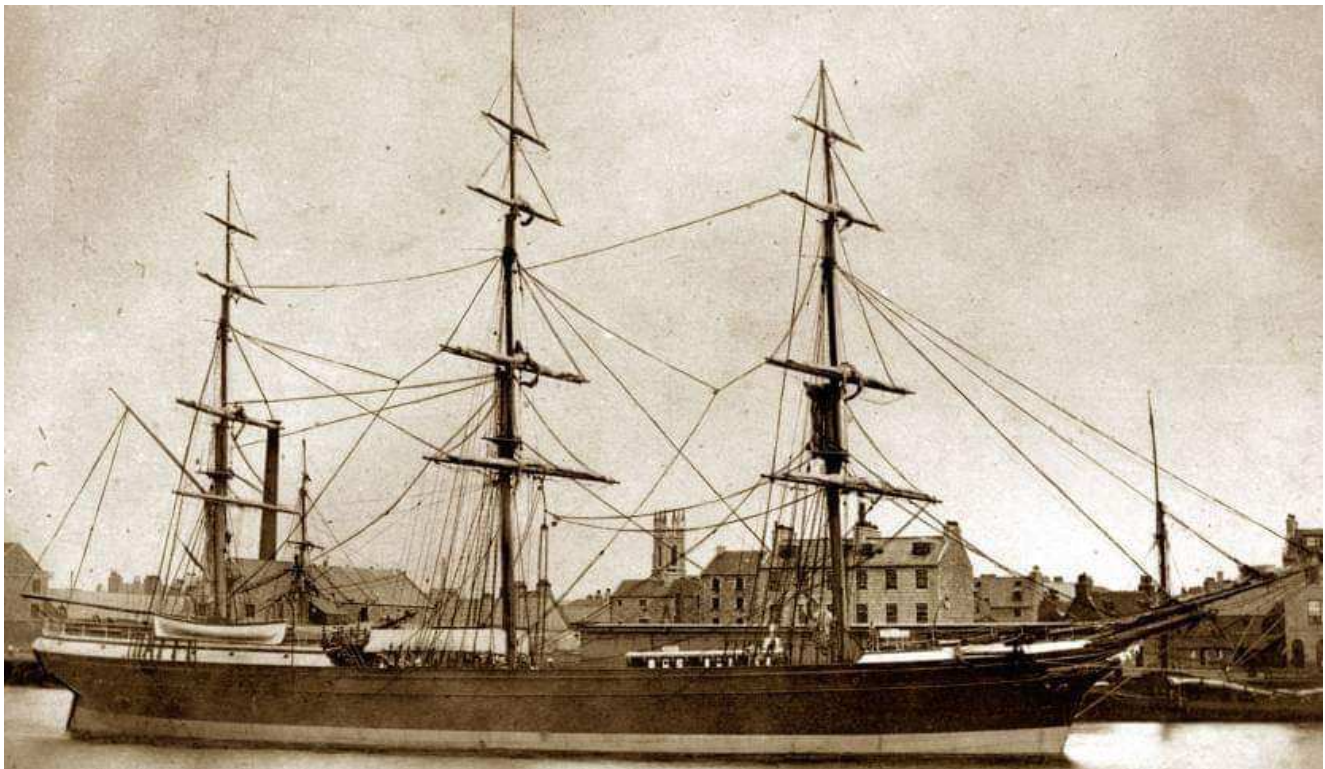
The North British Agriculturist - Wednesday 31st March 1869, reported as follows: *“ABERDEEN - LAUNCH OF A STEAM CORVETTE FOR JAPANESE GOVERNMENT. - On Saturday, a steam corvette iron-clad was launched from the yard of Messrs Hall & Co., Aberdeen, for the Japanese Government. The launch was a most successful one — the vessel taking her future element with the easiest and most graceful manner possible. The vessel is 1,500 tons burthen, of 250 horse-power nominally, capable of working up to 1,000 horse-power. She is above 200 feet long by about 40 broad. She is clad by iron-plates about 7 feet long, 3 feet broad, and 3½ inches thick. She is to be commanded by Captain James, and mounts ten guns of large calibre and is pierced for fourteen guns, being the first iron-clad war vessel built in Aberdeen, she attracted a large concourse of spectators, who were gratified at the success of the launch.”*

May Queen (1869).

She was built to carry cargo and passengers and is known to have traded predominantly at New Zealand, but also at Adelaide, Melbourne, Port MacDonnell (Australia), Camaru (Brazil), Mauritius, Foochow (China), mostly from Liverpool and London.

During her life, she made sixteen trips to New Zealand. She is known to have carried many immigrant settlers.

The Shipping and Mercantile Gazette, 18th May 1869, reported as follows: *"Messrs. Hall launched at Aberdeen, on Saturday, a very finely modelled iron-clipper vessel named the 'May Queen', intended for the trade between London and New Zealand. This ship has been built for Aberdeen Owners. The vessel measures 175 feet in length, 31 feet breadth of beam, and 19 feet depth of hold, and according to builders' measurement, she is of 750 tons burthen. After being launched the 'May Queen' was taken round to the Sheer Poles, where she will receive her masts, and be fitted out as quickly as possible."*



3-masted ship 'May Queen' at Aberdeen Harbour, probably 1869, note the spire of St Clements Church in the background. (Photographer unknown).

