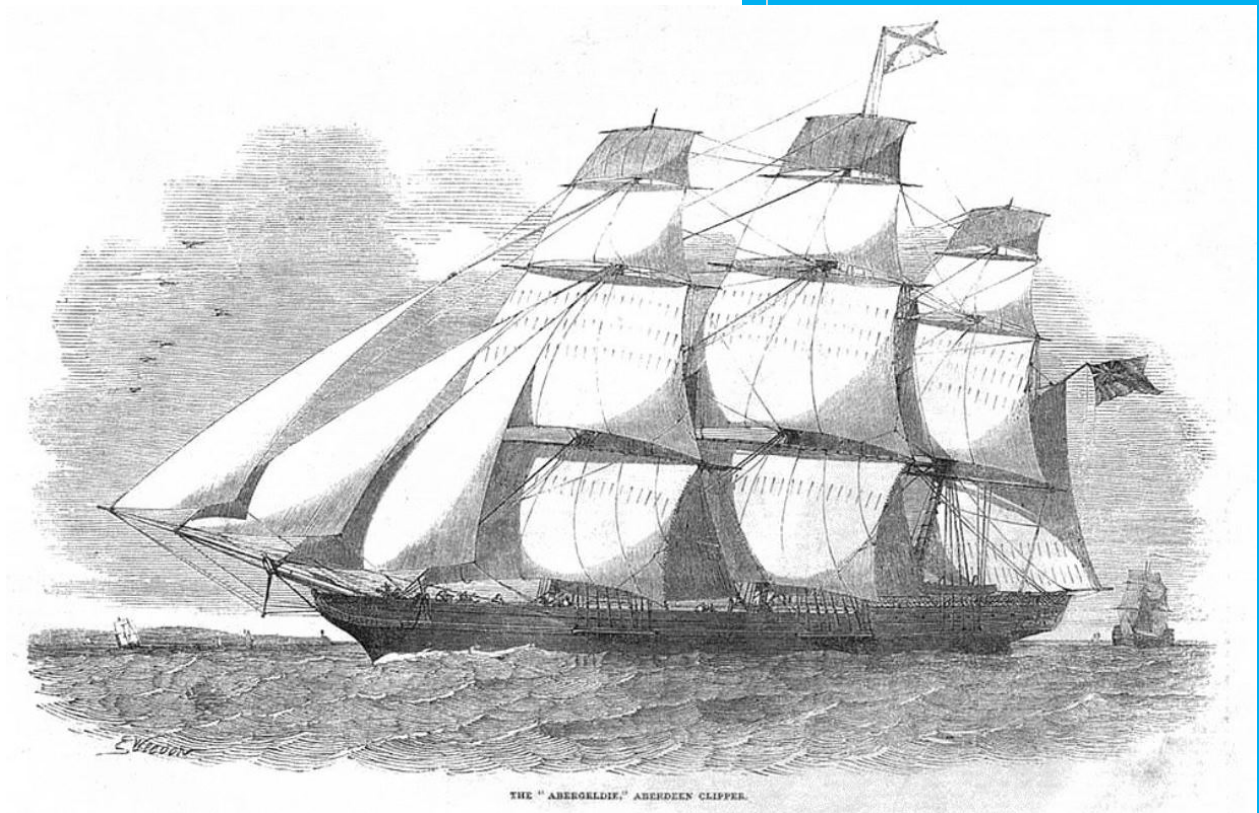


2018-v1

# LESLIE: Ship-owners, Shipmasters, & Shipbuilders of Aberdeen (An Introduction).



**STANLEY BRUCE**

Due to the age of the photographs and paintings in this book most of them are 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 'Unknown' I would be very happy for you to get in touch if you know the artist or photographer.

*Cover photograph – Aberdeen clipper ship the 'Abergeldie'.  
(The Illustrated London News, 1851).*

This book has been published on an entirely non-profit basis, and made available to all online free of charge as a pdf. The aim of the book is to make the history of ships owned, sailed by, and built by Leslie's of Aberdeen available to a wider audience. There is much available on the internet, especially on [www.aberdeenships.com](http://www.aberdeenships.com) but unfortunately what's currently available is scattered and doesn't give the full picture.

If you have any comments regarding this book, or any further information, especially photographs or paintings of ships, owners, or masters where I have none, please get in touch as it would be historically good to show at least one for each ship / person. Since the book is only published electronically it should be easy enough to make any additions and issue a newer edition.

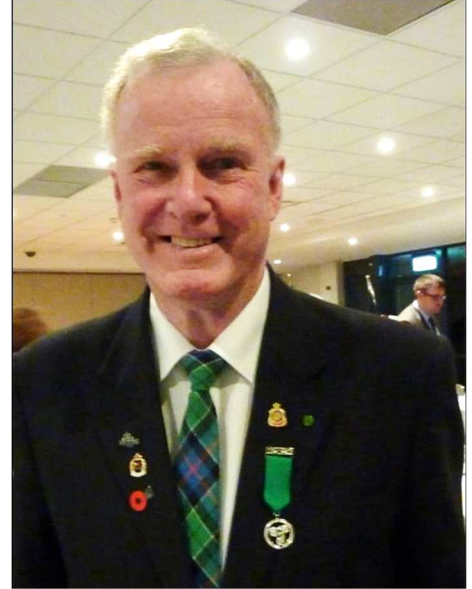
I can be contacted at [bardofthebroch@yahoo.com](mailto:bardofthebroch@yahoo.com)

<https://www.electricscotland.com/history/aberdeen/aberdeenshipbuilding.htm>

**If printing this book, it is best printed in A4 or as an A5  
booklet.**

## **Preface**

Aberdeen has been known as a shipping and fishing centre for hundreds of years and I have read about Captain James Leslie, George Leslie and other members of the Leslie clan (with the single “s” and double “s” in the name) who have been operating from Aberdeen and using the port to ship herrings to Stettin and Danzig.



Stanley Bruce is to be congratulated on the comprehensive research he has undertaken on the many ships owned or captained by Leslie Clan members. This book will have its place in the history of Clan Leslie and the Aberdeen shipping industry. It not only identifies the ships built in Aberdeen during the 18<sup>th</sup> and 19<sup>th</sup> centuries but provides a reliable reference to members of the Leslie family who either owned or operated these ships.

Readers should find this book a reliable source of information on both the history of Aberdeen shipping and the Leslie connections.

***J. Barrie Leslie. JP. Du. A.***

***Sydney, Australia.***

## **Copyright Terms**

You are free to digitally distribute (Free of charge) or digitally 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.

**Dedicated to Barrie Leslie, Sydney, Australia.**



**LESLIE,  
SHIP-OWNERS,  
SHIPMASTERS,  
AND  
SHIPBUILDERS  
OF  
ABERDEEN  
(AN INTRODUCTION).**

**BY**

**STANLEY BRUCE**

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*Regent Quay / Upper Dock, Aberdeen, c1900.*

*Berthed at Regent Quay is possibly the 'Greyfriars' owned by William Leslie & Co.*

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## Introduction

I didn't set out to write a book of this title; I was researching ships built by Walter Hood & Co., Shipbuilder, Footdee, Aberdeen, when I kept coming across the name George Leslie, ship-owner, Aberdeen. I made a note of his ships as I went along, simply because I had occasionally in the past sent Leslie related information to Barrie Leslie in Sydney, Australia, and often he would include it in his Clan Leslie Society of Australia and New Zealand (CLANZ), Down Under Newsletter. So, this book evolved from a one page list of 24 ships that I sent him on the 1<sup>st</sup> September 2017, now expanded greatly.



Shipbuilder Andrew Leslie was one of the many Aberdeen apprentices who took what they had learned in Aberdeen further afield. Andrew established his own shipyard on the Tyne, and his entrepreneurship led to the building of 778 ships.

As you read through this book you'll see that most of the ships were owned by many shareholders, with each ship having 64 shares. These shareholders were merchants, shipmasters, shipbuilders, but also from all trades and classes e.g. fleshers (butchers), shoemakers, tanners, watchmakers, farmers, spinsters, advocates, surgeons, school-masters, book-keepers, gardeners, labourers, etc., and believe it or not candle stick makers!

Included in this book is basically what I found, however, I am no family history researcher, and there will be much more out there. I hope this compilation inspires others to dig deeper and write down what they find to share with all.

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

*Former shipbuilder,*

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



## **Leslie Ship-owners, Shipmasters, and Shipbuilders of Aberdeen.**

The following are some of the Leslie names I came across during my research into the shipbuilders and ship-owners of Aberdeen.

### **Andrew Leslie, shipbuilder, Aberdeen.**

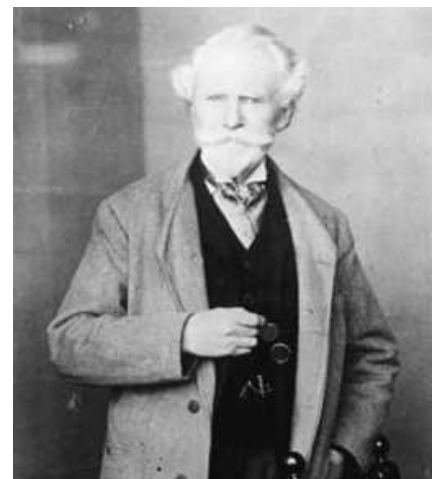
Andrew Leslie (1818 to 1894).

1818, born in Garth, Dunrossness, Shetland, the son of a dispossessed Shetland crofter, but raised in Aberdeen.

He was an apprentice at the yard of John Vernon & Co., Footdee Iron Works, York Place, Footdee, Aberdeen. He initially worked as a rivet-catcher, however he served his time as a boiler maker. He was quickly promoted to a foreman, and continued his development by taking tutoring in the evenings in technical drawing by Charles Mitchell (1820 to 1895), who was later a prominent shipbuilder on the Tyne and a benefactor to the City of Aberdeen, Mitchell Hall is named after him. When John Vernon died c1849 he took over the business, and in 1849 launched the schooner 'Gem' which was launched from the yard at Provost Blaikie's Quay, Inches (Upper Dock). However, he was enticed southward to Newcastle by John Coutts, and by 1853 Leslie established his own shipyard 'A. Leslie & Co.' on an 8-acre site at Hebburn Quay, Newcastle, and built houses for his



*Andrew Leslie.  
(Photographer unknown).*



*Charles Mitchell.  
(Photographer unknown).*

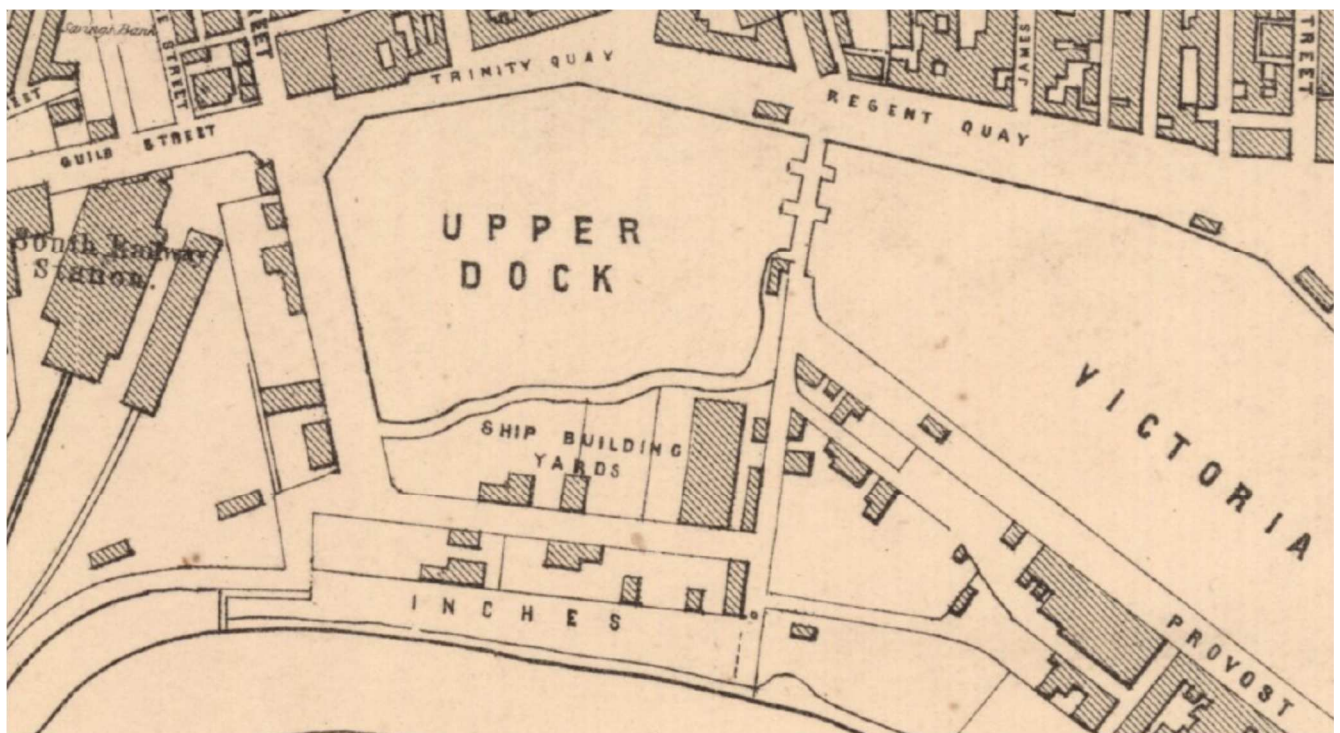
LESLIE, Ship-owners, Shipmasters, & Shipbuilders of Aberdeen (An Introduction). Stanley Bruce, 2018-v1. workers. From 1854 to 1885 the firm built 255 ships, and employed at its peak around 2,700 workers. Alexander Leslie retired c1885 and the company merged with the locomotive manufacturer R. & W. Hawthorn to create R. & W. Hawthorn Leslie and Company Limited (aka Hawthorn Leslie), shipbuilders and locomotive manufacturers, and from 1885 to 1955 they built a further 449 ships. In 1954, the company became Hawthorn, Leslie (Ship Builders) Ltd., and from 1955 to 1968 built a further 42 ships. 1<sup>st</sup> January 1968, the Company's shipbuilding interests were merged with that of Swan Hunter and the Vickers Naval Yard to create Swan Hunter & Tyne Shipbuilders, and from 1969 to 1982 they built a further 32 ships. 778 ships in total, quite a legacy.

1894, 27<sup>th</sup> January: Andrew Leslie died, aged 75, and is buried in a family plot at Rosebank Cemetery in Edinburgh.

### **Andrew Leslie & Co., Aberdeen.**

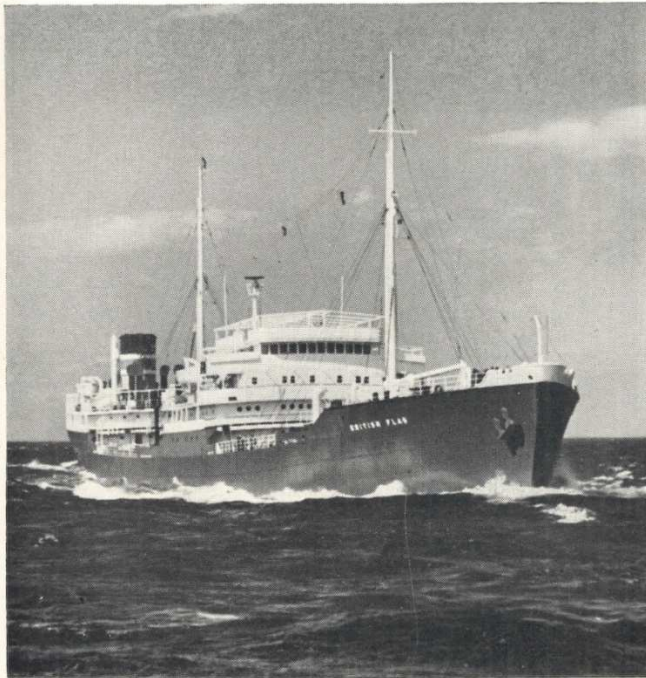
Office Address: Boilermakers and General Blacksmiths, Provost Blaikie's Quay, Inches<sup>1</sup>.

Home address: No. 28 Wellington Street<sup>1</sup>.



*1862 map by Keith and Gibbs showing the Upper Dock shipyards.*





*An example of a ship built on the Tyne at Hawthorn Leslie, the 11,327 GRT tanker 'British Flag'. (Directory of Ship-owners, Shipbuilders, and Marine Engineers, 1954).*

built and engined by

## **Hawthorn Leslie**

*Builders of*

Passenger and Cargo Vessels, Tankers,  
Warships of all Types,  
Doxford, Sulzer & Werkspoor Diesel Engines,  
Marine Turbines and Water Tube Boilers



**SHIP & ENGINE REPAIRS. DRY DOCK 502' x 66'**

R. & W. HAWTHORN LESLIE & CO. :: NEWCASTLE UPON TYNE

### **Alexander Leslie, shipmaster.**

Master of the 'Halifax Packet'.

1824 / 1825 - No. 27 Constitution Street.

Master of brigantine 'Albion' (226 tons, built 1826).

Aberdeen Post Office Directories, home addresses:

1827 / 1834 - No. 27 Constitution Street.

1834 / 1839 - No. 40 Constitution Street.

1839 / 1855 - No. 46 Constitution Street.

## **George Leslie, shipmaster, and ship-owner, Aberdeen.**

George Leslie was born c1789.

1819: date of the first ship I found part-owned by George Leslie (4/64 shares), she was the brigantine 'Cyrus' (128 tons), built in 1819 by local shipbuilder James Thornton, The Inches (Upper Dock), Aberdeen.

Master of the sloop 'Newcastle' (93.7 tons, built 1820).

Aberdeen Post Office Directories, home addresses:

1824 / 1830 - No. 31 Constitution Street.

Master of the smack 'Fame' (111/120 tons, built 1806).

1831 / 1834 - No. 31 Constitution Street.

1834 / 1835 – No. 44 Constitution Street.

1835 / 1836 – Crown Street.

1836 / 1840 – South Crown Street.

### **Regular Trader to Newcastle.**

The Smack FAME, 120 tons register, George Leslie, master, sails to and from  
Newcastle every fourteen days.

Passage, 21s.

George Cruickshank, manager, Aberdeen—Office, 2, James-street.

*Extract from the Aberdeen Post Office Directory 1831 / 1832, showing  
George Leslie as master of the smack 'Fame'.*

**Newcastle Traders**

Sail to and from Newcastle every 14 days.

WELLINGTON, 67 tons, Thomas Gordon.—FAME, 94 tons, G. Leslie.

George Cruickshank, Manager, 45, Marischal-street.

1837—38

*Extract from the Aberdeen Post Office Directory 1837 /1838, showing George Leslie as master of the smack 'Fame'.*

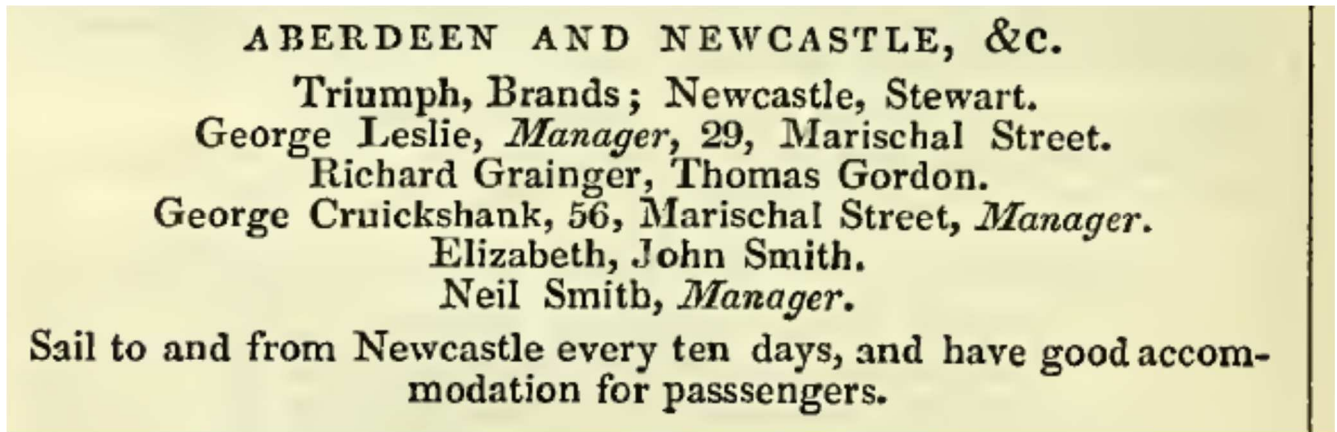
George Leslie worked from an office at No. 29 Marischal Street, Aberdeen, and resided at South Crown Street. (*Aberdeen PO Directory 1839/40*).



*No's 29 to 33 Marischal Street, No. 29 (door on the left) was a former office of George Leslie & Co.*



1843: George Leslie served as a Harbour Commissioner at Aberdeen.



*1842 – 1843 Aberdeen Post Office Directory.*

George Leslie worked from an office at No. 11 Regent Quay, Aberdeen (now demolished), and resided at No. 146 Crown Street. (*Aberdeen PO Directory 1860/61*).



*Breaking Clouds Regent Quay Aberdeen. (Postcard by Davidson). Buildings to the left No. 11 Regent Quay, were former offices of George Leslie & Co.*

ADVERTISEMENTS.

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**GEORGE LESLIE & CO.,**  
SHIPOWNERS,  
COAL, COKE, CANVAS, ROPE, AND TWINE MERCHANTS,  
*Mast, Spar and Sail Makers, and Riggers,*  
**76 UNION STREET.**

~~~~~  
*Works—PROVOST BLAIKIE'S QUAY.*  
~~~~~

**COAL DEPARTMENT.**

FINEST ENGLISH and SCOTCH COALS, COKE, &c., always in  
Stock, and at *Lowest current Prices.*  
COALS SCREENED BY STEAM POWER.

—————  
**SAIL DEPARTMENT.**

SAILS on Newest Principles, TARPAULINS, TENTS, &c.,  
made to Order.  
MASTS and SPARS ; RIGGING Fitted and Refitted, &c., &c.

~~~~~  
**ESTIMATES FURNISHED.**  
~~~~~

*TRADERS TO AND FROM NEWCASTLE AND LONDON.*  
GOODS CARRIED AT LOWEST RATES.

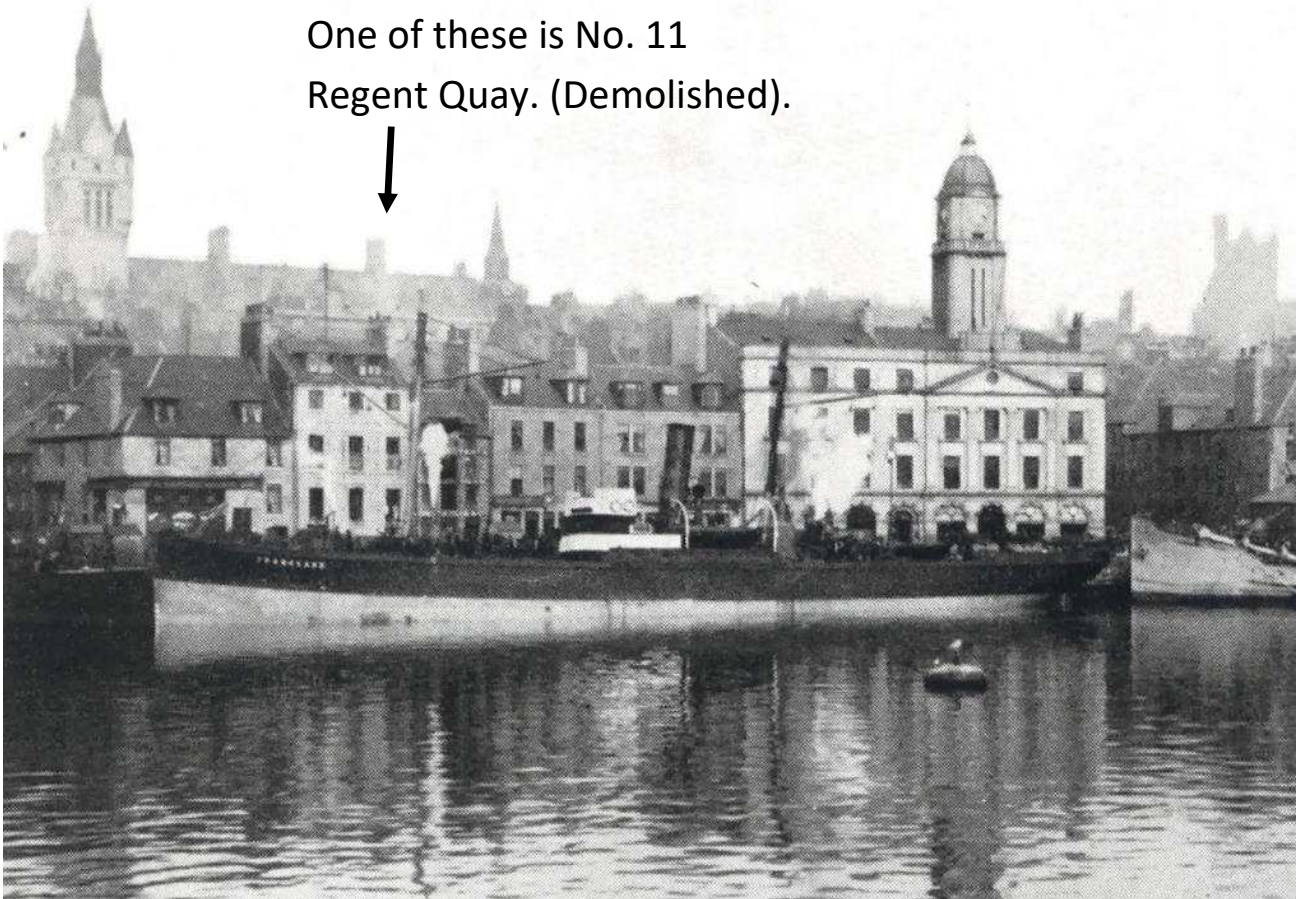
—————  
AGENT AT NEWCASTLE—JOHN OCHILTREE, QUAYSIDE.  
LONDON REFERENCE—Messrs. A. & F. MANUELLE, 59 MARK  
LANE, E.C.

*Advert from 1881-2 Aberdeen Directory.*



1861, 12<sup>th</sup> August: George Leslie, merchant and ship owner died aged 72-years, however the company continued in his name. The business George Leslie & Co. continued in his name after his death. A 1881-2 advert gives the firms main office as No. 76 Union Street, Aberdeen, and gives works as Provost Blaikie's Quay, Aberdeen. George is buried in the Nellfield Cemetery, Aberdeen. See **Appendix D** for more family history information.

One of these is No. 11  
Regent Quay. (Demolished).



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

### **James Leslie, clerk.**

In the 1830's he worked as a clerk for George Thompson & Co., ship-owner and insurance agent, office No. 13 Regent Quay.

In the 1850's he was working as a clerk for George Leslie & Co. ship-owner, office No. 11 Regent Quay, Aberdeen<sup>1</sup>.

Home address: Crown Street<sup>1</sup>.

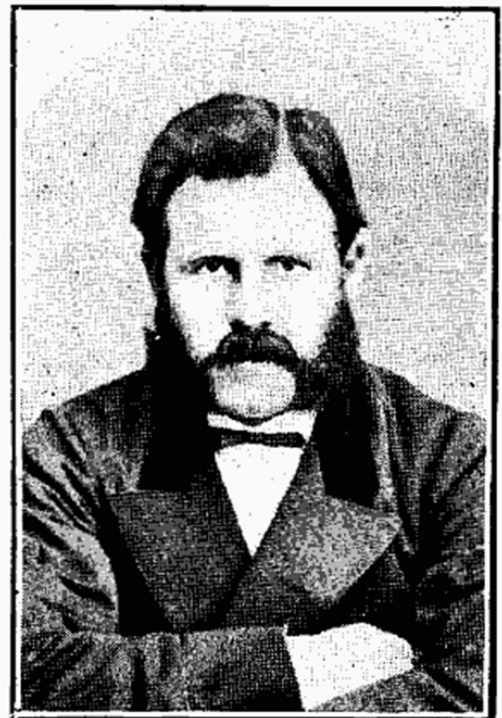
***James Leslie, captain / shipmaster.***

Home address: No. 38 St. Clements Street, Aberdeen<sup>1</sup>.

(Death of James Leslie 9<sup>th</sup> August 1864).

There was more than one James Leslie shipmaster / ship-owner, and I could not fully differentiate between them. See **Appendices H to S** for details of the vessels owned by or sailed by the James', and home addresses.

See **Appendix C** for some James Leslie Family History.



CAPTAIN LESLIE.

*Captain James Leslie.  
(Photographer unknown).*

**James Leslie, excise officer.**

Home address:

1831 / 1832 – No. 11 Crown Street.

1833 / 1834 – No. 51 Bon-accord Street.

**John Leslie, shipmaster / ship-owner.**

There was more than one John Leslie shipmaster / ship-owner, and I could not differentiate between them. See **Appendices I to S** for details of the vessels owned by or sailed by the John's, and home addresses

**John Leslie & Partners, Aberdeen.**

For a list of ships owned by John Leslie & Partners see **Appendix C**.

**Robert Downie Leslie, advocate.**

Born at Scrabster, Thurso, 24<sup>th</sup> January, 1848.

Educated at Grammar School, Aberdeen, 1863 to 1865.

Office No. 137 Union Street, home address No. 6 Bon-Accord Terrace.  
(Aberdeen PO Dir 1900-1901).

In partnership with James Hay (1896), firm being **R. D. Leslie & Hay**. Notary Public. Secretary, Iron Trades' and Shipbuilding Employers' Association, in Aberdeen.<sup>9</sup>

**Thomas Leslie, shipmaster.**

Master of the brig 'Glentanner' (161 tons) built in 1811.

Aberdeen Post Office Directories:

1824 / 1828 – home address, Berryden, Aberdeen.

**William Leslie, ship-owner.**

**W. Leslie & Co**, office No. 59, Marischal Street, Aberdeen. Ship-owners, Shipbrokers, and Herring Exporters.

1874: The company was established by William Leslie.

