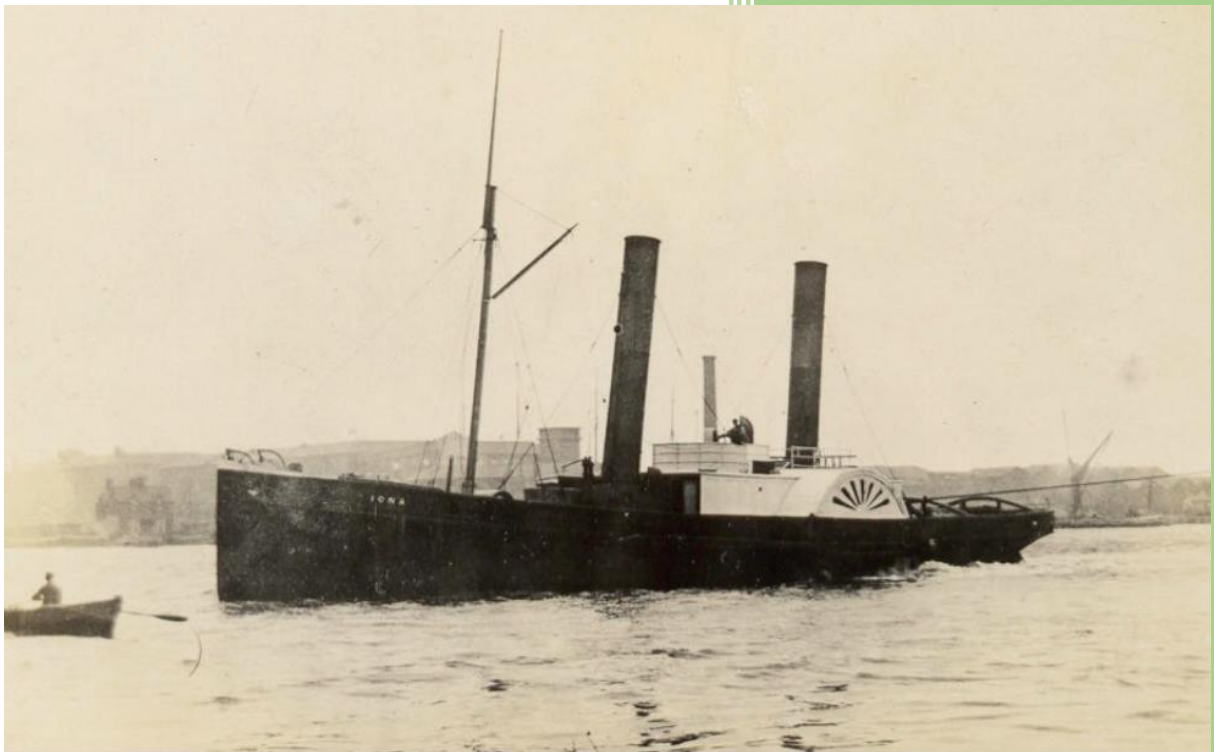




2026- V1

HALL, RUSSELL & CO., SHIPBUILDERS, FOOTDEE, ABERDEEN

THE 1870'S



STANLEY BRUCE

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Cover Photograph: Paddle steamer '**Iona**'. (Photographer unknown).

This book has been published on an entirely non-profit basis and made available to all online free of charge as a pdf. The aim of the book is to make the history of vessels built by **Hall, Russell & Co.** available to a wider audience. There is much available on the internet, however, what's currently available is scattered and doesn't readily give the full picture when looking at the perspective from each shipbuilding company.

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

I can be contacted at bardofthebroch@yahoo.com

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

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

THE 1870'S

BY

STANLEY BRUCE

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2026.**

1st digital edition.

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

Please treat all dimensions as approximate.

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Introduction.

Hall, Russell & Co. was founded in 1864 in the Aberdeen Iron Works premises, York Place, Footdee, and by the 1870's they had established themselves as reputable iron shipbuilders, albeit after a period working together with **Alexander Hall & Co.** building several iron ship hulls for them. Of course, **Alexander Hall & Co.** founded in 1811 by the father of **William and James Hall** had already built themselves a worldwide reputation for building fast-sailing clippers.

William Hall in 1870 sold his share of **Hall, Russell & Co.** to **John Cardno Couper** so he could recommence the business of **Alexander Hall & Co.**, which recommenced around September 1870. **Alexander Hall & Co.** went into sequestration in December 1869.

James Hall (c1804 to 1869) in August 1867 gifted 50% of his shares in **Hall, Russell & Co.** to his nephew **Alexander Hall Wilson** (1840 to 1899) who he brought up as his own son. **Alexander Hall Wilson** appointed as shipyard manager had prior to this worked on building iron vessels at Barclay Curle, shipbuilders, of Elderslie Dockyard, Whiteinch, Glasgow.

In 1874 a new partnership was formed with five partners; **John Cardno Couper** (c1821 to 1902), **Thomas Russell** (c1821 to 1886), **Alexander Hall Wilson** (1840 to 1899), **John Scott**, and **James Hunter** (c1840 to 1909).

All the vessels built by **Hall, Russell, & Co.** in the 1870's were constructed using iron except for the small steam yacht '**Ythan**' (14 tons) built in 1870 and the small yacht '**Fire Fly**' (30 tons) built in 1875. In fact, these are the only two wooden vessels ever built by **Hall, Russell & Co.**

As far as I can determine, **Hall, Russell & Co.** in their own iron works built all the engines and boilers for the vessels they built in the 1870's. The exception being the small yacht '**Ythan**' which had a small 7hp engine manufactured by H. Tipping, Portsmouth. The '**Fire-Fly**' had a similar 10hp engine, perhaps built by the same manufacturer.

The 1870's, as far as orders were concerned, was a good decade for the company, they were kept very busy. However, shipyard life wouldn't be normal without a strike or two, and strikes did occur. In 1872, workers were on strike in a fight to reduce the working week to 51-hours from I believe 57-hours. In 1875, there was a strike, but I could not establish why. In 1877, the rivetters, holders-on and labourers went on strike for an increase in wages.

The Suez Canal opened in 1869, thereby considerably reducing the distance of travel to the Far East, which ultimately led to the demise of the sailing ships trading on this route. The distance from London to Shanghai, China was reduced by approx. 32%. Its opening was perfect timing for **Hall, Russell & Co.**, as its opening put steamers in big demand.

There are very little photographs from this early date, however, we are fortunate that Lloyds Register Heritage and Education Centre have retained copies of most of the midship section plans that were submitted by **Hall, Russell, & Co.** for review; drawings as

reproduced here, although not fully readable, they give us some idea of the hull shape (at least at midships) of the vessels. In 1984, I drew the midship section for **Hall Russell's** latest design, the Offshore Patrol Vessel aka '**OPV III**', we had big hopes in getting an order for these vessels, especially from the Indian Navy, to no avail.

I did compare the tonnages and lengths of the cargo steamers built by **Hall, Russell & Co.** over this decade. I imagined that the vessels may have increased in size due to the opening of the Suez Canal in 1869, but I did not find this to be the case.

In 1874, new Shear Legs capable of lifting 80-tons, were built at the east end of Waterloo Quay to replace the old wooden ones rated circa 50-tons. This increase was directly due to the need to lift heavier engines and machinery on newly built steamers.

Included in this volume are press details of vessel losses or incidents as I found them, to my mind it is my job to research and convey the information, not necessarily to rewrite it.

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

Former shipbuilder, Hall Russell Ltd. / A&P Appledore (Aberdeen) Ltd., 1980 to 1991.

Iron Shipbuilders in Aberdeen in the 1870's.

There was a lot of competition for shipbuilding work in Aberdeen at this period, with four out of the six shipyards now building iron vessels. The other two, both located at the Upper Dock closed in this decade, probably because it was too big a change for them, changing from building in wood to iron and changing from sail to steam.

Shipbuilder	Dates in Business	First Iron Vessel Built
<i>Footdee.</i>		
Alexander Hall & Co.	1809 to 1957.	1869: 'May Queen'.
Hall Russell & Co.	1864 to 1990.	1865: 'Douglas'.
John Duthie, Sons & Co.	1861 to 1907.	1872: 'Lochnagar'.
Walter Hood & Co.	1838 to 1881.	1868: 'Glenavon'.
<i>Inches, Upper Dock</i>		
John Humphrey & Co.	1865 to 1875.	None, wood only.
William Duthie jnr.	1856 to 1870.	None, wood only.
<i>Torry</i>		
Leckie, Wood & Munro.	1864 to 1870.	1866: Built iron hopper barges for Aberdeen Harbour.

Hall, Russell & Co. in the second half of the 1860's built as a sub-contractor several iron hulls for **Alexander Hall & Co.**, which **Alexander Hall & Co.** fitted out. The **Hall Brothers**, **James** and **William** were in the 1860's partners in both firms. **James Hall** died 29th May 1869, and **William Hall** in 1870 sold his share of **Hall, Russell & Co.** to **John Cardno Couper** so he could recommence the business of **Alexander Hall & Co.**, which recommenced around September 1870. **Alexander Hall & Co.** went into sequestration in December 1869.

James Hall (c1804 to 1869) in August 1867 gifted 50% of his shares in **Hall, Russell & Co.** to his nephew **Alexander Hall Wilson** (1840 to 1899) who he brought up as his own son.

Aberdeen Boatbuilders in the 1870's.

At this period, several other small wooden boatbuilders operated around the harbour area, those that I'm aware of were:

- **Alex. L. Forsyth**, Bon Accord Sawmill, York Street, Footdee (c1862 to c1893).
- **John Skinner & Son**, Wellington Street (Formerly of York Street) (1834 to 1917).
- **James F. Forrest**, York Street, Footdee (c1878 to c1889).
- **Robertson & Matthew**, Provost Blaikie's Quay (c1878 to c1879).
- **D. & J. Ross**, Provost Blaikie's Quay (c1878 to c1887).
- **George Smith**, New Pier (1867 to c1870).

Also, at Cove Harbour **John Lewis** established himself as a boatbuilder in 1870. **James Cordiner** took over the **Lewis** boatyard at Cove in 1877.

Timeline.

1870

1870, 1st January: **Hall, Russell & Co. Iron Shipbuilders and Engineers**, Aberdeen on this day opened offices at 123, Fenchurch Street, London. Their London agent was J. T. Rennie.

1870, 4th January: The Banffshire Journal reporting on the meeting of the Aberdeen Harbour Dredging Committee and reported that two new iron hoppers had been contracted to Messrs Wingate at a cost of £4,000. **Hall, Russell & Co.** had estimated a cost of £4,300 so didn't win the contract.

1870, 7th January: The following advertisement was published in the Shipping and Mercantile Gazette:



It's interesting to note that this advertisement still includes sailing vessels, however I don't believe they built another sailing vessel after the barque '**Umvoti**' launched in 1869, other than a sailing barge in 1870.

1870, 8th January: The Aberdeen Herald reported on the Harbour Board meeting as follows: *"The Shoremaster said he had a representation from **Messrs. Hall, Russell, & Co.**, with regard to the state of the shearpoles, and on his recommendation it was remitted to the Harbour Engineer to carefully examine them, and report upon their state to the Maintenance of Works Committee."*

1870, 15th January: The Newcastle Guardian and Tyne Mercury reported that the cargo steamer '**Viking**' (717 tons) which went ashore at Kinnaird Head, Fraserburgh end of September 1869, and again early in October on the rocks outside Fraserburgh Harbour Breakwater, had been towed to Aberdeen to the yard of **Hall, Russell & Co.** and was now undergoing repairs. (She was built by **Gourlay**, Dundee in 1869).

1870, 16th February: The Peterhead Sentinel and General Advertiser for Buchan District reported on a trial of the new lifeboat carriage built by **Hall, Russell & Co.** built to the design of Mr Barclay for the RNLI at a cost of £56 (Approx. £5,800 in 2025). It was reported as *"...a great improvement on the heavy cumbersome machine sent to the port some time ago by the National Lifeboat Institution."* Thirty or forty men pulled the carriage with lifeboat and crew onboard quickly down the beach and into the sea.

1870, 11th April: The London and China Telegraph reported as follows: *"The new clipper barque 'Zohrab', captain G. R. Stevens, owned by Messrs Holme, Ringer, and Co., of Nagasaki, 411 tons register, built in Sunderland, has been fitted with the patent slide propellers, by **Messrs. Hall, Russell and Co.**, of Aberdeen, driven by an engine of 18-horsepower, capable of propelling the ship at a speed of three knots per hour in calms. The vessel has sailed for Nagasaki and Chefoo with a full general cargo."*

1870, 4th May: The Aberdeen Press and Journal published a lengthy article on a jury trial held at Stonehaven Court regarding the Torry Farm Valuation. As part of the proceedings **Thomas Russell managing partner of Hall, Russell & Co.** advised that he *"...did not think Torry Haugh in the least suitable for iron shipbuilding for the vessels required at the present day, or that it could be made of the least use. For material, men, convenience of launching, and everything, the present yards were the best that could be got. He knew the Clyde ground well and would not compare Torry with it – there was greater depth of water, and more convenience for launching, in the Clyde. Trade has been dull for a good while in Aberdeen."*

1870, 21st July: The Greenock Advertiser reporting on a thunderstorm reported that a chimney stalk at **Hall, Russell & Co.** was struck by lightning and a few feet of the brickwork was dislodged, but no damage of importance was done.

1870, 25th August: The Stonehaven Journal reported as follows: *"At Saturday's Police Court – Baillie Urquhart on the bench – Violet Forbes or Baxter, Footdee, was charged with stealing 26lbs (12Kgs) of iron from the shipbuilding yard of **Messrs Hall, Russell, & Co.**, on the previous day. She pled not guilty, but the charge was found proven on evidence being led and Violet was sentenced to go to prison for seven days."*

1870, 17th September: The Aberdeen Herald reported as follows: *"We understand that our townsmen, Messrs Adam & Co., owing to the great satisfaction given by the steamer 'Thomas Adam', built for them by **Messrs Hall, Russell & Co.**, have contracted with the same builders to build a similar steamer of larger dimensions. The new vessel will be 230 feet long, thirty feet in breadth, and seventeen in depth. Her tonnage will be 1,050 tons gross register. She will carry 1,300 tons dead weight, and 1,800 tons measurement. The engines will be compound, and will be placed amidships. Her speed, nine knots when loaded. The vessel to be ready for sea by 1st May 1871."*

1870, 1st October: The Reformer reported that shipbuilding in Aberdeen was reviving a little and gave some examples.

1870, 28th October: The Shipping and Mercantile Gazette published the following advertisement:



A fine iron Screw STEAMER, now building by the well-known firm of Messrs. **Hall, Russell and Co., of Aberdeen**; builder's measurement, 480 tons; dead weight, 500 tons. Dimensions:—Length, 170 feet; breadth, 24 feet; depth, 19 feet 6 inches from top of floors to spar deck; schooner rigged; surface condensing engines of 70-h.p., and extra strong boiler. Apply to the London office of the builders, **HALL, RUSSELL, and Co., 123, Fenchurch-street, E.C.**

I found the above advertisement interesting because it seems this vessel was built speculatively. That would imply to me that the yard was not busy at the time, and her build was started to keep the workforce gainfully employed. The vessel was subsequently bought by E. M. de Bussche, London and named 'Emerald'.

1870, 16th November: The Aberdeen Press and Journal reported that the maintenance and works committee of Aberdeen Harbour board had accepted the tender given by **Hall, Russell, & Co.** of £208 (Approx £21,600 in 2025) to manufacture four large wrought-iron mooring buoys to be laid down in the Victoria Dock.

1870, 29th January: The Aberdeen Herald reported on the trial trip of the Japanese gun boat 'Wen Yu Maru' which was launched by **Hall Russell & Co.** 9th December 1869. She performed her sea trails on the 28th of January and made the measured mile at a speed of 9¾ knots. The engines were said to have given "great satisfaction". She is to make passage for Japan under the command of Captain Gibson.

1871

1871, 2nd January: The Dundee Advertiser reported as follows: "**HALL, RUSSELL, & Co.'s SOCIAL MEETING AND BALL.** – The employees of **Hall, Russell, & Co.**, engineers and shipbuilders, Footdee, along with their female friends, held their third annual festive gathering in the Mechanics' Hall on Friday evening. **Mr James Cook**, one of the foremen connected with the works efficiently presided. There were also on the platform Dr Willox, ex-Baillie Sangster, and others. After an excellent service of tea, cake, and fruit, the Chairman made a few remarks with reference to the good resulting from such gatherings as the present. **Mr James Stewrat, pattern-maker**, gave a brief but interesting account of the rise and progress of the Sick, Medical, and Funeral Society connected with the works, and stated that since its organisation two years ago it had far exceeded their expectations. A capital programme of songs and dances was then gone through by gentlemen amateurs in fine style. About seven o'clock the hall was cleared for dancing, which was kept up with much zest till an early hour on Saturday morning. A string band, under the leadership of Mr J. Mackay, supplied the music. It is pleasing to state that the firm contributed handsomely towards defraying the expenses of the meeting."

1871, 20th January: The Dundee Courier reported that Messrs J. A. Davidson, shipowners, Aberdeen, had just contracted with **Messrs Hall, Russell, & Co.**, Footdee to build a large iron steamer, which is to be ready by the end of Autumn. She was named '**Bon Accord**' at her launch 4th July 1871.

1871, 24th March: The London and China Express reported as follows: "*A screw steamer is building at the yard of **Messrs Hall, Russell, and Co.**, Aberdeen, intended for the China trade.*"

1871, 17th May: The Aberdeen Press and Journal reported as follows: "*IRON SHIPBUILDING IN ABERDEEN. – We notice elsewhere the sailing of the fine new s.s. '**Aberdeen**', recently built by **Messrs Hall, Russell & Co.**, and we are glad to learn that she is the first of a line of iron steam vessels, which, we trust, may yet make this port as famous for iron steamers as for wooden clippers. For some time past it has been a disputed and keenly debated point in Glasgow, whether the Clyde or the Dee has the honour of producing the fastest sailing vessel afloat, the former claiming it for the '**Cutty Sark**' and the latter for the '**Patriarch**', but after the performances of the '**Thermopylae**', a sister ship to the '**Patriarch**', referred to in another column, the point is now conclusively settled. With such an honour to boast, it will be strange if Aberdeen, now that it has begun to work in iron, cannot maintain the good name it had earned for shipbuilding enterprise and skill. **Messrs Hall, Russell, & Co.** have had their hands full of orders, and cannot undertake to complete more within 18 months. Amongst these orders presently on hand is one for a sister ship to the s.s. '**Aberdeen**', and a third vessel of the same class and dimensions has been laid down by **Messrs John Duthie, Sons, & Co.**, who have also commenced to build in iron. These vessels are all to the order of Messrs J. B. Adam & Co., and for local owners. We have heard of another local builder who had an offer to build an iron vessel, but refused. May we not confidently hope that, with the improvement of the harbour entrance and the construction of graving docks, shipbuilding will resume even more than its wonted activity at the port?*"

1871, 27th September: The Aberdeen Press and Journal reported as follows: "*Shipbuilding is at present unusually brisk at the port. **Messrs Hall, Russell, & Co.** have no fewer than four iron screw steamers in course of construction; **Messrs J. Duthie & Co.** have two – one of wood and one of iron; **Messrs Alex. Hall & Co.**, a steam whaler for Newfoundland, and an iron ship; and **Messrs J. Humphrey & Co.**, three wooden vessels. Two of the above iron vessels are for local owners – Messrs J. B. Adam & Co. – and the remainder are for owners at a distance. Experience has shown, strange as it may seem, that iron vessels can be made as cheaply on the Dee as on the Clyde. Labour is cheaper here than on the Clyde; iron costs as much to convey it from the manufacturers by rail as it costs to ship it to Aberdeen; and the item of coal in the construction of a vessel is so small as to make the difference scarcely appreciable, so small at least as to be fully covered by the difference in the cost of labour. When this fact becomes known, we have no doubt but that the acknowledged constructive skill of Aberdeen builders will secure for the port a fair share of the work ongoing. On Sunday, the "**Juan de la Vega**", a smart-looking brigantine, recently launched by **Messrs***

***Alexander Hall & Co.**, left the port for Spain. She is 175 tons register, and is constructed for fast sailing, her employment being in the fruit trade between Corunna, in Spain and the West Indies. She is commanded by Captain Don Barnabe Lamos, and is the first of a fleet for the same trade; and the fact of her owners coming to Aberdeen for vessels of her class bears testimony to the fame of **Messrs A. Hall & Co.** as the builders of fast ships. Last week a very fine new iron steamer left the harbour, for China, her destination being Hong Kong. We previously gave the dimensions of the vessel, which bears the celestial name of '**Hai-Loong**'. When ready for sea she attracted much attention by her smart appearance and excellent equipment, and the picturesque character which her decks presented with a crew of Lascars and Malays on board. Her furnishings as a Chinese passenger steamer were also interesting, there being tween decks sleeping accommodation fitted up for 300 Chinamen, each having a portion of a shelf – as much as his body could turn on, and no more – simply marked off without any partition, and forming a striking contrast to the elegant furnishings of the saloon cabin. The '**Hai-Loong**' is commanded by Captain Farrow, who has under him English officers. She was built to the order of Messrs James Morrison & Co., London. Rather a novelty in the way of a departure took place on Monday".*

1871, 1st November: The Overland China Mail reported as follows: "Concerning the little tug '**Early Bird**', whose trip we noticed in our last, we learn the following particulars. The '**Bird**' is 60 feet long, 12 feet broad, and 6 feet deep; her engines are nominally 15 horse-power, by **Messrs Hall, Russell & Co.** (the builders of Messrs Douglas Lapraik's steamers), imported by Messrs MacEwen & Co., and fitted up here. She has a single inverted cylinder of 8 inches in diameter, with a length of stroke of 8 inches. Her boiler is circular, with one flue and multitubular return, 5 feet long outside and 4 feet diameter – which ought to relieve the minds of all excursionists. Her propeller is 4-bladed, with a pitch of 4 feet, 6 inches, and a diameter of 3 feet, 6 inches. The '**Bird**' goes very smoothly, with 50 or 60, or even 70 lbs. of steam, and she can accommodate comfortably from 20 to 30 persons on deck. Her speed is about eight knots, and she has bunk-room for say half-a-dozen below, in the cabin, and I therefore well fitted for excursions or pic-nics."