More information can currently be found at:

<http://www.nzmaritime.co.nz/mayqueen.htm>

May Queen (1869). (Continued).

Vessel Name(s)	May Queen.
Yard Number	262.
Rig	Ship 3 masts, 2 decks, a poop deck, a round stern, and a standing bowsprit.
Launch Date	15 th May 1869.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Shirras and Co. , Aberdeen. William Shirras, manufacturer (22), James Laing, Ironmonger (21), and John Leslie, master mariner (21), all Aberdeen.
Registered Port	Aberdeen. Official No.: 60694.
GRT	733 tons.
Length	178 feet, 6 inches (54.41m).
Breadth	31 feet, 2 inches (9.50m).
Depth	19 feet (5.79m).
Construction	Iron. Two Bulkheads.
Figurehead	Demi-female.
Classification	Lloyds Register of Shipping. Class A1. ✠ Built under special survey. A&CP: Anchors and cables proved at a public machine.
Other information	Build cost: £15, 10s per ton. 1873 / 1874: master J. Leslie. 1876 / 1880: owned by Shirras, master R. Tatchell. 1880 / 1888: owned by J. Leslie, Aberdeen, master G. Colville.
Date Scrapped / Lost	1888, 26th January: she left London 26 th October, for Lyttleton, New Zealand but on 26 th January she ran aground on a reef at Camp Bay. She lay ashore with a cargo worth £22,000 (£2.9 million in 2019) and with 9 feet of water in her hold. Her owner Mr J. Leslie of Aberdeen abandoned her to the underwriters, and she became a total wreck. 1888, 31st January: The South Australian Advertiser, reported that <i>"600 tons cargo have so far been recovered from wreck of barque MAY QUEEN."</i> 1888, 7th February: The Newcastle (N.S.W.) Morning Herald, reported: <i>"Hull of wrecked barque MAY QUEEN was sold at auction at Lyttleton for £275. Cargo auctioned for £2,000 (part of it has been saved)."</i>

May Queen (1869). (Continued).



3-masted ship 'May Queen'.

(Courtesy of the State Library of South Australia, Ref: PRG-1373-2-67).



Ship bell from the 'May Queen'.

(Lyttleton Museum, Christchurch, New Zealand).

Two more pictures of the 'May Queen' can be seen in my book: LESLIE, Ship-owners, Shipmasters, & Shipbuilders of Aberdeen (An Introduction) 2018.

Caliph (1869).

She was the last Tea Clipper specifically built in Aberdeen for trade with China and was designed as an extreme composite clipper ship. At her launch she was named by Miss Rennie daughter of local shipowner John T. Rennie of Deemount, Aberdeen. Her name in Arabic is '*Khalīfah*' which means 'successor', in Islamic history the ruler of the Muslim community.

In 1869, the Suez Canal opened, which allowed steamships to make passages to and from the Far East much quicker than any sailing ship could using the historic trade routes.