1892: James Cran became a partner.

1909: Incorporated as a Private Limited Company.

Managers of the Leslie Steamship Co., Ltd., and of the Aberdeen and Glasgow Steamship Co., Ltd., during the existence of the Companies.

1875 / 1876 Po Dir.: William Leslie & Co., ship insurance brokers, and commission agents, No. 53 Marischal Street.

**For further information on the above see appendices I to S**

## **Shareholders**

Many of the vessels in this book were owned by more than one owner. The General Ship-owners Society from 1823 adopted a system where ownership of a vessel was split-up into 64 shares. This later became mandatory in the Merchant Shipping Act of 1854.

The 1854 Act also states that:

- Not more than 64 individuals shall be entitled to be registered at the same time as owners of any one ship.
- A person shall not be entitled to be registered as Owner of a fractional part of a share in a ship, but any number of persons not exceeding five may be registered as joint owners of a ship or of any share or shares therein.

## **Subscribing Owners**

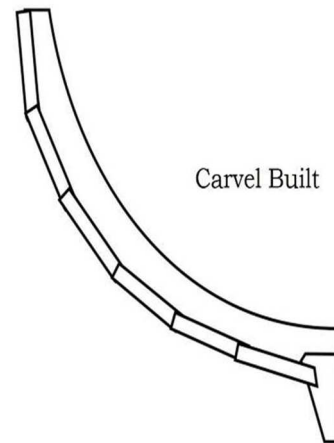
The Merchant Shipping Act (1786) required all British ships of more than 15 tons to be registered with the Custom House in their home port, in this case Aberdeen. A copy, known as a transcript of every Aberdeen ship register entry was sent to the Custom House in Edinburgh. The Act gave specific details of what was to be included in the numbered registry certificate, this included the ship dimensions, tonnage etc., and the names of the subscribing owners. The Act required that the subscribing owners took an oath and to swear that they were the owners of the vessel.

## **Official Registration Numbers**

Became mandatory with the Merchant Shipping Act, 1854, although many ships have numbers preceding this date. Ships built before this date, but still sailing on or after 1854 seem to have been allocated a number. Aberdeen Register of Ships commenced in 1824 / 1825.

## Carvel Built

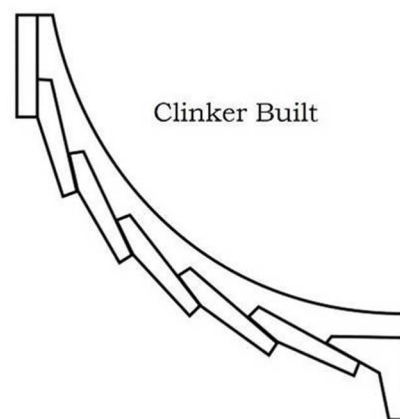
All the wooden hulled ships in this book were 'Carvel' built. This means that the ship frames (ribs) were erected first, then the hull planks were fitted side-by-side, and caulked in-between. This was a boat-building technique used for larger hulled wooden boats. Smaller boats were usually 'clinker' built (aka clench built), which means the frames were erected first then the hull planks were fitted over-lapping one another.



*Carvel Construction.*

## Clinker Built.

A method of boat-building where the frames are erected first then hull planks are laid side by side on the frames and each plank is fitted partly over the adjacent plank to form the hull. The planks are fitted starting at the keel and working upwards. This method of construction is only used on smaller boats.



*Clinker Construction.*

**Aberdeen Built Ships Connected with Leslie's.**

The following table shows ships built in Aberdeen that I found owned, or part-owned by Leslie's; ships where the shipmaster was a Leslie, and ships built in Aberdeen by a Leslie.

<b>Name</b>	<b>Type / GRT</b>	<b>Date</b>	<b>Construction</b>	<b>Builder</b>	<b>Owner / Master</b>
Glentanner	Brig / 161t	1811	Wood	Unknown	Shipmaster: Thomas Leslie.
Aboyne of Aberdeen	Brig / 156t	1814	Wood	Unknown	Shipmaster: A Leslie.
Abundance	Brigantine / 112t	1816	Wood	Alexander Hall & Co.	Shipmaster: W. Leslie.
Venus	Brig / 206t	1816	Wood	Unknown	William Leslie, part owner, 2/64 shares.
Champion	Smack / 155t	1818	Wood	William Duthie & Co.	Shipmaster: Leslie.
Elrick	Brig / 164t	1818	Wood	Unknown	Elizabeth Fraser, wife of James Leslie, Surgeon, part owner, 4/64 shares.
Norval	Brigantine / 188t	1818	Wood	William Duthie & Co.	Shipmaster: A. Leslie.
Cyrus	Brigantine / 128t	1819	Wood	James Thornton	George Leslie, part-owner, 4/64 shares.
Triumph	Smack / 158t	1819	Wood	William Duthie & Co.	1836: George Leslie, owner, 64/64 shares.
Newcastle	Sloop / 93.7t	1820	Wood	Unknown	Shipmaster: George Leslie.
Sir Charles Forbes	Ship / 364t	1824	Wood	Alexander Hall & Co.	Shipmaster: James Leslie.
Favourite	Schooner / 86.5t	1825	Wood	William Rennie	Shipmaster: John Leslie.

<b>Name</b>	<b>Type / GRT</b>	<b>Date</b>	<b>Construction</b>	<b>Builder</b>	<b>Owner / Master</b>
Scotsman	Brig / 115t	1825	Wood	George Levie & Co.	Owner: Leslie & Co., Aberdeen.
Janet	Schooner / 99t	1826	Wood	William Duthie & Co.	1834: Shipmaster, George Leslie.
Albion	Brigantine / 266t	1826	Wood	Alexander Hall & Co.	Alexander Leslie, part-owner 12/64 shares. William Leslie yr, merchant 6/64 shares.
Marmion	Schooner / 78t	1826	Wood	Alexander Hall & Co.	George Leslie: part-owner 8/64 shares.
Universe	Barque / 281t	1826	Wood	William Duthie & Co.	1837: George Leslie, shipmaster.
Eagle	Hermaphrodite / 92t	1826	Wood	Robert & Peter Mathieson	Alexander Leslie, waiter, part owner, 4/64 shares.
Corsair	Schooner / 103t	1827	Wood	William Duthie & Co.	George Leslie: part-owner 8/64 shares.
Duke of Gordon	Smack / 191t	1827	Wood	Nicol Reid & Co.	1837 to 1839: owner George Leslie.
Medora	Smack / 89t	1827	Wood	William Duthie & Co.	George Leslie: part-owner 4/64 shares.
Patriot	Brigantine / 140t	1827	Wood	William Duthie & Co.	William Leslie, mason, New Deer, part-owner 4/64 shares.



<b>Name</b>	<b>Type / GRT</b>	<b>Date</b>	<b>Construction</b>	<b>Builder</b>	<b>Owner / Master</b>
Childe Harold	Brigantine / 115t	1828	Wood	Alexander Hall & Co.	1843: shipmaster, John Leslie.
Matilda	Schooner / 109t	1829	Wood	Alexander Hall & Co.	George Leslie: part-owner 4/64 shares.
William	Hermaphrodite / 92t.	1831	Wood	William Rennie.	John Leslie: part-owner, and shipmaster.
Supply	Brigantine / 150t	1836	Wood	Nicol Reid & Co.	1841: shipmaster, Leslie.
Harmony	Brig / 142t	1838	Wood	Alexander Hall & Co.	William Leslie, mason: part-owner, 4/64 shares.
Ann Smith	Barque / 292t	1839	Wood	Alexander Hall & Co.	George Leslie: part-owner, 32/64 shares.
Scottish Maid	Schooner / 142t	1839	Wood	Alexander Hall & Co.	1843: owner George Leslie
Charlotte	Brig / 156t	1839	Wood	Nicol Reid & Co.	1844 / 1847: shipmaster, John Leslie.
Inconstant	Brig / 186t	1839	Wood	John Duffus & Co.	1842 / 1843: owner, William Leslie, North Street.
Aberdonian	Schooner / 145t	1840	Wood	Alexander Hall & Co.	George Leslie, & James Leslie: owners, 32/64 shares each.
Alexander	Brig / 207t	1840	Wood	John Ronald & Co.	George Leslie: part-owner, 40/64 shares.

<b>Name</b>	<b>Type / GRT</b>	<b>Date</b>	<b>Construction</b>	<b>Builder</b>	<b>Owner / Master</b>
Fame	Brig / 154t	1840	Wood	Walter Hood & Co.	1841 to 1846: George Leslie, part owner 48/64 shares.
John Hector	Brig / 190t	1840	Wood	Alexander Duthie & Co.	John Leslie: part-owner, 8/64 shares, & shipmaster.
Newcastle	Schooner / 172t	1842	Wood	Alexander Duthie & Co.	George Leslie: owner, 64/64 shares.
Queen of the Tyne	Schooner / 192t	1844	Wood	Walter Hood & Co.	George Leslie: owner, 64/64 shares.
Consort	Schooner / 199t	1845	Wood	Walter Hood & Co.	George Leslie: owner, 64/64 shares.
Triumph	Schooner / 181t	1845	Wood	Unknown	George Leslie: owner.
Margaret Milne	Barque / 279t	1847	Wood	Unknown	Andrew Leslie: boilermaker, part-owner, 21/64 shares.
Ben Muick Dui	Barque / 244t	1848	Wood	Alexander Hall & Co.	George Leslie: part-owner, 56/64 shares.
Gem	Schooner / 100t	1849	Iron	Andrew Leslie & Co.	James Robb, merchant, Aberdeen: 64/64 shares.
Abergeldie	Ship / 600t	1851	Wood	Walter Hood & Co.	George Leslie: owner, 64/64 shares.
Granite City	Barque / 772t	1853	Wood	Walter Hood & Co.	D. Leslie: shipmaster.

<b>Name</b>	<b>Type / GRT</b>	<b>Date</b>	<b>Construction</b>	<b>Builder</b>	<b>Owner / Master</b>
Ben Avon	Ship / 667t	1854	Wood	Alexander Duthie & Co.	George Leslie: owner, 64/64 shares.
Nightingale	Brig / 329t	1855	Wood	George P. Milne	James Leslie: manager, 4/64 shares.
Jason	Ship / 877t	1858	Wood	Walter Hood & Co.	J. M. Leslie, shipmaster.
Rover	Brig / 213t	1859	Wood / Iron frames.	Alexander Duthie & Co.	John Leslie, shipmaster.
Nereid	Brig / 191t	1860	Wood	Walter Hood & Co.	George Leslie: owner, 64/64 shares.
Golden Sheaf	Brig / 225t	1866	Wood	David Burns & Co.	William Leslie, part-owner 8/64 shares.
May Queen	Ship / 733t	1869	Iron	Alexander Hall & Co.	John Leslie, part-owner, 21/64 shares, & shipmaster.
Calypso	Steamer / 1,061t	1874	Iron	Alexander Hall & Co.	Owners, Leslie & Shirras.
Grandholm	Steamer / 369t	1879	Iron	Hall, Russell & Co.	William Leslie, shipbroker, Aberdeen, 64/64 shares. (Later John Leslie, Donbank, Aberdeenshire 4/64 shares).
Goval	Steamer / 443t	1881	Iron	Hall, Russell & Co.	William Leslie, merchant, Aberdeen: owner 64/64 shares.

<b>Name</b>	<b>Type / GRT</b>	<b>Date</b>	<b>Construction</b>	<b>Builder</b>	<b>Owner / Master</b>
Garrawalt	Steamer / 493t	1882	Iron	A. Hall & Co.	Owners: Aberdeen and Glasgow Steamship Co. (W. Leslie).
Gipsy (A612).	Trawler / 160t	1883	Iron	John Duthie, Sons & Co.	Owners, Leslie Steamship Co., Ltd., Aberdeen.
Grip Fast	Steamer / 860t	1883	Iron	Hall, Russell & Co.	William Leslie, merchant, Aberdeen: owner 64/64 shares.
Grandholm	Screw Steamer / 1,408t	1884	Iron	Hall, Russell & Co.	Owner: The Grandholm Steamship Co., Ltd., Aberdeen, William Leslie managing owner.
Garthdee	Steamer / 679t	1890	Steel	Hall, Russell & Co.	Owners: Aberdeen and Glasgow Steamship Co. (William Leslie).
Goval	Steamer / 462t	1891	Steel	Hall, Russell & Co.	Owner: Leslie Steamship Co., Ltd., (William Leslie).
Greyfriars	Screw Steamer / 1,285t.	1894	Steel	Hall, Russell & Co.	Owner: Leslie Steamship Co., Ltd.

Name	Type / GRT	Date	Construction	Builder	Owner / Master
Haller	Screw Steamer / 379t	1896	Steel	John Duthie, Sons & Co.	Owner: Earl J. Leslie, No. 59 Dock Street, Dundee.
Gilcomston	Screw Steamer / 1,456t.	1900	Steel	Hall, Russell & Co.	Owner: Leslie Steamship Co., Ltd.
Internos	Trawler / 114t.	1975	Steel	John Lewis & Sons.	Owner: Leslie Fishing Co., Limited, Aberdeen
Supreme	Trawler / 114t.	1976	Steel	John Lewis & Sons.	Owner: Leslie Fishing Co., Limited, Aberdeen

### Glentanner (1811).

#### Thomas Leslie - shipmaster.

She was built as a Coaster to carry general cargo and is known to have traded at London, Aberdeen, Leith, Dartmouth, Sunderland, and Greenock. In 1815 and 1820, she carried emigrants to Halifax, Pictou, Miramichi, Quebec, and Cape Breton, Canada, returning with cargoes of timber. She is also recorded as sailing to Danzig (Germany, now Gdansk, Poland), Gibraltar, and Leghorn (Livorno, Italy). She spent her Later years as a coaster trading at Dublin and Belfast.

<b>Ship Name(s)</b>	<b>Glentanner.</b>
<b>Shipbuilder</b>	Unknown. <i>(Thought to have been built in Aberdeen, possibly by William Stephen &amp; Co., Footdee).</i>
<b>Rig</b>	Brig (Snow), 2 masts, 1 deck, a square stern, and a standing bowsprit. (She carried 3 guns).
<b>Launch Date</b>	1811.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>David Milne</b> , merchant, Aberdeen (64).

*Continued.*

**Glentanner (1811). (Continued).**

<b>Registered Port</b>	Aberdeen. Official No.: 303250.
<b>GRT</b>	161 tons.
<b>Length</b>	77 feet, 10 inches. (23.72m)
<b>Breadth</b>	22 feet, 2 inches. (6.76m).
<b>Depth</b>	13 feet, 6 inches. (4.11m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class A1. 1821: downgraded to Class E1.
<b>Other information</b>	1815: owned by Duff. August 1815: she carried 17 immigrant passengers in her accommodation to Canada, they disembarked at Halifax and Pictou. 1818 / 1820: <b>shipmaster was Thomas Leslie.</b> July 1820: she carried 141 immigrants from Tobermory to Canada, 18 disembarked at Quebec and 123 at Cape Breton. The passengers travelled as 'Steerage' with most being accommodated in the hold, which had been temporarily converted with a false deck and bunks for specially for this purpose. 1821 / 1822: owned by A. Mackie. 1823 / 1827: owned by McKenzie. 1827: owned by John Booth Junior, merchant, and Livingston Booth, merchant, 32 shares each. Her rig was altered to a brigantine
<b>Date Scrapped / Lost</b>	22 <sup>nd</sup> December 1831: while on passage from Stockholm, Sweden to Limerick, Ireland, she was caught in a gale and dropped anchors, but due to the ferocity of the storm she was driven from her anchors and stranded at Lochmaddy, North Uist, Western Isles, Scotland, all hands were saved. 11 <sup>th</sup> February 1832, after removal of her cargo of iron she slipped off and sank in deep water. (Reports state she was later raised, but was a complete wreck).

**Aboyne of Aberdeen (1814).****A. Leslie - part-owner, and shipmaster.**

She was a general cargo carrier and is known to have traded at Aberdeen, Sunderland, Liverpool, Rochester, London, King's Lynn, the Baltic, Marseilles (France), St. Domingo (Dominican Republic), Copenhagen (Denmark), Gothenburg (Sweden), Gibraltar, and Venice (Italy).

<b>Ship Name(s)</b>	<b>Aboyne of Aberdeen.</b>
<b>Shipbuilder</b>	Unknown, but thought to be Gill Brebner, Footdee, Aberdeen.
<b>Rig</b>	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1814.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Guthrie &amp; Co.</b> 1826: R. Duthie (26), J. Philips (4), and <b>A. Leslie (4)</b> . Other shareholders: Alexander Duthie, Ruthrieston (8), Alexander Lon, merchant (4), Cumming Laing, merchant (2), John Dickie, merchant (2), James Strachan, bookbinder (2), Alexander Crombie, advocate (8), Thomas Burnett, advocate (4), Elizabeth Laird, relic of the deceased James Laird, shipmaster (4), Barbara Gordon, spinster (1), and Helen Gordon, spinster (1), all Aberdeen.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	156 tons.
<b>Length</b>	77 feet. (23.47m)
<b>Breadth</b>	22 feet, 2 inches. (6.76m).
<b>Depth</b>	13 feet, 5 inches. (4.09m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Unknown.

*Continued.*



**Aboyne of Aberdeen (1814). (Continued).**

<p><b>Other information</b></p>	<p>1815 / 1821: owned by Guthrie &amp; Co., and <b>shipmaster A. Leslie</b>.                  1822: owned by Duthie &amp; Co., and shipmaster J. Walker (succeeded <b>A. Leslie</b>).                  1823 / 1828: owned by Strachan &amp; Co.                  1831 / 1833: owned by Lamb &amp; Co., and described as an Exmouth Coaster.                  1839: owned by Clark &amp; Co., and registered in Portsmouth, England.                  1843: owned by E. R. Cole, and registered in Rochester, England.                  10<sup>th</sup> April 1829: owned by George and Matthew Lamb of Durham, England.                  1844: owned by G. Billing, and registered in Kings Lynn, England.                  1856: owned by R. Hoodless.</p>
<p><b>Date Scrapped / Lost</b></p>	<p>23<sup>rd</sup> February 1853: while on voyage from Kings Lynn to Hartlepool with six of a crew a N.NE force 10 wind got up and she stranded at Donna Nook, Tetney High Sand, near Grimsby, England and was completely lost. Her hull and materials were later sold locally for £65. The total financial loss on the vessel was estimated at £935, however she was only insured for £500.</p>

## Abundance (1816).

### William Leslie – shipmaster.

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

<b>Ship Name(s)</b>	<b>Abundance.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., York Street, Footdee, Aberdeen.</b>
<b>Yard No.</b>	20.
<b>Rig</b>	Brigantine, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1816.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Catto &amp; Co., Aberdeen (64). (1818 / 1819).</b>
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	112 tons.
<b>Length</b>	Approx. 68 feet. (20.73m)
<b>Breadth</b>	Approx. 20 feet. (6.10m).
<b>Depth</b>	Approx. 11 feet, 6 inches. (3.50m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Unknown.
<b>Other information</b>	1818 / 1819: shipmaster was <b>William Leslie.</b>
<b>Date Scrapped / Lost</b>	Unknown.

**Venus (1816).****William Leslie – part-owner.****William Leslie is recorded as shipmaster 1818 / 1819.**

She is known to have traded at London (England), Pernambuco (Brazil), and Bahai (Brazil).

<b>Ship Name(s)</b>	<b>Venus.</b>
<b>Shipbuilder</b>	Unknown. <i>(Thought to have been built in Aberdeen, possibly by William Stephen &amp; Co., Footdee).</i>
<b>Rig</b>	Brig (Snow), 2 mast, 1½ decks, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1816.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>P. Cormick.</b> Owners in 1824: Robert Catto, merchant (5), George Pirie, merchant (2), and Alexander Anderson, shipmaster (3), all Aberdeen. Other shareholders in 1824: John Catto (3), George Thomson (6), Robert Abercrombie (3), Alexander Duncan Junior (3), Alexander Cleye (3), William Pirie (2), William Simpson (2), William Johnston (2), <b>William Leslie (2)</b> , all merchants. James Grant, advocate (3), Simpson Ogilvie, advocate (3), James Blaikie, advocate (3), Alexander Nicol, shipmaster (3), William Leask, shipmaster (3), John Paul, farmer, Dyce (3), Mrs Ann Davidson (2), George Thomson (2), and William Simpson (2). Alexander Bannerman (1), William Mackie (1), David Milne (1), and Leslie Clark (1), all merchants.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	206 tons.
<b>Length</b>	82 feet. (24.99m)
<b>Breadth</b>	24 feet, 5 inches. (7.44m).
<b>Depth</b>	Unknown.
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class A1.
<b>Other information</b>	c1818: owned by Thomson. 1818 / 1819: <b>William Leslie</b> is recorded as shipmaster.
<b>Date Scrapped / Lost</b>	26 <sup>th</sup> November 1852: she was wrecked 1½ miles north of Aberdeen, Scotland, only one crew member survived. (The brig 'Armistead' owned by <b>George Leslie</b> was wrecked at the same time).

## Champion (1818).

### Leslie – shipmaster.

She was built as a Coaster to carry general cargo, and traded between Aberdeen and London.

<b>Ship Name(s)</b>	<b>Champion.</b>
<b>Shipbuilder</b>	<b>William Duthie &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Smack, 1 mast, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	August 1818.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen and London Shipping Company (64).</b> Trustees: Robert Catto, Robert Duthie, Alexander Duthie Junior, Alexander Brown, James Brebner, and George Elsmie.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	155 tons.
<b>Length</b>	69 feet, 7 inches. (21.21m)
<b>Breadth</b>	23 feet. (7.01m).
<b>Depth</b>	11 feet, 8 inches. (3.56m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Unknown
<b>Other information</b>	1823 / 1824: according to LRS 1823 the master was Robert Gilbert who was replaced by <b>Leslie</b> , then in 1824 the master was <b>Leslie</b> , who was replaced by Robert Gilbert. Seems <b>Leslie</b> was master for approximately 1-year. <i>(Possibly Captain <b>Thomas Leslie</b> of Berryden, Aberdeen, but not confirmed).</i> 1824 / 1825 Aberdeen PO Directory – Master recorded as Captain Robert Gilbert, home address No. 15 Commerce Street.
<b>Date Scrapped / Lost</b>	27 <sup>th</sup> October 1834: on passage from Aberdeen to London, she was driven onto the Gunfleet Sand, The Naze, Harwich, (England), and totally wrecked. Her crew was all saved, and her cargo and materials were saved and landed safely.

## Elrick (1818).

### Elizabeth Fraser, wife of James Leslie, surgeon – part-owner.

She is known to have traded at Liverpool, Falmouth, and London, and made passages to Rio de Janeiro (Brazil), Newfoundland (Canada), Cape of Good Hope (South Africa), Jamacia, Vera Cruz (Mexico), and to Malta.

<b>Ship Name(s)</b>	<b>Elrick.</b>
<b>Shipbuilder</b>	Unknown. <i>(Thought to have been built in Aberdeen).</i>
<b>Rig</b>	Brig (Snow), 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1818.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Owners in 1826: Alexander Forbes, merchant (26), John Booth Junior, merchant (4), and George M <sup>c</sup> Innes, ship-owner (4). Other shareholders in 1826: Francis M <sup>c</sup> Lean, Lieutenant, Royal Navy (8), James Forbes, merchant, Echt (8), James Knowles of Kirkville, merchant (4), James Watt, schoolmaster (4), Alexander Brown, merchant (4), all Aberdeen. <b>Elizabeth Fraser, wife of James Leslie, surgeon (4)</b> , and James Milne, farmer, Watermill (4), both Fraserburgh.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	164 tons.
<b>Length</b>	73 feet, 2 inches. (22.30m)
<b>Breadth</b>	23 feet, 5 inches. (7.14m).
<b>Depth</b>	13 feet, 9 inches. (4.19m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.
<b>Other information</b>	1822: owned by McLean, Aberdeen. 1830: owned by Alexander Forbes, Aberdeen.
<b>Date Scrapped / Lost</b>	Unknown.

## Norval (1818).

### A. Leslie – shipmaster.

From 1824 onwards she traded from Liverpool to New Orleans (USA), Montreal (Canada), Bahia (Brazil), Gibraltar, Quebec (Canada), Guyana (South America), and Baltimore (USA). She was also used as a coaster and traded with Cowes, South Shields, and London. April 1821, she took 7 immigrants to Quebec - **Leslie** master.

<b>Ship Name(s)</b>	<b>Norval.</b>
<b>Shipbuilder</b>	<b>William Duthie, York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Brigantine (Snow), 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1818.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Owners in 1824: Alexander Forbes, merchant (8), Alexander Gibbon, merchant (5), both Aberdeen, and George McInnes, Old Aberdeen (9). Other shareholders in 1824: William Bead (Reid), (5), William Stratton (4), Alexander Pirie (3), William Pirie (3), Patrick Pirie (2), James Barclay (2), Robert Gordon (2), James Riddell (3), Robert Ragg, (3), all merchants, Aberdeen. Charles Chalmers, advocate, Aberdeen (6), Robert Harvey of Braco (5), and Robert Grant, Drumminor (4).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	188 tons.
<b>Length</b>	83 feet. (25.30m).
<b>Breadth</b>	23 feet, 2 inches. (7.06m).
<b>Depth</b>	14 feet, 8 inches. (4.47m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Male bust.
<b>Classification</b>	Unknown.
<b>Other information</b>	1821 to c1829: <b>shipmaster A. Leslie.</b> c1823: owned by McInnes & Co. c1824: owned by Ragg & Co. c1826: owned by G. James. c1827 / c1828: owned by Foster & Co. c1829: owned by Innes & Co. c1831: owned by Kerr & Co. c1832: owned by Goldie. c1839: owned by William Swan. 1848 / 1849: owned by William Swan, Newcastle <sup>8</sup> . (Listed as GRT, 235 tons).
<b>Date Scrapped / Lost</b>	Unknown.

**Cyrus (1819).****George Leslie – part-owner.**

She was built as a coaster to carry general cargo, and is known to have traded at London, Hull, Humber, Bristol, and Lancaster. She is also recorded as sailing to Smyrna in Greece, Marseille in France, Leghorn in Italy, the Straits of Gibraltar, the Cape of Good Hope, South Africa, and to Jamaica.

<b>Ship Name(s)</b>	<b>Cyrus.</b>
<b>Shipbuilder</b>	<b>James Thornton, The Inches (Upper Dock), Aberdeen.</b>
<b>Rig</b>	Brigantine, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1819.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Robert Spring, Baker (8), William Spark, watchmaker (8), and Robert Lamb, shipmaster (4), all Aberdeen. Other shareholders in 1826: Alexander Low, Merchant (8), William Maitland, rope & sailmaker (8), William Crabb, baker (4), <b>George Leslie, shipmaster (4)</b> , John Williamson, flesher (4), all Aberdeen. James Barclay, farmer, Templand (8), and John Brand, Stonehaven (8).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	128 tons. (144 tons LRS).
<b>Length</b>	72 feet, 5 inches. (22.07m).
<b>Breadth</b>	20 feet, 6 inches. (6.25m).
<b>Depth</b>	12 feet, 3 inches. (3.73m).
<b>Construction</b>	Wood. (Copper sheathed).
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class A1. 1832: downrated to Class E1.
<b>Other information</b>	1823 / 1824: master / owner Roberts & Co. 1825 / 1828: master / owner J. Dawson.
<b>Date Scrapped / Lost</b>	Unknown.

**Triumph (1819).****George Leslie – owner.**

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

<b>Ship Name(s)</b>	<b>Triumph.</b>
<b>Shipbuilder</b>	<b>William Duthie &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Smack, 1 mast, 1 deck, a square stern, and a running bowsprit.
<b>Launch Date</b>	2 <sup>nd</sup> April 1819.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	James Brebner, merchant, George Elsmie, merchant, Alex Duthie Junior, merchant, all Aberdeen. Other shareholders: Rob Duthie, merchant, Rob Catto, merchant, and Alex Brown, merchant, all Aberdeen. (Breakdown of shares unknown).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	158 tons.
<b>Length</b>	71 feet, 7 inches. (21.82m).
<b>Breadth</b>	22 feet, 11 inches. (6.99m).
<b>Depth</b>	12 feet, 6 inches. (3.81m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Unknown.
<b>Other information</b>	1822 to 1833: owned by the Aberdeen Shipping Co. 1827 to 1836: shipmaster was <b>John Leslie</b> (formerly master of the 'Expert'), address No. 3 Prince Regent Street, Footdee, and from 1833 - No. 28 College Street, Aberdeen, and from 1835 - No. 7 Constitution Street, Aberdeen. (Aberdeen Post Office Directories). 1836: owned by <b>George Leslie, shipmaster</b> , Aberdeen, 64/64 shares. She underwent alterations including fitting a second mast, a standing bowsprit, and altered to a schooner rig. 1839: owned by the London Shipping Co.
<b>Date Scrapped / Lost</b>	c1848: her certificate of registration was cancelled 30 <sup>th</sup> March 1848 due to having been wrecked, location / details unknown.



## Newcastle (1820).

### George Leslie – shipmaster.

She is known to have traded at Aberdeen, London, England, and Bordeaux, France.

<b>Ship Name(s)</b>	<b>Newcastle.</b>
<b>Shipbuilder</b>	Unknown. <i>(Thought to have been built in Aberdeen, possibly by John Gill.)</i>
<b>Rig</b>	Sloop, 1 mast, 1 deck, a square stern, and a running bowsprit.
<b>Launch Date</b>	1820.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Neil Smith, merchant, Andrew Oldman, merchant, and Leslie Cruickshank, merchant. Other shareholders in 1825: William M <sup>c</sup> Kinnon, merchant, and George Smith, glazier, both Aberdeen, and trustees of the Aberdeen & Newcastle Shipping Company of Aberdeen (64).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	93.7 tons.
<b>Length</b>	59 feet, 8 inches. (18.19m).
<b>Breadth</b>	19 feet, 6 inches. (5.94m).
<b>Depth</b>	10 feet, 2 inches. (3.10m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Unknown. Probably not classed due to her small tonnage.
<b>Other information</b>	1824 to c1830: <b>shipmaster George Leslie</b> , (home address from 1824 to 1834, was No. 31 Constitution Street, Aberdeen). 1831: <b>George Leslie</b> was master of the smack 'Fame'. 4 <sup>th</sup> April 1831: owned by John Thomas Menzies shipbuilder of Leith. 1832: owned by Menzies & Co., and rigged as a smack.
<b>Date Scrapped / Lost</b>	Unknown.