1872

1872, 1st January: The Dundee Courier reported as follows: "ABERDEEN IRON WORKS SOCIAL MEETING. The annual festive reunion of the employees of **Messrs Hall, Russell & Co.**, Aberdeen Iron Works, was held in the Ball Room, Music Hall Buildings, on Friday evening - **Mr Thomas Russell** presiding, there was about 300 present. After a number of songs had been sung by Misses Moir and Warrender, and Messrs A. Anderson, W. Nicol, Nicolson, and W. Anderson, the hall was cleared for dancing, which was kept up till early morning, Mr G. S. Mackay's quadrille band supplying excellent music, and Messrs Edwards and Panton officiating as floor-masters. Mr D. Wright, Lorne Hotel, provided supper and refreshments in the Square Room to the general satisfaction."

1872, 8th January: The London and China Telegraph reported as follows: *"We are glad to welcome the new steamer 'Hai Loong' as an addition to the mercantile steam fleet in these waters. She is simply a second edition, on a small scale, of the well-known steamer 'Kwangtung' and is intended, we understand, for the Formosan trade. It is interesting to mark the gradual but certain inroads which steam vessels are now making upon sailing vessels in every branch of the sea carrying trade. Hitherto the smaller sailing vessels have had all their own way in this branch of the business and, if we are to judge from recent reports of the Customs Commissioner, they might seem likely to continue to rule the route. The 'Hai Loong', however, and similar steamers, which we understand are in course of construction, will, we should think, prove to be the most powerful competitors to the small sailing vessels which have hitherto monopolised this carrying trade. Our anticipations are the more likely to be realised from the fact that she is owned by well-known merchants largely interested in the trade between the island of Formosa and the neighbouring Chinese ports. From what we have seen of the 'Hai Loong', and from her satisfactory trial trip from Aberdeen to Hong Kong, we should think that she is pre-eminently well adapted for the trade for which she has been built. Her outside passage was very creditable in every way. From the start to Port Said she was 15 days, and from Port Said to Singapore, direct, only 151 days; she made rather a long passage from the latter port to Hong Kong, but this was owing to a very steady N.E. monsoon. She is well fitted in every way for foreign and native passengers; is commanded by Captain Farlow, who is well-known on the Coast; and she is under the orders of Messrs. Douglas Lapraik, and Co. in Hong Kong, and Messrs Elles and Co. in Amoy. As to her construction and machinery, it is sufficient to say, that they are the work of the well-known firm of **Messrs. Hall, Russell, and Co.**, of the Granite City."*

1872, 19th January: The Dundee Courier reported as follows: *"THE FIFTY-ONE HOURS AGITATION IN THE IRON TRADE AT ABERDEEN. SUPPORT OF THE DUNDEE STRIKE. Nothing new has this week transpired in connection with the agitation in the iron trade of Aberdeen for the fifty-one hours system, and it seems probable the employers will abide by their determination to come to no decision till the present dispute in Dundee is settle* A meeting of operative boilermakers was held on Tuesday evening, but no business of importance was transacted. It was resolved that the men adhere to their requisition for the 51 hours system, and that in the meantime all possible support be extended to their fellow workmen now out on strike at Dundee. Steps have been taken in all the branches of the iron trade to form a fund for this purpose, and considerable sums have already been collected and forwarded to the Strike Committee in Dundee. Large numbers of the men have resolved to give one shilling weekly for this object so long the strike continues. A committee of delegates is presently engaged in the formation of a Nine Hours League in connection with the men employed in the iron trade in Aberdeen, and steps are being taken to get a mass meeting of all branches of the trade, which it is expected will come off on Saturday evening or in the early part of next week, and when doubtless important resolutions will be come to. There seems every reason to believe that if the employers give way in Dundee and Glasgow, the demands of the men will be immediately conceded in Aberdeen. It is stated*

*that **Mr Russell**, of the firm of **Hall, Russell, & Co.**, engineers and iron shipbuilders, has repeated his offer of 54 hours per week, and promised that the 51 hours system will be adopted whenever it is conceded by the Glasgow iron trade employers. He urges that if the firm conceded the 51 hours present the question would only be temporarily settled, in the event of the Glasgow employers refusing to give way, **Messrs Hall, Russell & Co.** would be compelled to withdraw the concession."*

1872, 12th February: The Dundee Courier published a very large article regarding a mass meeting held in the Music Hall, Union Street, Aberdeen on the 10th February regarding the 51-hour week. The article reported that **Hall, Russell & Co.**, **Alexander Hall & Co.**, **John Duthie, Sons & Co.**, and **Walter Hood & Co.** had all agreed to the 51 hours starting from 1st June. **Mr George Mollison** stated that a deputation had spoken to **Mr Russell** on the previous Friday. **Mr Russell** immediately conceded the demand for 51 hours. *"In regard to the overtime, he was willing to pay time and quarter for the first two hours after the completion of the 51 hours, and time and half thereafter; but he could not see his way to adopt the 9 hours before 1st June. The allowance of 1d per hour after three hours' overtime to remain as formerly, this having been paid by them for some time. **Mr Russell** expresses a hope that no strike or ill feeling should arise, and that nothing should rashly be resorted to."*

1872, 17th February: The Fife Free Press reported as follows: *"ABERDEEN IRON TRADE AND THE FIFTY-ONE HOURS. At an iron trade meeting held on Monday night at Aberdeen, it was reported that workmen in three yards, namely, **Duthie's**, **Hood's**, and **Hall's**, had accepted the 51 hours on the 1st of June, while in a fourth, **Hall, Russell, & Co.'s**, no definite settlement had been made. The overtime question had not been mentioned in the arrangements, as very little is wrought in either of the yards. The employers in the other branches had made no decided reply to the demands made by the delegates, in accordance with the Saturday mass meeting resolution. The meeting was adjourned till Thursday."*

The 51 hours is with reference to the working week, employees worked much longer back then than they do today.

1872, 21st February: The Dundee Courier reported that the **moulders at Hall, Russell & Co.** *"...have since intimated their Intention to refuse this concession, and if no more satisfactory answer is vouchsafed them by Thursday night to also come out on strike"*.

1872, 22nd February: The Stonehaven Journal reported as follows: *"On Sunday forenoon considerable alarm was created to the residents in the Footdee district by an alarm that fire had broken out in the boiler-room in the premises of **Messrs Hall, Russell, and Co.**, shipbuilders and iron-founders. Information was immediately conveyed to **Mr Russell**, and other gentlemen connected with the firm, who were in church at the time, and the fire was at once extinguished, only a trifling damage being done."*

1872, 23rd February: The Dundee Courier reported on the ABERDEEN IRON TRADE AND THE 51 HOURS, and that the moulders at **Hall, Russell, & Co.** were to go out on strike.

1872, 2nd March: The Dundee Courier reported as follows: *"ABERDEEN IRONMOULDERS AND THE FIFTY-ONE HOURS. At a meeting of the Aberdeen Branch of Associated Ironmoulders last night, it was reported that **Blaikie Brothers**, James Abernethy & Co., and Messrs D. Mitchell & Son, Oaktree Foundry, had agree to concede the 51 hours on 1st April. **Messrs Hall, Russell, and Co.**, want the men to work 57 until the 1st June, but all time over 51 hours, after 1st April, to be paid at overtime rate. The meeting recommended the men to accept these terms. The overtime question was discussed, but was ultimately left over for consideration at a special meeting, to be held next week. About twenty men had left town, but have been telegraphed to return."*

We can therefore conclude from above that the normal working week at this period was to be reduced from 57 hours to 51 hours.

1872, 10th May: The Dundee Courier reported as follows: *"THEFT FROM A SHIPBUILDING YARD. – Before Baillie Urquhart at yesterday's Police Court **John Livingston, boilermaker**, pleaded guilty to having, between the 1st of April and 8th May, stolen from the shipbuilding yard of **Messrs Hall, Russell, & Co.**, a hammer and chisel. The Baillie hoped that ten days in prison, which would be the sentence for the present offence, would deter him from ever again appearing at the Police Court on a similar or any other charge."*

1872, 28th May: The Dundee Courier reported as follows: *"SHIPBUILDING. – Aberdeen has long been recognised as a large and successful shipbuilding port, and it is gratifying to learn the trade is in a very prosperous condition at the present time. During this month no less than four vessels have taken the water from our shipbuilding yards, and four others are on the eve of being launched..."*

1872, 10th August: The Aberdeen Weekly Free Press reported as follows: *"SEVERE ACCIDENT TO A BOY IN HALL, RUSSELL, & Co.'s YARD. – On Wednesday, shortly after breakfast, a young lad named **Andrew Stott**, residing in Hawthorn Place, about 14 years of age, fell from a staging in **Hall, Russell, & Co.'s** yard, a distance of about nine feet, and broke his right arm, and injured his shoulder pretty severely. He was taken home and seen by Dr McQuibban."*

1872, 10th August: The Aberdeen Weekly Free Press reported as follows: *"ABERDEEN TRADE. SHIPBUILDING. That the times change, and we change with them, is pretty literally verified in the business of shipbuilding at Aberdeen. Formerly the port was justly famed for its fine wooden clipper vessels, and at this day Aberdeen can turn out a wooden clipper as handsome as regards her lines, and as fast as regards her powers of sailing, as ever. The demand is not for wooden clippers, however, but prevailingly for iron-built vessels; and thus we find that four out of five of our local shipbuilders have turned their attention in good measure, if not wholly, to iron, viz., **Messrs Hall, Russell & Co.**, **Messrs Walter Hood & Co.**, **Messrs Hall & Co.**, and **Messrs Duthie & Sons**. **Mr Humphrey** continues to build wooded vessels chiefly, but prepares his own iron beams, at least, for these. At present, trade is moderately active, though employers in every case have to contend, with increased cost of production, on the one hand in the shape of shortened hours of labour, and higher wages*

*at the same time, and on the other hand increased cost of material. This applies specially to iron shipbuilding, where the cost of the staple material used has, in some cases, more than doubled during the year. A year ago, pig-iron could be bought at 54s per ton; the price paid last week was 132s 6d per ton; and in the case of manufactured iron, the rise has been from 50 to 75 percent. Of course, existing contracts must be finished, but it is not difficult to see how such facts must affect future prospects of production. Indeed, those who know the trade do not need to be told that new contracts are being rapidly limited; and the results will no doubt be seen by-and-by. During the past six weeks there have been several launches. Three large vessels recently launched are at present in the harbour receiving their final fitting-up previous to sailing, viz., the “**William Manson**”, built by **Messrs Duthie**; the “**Graphic**”, built by **Messrs Hall & Co.**; and the “**Monaltrie**”, built by **Mr Humphrey**; and the “**Spray**” (steamer), built by **Messrs Hall, Russell, & Co.**, left only last week. The number of vessels in process of building at present is somewhat as follows: - by **Messrs Duthie**, one vessel (steamer), of iron, and one of wood; by **Messrs Hall, Russell, & Co.**, two iron steamers; by **Mr Humphrey**, two steamers and two sailing vessels; by **Messrs Walter Hood & Co.**, one of iron, and one of wood; and by **Messrs Hall & Co.**, one iron steamer, and two wooden vessels – steamers also – for the whaling. In connection with this branch of trade, we regret to see another of those unhappy disputes, the recurrence of which has done not a little to mar good feeling, and obstruct trade. The rivetters in the employ of one or two firms, in the course of last week, made a demand for an advance of 1s a-week, and on refusal of the demand at once struck. The fixed wages of the rivetters in question are, we believe, 22s a-week, but on piece work a man can earn at ordinary hours from 30s to 35s a-week. We leave it to the reader to judge how far the demand and its sequel were necessary or justifiable in the circumstances.”*

1872, 7th November: The Stonehaven Journal erroneously reported that the Iron steamer ‘**Ruthven**’ (400 tons) was launched by **Hall, Russell & Co.** on 2nd November, when it was actually launched by **Alexander Hall & Co.**

1872, 12th December: The Stonehaven Journal reported as follows: “*Sad Case of Drowning. — On Sunday morning, about half past twelve, a cry was heard near the wharf of the London Steam Navigation Company, apparently coming from a person who had fallen into the harbour. By the time the person hearing the cry had got to the place there was nothing to be seen. In the morning a fur cap was got, and identified as belonging to **Colin Campbell**, a **blacksmith** with **Hall, Russell, & Co.** The deceased was in company with a friend who had come from the south on Saturday, and it was feared he had wandered down to the docks, and fallen in accidentally. This supposition was confirmed on Tuesday forenoon, when the body was found by dragging the harbour, one of the hands of the deceased being in his trousers pocket. **Campbell** was 28 years of age, lodged in Virginia Street, and belonged to Banchory, his father being ticket collector the railway station there. This is the second son belonging to that family who has met his death by drowning; the other being drowned at the bridge of Cults about six years ago.”*

1873

1873, 29th January: The Aberdeen Press and Journal reported as follows: *“STEAMER DISABLED. – Early on Sunday morning while the steamer ‘**Warkworth**’ was making the harbour in the midst of a gale of wind, she met with considerable damage. She passed the bar safely, but while rounding the point opposite the mouth of the Dee she grounded. She was almost immediately got off, and was taken up to the middle basin. It was found that she was considerably damaged, as she began to make water very quickly. The pumps were set to work, and a large staff of men set to work to discharge the cargo to ascertain the extent of the damage. The ‘**Warkworth**’ belongs to Warkworth. Early on Monday morning the discharge of the ‘**Warkworth**’ was completed, and the vessel proceeded down the harbour, and was beached near the yard of **Messrs Hall, Russell, & Co.** for repair.”*

This is just an example of the type of repair work that the yard picked up often, and as you see at very short notice.

1873, 18th March: The Dundee Courier reported as follows: *“**FRIGHTFUL ACCIDENT AT ABERDEEN. TWO YOUNG LADS KILLED.** On Friday afternoon **James Main Wilson**, aged sixteen, an **apprentice iron shipbuilder**, and **John Geddes**, aged sixteen, a **labourer**, while passing along York Street on their way to their work at **Walter Hood & Company's Yard**, were suddenly buried by the fall of a brick wall, against which a large quantity of coals had been piled opposite **Hall, Russell, & Co.'s Yard**. They were speedily extricated and medical aid procured, but they only lived about half an hour.”*

1873, 14th June: The Aberdeen Herald reported as follows: *“**THEFT BY A HAMMERMAN.** - Before Baillie Fraser, at the Police Court on Tuesday, **William Mackie**, a **hammerman**, who has for a good number of years past been in the employment of **Messrs. Hall, Russell, & Co.**, pleaded guilty to stealing six pounds of brass, and seven pounds of copper piping from his employers, on the 7th June. He was sent to prison for twenty days.”*

Sentences back then were much harsher than those given out today.

1873, 10th December: The Aberdeen Press and Journal reported as follows: *“**MASTER AND SERVANT CASES.** – At the Small Debt Court on Thursday – Sheriff Comrie Thomson on the bench – several actions arising out of disputes between masters and servants came up for hearing. An action was brought at the instance of **John Smith**, **apprentice engineer**, against **Messrs Hall, Russell, & Co.**, in consequence of the conduct of the defenders preventing the pursuer from their service. The lad had gone to **Hall, Russell, & Co.'s** as an **apprentice engineer**, but when it came to the signing of the indenture a dispute arose, resulting in the dismissal of the pursuer. When going to seek work elsewhere, pursuer was met with the answer that he would require to get a certificate from his late employers. In one case where he sought employment the firm had received a letter from **Messrs Hall, Russell, & Co.**, in which they said they looked upon **Smith** as a runaway **apprentice**. The Sheriff advised **Messrs Hall, Russell, & Co.**, if they did not intend to take back the lad, to*

give up all claim upon him, a suggestion which was agreed to, the defenders agreeing to pay half a guinea of expenses."

Seems strange for an **apprentice** to be called a servant, certainly these days. I have come across other issues like this, seems **Hall, Russell & Co.** weren't always fair to their **apprentices**.

1873, 23rd December: The Inverness Advertiser and Ross-Shire Chronicle reported as follows: *"COLLISION OFF THE KINCARDINESHIRE COAST. Early on Saturday morning as the steam barge 'Itchen', of Southampton, was sailing at an easy speed along the Kincardineshire coast she was run into when off Stonehaven by the schooner, 'Fantasy', of Tain, which was reaching inshore at the time. It is stated that all hands on board the steamer except the man at the wheel were below at breakfast at the time of the accident. The 'Itchen' had on board the sheers and other machinery to be erected at the port of Aberdeen by the Harbour Commissioners. Both vessels arrived at Aberdeen on Saturday afternoon (20th). The steamer was not much damaged, but the schooners bowsprit was carried away and her bow stove in. The steamer grounded near **Messrs Hall, Russell, & Company's** building yard, where she will be repaired."*

This article confirms that the Sheer Poles (aka shear legs or poles) erected at Aberdeen Harbour at the east end of Waterloo Quay were manufactured elsewhere. For more information on the Shear Poles see my 72-page volume at www.electricscotland.com at my 'The Shipbuilders of Aberdeen' page.

1873, 27th December: The Aberdeen Herald reported as follows: *"MESSRS. HALL, RUSSELL, & CO.'S EMPLOYEES. The workmen employed by **Messrs. Hall, Russell, & Co.**, shipbuilders and engineers, Footdee, and their lady friends, held a social meeting in the Ball Room, Music Hall buildings last night. The chair was occupied by **Mr. Russell**, and there was a large attendance. After tea a capital programme of songs, etc., was gone through in excellent style. The soloists were Misses Cooper and Eddison, Messrs. Anderson, G. Cooper, and Sandison. In the course of the evening, short and appropriate addresses were delivered by the Chairman; Rev. Mr. Young, George Street U.P. Church; and Baillie James Ross. About ten o'clock the floor was cleared for dancing, which was spiritedly engaged in till an early hour this morning to music supplied by Mr. G. S. Mackay's quadrille band. The arrangements by the committee were most complete, and everything passed off in a manner satisfactory to all."*

1874

1874, 17th February: The Dundee Courier reported as follows: ***“TRIAL TRIP OF THE S.S. ACTIVE.** – This vessel, which was purchased last year from Peterhead owners by the Tay Whale Fishing Company to add to our present large fleet of whaling ships, went out on her trial trip yesterday. Mr Welch, the managing owner, Mr Strong, and several other gentlemen were among those on board. The vessel was taken to the measured mile, when a series of runs were made. The mean speed attained was seven knots, which was considered by those on board to be highly satisfactory. This is the second vessel belonging to the same owners which, within a short time, has got new machinery fitted up with all the latest improvements for the saving of fuel. The result of the trial may have a tendency to persuade other owners of whalers to follow the example now given. The engines of the ‘active’ were made by **Messrs Hall, Russell, & Co.,** of Aberdeen, a few years ago, and since then purchased by the present owners. The engines have been compounded by **Messrs Gourlay Brothers & Co.**”*

1874, 9th March: The London and China Telegraph reported as follows: ***“Messrs Buyers and Robb** launched from their shipyard at Teluk Ayer a handsome little steamer built for his Highness the Rajah of Sarawak. Her dimensions are – Length overall, 78ft., extreme breadth, 10ft. 9in.; depth (moulded), 7ft. 6in. Her engines are of 24-horsepower, constructed by **Hall, Russell, and Co.,** of Aberdeen. The little vessel was not named; it had been originally intended to name her after one of his Highness the Rajah’s children, but owing to his late bereavement the idea was abandoned, and a new name has not yet been fixed....”*

1874, 11th March: The Aberdeen Press and Journal reported on subscriptions to the Stonehaven Lifeboat Disaster Fund, and among the subscribers were:

		Approx. £ in 2025
Cornelius Thompson, Esq., Albyn Place	£10 10s	£1,040
Messrs J. Duthie, Sons & Co., shipbuilders.	£10 10s	£1,040
George Thompson, Esq., of Pitmedden.	£10 10s	£1,040
William Henderson, Esq., Devanha House.	£10 10s	£1,040
Messrs Hall, Russell & Co.	£5 5s	£520
John Duthie, Esq.	£5 5s	£520
Mr Alex. H. Wilson, (Messrs Hall, Russell & Co.)	£1 1s	£107
William Duthie, Esq. of Cairnbulg.	£5	£495
Messrs Duthie Brothers	£2 2s	£215
Mr James Hunter, Union Street.	10s 6d	£94

1874, April: New iron **Shear Poles** with **80-ton** lifting capacity (sometimes referred to as the **75-ton Shear Poles**, perhaps later downrated) were erected at Waterloo Quay at a cost of £5,000. (Equivalent to approx. £600,000 in 2021). They replaced the old 50-ton wooden ones. These new poles were needed to lift and install heavy steam engines and machinery in steam ships.

For more information on Aberdeen Harbour Shear Poles (aka Shear Legs) see my separate volume published online in 2022.

1874: Hall, Russell & Co., fitted a new boiler to the whaling screw steamer '**Mazinthien**' (308 tons), she was built in New Brunswick in 1859.

1874, 19th August: The Aberdeen Press and Journal published the subscription list for the Aberdeen Regatta, amongst the long list of contributors were the following:

		Approx £ in 2025
J. C. Couper of Craigiebuckler	£2, 2s, 2d	£217
Cornelious Thompson , Shipowner	£2, 2s	£215
William Henderson of Devanha House	£2	£200
Duthie Brothers, Footdee	£1, 1s	£108
William Duthie of Cairnbulg	£1, 1s	£108
George Thompson Jnr. of Pitmedden	£1	£100
J. Humphrey & Co., Shipbuilders	10s. 6d	£87
Thomas Russell , Springbank Terrace	10s, 6d	£87
A. H. Wilson , Shipbuilder	10s, 6d	£87

1874: A new partnership was formed with five partners; **John Cardno Couper** (c1821 to 1902), **Thomas Russell** (c1821 to 1886), **Alexander Hall Wilson** (1840 to 1899), **John Scott**, and **James Hunter** (c1840 to 1909).

1874, 16th September: The Aberdeen Press and Journal reported on the Town Council Valuation Appeal Court held on 12th September, a list of 19 companies and individuals who had lodged appeals was published including **Hall, Russell & Co.,** however there was no representatives from any of the parties and all appeals were thereupon dismissed.

1874, 19th November: The Dundee Courier reported as follows: "**ABERDEEN. GIRL SENT TO THE REFORMATORY.** – At the Police Court yesterday, by Bailies Donald and Smith, Ann Guyab, a girl twelve years of age, residing in Water Lane, was sentenced to a period of ten days imprisonment, and thereafter five years' detention at Mount Street Reformatory, for having at sundry times betwixt the 15th and 18th November stolen from a store in York Street



80-ton Shear Poles, lifting boiler onboard a vessel, pre-1910.