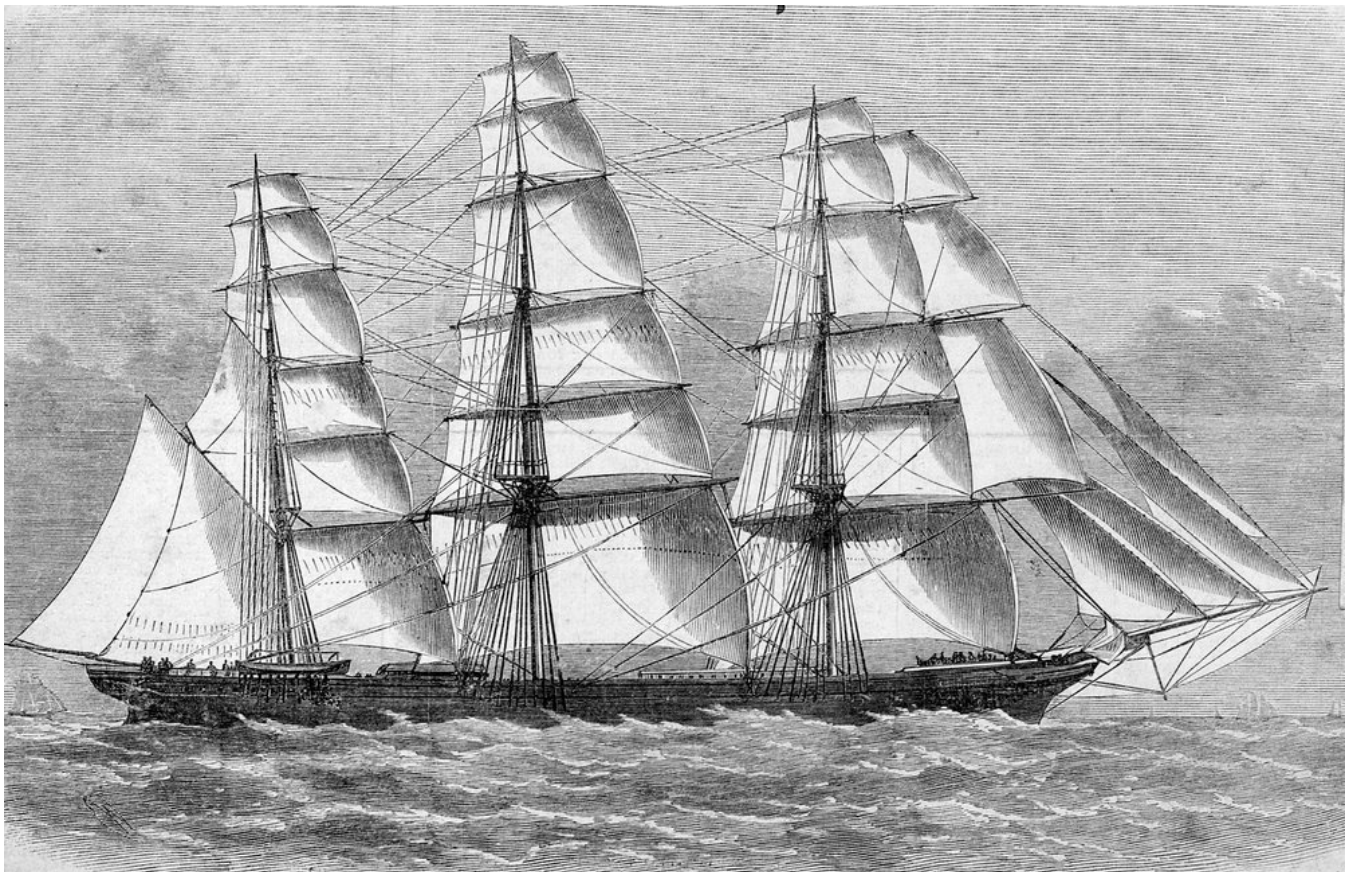
Reporting on the launch of the '**Jho-Sho-Maru**' (1,500 tons) the Dundee Advertiser, 29th March 1869 reads: *"The toasts and speeches were of the kind usual to such occasions. Reference was made incidentally to the clipper '**Thermopylae**', as having eclipsed the performances of the vessels built by the entertainers, and Mr James Hall remarked afterwards that on the slip from which the '**Jho-Sho Maru**' had been launched they were at once to lay down the keel of a vessel which they would try to make such as would beat the '**Thermopylae**'."* This vessel was later named the '**Caliph**'.

1869, 7th September: The Aberdeen Free Press, reported as follows: *"LAUNCH OF A FIRST CLASS CLIPPER SHIP. - Yesterday, at one o'clock, a splendid composite clipper ship was launched from the building yard of Messrs Hall. The vessel, which is a really magnificent specimen of naval architecture, was named the "**Caliph**", by Miss Rennie, daughter of John T. Rennie, Esq. of Deemount, the ceremony being very gracefully performed by the young lady, and the ship taking the water "like a thing of life," amidst the cheers of the spectators. She is of the highest class at Lloyds, and has been built for Alexander Hector, Esq., a native of Aberdeen, but now resident in London, and who was for a long time abroad. The vessel is intended for the China tea trade, and was specially built to take part in next year's tea race. For this purpose, she has been fitted up with all the most modern improvements, and built with all the care and skill for which the Messrs Hall are so justly famous. The Clyde has for some time been drawing a good deal of the honours of fast sailing, more especially in connection with that exciting annual contest, the China tea race. But we hope to hear of "**The Caliph**" taking the first place in the tea race of 1870,*

Caliph (1869). (Continued).

adding fresh laurels to her builders, and improving the already high name Aberdeen holds in the annals of shipbuilding. The dimensions of the vessel are Length, 220 feet; beam, 36 feet; depth of hold, 20 feet; and 1,000 tons register. She is planked with teak, and no expense has been spared to make her complete in every respect. From the fine mould of the vessel, great expectations are entertained as to her sailing capabilities; and a large number of tea merchants, both in London and China, are much interested in her progress, and will look forward with great interest as to the results of the improvements introduced. As soon as she found her weight in the water she was taken to the dock to receive her masts. She is expected to be ready to sail for her berth at London, in about a fortnight."

In addition to the above she also had in her aft deckhouse an auxiliary steam engine capable of producing 8 HP. The main purpose of the engine was to hoist sails and yards, lift anchors and work cargo. An interesting feature was that the engine could be attached to removable shafts to drive small port and starboard propellers, which were capable of driving the vessel at 2-½ knots, handy when becalmed or entering or exiting harbour.



*Wood engraving of the 3-masted ship 'Caliph'.
(London Illustrated News, 6th November 1869).*

Caliph (1869). (Continued).