## **Sir Charles Forbes (1824).**

### **James Leslie – shipmaster.**

She was built as a convict ship, specifically to carry convicts from London to Tasmania and New South Wales (NSW), Australia. However, she is recorded as having made passages to Calcutta (India), Manila (Philippines), Jamaica, Valparaiso (Chile), New Zealand, and Ascension Island. She was also used as a coaster trading at London, Liverpool, and Cowes.

The following information regarding her work as a convict ship is adapted from The Warren Register of Colonial Tall Ships:

**1<sup>st</sup> voyage:** She carried 130 male convicts to Hobart, Van Diemen's Land (now Tasmania), Australia, and had two deaths on route. The average sentence was 8 years, and 30 convicts were sentenced to a life sentence. She departed Portsmouth 5<sup>th</sup> January 1825 and arrived at Hobart 18<sup>th</sup> April 1825. Shipmaster: Thomas Fullarton. Surgeon: Joseph Cook.

**2<sup>nd</sup> voyage:** She carried 73 female convicts to Hobart, and had four deaths on route. The average sentence was 9 years, and 16 convicts were sentenced to a life sentence. She departed London 16<sup>th</sup> September 1826 and arrived at Hobart 3<sup>rd</sup> January 1827. Shipmaster: Alexander Duthie. Surgeon: J. McTernan.

**3<sup>rd</sup> voyage:** She carried 160 male convicts to Hobart, and had two deaths on route. The average sentence was 10 years, and 58 convicts were sentenced to a life sentence. She departed Plymouth 5<sup>th</sup> April 1830 and arrived at Hobart 27<sup>th</sup> July 1830. **Shipmaster: James Leslie.** Surgeon: William Petrie.

**4<sup>th</sup> voyage:** She carried 148 female convicts to Sydney, Australia, and had one death on route. The average sentence was 7 years, and 1 convict was sentenced to a life sentence. She departed Dublin 11<sup>th</sup> August 1837 and arrived in Port Jackson, Sydney 25<sup>th</sup> December 1837. **Shipmaster: James**

**Leslie.** Surgeon: William Clifford. (There were no Leslie or Bruce convicts on board).

Whilst checking the passenger list for the female convicts of 1837, I came across two interesting examples, and these are:

Catherine Cassidy (Aged-19), of County Monaghan, Ireland, she was sentenced to life for stealing money.

Mary Keane (Aged-16), of Tuam, County Galway, Ireland, on 28<sup>th</sup> December 1836 was sentenced to 7-years transportation for stealing a turkey. 16<sup>th</sup> January 1844, she was charged with being drunk and disorderly, and at Maitland, Australia, she was subsequently sentenced to 14-days in Newcastle Jail and her ticket of leave was cancelled. (Seems she had served her 7-years, was freed, and perhaps over-celebrated, I wonder what happened to her after her 14-days in the cells, sentenced to another 7-years?)

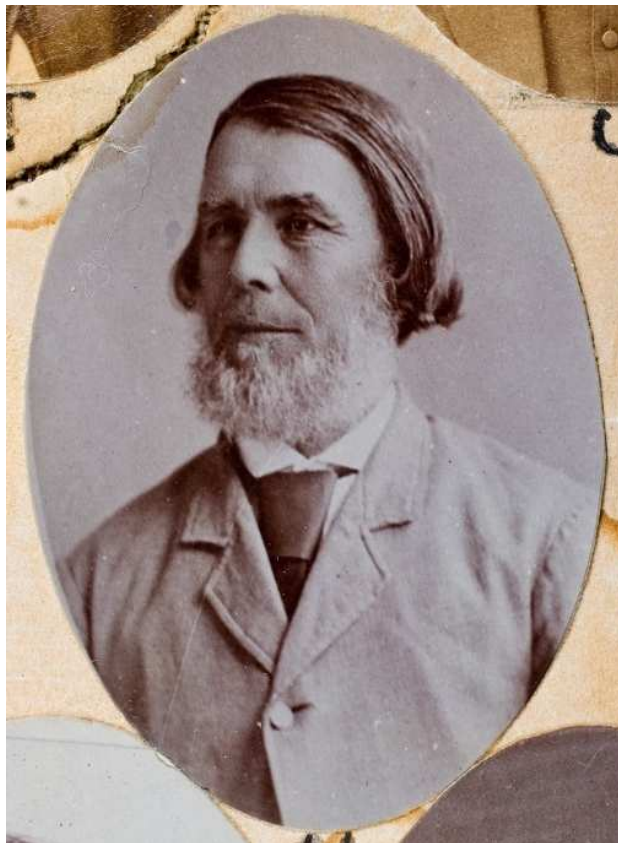
On arrival in Van Diemen's Land the female convicts were advertised as available for work as servants, and applications were made by free settler households. The women that weren't assigned as servants were sent to a female factory (women's workhouse prison), Van Diemen's Land is known to have had five female factories. After serving their sentence convicts were given a ticket-of-leave, and most quickly left Van Diemen's Land. Many took a ship across the Bass Strait to Melbourne NSW (approx. 240 miles) and settled there, however, many re-offended and the settlers of Victoria complained, this contributed to the eventual abolition of transportation of convicts to Van Diemen's Land in 1853. (In 1856, the name was changed to Tasmania).

1<sup>st</sup> May 1842, 'Sir Charles Forbes' left Gravesend, England with 187 settlers on board, and made a passage to Nelson, New Zealand, arriving 22<sup>nd</sup> August 1842. (There were no Leslie's (or Bruce's) on board).

The following photograph courtesy of the State Library of South Australia (SLSA) is an example of one settler who made the passage on board the 'Sir Charles Forbes' in 1839.

**Watts Newland (1820 to 1913).**

He arrived in South Australia in June 1839 on board the 'Sir Charles Forbes'. Sheep farmer; manager of Poonindie Aboriginal Mission. (Photograph by unknown, dated 1885).



*Watts Newland, 1885. (Photographer unknown).*

## Sir Charles Forbes (1824), continued.

### James Leslie – shipmaster.

<b>Ship Name(s)</b>	<b>Sir Charles Forbes.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., York Street, Footdee, Aberdeen.</b>
<b>Yard No.</b>	42.
<b>Rig</b>	Ship, 3 masts, 2 decks, a square stern, and a standing bowsprit.
<b>Launch Date</b>	June 1824.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	George M <sup>c</sup> Innes, ship-owner, Old Aberdeen (17), George Forbes, Springhill (5), and Thomas Fouleston, shipmaster (6). Other shareholders: Harry Lumsden, Auchindoir (6), Robert Grant, Drumminor (4), James Forbes, Echt (5), James Moir, physician, Aberdeen (4), James Scott, Brotherton, Kincardine (11), and William Abercrombie, merchant, London (6).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	364 tons.
<b>Length</b>	104 feet. (31,70m).
<b>Breadth</b>	23 feet, 5 inches. (7.14m).
<b>Depth</b>	19 feet. (5.79m).
<b>Construction</b>	Wood. (Hull sheathed in copper).
<b>Figurehead</b>	Male bust.
<b>Classification</b>	Lloyds Register of Shipping. Class A1.
<b>Other information</b>	Build cost: £4,002. 1828 / 1830: <b>shipmaster was James Leslie</b> , she made a passage from London to Jamaica. 1830: <b>shipmaster was James Leslie</b> and she carried convicts from London to NSW, Australia. 1833: owned by Boothby and her <b>shipmaster is recorded as Leslie</b> . 1839: owned by Waddell. 1840: owned by T. Ward. 1848: owned by J. Rodgers.
<b>Date Scrapped / Lost</b>	Unknown.

## Favourite (1825).

### John Leslie – shipmaster.

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

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

## Scotsman (1825).

### Leslie & Co. – owner.

Built as a coaster to carry general cargo. For a while she was a regular trader between London and, Ballina, Ireland.

She is also known to have traded at Aberdeen, Sunderland, and at the Baltic.

<b>Ship Name(s)</b>	<b>Scotsman.</b>
<b>Shipbuilder</b>	<b>George Levie &amp; Co., Footdee, Aberdeen.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	25 <sup>th</sup> October 1825.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Alex Farquharson, merchant (12), William Cooper, merchant (4), and George Mitchell, shipmaster (4). Other shareholders: William Simpson, merchant (8), William Leith, merchant (4), William Catto, tailor (12), John Steven, farmer (4), Patrick Bannerman, coal broker (4), John Robertson, shoemaker (4), George Watt, carpenter (4), and Alexander Marr, labourer (4), all Aberdeen.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	114 tons.
<b>Length</b>	66 feet, 7 inches. (20.29m)
<b>Breadth</b>	20 Feet, 1 ¾ inches. (6.14m).
<b>Depth</b>	11 feet, 3 inches. (3.43m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Male bust.
<b>Classification</b>	Unknown.
<b>Other information</b>	December 1825: she carried a cargo of granite from Peterhead to London. (Possibly for the construction of the new London Bridge). 1828: owned by J. Mackie, shipmaster George Mitchell (part-owner). 1832: owned by <b>Leslie &amp; Co.</b> , and described as a Leith Coaster.

*Continued.*

**Scotsman (1825). (Continued).**

	<p>1843 / 1848: described as an Aberdeen Coaster.          10<sup>th</sup> October 1840: The Northern Liberator (Newcastle-on-Tyne), reported as follows:  <i>“Brig Scotsman, Skene, of Aberdeen, which sailed from Sunderland 2<sup>nd</sup> October, coal laden, returned from sea on 4<sup>th</sup> in consequence of contrary winds. In attempting to enter the harbour too soon on the tide she struck the ground and sank. The materials are landed and cargo discharged”.</i> Seems that she was re-floated and sailed again.          1844 / 1845: owned by Catto &amp; Co., Aberdeen.</p>
<p><b>Date Scrapped / Lost</b></p>	<p>11<sup>th</sup> January 1849: she foundered at Buchan Ness in a storm, and was driven ashore at the ropeworks, Peterhead, Aberdeenshire. All hands were lost including the shipmaster James Horn, his son, and five crew members.</p>

Note: Peterhead, was once one of the most important Aberdeenshire granites, and was produced in two varieties, which were known as Red and Blue Peterhead; both were greatly exported throughout the UK and abroad during the 19<sup>th</sup> century.

Red Peterhead was more well-known and mostly used for ornamental construction and monumental work, examples are: St. John’s College Chapel pillars, Cambridge, London; St. George's Hall pillars, Liverpool; and Grey Friar’s Bobby’s Fountain and gravestone in Edinburgh.

Blue Peterhead (Cairngall) was used for decorative building and ornamental work, e.g. the massive double Cairngall sarcophagus at the Royal Mausoleum, Frogmore Estate in the Home Park at Windsor in the English county of Berkshire, which contains both the remains of Queen Victoria and Prince Albert. The block used for the sarcophagus is the largest block of flawless wrought granite in existence.

Peterhead granite is still quarried at Stirlinghill Quarry, by Breedon, where it is mostly crushed for aggregate, however nowadays it’s more likely to be transported by truck than a ship.



## Janet (1826).

### George Leslie – shipmaster.

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

<b>Ship Name(s)</b>	<b>Janet.</b>
<b>Shipbuilder</b>	<b>William Duthie &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	19 <sup>th</sup> May 1826.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Alexander Forbes, merchant (32), James Nicol, advocate (8), and James Robertson, shipmaster, (16), all Aberdeen. Other shareholder: William Fraser, merchant, Aberdeen (8).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	99 tons.
<b>Length</b>	62 feet, 6 inches. (19.05m).
<b>Breadth</b>	19 feet, 4 inches. (5.89m).
<b>Depth</b>	10 feet, 5 inches. (3.17m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class A1. (AE1 - 1839)
<b>Other information</b>	1834: shipmaster was <b>George Leslie</b> . 1836: owned by George Cruickshank, merchant, and Peter Abel, coal broker. 1839: owned by Runcie and registered in Cullen, Moray, Scotland.
<b>Date Scrapped / Lost</b>	Unknown.

## Albion (1826).

### Alexander Leslie and William Leslie youngest – part-owners.

### Alexander Leslie – shipmaster.

She carried 582 immigrant passengers to Halifax or Quebec, Canada between 1829 and 1853.

<b>Ship Name(s)</b>	<b>Albion.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., No. 40 York Street, Footdee, Aberdeen.</b>
<b>Yard No.</b>	46.
<b>Rig</b>	Brigantine (Snow), 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1826.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Robert Duthie, merchant (10), John Morrison, shipmaster (12), and <b>Alexander Leslie, shipmaster (12)</b> . Other Shareholders: <b>William Leslie, youngest, merchant (6)</b> , Alexander Sutherland, merchant (6), John Smith, merchant (4), John Knight, saddler (8), Alexander Cooper, saddler (6), and Samuel Shaw, painter (4), all Aberdeen.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	266 tons.
<b>Length</b>	94 feet, 2 inches. (28.09m).
<b>Breadth</b>	25 feet, 6 inches. (7.77m).
<b>Depth</b>	17 feet, 7 inches. (5.36m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Male bust.
<b>Classification</b>	Lloyds Register of Shipping. Class A1.
<b>Other information</b>	Build Cost: £3,297. Registered 10 <sup>th</sup> March 1826; shipmaster <b>Alexander Leslie</b> . 1828: shipmaster recorded as <b>A. Leslie</b> in LRS. 1830: owned by K. Duthie, shipmaster <b>A. Leslie</b> . 1833: described as a Leith coaster.
<b>Date Scrapped / Lost</b>	Unknown.

## Albion (1826). Continued.

Shipmaster **Alexander Leslie** sailed the 'Albion' to Canada as follows:

<b>Date</b>	<b>Passengers</b>	<b>Destination</b>
March 1829	18	Halifax, cabin passengers £5 per head.
March 1830	7	Halifax
March 1831	17	Halifax
March 1832	31	Halifax
March 1833	26	Halifax
August 1833	31	Halifax
July 1834	31	Halifax
March 1835	25	Halifax
April 1836	49	Halifax
August 1836	42	Halifax
March 1837	15	Halifax
August 1837	26	Halifax
August 1838	21	Halifax
April 1839	29	Halifax
August 1839	30	Halifax
April 1840	22	Halifax
August 1840	9	Halifax
August 1841	28	Halifax
March 1843	13	Quebec
July 1843	16	Quebec
April 1844	13	Halifax
August 1844	13	Halifax
April 1845	13	Halifax
April 1850	13	Halifax
August 1850	8	Halifax
June 1851	12	Quebec
June 1852	13	Quebec
April 1853	11	Halifax
<b>TOTAL =</b>	<b>582</b>	

With limited cabin space, most of the passengers would have made the passage in steerage.

**Marmion (1826).****George Leslie – part-owner.**

She was built as a coaster to carry general cargo, and is also known to have traded at Aberdeen, Newcastle, Sunderland and London, with seasonal sailings to the Baltic.

<b>Ship Name(s)</b>	<b>Marmion.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., No. 40 York Street, Footdee, Aberdeen.</b>
<b>Yard No.</b>	47.
<b>Rig</b>	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	June 1826.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>George Thompson Junior &amp; Co., Aberdeen.</b> George Thompson Junior, insurance broker (16), <u>William Minto, shipbuilder (8)</u> , and John Morgan, shipmaster, (4), all Aberdeen. Other Shareholders: William Maitland, rope & sailmaker (8), <u>Alexander Hall, shipbuilder (8)</u> , <b>George Leslie, shipmaster (8)</b> , Alexander Cumming, timber merchant (4), John Williamson, flesher (4), and John Hall, book-keeper (4), all Aberdeen.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	78 tons.
<b>Length</b>	56 feet, 8 inches. (17.27m).
<b>Breadth</b>	18 feet, 1 inches. (5.51m).
<b>Depth</b>	10 feet, 8 inches. (3.25m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Unknown. Probably not classed due to her small tonnage.
<b>Other information</b>	Build cost: £705, 14s, 3d. (Hall's made a loss of £40 15s 3d on her build). February 1835: she was sold to owners in Stonehaven. 1838: owned by D. Smith and registered in Montrose.
<b>Date Scrapped / Lost</b>	Unknown.

**Universe (1826).**

**George Leslie – shipmaster.**

She is known to have traded at Aberdeen, Greenock, Hull, North Shields, Bristol, Liverpool, and Belfast. She traded at Montreal, Quebec, and Pictou, Canada probably carrying immigrants. Other locations include Manilla, Ichaboe Island, Namibia, and Sydney, Australia with immigrants.



*'Universe'. (By Danish artist - Jakob Petersen (1774 to 1854)).*

<b>Ship Name(s)</b>	<b>Universe.</b>
<b>Shipbuilder</b>	<b>William Duthie &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1826.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Alexander Craigie, shipmaster (16), Robert Ramsay, advocate, (8), and William Allen (8). Other shareholders: Robert Catto, merchant (8),

*Continued.*

**Universe (1826). (Continued).**

<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets). (Continued).</i>	George Thompson, merchant (8), Robert Alexander, manufacturer (4), James Nicol, advocate (4), and William Duncan, merchant (4), all Aberdeen, and George Barclay, farmer, Clyne of Straloch, Banffshire (4).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	281 tons.
<b>Length</b>	93 feet, 3 inches. (28.42m).
<b>Breadth</b>	26 feet, 3½ inches. (8.01m).
<b>Depth</b>	17 feet, 8 inches. (5.38m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Female.
<b>Classification</b>	Lloyds Register of Shipping. Class A1. (AE1 in 1841).
<b>Other information</b>	<p>May 1828: she carried 464 passengers from Stornoway, Scotland to Cape Breton Island, Sydney, Australia. With so many passengers the ship was excessively overcrowded and it was reported that six families lived in the longboat for the entire passage.</p> <p>1837: owned by William Allen, merchant, and Catto and Thomson, Aberdeen. <b>George Leslie, shipmaster.</b></p> <p>September 1841: she carried 124 passengers from Thurso, Scotland to Pictou and Quebec, Canada. Most of the passengers were former tenants of the Duke of Sutherland all looking for a new life in Canada after the Highland Clearances. 105 passengers disembarked at Pictou, and 19 disembarked at Quebec to join relatives in Kingston and Toronto.</p> <p>1843: owned by Hargrave, and registered in Bristol, England.</p> <p>1845: owned by Hargrave, and registered in Cork, Eire.</p>
<b>Date Scrapped / Lost</b>	Unknown.

## Eagle (1826).

### Alexander Leslie, waiter - part-owner.

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

<b>Ship Name(s)</b>	<b>Eagle.</b>
<b>Shipbuilder</b>	<b>Robert &amp; Peter Mathieson, Trinity Building Yard, Aberdeen.</b>
<b>Rig</b>	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1826.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Andrew Phillips, cabinet maker (4), Nathan Bunting, glasscutter (4), and John King, shipmaster (4). Other shareholders: William Phillips, upholsterer (4), James Smith, seedsman (4), Donald Shaw, painter (4), William Robertson, tailor (4), Andrew Allan, merchant (4), William Spark, merchant (4), Isaac Machray, waiter (4), <b>Alexander Leslie, waiter (4)</b> , William Knox, agent (4), Oswald Sutherland, ironmonger (4), James Williamson, candlemaker (4), John Gall, builder (4), and John Duncan, shoemaker (4), all Aberdeen.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	92 tons.
<b>Length</b>	65 feet, 6 inches. (19.96m)
<b>Breadth</b>	18 feet, 5 inches. (5.61m).
<b>Depth</b>	10 feet, 4 inches. (3.15m).
<b>Construction</b>	Wood. (Oak, larch, and fir).
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Unknown
<b>Other information</b>	1833: master J. King, owned by Capt. & Co.
<b>Date Scrapped / Lost</b>	21 <sup>st</sup> September 1833: she foundered off Caithness, Scotland, between Occumster and Clyth.

## Corsair (1827).

### George Leslie – Part-owner.

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

<b>Ship Name(s)</b>	<b>Corsair.</b>
<b>Shipbuilder</b>	<b>William Duthie &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	January 1827.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Walter Inglis, merchant (16), George Thomson, merchant (8), and John Williamson, flesher (8). Other shareholders: William Duncan, merchant (8), William Farquhar, merchant (8), <b>George Leslie, shipmaster (8)</b> , George Gilbertson, shipmaster (4), and James Anderson, painter (4), all Aberdeen.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	103 tons.
<b>Length</b>	62 feet, 10 inches. (19.15m).
<b>Breadth</b>	19 feet, 9 inches. (6.02m).
<b>Depth</b>	11 feet, 1 inch. (3.38m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class A1.
<b>Other information</b>	--
<b>Date Scrapped / Lost</b>	7 <sup>th</sup> December 1828: she became stranded at the end of the North Pier, Aberdeen (Shipmaster E. Gordon). She was sunk & totally lost 8 <sup>th</sup> January 1829.



**Duke of Gordon (1827).****George Leslie – owner.**

Built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Leith, Cardiff, Clyde, St. Kitts, and London. She is also known to have sailed to Demerara, British Guyana, West Indies.

<b>Ship Name(s)</b>	<b>Duke of Gordon.</b>
<b>Shipbuilder</b>	<b>Nicol Reid &amp; Co., York Street, Footdee, Aberdeen.</b>
<b>Rig</b>	Smack, 1 mast, 1 deck, a square stern, and a running bowsprit.
<b>Launch Date</b>	January 1827.
<b>Owner(s)</b> <i>(Individual number of shares held unknown).</i>	Robert Catto, James Brebner, and George Elsmie, all merchants, Aberdeen. Other shareholders: Alexander Brown, Alexander Duthie Junior, and Robert Duthie, all Aberdeen and all trustees of <b>Aberdeen &amp; London Shipping Co.</b>
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	191 tons.
<b>Length</b>	78 feet, 2 inches. (28.83m).
<b>Breadth</b>	24 feet, 2 inches. (7.37m).
<b>Depth</b>	13 feet, 2 inches. (4.01m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class 10AE1.
<b>Other information</b>	November 1836: ownership transferred to the Aberdeen Steam Navigation Co., Waterloo Quay, Aberdeen. 1836: owned by George Elsmie Junior, merchant and William Reid and George Thompson Junior. March 1837: owned by <b>George Leslie</b> , Aberdeen, and re-rigged as a brigantine by <u>Alexander Hall &amp; Co., Shipbuilder, Footdee, Aberdeen.</u> September 1839: owned by Walter Gray & Co., Glasgow. 1840: owned by Clark & Co., and registered in Glasgow. 1841: Her hull was sheathed in copper. May 1842: owned by William Waddell, Glasgow. 1847 / 1848: owned by Wilson & Co.
<b>Date Scrapped / Lost</b>	November 1852: she was broken up at Elsinore, Denmark.

## Medora (1827).

### George Leslie – Part-owner.

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

<b>Ship Name(s)</b>	<b>Medora.</b>
<b>Shipbuilder</b>	<b>William Duthie &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Smack, 1 mast, 1 deck, a square stern, and a running bowsprit.
<b>Launch Date</b>	September 1827.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Walter Ingles, merchant (16), John Williamson, flesher, (4), and David Thomson, shipmaster (4). Other shareholders: Robert Catto, merchant (4), William Pirie (4), Andrew Anderson, printer (4), <b>George Leslie, shipmaster (4)</b> , and John Mathew, baker (4), all Aberdeen. William Bisset (8), and John McKenzie (8), both Inverness merchants.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	89 tons. (LRS 85 tons).
<b>Length</b>	57 feet, 4 inches. (17.48m).
<b>Breadth</b>	19 feet, 6 inches. (5.94m).
<b>Depth</b>	10 feet, 4 inches. (3.15m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Unknown. Probably not classed due to her small tonnage.
<b>Other information</b>	1831: owned by the Banff & London Shipping Co., and registered in Banff.  1844: owned by John McKenzie, and registered in Inverness.
<b>Date Scrapped / Lost</b>	Unknown.

**Patriot (1827).**

**William Leslie, mason – part-owner.**

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Clyde, London, Montrose, Sunderland, Newcastle, Bristol, North Shields. She is also known to have traded at The Baltic, Stockholm (Sweden), Archangel (Russia), Gibraltar, Marseilles (France), and Riga (Brazil).

<b>Ship Name(s)</b>	<b>Patriot.</b>
<b>Shipbuilder</b>	<b>William Duthie &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Brigantine, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	June 1827.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	William Duncan, merchant (16), William Nathen, leather merchant (8), and John Dinnison, shipmaster (8). Other shareholders: William Nathen Junior, leather merchant (8), John Williamson, flesher (8), William Maitland, merchant (4), Thomas M <sup>c</sup> Gowan, tanner (4), and James Rodger, tanner (4), all Aberdeen, and <b>William Leslie, mason, New Deer, Aberdeenshire (4).</b>
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	140 tons (OM), 123 tons (NM).
<b>Length</b>	72 feet, 6 inches. (22.10m)
<b>Breadth</b>	21 feet, 3 inches. (6.48m).
<b>Depth</b>	12 feet, 7 inches. (3.84m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Male bust.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.
<b>Other information</b>	1836: owned by William Duncan and Alexander Grant, merchants, and John Simpson, shipmaster and master of vessel.

*Continued.*

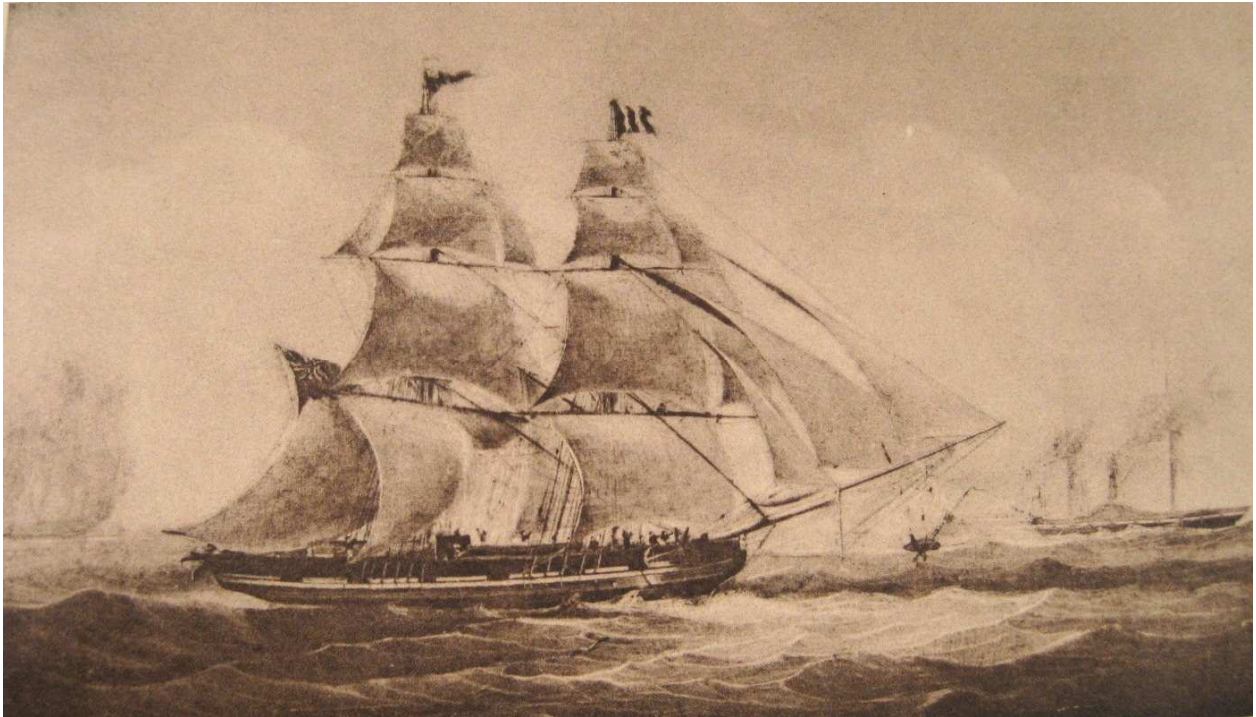
**Patriot (1827). (Continued).**

	<p>29<sup>th</sup> November 1837: The Aberdeen Journal reported that when she arrived from Riga (Brazil) 11<sup>th</sup> November, “...the customs officer found 20 gallons of spirits and 28lbs tobacco on board. At trial the customs officer stated this was the largest capture since he came to Aberdeen. Thomas Stewart, mate, fined £30 or six months, and John Newton, cook, £25 or six months. Captain Dennison denied all knowledge of illegal goods being aboard.”</p> <p>1848: owned by J. Aiken Junior.</p> <p>1851 / 1853: owner by J. Goward, and registered at Wisbech, Cambridgeshire, England, and described as a Sunderland Coaster.</p> <p>1857: owned by A. Jackson, and registered at North Shields, England.</p> <p>7<sup>th</sup> October 1847: she stranded in Montrose Bay with a cargo of 127 tons of flax. Her cargo was landed ashore and 107 tons sold at a reduced price, and 20 tons at the usual price. She was subsequently re-floated.</p>
<p><b>Date Scrapped / Lost</b></p>	<p>1<sup>st</sup> / 3<sup>rd</sup> July 1857: she stranded and sank at Thisted, Jutland, Denmark on passage from Hull, England for Stockholm, Sweden, all hands were saved.</p>

**Childe Harold (1828).**

**J. Leslie - shipmaster.**

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, London, Sunderland, Cowes, and Wick. She also travelled further afield to Tenerife, Stettin (Szczecin, Poland), and the Baltic.



*Brigantine 'Childe Harold'. (Artist unknown).*

<b>Ship Name(s)</b>	<b>Childe Harold.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., No. 40 York Street, Footdee, Aberdeen.</b>
<b>Yard No.</b>	54.
<b>Rig</b>	Brigantine, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1828.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Robert Hodge, shipmaster (16), <u>Alexander Hall, shipbuilder</u> (8), and George Thompson Junior, insurance broker (14), Aberdeen. Other shareholders: George Mitchell, merchant (6), George Watson, leather merchant (4), <u>William Minto, shipbuilder</u> (4), John Mathew, baker (4), James Williamson, flesher (4), and William Smith, general agent (4), all Aberdeen.