Possibly a Rennie liner.

(Photographer unknown, courtesy of University of Aberdeen / Aberdeen Harbour Board).

*80 lbs. or thereby of cast-iron, the property of **Messrs Hall, Russell, & Company**, iron-founders and engineers. A charge resetting the stolen property against Jean Morrice or Docherty, also residing in Water Lane, was found not proven."*

1874, 2nd December: The Aberdeen Press and Journal reported on the Board of Trade inquiry into the loss of the cargo steamer '**Richmond**' and reported that **Mr Russell** (of **Hall, Russell & Co.**) handed in the plans of her engines and boilers, and a **draughtsman** handed in the plans of the vessel. The '**Richmond**' was launched by **Alexander Hall & Co.** in 1871, her engines and boilers were built by **Hall, Russell & Co.**

1875

1875, 3rd February: The Aberdeen Press and Journal reported as follows: *"Two boys, named John Ingram (13), residing in Water Land and John Highlands (12) residing at Mounthooly, who had, on Thursday, pleaded guilty to stealing about 74 lbs. of old iron belonging to **Messrs Hall, Russell, & Co.**, were sentenced each to ten days' imprisonment and five years in the Oldmill Reformatory."* A rather severe sentence for stealing some scrap. The Oldmill Reformatory built in 1857 was at the time situated two miles west of Aberdeen (Now the Glenburn Wing of Woodend Hospital) and accommodated 150 boys aged 10 to 16 who had committed crimes and had been sentenced by the court to be detained for 2 to 5 years.

1875, 31st March: The Aberdeen Press and Journal reported as follows: *"ACCIDENT AT THE HARBOUR. – About noon on Monday **John Rennie, foreman blacksmith**, residing at Bank Street, Ferryhill, and in the employment of **Messrs Hall, Russell, & Co.**, shipbuilders, was employed working on board the *s.s. 'Ben Avon'*, at present being fitted out at Provost *Blaikie's Quay*, and while he was in the act of crossing one of the hatches, he overbalanced himself and fell to the bottom of the hold on his back, a distance of seventeen feet. Dr Macquibban was sent for and ordered him to be taken home."*

1875, 12th May: The Aberdeen Press and Journal reported on the launch of the iron steamship '**Aboyne**' (434 tons) launched by **John Duthie, Sons & Co.**, Footdee, for Messrs Adam & Co., and stated that *"...she will be fitted with compound engines by **Messrs Hall, Russell, & Co.**"*

1875, 22nd June: The Banffshire Journal reported as follows: *"PERNAMBUCO has got a time gun, the automatic apparatus for fixing which was designed by **Mr Andrew Jamieson**, son of Rev. George Jamieson, Old Aberdeen. This young engineer, after serving an apprenticeship with **Messrs Hall, Russell, & Co.**, left this city some two years ago to be an assistant to Sir William Thomson and Professor Fleming Jenkin in connection with the manufacturing and testing of submarine cables; and he is at present chief assistant engineer to the Western and Brazilian Telegraph Co., whose cables extend along the whole coast of Brazil. In testimony of the energy and interest shown by **Mr Jamieson** in this*

matter, he has been appointed as honorary member of the Associação Comercial de Pernambuco."

1875: Hall, Russell & Co. fitted new 80 HP engines and boilers to the SS '**Volant**' (160 tons). She was built by **John Humphrey & Co.**, Upper Dock, Aberdeen in 1873, and originally fitted with 40 HP engines.

1876

1876, 12th January: The Aberdeen Journal reported as follows: *"ABERDEEN SHIPBUILDING IN 1875. Shipbuilding in Aberdeen has been exceedingly dull during the past year – duller, we believe, than for many previous years. A strike for several weeks in the summer did not at all improve the prospect of matters, and the year closed with but a beggarly account of work done in the twelve months. There were only nine vessels launched during the year, the tonnage being but 6,495 tons – very little more than half the tonnage of vessels launched during any of the preceding three years. The new year begins, however, with much better prospects, as many as fourteen vessels, with a tonnage of 10,030 tons, either being on hand or contracted for. The total figures for the past four years are as follows: -*

Vessels Launched		
Year	No of Vessels	Tonnage
1875	9	6,495
1874	13	11,287
1873	19	11,449
1872	17	11,449

1876, 3rd May: The Aberdeen Press and Journal reported on subscribers towards the Fund for relief of the sufferers by the accident at Torry ferry. Among the subscribers were:

Approx. £ in 2025

Hall, Russell & Co. , Aberdeen Iron Works	£5 5s (£556)
Cornelious Thompson , shipowner	£10 (£1,010)
William Henderson , Devanha House.	£10 (£1,010)
Alexander Hall & Co. , shipbuilders.	£5 5s (£556)
John Duthie , shipbuilder.	£1 (£101)
Employees of A. Hall & Co. , shipbuilders	£6 7s (£665)

1876, 7th July: The Buchan Observer and East Aberdeenshire Advertiser reported as follows: *"PURCHASE OF A STEAMER FOR FRASERBURGH. Mr J. T. Park has purchased the*

handy little steamer 'Chieftain's Bride', formerly used by the North of Scotland Steam Navigation Company for collecting goods and passengers in the Orkney Islands. Mr Park has had her thoroughly overhauled and improved, and fitted with a new engine and boiler by Hall, Russell, & Co., Aberdeen. The 'Chieftain's Bride', commanded by Captain Wilson, late of the 'Milky Way', has left Aberdeen for Sunderland, to bring a cargo of coals to Fraserburgh."

1876, 23rd August: The Aberdeen Press and Journal reported as follows: "ACCIDENT AT A SHIPBUILDING YARD. – While removing some staging in **Messrs Hall, Russell, & Co.'s** shipbuilding yard, Footdee, on Friday morning, **Alexander Lonie, labourer**, residing at 14 Pork Lane, lost his balance and fell from the staging, a distance of 12 feet. He was conveyed home in a cab, and after having been seen by Dr Ogston, was removed to the Infirmary. He is reported to be doing well."

1876, 6th December: The Aberdeen Press and Journal reported on destruction caused by a gale which created an unusually high tide at Aberdeen Harbour which sank the ferry boat and other small boats. "The shipbuilding yards were all flooded, and a large quantity of wood was carried out of **Messrs Duthie & Company's** yard; but a strong staff of willing workers having turned out, it was mostly all secured. Fears were entertained for the new ship which was to be launched from **Messrs Hall, Russell, & Co.'s** yesterday, that she would take French leave of the slip, but happily these fears were groundless. Going down York Street, which had its usual work-a-day aspect, we came to the Leith and Clyde Shipping Co.'s jetty, where we found that."

1876, 21st December: The Dundee Courier published an advertisement on behalf of **Hall, Russell & Co.**, Engineers and Shipbuilders Aberdeen looking to employ a draughtsman. Seems **Hall, Russell** were trying to recruit one from one of the Dundee shipyards.

1877

1877, 3rd January: **Hall, Russell & Co.** placed an advert for a vacancy for a draughtsman in the Dundee Courier. I guess trying to poach one from a Dundee shipyard.

1877, 7th March: The Aberdeen Press and Journal reported as follows on the monthly meeting of the Aberdeen Town Council: "A letter was read from **Messrs. Hall, Russell, and Co.**, asking permission to break up old boilers on the ground adjoining the sheer poles. The permission was granted with the stipulation that the work be carried on only during the ordinary working hours of the day."

1877, 16th March: The Dundee Evening Telegraph reported as follows: "YOUNG MAN SEVERELY HURT in SHIPBUILDING YARD AT ABERDEEN. This morning about seven o'clock **William Baxter**, aged 17 years, who was employed as a **heater** at **Messrs Hall, Russell, & Co.'s** shipbuilding yard at Footdee, sustained severe injuries by the falling of iron frame

which he was assisting to set up. The heavy mass grazed his left temple and braised his back as to cause serious hurts. The young man was taken the house of his father, John Baxter, fisherman, South Square."

1877, 21st March: The Aberdeen press and Journal reported as follows: "**RIVETTERS' STRIKE.** – About 100 **rivettters** are presently going on strike in Aberdeen, their employers – **Messrs Hall, Russell, & Co.** – having refused their demand of a rise of 1s 6d per week. Their present wages are at the rate of 28s per week."

1877, 22nd March: The Dundee Courier reported as follows: "**ABERDEEN RIVETERS.** About 80 **riveters** employed at the shipbuilding yard of **Messrs Hall, Russell, & Co.**, Aberdeen, have been thrown idle in consequence of a strike on the part of the boys who were employed as **rivet-heaters**. The wages of the young fellows range from 5s 6d to 7s per week, and they desire an advance of 1s per week. The wages of the **ship carpenters** and the **riveters** have just been raised 2s per week on an average."

1877, 23rd March: The Dundee Evening Telegraph reported as follows: "The strike of **riveters** in the shipbuilding yard of **Messrs Hall, Russell, & Co.**, Aberdeen, has come to end by the lads resuming work at the former rates pay." By lads I assume they mean the rivet-heater boys.

1877, 28th March: The Aberdeen Press and Journal reported on the Letting of the Town's Dockyards as follows: "The Dockyards belonging to the Town Council were on Wednesday exposed by public roup to be let on leases for 19 years. The yard lying on the southwest side of York Street was let to **Messrs J. Duthie, Sons, & Co.**, at the yearly rent of £15; the dockyard lying to the south-west of the above lot was leased by the same firm at the yearly rent of £75; and the dockyard at Footdee, used by them as a patent slip, was again leased by the firm at the yearly rent of £35. **Messrs Hall, Russell, & Co.** secured the dockyard presently held by them at a rent of £55 per annum. Messrs Henderson, Rennie, & Buyers have leased the dockyards lying to the south-eastward of the Harbour Bonded Yard, at the yearly rents of £71 10s, £60, and £62 respectively. Mr Masson was the auctioneer."

I don't know what Messrs Henderson, Rennie, & Buyers did with their dockyards, but I don't think they did any shipbuilding.

1877, 4th April: The Aberdeen Press and Journal reported as follows: "A NOBLE EXAMPLE. – We understand that the employees of **Messrs Hall, Russell, & Co.**, engineers and iron ship builders, Footdee, have unanimously resolved to give the result of three hours' work as a contribution towards the funds of the Royal Infirmary. The heads of the firm have entered heartily into the proposal, and have intimated their intention to give shilling about with the men. We may state that the labour will be given in extra time, the men working an hour extra on each of three days. The example is one which we hope to see followed by tradesmen generally."

1877, 3rd May: The Aberdeen Press and Journal reported as follows: *"ACCIDENT IN A SHIPBUILDING YARD. – Yesterday forenoon, a **carpenter** in the employment of **Messrs Hall, Russell, & Co.**, was rather seriously injured, by falling a distance of eight feet in the hold of a vessel in which he was working, the plank on which he was standing having slipped from its place. He was taken up and carried home to his house at 10 Links Street and attended by Dr Macquibban."*

1877, 10th May: The Dundee Courier reported as follows: *"The labourers employed in the large shipbuilding yard of **Messrs Hall, Russell, & Company**, Footdee, Aberdeen, came out on strike on Tuesday morning in consequence of an increase of 2s per week on the present rate of wages having been refused. The men only presented their request on Monday night, when a refusal was at once given. The result of the strike is that all the rivetters employed in the yard have had to cease work."*

1877, 11th May: The Dundee Courier reported as follows: *"THE STRIKE OF ABERDEEN HOLDERS-ON. The holders-on employed in the shipbuilding yard of **Messrs Hall, Russell, & Co.**, Footdee, who came out on strike for a rise of wages of 1/2d per hour some days ago, are still unemployed. About twenty-two men have struck work, and sixteen apprentice rivetters failed to come to their work yesterday morning. They gave no explanation of their conduct, but the reason is, because they were set to do the work of the holders-on. Seven holders-on in the employment of **Messrs A. Hall & Co.**, shipbuilders, came out on strike yesterday morning, on being on the previous afternoon refused an advance of 1/2 d per hour on their present wages. A great many hands are thrown idle in consequence of the strike..."*

1877, 20th June: The Aberdeen Press and Journal reported as follows: *"MASONIC FUNERAL. – On Saturday afternoon the remains of Brother **William Fettes**, foreman carpenter in **Messrs Hall, Russell, & Co.'s**, who died a few days ago, at Neptune Terrace, were conveyed to their last resting place in St Nicholas Churchyard, by the brethren of St George's Lodge, in which the deceased held the position of P.D.M. The brethren walked in front of the coffin, and wore their regalia, while a large number of friends, by whom the deceased was highly respected, followed in the rear. At the grave there was a large crowd of spectators, and the beautiful and touching service for the dead was read by Brother Callaghan, R.W.M., assisted by Brother Skakle, jun., P.M., at the conclusion of which the brethren deposited sprigs of evergreen in the grave. The brethren then returned to the hall, where the lodge was closed in due form."*

P.D.M. – Past District Master R.W.M. – Right Worshipful Master. P.M. -Past Master.

1877, 23rd July: The Aberdeen Press and Journal reported on the repair of the Eastern Telegraph Company's submarine cable between Bombay and Aden (1,818 nautical miles), originally laid in 1870 by the s.s. '**Chiltern**'. The chief electrician carrying out the repair work was **Mr Jamieson** a former apprentice of **Hall, Russell, & Co.**

1877, 27th July: The Aberdeen Press and Journal reported on a report submitted to Aberdeen Harbour Commissioners by Mr Dyce Cay regarding harbour improvements. Contained in the lengthy report was a section regarding a graving dock which read as follows: *“At present the most suitable site for a graving dock is at the east end of Provost Blaikie’s Quay; the entrance would be from the dock at its S.E. corner, and it would extend in a S.S.E. direction, diagonally to the line of Provost Blaikie’s Quay and passing through the site of the harbour workshops. The dimensions I recommend are 400 feet long by 77 feet wide at coping level, with 22 feet depth over the cill at H.W.O.S.T. and the cost would be about £40,000. Another site I have examined is between **Messrs Hall, Russell, & Co.’s** and **Messrs A. Hall & Co.’s** shipbuilding yards – the available ground there is, however, too narrow, and the foundation is bad. A third site is on the reclaimed land, but to it, its distance from the shipbuilding yards is an objection. QUAY WALL AT SOUTH SIDE OF UPPER DOCK. The south side of the upper dock, which was till recently occupied by shipbuilding yards, would be an admirable site for a quay.”*

The new Graving Dock was opened on 8th July 1885, at a cost of £42,000 (equivalent to approx. £4.725 million in 2025) and removed in 1924/7. Ironically the current dry-dock built between 1972 and 1974 is located approximately where Cay had considered as a possible location – roughly between **Hall Russell’s** and **Alexander Hall’s** yards.

1877, 17th October: The Scotsman reported as follows: *“**ABERDEEN SHIPBUILDERS. Messrs Hall, Russell, & Co.** have paid off a considerable number of ship carpenters and rivetters in consequence of the dullness of trade.”*

1877, 4th December: The Aberdeen Press and Journal reported on the annual general meeting of the Aberdeen Royal Infirmary and Lunatic Asylum and of the new committee of fourteen members duly elected. Amongst these was **Thomas Russell, shipbuilder of Hall, Russell & Co.**

1877, 26th December: The Aberdeen Press and Journal reported on the monthly meeting of the Aberdeen Chamber of Commerce. **Thomas Russell, Esq.,** was appointed as a new member to represent **Messrs Hall, Russell, & Co., Aberdeen.**

1878

1878, 8th January: The Banffshire Journal reported on the meeting of the Banff Harbour Trustees held on 7th January. The need for a derrick crane to clean the harbour was discussed as it had been at some previous meetings. **John Watson**, shipbuilder, Banff, had corresponded with **Hall, Russell & Co.** and had obtained an estimate of £160 and sketches for a Chaplin portable hoisting engine. **Mr Watson** added *“The jib was not movable out and in, and had only 14 feet of a radius, instead of 20 feet as required; and it had to be*

slewed by the hand instead of by steam." The proposal by **Hall, Russell & Co.** was later dismissed as reported in the Banffshire Journal 22nd January 1874.

1878, 8th June: The Aberdeen's People's Journal reported on donations to the Aberdeen Royal Infirmary; £1 was donated by the **Boilermakers of Messrs Hall, Russell & Co.** which was the surplus from their recent picnic.

1878, 14th September: The Aberdeen Press and Journal reported on the Aberdeen Harbour Board / commissioners regarding the proposed site for a new graving dock . Letters were received from **William Hall sen.** and **Hall, Russell & Co.** regarding their thoughts on the proposed location.

1878, 31st October: The Inverness Courier reported as follows: *"DULNESS IN THE SHIPBUILDING TRADE AT ABERDEEN. As in other parts of the country the shipbuilding trade at Aberdeen is in a very dull state at present, and there has been a considerable reduction in the number of hands employed at the various yards. Last week, about forty men were discharged by one firm – Messrs Hall, Russell, and Company."*

1878, 7th November: The Dundee Evening Telegraph reported as follows: *"ABERDEEN SHIPBUILDERS. – Notice has been posted in the shipbuilding yard of Messrs Hall, Russell, & Co. that the wages of workmen will be reduced by 2s per week, and that of their labourers by 1s per week. The shipbuilding trade at Aberdeen is at present in a very depressed condition."*

1878, 29th November: the Liverpool Journal of Commerce reported as follows: *"ABERDEEN SHIPBUILDERS. – Owing to continued depression in the shipbuilding trade in Aberdeen, Messrs Hall, Russell, and Co. have found it necessary to put those employed in the engine department, about 200 in number, on reduced time – vis., forty hours per week, instead of fifty-one. During the last few weeks nearly 100 workmen have been discharged from this yard, and should matters not improve it is feared that those in other departments will have to be put on reduced time."*

1878, 3rd December: The Banffshire Journal reported on donations to the National Fund for the Relief of Necessitous Shareholders, Aberdeen District, among the long list of donations were:

		£ approx. 2025
George Thompson, jun., of Pitmedden	200 0 0	£20,845
J. C. Couper of Craigiebuckler	100 0 0	£10,422
William Henderson of Devanha House	100 0 0	£10,422
Cornelius Thompson, Shipowner	100 0 0	£10,422
Hall, Russell, & Co., Shipbuilders	100 0 0	£10,422
J. Duthie, Sons, & Co., Shipbuilders	100 0 0	£10,422
William Hall sen., Shipbuilder	5 5 0	£565
William Hall jun., Shipbuilder	5 5 0	£565
Alex. L. Forsyth, Boatbuilder	1 1 0	£113
James Greig, Shipbuilder	1 1 0	£113

George Thompson jun., William Henderson and Cornelious Thompson were all part owners of **Walter Hood & Co.**, Shipbuilders, Footdee.

1878, 14th December: The Aberdeen Press and Journal reported as follows: *"THE SHIPBUILDING TRADE IN THE NORTH. Like every other branch of industry, the shipbuilding trade in the north of Scotland during this year has been in a very depressed condition, and just now there seems to be no prospect of improvement. Indeed, it is believed that for many years there have not been so few men employed in the Aberdeen yards as at present. Every week for the last month or two hands have been paid off in considerable numbers, and men have been obliged either to leave the town in search of employment or go about idle. Unfortunately, the builders' returns show that there has been no increase in the number of vessels built at the port. There has indeed been no decrease in the number launched, but the gross tonnage is more than 1,000 less, and the aggregate burden of the ships on the stocks at present is 3,000 tons below that at the corresponding date last year.*

*Ten vessels have been launched at Aberdeen since December 1877, all of iron, the gross tonnage being about 7,283 tons. Of these, only two were sailing vessels, the others, with the exception of two paddle-tugs, being screw steamers. At present there are on hand four vessels, two sailing ships, and two steamers, having an aggregate tonnage of nearly 5,000. Last year the number of ships launched at Aberdeen was ten – five steamers and the rest sailing vessels, the tonnage of which amounted to 9,477. Of these, **Messrs Hall, Russell, & Co.** launched five; **Messrs A. Hall & Co.** three; **Messrs Walter Hood & Co.** one; and **Messrs J. Duthie, Sons, & Co.** one. The number of vessels on the stocks at this time last year was nine, of which **Messrs Hall, Russell, & Co.** had three; **Messrs A. Hall & Co.** three; **Messrs Hood** three; and **Messrs Duthie** one. These vessels had an aggregate tonnage of 7,682. The following are the details: -*

MESSRS HALL, RUSSELL, & Co.

Launched

'Balmoral' (iron screw-steamer), 980 tons and 110 horse-power, for Aberdeen owners.

'Diamante' (iron screw-steamer), 810 tons and 125 horse-power, for China owners.

'Benamain' (iron screw-steamer), 382 tons and 48 horse-power, for Aberdeen owners.

'Ben Ledi' (iron paddle-steamer), 115 tons and 48 horse-power, for London owners.

'Birkhall' (iron screw-steamer), 1450 tons and 145 horse-power, for Aberdeen owners.

On Hand.

An iron screw-steamer of 1,000 tons and 110 horse-power."

The article gave further information on vessels launched by and on-hand from Aberdeen of **A. Hall & Co.**, **Walter Hood & Co.**, and **J. Duthie, Sons & Co.** It also gave details for Speymouth, Inverness, Portsoy and Banff.

1879

1879, 6th January: The Aberdeen Press and Journal published the subscription list for the Association for the Improving the Condition of the Poor, amongst the long list of contributors were the following shipbuilders:

		<i>£ approx. 2025</i>
Thomas Russell , 38 Albyn Place	£5	£544
Alex. H. Wilson , 2 Albyn Terrace	£2, 2s	£236

1879, 15th February: The Aberdeen Press and Journal reported that the steamer '**Princess Alice**' Captain Kerr, from Stromness ultimately for Leith, had in tow the steamer '**Enterprise**' whose engines had broken down, and were heading to **Hall, Russell, & Co.**, for repair on the slip, on route to Leith. However, they were caught in a storm just past Kinnaird Head, and the 7-inch diameter tow rope parted. After considerable efforts lasting about 1-hour a 9-inch tow rope was reconnected. The steamers then headed for Aberdeen, however, due to the sea running "*mountains high, an attempt to steam up the entrance channel would be a little short of madness*". The steamers continued the journey to Leith, where they berthed safely and the '**Princess Alice**' arrived in Aberdeen the next day. (Note: the '**Enterprise**' and '**Princess Alice**' were not built in Aberdeen).