Vessel Name(s)	Caliph.
Shipbuilder	Alexander Hall & Co., York Street, Footdee, Aberdeen.
Yard No.	263
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	6 th September 1869.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Hector , London (64).
Registered Port	London.
GRT	1,000 tons.
Length (LBP)	220 feet, 7 inches. (67.23m).
Breadth	36 feet, 1 inch. (11.00m).
Depth	20 feet, 1 inch. (6.12m).
Construction	Composite.
Figurehead	Full size male.
Classification	Lloyds Register of Shipping. Class: 17A1.
Other information	Build cost: £17 per ton. Block co-efficient = 0.56. 1869, 19th / 21st September: She sailed from Aberdeen to London in 36 hours. 1869, 23rd October 23 to 1st February 1870: She sailed from Isle of Wight to Shanghai in 101 days. 1870, 6th December: she left Foochow, China for New York, America, and arrived on 3 rd March 1871, the fastest passage made in only 87 days or 85 days pilot to pilot.
Date Scrapped / Lost	1871, Aug. / Nov.: she disappeared without trace on her second voyage from London to Shanghai, somewhere between Anjer and Shanghai in the China Seas. Captain Daniel Ritson and his wife Eliza were on board and lost with the vessel. (Possible reasons for her loss were captured by pirates or perhaps lost in a storm). She was spoken 19 th August in the Caspar Strait.

Caliph (1869). (Continued).

She was equipped with a Brown and Harfield patent windlass, this windlass was powered by steam or by hand winding using as many as 30 to 40 men to lift the anchor and chain.

William Horatio Harfield (1832 to 1910).

1858: patent for "Improvements in windlasses".

1875: provisional patent given for the invention of "Improvements in capstans, cable holders, and cable stoppers".

1871, 15th May: the Brisbane Courier, reported as follows: *"The English tea clipper **Caliph**, built by Hall of Aberdeen on the lines of the celebrated schooner **Silene**, arrived at New York on March 3rd, from Foochow, after **the fastest passage ever made between the two ports**. She left Foochow on December 7; passed Anjer on the tenth day out; and rounded the Cape of Good Hope of January 18th - 41 days out. Her run thence to New York occupied only 44 days - in all 85 days. The American papers state that the average run between the two ports is 110 days."*

The '**Silene**' was described as a schooner yacht so she must have had fine lines, she certainly wasn't built by Alexander Hall & Co.

Comparison of the Aberdeen built clippers 'Caliph' and 'Thermopylae':

	Thermopylae	Caliph
Length	212 feet (64.6 m)	220 feet, 7 inches (67.23m).
Breadth	36 feet (11.0 m)	36 feet, 1 inch. (11.00m).
Depth	20.9 feet (6.4 m)	20 feet, 1 inch. (6.12m).
GRT	991	1,000
Rig	Ship	Ship
Masts	3	3
L/B ratio	5.9	6.1
Builder	Walter Hood	Alexander Hall

L/B – length / breadth ratio.

Caliph (1869). (Continued).

The following letter is from Hall's letter book, now kept in the Aberdeen City Archives:

"April 27th 1870.

Mr John Simpson, Shanghai.

Dear Sir,

We duly received your kind favour of the 25th Feby for which please accept out warmest thanks. Your letter came all the more welcome as we have not had a scrap of news from anyone else on board. We can assure you that it gives us very great satisfaction to have such a favourable account given by a gentleman of your experience and now when we understand how matters stood we do not wonder at the ship not having made a better passage.

We were much disappointed when we learned who was to command the ship we had been at so much trouble with seeing that nobody appeared to know anything of the man nor of his former exploits and could never understand why Mr Hector shipped him.

*When we contracted with Mr Hector to build the "**Caliph**", we did so at a price which we knew would not pay as otherwise we would not have got the contract, hoping that we would build a ship that would be a credit to us. We spared no pains, and had more bother with her than we would have had with half a dozen other ships owing to the peculiarities of the owner and his inspector, and when she was complete and ready for sea the owner puts in a man nobody knows anything about you can understand how annoying that is. We are confident that the topgallant mast and bowsprit should not have given way with fair play but what you say fully explains the matter.*

*You would much oblige us if you would allow us to make use of your letter, for it is highly probable that we will have a long list of complaints from Mr Hector and should "**The Caliph**" not come in as first ship in the Tea Race, of which we must say we have now little hope, the whole blame will be thrown on us for not building a faster ship, but your letter would show that there are two sides of the question.*

Again thanking you for the trouble you have taken.

We are

Yours truly,

A. Hall & Co.

William Hall Junior."

Barranca (1869).

She was built to carry general cargo and is known to have traded at London to Puenta Arenas / Nicoya, Costa Rica for many years.



3-masted ship 'Barranca'. (Water colour by Arthur Bradbury).