*Continued.*

**Childe Harold (1828). (Continued).**

<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	115 tons.
<b>Length</b>	68 feet, 1 inch. (20.75m)
<b>Breadth</b>	20 feet, 3 inches. (6.17m).
<b>Depth</b>	11 feet, 1 inch. (3.38m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Male bust.
<b>Classification</b>	Unknown.
<b>Other information</b>	<p>Build cost: £1,013.</p> <p>1830: owned by Howden.</p> <p>1831: owned by George Thompson Junior, Aberdeen.</p> <p>1836: owned by George Thompson Junior, G. Watson, shoemaker, and <u>Alexander Hall, shipbuilder</u>, all Aberdeen.</p> <p>1841: owned by H. Oswald.</p> <p>1843: <b>shipmaster John Leslie</b>, and described as an Aberdeen coaster.</p> <p>1848: owned by J. Winlaw.</p>
<b>Date Scrapped / Lost</b>	15 <sup>th</sup> April 1848: on passage from Wick to Stettin (Szczecin) in the Baltic, she was driven ashore, and wrecked in a heavy gale on the east side of the Steiner Mole, Germany. All hands were saved.

**Matilda (1829).****George Leslie – part-owner.**

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

<b>Ship Name(s)</b>	<b>Matilda.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., No. 40 York Street, Footdee, Aberdeen.</b> Yard No. 57.
<b>Rig</b>	Schooner, 2 masts, 1 deck, a square stern and a standing bowsprit.
<b>Launch Date</b>	12 <sup>th</sup> September 1829. Build cost: £947.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Robert Duthie, merchant (9), <u>Alexander Hall, shipbuilder (5)</u> , and James Minto, shipmaster (20), all of Aberdeen Other shareholders: William Minto, shipbuilder (4), James Watt, book-keeper (4), <b>George Leslie, shipmaster (4)</b> , William Smith, merchant (2), all Aberdeen. George M <sup>o</sup> Innes & Peter Nicol, Old Aberdeen, Alexander Forbes, Robert Duthie, Robert Spring, Donaldson Rose, David Copland, and William Maitland, all Aberdeen, trading as the <b>Aberdeen Rope &amp; Sail Co.</b>
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	109 tons.
<b>Length</b>	65 feet, 9 inches. (20.04m).
<b>Breadth</b>	20 feet, 1 inches. (6.12m).
<b>Depth</b>	11 feet, 4 inches. (3.45m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Female bust.
<b>Classification</b>	Unknown.
<b>Other information</b>	1836: owned by Robert Duthie, merchant, John Hall, brewer, and James Minto, shipmaster and master of vessel.
<b>Date Scrapped / Lost</b>	23 <sup>rd</sup> December 1836: she was wrecked on the Sept Iles (Seven Islands), Finistere, France while on passage from Newcastle to Guernsey, Channel Islands. She struck shore and sank almost immediately, the captain and crew of six and a pilot belonging to Island of Guernsey just had time to man the small boat. However, while making for the shore she was overcome by a tremendous sea and capsized. Seven out of the eight on-board met a watery grave, the only one that survived was William Jack who, being a good swimmer, succeeded in reaching the shore.

## William (1831).

### John Leslie - part-owner and shipmaster.

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Waterford, Ireland, and Scarborough, England.

<b>Ship Name(s)</b>	<b>William.</b>
<b>Shipbuilder</b>	<b>William Rennie, Footdee, Aberdeen.</b>
<b>Rig</b>	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	April 1831.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Alexander Adam, shoemaker, Alexander Sangster, flesher (butcher) and <b>John Leslie, shipmaster</b> , all Aberdeen. (Exact number of shares held per person unknown).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	92 tons.
<b>Length</b>	60 feet, 6 inches. (18.44m)
<b>Breadth</b>	19 feet. (5.79m).
<b>Depth</b>	10 feet, 6 inches. (3.20m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Unknown.
<b>Other information</b>	1831: <b>shipmaster, John Leslie.</b>  1833: <b>shipmaster, John Leslie.</b>  1836: owned by Alexander Adam, shoemaker, James Reid, gardener, and <b>John Leslie, shipmaster and master of vessel.</b>  1845: owned by Archer & Co., and registered in Scarborough.
<b>Date Scrapped / Lost</b>	13 <sup>th</sup> September 1851: she was stranded at Whitby Rocks, England.



## Supply (1836).

### Leslie - shipmaster.

She was built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, Sunderland, and further afield to the Baltic, Rio, Brazil, and to Cuba. From 1856, she was described as a Sunderland Collier.

<b>Ship Name(s)</b>	<b>Supply.</b>
<b>Shipbuilder</b>	<b>Nicol Reid &amp; Co., York Street, Footdee, Aberdeen.</b>
<b>Rig</b>	Brigantine, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1836.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Neil Smith Junior, merchant, Alexander Nicol, merchant, and William Leask, shipmaster and master of vessel (24). Other shareholders: Henry Adamson (32), and James Smith (8), both Aberdeen merchants.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	150 tons.
<b>Length</b>	70 feet. (21.34m).
<b>Breadth</b>	19 feet, 6 inches. (5.94m).
<b>Depth</b>	13 feet, 9 inches. (4.19m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Unknown.
<b>Other information</b>	1841: <b>shipmaster Leslie</b> ; voyage London to Rio de Janeiro, Brazil.  1847: owned by Annison and registered in Sunderland, England.  1856: registered at Sunderland, and used as a collier.
<b>Date Scrapped / Lost</b>	Unknown > 1862.

## Harmony (1838).

### William Leslie, mason – part-owner.

She was built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, Newcastle, London and Hartlepool. She also made passage to Danzig, Germany (Now Gdansk, Poland) in the Baltic.

<b>Ship Name(s)</b>	<b>Harmony.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., No. 40 York Street, Footdee, Aberdeen.</b>
<b>Yard No.</b>	92.
<b>Rig</b>	Brig, 2 masts, 1 deck, a square stern, & a standing bowsprit.
<b>Launch Date</b>	1838.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Alexander Adam, ship-owner (24), Richard Boaden, Shipmaster (8), and George Thompson Junior, merchant (4), all Aberdeen.  Other shareholders: Robert Catto, George Thomson, William Catto, Robert Johnston and Robert Catto Junior, merchants carrying on business under firm of Catto, Thomson & Co., Rope & Sail Manufacturers (8), James Williamson Junior, merchant (4); <b>William Leslie, mason (4)</b> , William Milne, flesher (4), Charles King, tailor (4), and James Reid, gardener (4), all Aberdeen.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	142 tons.
<b>Length</b>	73 feet, 1 inch. (22.28m)
<b>Breadth</b>	18 feet, 4 inches. (5.59m).
<b>Depth</b>	12 feet, 6 inches. (3.81m).
<b>Construction</b>	Wood. Oak, beech, larch, fir, red pine, & elm planks.
<b>Figurehead</b>	Female bust.
<b>Classification</b>	Lloyds Register of Shipping. Class 5A1.
<b>Other information</b>	Build cost: £994. 20 <sup>th</sup> November 1848: owned by William Hall, ship-owner, Hartlepool, England. 20 <sup>th</sup> March 1849: registration transferred to Hartlepool, England. 1850: owner and shipmaster J. Bunter, and registered in Hartlepool, England.
<b>Date Scrapped / Lost</b>	Unknown.

## **Ann Smith (1839).**

### **George Leslie – part-owner.**

She was built as a cargo vessel and is known to have traded at Aberdeen, Stornoway, Swansea, Liverpool, Cuba, Lima (Peru), Stornoway, Swansea, Adelaide, (Australia), and Hobart (Tasmania).

Sydney Morning Herald on 25<sup>th</sup> October 1848 reported: *“Hobart, Tasmania - arrived 4 Oct., ‘Ann Smith’, barque, 292 tons, Mathieson master, from Cadiz 14<sup>th</sup> May. Cargo 132 hogsheads, 438 quarter casks, 456 octaves, 100 barrels + 218 cases Spanish wine; 100 cases red wine; 32 octaves brandy; 130 tons salt; 200 jars olives”.*

15<sup>th</sup> September 1852, an advert in the Aberdeen Journal offering her for sale that she was *“admirably adapted for the whale or seal fishing”.*

<b>Ship Name(s)</b>	<b>Ann Smith.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., No. 40 York Street, Footdee, Aberdeen.</b>
<b>Yard No.</b>	103.
<b>Rig</b>	Barque, 3 mast, 1 deck, a poop deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1839.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>George Leslie</b> , ship-owner No. 11 Regent Quay (32), George Thompson Junior (8), and John Humphrey, shipmaster (8). Other shareholders: Alexander Drinnie, manufacturer (8), and George Thompson Senior, ship-owner (8), all Aberdeen.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	292 tons. (258 tons LRS).
<b>Length</b>	97 feet, 2 inches. (29.62m).
<b>Breadth</b>	21 feet, 8 inches. (6.60m).
<b>Depth</b>	15 feet, 6 inches. (4.72m).
<b>Construction</b>	Wood. (1852 - sheathed with yellow metal).
<b>Figurehead</b>	Female.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.

*Continued.*

**Ann Smith (1839). (Continued).**

<p><b>Other information</b></p>	<p>Build cost: £2,635.                  16<sup>th</sup> December 1848: at the Port Adelaide police court - George Bellingham was imprisoned for 30 days with hard labour for deserting the ship.                  November 1852: she was sold by <b>George Leslie</b>, to new owners and registered in Sunderland, England.</p>
<p><b>Date Scrapped / Lost</b></p>	<p>Unknown.</p>

**Scottish Maid (1839).**

**George Leslie – owner.**

This small schooner is probably one of the most important vessels in the maritime history of Aberdeen. She was built in 1839 as a coaster for Nicol and Munro of Aberdeen for the Aberdeen to London route, and was acquired by **George Leslie** in 1844. Her important role in history was due to her novel bow shape, which was later to become the world re-known ‘Aberdeen Bow’ and adorned many fast clipper ships. Shipbuilders James and William Hall of Alexander Hall & Co., Footdee, designed her hull to take advantage of the new 1836 tonnage rules, and make the harbour dues which are based on the tonnage much less than a conventional hull design of the time. They are said to have experimented with hull shapes in a tank of water to get the optimum design. It is also said that the Hall brothers built a skeleton model of the proposed bow to show the owner, before doing the actual construction. The Hall brothers were so confident in her design they took shares in her.

The new 1836 regulations measured depth and breadth with length measured at half mid-ship depth. Extra length above this level and a wider beam aft of mid-ships were both tax-free and became a feature of clipper ships with an Aberdeen Bow. The Scottish Maid regularly made the journey from Aberdeen to London in 49 hours, as fast as the steamships of the time.

**Scottish Maid (1839). (Continued).**

<b>Ship Name(s)</b>	<b>Scottish Maid.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., No. 40 York Street, Footdee, Aberdeen.</b>
<b>Yard No.</b>	101.
<b>Rig</b>	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	15 <sup>th</sup> July 1839.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol and George Munro, ship-owners, Aberdeen (12), carrying on business under the firm of Nicol and Munro, William Hogarth, Esq., ship-owner, Aberdeen (8), George Davidson, Esq., ship-owner (6), James Nicol, advocate (4), Donald Gordon Stewart, fish curer (4) and Benjamin Moir, merchant (4), all of Aberdeen, Charles Brown and Alexander Troup, corn merchants, Mill of Sc lattie Parish of New Hills (4) each, <u>James Hall and William Hall, shipbuilders</u> , James Murray, advocate, and William Milne, flesher, all of Aberdeen (2) each, Alexander Pirie, Esq., Stoneywood, Frances Pirie and Alexander. Pirie, Junior, paper manufacturers, Aberdeen (2) each, all the County of Aberdeen. George Nicol, surgeon in the Island of Jamaica, and James Clark Crispin, merchant, London (2).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	142 tons.
<b>Length</b>	92 feet, 4 inches (28.14m).
<b>Breadth</b>	19 feet, 4 inches (5.89m).
<b>Depth</b>	11 feet, 7 inches (3.53m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Female.
<b>Classification</b>	Lloyds Register of Shipping. Class 5A1. Oak, beech, and larch with fir Planking.

*Continued.*

## Scottish Maid (1839). (Continued).

<b>Other information</b>	<p>Build cost: £1,700.</p> <p>1839: owned by Nicol and Co., Aberdeen.</p> <p>1843: between 30<sup>th</sup> August 1843 and 2<sup>nd</sup> November 1843 <b>George Leslie</b> bought all 64 shares of the ship, and on 3<sup>rd</sup> November 1843 was declared the sole owner.</p> <p>1862 / 1863: still owned by <b>George Leslie</b>.</p> <p>1865 / 1866: the Post Office Directory for Aberdeen states: <i>“Scottish Maid, Greig, sails from Aberdeen and Newcastle every alternate Saturday”</i>.</p>
<b>Date Scrapped / Lost</b>	26 <sup>th</sup> August 1888: she was lost at 7:30pm on the Knave Stone, North Sunderland. The ship was owned at the time by a Mr. John Crombie.



*‘Scottish Maid’, painted by J. Fanner (1888).*

## Charlotte (1839).

### John Leslie – shipmaster.

She was built as a general cargo ship, and is known to have traded from Aberdeen to Lisbon (Portugal), the Baltic, and Quebec (Canada).

<b>Ship Name(s)</b>	<b>Charlotte.</b>
<b>Shipbuilder</b>	<b>Nicol Reid &amp; Co., York Street, Footdee, Aberdeen.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1839.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	1840 / 1846: Henry Campbell Oswald. (64).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	156 tons.
<b>Length</b>	75 feet, 3 inches. (22.94m)
<b>Breadth</b>	18 feet, 5 inches. (5.61m).
<b>Depth</b>	13 feet, 2 inches. (4.01m).
<b>Construction</b>	Wood. (Oak, beech, larch, & fir).
<b>Figurehead</b>	Yes, but description unknown. (Removed by 1847).
<b>Classification</b>	Lloyds Register of Shipping. Class A1.
<b>Other information</b>	1844 / 1847: <b>shipmaster, John Leslie.</b>  1847: her figurehead was removed.  1848 / 1851: owned by Reid & Co.  1853 / 1856: owned by Beverley & Co.
<b>Date Scrapped / Lost</b>	23 <sup>rd</sup> April 1854: she sailed for Quebec, Canada, and was never heard of again. (Master was Captain Henderson).

**Inconstant (1839).****William Leslie – owner.**

She was built as a general cargo ship, but also carried passengers, and is known to have traded at Aberdeen, London, and Falmouth. She also made passages to Malta, the Mediterranean, and Sydney (Australia), and to Cape Breton (North America).

<b>Ship Name(s)</b>	<b>Inconstant.</b>
<b>Shipbuilder</b>	<b>John Duffus &amp; Co., York Street, Footdee, Aberdeen.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1839.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Robert Levie, shoemaker (16), Alexander Taylor, merchant (16), and Alexander Levie, shipmaster (16), all Aberdeen. Other shareholders: William Duncan, cooper (8), Angus Ross, cooper (4), both Aberdeen, and Ann Mitchell or Levie, widow of the late James Levie, shoemaker in Peterhead, (4).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	186 tons.
<b>Length</b>	87 feet, 7 inches. (26.70m)
<b>Breadth</b>	20 feet. (6.10m).
<b>Depth</b>	13 feet, 5 inches. (4.09m).
<b>Construction</b>	Wood. Hull copper sheathed.
<b>Figurehead</b>	Female.
<b>Classification</b>	Lloyds Register of Shipping. Class 5A1.
<b>Other information</b>	1842 / 1843: owned by, <b>William Leslie</b> , North Street, Aberdeen, 1843 / 1847: owned by Lind & Co. 1848 / 1849: owned by R. Anderson. 1884: owned by H. Andrews, Felton Park, and registered in North Shields.
<b>Date Scrapped / Lost</b>	2 <sup>nd</sup> February 1884: she sank at Corton Roads, off Lowestoft while on passage with a cargo of coal from Warkworth to Boulogne (France), after colliding with the S.S. 'H.C. Orsted' of Denmark.



## John Hector (1840).

### John Leslie- shipmaster.

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

She is also known to have made passage to New York (1847 / 1848). She left Aberdeen 23<sup>rd</sup> March 1847 for Chesapeake, and arrived in Norfolk, Virginia 3<sup>rd</sup> May 1847.

<b>Ship Name(s)</b>	<b>John Hector.</b>
<b>Shipbuilder</b>	<b>Alexander Duthie &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	April 1840.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	George Cruickshank, ship-owner (20), James Tulloch, shipmaster (8), and <b>John Leslie, shipmaster (8)</b> , all Aberdeen. Other shareholders: John Hector, salmon fisher, Nigg (16), and Andrew Edward, farmer, Kirkhill (12).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	190 tons. (NM).
<b>Length</b>	Approx. 81 feet. (24.7m)
<b>Breadth</b>	Approx. 21 feet. (6.4m).
<b>Depth</b>	Approx. 14 feet. (4.3m).
<b>Construction</b>	Wood. (Oak, beech, locust, & elm).
<b>Figurehead</b>	Male bust.
<b>Classification</b>	Lloyds Register of Shipping. Class 6A1.
<b>Other information</b>	1841 / 1846: <b>shipmaster, John Leslie.</b>  1847: owned by Rennie & Co., Aberdeen.  1850: registered in Shields (England).
<b>Date Scrapped / Lost</b>	Unknown: >1850.

**Aberdonian (1840).****George & James Leslie – owners.**

She was built as a Coaster to carry general cargo and for many years she was a regular trader from Aberdeen to Hull, England. She is also known to have traded at North Shields, England.

<b>Ship Name(s)</b>	<b>Aberdonian.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., No. 40 York Street, Footdee, Aberdeen.</b>
<b>Yard No.</b>	109.
<b>Rig</b>	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1840.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol and George Munro, merchants Aberdeen carrying on business under the firm of Nicol & Munro (12), and William Hogarth, merchant, Aberdeen (12). Other shareholders: Benjamin Moir, merchant (12), Donald Gordon Stewart, merchant (12), both Aberdeen. James Clark Crispin, merchant, London (12), and William Robinson, merchant, London (12).
<b>Registered Port</b>	Aberdeen. Official No.:5337.
<b>GRT</b>	145 tons.
<b>Length</b>	62 feet, 5 inches (19.02m).
<b>Breadth</b>	20 feet, 1 inches (6.12m).
<b>Depth</b>	12 feet (3.66m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Female.
<b>Classification</b>	Unknown.
<b>Other information</b>	January 1844: owned by the Aberdeen Steam Navigation Company. June 1853: owned by <b>George &amp; James Leslie</b> , No. 11 Regent Quay, Aberdeen, 32 shares each. February 1871: owned by Daniel Mearns, Aberdeen. June 1883: owned by J. Archibald, Aberdeen.
<b>Date Scrapped / Lost</b>	March 1888: broken up.

**Alexander (1840).****George Leslie – part-owner.**

She is known to have traded as a coaster between Aberdeen and Newcastle. She is also reported to have made passage from London to the Cape of Good Hope.

<b>Ship Name(s)</b>	<b>Alexander.</b>
<b>Shipbuilder.</b>	<b>John Ronald &amp; Co., Footdee, Aberdeen.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, plus a poop deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1840.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>George Leslie &amp; Co</b> , No. 29 Marischal Street, Aberdeen. <b>George Leslie, ship-owner (40)</b> , Alexander Drinnie, manufacturer (8), and James Gage (8), all Aberdeen. Other shareholder: George Edwards, merchant, London (8).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	207 tons.
<b>Length</b>	82 feet, 5 inches (25.12m).
<b>Breadth</b>	21 feet (6.40m).
<b>Depth</b>	14 feet, 1 inch (4.29m).
<b>Construction</b>	Wood. Hull sheathed in felt and copper. Carvel built.
<b>Figurehead</b>	Male.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.
<b>Other information</b>	--
<b>Date Scrapped / Lost</b>	24 <sup>th</sup> March 1845: she ran aground at Bamburgh, Farne Islands, on the Knivestone Rocks (Northumberland coast, England). On passage from Dundee to Newcastle-upon-Tyne. She sank to the depths after the following tide, when she broke her back. North Sunderland fishermen are reported to have saved (Salvaged?) her anchors, cables, sails, rigging and store items before she sank.

## Fame (1840).

### George Leslie – part-owner.

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Liverpool, and London. She also made passages to St Petersburg (Russia), and Rio de Janeiro (Brazil). Later in her life she traded at Sydney and Melbourne, Australia.

<b>Ship Name(s)</b>	<b>Fame.</b>
<b>Shipbuilder</b>	<b>Walter Hood &amp; Co., York Street, Footdee, Aberdeen.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	July 1840.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>George Leslie (48)</b> , and Alexander Drinnie (16), both Aberdeen.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	154 tons.
<b>Length</b>	78.8 feet (24.02m).
<b>Breadth</b>	18.8 feet (5.73m).
<b>Depth</b>	13.5 feet (4.11m).
<b>Construction</b>	Wood. (Oak, larch, beech, and elm).
<b>Figurehead</b>	Female bust head.
<b>Classification</b>	Lloyds Register of Shipping. Class 6A1. 1850: downgraded to Class AE1
<b>Other information</b>	15 <sup>th</sup> March 1843: she was lengthened by Walter Hood & Co., and re-registered in Aberdeen. Her new dimensions were length 85.2 feet, breadth 19.1 feet, and her depth remained the same at 13.5 feet. This increased her GRT by 49 tons to 203 tons. (Hull sheathed in yellow metal). 1847 / 1853: owned by Main & Son, Belfast. 1854: she was sold to John Poole & Sons, Melbourne, Australia, registered in Melbourne, and used as a collier. 1856: owned by Douglas & Co. Her wreck is a registered Maritime Heritage Site with the NSW Government, Australia, site ID: 1422. <a href="http://www.environment.nsw.gov.au">www.environment.nsw.gov.au</a>
<b>Date Scrapped / Lost</b>	29 <sup>th</sup> July 1857: she ran aground in a gale at Sow and Pigs Shoal, Sydney Harbour, Australia, and was eventually lost 2 <sup>nd</sup> August 1857.

## Newcastle (1842).

### George Leslie – owner.

She was built to carry cargo and passengers, and traded between Aberdeen and Newcastle, hence the name.

<b>Ship Name(s)</b>	<b>Newcastle.</b>
<b>Shipbuilder</b>	<b>Alexander Duthie &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	5 <sup>th</sup> February 1842.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>George Leslie, ship-owner, No. 29 Marischal Street, Aberdeen (64).</b>
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	172 tons.
<b>Length</b>	95 feet. (28.96m).
<b>Breadth</b>	21 feet, 5 inches. (6.53m).
<b>Depth</b>	12 feet, 8 inches. (3.86m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Female bust.
<b>Classification</b>	Unknown.
<b>Other information</b>	--
<b>Date Scrapped / Lost</b>	24 <sup>th</sup> February 1844: she was wrecked during a storm, but still afloat in Aberdeen Bay. The local lifeboat led by Captain Penny (Famous for whaling) failed to reach her due to the severe weather conditions. The steam tug 'Samson' led by her Captain Robinson and manned by volunteers, including Captain Peter Cadenhead and eight other captains, made it out to her and rescued all passengers and crew. The next day 'Samson' attempted to reach the vessel and claim her as salvage, but this was unsuccessful and she was left to her fate, and later she was washed ashore at Cove.

**Queen of the Tyne (1844).****George Leslie – owner.**

She was built to carry general cargo and was the first ship built by Walter Hood & Co., Footdee, Aberdeen with an ‘Aberdeen Bow’. The ‘Scottish Maid’, also **owned by George Leslie**, from 1843, built in 1839 by Alexander Hall & Co., was the first ever ship built with an Aberdeen Bow.

<b>Ship Name(s)</b>	<b>Queen of the Tyne.</b>
<b>Shipbuilder</b>	<b>Walter Hood &amp; Co., York Street, Footdee, Aberdeen.</b>
<b>Rig</b>	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1844.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>George Leslie, ship-owner</b> , office No. 29 Marischal Street, Aberdeen (64).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	192 tons.
<b>Length</b>	106 feet, 3 inches (32.38m).
<b>Breadth</b>	21 feet, 10 inches (6.65m).
<b>Depth</b>	13 feet, 4 inches (4.06m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Female.
<b>Classification</b>	Lloyds Register of Shipping. Class 6A1.
<b>Other information</b>	31 <sup>st</sup> January 1845: she beached in fair weather at Gosswick Rigg, Berwick-upon-Tweed, England. Master claimed the ships compass was at fault. All hands were saved – 8 crew and 3 passengers, who after remaining with vessel until receding tide, walked onshore.  17 <sup>th</sup> February 1849: she was registered de novo (anew) at London, England.  c1852: rigged as a brig.
<b>Date Scrapped / Lost</b>	Unknown.

## **Consort (1845).**

### **George Leslie – owner.**

She was built as a general cargo ship, and is known to have traded at Aberdeen and Greenock.

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

## Triumph (1845).

### G. Leslie – owner.

She is described as an Aberdeen Coaster, and was built to carry general cargo.

<b>Ship Name(s)</b>	<b>Triumph.</b>
<b>Shipbuilder</b>	Unknown.
<b>Rig</b>	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1845.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>George Leslie, ship-owner</b> , office No. 11 Regent Quay, Aberdeen (64).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	181 tons.
<b>Length</b>	Approx. 77 feet (23.5m).
<b>Breadth</b>	Approx. 20 feet (6.1m).
<b>Depth</b>	Approx. 13 feet (4m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Unknown.
<b>Other information</b>	1846: owned by <b>George Leslie</b> , shipmaster A. Masson.
<b>Date Scrapped / Lost</b>	Unknown.



## Margaret Milne (1847).

### Andrew Leslie, boilermaker – part-owner.

She was built as a general cargo ship and is known to have traded at Aberdeen, London (England), Santa Marta (Columbia), and to Valparaiso (Chile).

<b>Ship Name(s)</b>	<b>Margaret Milne.</b>
<b>Shipbuilder</b>	Built in Aberdeen, but builder is unknown.
<b>Rig</b>	Barque, 3 masts, 1 deck, ½ poop deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1847.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Andrew Leslie, boilermaker, Aberdeen (21)</b> , and James Robinson, ship-owner, Aberdeen (21). Other shareholders: George Milne, ship-owner, Aberdeen (22).
<b>Registered Port</b>	Aberdeen. Official No.: 8580.
<b>GRT</b>	279 tons.
<b>Length</b>	103 feet, 2 inches. (31.45m)
<b>Breadth</b>	21 feet, 2 inches. (6.45m).
<b>Depth</b>	15 feet. (4.57m).
<b>Construction</b>	Wood. (Oak, pine, beech, elm, and fir). (Hull sheathed in felt and copper).
<b>Figurehead</b>	Female.
<b>Classification</b>	Lloyds Register of Shipping. Class 4A1.
<b>Other information</b>	From 1848: owner is recorded as George Milne, Aberdeen.  1862: owner / agent is recorded as John Cook.
<b>Date Scrapped / Lost</b>	23 <sup>rd</sup> October 1881: she stranded on the beach 300 yards north of Aberdeen Pier during a heavy gale with a cargo of coal. She at the time was registered in Drammen, Norway, (shipmaster - Pedersen).

## Ben Muick Dui (1848).

### George Leslie – part-owner.

She was built as a cargo ship to carry general cargo, and traded with Aberdeen, Shields, Sunderland, London, Rio de Janeiro (Brazil), and the Mediterranean.

<b>Ship Name(s)</b>	<b>Ben Muick Dui.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., No. 40 York Street, Footdee, Aberdeen.</b>
<b>Yard Number</b>	164.
<b>Rig</b>	Barque, 3 masts, 1 deck and ½ poop deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1848.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>George Leslie, ship-owner (56),</b> and John Jamieson (8), both Aberdeen.
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	244 tons.
<b>Length</b>	116 feet, 6 inches. (35.51m).
<b>Breadth</b>	21 feet, 6 inches. (6.55m).
<b>Depth</b>	14 feet, 8 inches. (4.47m).
<b>Construction</b>	Wood. (Sheathed in yellow metal).
<b>Figurehead</b>	Male.
<b>Classification</b>	Lloyds Register of Shipping. Class 8A1.
<b>Other information</b>	Build cost: £3,300.  12 <sup>th</sup> December 1853: she was re-registered at London.  1856: owned by Falconer & Co., and registered in London, England.  1861: owned by Cockerill, and registered in Sunderland, England.
<b>Date Scrapped / Lost</b>	Unknown.

## Gem (1849).

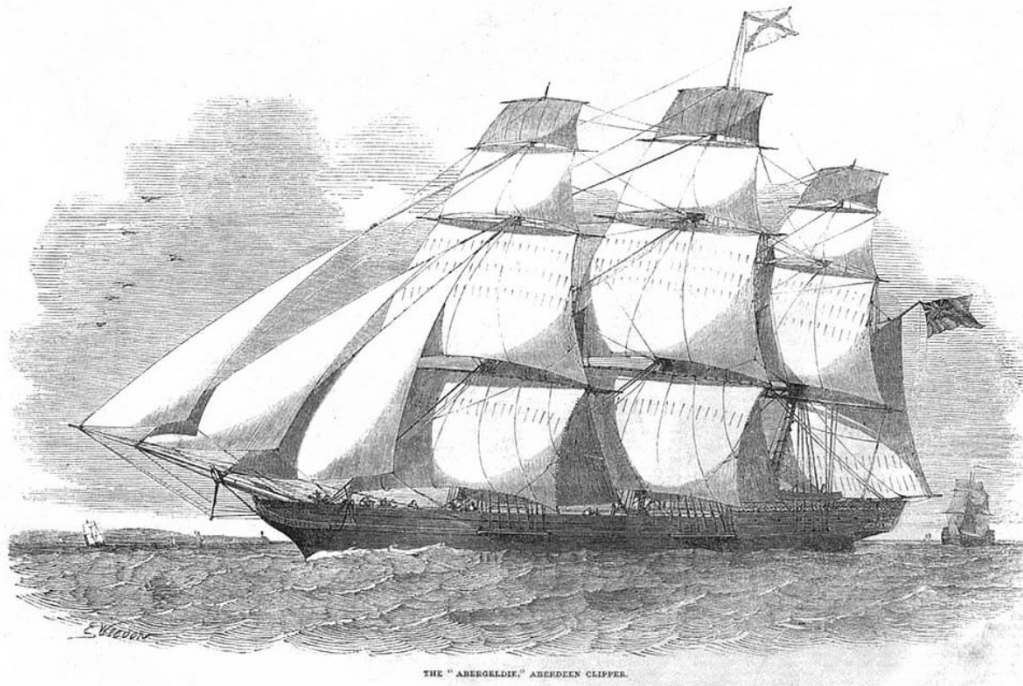
### Andrew Leslie – shipbuilder.