1879, 24th March: The Aberdeen Press and Journal reported as follows: "*THE FIFTY-FOUR HOURS' MOVEMENT. – It is stated that on 1st April the working hours in the shipbuilding yard of **Messrs Hall, Russell, & Co.** will be increased from fifty-one to fifty-four hours. A similar change will also commence today in the Kittybrewster works of the Great North of Scotland Railway.*"

1879, 8th May: The Aberdeen Evening Express reported as follows: "*ABERDEEN UNITED TRADES' COUNCIL. – The monthly meeting of the United Trades' Council was held last night in the U.P. Hall, St Paul Street, Aberdeen – Mr George Taylor, president, in the chair. The first business was to hear delegates from the **boilermakers**, who reported that their dispute in **Messrs Hall, Russell, & Co.'s** yard had now been settled.*"

I could not find any details about this dispute.

1879, 27th May: The Dundee Courier reported on a special meeting of the Moulders' Association of Scotland held in the Littlejohn Street Hall, Aberdeen, 22nd May. Discussion was held regarding the proposed increase of working hours in the Iron trade. "*It was reported that six firms had intimated their intention of increasing the hours of labour – viz., **Messrs Blaike Brothers, Messrs Hall, Russell, & Co., Messrs Abernethy, Messrs Barry, Henry, & Co., Messrs McKinnon & Co., and Messrs Mitchell, Old Oak Tree Foundry.** The extension is intimated to take effect at Messrs McKinnon's establishment on 25th current, and at the other five on the 22nd. The feeling of the meeting, which was largely attended, was strongly opposed to the proposed extension unless there is a corresponding increase of wages; but it was resolved to take no definite action until it is ascertained from Glasgow*

what steps are to be taken by the operatives there to resist a similar proposal by the employers.”

1879, 11th October: The Weekly Free Press and Aberdeen Herald reported as follows: *“PLANK ACCIDENT AT FOOTDEE. – On Monday morning while two labourers named **James Sutherland**, residing in Shiprow; **Gordon Young**, residing in Innes Street; and **Andrew Melvin**, a moulder, residing in York Street, were at work on a plank laid across a pit on the premise in York Place occupied by **Messrs Hall, Russell, & Co.**, shipbuilders, preparatory to hoisting a huge casting out of the pit by means of a crane, the plank broke and the men were precipitated into the pit. **Sutherland** was severely hurt by an iron casting falling from the brink of the pit upon him. He was taken home in a cab.”*

1879, 30th October: The Aberdeen Evening Express reported on the Clarence Street Pumping Engine. The Sewerage Committee of the Town Council received 16 tenders for the work from all over the country, but could not agree on the style of engine. It was ultimately remitted to Mr Bolton and **Mr Thomas Russell** of **Messrs Hall, Russell, & Co.** to advise on the best option of pump and engine combined.

Vessels Built by Hall, Russell & Co. in the 1870's.

Fortunately, a yard list is available for this company, and this table was prepared using it.

Year	Yard No.	Name	Rig	Construction	GRT	Owner	L x B x D (ft)
1870	170	Unnamed	Sailing Barge	Iron.	??	Unknown.	49'10" x 12'2" x 5'9"
1870	171	James Hall	Steamer, Cargo & passengers	Iron.	366	Aberdeen, Newcastle and Hull Steam Navigation Company, Aberdeen.	174'5" x 24'1" x 13'3"
1870	172	Thomas Adam	Steamer, Cargo	Iron.	886	Adam & Company, Aberdeen	201'4" x 29'2" x 16'9"
1870	173	Ythan	Steam Yacht	Wood.	14	Henry S. Freeman, Isle of Wight.	46'1" x 9'6" x 4'6"
1870	174	Emerald	Steamer, Cargo.	Iron.	537	E M de Bussche, London.	170'5" x 24'1" x 12'10"
1871	175	Aberdeen	Steamer, Cargo	Iron.	1077	Adam & Company, Aberdeen.	230'7" x 30'1" x 17'1"
1871	176 (A. Hall No. 267).	Richmond (engines & boilers only)	Steamer, Cargo	Iron.	191	John Birnie Adam, Aberdeen.	N/A
1871	177	Bon-Accord	Steamer, Cargo	Iron.	469	J. & A. Davidson, Aberdeen.	170'5" x 26'1" x 14'
1871	178	Possibly cancelled or number assigned to engines and boilers only.					
1871	179	Hai Loong	Steamer, Cargo.	Iron.	446	Douglas Lapraik & Co., Hong Kong.	155'5" x 24'1" x 9'11"
1871	180	Lotus	Steamer, Cargo.	Iron.	565	A. Thomson, London.	174'3" x 25' x 19'7"
1872	181	Benachie	Steamer, Cargo	Iron.	1065	Adam & Company, Aberdeen.	230'7" x 30'1" x 17'1"

Vessels Built by Hall, Russell & Co. in the 1870's. (Continued).

Year	Yard No.	Name	Rig	Construct'n	GRT	Owner	L x B x D (ft)
1872	181	Benachie	Steamer, Cargo	Iron.	1065	Adam & Company, Aberdeen.	230'7" x 30'1" x 17'1"
1872	182	Jarl / Gassendi	Steamer, Cargo / Passengers	Iron.	1249	R. A. Mudie, Dundee.	238'1" x 30'3" x 23'9"
1872	183	Spray	Steamer, Cargo	Iron.	606	Pyman, Watson & Co, Cardiff.	181.1' x 28' x 14.5'
1872	184	Namoa	Steamer, Cargo	Iron.	1375	Douglas Lapraik & Co., Hong Kong.	240'7" x 31'1" x 17'4"
1873	185	Douglas	Steamer, Cargo	Iron.	1373	Douglas Lapraik & Co., Hong Kong.	240'7" x 34'1" x 21'
1873	186	Matin	Steamer, Cargo	Iron	560	J. & R. Mudie, Dundee.	175'5" x 26'1" x 14'6"
1873	187	Thales	Steamer, Cargo & passengers	Iron	1488	Liverpool, Brazil & River Plate Steam Navigation Co., Liverpool.	266' x 31'1" x 17'7"
1873	188	Gloamin	Steamer, Cargo	Iron	607	J. & R. Mudie, Dundee.	189'6" x 26'1" x 14'6"
1873	189	Leonor	Steamer, Cargo	Iron	640	B. Barruto, Manila.	187' x 27.5' x 18.3'
1874	190	Ben Macdui	Steamer, Cargo	Iron	592	J. & A. Davidson, Aberdeen.	185'6" x 26'1" x 14'6"
1874	191	Waratah	Steamer, Cargo	Iron	425	Waratah Coal Co., Sydney.	160'5" x 24'1" x 13'
1874	192	Archimedes	Steamer, Cargo & passengers	Iron	1520	Liverpool, Brazil & River Plate Steam Navigation Co., Liverpool.	271' x 32'1" x 17'7"

Vessels Built by Hall, Russell & Co. in the 1870's. (Continued).

Year	Yard No.	Name	Rig	Construction	GRT	Owner	L x B x D (ft)
1874	193	Duncan	Steamer, Cargo	Iron	627	P. M. Duncan, Dundee.	189'6" x 26'1" x 14'6"
1874	194	Esmeralda	Steamer, Cargo	Iron	638	F. C. Parker, Hong Kong.	185'6" x 26'1" x 12'2"
1875	195	Ben Avon	Steamer, Cargo	Iron	632	J. & A. Davidson, Aberdeen.	188.9 x 26.2 x 14.4'
1875	196	Braemar	Steamer, Cargo	Iron	725	J & A Davidson, Aberdeen.	200.3 x 27.1' x 15.4'
1875	197	Merlin	Steamer, Cargo	Iron	643	General Steam Navigation Co., London.	189.3' x 26.1' x 14.5'
1875	198	Firefly	Steam, Yacht	Wood	30	E. A. Balfour, Kirkwall.	62' x 13' x 6'8"
1876	199	Ballater	Steamer, Cargo	Iron	780	J. & A. Davidson, Aberdeen.	200'6" x 27'1" x 15'6"
1876	200	Ferrifer	Steamer, Cargo	Iron	84	J. Wallace, Dundee.	85.5' x 17.7 x 8.5'
1876	201	Ben Nevis	Steam, paddle tug	Iron	180	J. F. Gibb, London.	121'4" x 21'1" x 11'
1876	202	Ben Lomond	Steam, paddle tug	Iron	180	J. F. Gibb, London.	121'4" x 21'1" x 11'
1876	203	Petrel	Steamer, Cargo	Iron	841	General Steam Navigation Company, London.	216.3' x 28.3' x 16'
1877	204	Banchory	Steamer, Cargo	Iron	372	J. & A. Davidson.	174.8' x 26.1' x 14.5'

Vessels Built by Hall, Russell & Co. in the 1870's. (Continued).

Year	Yard No.	Name	Rig	Construct'n	GRT	Owner	L x B x D (ft)
1876	205	Adelaide	Steam, paddle tug	Iron	255	Adelaide Steam Tug Co., Adelaide.	141'4" x 22'4" x 10'6"
1877	206	Euclid	Steamer, Cargo & passengers	Iron	1545	Liverpool, Brazil and River Plate Steam Navigation Co., Liverpool.	276.3' x 32.8' x 24.5'
1877	207	Spey	Steamer, Cargo	Iron	280	Adam & Company, Aberdeen.	125.1' x 20.6' x 10.5'
1877	208	Kwang Tung	Steamer, Cargo & passengers	Iron	1055	Douglas Lapraik, & Co., Hong Kong.	220.3' x 31.3' x 14.2'
1878	209	Balmoral	Steamer, Cargo	Iron	979	J. & A. Davidson, Aberdeen.	220.2' x 29.2' x 16.5'
1878	210	Benamain	Steamer, Cargo	Iron	381	J. & A. Davidson, Aberdeen.	150.2' x 23.2' x 13'
1878	211	Birkhall	Steamer, Cargo	Iron	1447	J. & A. Davidson, Aberdeen.	250'7" x 32'1" x 17'4"
1878	212	Diamante	Steamer, Cargo & passengers	Iron	809	C. I. Barnes, Hong Kong	210' x 28'6" x 21'
1878	213	Ben Ledi	Steam, paddle tug	Iron	114	J. F. Gibb, London.	90'3" x 19'7" x 10'3"
1879	214	Ballogie	Steamer, Cargo	Iron	1004	J. & A. Davidson, Aberdeen.	220'7" x 29'7" x 17'
1879	215	Grandholm	Steamer, Cargo	Iron	369	W. Leslie, Aberdeen.	150' x 22'1" x 12'

Unknown (1870).

Described in the **Hall, Russell & Co.** yard list as a sailing barge, so it was probably un-named nor registered. Her launch probably happened with little or no ceremony.

Vessel Name(s)	Unknown.	
Yard Number	170.	
Rig	Sailing barge.	
Engines	None fitted.	
Launch Date	1870.	
Owner(s)	Unknown.	
Registered Port	Unknown.	Official No.: N/A.
GRT	Unknown tons.	
Length	49 feet, 9 inches. (15.16m).	
Breadth	12 feet, 2 inches. (3.71m).	
Depth	5 feet 9 inches. (1.75m).	
Construction	Iron. (Riveted).	
Figurehead	N/A.	
Classification	Unknown.	
Other information	--	
Date Scrapped / Lost	Unknown.	

I could not find any other information for this vessel.

James Hall (1870).

1870, 7th May: The Aberdeen Herald reported as follows: *“LAUNCH OF AN IRON SCREW STEAMER. – There was launched, on Saturday last, from the iron shipbuilding yard of **Messrs. Hall, Russell, & Co.**, a fine iron screw-steamer, for the Aberdeen, Newcastle, and Hull Steam Shipping Company. The launch was highly successful, the christening ceremony being performed very gracefully by Mrs Joseph Wood; and when in the harbour, the ‘**James Hall**’, as the ship is named, presented a very attractive appearance. The figurehead is a representation of the late **Mr. Hall**, after whom the vessel has been called, and on the whole the likeness is very good. The engines are of seventy-five horsepower, on the newest principles, and are fitted up so as to have a minimum consumption of coal with a maximum speed of eleven knots an hour. The boilers, etc. which have been constructed by the same firm, are ready to be put on board. The dimensions of the vessel are: - Length, 170 feet; breadth of beam, 24 feet; depth of hold, 13 feet 7 inches; register tonnage, 476 tons. There is a splendid saloon cabin fitted beautifully up with maple, walnut, and rosewood, besides a comfortable and commodious cabin for second-class passengers. Immediately after being launched, the ‘**James Hall**’ was towed to the shear poles, where the work of masting and fitting up is now being proceeded with. The new vessel will be ready for sea in the course of a month. At the close of the launch, a large party adjourned to a loft specially prepared for the occasion, where luncheon was held, and a number of toasts given and heartily responded to. This, we understand, is the first iron steamer that has been built here for Aberdeen owners, and that **Messrs Hall, Russell, & Co.** met the Shipping Company with terms so liberal that they did not require to ask an offer from any other firm.”*

1870, 4th May: The Aberdeen Press and Journal reported similar to above and also stated that *“There was a large assemblage of spectators, amongst whom were several of our leading shipowners, manufacturers, etc., and also a number of gentlemen from a distance. Immediately on the ‘**James Hall**’ taking the water, which it did in first-rate style, loud cheers were raised both on shore and abroad”. And that there was “cabins for passengers fore and aft”.*

1870, 4th June: The Aberdeen Herald reported as follows: *“**TRIAL TRIP OF THE JAMES HALL.** – This beautifully modelled screw steamer...went out to the bay for a trial trip on Thursday, there being a number of directors and their friends on board, all of whom expressed complete satisfaction with the results of the trip. The vessel carried 450 tons, the dead weight stipulated for, with four and a half inches less draught, and ran the measured mile in 5 minutes 14 seconds, equal to 1½ knots over the guaranteed speed, the consumption of coal being at the same time 1¼ cwt. less per hour than the contract consumption. It is expected that this vessel will make the run to Hull (270 miles) in 22 hours. We understand the ‘**James Hall**’ makes her first voyage to Hull on Tuesday first. As the Company have reduced the fares to nearly one-half the former rates, we trust the travelling public will avail themselves of this route, which is of such convenient proximity to such attractive places as York and Harrowgate, and also connects with first class steamers to all principal ports on the continent.”*

James Hall (1870). Continued.

Vessel Name(s)	James Hall.
Yard Number	171.
Rig	Steamer, passenger / general cargo.
Engine(s)	Steam, Compound, 2-cylinder (23½" & 42" x 30" stroke) 70 RPM, boiler 65psi WP, 75hp, by Hall, Russell & Co. , single screw. Top speed 11½ knots.
Launch Date	30 th April 1870.
Owner(s)	Aberdeen, Newcastle and Hull Steam Navigation Co. , Aberdeen.
Registered Port	Aberdeen. Official No.: 60705.
GRT	348.5 tons. (LRS).
Length	174 feet, 5 inches. (53.16m).
Breadth	24 feet, 1 inch. (7.34m).
Depth	13 feet 3 inches. (4.04m).
Construction	Iron. (Riveted).
Figurehead	Representation of James Hall .
Classification	Lloyds Register of Shipping. Class +90A1. A&CP: Anchors and Cables proved at a public machine. ✠ Built under Special Survey. LRS surveyor: Thomas W. Kettle.
Other information	1888, October: Owned by the Aberdeen, Leith & Moray Firth Steam Ship Co., Ltd. Aberdeen.
Date Scrapped / Lost	1904, 23rd February: On passage from Inverness to Aberdeen, off Aberdeen she collided with the steamer ' Luddick ' (430 tons). She drifted ashore two miles south of Donmouth and became a total loss.

1870, 7th June: The Banffshire Journal reported as follows: *"The Aberdeen, Newcastle, and Hull Steam Shipping Company have had a new steamer, named the '**James Hall**', built by **Messrs Hall, Russell, & Co.**, Aberdeen. The steamer went on a trial trip on Thursday, which was highly satisfactory. The steamer carried the deadweight stipulated for, - 450 tons, with 4½ inches less draught, and ran the measured mile in 5 minutes and 14 seconds, equal to 11½ knots per hour, being 1½ knots above the guaranteed speed. The consumption of fuel was at the same time 1¼ cwt. per hour less than the contract consumption. The vessel is fitted with improved compound high and low pressure engines, and from the results at the trial is expected to make the passage to hull (270 miles), in 22 hours. The '**James Hall**' starts on her first voyage today."*

James Hall (1870). Continued.

1870, 11th June: The Hull Times reported as follows: “*NEW STEAMER. – The ‘James Hall’, built by Messrs Hall, Russell, & Co., Aberdeen, for the Aberdeen, Newcastle, and Hull Steam Company, to run between this port and Aberdeen, under the agency here of Mr William Dyson, jun., arrived yesterday. She is a model for neatness and finish. The very superior accommodation for passengers – so elaborately fitted and furnished – together with her high speed, renders her exceedingly attractive as a passenger boat, and as it is expected she will frequently make the passage between Hull and Aberdeen in less than 24 hours, an eligible opportunity is thus afforded for visiting the “Granite City”, also her Majesty’s favourite Highland residence at Balmoral, and the many other attractions of that neighbourhood. Tourists and others will, therefore, do well to make themselves acquainted with the comforts and advantages of this route to the North.*”

Steamer for Sale.



T

The First-class Iron Screw

Steamer **JAMES HALL** Built by **Hall, Russell, & Co.,** of Aberdeen, in 1870, under special survey, and Classed 90 A1 at Lloyd's. Dimensions—Length, 186 feet; Breadth, 24 feet 5-10ths; Depth of Hold, 13 feet 3-10ths; Gross Tonnage, 348; Net Tonnage, 221; carries about 400 Tons Dead Weight Cargo, with 50 Tons Coals in Bunkers additional. Compound Engines; speed about 10 Knots; Consumption of Coal, about 7 cwt. per hour. Good Passenger accommodation. Has been principally employed in Coasting trade, carrying Goods and Passengers, and is only being parted with by Owners owing to their having no further use for her. This Steamer is in fine order, and well worthy the attention of Buyers.

For price and further particulars apply to—

JOHN T. RENNIE,
6 East India Avenue,
Leadenhall Street, London.

W. MACKENZIE,
Prince's Dock, Hull;

A. W. DIXON,
36 Quayside, Newcastle-on-Tyne;

Or to the **OWNERS,**
The Aberdeen, Newcastle, and
Hull Steam Co., Limited,
Aberdeen.

Aberdeen, 1st June, 1878.

For Sale advertisement in the Aberdeen Press and Journal - 8th June 1878.

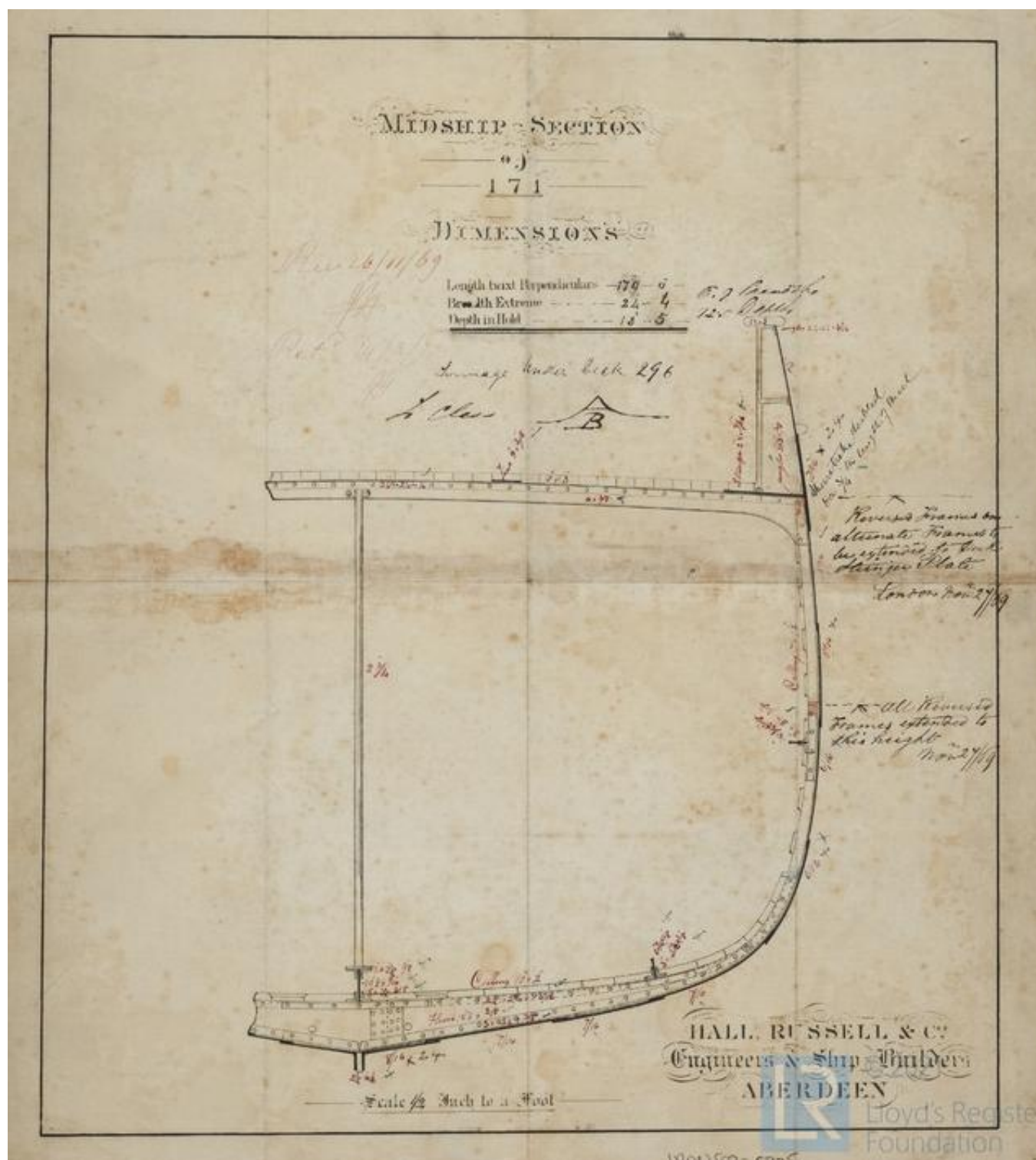
James Hall (1870). Continued.