The Star - Saturday 13th November 1869, reported as follows: *"THE BARRANCA. — The Dundee Advertiser on the 28th ult. contains the following notice of the launching of this ship: — "On Tuesday afternoon, between four and five o'clock, a fine composite Ship was launched from the shipbuilding yard of the Messrs. Hall & Co. Footdee. On going off, the vessel was named the Barranca, and took the water in fine style amidst the cheers of the spectators. She will soon after towed up to the shear poles, where the work of masting and fitting up is progressing, under the able direction of Captain James Le Messurier, who has been superintending the vessel during building. The Barranca is to be commanded by Captain Le Vesconti, and has been built for the firm of Messrs Le Lacheur & Son, London, and of Guernsey. She is intended for the Costa Rica trade. It is expected that the vessel will sail in the course of ten days to London. The Barranca is of 677 tons register and is classed A1 at Lloyd's, for 17 years. The dimensions of the Barranca are — length 177 feet; breadth, 32 feet 2 inches; depth of hold, 18 feet."*

Barranca (1869).

Vessel Name(s)	Barranca.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	October 1869.
Yard Number	264.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Messrs Le Lacheur & Son , London, and of Guernsey.
Registered Port	Guernsey. Official No.: 63478.
GRT	677 tons.
Length	177 feet, 3 inches (54.03m).
Breadth	31 feet, 2 inches (9.50m).
Depth	17 feet, 9 inches (5.41m).
Construction	Wood, carvel construction. Composite. Her hull was sheathed in felt and yellow metal.
Figurehead	Yes, details unknown.
Classification	Lloyds Register of Shipping. Class 17A1. A&CP - Anchors and cables proved at a public machine.
Other information	Build cost: £17 per ton = £11,521. (£1.4 million in 2019). 1890: owned by William Ross, London. 1894: owned by C. A. Banck, Helsingborg, Sweden.
Date Scrapped / Lost	1895: the London Evening Standard - Monday 4 th March 1895 – <i>“WRECKS AND CASUALTIES - A telegram from Parana states that the Barranca (Swedish barque), from Antwerp, Belgium for Paranagua, Brazil has sunk off the bar at Paranagua.”</i>

1887, 9th April: The Star, reported as follows: *“Safety of the **“Barranca.”** — About two months' ago an opinion prevailed that this vessel, which was formerly commanded by Capt. Jones, and owned by Messrs. Le Lacheur & Co., of London, had been lost, as her name board and some portions of wreckage had been picked up off the Lizard. We are now happy to learn that the owners have received intelligence that the **Barranca** has arrived at East London after a fine voyage of 94 days.”*

Bibliography

- 1 The Tea Clippers by David R. MacGregor, ISBN 0-85177-256-0, 2nd edition, (1983).
- 2 Scottish Samurai – Thomas Blake Glover 1838-1911, by Alexander McKay, ISBN 0-86241-455-5 (1993).
- 3 Various newspapers as mentioned within the book text.
- 4 Lloyds Register of shipping – various years from the 1860's.
- 5 Aberdeen Register of Shipping (Aberdeen City Archives).
- 6 The China Bird by David R. MacGregor. ISBN 0-85177-381-8, 2nd edition, (1986).
- 7 Fast Sailing ships, Their Design and Construction, 1775 to 1875, by David R. MacGregor, ISBN 0-85177-452-0, 2nd edition (1988).
- 8 The Great Days of Sail by Andrew Shewan, ISBN 0-85177-699-X, 3rd edition (1996).
- 9 The Colonial Clippers by Basil Lubbock (1921).
- 10 www.aberdeenships.com
- 11 The Villages of Aberdeen – Footdee by Diane Morgan, ISBN 1-898645-01-9 (1993).

Acknowledgements

Lyttleton Museum, Christchurch, New Zealand for the photograph of the 'May Queen' bell.

Websites

www.electricscotland.com	The Shipbuilders of Aberdeen.
www.aberdeenships.com	Information on >3,000 Aberdeen built vessels.
www.clydeships.co.uk	Information on >35,000 Scottish built vessels.
www.slsa.sa.gov.au	State Library of South Australia.
www.teuaka.org.nz	Lyttleton Museum, Christchurch, New Zealand.