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, London, and Humbermouth. She is also known to have made passages to Newfoundland (Canada), and to Carthagen (Spain).

<b>Ship Name(s)</b>	<b>Gem.</b>
<b>Shipbuilder</b>	<b>Andrew Leslie &amp; Co., Upper Dock, Provost Blaikie's Quay, Inches, Aberdeen.</b>
<b>Rig</b>	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1849.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>James Robb</b> , merchant, Aberdeen (64).
<b>Registered Port</b>	Aberdeen. Official No.: 31835.
<b>GRT</b>	100 tons.
<b>Length</b>	74 feet. (22.56m).
<b>Breadth</b>	17 feet. (5.18m).
<b>Depth</b>	10 feet. (3.05m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Female.
<b>Classification</b>	Unknown.
<b>Other information</b>	--
<b>Date Scrapped / Lost</b>	Unknown.

**Abergeldie (1851).**

**George Leslie & Son – owner.**



*'Abergeldie'. (Engraving from The Illustrated London News, 5<sup>th</sup> April 1851).*

<b>Ship Name(s)</b>	<b>Abergeldie.</b>
<b>Shipbuilder</b>	<b>Walter Hood &amp; Co., York Street, Footdee, Aberdeen.</b>
<b>Rig</b>	Ship, 3 masts, 1 deck and a poop deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	First quarter of 1851.
<b>Owner(s)</b>	<b>George Leslie &amp; Son, ship-owners</b> , office No. 11 Regent Quay, Aberdeen (64/64 shares).
<b>Registered Port</b>	Aberdeen.
<b>GRT</b>	600 tons (NM) / 598 (OM).
<b>Length</b>	153 feet (46.63m).
<b>Breadth</b>	26 feet, 3 inches (8.00m).
<b>Depth</b>	19 feet, 3 inches (5.87m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	HRH Prince Albert in full Highland Dress.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.
<b>Other information</b>	She was named after the estate that adjoins Balmoral, which was at that time under a forty-year lease to Prince Albert. Hence the figurehead.
<b>Date Scrapped / Lost</b>	17 <sup>th</sup> June 1854: she was lost in the China Seas when she struck a reef 1.5 miles off north end of Pulo Leal, Gaspar Strait, Indonesia. After unsuccessful attempts to get her off she was abandoned the following day.

**Granite City (1853).****D. Leslie – shipmaster.**

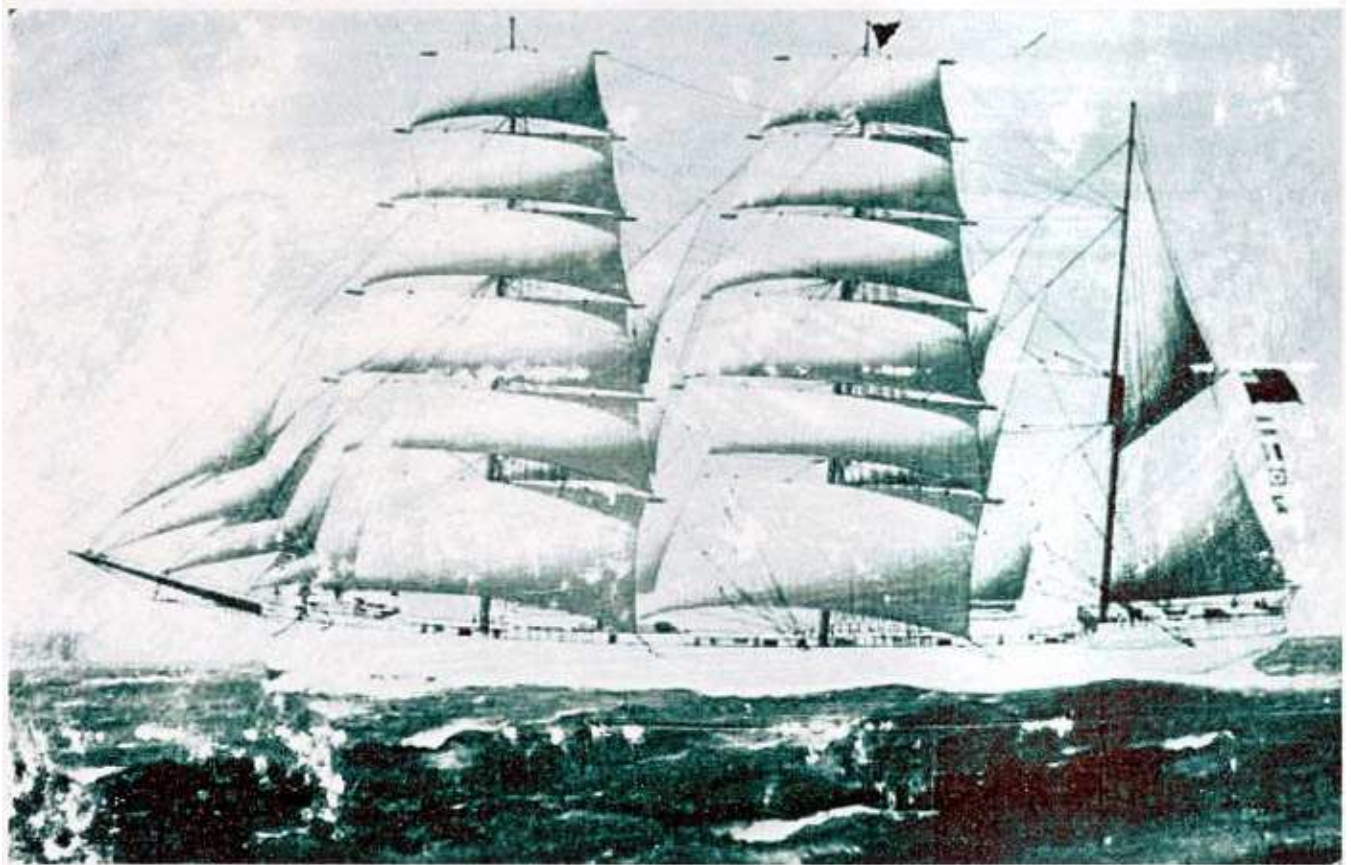
She was built to carry cargo, but also had some passenger accommodation. She is known to have traded at Aberdeen, the Clyde, London, Cardiff, Belfast, and made passages to Sydney (Australia), China, South America, and Surabaya (Indonesia).

<b>Ship Name(s)</b>	<b>Granite City.</b>
<b>Shipbuilder</b>	<b>Walter Hood &amp; Co., York Street, Footdee, Aberdeen.</b>
<b>Rig</b>	Barque, 3 masts, 1 deck, ½ poop deck, forecastle deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	January 1853.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Henry Adamson, ship-owner</b> (38), William Leask, shipmaster (12), and George Milne of Kinaldie, Aberdeenshire (8). Other shareholders: James Saunders, Royal Navy, London (4), and John Saunders Junior, banker, Cephalonia, Ionian Islands, Greece (2).
<b>Registered Port</b>	Aberdeen. Official No.: 23149.
<b>GRT</b>	772 tons.
<b>Length</b>	169 feet, 5 inches. (51.64m)
<b>Breadth</b>	28 feet, 9 inches. (8.76m).
<b>Depth</b>	20 feet, 4 inches. (6.20m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Female.
<b>Classification</b>	Lloyds Register of Shipping. Class 10A1.
<b>Other information</b>	1869 / 1870: destined Voyage London, England to Sydney, Australia; <b>shipmaster D. Leslie.</b> 1870: owned by Bilbrough & Co., and registered in London, England. 12 <sup>th</sup> March 1879: The Freeman's Journal & Daily Advertiser reported that she had suffered damage after being struck by lightning.
<b>Date Scrapped / Lost</b>	20 <sup>th</sup> November 1881: she was abandoned in the Atlantic Ocean, after being damaged in a gale. At the time of loss, she was registered in London, England, and the owners were Mr. Joseph Parson and Mr. Robert Alexander Stewart, of No. 3, Fen Court, London, England. Shipmaster and 14 crew members were all taken to Cardiff (Wales) safely.

**Ben Avon (1854).**

**George Leslie & Co. – owner.**

She was built as a clipper for the China tea trade.



*'Ben Avon', rigged as a barque. (Photographer unknown).*

<b>Ship Name(s)</b>	<b>Ben Avon.</b>
<b>Shipbuilder</b>	<b>Alexander Duthie &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Ship, 3 masts, 1 deck and poop deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	13 <sup>th</sup> May 1854.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>George Leslie &amp; Co., ship-owners, office address No. 11 Regent Quay, Aberdeen (64).</b>
<b>Registered Port</b>	Aberdeen. Official No.: 13757.
<b>GRT</b>	667 tons.
<b>Length</b>	156 feet, 3 inches. (47.62m).
<b>Breadth</b>	27 feet, 4 inches. (8.33m).

*Continued.*

**Ben Avon (1854). (Continued).**

<b>Depth</b>	19 feet, 4 inches. (5.89m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Warrior bust.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.
<b>Other information</b>	Date unknown: her rig was changed to a barque.
<b>Date Scrapped / Lost</b>	16 <sup>th</sup> June 1856: she was completely wrecked in a gale westward of Hentoo, 40 miles from Amoy, China. Chartered by W. O. Young & Co. she had left London 9 <sup>th</sup> March 1856 bound for Shanghai, China, shipmaster was R. S. Scott. 8 <sup>th</sup> June, she was struck by lightning, which caused considerable damage, including damage to the ships compass. They continued to sail using the now faulty compass, but on the 16 <sup>th</sup> were caught in a gale and struck a reef with great force, so great that the ship fell over with her deck to sea and parted in two. Within ten minutes she was completely lost. Out of 28 aboard, 3 were lost including 20-year old <b>John Leslie</b> , third son of <b>Mr. George Leslie</b> , ship-owner, Aberdeen, and the wife of shipmaster R. S. Scott. Her cargo was plundered by the natives.

**See Appendix F** for more **George Leslie** family history.

## Nightingale (1855).

**James Leslie – part-owner.**

She was built to carry general cargo, and is known to have traded to the Baltic from Aberdeen.

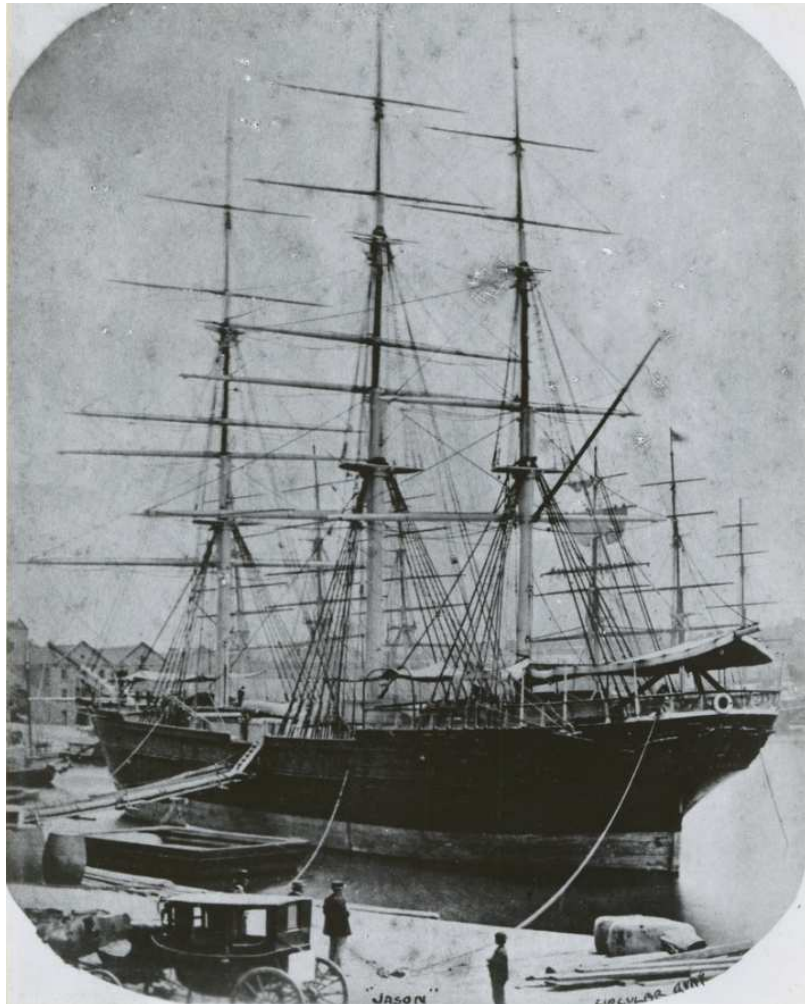
<b>Ship Name(s)</b>	<b>Nightingale.</b>
<b>Shipbuilder</b>	<b>George P. Milne &amp; Co., Provost Blaikie's Quay, Aberdeen.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	1855.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Charles Wilson, merchant (22), James Fraser, overseer (6), William Mitchell, postmaster (4), David Mitchell, blacksmith (4), Robert Gray, shipmaster (4), <b>James Leslie, manager (4)</b> , Joseph Wood, commission agent (4), James McKenzie, baker (4), William Milne, merchant (4), all Aberdeen. David Millar, farmer, Alford (4), and Alexander Davidson, corn merchant, Belhelvie (4).
<b>Registered Port</b>	Aberdeen. Official No.: 6880.
<b>GRT</b>	329 tons.
<b>Length</b>	109 feet. (33.22m)
<b>Breadth</b>	21 feet, 9 inches. (6.63m).
<b>Depth</b>	12 feet, 8 inches. (3.86m).
<b>Construction</b>	Wood. (Oak, larch, & fir). Hull sheathed in yellow metal & part felt with iron bolts.
<b>Figurehead</b>	Female bust.
<b>Classification</b>	Lloyds Register of Shipping. Class 7A1.
<b>Other information</b>	--
<b>Date Scrapped / Lost</b>	Unknown.



**Jason (1858).**

**J. M. Leslie – shipmaster.**

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




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

<b>Ship Name(s)</b>	<b>Jason.</b>
<b>Shipbuilder</b>	<b>Walter Hood &amp; Co., York Street, Footdee, Aberdeen.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a square stern, and a standing bowsprit.
<b>Launch Date</b>	1858.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Adamson &amp; Co., Aberdeen.</b> Henry Adamson, ship-owner (48), James Saunders, Master R.N. (8), Charles Thomas Glover, ship-owner (4), and George Stuart, shipmaster (4), all of Aberdeen.

*Continued.*

**Jason (1858). (Continued).**

<b>Registered Port</b>	Aberdeen. Official Number: 21468.
<b>GRT</b>	877 tons.
<b>Length</b>	192 feet. (58.52m)
<b>Breadth</b>	33 feet, 5 inches (10.19m).
<b>Depth</b>	20 feet, 9 inches (6.32).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Male full length.
<b>Classification</b>	Lloyds Register of Shipping. Class 10A1.  Built under special survey.
<b>Other information</b>	<p>27<sup>th</sup> June 1859: Mrs. George Stewart gave birth to a daughter on board whilst at sea.</p> <p>6<sup>th</sup> July 1865: she departed Sydney, Australia out for London with 60,000 sovereigns and 4,000 ounces of gold.</p> <p>14<sup>th</sup> September 1870: The Melbourne Argus reported that <i>"A seaman named Murphy was brought before Mr. Mollison for deserting from the ship and was arrested on Williamstown Railway Pier at 2 o'clock in the morning, having in his possession all his effects. Sentenced to a month's imprisonment, with hard labour, on board the hulks"</i>.</p> <p>29<sup>th</sup> November 1871: The Melbourne Argus reported - <i>"Hobson's Bay - arrived 28 Nov. ship JASON, 875 tons, J. M. Leslie, from New York, Sept. 2"</i>.</p> <p>1873/74: <b>shipmaster J. M. Leslie</b>, destined voyage Japan.</p> <p>1874: owned by C. Bjelke, and registered in Rusoer, Norway.</p> <p>9<sup>th</sup> December 1874: she caught fire in Hobart, Tasmania, Australia and had to be submerged in the dock to extinguish it.</p> <p>2<sup>nd</sup> Feb 1875: whilst sailing from London to Sydney, she took fire, and was put back into Dungeness.</p> <p>1877 / 1882: owned by C. and C. J. Northcote, London. Port belonging to Rusoer, Norway.</p>
<b>Date Scrapped / Lost</b>	Unknown.

## Rover (1859).

### John Leslie – shipmaster.

She was built as a cargo ship and regularly traded at the Baltic, initially from Aberdeen, but later from Leith and Dundee. She is also known to have made passage to the West Indies.

<b>Ship Name(s)</b>	<b>Rover.</b>
<b>Shipbuilder</b>	<b>Alexander Duthie &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	1859.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Benjamin Moir, Aberdeen (64).</b>
<b>Registered Port</b>	Aberdeen. Official No.: 22530.
<b>GRT</b>	213 tons.
<b>Length</b>	104 feet, 1 inches. (31.72m)
<b>Breadth</b>	23 feet, 4 inches. (7.11m).
<b>Depth</b>	14 feet, 1 inch. (4.29m).
<b>Construction</b>	Wood / iron frames.
<b>Figurehead</b>	Shield.
<b>Classification</b>	Lloyds Register of Shipping. Class 8A1.
<b>Other information</b>	1859: owned by Benjamin Moir; <b>shipmaster John Leslie</b> ; port belonging to Aberdeen; voyage Aberdeen to the Baltic. March 24 <sup>th</sup> 1860: whilst on passage from Riga, Latvia, she ran aground at Anholt, an island off Denmark, in the Baltic, and was towed off and taken to Copenhagen, Denmark for repairs, <b>shipmaster John Leslie</b> . 6 <sup>th</sup> October 1864: the Caledonian Mercury reported – <i>“Marriages - at Albert Terrace, Aberdeen, James Milne, commission merchant, to <b>Agnes, 5<sup>th</sup> daughter of Captain John Leslie, brig ‘Rover’ of Aberdeen.</b>”</i> 17 <sup>th</sup> January 1871: owned by Edwards & Co, and registered in Dundee, Scotland. 1881 / 1882: owned by J. Pawlyn, and registered in Fowey, Cornwall, England.
<b>Date Scrapped / Lost</b>	1885 / 1886: condemned.

## Nereid (1860).

### George Leslie – owner.

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

<b>Ship Name(s)</b>	<b>Nereid.</b>
<b>Shipbuilder</b>	<b>Walter Hood &amp; Co., York Street, Footdee, Aberdeen.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
<b>Launch Date</b>	17 <sup>th</sup> July 1860.
<b>Owner(s)</b>	<b>George Leslie &amp; Co., ship-owners, Aberdeen (64).</b>
<b>Registered Port</b>	Aberdeen. Official No.: 27578.
<b>GRT</b>	191 tons.
<b>Length</b>	102 feet (31.09m).
<b>Breadth</b>	22 feet (6.71m).
<b>Depth</b>	14 feet (4.27m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Female.
<b>Classification</b>	Lloyds Register of Shipping. Class 8A1.
<b>Other information</b>	<p>15<sup>th</sup> May 1861: she grounded upon the Holm Sound, SE Orkney, Scotland, however she got off without assistance.</p> <p>13<sup>th</sup> January 1862: <b>George Leslie</b> died 12<sup>th</sup> August 1861, and his executors became joint-owners; George Jamieson, jeweller; Francis Smith, accountant; <b>James Leslie</b>, ship-owner; George Hilton Paterson, ship-owner; and John Robertson, advocate.</p> <p>23<sup>rd</sup> December 1864: <b>James Leslie</b> died 9<sup>th</sup> August 1864, and his share transferred to <b>George Leslie</b>, Aberdeen.</p> <p>26<sup>th</sup> July 1867: <b>George Leslie</b> owns 60 shares, and Francis Smith owns 4 shares.</p> <p>5<sup>th</sup> April 1889: owned by George Milne, merchant, Aberdeen, Scotland.</p> <p>1889: she was re-rigged as a brigantine.</p>
<b>Date Scrapped / Lost</b>	17 <sup>th</sup> January 1890: listed as missing.

**Invercauld (1863).**

**Seaman - George Liddle, grandson of Thomas Leslie.**

She was named in honour of Colonel Farquharson of Invercauld, a Scottish estate near Braemar. She was built for the Australia trade, however she had a very short life, being wrecked only 6-months after her launch.




*'Invercauld', photographer unknown, courtesy State Library of South Australia, Ref: PRG 1371/2/14.*

<b>Ship Name(s)</b>	<b>Invercauld.</b>
<b>Shipbuilder</b>	<b>John Smith &amp; Co., Upper Dock, Aberdeen.</b>
<b>Rig</b>	Barque, 1 deck, 3 masts, an elliptic stern, and a standing bowsprit.
<b>Launch Date</b>	28 <sup>th</sup> October 1863.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Richard Connon &amp; Co., Aberdeen.</b> Richard Connon & Co. (20), <u>John Smith, shipbuilder (16)</u> , William Gladstone, London (16), Greason & Cole, ship-owners, London (8), and Robert Middleton, builder, Aberdeen (4).
<b>Registered Port</b>	Aberdeen. <span style="float: right;">Official No.: 45218.</span>

*Continued.*



**Invercauld (1863). (Continued).**

<b>GRT</b>	1,100 tons.
<b>Length</b>	181 feet, 7 inches (55.37m).
<b>Breadth</b>	34 feet, 1 inch (10.39m).
<b>Depth</b>	20 feet, 8 inches (6.30m).
<b>Construction</b>	Wood. Sheathed in felt and yellow metal.
<b>Figurehead</b>	Full size male.
<b>Classification</b>	Lloyds Register of Shipping. Class 8A1.  Built Under Special Survey.
<b>Other information</b>	--
<b>Date Scrapped / Lost</b>	10 <sup>th</sup> May 1864: she was wrecked at the Auckland Islands. 2 <sup>nd</sup> May 1864, she left Melbourne for Callao for a cargo of guano. The survivors were marooned without food or shelter, only the master, the 1 <sup>st</sup> mate and one other seaman survived.



*Gravestone of George Liddle, grandson of Thomas Leslie, St. Clements Kirkyard, Footdee, Aberdeen. (S. Bruce).*

*Continued.*

## **Invercauld (1863). (Continued).**

The Gravestone reads:

IN AFFECTIONATE REMEMBRANCE OF GEORGE LIDDLE. GRANDSON OF THOMAS LESLIE. WHO WAS WRECKED ON THE SHIP INVERCAULD ON THE 10<sup>TH</sup> MAY 1864 ON THE AUCKLAND ISLANDS AND DIED THROUGH STARVATION ON THE 27<sup>TH</sup> JULY SAME YEAR WITH 19 OF THE CREW, AGED 17 YEARS.

The following story is from Grip Fast Down Under, the newsletter of the Clan Leslie Society of Australia and New Zealand, (CLANZ) Vol 9, No.3, October to December 2017.

### **A Tale of Desperation.**

Our friend Stanley Bruce sent an e-mail to Barrie Leslie "A Leslie Relative. Picture taken in St Clements Kirkyard, Footdee Aberdeen". The photo above was attached.

Although a little hard to read, the inscription tells of George Liddle, the grandson of Thomas Leslie, who was shipwrecked on the Auckland Islands, New Zealand. After a little research, the following story was found:

The 'Invercauld' was under the command of Captain George Dalgarno and was bound from Melbourne to Callao in ballast with a total of 25 crew. She struck the Auckland Islands at 2 am on 11<sup>th</sup> May 1864, broke up and was totally destroyed in a short amount of time. The crew all struggled towards a small cove nearby and nineteen of the twenty-five crew managed to get ashore. Crew members Middleton and Wilson, and four others drowned. All of the rest were hurt in some way and had no shoes. The survivors spent the night onshore and then at daybreak investigated the scene of the wreck and came away with only some few pounds of ships biscuits and salted pork. They found the bodies of the drowned crew and stripped them of their clothing but were unable to bury them.

The crew had enough timber to build a rough hut and, as one of the crew had matches, a fire was able to be lit. After four days of inactivity there were no remaining provisions and three men climbed the cliffs in search of food. The climb was very difficult as the cliffs were at least 200 ft high and rocky under foot. Eventually the entire group of survivors, save one ill man and a caretaker, climbed the cliffs. The original group of three had caught a pig, which they brought back to the group. The smell of the roasting pig, called to the caretaker, who left the gravely ill man to die alone on the beach. At the top of the cliffs they found fresh water and some roots. The weather was very cold with frost and snow on the ground. They spent the night and then pushed on towards Port Ross, a journey that took several days due to the thickness of the scrub. They managed to hunt a single pig for food and continued to travel, losing another man to cold and hunger. They arrived on the other side of the island and set up a shelter but for 21 days had nothing to eat or drink except roots and water. Seven men decided to return to the wreck and the group saw nothing more of them.

Andrew Smith and four others left the remaining five crew to search for the beach through the thick bush. They were able to get to the beach and harvest shellfish and sent a man back to fetch the others only to find that another two had died. The group reunited and the eight men stayed on the beach for about a week. A group of five continued to explore and reached Port Ross, where they found the traces of the Enderby Settlement and huts. By this time the group was getting very weak and lost a further two men leaving the captain, the mate Andrew Smith, the carpenter Alex. Henderson and three seamen including Robert Holding, **George Liddle** and James Lancefield at Port Ross.

After three or four months, the supply of shellfish was exhausted and seals were rarely seen or captured. The group now down to three surviving members constructed a canoe from seal skins and tree branches and waited for fine weather to cross to Rose Island. Here they found rabbits and they also built a sod cabin with a thatched roof. Henderson, **Liddle** and Lancefield died before this time and were buried in the sand.



On 20<sup>th</sup> May 1865, the Portuguese ship '*Julian*' entered the harbour. The ship had sprung a leak and sent a boat to shore in the hope of obtaining repairs. The three survivors were taken aboard the '*Julian*' and safely transported to Callao (Peru). The '*Julian*' didn't search for the other castaways – possibly because the ship was taking on water and needed to get to harbour for repairs.



*Invercauld House, near Braemar.*

## Golden Sheaf (1866).

### William Leslie – part owner.

She was built to carry general cargo, intended for trade to the Baltic and the Mediterranean. She is known to have traded at Aberdeen, Whitby, Faversham, Whitstable, and London. She made passages to The Mediterranean, and South America.

<b>Ship Name(s)</b>	<b>Golden Sheaf.</b>
<b>Shipbuilder</b>	<b>David Burns &amp; Co., The Inches (Upper Dock), Aberdeen.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	8 <sup>th</sup> November 1866.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Herman Ganson</b> , Aberdeen (64).
<b>Registered Port</b>	Aberdeen. Official No.: 53259.
<b>GRT</b>	225 tons.
<b>Length</b>	113 feet, 1 inches. (34.47m)
<b>Breadth</b>	24 feet, 3 inches. (7.39m).
<b>Depth</b>	14 feet. (4.27m).
<b>Construction</b>	Wood. Hull copper fastened.
<b>Figurehead</b>	Fiddle.
<b>Classification</b>	Lloyds Register of Shipping. Class: 7A1.
<b>Other information</b>	<p>First master – J. Ganson, and she was named at her launch by a Mrs Ganson.</p> <p>9<sup>th</sup> May 1867: ship-owner George Thompson Junior gave Herman Ganson a mortgage against 32 shares of the ship (half of the ship) for £1,100 with Interest at 5% pa.</p> <p>21<sup>st</sup> December 1868: Herman Ganson sold 8 shares to <b>William Leslie</b>, Aberdeen (ship-owner).</p> <p>1873 / 1874: owned by J. Mills, master J. Ganson.</p> <p>11<sup>th</sup> November 1873: registered in Whitby.</p> <p>1875 / 1876: master J. Ganson, and owned by T. Goldfinch &amp; Co., and registered in Whitby.</p> <p>1876 / 1880: master W. Hancock, owned by T. Goldfinch &amp; Co., and registered in Whitstable.</p> <p>1882 / 1884: master W. Hancock, owned by C. &amp; A. Hoult, and registered in Faversham.</p>
<b>Date Scrapped / Lost</b>	Unknown.

## **May Queen (1869).**

### **John Leslie – part-owner and shipmaster.**

During her life, she made sixteen trips to New Zealand. She is known to have carried many immigrant settlers. She is also known to have traded at Mauritius, Melbourne, Australia, and Camaru (Brazil).



*'May Queen' at Nelson, New Zealand.  
(Photo by the Tyree Brothers Studio, circa 1880).*

*Continued.*

**May Queen (1869). (Continued).**



*'May Queen'. (Artist unknown)  
(Courtesy Otago University Research Heritage, Ref 4637).*

<b>Ship Name(s)</b>	<b>May Queen.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., No. 40 York Street, Footdee, Aberdeen.</b>
<b>Yard No.</b>	262.
<b>Rig</b>	Barque, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	May 1869.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	William Shirres, manufacturer (22), James Laing, ironmonger (21), and <b>John Leslie, master mariner (21)</b> , all Aberdeen.
<b>Registered Port</b>	Aberdeen. Official No.: 60694.
<b>GRT</b>	733 tons.
<b>Length</b>	178 feet, 6 inches. (54.41m)
<b>Breadth</b>	31 feet, 2 inches. (9.50m).
<b>Depth</b>	19 feet. (5.79m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Demi female.
<b>Classification</b>	Lloyds Register of Shipping. Class A1.