The Stranded Steamer "James Hall."

After being in collision with the SS. "Luddick" in Aberdeen Bay, on Thursday, 23rd February, the SS. "James Hall" drifted ashore near the Bathing Station, and afterwards became a total wreck.

Postcard showing the 'James Hall' stranded at Aberdeen, February 1904.

James Hall (1870). Continued.

SS 'James Hall' half midship section drawing. (Hall Russell & Co. c/o HEC LR).

Thomas Adam (1870).

1870. 2nd July: The Aberdeen Herald reported as follows: "**LAUNCH OF A SCREW STEAMER.** – There was launched on Tuesday, from the Shipbuilding yard of **Messrs Hall, Russell, & Co.**, Footdee, for Messrs Adam & Co., Marischal Street, a fine screw steamer of the following dimensions: -length overall, 215 feet; extreme breadth, 29 feet 6 inches; depth of hold 16 feet 9 inches; tonnage, 772 tons. The vessel as it took the water was gracefully christened the '**Thomas Adam**', by Miss Adam, sister of the proprietors, and daughter of Mr Adam, manager of the National Bank here, after whom the vessel is named. The '**Thomas Adam**', which will be under the command of Captain John Mutch, is fitted with double bottom for water ballast, and will carry 1,100 tons of cargo. There are three steam winches provided, with boiler attached, and she has surface condensing engines of 100 horse-power. She is expected, with full cargo. To obtain a speed of over nine knots an hour on the small consumption of fuel of 8 to 9 cwt. per hour. It is expected that she will be ready for sea by 1st August, her trade being in the Baltic and Mediterranean."

1870, 9th August: The Banffshire Journal reported as follows: "**THE NEW STEAMER 'THOMAS ADAM'.** – We notice with pleasure the trial which took place on Saturday last of a splendid new iron steamer, named the '**Thomas Adam**', in complement to our former townsman, now agent for the National Bank, Aberdeen. The steamer is owned by Messrs Adam & Co., Marischal Street, Aberdeen, and was launched a few weeks ago from the yard of **Messrs Hall, Russell, & Co.**, iron shipbuilders there. The '**Thomas Adam**' is 850 tons B.M., is registered in the first class. The length of the vessel is 210 feet, breadth 30 feet, and depth of hold 17 feet. The hull is divided into six compartments, and the height between decks is 7½ feet. There is capacity for 1,100 tons of cargo, which will be carried with a draught of 15 to 16 feet of water; and the ship is ballasted by 150 tons of water admitted into two of the compartments. The engines, placed amidships, are compound surface condensers, with an effective strength of 480 horsepower: having cylinders of 26½ and 47½ inches diameter, and a stroke of 33 inches. The steam boilers are tubular. The vessel is in every way finished and furnished in first rate style. The arrangements for loading and unloading the cargo by steam power are most complete, the whole work being done by steam winches. The newest improvements have been introduced in every detail, and the vessel is in every respect admitted to be a credit to the port of Aberdeen. The trial of the engines took place in the dock at Aberdeen on Saturday, and they were found to be highly satisfactory. On Saturday night the '**Thomas Adam**' sailed on her trial trip, and arrived at Sunderland on Sunday forenoon. Bad weather was encountered, but the vessel behaved admirably, and gave every satisfaction to all on board. In point of speed and economy of fuel, the expectations of the builders were quite realized, the steamer running 10 miles an hour, and consuming only about 8 cwt of coal per hour. The '**Thomas Adam**', we believe, cost £16,000, and will doubtless prove a profitable agent in the business of the energetic proprietors."

Thomas Adam (1870). Continued.

Vessel Name(s)	Thomas Adam. Renamed: ' Benalder ' (1888).		
Yard Number	172.		
Rig	Steamer, general cargo.		
Engines	One pair of compound surface condensing steam engines, 2-cylinder (26½" & 47½" x 33" stoke), 65 RPM, 95 horsepower, boiler 60psi WP, by Hall, Russell & Co. , single screw.		
Launch Date	29 th June 1870.		
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Messrs Adam & Co. , Marischal Street, Aberdeen. Shareholders: Thomas Adam , banker; John Birnie Adam , merchant; Thomas Adam Jnr. , merchant; James William Barclay , merchant, all Aberdeen, plus Alexander Chivas Adam , merchant, Newcastle upon Tyne.		
Registered Port	Aberdeen.	Official No.: 60707.	
GRT	778 tons.	562 tons net.	830 tons builder's measurement.
Length	201 feet, 4 inches (61.37m).		
Breadth	29 feet, 6 inches. (8.99m).		
Depth	16 feet, 9 inches. (5.10m).		
Construction	Iron. (Riveted).		
Classification	Lloyds Register of Shipping. Class +A1. A&CP: Anchors and Cables proved at a public machine. ✠ Built under Special Survey. LMC: Lloyds Machinery Certificate. LRS surveyor: Thomas W. Kettle.		
Other information	Master –J. Mutch (Till c1879). 1872, 8th December: On passage from Shields to Gibraltar, she collided off Dover with the French brig ' Louis Joseph ' of St Malo, which sank, all hands were picked up by ' Thomas Adam '. (Folkstone Chronicle 14 th Dec. 1872). 1880 / 1882: Master - J. Walker. 1882: Owned by G. P. Addison & Co., London. 1886/1887: Master – W. French. 1887: Owned by James & Alexander Davidson, Aberdeen. 1888/1890: Master – C. R. Davidson. 1892/1893: Master – H. Boaden. 1893: Owned by S. F. Whittles, Pallister & Co. (Managed by Sherinton Foster Whittles, South Shields).		
Date Scrapped / Lost	1894, 9th August: On passage from Saffi, Morocco (8 th August 1894) bound for UK via Gibraltar with a cargo of beans, she struck ground off Cape Spartel and was holed. She was completely lost by 11 th August 1894. Crew abandoned ship and were picked up by the tug ' Gibeltarik ' and taken to Tangier.		

Ythan (1870).

I could not find a launch article in the local press for this vessel. I guess this is because it is such a small yacht, she may have been put in the water with very little or no ceremony. It's also worth noting that she was built of wood. She and the small yacht '**Fire Fly**' (30 tons) built in 1875 are the only two vessels built at **Hall, Russell & Co.** that had wooden hulls. It's also worth noting that **Hall, Russell & Co.** never built her steam engine, probably because it was such a small engine, and cheaper just to purchase one elsewhere.

Vessel Name(s)	Ythan.
Yard Number	173.
Rig	Steam Yacht, schooner rig.
Engine(s)	Steam, 2-cylinder (7½" & 11½") 7hp, by H. Tipping , Portsmouth. Single screw.
Launch Date	1870.
Owner(s)	Henry S. Freeman , Isle of Wight.
Registered Port	Cowes. Official No.: 84260.
GRT	14 tons. 7 tons net.
Length	46 feet, 1 inch. (14.05m).
Breadth	9 feet, 6 inches. (2.90m).
Depth	4 feet, 6 inches. (1.37m).
Construction	Wood.
Figurehead	Unknown.
Classification	Probably not class, due to her small tonnage.
Other information	1885, 30th April: She was in a collision with the Norwegian steamer ' Franco ' from Rochester for the Tyne. By 1891: Owned by F. M. Coldwells, JP, Bembridge, Isle of Wight.
Date Scrapped / Lost	1899: No longer registered - fate unknown.

Emerald (1870).

She was built to carry general cargo and intended for trade with China / Japan via the recently opened Suez Canal.

1870, 7th December: The Aberdeen Press & Journal reported as follows: *“LAUNCH OF AN IRON SCREW STEAMER. – A handsomely-modelled iron screw steamer was launched last week from the building-yard of **Messrs Hall, Russell, & Co.**, Footdee. The vessel was named the ‘**Emerald**’ as she took the water in graceful style in presence of a considerable number of spectators. The dimensions of the steamer are – length, 175 feet; breadth, 24½ feet; depth of hold (from spar deck), 19½ feet; 560 tons register. The ‘**Emerald**’ is to be fitted with compound surface condensing engines of 75 horse-power (nominal); and it is intended that she shall attain a speed of 10½ knots an hour on 6 cwt. of coal. She is to be engaged in the China coasting trade – having been ordered for that purpose by E. M. De Busche, Esq., London. Her passenger accommodation will be commodious and complete.”*

1871, 24th January: The Shipping and Mercantile Gazette reported as follows: *“**THE EMERALD (ss).** – **Messrs Hall, Russell, and Co.**, of Aberdeen, at whose yard so many fine clipper sailing ships have been built, are now turning their attention to the construction of iron vessels. A new screw steamer, launched by them a short time ago, is now on berth for Japan. She is called the ‘**Emerald**’, and is the property of Mr. E. M. de Ruische, of Ryde, who intends to employ her in the Japanese coasting trade. This steamer is 170 feet in length, with 31 feet beam, and, therefore, ought to be a steady and good seaboat. Her engines are nominally of 75-horsepower but work up to 350 indicated or effective. The ordinary pressure is 50lbs, and the valve is loaded to 60lbs: the boilers have been tested to 150 lbs. Although she has most beautiful lines, her holds are capacious, and, considering her tonnage, will carry a large cargo. Her net register is 353, and her gross register 560 tons. By burthen and builder’s measurement her tonnage is, of course, greater. Like all modern engines, they are on the compound principle, working with high and low pressure cylinders. At an average speed of 10 knots her consumption of coal is 6½ cwt per hour. She has a handsome saloon, with six state rooms, ladies’ room, two bathrooms, and other conveniences. For the Suez Canal she is a handy vessel, as her draught of water is only 12 feet. The ‘**Emerald**’ made the passage round from Aberdeen to the East India Docks in 49 hours, including frequent stoppages, owing to the fog, and heaving to for soundings. The ship and engines, it is said, worked to perfection without heated bearings, or the slightest accident. At a like rate of speed the ‘**Emerald**’ would make a short passage to the China Seas. She is light schooner-rigged, and is to steam out at full power all the way, calling at different ports to coal up. Having a flush upper deck, with substantial rail instead of bulwarks, she cannot retain any water above-board, and, judging from her clean run and flare bow, ought to throw off the waves with the greatest ease.”*

The reference to the building of many fine clipper ships above is incorrect, since it was **Alexander Hall & Co.** who built many fine clippers not **Hall, Russell & Co.**

1870, 5th December: The London and China Telegraph reported that she will consume 6 tons of coal per day. She has a spar deck and a fine lower deck.

Emerald (1870). Continued.

1871, 6th January: The Dundee Courier reported on the trial trip of the '**Emerald**' which took place on the 5th January. The article gave much the same information as already noted above plus *"...the '**Emerald**' has been fitted up in a very elegant and comfortable manner, the furnishings etc. of the saloon being all of first-class material. As the vessels is intended for the Eastern trade great care has been taken in the ventilation of the cabins and saloons. The '**Emerald**' is expected to sail for London on Monday, under the charge of Captain Padghan, who has been in Aberdeen representing the owner, where, after loading and taking in passengers, she will proceed to Japan, via the Suez Canal."*

Vessel Name(s)	Emerald. Renamed: 'Esmeralda' (1872).	
Yard Number	174.	
Rig	Steamer, general cargo.	
Engine(s)	Steam, compound, 2-cylinder (24" & 43" x 30" stroke) 75nhp, boiler 75psi working pressure, by Hall, Russell & Co. , top speed 10½ knots, single screw.	
Launch Date	29 th November 1870.	
Owner(s)	E. M. de Busche , London.	
Registered Port	London.	Official No.: 65552.
GRT	556.5 tons. (LRS).	353 Net tons.
Length	170 feet, 5 inches. (51.94m).	
Breadth	24 feet, 1 inch. (7.34m).	
Depth	12 feet 10 inches. (3.91m).	
Construction	Iron. (Riveted).	
Classification	Lloyds Register of Shipping. Class +80A1. A&CP: Anchors and Cables proved at a public machine. ✠ Built under Special Survey. LRS surveyor: Thomas W. Kettle.	
Other information	1872: Master Padgham. 1872, 11th April: Owned by John Riach & Co., Hong Kong and renamed ' Esmeralda '. 1872, 3rd May: Owned by Fran. De Paula Cembrano, Manila, and registered at Manila. (LRS).	
Date Scrapped / Lost	Unknown.	

1871, 12th January: The Shipping & Mercantile Gazette reported as follows: *"The screw steamer '**Emerald**' lately launched by **Messrs Hall, Russell and Co.**, at Aberdeen, went out to the bay for a preliminary trip on the 5th inst., and gave great satisfaction, the speed obtained being 10½ knots on a consumption of six cwt of coal."*

MIDSHIP SECTION
of
No 174
DIMENSIONS

Length total Perpendiculars	170 ft - 6 in	= 18,970
Breadth Extreme	25 ft - 1 in	
Depth in hold - 75 ft - 0 in	12 ft - 10 in	
Depth	18 ft - 6 in	
Tonnage Register	Absent	4,800 tons

No for drawing
12 x 14-25 + 22-25 = 12 x 25 = 12 x 25

Scale 4 Inch to a Foot

HALL, RUSSELL & CO
Engineers & Ship Builders
ABERDEEN

47

Aberdeen (1871).

1871, 29th March: The Aberdeen Press and Journal reported as follows: *"LAUNCH OF AN IRON SCREW STEAMER. On Wednesday afternoon, a finely modelled iron steamer was launched from the building yard of **Messrs Hall, Russell, & Co.** The vessel has been built for Messrs Adam & Co. and is intended for the Mediterranean and Baltic trades. She is to be under the command of Mr A. H. Taylor, who holds a commission as lieutenant in the Royal Naval Reserve. The steamer, which was christened the '**Aberdeen**' by Miss Ogston, Ardoe, took the water in fine style. The vessel is to be schooner-rigged, with three masts, but will mainly depend for propelling power upon compound surface condensing engines of 115 horse-power nominal. Her dimensions are – Length, 235 feet; breadth, 30¼ feet; depth, 17¼ feet; register tonnage, 1,100. The '**Aberdeen**' will be fitted up with all the latest improvements. She has a double bottom, and is provided with water ballast tanks. After the launch a large party was entertained at luncheon by the Messrs Adam. This is the second steamer which **Messrs Hall, Russell, & Co.** have built for the same firm within a year, which says a great deal for the satisfaction given by the builders, and the enterprise of the Messrs Adam. The '**Aberdeen**' has been very rapidly built. Six months have hardly passed since the order was given, and it is not yet five months since the keel was laid. We are glad to learn that **Messrs Hall, Russell, & Co.**, who, as builders of iron steamers, have a fame that is more than local, have no fewer than five steamers in hand at the present moment, for both local and foreign owners."*

1871, 23rd March: The Glasgow Herald also reported on her launch and stated that she will carry a cargo of 1,400 tons.

1871, 23rd March: The Dundee Courier also reported on her launch and a) gave the address of Messrs Adam & Co. as Marischal Street, Aberdeen, b) that she will carry a cargo of 1,300 tons, c) her engines were capable of working up to 550nhp, d) expected to attain a speed of 9 knots on a very small consumption of fuel, e) had steam winches fitted, f) *"...altogether the vessel will be one of the finest steamers that has been turned out of an Aberdeen building yard."* g) schooner rigged, and h) *"After the launch about 120 ladies and gentlemen who were witnessing the ceremony sat down in the loft to a splendid banquet, under the presidency of Mr J. H. Adam, who along with the usual loyal and patriotic toasts, a special bumper was pledged to the prosperity of the newly-launched vessel."*

1871, 16th May: The Banffshire Journal reported as follows: *"SAILING OF THE 'ABERDEEN' S.S. – The '**Aberdeen**', the launch of which of which from the yard of **Messrs Hall, Russell, & Co.**, Aberdeen, we noticed a short time ago, sailed by the afternoon tide from that port on Thursday for Newcastle. The '**Aberdeen**' since her launch has been fitted up with engines of 115 horse power nominal, but capable of being wrought up to a maximum of 600 horse power. The engines were tried on the previous Saturday, and gave the most complete satisfaction. She has splendid accommodation for the crew, and the captain's cabin has been very handsomely fitted up. The '**Aberdeen**', which belongs to Messrs Adam & Co., Marischal Street, will take out coals to St Petersburg on her first voyage, being specially intended for the Baltic and Mediterranean trade. She is commanded by Captain Taylor, late lieutenant in the Royal Navy. We understand that Messrs Adam & Co. have commissioned **Messrs Hall, Russell, & Co.**, to build another steamer of the same size which will also be employed in the same trade."*

Aberdeen (1871). Continued.

Vessel Name(s)	Aberdeen. Renamed: 'Knud' (1896).
Yard Number	175.
Rig	Steamer, general cargo.
Engine(s)	Compound surface condensing engines 2-cylinder (28½" & 51" x 33" stroke), 115nhp, by Hall, Russell & Co. Contract speed 9 knots, single screw.
Launch Date	22 March 1871.
Owner(s)).	Adam & Company , Aberdeen.
Registered Port	Aberdeen. Official No.: 65076.
GRT	1,077 tons. 795 net tons.
Length	230 feet, 7 inches. (70.28m).
Breadth	30 feet 1 inch. (9.17m).
Depth	17 feet, 1 inch. (5.21m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	1887: Her engine was tripled: T 3-Cylinder (17", & 28½" & 51" x 33" stroke) 163psi, 130NHP. 1896: British register closed. 1896: Owned by N. K. Strotberg, Aalborg, Denmark.
Date Scrapped / Lost	1902, 20th November: 'Knud' left the Tyne bound for Valencia, Spain with a cargo of coal/coke, but at the mouth of River Tyne she collided with the ss 'Swaledale' . Her master and seven of her crew were lost, eight crew members survived.

1902, 25th November: The Banffshire Journal reported as follows: *"COLLISION AT SEA. – A disastrous collision occurred at the mouth of the Tyne on Thursday night, during a gale, between the outgoing Danish steamer **'Knud'**, coal laded, and the steamer **'Swaledale'**. The Danish steamer sank in three minutes, and the captain and seven of the crew perished. Four of the crew were picked up by a pilot cutter, and four more succeeded in clambering on board the **'Swaledale'**."*

1902, 25th November: The Blyth News reported as follows: *"THE COLLIDING VESSELS. The **'Knud'** was a well-known trader to the Tyne. She was an iron screw steamer of 1,020 tons gross and 630 tons net register, and was built at Aberdeen in 1871. The vessel was owned in Aalborg, Denmark, having been purchased from British owners, who ran her under the name of **'Aberdeen'**. The **'Swaledale'** is a steel screw steamer of 3,658 tons gross and 2,348 tons net register. She was built at Sunderland in 1897, and is owned by Sir James Laing and Sons, Ltd., of that port."*

Aberdeen (1871). Continued.



Hall, Russell & Co., Half-model of ss 'Aberdeen' 1871.

Aberdeen (1871). Continued.



Richmond (1871).

This vessel, a general cargo steamer was built by **Alexander Hall & Co.** (Yard No. 267) for John Birnie Adam & Co., Aberdeen, for the coasting trade.

Hall Russell & Co. built her engines and boilers which were assigned to yard number 176.

Her steam engines were circa 35 / 40 nhp, and her propulsion was single screw.

Boiler working pressure was 60psi.

Press articles conflict one another, so it is unclear if she was launched from **Alexander Hall's** yard or **Hall, Russell's**, I would tend to believe the local press article.

1871, 3rd July: The Greenock Telegraph and Clyde Shipping Gazette reported that she was launched from **Messrs Hall, Russell, & Co.'s** yard.

1871, 5th July: The Aberdeen Press and Journal reported as follows: *"LAUNCH OF AN IRON SCREW STEAMER. – There was launched from the building yard of **Messrs Alex. Hall & Co.,** Footdee, on Saturday forenoon, and iron screw steamer, which was named the '**Richmond**' as it left the ways. The vessel is 120 feet in length, 20 feet in breadth, and 10 feet depth of hold, and is of 250 tons register. She is to be fitted with engines of 40 horse power nominal – capable, however, of working up to 180. The '**Richmond**' is owned by Messrs Adam & Co., Marischal Street, and is intended for the coal coasting trade."*

Bon-Accord (1871).

She was built as a collier for coastal and Baltic trade.

1871, 5th July: The Dundee Courier reported as follows: *“LAUNCH OF AN IRON SCREW STEAMER. – Yesterday afternoon there was launched from the building yard of **Messrs Hall, Russell, & Co.**, Footdee, a handsome iron screw steamer, which as it glided from the ways was christened the ‘**Bon-Accord**’ by Miss Davidson, a sister of the managing owners. The dimensions of the vessel are – Length, 170 feet; breadth, 26 feet; depth of hold, 14 feet, and she will be capable of carrying 650 tons dead weight. Her engines are to be compound surface condensing of 60 horse power nominal, and it is expected the vessel will attain a speed of nine knots an hour on a small consumption of fuel. The ‘**Bon-Accord**’ has been built to the order of Messrs J. and A. Davidson, Marischal Street, and is intended for the Baltic and coasting trade. She is to be commanded by Captain Davidson.”*

1871, 5th July: The Aberdeen Press and Journal reported similar to above and also stated that her engines were *“compound service condensing engines of 65 horse-power nominal”, and that “she will be provided with all the most modern appliances for loading and discharging cargo.”*

Vessel Name(s)	Bon-Accord.
Yard Number	177.
Rig	Cargo steamer. (Collier).
Engine(s)	Steam, compound surface condensing, 2-cylinder (22" & 37" x 30" stroke), 60/65nhp, and boiler 60psi working pressure, by Hall, Russell & Co. Single screw. Top speed 9 knots.
Launch Date	4 th July 1871.
Owner(s)	J. & A. Davidson , Marischal Street, Aberdeen.
Registered Port	Aberdeen. Official No.: 65081.
GRT	469 tons. 297 net tons.
Length	170 feet, 5 inches. (51.94m).
Breadth	26 feet, 1 inch. (7.95m).
Depth	14.2 feet. (4.33m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class 90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS surveyor: Thomas W. Kettle.
Other information	Master – Charles Davidson. (LRS). 1879, 21st January: She went ashore during a heavy gale near Blyth. (See below for press article). 1884: Owned by Davidson Steamship Co., Ltd., Aberdeen. (LR). 1887: Owned by J. & A. Davidson, Aberdeen.