Further Reading

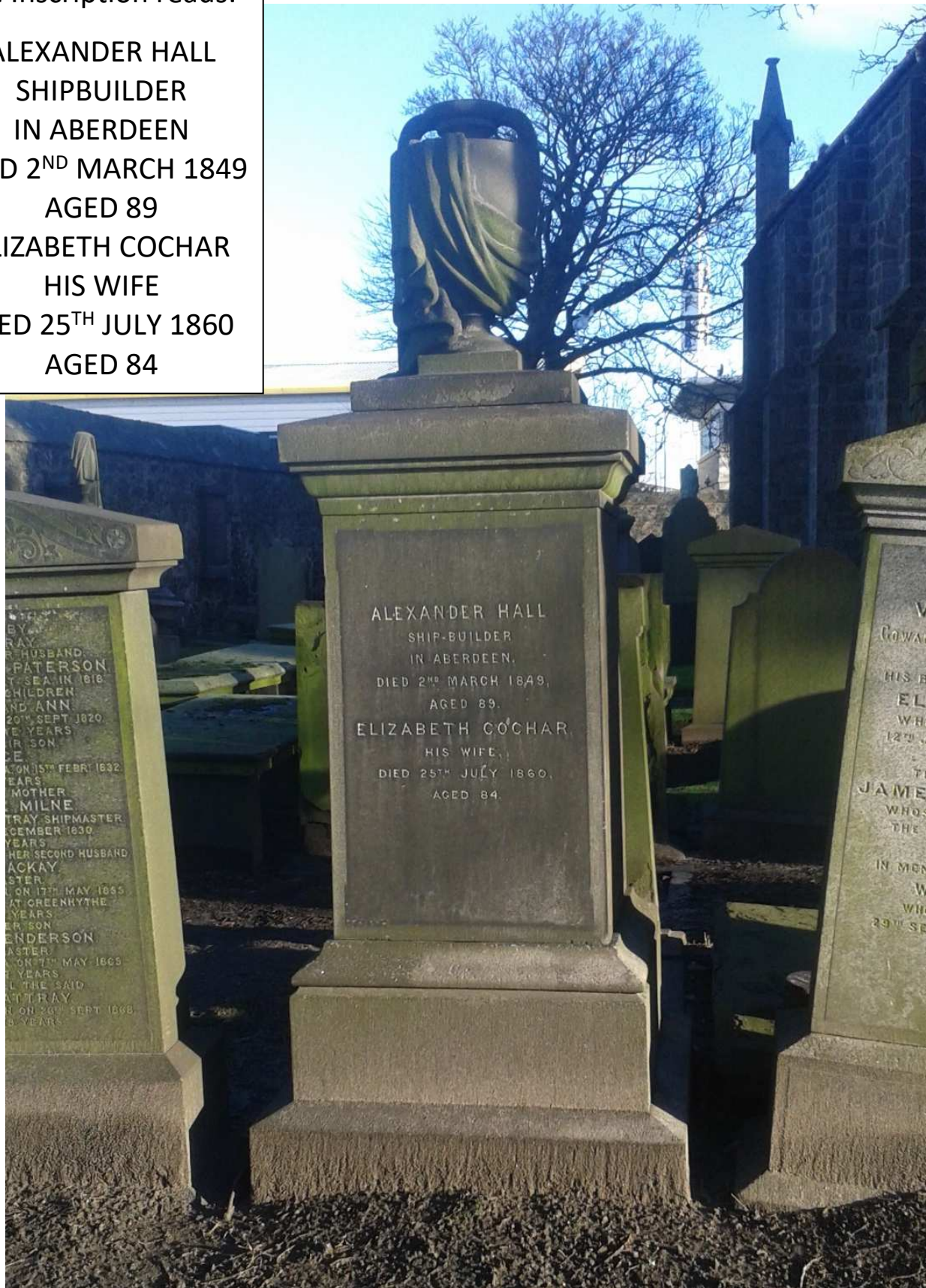
A History of Hall Russell Shipbuilders by Adam Leiper.

Appendix A

Gravestone of Alexander Hall and Elizabeth Cochar.

The Inscription reads:

ALEXANDER HALL
SHIPBUILDER
IN ABERDEEN
DIED 2ND MARCH 1849
AGED 89
ELIZABETH COCHAR
HIS WIFE
DIED 25TH JULY 1860
AGED 84



Gravestone of Alexander Hall (1760 to 1849) and his wife Elizabeth Cochar (c1776 to 1860), St Cements Kirkyard, Footdee, Aberdeen. (S. Bruce).

Appendix B

Gravestone of James Hall and Christina Wilson.





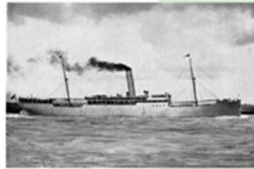

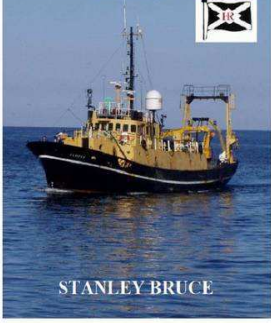

The Inscription reads:

TO THE MEMORY OF
CHRISTINA WILSON
DAUGHTER OF
JAMES WILSON
SHIP MASTER MACDUFF
AND THE FAITHFUL WIFE OF
JAMES HALL
SHIP BUILDER ABERDEEN
MARRIED 11TH SEPT 1828
DIED 10TH SEPT 1866
AGED 58 YEARS
AND THE SAID
JAMES HALL
WHO DIED 28TH MAY 1869
AGED 65 YEARS.