*Continued.*

## May Queen (1869). (Continued).

<b>Other information</b>	<p>Build cost = £22,000.</p> <p>1873 / 1874: owners W. Shirres &amp; Co., port belonging to Aberdeen, <b>shipmaster John Leslie</b>, destined voyage London to New Zealand.</p> <p>1871 / 1876: chartered by Shaw, Savill from W. Shirres, Aberdeen.</p> <p>1880-1, 1881-2, 1882-3, 1888-9: LRS records <b>owner as John Leslie</b>. See <b>Appendix C</b> for more information.</p>
<b>Date Scrapped / Lost</b>	<p>26<sup>th</sup> January 1888: she struck a reef at Red Head in Lyttleton Harbour, New Zealand, all crew and passengers were saved. 7<sup>th</sup> February 1888 it was reported by the Newcastle (N.S.W.) Morning Herald that the wreck was sold at auction for £275.</p> <p>Her cargo was salvaged. (A sideboard and couch from the ship can be seen in the Lyttleton Museum).</p> <p>10<sup>th</sup> February 1888: she became a total wreck.</p>

More information can currently be found at:

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

She made a total of sixteen voyages to New Zealand, and three of them were made with **John Leslie** as the shipmaster, details as follows:

### London, England to Dunedin, New Zealand:

Sailed	Arrived	Days
20 <sup>th</sup> August 1870	8 <sup>th</sup> November 1870	<b>80</b>
		(Land to land 75)
26 <sup>th</sup> August 1870	15 <sup>th</sup> November 1871	<b>81</b>
		(Land to land 76)
29 <sup>th</sup> July 1870	24 <sup>th</sup> October 1872	<b>87</b>
		(Land to land 82)



**Calypso (1874).**

**Leslie – part-owner.**

**James Leslie – shipmaster.**



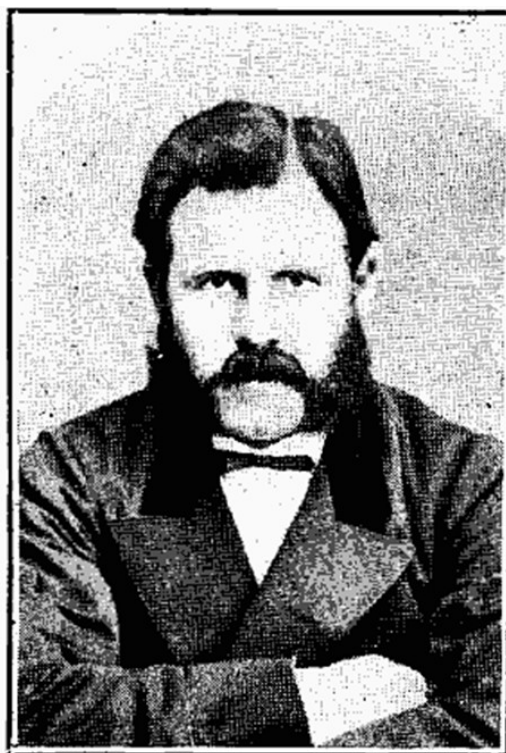
*'Calypso'. (Photographer unknown).*

<b>Ship Name(s)</b>	<b>Calypso.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., No. 40 York Street, Footdee, Aberdeen.</b>
<b>Yard No.</b>	283.
<b>Rig</b>	Steamer, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	May 1874.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Leslie &amp; Shirras (64).</b> <b>John Leslie</b> , shipmaster (32), and <b>William Shirras</b> , manufacturer (32).
<b>Registered Port</b>	Aberdeen. Official No.: 65108.
<b>GRT</b>	1,061 tons.

*Continued.*

**Calypso (1874). (Continued).**

<b>Length</b>	205 feet, 4 inches. (62.59m)
<b>Breadth</b>	34 feet, 6 inches. (10.52m).
<b>Depth</b>	20 feet, 4 inches. (6.20m).
<b>Construction</b>	Iron. (Riveted).
<b>Figurehead</b>	Full length female. (Painted white).
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1. ✠ Built under special survey.
<b>Other information</b>	Build cost: £18,927. 1874: <b>shipmaster - James Leslie</b> , on her first passage to Port Chalmers, New Zealand, in 1874 she made the voyage in 74 days. 1874 / 1879: she made passages to Dunedin, New Zealand.
<b>Date Scrapped / Lost</b>	14 <sup>th</sup> April 1880: after completing the passage from Dunedin, New Zealand, to London, England, she was anchored off the mouth of the Thames when she was rammed by the small steamer 'Hawk' during the night, and she foundered soon after. All hands were saved.



CAPTAIN LESLIE.

*Captain James Leslie. (Photographer unknown).*

## Grandholm (1879).

### William Leslie – owner.

She was built specifically to carry barrels of salt herrings. At this period, the Scots were exporting a massive 400,000 barrels of herring annually to Stettin (Szczecin, formerly in Germany, but now in Poland) in the Baltic. 1880 to 1900 was the peak of herring exporting, so she was built at the right time. The sole ship-owner when she was built was **William Leslie**, Aberdeen, however shares of the ship were soon sold after her build, presumably at a profit.

<b>Ship Name(s)</b>	<b>Grandholm.</b>
<b>Shipbuilder</b>	<b>Hall, Russell &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Yard No.</b>	215.
<b>Rig</b>	Steamer, 2 masts, and 1 deck.
<b>Engine(s)</b>	2 compound inverted surface condensing, estimated at 53 horsepower (Max. 60hp).
<b>Launch Date</b>	1879.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<p><b>William Leslie, shipbroker</b>, No. 17 Regent Quay, Aberdeen (64).</p> <p>-----</p> <p>29<sup>th</sup> November 1879: 4 shares sold to George Davidson, merchant, Aberdeen, and 4 shares to Richard John William Orton, surgeon major, Naval &amp; Military Club, London.</p> <p>24<sup>th</sup> December 1879: 8 shares sold to John Crombie Junior, manufacturer, Danestone, Aberdeen (Grandholm Woollen Mill family).</p> <p>3<sup>rd</sup> January 1880: 8 shares sold to Theodore Crombie of Goval, Fintray, and <b>4 shares sold to John Leslie, Donbank, Aberdeenshire, manufacturer.</b></p> <p>26<sup>th</sup> January 1880: 8 shares sold to John Crombie of Balgownie Lodge, Aberdeenshire, manufacturer.</p>
<b>Registered Port</b>	Aberdeen.                      Official No.: 77454.
<b>GRT</b>	369 tons.

*Continued.*



**Grandholm (1879). (Continued).**

<b>Length</b>	150 feet. (45.72m).
<b>Breadth</b>	22 feet, 1 inches. (6.73m).
<b>Depth</b>	12 feet. (3.66m).
<b>Construction</b>	Iron. (Riveted).
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class A1.
<b>Other information</b>	30 <sup>th</sup> June 1882: the Dundee Courier reported that she went aground in the River Tay, but was floated off at high water and proceeded shortly after for Aberdeen.
<b>Date Scrapped / Lost</b>	23 <sup>rd</sup> Nov. 1882: while bound from St. Malo, North West France to Campbeltown, Scotland with a cargo of barley (Probably for making whisky) she was wrecked in a gale near Wexford Harbour, Ireland. All crew members were saved by the local lifeboat. (A Board of Trade enquiry suspended shipmaster J. Grant's certificate for 2 months).



*Herring boats at Aberdeen Harbour late 19<sup>th</sup> Century (A & R Milne).*

When the 'Grandholm' was built, there were hundreds of herring fishing boats (Drifters) working out of Aberdeen. The fishermen during the year followed the herring to other British ports as the herring migrated south.

## Goval (1881).

### William Leslie – owner.

She was specially built for the herring trade and traded at the Baltic. She is known to have carried barrels of cured salt herring from ports in the UK including Aberdeen, Stornoway, and Great Yarmouth, to Stettin, Danzig, and Swinemunde (Poland). These ports were all major importers of Scottish brand and unbranded herring. She is also known to have traded at Aberdeen, Sunderland, London, Cardiff, the Mersey, and Le Havre, Rouen Laye, and St. Valery, France. Amongst other cargoes, she carried Portland Cement.

<b>Ship Name(s)</b>	<b>Goval.</b>
<b>Shipbuilder</b>	<b>Hall, Russell &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Yard No.</b>	223.
<b>Rig</b>	Screw steamer, schooner rig, 2 masts and 1 deck.
<b>Engine(s)</b>	1 pair compound direct acting inverted surface condensing, estimated 60 horsepower. Single screw.
<b>Launch Date</b>	March 1881.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Initial owner <b>William Leslie, merchant, Aberdeen (64)</b> . By 22 <sup>nd</sup> November 1881, Leslie had sold shares to nine other owners; the largest being John Crombie and Theodore Crombie of Grandholm Woollen Mill, Aberdeen.
<b>Registered Port</b>	Aberdeen. Official No.: 84352.
<b>GRT</b>	443 tons.
<b>Length</b>	160 feet, 5 inches. (48.90m)
<b>Breadth</b>	23 feet, 1 inches. (7.04m).
<b>Depth</b>	12 feet, 3 inches. (3.73m).
<b>Construction</b>	Iron. (Riveted).
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class: 100A1.
<b>Other information</b>	20 <sup>th</sup> May 1881: the Dundee Courier reported that when returning from Nantes (France), and entering Swansea Harbour, Wales she struck the pier, splitting several bow plates and incurring other damage. 20 <sup>th</sup> Feb. 1890: the Aberdeen Weekly Journal reported that on 14 <sup>th</sup> Feb. one of firemen, John Masson, Aberdeen, on coming aboard at Rouen Laye (France) at night, fell into water and was drowned. He joined at Cardiff a few weeks ago.
<b>Date Scrapped / Lost</b>	1891: she sunk after a collision, details / location unknown.

## Garrawalt (1882).

### Aberdeen and Glasgow Steamship Co. (William Leslie) – owner.

She was built to serve the Aberdeen to London route, and to carry herrings to the Baltic. She carried general cargo and had accommodation for ten passengers. In 1886, the passenger fare was £1 single or £1, 10s return.

<b>Ship Name(s)</b>	<b>Garrawalt.</b>
<b>Shipbuilder</b>	<b>Alexander Hall &amp; Co., No. 40 York Street, Footdee, Aberdeen.</b>
<b>Yard No.</b>	307.
<b>Rig</b>	Screw steamer.
<b>Engine(s)</b>	Steam engine.
<b>Launch Date</b>	1882.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen and Glasgow Steamship Co. (W. Leslie, No. 67 Marischal Street). (64).</b>
<b>Registered Port</b>	Aberdeen. Official No.: 84355.
<b>GRT</b>	493 tons.
<b>Length</b>	165 feet, 3 inches. (50.37m).
<b>Breadth</b>	23 feet, 5 inches. (7.14m).
<b>Depth</b>	12 feet, 5 inches. (3.78m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1.
<b>Other information</b>	19 <sup>th</sup> July 1885: at Gothenburg, Sweden she collided with Swedish ship 'Venona'. 'Venona' lost her main and mizzen masts and was leaking badly, and was towed into Gothenburg by the 'Garrawalt', who then proceeded on her voyage. 20 <sup>th</sup> May 1886: the Aberdeen Weekly Journal reported that she was to commence a regular goods service between Aberdeen and London.
<b>Date Scrapped / Lost</b>	6 <sup>th</sup> March 1887: she foundered off Portlethen, Aberdeenshire in dense fog during voyage from Sunderland to Aberdeen with a cargo of coal. It was stated that she was going full steam ahead until 4 minutes before striking a rock. Crew got off safely in the ships boats. A Board of Trade enquiry at Aberdeen resulted in suspension of Captain Webster's certificate for 6 months.

## Gipsy (1883).

**George Leslie / William Leslie, Leslie Steamship Co. Ltd. – owners.**

Fishing Trawler.


<b>Ship Name(s)</b>	<b>Gipsy. A612.</b> Renamed 'Sud' (1903).
<b>Shipbuilder</b>	<b>John Duthie, Sons, &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Rig</b>	Single screw, Trawler, Schooner rig, 2 masts, 1 deck, and a round stern.
<b>Engine(s)</b>	Steam, two, compound, inverted, surface condensing, direct acting, 19" x 38" with 27" stroke, 62 H.P. by Hall, Russell & Co. 3 p.f. furnaces with 939 feet square heating area and 100 psi.
<b>Launch Date</b>	August 1883.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>George Leslie / William Leslie, Leslie Steamship Co. Ltd.,</b> Aberdeen. 19 <sup>th</sup> March 1887: <b>William Leslie ship-owner (20)</b> , and <b>John Leslie, manufacturer (4)</b> , plus others.
<b>Registered Port</b>	Aberdeen. Official No.: 84375.
<b>GRT</b>	160 tons.
<b>Length</b>	126 feet, 5 inches. (38.53m).
<b>Breadth</b>	19 feet, 3 inches. (5.87m).
<b>Depth</b>	10 feet, 1 inch. (3.07m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1. ✠ Built under special survey.
<b>Other information</b>	1902: owned by Schiaffino & Jouviet, Algiers, Algeria, and converted to a tug. 1903: owned by J. A. Deiss Demange freres & Cie, Marseilles (France), and renamed 'Sud'. 1930: owned by Soc. Anon. Italiana, Lavori Marittimi, Naples (Italy).
<b>Date Scrapped / Lost</b>	1936: she was scrapped.

## Grip Fast (1883).

### William Leslie – owner.

Grip Fast is the motto of the Leslie clan.

She was built specifically to carry barrels of herrings to the Baltic, and is known to have traded at Archangel, Königsberg, Stettin, Danzig, Rotterdam, and Libau, Russia in the Baltic (now Liepāja, Latvia). She also had accommodation for ten passengers. She is also known to have traded at Baltimore, Boston, and Baracoa (Cuba).

<b>Ship Name(s)</b>	<b>Grip Fast.</b>
<b>Shipbuilder</b>	<b>Hall, Russell &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Yard No.</b>	232.
<b>Rig</b>	Screw steamer, schooner rigged, 2 masts, 1 deck, & an elliptical stern.
<b>Engine(s)</b>	1 pair compound inverted direct acting, 95 horsepower. Steel boiler, 12',10" diameter, 10' length, 3 x 39" furnaces with 1422.8 square feet heating area and 100 psi. (Propeller: 10',11" diameter, solid 4-bladed cast iron).
<b>Launch Date</b>	October 1883.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>William Leslie &amp; Co., No. 67 Marischal Street, Aberdeen (64).</b>
<b>Registered Port</b>	Aberdeen. Official No.: 88853.
<b>GRT</b>	860 tons.
<b>Length</b>	200 feet. (60.96m)
<b>Breadth</b>	28 feet, 1 inch. (8.56m).
<b>Depth</b>	15 feet. (4.57m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1.  Built under special survey.

*Continued.*

**Grip Fast (1883). (Continued).**

<p><b>Other information</b></p>	<p>Build cost: £15,751.</p> <p>5<sup>th</sup> July 1884: <b>William Leslie</b> now owns 45 shares, the remaining 19 shares were sold to ten others including John Crombie Junior of the Grandholm Woollen Mill, Aberdeen.</p> <p>2<sup>nd</sup> September 1889: the Aberdeen Weekly Journal reported that she had a cargo of 5,000 barrels of herring for Konigsberg, Germany (Kaliningrad, Russia) and Stettin (Szczecin, Poland).</p> <p>18<sup>th</sup> October 1889: she ran ashore on Trimingham Beach, Norfolk, England. She was floated off without assistance.</p> <p>27<sup>th</sup> June 1891: on passage from Archangel, Russia to Aberdeen she ran aground at Cairnbulg Point, Fraserburgh, near the beacon, she was later floated off and proceeded to Aberdeen with the assistance of a tug.</p>
<p><b>Date Scrapped / Lost</b></p>	<p>13<sup>th</sup> November 1892: she was lost in deep water off Ventnor, Isle of Wight, England on voyage from Swansea, Wales to London, England carrying a cargo of coal. It was reported that there was a serious explosion and she sank within 30 minutes. Master was Captain G. Stephen. The Mate was killed, and the Bosun drowned, and another seaman was injured. All other crew members survived.</p>

## Grandholm (1884).

**William Leslie – managing owner Grandholm Steamship Co., Ltd., Aberdeen.**

<b>Ship Name(s)</b>	<b>Grandholm.</b>
<b>Shipbuilder</b>	<b>Hall, Russell &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Yard No.</b>	237.
<b>Rig</b>	Screw steamer, schooner rig, 2 masts, 1 deck, and a round stern.
<b>Engine(s)</b>	1 pair compound inverted direct acting, 150 horsepower. 2 steel boiler, 11',10" diameter, 9',6" in length, 6 x 36" furnaces with 2173.6 square feet heating area and 100 psi. by Hall, Russell & Co. (Propeller: 14',4" diameter, solid 4-bladed cast iron).
<b>Launch Date</b>	September 1884.
<b>Owner(s)</b>	<b>Grandholm Steamship Co. Ltd., (64), William Leslie managing owner, office No. 67 Marischal Street, Aberdeen.</b>
<b>Registered Port</b>	Aberdeen. Official No.: 88863.
<b>GRT</b>	1,408 tons.
<b>Length</b>	242 feet, 7 inches. (73.94m).
<b>Breadth</b>	32 feet, 7 inches. (9.93m).
<b>Depth</b>	17 feet, 1 inch. (5.21m).
<b>Construction</b>	Iron.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1.  Built under special survey.
<b>Other information</b>	23 <sup>rd</sup> August 1892: sold to the <b>Leslie Steamship Co. Ltd., (Manager William Leslie, ship-owner, No. 64 Marischal Street, Aberdeen).</b>
<b>Date Scrapped / Lost</b>	21 <sup>st</sup> October 1899: she was stranded at entrance to port of Memel (Germany), (Klaipėda, Lithuania from 1923), and became a total wreck.

**Garthdee (1890).****W. Leslie & Co. – owner.**

She was built as a general cargo ship, and is known to have traded at Aberdeen, Fraserburgh, Peterhead, and Gravesend. She also made passages to The Baltic, (Probably with barrels of salt herring, and returning with timber), and to the Mediterranean.

<b>Ship Name(s)</b>	<b>Garthdee.</b>
<b>Shipbuilder</b>	<b>Hall, Russell &amp; Co, York Place, Footdee, Aberdeen.</b>
<b>Yard No.</b>	258.
<b>Rig</b>	Cargo steamer.
<b>Engine(s)</b>	Steam, single screw, triple expansion, 15" x 24" x 38" with 30" stroke. 594 i.h.p. by Hall, Russell & Co. Boiler: steel, diameter 12',6", length 10',4", 160 psi. 3x36" furnaces, 1385 feet squared heating area. Cast iron propeller: 10',10½" diameter, solid.
<b>Launch Date</b>	1890.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen and Glasgow Steamship Co. Ltd., W. Leslie &amp; Co.,</b> No. 67 Marischal Street, Aberdeen (64).
<b>Registered Port</b>	Aberdeen. Official No.: Unknown.
<b>GRT</b>	679 tons.
<b>Length</b>	190 feet, 6 inches. (58.06m).
<b>Breadth</b>	28 feet, 1 inches. (8.56m).
<b>Depth</b>	14 feet, 1 inches. (4.29m).
<b>Construction</b>	Wood.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Unknown.
<b>Other information</b>	30 <sup>th</sup> March 1898: it was reported in the Aberdeen Weekly Journal that she put in at Gibraltar with her machinery out of order, <b>owner William Leslie &amp; Co.</b>

*Continued.*



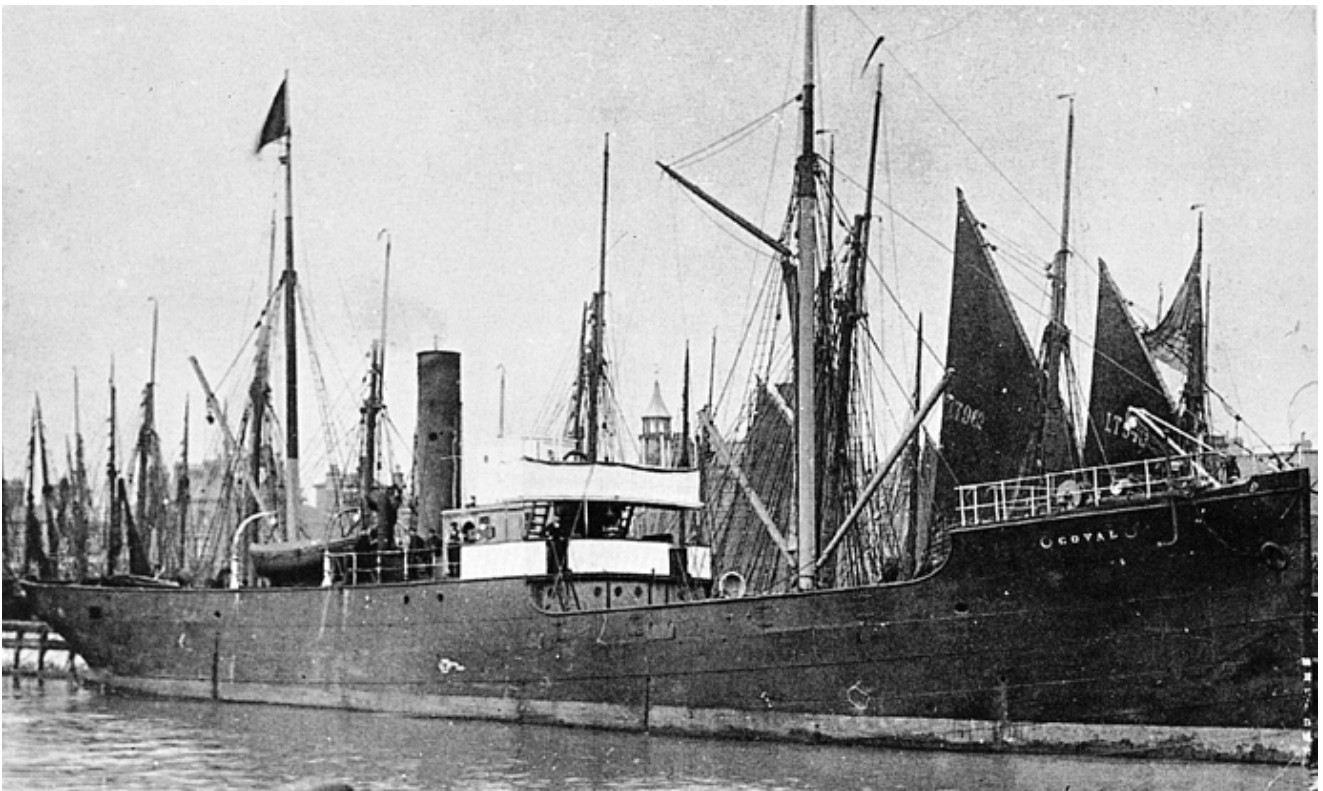
**Garthdee (1890). (Continued).**

<p><b>Other information (Continued).</b></p>	<p>26<sup>th</sup> September 1898: at Gravesend, England the steamer 'Lingfield' collided with her, but she sustained no damage, later the steamer 'Robert Ingham' collided with her and caused her considerable damage to her starboard side.</p> <p>1904: she picked up Gerald O'Brien the sole survivor of the wrecked collier 'SS Commercial', which is thought to have had 13 crew members.</p> <p>1906 / 1907: owned by John Cook &amp; Son of Aberdeen.</p> <p>12<sup>th</sup> October 1899: on passage from Hamparana, Sweden for Dover, England with a cargo of wood, she ran aground off Trekroner Fort, Copenhagen, Denmark. Her cargo was unloaded and she managed to get off without any significant damage.</p>
<p><b>Date Scrapped / Lost</b></p>	<p>22<sup>nd</sup> October 1908: on passage from Aberdeen for Fraserburgh in ballast, she stranded 50 yards from the south entrance to Peterhead Harbour. All 14 crew members were rescued by the local rocket apparatus. Attempts were made to get her off, but heavy weather a week later drove her further ashore and she became a total loss.</p>

## Goval (1891).

### William Leslie – owner.

The Aberdeen Weekly Journal 26<sup>th</sup> December 1891 reported that the first launch of year from Hall Russell's yard was the screw steamer 'Goval' on 13<sup>th</sup> February. She was built to order of **Mr. William Leslie**, and was intended for the fish trade and has already made several successful trips to the Baltic with barrels of salt herrings. She is recorded as sailing from Stornoway to St. Petersburg with a cargo of salt herring. She returned from the Baltic with German moss litter and Dutch hay from Rotterdam, to Aberdeen and Dublin.



*'Goval' berthed aside herring fishing boats. (Photographer unknown).*

<b>Ship Name(s)</b>	<b>Goval.</b>
<b>Shipbuilder</b>	<b>Hall, Russell &amp; Co., Footdee, Aberdeen. Yard No. 263.</b>
<b>Rig</b>	Steamer, 2 masts, 1 deck, forecastle and boat deck.
<b>Engine(s)</b>	Engines: 1 set triple expansion, 10 knots, 72 horsepower. Fitted with triple expansion engines with indicated horsepower 460.
<b>Launch Date</b>	13 <sup>th</sup> February 1891. (Delivered in March 1891).

*Continued.*

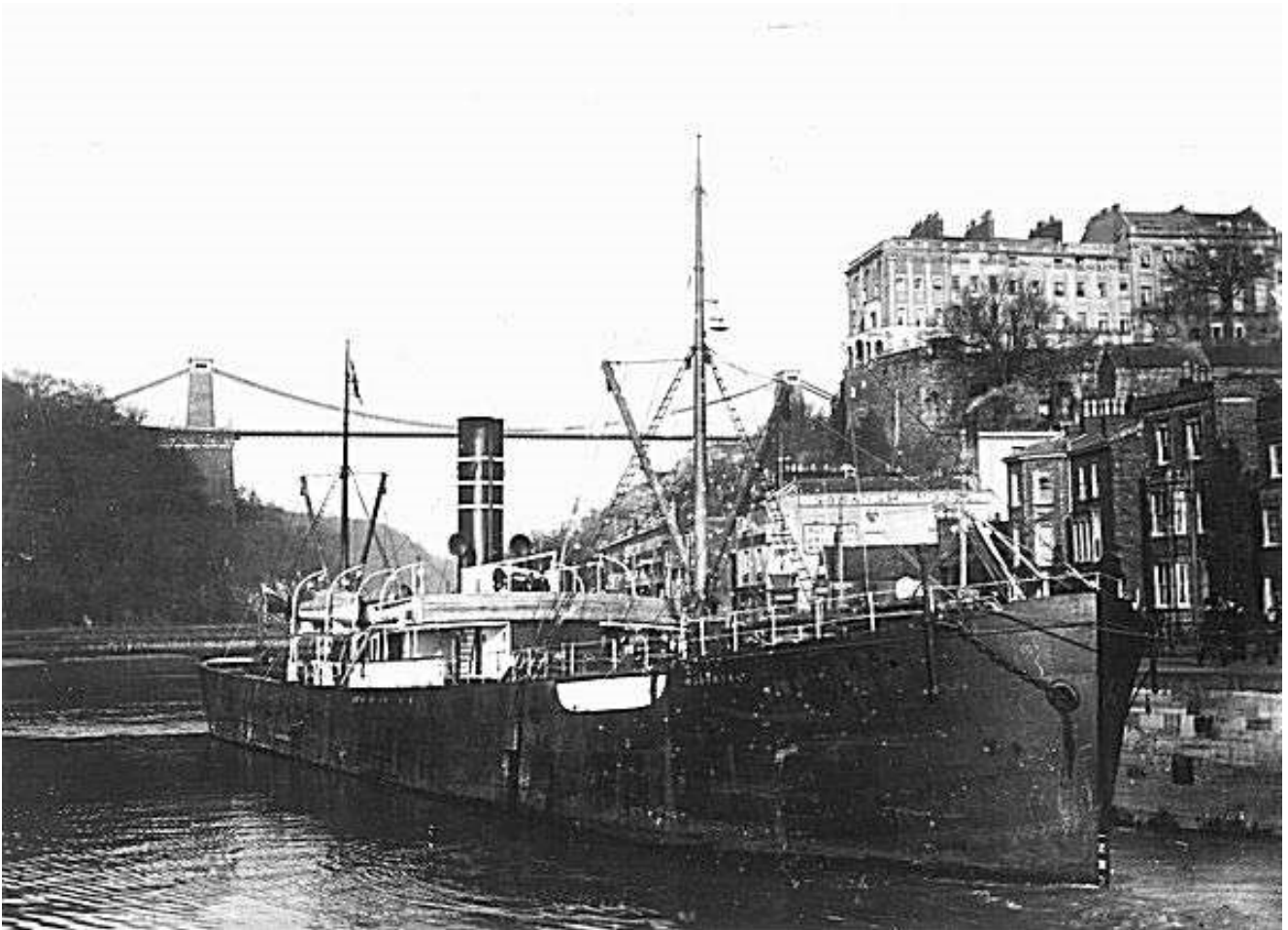
**Goval (1891). (Continued).**

<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	Initial owner <b>William Leslie</b> , No. 67 Marischal Street, Aberdeen. 17 <sup>th</sup> August 1892: all 64 shares owned by <b>Leslie Steamship Co., Ltd., William Leslie managing owner.</b>
<b>Registered Port</b>	Aberdeen. Official No.: 98556.
<b>GRT</b>	462 tons.
<b>Length</b>	160 feet, 5 inches. (48.90m)
<b>Breadth</b>	24 feet, 1 inch. (7.34m).
<b>Depth</b>	13 feet, 1 inch. (3.99m).
<b>Construction</b>	Steel.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1.
<b>Other information</b>	1893: she was in a collision with the steamer 'St Alban's', however no damage was recorded.  11 <sup>th</sup> Feb. 1895: the Aberdeen Weekly Journal reported that the 'Goval' while berthed at Blaikie's Quay, Aberdeen suffered a very serious explosion when her hatch cover was being taken off. <i>"She had brought cargo of coal from Cardiff. Supposed gas had built up during the voyage and a light had come in contact with it. A huge tongue of flame shot as high as the top of the foremast with a loud report. Four stevedores were seriously injured. Capt. Cameron did all he could for them, pouring oil on the wounds &amp; binding them, one seaman injured"</i> .  1906: sold for £3,500 to Peder Rygh, Haugesund, Norway.  1908: sold to C. Odland, Haugesund, Norway.  1909: sold on auction to Brummenæs & Torgersen, Haugesund, Norway.
<b>Date Scrapped / Lost</b>	8 <sup>th</sup> December 1911: she left Blyth (England) with a cargo of coal bound for Haugesund (Norway), and not heard of since. Crew of 14, were all lost.