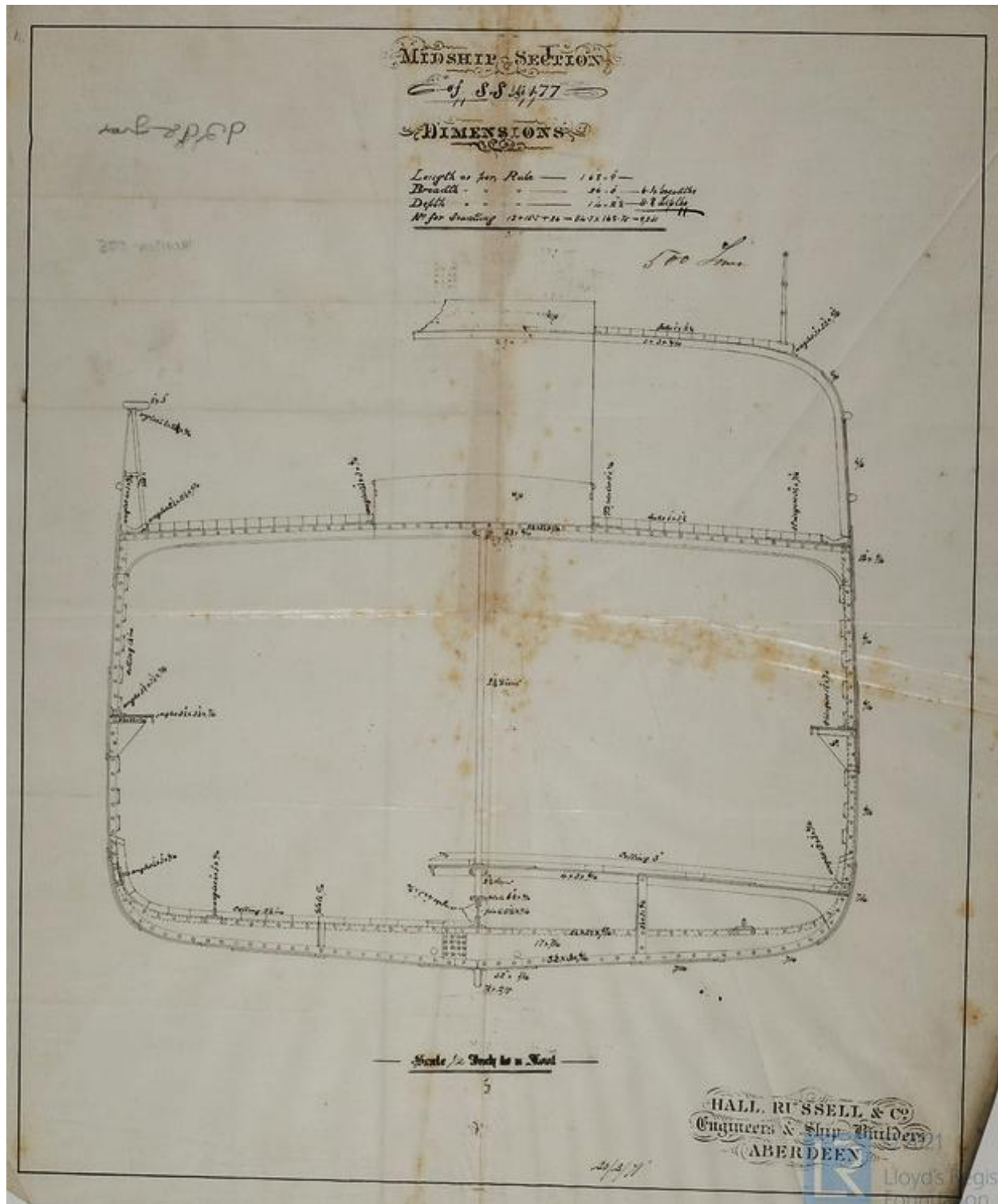
Bon-Accord (1871). Continued.

**Date Scrapped /
Lost**

1888, 6th November: On passage from Aberdeen to Sunderland in ballast, she stranded behind the North Pier, Sunderland, Master-Captain William Maitland Talbot.

Her value was £4,000 and she was insured for £3,000.

The subsequent Board of Trade inquiry held on 29th November concluded that the master was not at fault for the loss. The loss of the vessel was "*...the combined result of the fresh and the ebb tide, which rendered the vessel unmanageable.*"



'Bon-Accord' midship section drawing. (Hall, Russell & Co. c/o HEC LR).

Bon-Accord (1871). Continued.

1871, 2nd September: The Dundee Courier reported as follows: ***“TRIAL TRIP OF THE BON-ACCORD.** – The trial trip of this steamer, built some time ago by **Messrs Hall, Russell, & Co.** for Messrs J. & A. Davidson, took place on Thursday. The vessel was laden with 680 tons of coal, drawing 12 feet 6 inches of water, and ran the measured mile in 7 min 25 sec, against the tide, and 6 min. with the tide, giving an average speed of 9.09 knots an hour. The consumption of fuel was at the rate of 5 cwts, per hour. The result of the trial was eminently satisfactory.”*

1871, 15th September: The Elgin Courant and Morayshire Advertiser reported as follows: ***“ABERDEEN – RAPID PASSAGE.** – The new steamer **‘Bon-Accord’** – recently launched from the building-yard of **Messrs Hall, Russell, & Co.**, for Messrs J. & A. Davidson, coal merchants – has made perhaps the fastest passage known in the coal trade. She left here on Friday last at 6.30 pm, went up to Sunderland loaded a cargo of 650 tons of coal, and returned to Aberdeen on Sunday night – making the voyage up and down, and loading, in 48 hours.”*

1872, 20th March: The Aberdeen Press and Journal reported as follows: ***“SPLENDID VOYAGING.** – The splendid sailing performances of the s.s. **‘Bon-Accord’**, belonging to Messrs J. & A. Davidson, coal merchants, Marischal Street, will, we believe, be difficult to eclipse by anything to be found in the annals of the coasting trade. The **‘Bon-Accord’** left Aberdeen on Friday week, at 1 p.m., for the Tyne. She arrived in that river on Saturday morning, was loaded with 650 tons of coals, and proceeded to sea again the same afternoon, arriving off the Ness at 9.15 a.m., thus making the passage in 46 hours from dock to dock, and in about 43 hours from the Girdleness to the Girdleness (including, of course, time occupied in loading). We may further state that this is the third cargo of coals discharged by the **‘Bon-Accord’** since the 1st of March. Each cargo will average about 650 tons, giving a total of about 1,950 tons of coals brought down from the Tyne to Aberdeen by this vessel in eleven days. The **‘Bon-Accord’**, which is under the command of Captain Charles Davidson, brother of the owners, was it may be remembered, built by **Messrs Hall, Russell, & Co.**, and in herself proves that Aberdeen builders can produce work which they need not fear to have compared with that produced by the iron shipbuilders of any other port, and entitling them to the hearty support of our local companies and shipowners.”*

1879. 22nd January: The Aberdeen Evening Express reported as follows: ***“AN ABERDEEN STEAMER ASHORE AT BLYTH.** – Yesterday morning, during a heavy gale, the screw-steamer **‘Bon-Accord’**, of Aberdeen bound to the Tyne, drove ashore near Blyth. The Blyth Volunteer Life Brigade mustered promptly, and fired rockets over the vessel, but before the crew availed themselves of this means of saving their lives, a steamer came up and succeeded in towing the **‘Bon-Accord’** off the strand, and afterwards brought her into the Tyne with machinery damaged.”*

Bon-Accord (1871). Continued.

1888, 8th November: The Newcastle Daily Chronicle reported as follows: ***“THE STRANDING OF THE BON ACCORD.*** *Our Sunderland correspondent wrote yesterday: - This vessel is now nearly a total wreck, the after part of her having been carried away during the night, leaving the engine department now exposed to the sea.”*

1888, 10th November: The Newcastle Evening Chronicle reported as follows: ***“THE WRECK OF THE BON ACCORD.*** *The Aberdeen steamer ‘Bon Accord’, which drove ashore at the harbour entrance at Sunderland a few days ago, was sold by auction as she lay yesterday. The vessel, which is practically a complete wreck, brought under the hammer of Mr. A. T. Crow a very fair price. The hull was sold to Mr. W. Taylor, of Sunderland, for £141. Good prices were obtained for the stores and other material, particularly so for the brass and copper.”* (£141 is approx. £16,000 in 2025).

Hai Loong (1871).

She was built to carry general cargo. The press articles state she was built for James Morrison and Co., London for the China coasting trade. But she was operated by Douglas Lapraik & Co., it is unclear whether James Morrison & Co., sold her to Douglas Lapraik & Co. or acted as an agent for her build.

1871, 19th August: The Shipping and Mercantile Gazette reported as follows: *"On 17th inst., there was launched from Messrs. Hall, Russell, and Co.'s building-yard, Footdee, Aberdeen, a handsome screw steamer, of the following dimensions: -Length, 160 feet; breadth, 24 feet; depth, 16 feet 6 inches. This vessel, which is named the 'Hailoong', is 480 tons register and 65-horse power, and intended for China coasting trade. She is owned by Messrs. J. Morrison and Co., London, and is to be commanded by Captain Farrow."*

1871, 19th September: The Shipping and Mercantile Gazette reported as follows: *"The screw steamer 'Hai-Loong'...went out to the bay on the 15th inst. to undergo the trial for speed and consumption of fuel, and which ended with very satisfactory results. The vessel, with 400 tons of coals, ran the measured mile in 5 minutes 43 seconds, being at the rate of 10.48 knots per hour, on a consumption of 5 cwts coal, the engines working very smoothly indeed."*

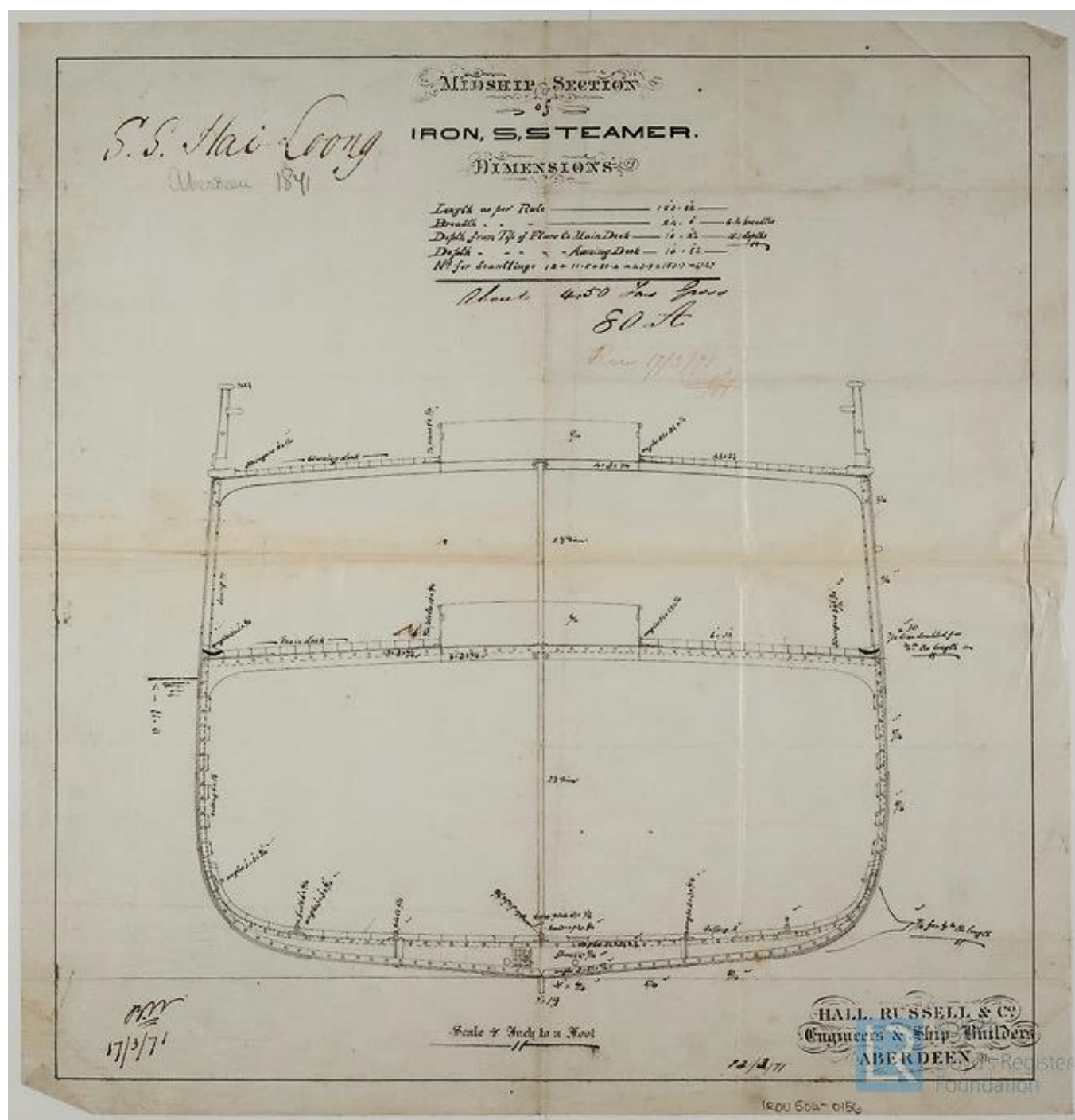
1871, 27th September: The Aberdeen Press and Journal reported as follows: *"...vessel, which bears the celestial name of 'Hai-Loong'. When ready for sea she attracted much attention by her smart appearance and excellent equipment, and the picturesque character which her decks presented with a crew of Lascars and Malays on board. Her furnishings as a Chinese passenger steamer were also interesting, there being tween decks sleeping accommodation fitted up for 200 Chinamen, each having a portion of a shelf – as much as his body could turn on, and no more – simply marked off without any partition, and forming a striking contrast to the elegant furnishings of the saloon cabin. The 'Hai-Loong' is commanded by Captain Farrow, who has under him English officers. She was built to the order of Messrs James Morrison & Co., London..."*

1872, 10th January: The Aberdeen Press and Journal reported as follows: ***"THE STEAMER HAI LOONG.*** – We have pleasure in inserting the following extract from the Overland China Mail of 20th November last: - *"We are glad to welcome the new steamer 'Hai Loong' as an addition to the mercantile steam fleet in these waters. She is simply a second edition, on a small scale, of the well-known steamer 'Kwang-tung', and is intended, we understand, for the Formosan trade. It is interesting to mark the gradual but certain inroads which steam vessels are now making upon sailing vessels in every branch of the sea carrying trade. Hitherto the smaller sailing vessels have had all their own way in this branch of the business, and if we are to judge from recent reports of the customs' commissioner, they might seem likely to continue to rule the route. The 'Hai Loong', however, and similar steamers which we understand are in course of construction will, we should think, prove to be the most powerful competitors to the small sailing vessels which have hitherto monopolised this*

Hai Loong (1871). Continued.

*carrying trade. Our anticipations are the more likely to be realised from the fact that she is owned by well-known merchants, largely interested in the trade between the Island of Formosa and the neighbouring Chinese ports. From what we have seen of the 'Hai Loong', and from her satisfactory trial trip from Aberdeen to Hong-Kong, we should think that she is pre-eminently well adapted for the trade for which she has been built. Her outside passage was very creditable in every way. From the start to Port Said to Singapore direct, only 25½ days; she made rather a long passage from the latter port to Hong-Kong, but this was owing to a very steady N.E. monsoon. She is well fitted in every way for foreign and native passengers; is commanded by Captain Farrow, who is well known on the East Coast; and she is under the orders of Messrs Douglas Lapraik & Co. in Hong-Kong, and Messrs Ellis & Co. in Amoy. As to her construction and machinery, it is sufficient to say that they are the work of the well-known firm of **Messrs Hall, Russell, & Co.**, of the Granite City."*

Vessel Name(s)	Hai Loong. Renamed: 'Genyo Maru' (1896).
Yard Number	179.
Rig	Steamer, general cargo.
Engine(s)	Steam, Compound, 2-cylinder (23" & 37½" x 30" stroke) 60hp, by Hall Russell & Co. , single screw.
Launch Date	17 th August 1871.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Messrs James Morrison & Co., London. Douglas Lapraik & Co., Hong Kong.
Registered Port	Aberdeen. Official No.: 65082.
GRT	446 tons. 277 tons net.
Length	155 feet, 5 inches. (47.37m).
Breadth	24 feet, 1 inch. (7.34m).
Depth	9 feet, 11 inches. (3.02m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class: +80A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS surveyor: Thomas W. Kettle.
Other information	1881, 4th April: The Aberdeen Press and journal reported on passage from Tiawanfoo to Amoy she went ashore at Guemoy. 1883: Owned by Douglas Steamship Co., Hong Kong. 1887: Owned by H. E. Reynell, Hyogo and registered at Hong Kong. 1896: Owned by Kyoyeisha K. K. Kobe, Japan. 1897: Owned by Fujimo Shirechi, Hakodate, Japan. By 1904: Owned by K Kawabe, Osaka.
Date Scrapped / Lost	1904, 10th January: She was wrecked near Osaka, Japan.

Hai Loong (1871). Continued.

SS 'Hai Loong' midship section drawing. (Hall, Russell & Co. c/o HEC LR).

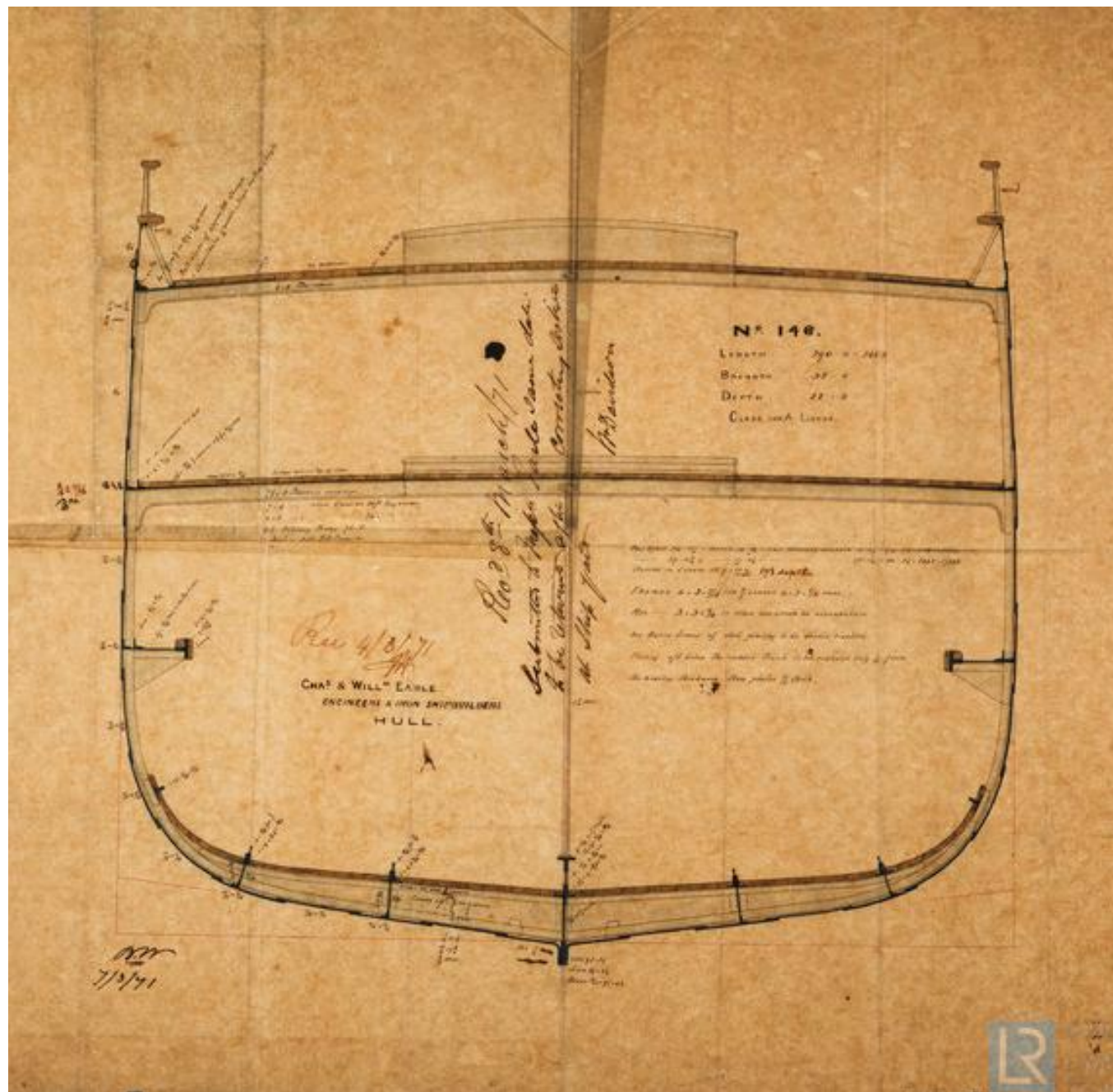
Lotus (1871).

1871, 18th October: The Shipping and Mercantile Gazette reported as follows: *"LAUNCHES. On the 14th inst. was launched from the building-yard of Messrs. Hall, Russell, and Co., Aberdeen, an iron screw steamer, named the 'Lotus', of 580 tons register Length 175 feet; breadth, 25 feet 2 in; depth from spar deck, 19 feet 6 in. The 'Lotus' has a spar deck, with all the accommodation for the passengers under it, the sides of the vessel being fitted with large air scuttles. The engines are compound surface-condensing, of 75 nominal horse-power, capable of propelling the vessel at speed of 10.5 knots, on a consumption of 6¾ cwt of coal per hour. The 'Lotus' is built for the Japan trade."*

1871, 20th November: The Shipping and Mercantile Gazette reported as follows: *"The trial trip of the new steamer 'Lotus', lately launched by Hall, Russell, and Co., Aberdeen, came off in the bay on the 15th inst., and gave very satisfactory results. This vessel, with 418 tons on board, ran the measured mile in 5 minutes 14 seconds, being equal to 11.43 knots per hour, on a consumption of 6¾ cwt per hour."*

1871, 23rd October: The London and China Telegraph reported similar to above, and also that *"...the 'Lotus' has a spar deck, with all the accommodation for the passengers under it, the sides of the vessel being fitted with large air scuttles...The 'Lotus' is built to the order of Mr. E. M. De Bussche..."*

Vessel Name(s)	Lotus.
Yard Number	180.
Rig	Steamer, general cargo.
Engine(s)	Steam, Compound, 2-cylinder (24½" & 43" x 30" stroke) 75nhp, by Hall Russell & Co. , single screw. Top speed 10½ knots.
Launch Date	14 th October 1871.
Owner(s)	Mr. E. M. De Bussche , London.
Registered Port	London. Official No.: 65633.
GRT	565 tons (LRS). 359 tons net.
Length	175 feet. (53.34m).
Breadth	25 feet, 2 inches. (7.67m).
Depth	19 feet, 6 inches. (5.94m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class: +80A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS surveyor: Thomas W. Kettle.
Other information	1872, 10th April: Owned by John Riach, Hong Kong and registered at Hong Kong. 1872, 18th April: Owned by Spanish owners, but thought to have been registered at Manila, Philippines.
Date Scrapped / Lost	Unknown.