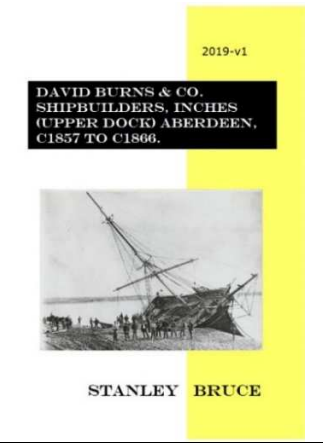
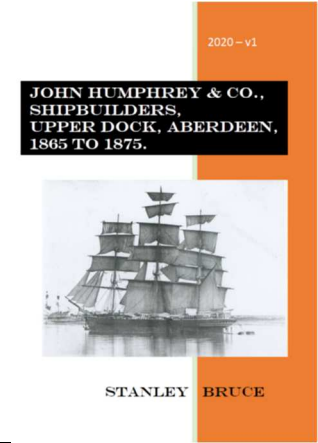
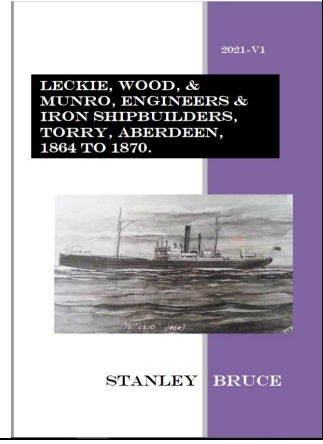
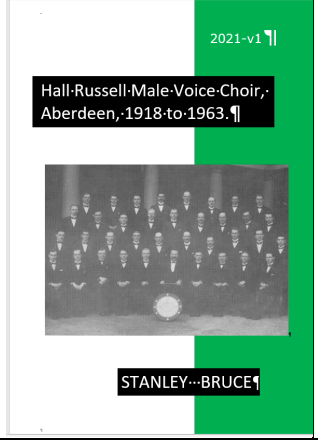
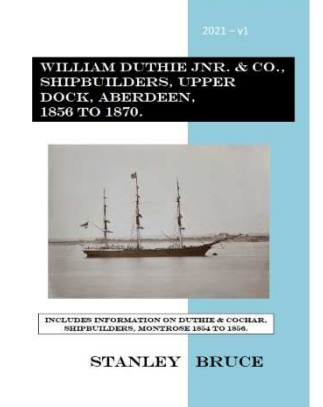


James Hall's gravestone, Macduff Churchyard. (S. Bruce).

Available online to date:

<p>Aberdeen Concrete Shipbuilding Co., Ltd., Torry, Aberdeen, 1918 to 1920 (2018), 31 pages, no ISBN.</p>	<p>2018-v1</p> <p>ABERDEEN CONCRETE SHIPBUILDING CO., LTD., TORRY, ABERDEEN, 1918 TO 1920.</p>  <p>STANLEY BRUCE</p>	<p>2018-v1</p> <p>WALTER HOOD & CO., SHIPBUILDERS, YORK STREET, FOOTDEE, ABERDEEN, 1839 TO 1881.</p>  <p>STANLEY BRUCE</p> <p>CELEBRATING THE 150-YEAR ANNIVERSARY OF THE LAUNCH OF THE THERMOPYLAE.</p>		
<p>Walter Hood & Co., Shipbuilders, York Street, Footdee, Aberdeen, 1839 to 1881 (2018), 220 pages, no ISBN.</p>	<p>2018-v1</p> <p>LESLIE: Ship-owners, Shipmasters, and Shipbuilders of Aberdeen, An Introduction.</p>  <p>STANLEY BRUCE</p>	<p>2019-v1.</p> <p>JOHN SMITH & CO., SHIPBUILDERS, UPPER DOCK, ABERDEEN, C1862 TO 1867.</p>  <p>STANLEY BRUCE</p>		
<p>LESLIE: Ship-owners, Shipmasters, & Shipbuilders of Aberdeen (An Introduction) (2018), 150 pages, no ISBN.</p>	<p>John Smith & Co., Shipbuilders, Upper Dock, Aberdeen, c1862 to 1867 (2019), 47 pages, No ISBN.</p>	<p>2019-v1.</p> <p>SS INTABA, BUILT BY HALL, RUSSELL & CO., LTD, YORK PLACE, FOOTDEE, ABERDEEN, 1910.</p>  <p>STANLEY BRUCE</p>	<p>2019-v1</p> <p>RIFLEMAN, 3-Masted Sailing Ship, built in Aberdeen, 1860.</p> <p>MURDERER ON BOARD</p>  <p>STANLEY BRUCE</p>	
<p>SS Intaba Built by Hall, Russell & Co., Ltd. York Place, Footdee, Aberdeen, 1910. (2019), 70 pages, no ISBN</p>	<p>RIFLEMAN, 3-Masted Sailing Ship, Built in Aberdeen, 1860. (2019), 38 pages, no ISBN.</p>	<p><i>(Includes information on the Great Coram Street Murder of 1872).</i></p>	<p>2019-v1</p> <p>HALL RUSSELL REMEMBERED Shipbuilding in Aberdeen 1864 to 1992</p>  <p>STANLEY BRUCE</p>	<p>2019-v1</p> <p>WILLIAM STEPHEN & CO. / WILLIAM STEPHEN & SONS, / ALEXANDER STEPHEN & SONS, SHIPBUILDERS, YORK STREET, FOOTDEE, ABERDEEN, 1793 TO 1830.</p>  <p>STANLEY BRUCE</p>
<p>Hall Russell Remembered, Shipbuilding in Aberdeen 1864 to 1992, (2007), 36-pages, No ISBN.</p>	<p>William Stephen & Co. / William Stephen & Sons, / Alexander Stephen & Sons, Shipbuilders, York Street, Footdee, Aberdeen, 1793 to 1830, (2019), 75 pages, no ISBN.</p>			

Available online to date: (Continued).