**Greyfriars (1894).**

**William Leslie – Managing owner Leslie Steamship Co. Ltd.**

She was built as a general cargo ship, and used in the herring trade to the Baltic, she is known to have returned with cargoes of Swedish timber.



*'Greyfriars' seen here as the 'Bjarmia'. (Photographer unknown).*

<b>Ship Name(s)</b>	<b>Greyfriars.</b> Renamed: 'Bjarmia' (c1902); 'Kustas' (1929); 'Baltonia' (1937), and 'Orkan' (1942).
<b>Shipbuilder</b>	<b>Hall, Russell &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Yard No.</b>	282.
<b>Rig</b>	Steamer.
<b>Engine(s)</b>	Triple expansion 3-cylinder steam engine, 159 n.h.p., max. speed 8 knots.
<b>Launch Date</b>	September 1894.
<b>Owner(s)</b>	<b>Leslie Steamship Co., (64), No. 67 Marischal Street, Aberdeen.</b>

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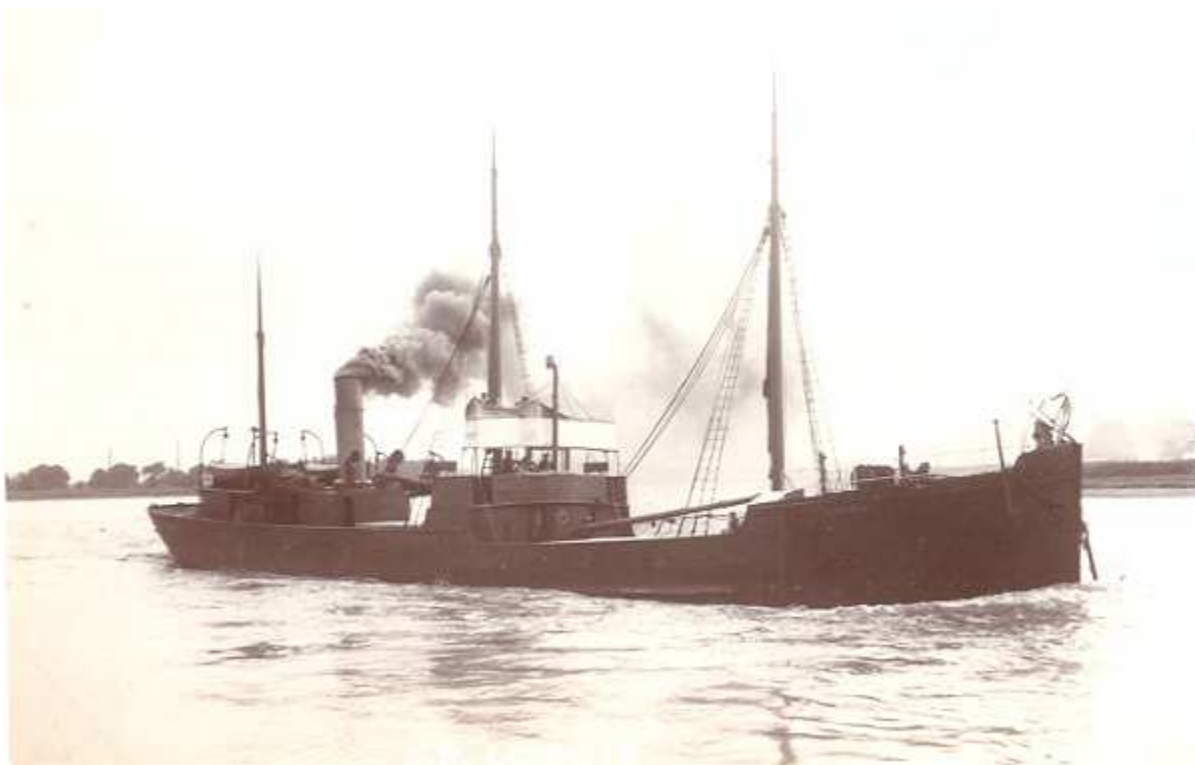
**Greyfriars (1894). (Continued).**

<b>Registered Port</b>	Aberdeen. Official No.: Unknown.
<b>GRT</b>	1,285 tons.
<b>Length</b>	240 feet, 7 inches. (73.33m).
<b>Breadth</b>	34 feet, 1 inches. (10.39m).
<b>Depth</b>	15 feet, 5 inches. (4.70m).
<b>Construction</b>	Steel. (Riveted).
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class unknown.
<b>Other information</b>	<p>c1902: she was owned by Wasa-Nordsjo Angb A.B., and registered at Wasa, Finland, and renamed 'Bjarmia'.</p> <p>1918: she was under the Shipping Controller, London.</p> <p>March 1919: returned to her owners Wasa-Nordsjo Angb A.B.</p> <p>1925: she was owned by Finska Ang.Akt, and registered in Helsingfors (Helsinki), Finland.</p> <p>1929: she was owned by G. Rosenfeldt, Tallinn, Estonia, and renamed 'Kustas'.</p> <p>December 1937: she was owned by Carl F. Gahlback, Tallin, Estonia, (bought for £10,000) and renamed 'Baltonia'.</p> <p>1942: seized by the German Government, and renamed 'Orkan'.</p>
<b>Date Scrapped / Lost</b>	30 <sup>th</sup> May 1942: sailing under the German flag with a cargo of coal she was mined in Greifswalder Oie, Swinemunde, (Germany) in the Baltic Sea. The mine was laid by the Russian submarine 'Lembit'.

## Haller (1896).

**Earl J. Leslie – owner.**

She was built as a cargo ship to carry general cargo.



*'Haller' as 'Lossie'. (Photographer unknown, photo courtesy of Richard Cox).*

<b>Ship Name(s)</b>	<b>Haller.</b> Renamed 'Lossie' (1905).
<b>Shipbuilder</b>	<b>John Duthie, Sons &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Yard No.</b>	178.
<b>Rig</b>	Screw steamer, cargo ship.
<b>Engine(s)</b>	Triple expansion, 3-cylinder, steam engine, 50 H.P. manufactured by <b>Hall, Russell &amp; Co., Aberdeen.</b> 1 single ended boiler of 160psi.
<b>Launch Date</b>	27 <sup>th</sup> January 1896. (Completed February 1896).
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>George R. Haller Ltd., Hull (64).</b>
<b>Registered Port</b>	Aberdeen. Official No.: 105082.
<b>GRT</b>	379 tons.
<b>Length</b>	147 feet, 8 inches. (45.00m).
<b>Breadth</b>	23 feet, 1 inches. (7.04m).
<b>Depth</b>	12 feet. (3.66m).
<b>Construction</b>	Steel.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	Lloyds Register of Shipping. Class 100A1.

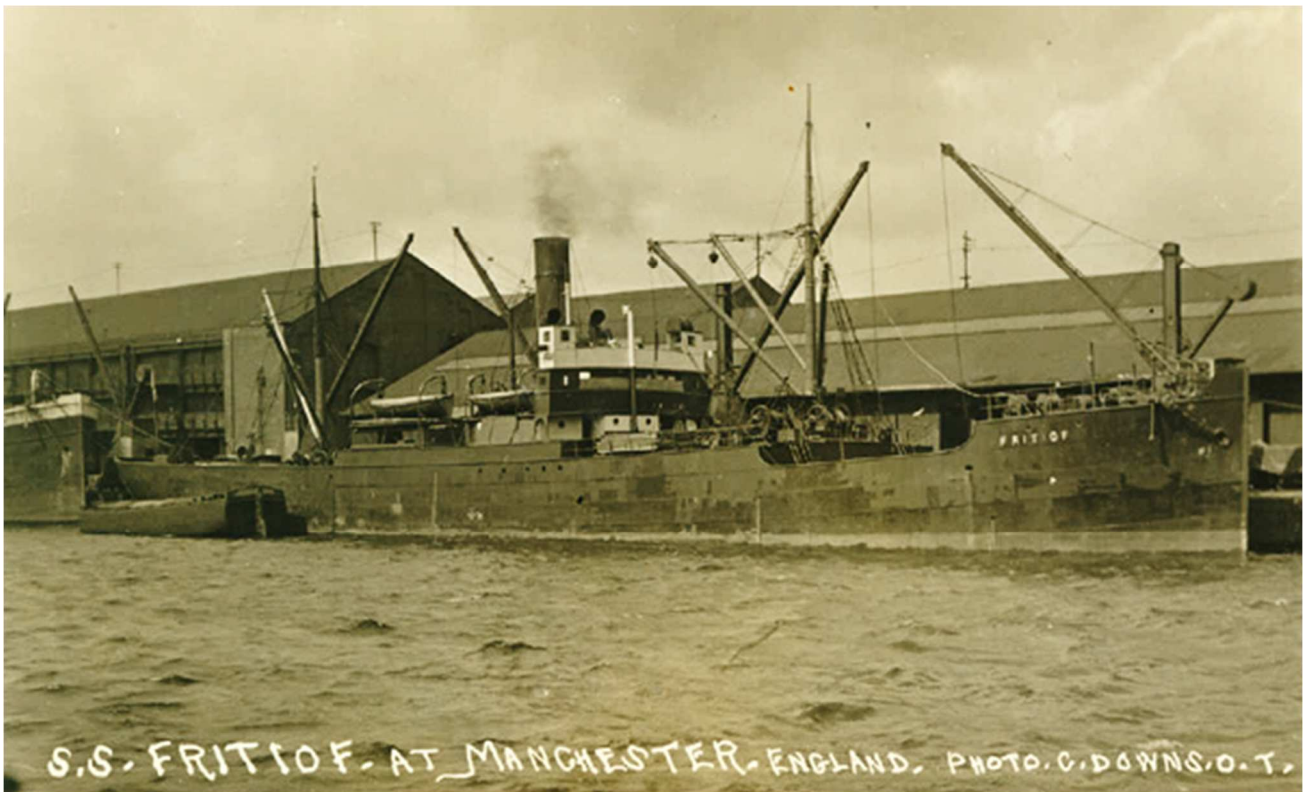
**Haller (1896). (Continued).**

<p><b>Other information</b></p>	<p>24<sup>th</sup> April 1903: owned by the North Eastern Shipping Co., Ltd., Elgin (G. Elsmie &amp; Sons, Managers) No. 54 Market Street, Aberdeen and renamed 'Lossie'.                  1<sup>st</sup> December 1914: she was requisitioned by the Admiralty and entered service as a stores carrier. (Pennant No. Y 8.39).                  12<sup>th</sup> April 1917: The Admiralty returned her to owners - name unchanged.                  1917: owned by <b>Earl J. Leslie.</b></p>
<p><b>Date Scrapped / Lost</b></p>	<p>6<sup>th</sup> September 1917: while on passage from Aberdeen to Middlesburgh (In ballast) she stranded on the Bell Rock in St. Andrews Bay. Location of wreck 56° 26' 15" N 02° 24' 15"W, Grid Ref: NO 761 268. (Canmore wreck ID No. 192967).</p>

**Gilcomston (1900).**

**William Leslie – managing owner Leslie Steamship Co. Ltd.**

She was built as a cargo ship to carry general cargo.



*SS 'Gilcomston' as the SS 'Fritiof' berthed in Manchester.  
 (Photographer C. Downs).*



**Gilcomston (1900). (Continued).**

<b>Ship Name(s)</b>	<b>Gilcomston.</b> Renamed: 'Fritiof' (1906), and 'Marta' (1933).
<b>Shipbuilder</b>	<b>Hall, Russell &amp; Co., York Place, Footdee, Aberdeen.</b>
<b>Yard No.</b>	334.
<b>Rig</b>	Screw Steamer, Cargo, ketch rig, 2 masts, 1 deck, Engines: 1 set of 3 triple expansion inverted direction action; 950 ihp Machinery by <b>Hall, Russell &amp; Co.</b>
<b>Launch Date</b>	August 1900.
<b>Owner(s)</b>	<b>The Leslie Steamship Co. Ltd., No. 67 Marischal Street, Aberdeen. (Managing Director, William Leslie).</b>
<b>Registered Port</b>	Aberdeen. Official No.: 112931.
<b>GRT</b>	1,456 tons.
<b>Length</b>	250 feet, 7 inches. (76.38m).
<b>Breadth</b>	36 feet, 1 inch. (11.00m).
<b>Depth</b>	16 feet, 1 inch. (4.90m).
<b>Construction</b>	Steel.
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class: unknown.
<b>Other information</b>	Maximum speed – 10 knots. Crew – 24. 1906: she was sold to Swedish owners Willerding Th. - Angf. A/B Thule, renamed 'Fritiof', and registered in Gothenburg, Sweden. (IMO No. 4645). 1919: she was owned by Svenska Lloyd (Swedish Lloyd) A/B, and registered in Gothenburg, Sweden. 1933: she was owned by Ado Laane, Estonia and registered in Parnu (Pernau), Estonia and renamed 'Marta'. (IMO No. 929). 1940: she was seized by the Russian Soviet Government.
<b>Date Scrapped / Lost</b>	27 <sup>th</sup> July 1941: she was bombed and sank during an air raid in Estonia.



## **Internos (1975).**

### **Leslie Fishing Company Limited – owners.**

She was a trawler fitted out for seine-net fishing with gallows fitted aft to enable it to go pair-trawling.

<b>Ship Name(s)</b>	<b>Internos A477.</b> Renamed: 'Kiroan' AH180 (1985), 'Carisanne' (Date unknown), and 'Rosemount' (1995).
<b>Shipbuilder</b>	<b>John Lewis &amp; Sons,</b> South Esplanade West, Albert Quay, Aberdeen. Yard No. 401.
<b>Yard No.</b>	401.
<b>Rig</b>	Side Trawler.
<b>Engine</b>	636hp.
<b>Launch Date</b>	1975.
<b>Owner(s)</b>	<b>Leslie Fishing Company Limited,</b> Aberdeen. (Built for Skipper William A. Smith, Crail, Fife, his mate William Malcolm, Woodcot Park, Stonehaven, and the <b>Leslie Fishing Co.</b> ).
<b>Registered Port</b>	Aberdeen. Official No.: 359099.
<b>GRT</b>	114 tons.
<b>Length</b>	26.37m.
<b>Breadth</b>	6.79m.
<b>Depth</b>	2.8m.
<b>Construction</b>	Steel.
<b>Classification</b>	Unknown.
<b>Other information</b>	1985: owned by Raymond A. Hall, Arbroath, and renamed 'Kiroan'. Date unknown: owned by Graham West Fraser. 1990: owned by the Banffshire Fish Selling Co., Ltd, Aberdeen, and registered in Arbroath, registration number AH180. 1995: renamed 'Rosemount'.
<b>Date Scrapped / Lost</b>	Unknown.

## Supreme (1976).

### Leslie Fishing Company Limited – owners.

Fishing boat.

<b>Ship Name(s)</b>	<b>Supreme A476.</b> Renamed 'Adorne INS220' (1985) and 'Ability' PD981 (c1999).
<b>Shipbuilder</b>	<b>John Lewis &amp; Sons, South Esplanade West, Albert Quay, Aberdeen.</b>
<b>Yard No.</b>	403
<b>Rig</b>	Side Trawler. Call sign GVHE.
<b>Engine(s)</b>	Oil 4SA 6-Cylinder, 474KW (636bhp). Built by Mirrlees Blackstone Ltd., Stamford, England.
<b>Launch Date</b>	1976.
<b>Owner(s)</b>	<b>Leslie Fishing Co. Ltd., Aberdeen.</b> (Manager - The John Wood Group (Aberdeen) Ltd).
<b>Registered Port</b>	Aberdeen. Official No.: 359102.
<b>GRT</b>	114 tons. (Later 168 tons).
<b>Length</b>	26.37m.
<b>Breadth</b>	6.79m.
<b>Depth</b>	2.8m.
<b>Construction</b>	Steel.
<b>Classification</b>	Unknown.
<b>Other information</b>	1980: she was registered in Inverness with registration No. INS276, but kept the same name. 1985: owned by The Don Fishing Co., Ltd., and others, renamed 'Adorne', and registered in Inverness with registration No. INS220. 1985: owned by A. J. Patience, and D. A. Jack, Avoch, Ross-shire renamed 'Adorne', registration No. INS220. c1999: renamed 'Ability' and registered in Peterhead registration No. PD981.
<b>Date Scrapped / Lost</b>	2002: scrapped / decommissioned.

## **Acknowledgements.**

Thanks to Barrie Leslie, Sydney, Australia, for writing the preface.

Thanks to Peter King for information on the Brig 'Amity'.

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The Shipbuilders of Aberdeen.

[www.aberdeenships.com](http://www.aberdeenships.com)

Information on >3,000 Aberdeen built ships.

<http://the-warren-register-of-colonial-tall-ships.1115724.n5.nabble.com/>

## **Appendix A - Abbreviations.**

bhp Brake Horse Power.

GRT Gross Registered Tonnage.

ihp Indicated Horse Power.

LRS Lloyds Register of Shipping.

nhp Nominal Horse Power.

## **Fishing Ports Abbreviations.**

A Aberdeen.

AH Arbroath.

INS Inverness.

PD Peterhead.

## Appendix B

### Some other Vessels known in Aberdeen associated with Leslie's.

Name	Date	Builder	Leslie
Fame (Smack) 111 tons <i>(Possibly a brig)</i>	1806	Unknown.	1831/7 – <b>George Leslie</b> , shipmaster, 31 Constitution St. / 44 Constitution St. / Crown St., Aberdeen.
Hawk (Schooner) 159 tons.	1815	Unknown.	Owner: <b>George Leslie &amp; Co.</b> Shipmaster – Bruce.
Halifax Packet (Brig) 187 tons.	1812	Unknown.	1824/5 <b>Alexander Leslie</b> , shipmaster, No. 27, Constitution Street.
James	Unknown.	Unknown.	<b>John Leslie</b> , shipmaster. 1828 / 1833.
Amity (Barquentine) 311 tons.	1825	New Brunswick, Canada.	<b>John Leslie</b> , shipmaster, 1832 / 1838.
William	Unknown.	Unknown.	<b>John Leslie</b> , shipmaster, 1833 / 1834.
Earl of Wemyss (Brig) 165 tons.	1826	Unknown.	Owner – <b>George Leslie</b> .
Dorothy (Steamer) 69 tons.	1839	Unknown.	Owner / agent <b>Andrew Leslie</b> , (PO Dir 1851/2).
Ararat (Brig) 204 tons.	1842	Quebec.	Owner – <b>George Leslie</b> . (PO Dir 1856/7).
Amherst (Brig). 169 tons.	1845	Pictou, Canada.	Owner - Aberdeen and Newcastle Shipping Co., manager <b>George Leslie</b> . (PO Dir 1851/2).
Armistead (Brig). 132 tons.	1825.	Unknown.	Owner - Aberdeen and Newcastle Shipping Co., manager <b>George Leslie</b> . (PO Dir 1851/2).

**Appendix B (Continued).**

**Some other Vessels known in Aberdeen associated with Leslie's.**

<b>Name</b>	<b>Date</b>	<b>Builder</b>	<b>Leslie</b>
Miranda (Brig) 205 tons.	1847	Newcastle.	<b>John Leslie</b> – shipmaster. (PO Dir 1855/6, LRS 1856).
Balmoral (Ship) 356 tons.	1848	Peterhead.	<b>George Leslie</b> – ship-owner 1850/51, 1851/52
General Wyndham (Brigantine) 651 tons.	1856	Unknown.	Master – <b>James Leslie</b> . Used in the Australian trade.
Star of the North (Ship) 934 tons (F&YM)	1857 LRS 9A1 Special Survey	William Pyle, Junior, Sunderland.	Owner: <b>George Leslie &amp; Co.</b> (Lost c1871 / 1872).
Lucknow (Barque) 402 tons.	1859	Dundee.	Master – <b>J. Leslie</b> (LRS 1860).
Zeus (Snow) 197 tons	1860	Sunderland.	Owner: <b>George Leslie &amp; Co.</b>
Bon-Accord (Steam Tug) 31 tons.	1862	Unknown.	Aberdeen Directory 1881/2. Owner: <b>George Leslie &amp; Co.</b> , Captain Watson.
Zoophite (Zophyte) (Brig/snow) 161 Tons.	1856	Sunderland.	Owner: <b>George Leslie &amp; Co.</b> (Aberdeen PO Dir 1865/66, LRS 1860).
Jarlshof (Fishing Boat) GN 75 210 tons.	1963	Livingston & Co. Ltd., Peterhead.	Buchan Motor Trawlers, <b>(George Leslie)</b> Aberdeen. (Inch Fishing Co. Ltd., Granton, managers).

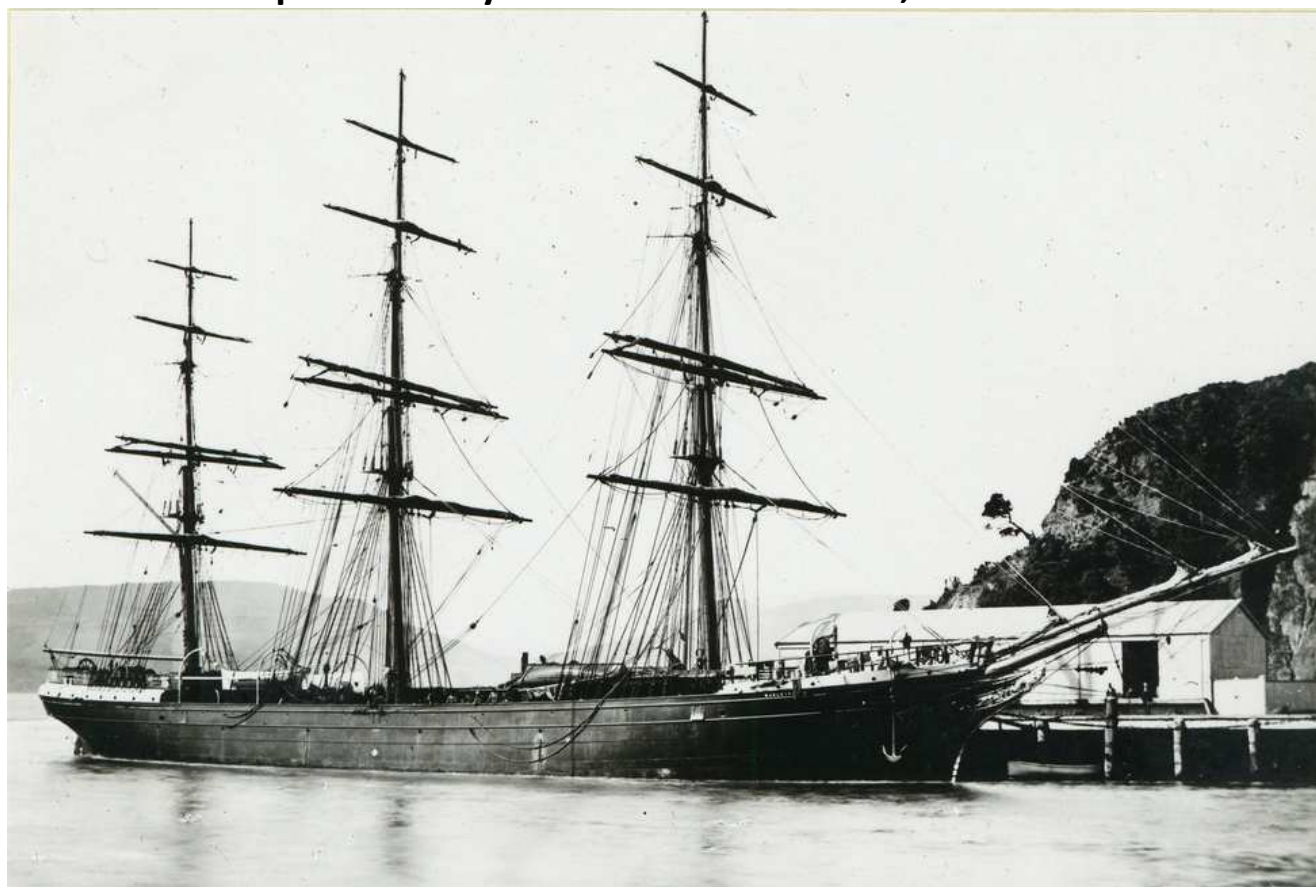
### Appendix B (Continued).

#### Some other Vessels known in Aberdeen associated with Leslie's.

Name	Date	Builder	Leslie
Nonsuch (Brig) 138 / 145 tons	1840	Unknown.	1862 / 1863 – brig. 1881 / 1882 - schooner, owned by <b>George Leslie &amp; Co.</b>
Expert	Unknown.	Unknown.	Shipmaster – <b>John Leslie</b> , No. 3 Prince Regent Street. <i>(PO Directory 1824/5).</i>
Expert	Unknown.	Unknown.	Shipmaster – <b>John Leslie</b> . <i>(PO Directories 1838/9 and 1839/40).</i>
Perth (Schooner) 116 tons	1816.	Unknown.	Shipmaster and owner – <b>Leslie.</b> <i>(PO Dir 1855/6).</i>

### Appendix C

#### Ships owned by John Leslie & Partners, Aberdeen.



*'Marlborough' owned by John Leslie & Partners 1880 to 1890.  
Built by Robert Duncan and Co., Port Glasgow 1876.  
(From the A.D. Edwardes Collection, SLSA Ref: PRG-1373-2-69).*

**Appendix C (Continued).****Ships owned by John Leslie & Partners, Aberdeen.**

<b>Vessel Name</b>	<b>Built</b>	<b>Builder</b>	<b>Information.</b>	<b>GRT</b>
Calypso (Steamer).	1874	Alexander Hall & Co., Aberdeen.	1881: sank in the Thames, London during a collision. <i>(See more details in this book).</i>	1,061
Lastingham	1876	William Gray & Co. Ltd., West Hartlepool (Sunderland).	1883: purchased from J. Lidgett & Sons, London. 1/9/1884: wrecked near Jackson's Head, Cook Strait, New Zealand.	1,217
Marlborough	June 1876	Robert Duncan and Co., Port Glasgow.	1880: purchased from J. Galbraith. 1890: went missing off Cape Horn.	1,191
May Queen (Barque).	1869	Alexander Hall & Co., Aberdeen.	1871-1876: chartered by Shaw, Savill from W. Shirres, Aberdeen. 1880: purchased from W. Shirres, Aberdeen. 1888: wrecked off Lyttleton Harbour, New Zealand. <i>(See more details in this book).</i>	849
Taranaki	1877	Robert Duncan & Co, Port Glasgow.	1882: purchased from the Albion Line. 1905: sold to F. Olivari, Genoa.	1,193
Blenheim	1877	A. Stephen & Sons, Glasgow.	Wanganki, 1881/1889 bought from the New Zealand Shipping Co., and renamed.	1,136

**John Leslie & Partners** had an office at No. 79 Mark Lane, London.



## APPENDIX C (Continued).

### Ships owned by John Leslie & Partners, Aberdeen.

#### Blenheim.



*'Blenheim' from the A.D. Edwardes Collection c1890.  
(SLSA Ref: PRG 1373/2/71).*

The 'Blenheim' was an iron-hulled ship of 1,136 GRT, 215.3' long x 34' breadth x 20.4' depth, built in 1877 by A. Stephen and Sons, Glasgow as 'Wanganui' for the New Zealand Shipping Co., Ltd., London, and registered in London. In 1881, she was registered in Lyttelton, New Zealand. In 1888 / 1889, she was bought by **John Leslie & Partners**, and registered at Aberdeen as the 'Blenheim'. She was sold to Norwegian owners in 1903. Under both of her names she traded to ports in New Zealand regularly up to 1899. She is known to have visited Auckland, Wellington, Lyttelton, and Port Chalmers. Under the ownership of **John Leslie**, she and other ships of **Leslie's** fleet were usually chartered to Shaw Savill & Albion Line.

**APPENDIX C (Continued).**

**Ships owned by John Leslie & Partners, Aberdeen.**



*'Marlborough', water colour by Jack Spurling.*



*'Taranaki'. (Photographer unknown).*



## Appendix D – James Leslie, Shipmaster, Family History.



*Gravestone of family members of **James Leslie**, shipmaster, St. Clements Kirkyard, Footdee, Aberdeen. (S. Bruce).*

### **The stone reads:**

IN MEMORY OF HIS FAMILY  
ERECTED BY **JAMES LESLIE** SHIPMASTER ABERDEEN  
JANET & MAGGIE DIED IN INFANCY  
JA<sup>S</sup>, DIED IN 1866 AGED 31  
JN<sup>O</sup>, DIED IN 1869 AGED 25  
WM<sup>M</sup>, DIED IN 1869 AGED 27  
EUPHEMIA WIFE OF WM<sup>M</sup> DEWAR  
DIED BURNTISLAND 1881 AGED 52  
EUPHEMIA STRATH HIS WIFE  
DIED MAY 1<sup>ST</sup> 1882 AGED 72.



## Appendix E

### George Leslie, Ship-owner, Family History.



*Gravestone of family members of George Leslie, ship-owner, Nellfield Cemetery, Aberdeen. (S. Bruce).*

## Appendix F

### George Leslie, Ship-owner, Family History. (Continued).

#### *George Leslie's memorial reads:*

THE FAMILY BURIAL PLACE  
OF  
GEORGE LESLIE  
MERCHANT AND SHIPOWNER, ABERDEEN,  
WHO DIED 12<sup>TH</sup> AUGUST 1861, AGED 72,  
JOHN,  
HIS THIRD SON, DIED AT AMOY, CHINA,\*  
16<sup>TH</sup> JUNE 1856, AGED 20,  
JAMES,  
HIS ELDEST SON WHO DIED ON THE  
9<sup>TH</sup> AUGUST 1864 AGED 41.  
GEORGE,  
HIS SECOND SON, BORN 3<sup>RD</sup> JANUARY 1825,  
DIED 31<sup>ST</sup> JULY 1873.  
ANN SMITH,  
HIS WIFE, DIED 16<sup>TH</sup> FEBRUARY 1879  
AGED 81.  
JANE SMITH  
HIS SISTER-IN-LAW, DIED 25<sup>TH</sup> JULY 1892, AGED 84  
JANE HIS THIRD DAUGHTER  
DIED 16<sup>TH</sup> AUGUST 1904.  
ELIZABETH FRANCES HIS 4<sup>TH</sup> DAUGHTER  
WIFE OF THE REV. WILLIAM PINKERTON KILWINNING AYRSHIRE  
DIED 30<sup>TH</sup> MAY 1899.