Lotus (1871). Continued.

SS 'Lotus' midship section drawing. (Hall Russell & Co. c/o LR HEC).

Benachie (1872).

She was built to carry general cargo, specifically for the Mediterranean and Baltic trade, but unfortunately had a short life, sinking at only 1.5-years old.

1872, 14th February: The Dundee Courier reported as follows: *“LAUNCH. – A splendid iron screw-steamer was yesterday launched from the building yard of **Messrs Hall, Russell, & Co.**, Footdee. The vessel, which is owned by Messrs Adam & Co., Marischal Street, Aberdeen, is intended for the Mediterranean trade. Her gross tonnage is 1,079 tons, and her dimensions are as follows: - Length, 232 feet; extreme breadth, 30 feet 6 inches; depth of hold, 17 feet; and it is expected she will be capable of carrying 1,300 tons of coal. The vessel, which has been built in accordance with Lloyd's Rules and under special survey, is fitted up with every modern improvement, iron masts, water ballast, steam winches, etc. The engines are on the surface condensing principle, and of 110 nominal horse power. The vessel is a beautiful model, and it is expected will go upwards of nine knots an hour. The launch was most successful, but on account of the bad weather was witnessed but by a few spectators. As the vessel was taking the water she was named ‘**Benachie**’ by Miss Clayton, a lady friend of one of the owners.”*

Vessel Name(s)	Benachie.
Yard Number	181.
Rig	Steamer, general cargo.
Engine(s)	2 x steam, compound, 2-cylinder, (29", 52" x 36") 110 nhp (98hp LRS), 65 RPM, boiler 60 psi, by Hall, Russell & Co. Top speed 9 knots, single screw.
Launch Date	13 th February 1872.
Owner(s)	Adam & Company , Aberdeen.
Registered Port	Aberdeen. Official No.: 65086.
GRT	1,065 tons.
Length	230 feet, 7 inches. (70.28m).
Breadth	30 feet, 1 inch. (9.17m).
Depth	17 feet 1 inches (5.21m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class: +90A1. ✠ Built under Special Survey. LMC: Lloyds Machinery Certificate. A&CP: Anchors and cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	Master – George Fentie.
Date Scrapped / Lost	1873, 3rd August: She sailed from Newcastle upon Tyne on 26 th July 1873, with 1,150 tons of coal on passage for Leghorn, Italy. When off Tarifa, Straits of Gibraltar, she sprang a leak forward, but her pumps were unable to cope with it, and she subsequently quickly went down. All hands (23 off) were rescued by ‘ HMS Lord Warden ’, and later the despatch boat ‘ Helicon ’ took them to Gibraltar on the 5 th August 1873.

Benachie (1872). Continued.

1872, 5th June: The Peterhead Sentinel and General Advertiser for Buchan District reported as follows: *"FAST PASSAGE OF AN ABERDEEN VESSEL. The screw-steamer 'Benachie', Captain Fentie, has made the passage from the Tyne to Cronstadt (Kronstadt, Baltic Sea, Russia) in five days ten hours, which is said to be about the swiftest on record. She had a cargo of 1,500 tons of coals. The 'Benachie' was launched from the shipbuilding yard of Messrs Hall, Russell & Co., in February last."*

1873, 13th August: The Aberdeen Press and Journal reported as follows: *"LOSS OF AN ABERDEEN STEAMER. - The following telegram was received by Messrs Adam & Co., of this port, on Wednesday: - "Benachie-foundered on Sunday forenoon, middle of 'Straits of Gibraltar'. Sprang a leak in forehold; went down head foremost. All hands saved. Lost everything. Picked up by man-of-war, and taken to Cadiz. Crew returned to Gibraltar last night." The Benachie was a splendid vessel, of 1064 tons, built by Messrs Hall, Russell, & Co. in March of last year; was fitted up with engines of 120horse-power, and classed 90 A1 at Lloyd's. Captain George Fentie was in command when the Benachie left the Tyne on July 26th, for Leghorn, Italy, fully laden. The cause of her foundering has not yet been discovered, but a former mate of the Benachie states that during her last trip to Palermo, when about the same place, the steamer passed numerous large logs of wood and wreckage, and it is not at all improbable that the disaster has been caused by the vessel being struck with something under water. The 'Benachie' was fully insured."*

1873, 30th August: The Shields Daily Gazette reported as follows: *"THE FOUNDERING OF THE STEAMER BENACHIE. The West India mail steamer that arrived at Plymouth on Wednesday brought word that 'HMS Lord Warden', while on the passage from Gibraltar to Cadiz, picked up the crew, twenty-three in number, of the British steamer 'Benachie', Captain Fentie, of Aberdeen, which vessel foundered off Tarifa, having suddenly opened out forward. The steamer sank rapidly that the crew had only time to save their lives taking to the boats, the compressed air causing explosion in the after part she went down. She had sprung a leak six hours before, but the crew were in good hopes of overcoming it with the pumps, so as to reach Gibraltar. She was 1,159 tons burthen, and had on board 1,200 tons of coal from Newcastle, bound to Leghorn. The crew being totally destitute of everything but what they stood in the officers and men of the flagship made a subscription for the shipwrecked seamen, and they were treated with the greatest kindness by all on board, and sent by the Helicon to Gibraltar."*

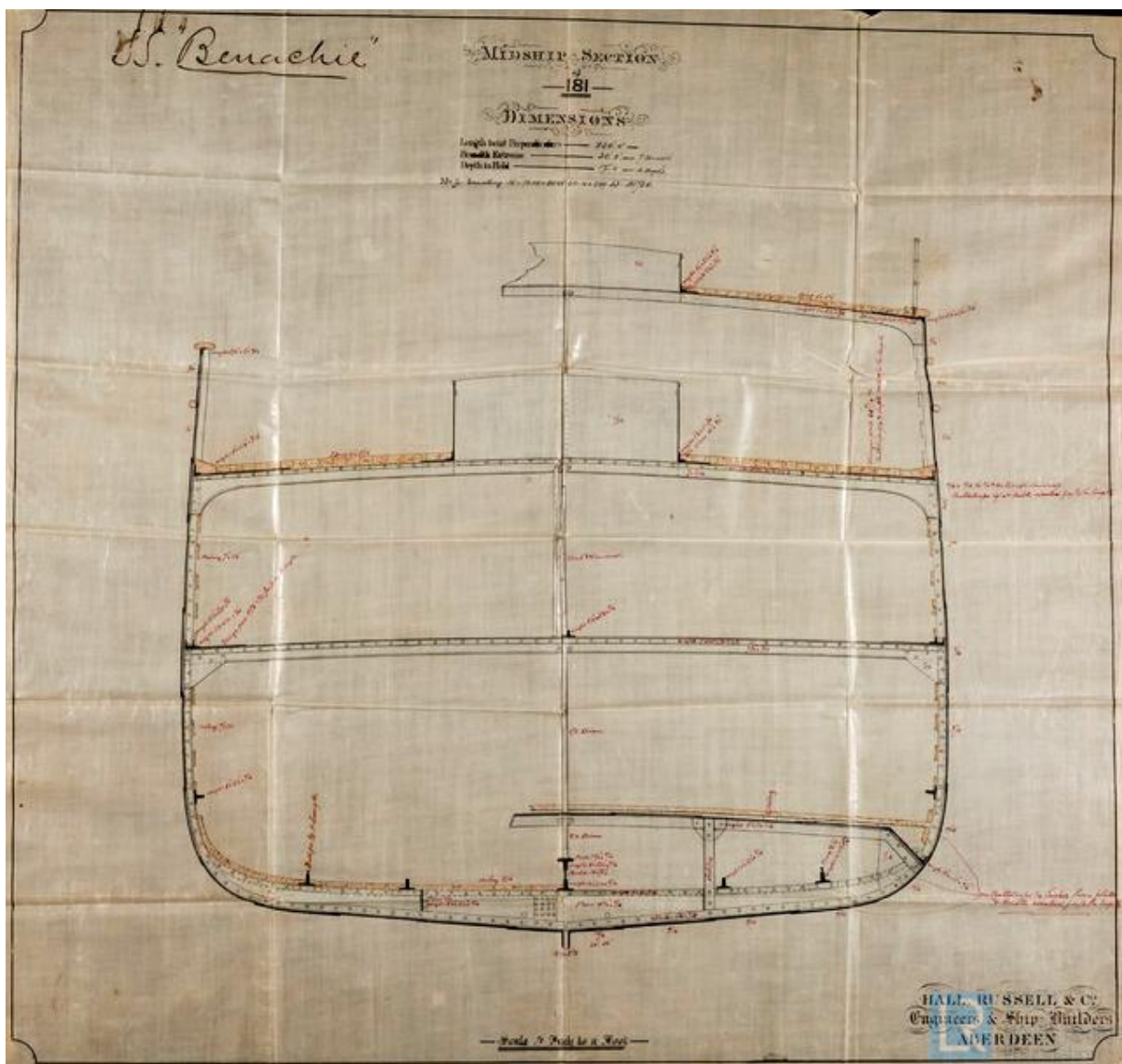
Benachie (1872). Continued.

1873, 27th September: The Dundee Courier reported as follows: “**LOSS OF THE SCREW STEAMER BENACHIE.** Board of trade inquiry. The inquiry relating to the loss of the ‘Benachie’ was resumed yesterday at Aberdeen. **Alexander Hall Wilson**, manager to **Messrs Hall, Russell, & Co.**, the builders of the vessel, was recalled — I still adhere to the statement made yesterday that there were three bulkhead valves between the forehold and engine room. The screws for working the sluice valves were on deck, and about two feet from the ship's side. The pipe between the forehold and the engine room was made of cast iron, and was connected with the bilge-pump. There was also a two-waged cock which opened into the stoke hole or into the hold. I am of opinion that the ship might have been put into such a position that there would be a shearing force upon the rivets, but not to any great extent. I am also of opinion that a ship with a flat floor like the ‘Benachie’ is equally well adapted for heavy cargoes with ships having a more curved floor, and that the former may be loaded as deep with safety as vessel with a sharp floor. The rolling would be rather deeper with a flat floored vessel. We calculated that with a cargo of 1,300 tons on board she would have 3 feet 3 inches of freeboard. To the top of the rail there would be about 8 feet. - Speaking theoretically, I consider 3 feet 3 inches is sufficient freeboard. The ‘Benachie’ had a long raised poop, which would give both buoyancy and stability. I cannot account for the great strain in the ‘Benachie’ causing her boilers to move. If a boiler moved an inch when the ship was going it would prove that the vessel was overladen. If the forecastle is seen to twist that also is a proof of overloading. I think that the twisting movement of the ‘Benachie’, if the forecastle were moving, would be about the foremast. I consider it a very unusual circumstance for ship's boiler to work so as to move an inch. I think that a mass of water, some 30 or tons in weight, coming on board, would not have done much harm. She was provided with large discharge ports, which would have allowed the water to leave the deck. Thomas Kettle, Lloyd's surveyor for Aberdeen, recalled — I am satisfied that there were three valves in the after bulkhead of the forehold. Two were on the top of the tank, and the engineer might not have seen them. The pipe through the bulkhead had no connection with the bilge pump. It had a rose at each end, and was intended as a ready means of letting wet out of the backhold into the engine-room. I am of opinion that three feet three inches was not sufficient for freeboard. A vessel could be loaded with safety deeper than she was if she had a sharp instead of a flat floor. The inference I would draw by the boilers moving an inch, and the forecastle twisting, would be that the ship was none too strong, and overladen. I do not think it possible for the boilers to move an inch. The neutral axis in such a ship as this would be between the upper turn of the bilge and the beams. Thomas Adam recalled — The ‘Benachie’ was insured to the extent of £18,000 on the hull, and £1,000 on the freight from Newcastle. The insurance was below her value. About fifteen months previous to the loss of the ‘Benachie’ we sold her sister ship for £22,500. The value of the cargo according to the shippers was £1,173.

Benachie (1872). Continued.

The freight advanced was £315, making altogether £1,488. The cargo was insured for £1,500. At this stage, of the inquiry the Court adjourned for about ten minutes, and on again entering, Sheriff Thomson said that he had a communication, together with medical certificate, from the master of the 'Benachie', to the effect that he was unable to be present, and it was the opinion of the Court that considerable importance was to be attached to the captain's evidence, the Court would stand adjourned till tomorrow morning, at half-past ten. It would be seen by that time whether the present inquiry should be continued or have to be postponed till Captain Fentie's recovery. From the nature of the evidence the Court had also thought it advisable that the owners of the vessel should be represented by an agent, and would therefore suggest that such be appointed by them. The Court then adjourned till to-day."

1873, 3rd October: The Shipping and Mercantile Gazette reported on the official inquiry, similar to above, and that there were 22 crew members on board. Included in the crew were first mate, James Moffet; chief engineer, James Prosser; and James Duguid, second officer.



SS 'Benachie' midship section drawing. (Hall, Russell & Co. c/o LR HEC).

Jarl / Gassendi (1872).

Passenger / cargo vessel. I could not find a midship section for this vessel; however, I did learn that she had two decks (1 deck and awning deck), and five bulkheads.

She was named '**Jarl**' at her launch, however she was sold to a London owner and renamed '**Gassendi**' prior to completion of fitting out.

She is known to have traded regularly to South America, the Mediterranean and Singapore.

1872, 19th April: The Buchan Observer and East Aberdeenshire Advertiser reported as follows: *"HANDSOME SCREW STEAMER LAUNCHED AT ABERDEEN FOR MR MUDIE DUNDEE. – A beautifully modelled iron screw steamer was launched on Saturday afternoon from the yard of **Messrs Hall, Russell, & Co.**, Footdee, for Mr Mudie of Dundee. The vessel has been built under special survey, in accordance with the rules of the Liverpool Registry, to class eighteen years. She will be schooner-rigged. Her dimensions are – length, 240 feet; breadth 30½ feet; depth, 17½ feet; and her gross tonnage is estimated at nearly 1,200 tons. She is to be fitted with compound surface condensing engines of 130 horse-power, and will have water ballast tanks, steam winches, iron masts, and all the latest improvements. We understand that the steamer is intended to run between Dundee and Baltic and Mediterranean ports. On taking the water she was named the '**Jarl**' by Miss Mudie, daughter of the owner."*

1872, 22nd May: The Peterhead Sentinel and General Advertiser for Buchan District reported as follows: *"SALE OF A STEAMER. - It is stated that the steamer '**Jarl**', lately launched from the yard of **Messrs Hall, Russell, & Co.**, for Mr Mudie, of Dundee, has been sold to a London firm for a profit of £3,000, owing to the advance in the price of iron and the rise of wages."*

1872, 28th May: The Dundee Courier reported as follows: *"ABERDEEN. The s.s. '**Jarl**', lately sold by Mr Mudie, Dundee, will sail from this port in few days under the name of '**Gassendi**'."*

1872, 1st June: The Aberdeen Herald reported as follows: *"TRIAL TRIP. The screw steamer '**Gassendi**', lately launched by **Hall, Russell & Co.**, Aberdeen, went out to the bay yesterday for trial at the measured mile. The '**Gassendi**' ran the mile at mean speed of 5 mins. 42 secs., being about 10½ knots per hour, everything worked very satisfactorily."*

1872, 19th July: She sailed from Liverpool on maiden voyage to Pernambuco, Brazil.

Jarl / Gassendi (1872). Continued.

Vessel Name(s)	Jarl. Renamed: ' Gassendi ' (1872); ' Madonna Della Costa ' (1891).
Yard Number	182.
Rig	Steamer, cargo and passengers.
Engine(s)	Steam, inverted, surface condensing, compound engine, (29" & 55" x 36" stroke), 561 ihp., 98 nhp by Hall Russell & Co. Two boilers, S.B. iron, heating area 2,100ft ² , diameter 11', 5-1/4", length 10', 7", 6 furnaces, pressure 80psi. Single screw, cast iron propeller: 14', 7" diameter, solid, 4-blades. Top speed 10½ knots.
Launch Date	13 th April 1872.
Owner(s)	R. A. Mudie , Dundee.
Registered Port	Dundee. Official No.: 63994.
GRT	1,249 tons.
Length	240 feet, 1 inch. (73.18m).
Breadth	30 feet, 6 inches. (39.78m).
Depth	23 feet 9 inches. (7.24m).
Construction	Iron. (Riveted).
Classification	Unknown. Lloyds Register of Shipping. Class: A1 (Oct. 1886). Lloyds Machinery Certificate (LMC): Oct.1886.
Other information	1872: Unknown London owners. 1873: Owned by the Liverpool, Brazil & River Plate Steam Navigation Co. Ltd. – managing owners - Lamport & Holt & Co., Liverpool, and registered at Liverpool. 1874-85: Owned by the Liverpool, Brazil & River Plate Steam Navigation Company, registered at Liverpool (Lamport & Holt). 1885: Owned by T. & J. Macfarlane, Glasgow. She had new boilers fitted (see below). 1886, 8th January: The Belfast Newsletter reported that she arrived at Leghorn (Livorno) from Cardiff with decks swept, boats carried away with other deck movables and cabin stove in, and she had jettisoned a part of her cargo. 1886: Owned by George Willison, Oban, and registered at Liverpool, – master John Wallace. (LRS) 1886-90: Owned by George Willison, Kilchatten, Isle of Luing & William H. Raeburn, Glasgow, managers. 1887 to 1888: Master – J. Wallace.

Jarl / Gassendi (1872). Continued.

	1889, 12th November: <i>"This afternoon the steamer 'Gassendi', of Liverpool, loaded with pitch, was being towed to Cubitt Town Buoys by the tugs 'Gamecock' and 'Ajax', when the steamer 'Gothenburg City', which was proceeding down (P up) under steam and in tow of tug 'Storm Cock', ran into her, striking her amidships port side, causing her to sink alongside of Messrs. Baillie's yard, the tugs towing here there. The 'Gothenburg City' received slight damage to bows, and afterwards proceeded down (P up). No persons injured."</i> (Lloyd's List 13th Nov. 1889). 1890: Master – J. B. Smith. 1891-94: Owned by G. B. Reforzo, and registered at Genoa, Italy, renamed 'Madonna Della Costa'. 1893-94: Master – Reboia. 1894: Master - A. Marcenaro.
Date Scrapped / Lost	1894, 6th July: Whilst in the harbour of Santos, Brazil, she caught fire and sank. Her cargo from Genoa, Italy had not been unloaded and was still onboard. Assumed refloated and scrapped.



THE fine S.S. MADONNA DELLA COSTA; built 1872; 1,810 tons d.w.; c.s.c. engines; new boilers Oct. '86; about 10½ knots, 9½ consumption. In splendid condition, having recently been thoroughly overhauled. Address, DOWARD, DICKSON and Co., Liverpool.

Lloyd's List - Tuesday 30th January 1894, SHIP FOR SALE advertisement.

I found the Lloyds Register certificate for tests of boiler steel for the new material (6 plates) for her new boilers dated 2nd December 1885. Steel was supplied by the Steel Company of Scotland, Blochairn, Glasgow, for boiler numbers 312 and 313 to be constructed by William King & Co., Glasgow. It stated the tensile strength of the 0.525" (13.3mm) thick plates as 27.3 tons per square inch, and extension of 21.5%. 27.3 tons psi = 420Mpa.

Spray (1872).

1958, 26th December: The Aberdeen Evening Express reported as follows: *“Veterans: Our Aberdeen-built ships are noted for their longevity, but, even so, it is surprising to hear of one reaching the venerable age of eighty-six! Yes, eighty-six. According to the latest maritime sales list, the 632 ton Admiralty research and development steamer, ‘Dunvegan’, which has just been sold to Preston shipbreakers, came, as the ‘Spray’, from Hall, Russell’s yard in 1872. This veteran—she must have seen a lot of spray during her lengthy career — seems to have changed hands several times. She didn’t Join the Navy until 1945 when she was seventy-three. At that time she would, I Imagine, be older than any member of the Board of Admiralty. Certainly the ‘Dunvegan’ has been a good advertisement for Aberdeen craftsmanship, and it might not be a bad idea for the city to ask for her builder’s plate from the Preston shipbreaking firm, T. W. Ward, Ltd., for preservation in some suitable place.”*

1872, 14th June: The Dundee Courier reported as follows: *“ABERDEEN. LAUNCH. – Messrs Hall, Russell, & Co. launched from their yard on Wednesday a fine screw steamer, belonging to Messrs Watson & Co., of Hartlepool. On taking the water the vessel was named the ‘Spray’, by Miss Watson. The ‘Spray’ is 182 feet in length; 28 feet 4 inches beam breadth; 14 feet 2 inches hold depth; is fitted with compound engines of 80 nominal horse-power; has steam winches, water ballast tanks, and is classed A1 at Lloyd’s, and has a gross tonnage of 650 tons.”*

1872, 20th July: The Dundee Courier reported that the ‘Spray’ had went out to the bay on 19th July for her sea trials. She achieved a speed of 9½ knots over the measured mile and used 6½ cwt of coal per hour. ‘Spray’ leaves Aberdeen for Newcastle next week under the command of Captain Deid. She is to carry coal and iron from Newcastle to Copenhagen.

Spray (1872). Continued.