<p>David Burns & Co., Shipbuilders, Inches (Upper Dock), Aberdeen, c1857 to c1866. (2019). 47 pages, no ISBN.</p> <p>John Humphrey & Co., Shipbuilders, Upper Dock, Aberdeen, 1865 to 1875. (2020). 92 pages, no ISBN.</p>		
<p>Leckie, Wood & Munro, Engineers & Iron Shipbuilders, Torry, Aberdeen, 1864 to 1870, (2021). 40 pages, no ISBN.</p> <p>Hall Russell Male Voice Choir, Aberdeen, 1918 to 1963. (2021). 244 pages, no ISBN.</p>		
<p>William Duthie Jnr. & Co., Shipbuilders, Upper Dock, Aberdeen, 1856 to 1870. (2021). 94 pages, no ISBN</p>		

Further Books in this Series.

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

Other Books by this Author.

Banff Roll of Honour - WW1 and WW2, (2014). No ISBN, *kindle version only*.

Banff Through the Years, Volume 1.: An Illustrated History of the Royal Burgh - Volume 1 – Up to 1699, (2013). ISBN 978-1-907234-12-5. *Also available for the kindle*.

Along The Coast – St Fergus to the Bridge of Don, (2013). ISBN 978-1-907234-10-1.

Herring Fishing - Banff and Macduff, by Stanley Bruce and Malcolm Smith, (2011). ISBN 978-1-907234-06-4.

Along the Coast – Burghead to Portknockie, (2010). ISBN 978-1-907234-09-5.

Also available for the kindle.

Alexander Hall & Co., Shipbuilders, Footdee, Aberdeen, The 1860's. Stanley Bruce 2021-v1.

Along The Coast - Cullen to Pennan, 2nd Edition, (2010). ISBN 978-1-907234-08-8.

[Also available for the kindle.](#)

Whitehills Through the Years, (2010). ISBN 978-1-907234-04-0.

Fraserburgh Through the Years, (2010). ISBN 978-1-907234-07-1.

Back to the Sea – An Introduction to Peter Frederick Anson and his life on the east coast of Scotland, by Stanley Bruce and Tina Harris (2009). ISBN 978-1-907234-00-2. [Also available for the kindle.](#)

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

Along the Coast – Pennan to St Fergus, (2009). ISBN 0-9547960-9-9. [Also available for the kindle.](#)

Macduff Through the Years, (2008). ISBN 978-0-9547960-8-2.

Macduff Roll of Honour 1914-1919, (2008). ISBN 978-09547960-7-5.

Along The Coast - Cullen to Pennan, (2007). ISBN 0-9547960-4-4.

Comforting Words, (2006). ISBN 0-9547960-3-9.

Along The Coast - Cullen to Pennan, (2007). ISBN 978-9547960-4-4.

Macduff Parish Church Bi-centenary, (2005). (Revised and reprinted 2007).

The Bard o' Buchan Vol. 1, (2005). ISBN 0-954796020.

The Bard o' the Broch: A Celebration of Fraserburgh's Heritage, (2004). ISBN 0-954796013.

The Bard of Banff, (2004). ISBN 0-954796006.

Other Books which include Work by this Author.

I Love Banffshire, by Clare Macpherson-Grant Russell, (2009). ISBN 9780851014364.

Red Snow, by Michael Slade, (2009). ISBN 9780143167792.

The Book of Banff, by the Banff Preservation & Heritage Society, (2008). ISBN 978-1-841147-90-1.

Anonymous In Stoney, by Jean Kemlo, (2007). No ISBN.

Other Books Edited by this Author:

Coming Home – Poetry Anthology (2009). ISBN 978-1-907234-01-9.

The Herring Lassies – Following the Herring, by Rosemary Sanderson, (2008).

ISBN 978-0-9547960-6-8. [Also available for the kindle.](#)

Coasting – Poetry Anthology (2007). ISBN 978-0-9547960-5-1.

And, if you like my poetry, and would like to see more, have a look online at

www.poetrypoem.com BardofBanff.

And you'll find some of my shipbuilding poems on 'The Shipbuilders of Aberdeen' web page on

www.electricscotland.com

THANKS FOR READING

~~~~~ THE END ~~~~~

Filename: 1860s Alexander Hall 13JAN2021  
Directory: C:\Users\sab\Documents  
Template: C:\Users\sab\AppData\Roaming\Microsoft\Templates\Normal.dotm  
Title: Alexander Hall & Co., Shipbuilders, FOOTDEE, Aberdeen.  
Subject:  
Author: Bruce, Stanley  
Keywords:  
Comments:  
Creation Date: 13/01/2021 19:19:00  
Change Number: 130  
Last Saved On: 31/01/2021 22:31:00  
Last Saved By: Bruce, Stanley  
Total Editing Time: 3,344 Minutes  
Last Printed On: 31/01/2021 22:32:00  
As of Last Complete Printing  
Number of Pages: 187  
Number of Words: 44,530 (approx.)  
Number of Characters: 253,823 (approx.)