*\*1856 - John Leslie was lost on the shipwreck of the 'Ben Avon' (Built 1854).*

#### **I also came across the following:**

Aberdeen Journal Notes and Queries 1911 - July 11. *"At Aberdeen, George Jamieson, jeweller, Aberdeen, to Anne, eldest daughter of Mr George Leslie, ship-owner, Aberdeen"*.

Aberdeen Journal Notes and Queries 1912 - October 13. *"At Aberdeen, Rev. William Anderson, minister of the Free Church, Cults, Aberdeenshire, to Louisa, fifth daughter of the late George Leslie, Esq., merchant and ship-owner"*.

## **Appendix G**

### **John Leslie (1845 to 1918) Shipmaster.**

Aberdeen University hold in their collection the memoirs of John Leslie (Ref: MS3884). These were deposited with the University in August 2013 by Andy Leslie grandson of John Leslie.

A note in the memoirs made by John Leslie states that he commanded the following ships:

1868: Brig 'Brothers of Wick'.

1870: Barquentine 'Matagorda'.

1872: Barque 'St George'.

1873: Ship 'Colonial Empire'.

1876: Ship 'Gosshawke'.

1881: Barque 'Perseverance'.

1882: Ship 'Invercauld'.

1885: Ship 'Moy of London'.

He worked for ship-owner George Milne & Co., Aberdeen.

The following information was also gleaned from the memoirs:

26<sup>th</sup> April 1845: John Leslie was baptised, he was the son of Thomas Leslie, carpenter and shipmaster, and Ann Cadenhead.

c1859: aged c14-years John Leslie first went to sea.

1869: he married Margaret Coutts.

1874: their son John Coutts Leslie was born.

1895: aged c50-years, John Leslie gave up his life as a ship-master, and was employed as a ships husband. (An agent appointed by the owner of a ship, and invested with authority to make the requisite repairs, and attend to the management, equipment, and other concerns of the ship).

1898, 6<sup>th</sup> January: Margaret Coutts died.

1899: he married Margaret Hector, and had two sons.

1918, 26<sup>th</sup> October: John Leslie died.

*The memoirs contain two photographs of Leslie and his wife, I made a request to Aberdeen University to gain copies for inclusion here, but unfortunately, I wasn't given them.*



## **Appendix H**

### **The Aberdeen Shipmasters Society.**

The society was founded on the 16<sup>th</sup> April 1801. Prior to this, it operated from 1598 as the 'Seamen's Box'. The objects of the society were charitable, basically to make provision for the families of seamen who died at sea.

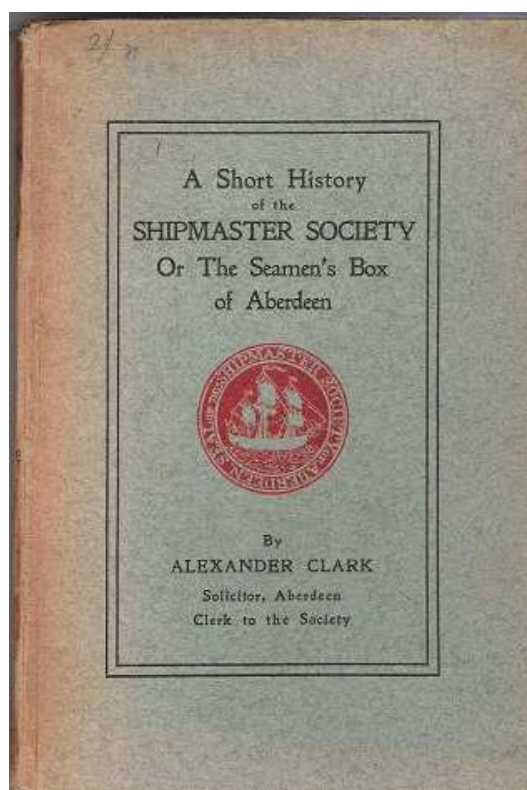
In 1788, the society bought St Andrew's Lodge on the south side of Shiprow, Aberdeen for use as a meeting hall, however in 1840 during the development of Market Street it was sold, and they bought a smaller property at No. 22 Regent Quay, Aberdeen.

1861: **Captain George Leslie**, President of the Society for 22-years contributed to the Society by abstaining from pensions to the amount of £164. (Equivalent to approx. £18,500 in 2017 money).

1885: **Elizabeth Leslie**, relict of **Captain James Leslie**, bequeathed to the Society £45. (Equivalent to approx. £5,500 in 2017 money).

1892: Margaret Henderson, relict of **Captain John Leslie**, bequeathed to the Society £44, 18s, 8d. (Equivalent to approx. £5,400 in 2017 money)

If you'd like to find out more about the Shipmaster Society of Aberdeen, there's a book by Alexander Clark, solicitor, published in 1911, however, it seems to be very rare, and expensive to buy a copy.



The following appendices give a snap-shot of the Leslie ship-owners, shipmasters, and other Leslies associated with shipping or shipbuilding in Aberdeen from 1824 to 1912.

**APPENDIX I**  
**Aberdeen Post Office Directory 1824 / 1825.**

Ship	Master	Home Address	Rig	GRT	Date Built
Halifax Packet	<b>Alexander Leslie</b>	No. 27 Constitution St.	Brig	187	1812
Newcastle	<b>George Leslie</b>	No. 31 Constitution St.	Sloop	93.7	1820
Expert	<b>John Leslie</b>	No. 3 Prince Regent Street.	Smack	116	1810
Unknown	<b>Thomas Leslie</b>	Berryden	Unknown		

1827 / 1829 - **George Leslie**, senior ship carpenter, home address, No. 7, Catto Square.

**APPENDIX J**  
**Aberdeen Post Office Directory 1833 / 1834.**

Ship	Master	Owner	Rig	GRT	Date Built
Albion	<b>Alexander Leslie</b>	Leith owners?	Brig	266	1826
Fame	<b>George Leslie</b>	Unknown	Smack	111	1806
William	<b>John Leslie</b>	John Leslie (Part).	Hermaphrodite	92	1831
Triumph	<b>John Leslie</b>	Aberdeen Shipping Co.	Schooner	181	1819

**George Leslie**, Shipmaster (Fame), home address No. 31 Constitution Street.

**Alexander Leslie**, shipmaster, home address No. 27 Constitution Street.

**John Leslie**, shipmaster (Triumph), home address, No. 28 College Street.

**John Leslie**, shipmaster (William), home address, No. 55 Virginia Street.

**James Leslie**, excise officer, home address, No. 51 Bon-Accord Street.



## APPENDIX K

### Aberdeen Post Office Directory 1846 / 1847.

Ship	Master	Owner	Rig	GRT	Date Built
Albion	<b>Leslie</b>	Alexander Cooper	Brig	266	1826
Charlotte	<b>John Leslie</b>	Oswald, George & Co.	Brig	156	1839
Ann Smith	Hogg	<b>George Leslie</b>	Barque	135	1845
Amherst	George Pryde	<b>George Leslie</b>	Brig	292	1839
John Hector	<b>John Leslie</b>	George Cruickshank	Brig	110	1840
Queen of the Tyne	Jamieson	<b>George Leslie</b>	Schooner	192	1844
Scottish Maid	Luke Bruce	<b>George Leslie</b>	Schooner	142	1839
The Consort	Smith	<b>George Leslie</b>	Schooner	199	1845
Triumph	Al. Masson	<b>George Leslie</b>	Schooner	181	1819

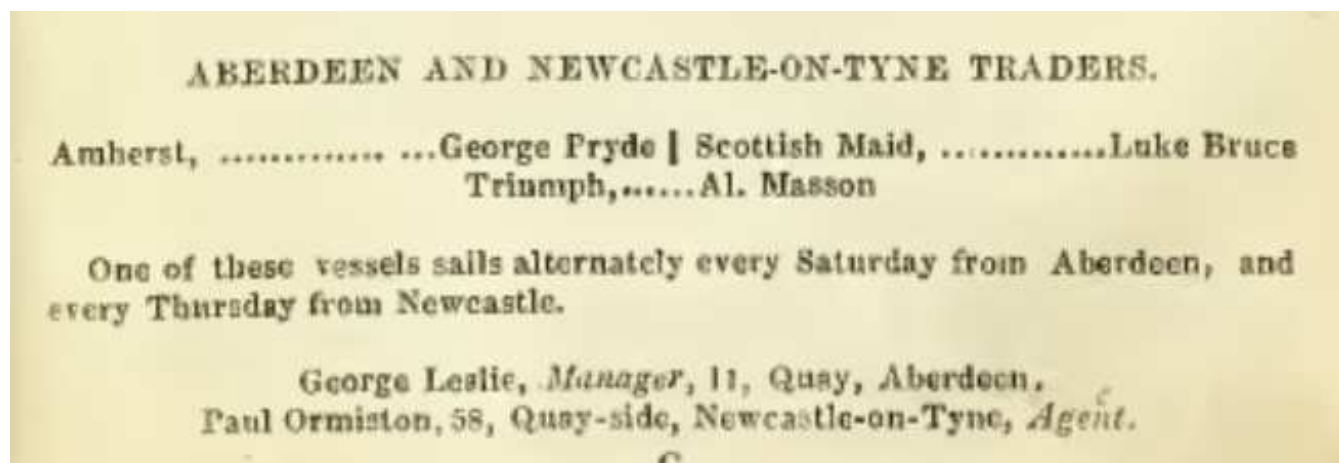
**George Leslie**, ship-owner, office address No. 11 Regent Quay.

**James Leslie**, shipmaster, home address No. 38 St Clement Street.

**John Leslie**, shipmaster (Charlotte), home address, Waterloo Quay.

**John Leslie**, shipmaster (John Hector), home address, No. 20 Prince Regent Street.

**Andrew Leslie & Co.**, Boilermakers and General Blacksmiths, works Provost Blaikie's Quay, Inches (Upper Dock).



Advert from the 1846 / 1847 Aberdeen Post Office Directory.

## APPENDIX L

### Aberdeen Post Office Directory 1850 / 1851.

Ship	Master	Owner	Rig	GRT	Date Built
Albion	<b>Alexander Leslie</b>	Alexander Cooper	Brig	266	1826
Amherst	Millar	<b>George Leslie</b>	Brig	169	1845
Ann Smith	Mathieson	<b>George Leslie</b>	Barque	292	1839
Armistead	Cobban	<b>George Leslie</b>	Brig	132	1825
Balmoral	Pryde	<b>George Leslie</b>	Barque	356	1848
Benmackdhu	Jamieson	<b>George Leslie</b>	Barque	244	1848
Dorothy	Brands	<b>Andrew Leslie</b>	Steamer	68	1848
Hannah Isabella	Moncur / Beedie	<b>George Leslie</b>	Brig	177	1800
Hawk	A. Sinclair	<b>George Leslie</b>	Schooner	159	1831
Minerva	<b>Leslie</b>	Thomas Adam	Brig	140	1828
Miranda	<b>Leslie</b>	Benjamin Moir	Brig	205	1847
Scottish Maid	Luke Bruce	<b>George Leslie</b>	Schooner	142	1839
Wilhelmina	<b>John Leslie</b>	Unknown	Brigantine	431	1841

**Alexander Leslie**, shipmaster (Albion), home address No. 46 Constitution Street.

**Andrew Leslie (A. Leslie & Co.)**, home address No. 28 Wellington Street.

**Andrew Leslie & Co.**, Boilermakers and General Blacksmiths, works Provost Blaikie's Quay, Inches (Upper Dock).

**George Leslie**, ship-owner, office address No. 11 Regent Quay, home address South Crown Street.

**George Leslie**, shipwright (Alexander Duthie & Co., Shipbuilders, York Place, Footdee), home address No. 25 Shiprow.

**James Leslie**, shipmaster, home address No. 38 St Clement Street.

**James Leslie**, clerk (G. Leslie & Co., office No. 11 Regent Quay), home address Crown Street.

**John Leslie**, shipmaster (Wilhelmina), home address No. 56 Victoria Place.

**John Leslie**, shipmaster (Miranda), home address No. 20 Prince Regent Street.

## APPENDIX L

### Aberdeen Post Office Directory 1850 / 1851.

(Continued).

HARBOUR COMMISSIONERS.	
The Provost, Magistrates, and Town Council.	
BURGESSES OF GUILD.	
William Duthie, Shipowner	George Leslie, Shipowner
John Jamieson, Merchant	William Hogarth, Merchant
Alexander Anderson, Advocate	Robert Mitchell, Shipowner
James Horn, Merchant	Robert Brown, jun., Merchant
Robert Catto, jun., Shipowner	

*George Leslie, ship-owner, and Burgess of Guild.  
(1850 / 1851 Aberdeen Post Office Directory).*

ABERDEEN AND NEWCASTLE-ON-TYNE TRADERS.	
Scottish Maid .. Luke Bruce	Armitstead .. .. Cobban
Hawk.. .. A. Sinclair	Hannah Isabella .. .. Beedie

One of these vessels sails alternately every Saturday from Aberdeen, and every Thursday from Newcastle.

GEORGE LESLIE, Manager, 11, Quay, Aberdeen.

PAUL ORMISTON, Agent, 58, Quay-side, Newcastle-on-Tyne.

*Advert from the 1850 / 1851 Aberdeen Post Office Directory.*

**APPENDIX M**  
**Aberdeen Post Office Directory 1860 / 1861.**

Ship	Master	Owner	Rig	GRT	Date Built
Aberdonian	Craig	<b>James Leslie</b>	Schooner	145	1840
Albany	<b>Leslie</b>	<b>Leslie (Master)</b>	Schooner	50	1825
Britannia	Watson	<b>George Leslie</b>	Steam Tug	15	1857
Dee	Urquhart	<b>George Leslie</b>	Brig	177	1857
Earl of Wemyss	Barber	<b>George Leslie</b>	Brig	165	1826
Hawk	Greig	<b>George Leslie</b>	Schooner	159	1815
Nonsuch	Black	<b>George Leslie</b>	Brig	145	1840
Rover	<b>Leslie</b>	Benjamin Moir	Brig	213	1859
Scottish Maid	Gordon	<b>George Leslie</b>	Schooner	142	1839
Star of the North	Buckham	<b>George Leslie</b>	Ship	935	1857
Zoophite	Paterson	<b>George Leslie</b>	Brig	161	1856

**George Leslie, ship-owner**, office No. 11 Regent Quay, home address No. 148 Crown Street.

**James Leslie, ship-owner**, office No. 11 Regent Quay, home address No. 148 Crown Street.

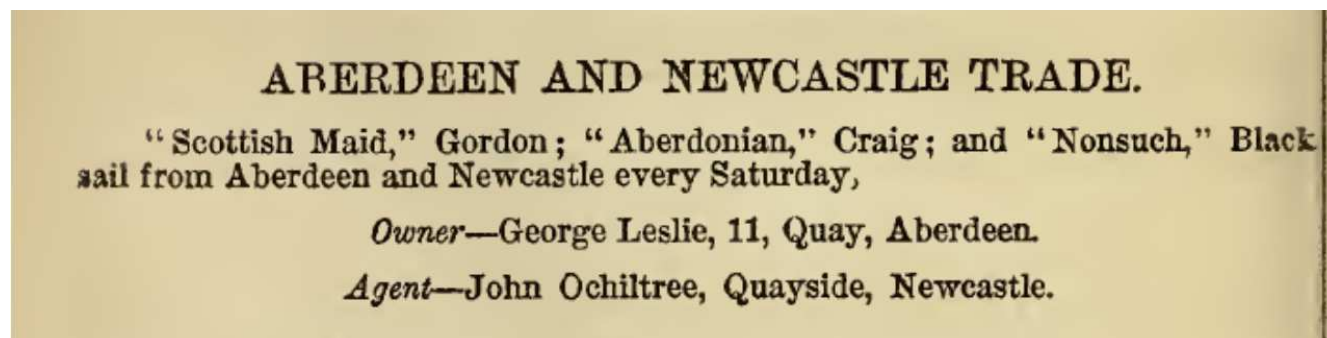
**George Leslie, shipwright** (Alexander Duthie & Co.), home address No. 11 Union Buildings.

**James Leslie, shipmaster**, home address No. 38 St Clement Street.

**John Leslie, shipmaster** (Rover), home address No. 61 Wales Street.

**George Leslie** was elected by the Board of Trade to sit on the board of the Mercantile Marine Board, office No. 28 Regent Quay.

**George Leslie** was a Harbour Board commissioner.



*1860 / 1861 Aberdeen Post Office Directory advert.*

1865/66 - **George Leslie**, ship-owner, home address No. 146 Springbank Street.

**APPENDIX N**  
**Aberdeen Post Office Directory 1870 / 1871.**

<b>Ship</b>	<b>Master</b>	<b>Owner</b>	<b>Rig</b>	<b>GRT</b>	<b>Date Built</b>
Bon-accord	Unknown	<b>G. Leslie &amp; Co.</b>	Steam Tug	31	1862
Britannia	Watson	<b>G. Leslie &amp; Co.</b>	Steam Tug	15	1857
Dee	Skakel	<b>G. Leslie &amp; Co.</b>	Brig	169	1857
Earl of Wemyss	Kennedy	<b>G. Leslie &amp; Co.</b>	Brig	146	1826
Good Hope	Daniel	<b>Ganson &amp; Leslie</b>	Brig	156	1861
Golden Sheaf	Ganson	<b>Ganson &amp; Leslie</b>	Brig	225	1866
Hawk	Grubb	<b>G. Leslie &amp; Co.</b>	Schooner	141	1815
Jason	Leslie	Henry Adamson	Ship	877	1858
Matagorda	Leslie	G. Milne & Co.	Barquentine	153	1847
Nereid	Mackie	<b>G. Leslie &amp; Co.</b>	Brig	182	1860
Nonsuch	Mitchell	<b>G. Leslie &amp; Co.</b>	Brig	138	1840
Scottish Maid	Greig	<b>G. Leslie &amp; Co.</b>	Schooner	135	1839
Star of the North	Gove	<b>G. Leslie &amp; Co.</b>	Ship	935	1857
Woolloomooloo	Anderson	<b>Ganson &amp; Leslie</b>	Ship	627	1852
Zeus	McPherson	<b>G. Leslie &amp; Co.</b>	Snow	197	1860

**Ganson & Leslie**, ship & insurance brokers and commission agents, office No. 59 Marischal Street.

**George Leslie & Co.**, ship-owners, coal merchants, and agents, office No. 11 Regent Quay. Works Provost Blaikie's Quay.

**George Leslie**, home address No. 146 Crown Street.

**James M. Leslie**, shipmaster, home address, No. 17 Albert Terrace,

**John Leslie**, shipmaster, home address, No. 13 Albert Terrace.

**William Leslie** (of Ganson & Leslie), home address No. 17 Albert Street.

**APPENDIX O**  
**Aberdeen Post Office Directory 1880 / 1881.**

Ship	Master	Owner	Rig	GRT	Date Built
Bon-Accord	Watson	<b>George Leslie &amp; Co.</b>	Steam Tug	31	1862
Border Chief	<b>Leslie</b>	H. Adamson's Trustees.	Ship	1,010	1870
Britannia	Unknown	<b>George Leslie &amp; Co.</b>	Steam Tug	15	1857
Goshawk	<b>Leslie</b>	George Milne & Co.	Ship	1,283	1863
Grandholm	Brown	<b>William Leslie &amp; Co.</b>	Steamer	370	1879
Nereid	Eden	<b>George Leslie &amp; Co.</b>	Brig	182	1860
Nonsuch	Reid	<b>George Leslie &amp; Co.</b>	Schooner	138	1840
Scottish Maid	Smith	<b>George Leslie &amp; Co.</b>	Schooner	135	1839

**William Leslie & Co.**, Foreign Consul for Chile, No. 15 Regent Quay.

**William Leslie** & G. G. Wilkie, agents for the Town and County Bank, Harbour Branch, office No. 15 Regent Quay.

**William Leslie**, home address No. 17 Albert Street.

**George Leslie & Co.**, Coal, Coke, Canvas, Rope and Twine Merchants, and Mast, Spar, and Sailmakers, office No. 76 Union Street, Works, Provost Blaikie's Quay.

**William Leslie & Co.**, Ship Insurance Brokers, Commission Merchants, and Herring Factors, office No. 15 Regent Quay.

**Alexander Leslie**, Boilermaker, home address No. 42 Castle Street.

**Alexander Leslie**, Boilermaker, home address Palmerston Road.

**Aberdeen Directory 1881 / 1882.**

**William Leslie, & Co.**, agents for the Aberdeen & Glasgow Steam Shipping Co., Limited; office No. 67 Marischal Street. (William Leslie, Managing Director).

**APPENDIX P**  
**Aberdeen Post Office Directory 1890 / 1891.**

<b>Ship</b>	<b>Master</b>	<b>Owner</b>	<b>Rig</b>	<b>GRT</b>	<b>Date Built</b>
Britannia	Fowler	<b>George Leslie &amp; Co.</b>	Steam Tug	15	1857
Gipsy	Byth	<b>William Leslie &amp; Co.</b>	Steamer	68	1883
Glassalt	Joiner	<b>William Leslie &amp; Co.</b>	Steamer	416	1883
Goval	Campbell	<b>William Leslie &amp; Co.</b>	Steamer	282	1881
Grandholm	Masson	<b>William Leslie &amp; Co.</b>	Steamer	900	1884
Grip Fast	Stephen	<b>William Leslie &amp; Co.</b>	Steamer	544	1883
May Queen	<b>Leslie</b>	<b>John Leslie &amp; Partners</b>	Ship	733	1869

**William Leslie & Co.**, Foreign Consul for Chile, and France, office No. 67 Marischal Street.

**William Leslie** & G. G. Wilkie, agents for the Town and County Bank, Harbour Branch, office No. 33 Regent Quay.

**William Leslie & Co.**, agents for the Aberdeen & Glasgow Steam Shipping Co., Ltd., office No. 67 Marischal Street.

**George Leslie & Co.**, Ship and Steam Tug Owners, Coal & Coke Merchants, office No. 74 Union Street, works, Provost Blaikie's Quay.

**John Leslie**, Marine Superintendent, (George Milne & Co.), home address No. 23 Argyll Place.

**William Leslie** (of **William Leslie & Co.**), home address No. 25 Rubislaw Terrace. (A three-storey, plus basement granite town house).

**William Leslie**, Assistant Dock-master, office Regent Road, Inches, home address No. 55 Virginia Street.

**APPENDIX Q**  
**Aberdeen Post Office Directory 1900 / 1901.**

<b>Ship</b>	<b>Master</b>	<b>Owner</b>	<b>Rig</b>	<b>GRT</b>	<b>Date Built</b>
Glassalt	Milne	<b>William Leslie &amp; Co.</b>	Steamer	416 net	1883
Goval	Cameron	<b>William Leslie &amp; Co.</b>	Steamer	275 net	1891
Greyfriars	Stephen	<b>William Leslie &amp; Co.</b>	Steamer	793 net	1894
A612 Gipsy	Unknown	<b>Leslie Steamship Co.</b>	Fishing Boat	62	1883

**William Leslie** (Ship-owner) - Justice of the Peace.

**William Leslie & William D. Adam**, agents for the Town and County Bank, Harbour Branch, office No. 33 Regent Quay.

**William Leslie & Co.**, Foreign Consul for Chile, and France, office No. 67 Marischal Street.

**R. D. Leslie** (Advocate), Secretary, Aberdeen Iron Trades Association, office No. 137 Union Street, home address No. 6 Bon-Accord Terrace.

**William Leslie & Co.**, Secretary Aberdeen & Glasgow Steam Shipping Co. Ltd., office No. 67 Marischal Street.

**Robert Leslie**, Timber Merchant, Bon-Accord Saw Mills, No. 51 York Street, Footdee, home address at works.

**William Leslie & Co.**, managers **Leslie Steamship Co., Ltd.**, office No. 67 Marischal Street.

**William Leslie**, (of **William Leslie & Co.**), home address Cults House, West Cults.

**William Leslie & Co.**, Ship-owners, Shipbrokers, Insurance Brokers, & Commission Merchants, office No. 67 Marischal Street.

**William Leslie**, Assistant Dock-master, office Regent Bridge, home address No. 55 Virginia Street.



**APPENDIX R**  
**Royal National Directory of Scotland 1903.**

**Robert & James Leslie**, timber merchants, York Street, Footdee.

**William Leslie & Co.** ship-owners, ship & insurance brokers & commission merchants, office address No. 59 Marischal Street; Aberdeen.

**Leslie Steamship Co. Limited (W. Leslie & Co. managers)**, office address No. 59 Marischal Street, Aberdeen.

**William Leslie**, ship broker (**William Leslie & Co.**), & vice-consul for the Republic of Chile & consular-agent for France, office address No. 59 Marischal Street. Home address - Fairgirth, 296 North Deeside Road, Milltimber.



*Edwardian villa Fairgirth, 296 North Deeside Road, Milltimber, Aberdeen.  
(Photographer unknown).*

William Leslie's former home Fairgirth and the International School of Aberdeen, were both demolished to make way for the Aberdeen West Peripheral Route (AWPR), which is due to open late 2018.

## **APPENDIX S**

### **Aberdeen Post Office Directory 1911 / 1912.**

The Post Office Directory for Aberdeen at this date doesn't give reference to any ships owned by a Leslie or any Leslie shipmasters, however it does give the following information.

**William Leslie & Co., Ltd.**, office address No. 59 Marischal Street, Shipbrokers, herring exporters, insurance brokers, and commission agents.

Directors: William Leslie, home address Fairgirth, Milltimber.

George Hall, home address No. 418 Great Western Road.

James Cran, home address Callan Lodge, No. 31 Forest Road.

Charles F. Ludwig, home address No. 78 Beaconsfield Place.

The company was the office of the Foreign Consul for Chile, and France.

The Scottish Herring Import and Export Co., Ltd., was also registered at this office, with George Hall as Secretary.



*No. 59 Marischal Street, Aberdeen, former offices of William Leslie & Co.*

## APPENDIX S

### Aberdeen Post Office Directory 1911 / 1912. (Continued)

**William Leslie**, ship-owner, office address No. 33 Regent Quay, is registered as the Harbour Branch of the North of Scotland and Town and County Bank Ltd., joint agent with William D. Adam, telephone No. 2. (Telephone No. 1 was the St Nicholas branch of the same bank, No. 62 Union Street).



*No. 33 Regent Quay, Aberdeen, former offices of William Leslie & Co., and Marischal Street.*

**John C. Leslie**, retired marine superintendent, home address Briars, Bielside.



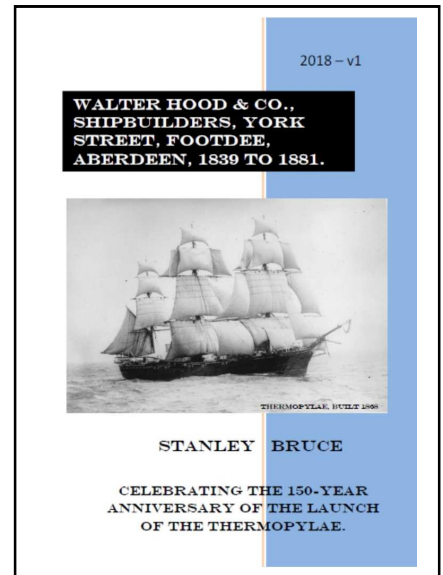
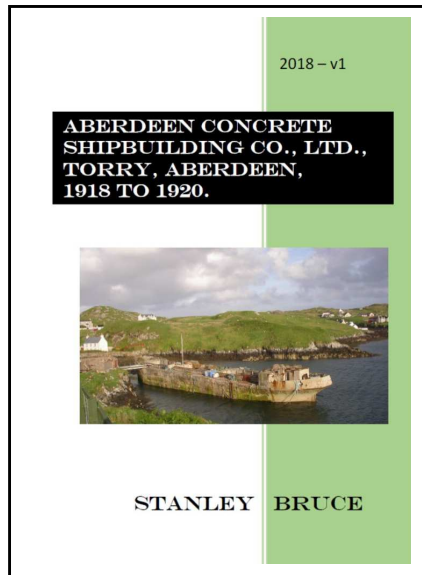
## Further Books in this Series.

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

### Available online to date:

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

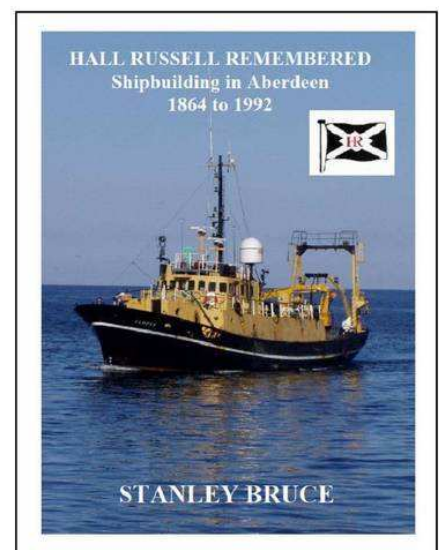
**Walter Hood & Co., Shipbuilders, York Street, Footdee, Aberdeen, 1839 to 1881 (2018), 220 pages, No ISBN.**



### Other Shipbuilding Books by this Author.

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

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



## **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*.

Along The Coast - Cullen to Pennan, 2<sup>nd</sup> 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*.

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

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### **Other Books which include Work by this Author.**

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

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And, if you'd like to read some of my poetry, have a look on:

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