Vessel Name(s)	Spray. Renamed: ' Dunvegan ' (1932).
Yard Number	183.
Rig	Steamer, general cargo.
Engine(s)	Steam, surface condensing, 2-cylinder (24" & 45" x 30" stroke) 90 rhp, boiler 80psi, by Hall, Russell & Co. , single screw. Top speed 9½ knots.
Launch Date	1 st June 1872.
Owner(s).	Thomas E. Watson of Pyman, Watson & Co. , West Hartlepool.
Registered Port	West Hartlepool. Official No.: 67528.
GRT	606 tons.
Length	181.1 feet. (55.20m).
Breadth	28 feet. (8.53m).
Depth	14.5 feet. (4.42m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	1875: Owned by Thomas Edward Watson, Cardiff. 1887, May: Owned by John Ellis & Charles McHardy, trading as Ellis and McHardy, Aberdeen. Registered Aberdeen. 1928, August.: Owned by Ellis and McHardy Ltd., Aberdeen. 1932, Oct.: Owned by Monroe Brothers Ltd., Liverpool. 1936, Dec.: Owned by Kyle Shipping Co. Ltd. (Monroe Brothers, managers), Liverpool. 1942, July: Owned by Springfal Shipping Co. London. 1945, 31st Jan.: Requisitioned by the Admiralty. 1945: Hulked for use in research purposes to develop ASDIC equipment, and moored off Fairlie, HM Anti-Submarine Experimental Establishment.
Date Scrapped / Lost	1958, 10th December: Towed to Preston, for scrapping by T.W. Ward Ltd., Sheffield. She was 86-years old!

ASDIC – Anti-Submarine Detection Investigation Committee, an early term for sonar.

1875, 29th May: The Greenock Telegraph and Clyde Shipping Gazette reported that **Messrs Caird and Co.**, Greenock, had docked the '**Spray**' (683 tons BM and 393 tons net) iron screw-steamer of Hartlepool; two engines of 120 h.p., master T. Clark, in the graving dock.

Namoa (1872).

1872, 30th September: The London and China Telegraph reported as follows: **“LAUNCH OF A STEAMER FOR CHINA. – Messrs Hall, Russell, and Co., Aberdeen, have launched a fine steamer intended for the China coast trade. This vessel is of the following dimensions: Length 240 feet, beam 31 feet 6 inches, depth 24 feet to spar deck, and 1,400 tons register. She is splendidly fitted up for European and Chinese passengers, having all the most modern and Improved appliances in the fittings of the cabins and saloon; is to be propelled by engines of 135-horse power, on the compound principle, and she is fitted with water ballast, and the most approved steam winches for the loading and discharge of cargo. The vessel will be complete for sea in a few weeks, and will steam direct to China. Messrs Hall, Russell, and Co., have on hand another fine steamer for Chinese waters, of the following dimensions: Length 250 feet, beam 34 feet and 22 feet to upper deck, 1,500 tons register, and 210-horse power surface condensing compound engines. She is fitted all fore and aft in the Chinese cabins and large house on deck after the style of American river steamers, and it is expected from her beautiful lines she will have a speed of over 12 knots an hour.”**

1872, 20th September: The Shipping and Mercantile Gazette reported similar to above, and also stated that she was built under special survey to class 90A at Lloyd's, will be schooner rigged, schooner-rigged, has a double bottom for water ballast, and engines of 135 horse power.

1872, 9th November: The Aberdeen Weekly Free Press reported as follows: **““DEPARTURE OF THE NAMOA. –The S.S. ‘Namoa’ left this port on Saturday afternoon, for Newcastle, for the purpose of taking in a cargo of coals, previous to sailing for her destination. A large number of people were present at the lower dock-gates, to witness the departure, and as the ‘Namoa’ was being towed past the building yard of the builders, Messrs Hall, Russell, & Co., the whole of the workmen assembled at the foot of the yard, and gave three hearty cheers as the vessel passed, which were cordially responded to by those on board the ‘Namoa’. The crew of the ‘Namoa’ consists of about seventy lascars, and the officers, ten in number, are Britishers.”**

1872, 25th October: The London and China Express reported as follows: **“NEW STEAMER FOR THE CHINA COAST. – The steamer ‘Namoa’, built by Messrs Hall, Russell and Co., Aberdeen, to the order of Messrs John Morrison and Co., of London, for the coast line of Messrs Douglas Lapraik and Co., will leave Newcastle about the 1st prox., under the command of Capt. Gibson. The builders have another one in hand for the same account.”**

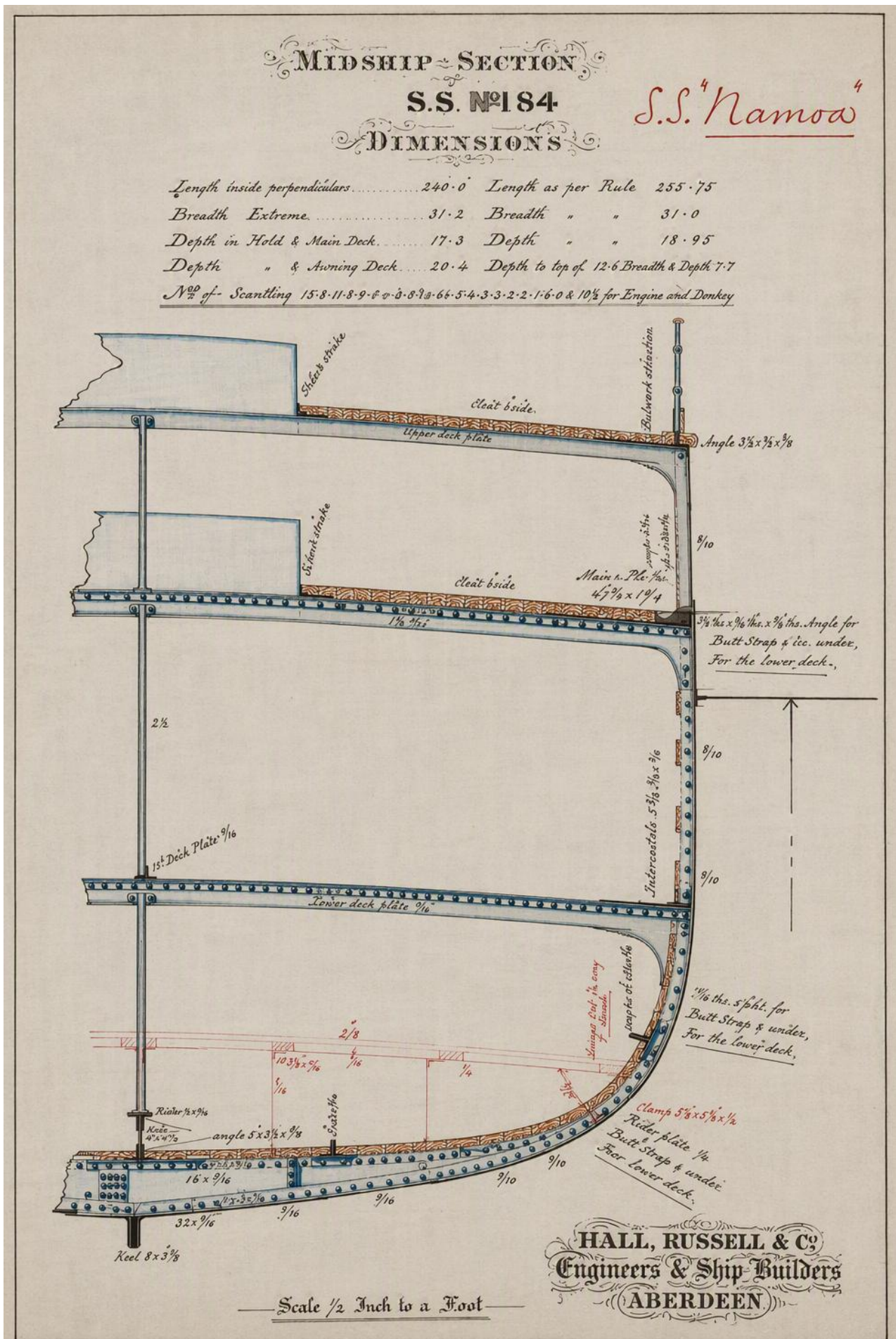
1873, 1st January: The Aberdeen Press and Journal reported as follows: **“ARRIVAL OF THE ‘NAMOA’ AT SINGAPORE. – We learn that the screw steamer ‘Namoa’, built by Hall, Russell, & Co., Footdee, arrived at Singapore on Friday (27th Dec.) morning, having been only 39 days in making the passage from the Downs.”**

1873, 1st March: The Aberdeen Herald reported that **‘Namoa’**, master Gibson, had arrived at Hong Kong on the 8th January from Newcastle.

Namoa (1872). Continued.

Vessel Name(s)	Namoa.
Yard Number	184.
Rig	Cargo Steamer.
Engine(s)	Steam, compound, .2-cylinder (29", 55½" & 36" stroke) 70psi, 135 horse power, 68 RPM, and two cylindrical tubular boilers by Hall, Russell & Co. , single screw.
Launch Date	17 th September 1872.
Owner(s).	Messrs John Morrison and Co. , London / Douglas Lapraik & Co. , Hong Kong.
Registered Port	Aberdeen. Official No.: 65090.
GRT	1,375 tons.
Length	240 feet, 7 inches. (73.33m).
Breadth	31 feet, 1 inch. (9.47m).
Depth	17 feet, 4 inches. (5.28m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	Master – John Gibson. 1891, 23rd January: The London and China Express reported that within a few hours of departing from Hong Kong the ' Namoa ' was boarded by pirates and Captain Pocock and a passenger Mr Petersen of the Chinese Imperial Maritime Customs were both killed. Most of the pirates were apprehended by the Chinese authorities, found guilty and " <i>bent their neck to the executioner's sword</i> ".
Date Scrapped / Lost	1897, 1st October: She stranded near Brown Rocks at the entrance to Haitan Straits, Fujian, China and lost.

Namoa (1872). Continued.



Steamer 'Namoa' half-midship section drawing (Hall, Russell).

Douglas (1873).

She was built for passenger traffic along the coast of China. Purchased by James Morrison & Co., London, merchant trading and commission agents, probably on behalf of Douglas Lapraik & Co., Hong Kong, who quite soon after became her owners.

1873, 28th February: The Dundee Courier reported as follows: *“LAUNCH OF ONE OF THE LARGEST STEAMERS BUILT AT ABERDEEN - Seldom have we seen a better model of a passenger steamer take the water from any of our shipbuilding yards than the one which Messrs Hall, Russell, & Co., launched on Wednesday afternoon. The vessel is a large screw iron steamer, and has been built for the passenger trade along the coast of China. She measures 250 feet in length, 34 feet in beam breadth, and 22 feet to the upper deck. The engines are of the latest surface condensing improvement, and are 220 horsepower. On the upper deck there is a hurricane house built for the accommodation of European passengers, while the second deck fore and aft has been fitted for Chinese passengers. The cabins have had all attention paid to them to ventilation and convenience requisite to the climate. The vessel is named the ‘Douglas’ and is one of the largest steamers that has been launched from any of the building yards here. Messrs James Morrison & Co., of London, are the owners, and they expect that she will be ready to leave this port in about six weeks for Hong Kong, and take her place in the trade.”*

Vessel Name(s)	Douglas
Yard Number	185.
Rig	Steamer, general cargo.
Engine(s)	Steam, Compound, 2-cylinder, (39" & 70" x 36" stroke) 45psi, 200HP, by Hall, Russell & Co. , single screw.
Launch Date	26 th February 1873.
Owner(s).	Messrs James Morrison & Co. , London.
Registered Port	Aberdeen. Official No.: 65093.
GRT	1,373 tons. 864 tons net.
Length	240 feet, 7 inches. (73.33m).
Breadth	34 feet, 1 inch. (10.39m).
Depth	21 feet. (6.40m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class: 80A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	1873: Owned by Douglas Lapraik & Co., Hong Kong.
Date Scrapped / Lost	1880, 14th November: On passage from Amoy to Foochow, she stranded and was totally wrecked between Passage Island and North Tit Rocks in the Haitan Strait, South China Sea. All passengers and crew were saved and landed at Amoy. Her usual route at this period was between Hong Kong and Foochow (Fuzhou, Fujian province), China.

Douglas (1873). Continued.

1873, 25th April: The Shipping and Mercantile Gazette reported as follows: *“TRIAL TRIPS. – The screw steamer ‘**Douglas**’, which was launched some weeks ago from the building-yard of **Messrs. Hall, Russell, and Co.**, Aberdeen, went on a trial trip in the bay on the 18th inst....The speed was guaranteed to be 12 knots, on a consumption of 15 cwt coals an hour, and the trial fully realised the anticipations formed as to the capabilities of this fine vessel. After leaving the bar she ran the measured mile at the rate of 12½ knots an hour, and steaming out to sea for a dozen of miles, attained the same rate of speed, the reckoning being taken by the patent log. The ‘**Douglas**’ is owned by Messrs Douglas Lapraik, and Co., of China, and will leave, coal laden, for Hong Kong in a day or two...”*

1873, 29th April: The Banffshire Journal reported as follows: *“**SAILING OF THE s.s. ‘DOUGLAS’** – The fine s.s. ‘**Douglas**’ lately launched by **Messrs Hall, Russell, & Co.**, sailed for Hong Kong direct today, with a cargo of coals. This is probably the finest vessel ever launched at the port. She is 1373 tons gross tonnage, and is intended for trading in China. Her cabins are fitted up in the most handsome style. She has first and second cabins besides a lower deck fitted up for the transport of coolies. Her engines are of the latest construction, and with a high rate of speed her consumption of coals will not exceed 15 or 13 cwt per hour. There was a large concourse on the pier viewing her departure. She is commanded by Captain Austin.”*

Douglas Lapraik & Co.

Douglas Lapraik (7th October 1818, London to 24th March 1869).

Douglas Lapraik died a year before the decade of this book; however, he had established connections with **Hall, Russell & Co.** with the build of the steamers ‘**Douglas**’ (874 tons) in 1865, and ‘**Kwang Tung**’ (492 tons) in 1868.

In 1858, John Stewart Lapraik (1839 to 1893), the son of Lapraik's eldest brother John Lapraik arrived in Hong Kong to join his uncle's business. John Stewart Lapraik would go on to later inherit a significant share of his uncle's business empire after Douglas Lapraik's death in 1869.

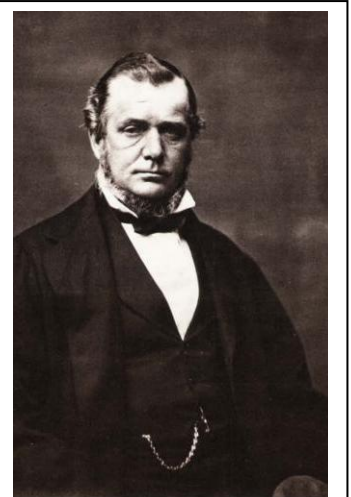
John Stewart Lapraik obviously had a good relationship with **Hall, Russell & Co.**, as the following steamers were built for him by the company in the 1870's:

1871 - ‘**Hai Loong**’ (446 tons).

1872 - ‘**Namoa**’ (1,375 tons).

1873 - ‘**Douglas**’ (1,373 tons).

1877 - ‘**Kwang Tung**’ (1,055 tons).



*Douglas Lapraik.
(Milton Miller
c1862).*

Matin (1873).

She was built to carry general cargo and intended for the Mediterranean and Baltic trades.

Vessel Name(s)	Matin.
Yard Number	186.
Rig	Steamer, general cargo.
Engine(s)	Steam, compound surface-condensing engine (23½" & 27½" x 30" stroke), 80 nhp. Boiler 70psi max. working pressure, by Hall, Russell & Co. Single screw. Top speed 9½ knots.
Launch Date	26 th April 1873.
Owner(s)	J. & R. Mudie , Dundee.
Registered Port	Dundee. Official No.: 68265.
GRT	560 tons.
Length	175 feet, 5 inches. (53.47m).
Breadth	26 feet, 1 inch. (7.95m).
Depth	14 feet 6 inches. (4.42m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	1876-81: Owned by R. A. Mudie & Sons, Dundee, and registered at Dundee. 1874: Master McKechnie. 1875-81: Master J. Mudie. 1879, 13 January: She went aground, see press article below. 1882: Owned by H. T. Morton, Biddick Hall, Sunderland, and registered at Sunderland. 1883-95: Owned by the Earl of Durham. 1883: Master J. Baker. 1884: Master Murton. 1888-1901: Master Z. A. Lucas. 1896-1903: Owned by Lambton Collieries Ltd., Newcastle-upon-Tyne, (T. T. Nicholson, Manager). 1903: Owned by A. Tobias, Brake, Germany. 1903: Master R. Herring. 1904: Master H. Reemts.
Date Scrapped / Lost	1905, 9th September: On passage from Sunderland to Brake, Germany she sank in the southern North Sea, 85 miles west-north-west of Borkum, Germany. Her crew were picked up by the British trawler ' Riverdale ' and landed at Bremen, Germany. There was no loss of life reported. (See below for more information).

Matin (1873). Continued.

1873, 1st May: The Shipping and Mercantile Gazette reported as follows: *“LAUNCHES. On the 26th ult. There was launched from the building-yard of **Messrs Hall, Russell, and Co., Aberdeen**, an Iron screw steamer, named the ‘**Matin**’, of the following dimensions: - Length between perpendiculars, 178 feet; breadth, 26 feet 6 inches; depth, 15 feet; and of 600 tons. This vessel has been built under special survey, in accordance with Lloyd’s rules, to class 90 A; will be schooner-rigged, and fitted with compound surface-condensing engines of 80 horse power nominal. She has a raised quarter-deck and bridge, water ballast, steam winches, and all the latest improvements. This vessel has been built to the order of Messrs Mudie, Dundee, and is intended for the Baltic and Mediterranean trades.”*

1873, 30th May: The Dundee Courier reported that on her maiden voyage she made the passage between Newcastle and Dundee with 760 tons of coal at an average speed of 9½ knots and a draught of 14 feet.

1894, 16th October: The Aberdeen Press and Journal reported that **‘Matin’** on passage from Calcutta to Dundee struck the wooden jetty at the entrance of Camperdown Dock, cutting it up about twelve feet.

1905, 29th September: St. James Budget reported as follows: *“THRILLING RESCUE AT SEA. The trawler ‘**Riversdale**’, upon arrival at Grimsby, reported that the German steamer ‘**Matin**’ had foundered in the North Sea. A boat was launched from the trawler, and with great difficulty twelve of the steamers crew were taken off. But the bosuns boy had taken to the rigging, and was so paralyzed by terror that no entreaties could prevail on him to relinquish his hold. Nor could the captain be induced to leave while the boy remained. The boats crew pulled away for the ‘**Riversdale**’, scarcely hoping to reach the ‘**Matin**’ again before she sank. But the men rowed with such a will that the boat returned as the ‘**Matin**’ was on the point of sinking. The heroic captain had meantime persuaded the boy to come down to the deck, and the two were taken aboard the boat, which pulled away in time to avoid the swirl created by the sinking vessel.”*

1873, 13th June: The Dundee Courier reported as follows: *“**ACCIDENT TO THE STEAMER MATIN.** – On Wednesday afternoon an accident occurred at the tidal harbour, causing serious damage to the steamer ‘**Matin**’, Captain McKechnie, owned by Mr R. A. Mudie, merchant. The ‘**Matin**’ was returning from Sunderland with a full cargo of coals, and while making the entrance to King William’s Dock, she went too far north, in consequence of which the stem struck with great force against the quay, carrying away a great part of the woodwork. The ‘**Matin**’ has a perpendicular stem, so that it got the full force of the collision from top to bottom. The stem, from the heel to within a short distance of its top, was broken, and water began to flow plentifully into the fore part of the vessel from the leak thus made. The ‘**Matin**’ was speedily drawn to the north side of the tidal basin, and a lighter having been placed alongside, men were at once commenced to discharge the cargo. The ‘**Matin**’ will likely be towed into King William’s Dock after she is sufficiently lightened, and then placed on the Patent Slip for repairs.”*

Matin (1873). Continued.

1876, 3rd August: The Daily News reported as follows: *"Collision occurred yesterday at mouth of Tay between steamers 'Matin', Capt. Mudie, Sunderland-Dundee and steamer 'Celt', Dundee-Leith. 'Celt' struck 'Matin' amidships on starboard side, cutting her down below the waterline. As 'Matin' began to sink she was run ashore. 'Celt' had her stem knocked to pieces and also had to be run ashore."*

1876, 21st November: The Dundee Courier reported as follows: *"Steamer 'Matin', Capt. Mudie, Dundee-Sunderland, came speedily to assistance of steamer 'Anglica', Dundee-London with cargo and passengers, ashore about 3 miles north of Holy Island. With aid of 'Harvest Queen', 'Matin' succeeded in towing her off and took her to St. Abbs Head. 'Matin' then left for Dundee to get assistance, took aboard tow rope and returned with 2 tugs. The four rescue vessels, with 'Anglia' in tow, arrived in Dundee yesterday."*

1876, 1st December: The Newcastle Courant reported as follows: *"THE RECENT COLLISION OFF WHITBY. The owners of the steamer 'Matin' of Dundee on Monday received from Captain Mudie, of that vessel, which has arrived at Ostend, a letter containing particulars of the collision off Whitby with the brigantine 'Venture' of Lynn. Captain Mudie states that about four o'clock on the morning of Thursday last, when it was very dark, he made a careful survey with his glass when he saw no lights whatsoever. He then went below, instructing the second mate, who was on the bridge at the time, to keep a good look-out. Captain Mudie had scarcely been two minutes absent when the engines were stopped and he feared that something was wrong. On proceeding to the deck, he discovered that the 'Matin' had come into collision with a vessel which showed no light. According to his orders the 'Matin' followed the vessel, and shortly afterwards picked up the crew of the 'Venture', four in all, including the master, who had left her in a sinking state. After rescuing the crew, the 'Matin' proceeded in search of the vessel, and the steamer cruised about till daylight. No trace whatever of the missing vessel could be found. The captain and crew of the 'Venture' were at their own request placed on board a smack, and afterwards safely landed at Scarborough. The 'Matin' sustained very little injury. Captain Mudie is certain that had the brigantine showed lights the collision would not have taken place. It is stated that the 'Venture' was worth £900, and was insured for £600, but that the cargo was not insured."*

1879, 14th February: The Newcastle Courant reported on the monthly meeting of the SUNDERLAND PILOTAGE COMMISSION - Pilot Robert Lindsay (First class pilot) was summoned to explain why steamer 'Matin' went aground on the bar on 13th January. *"Lindsay explained that, as they were trying to turn vessel round the stone head, she would not answer her starboard helm and they had to bring her astern, when she struck ground."* The Board were satisfied with his explanation and his certificate was returned.

1879, 17th November: The Dundee Courier reported as follows: *"A DUNDEE VESSEL IN COLLISION. – The steam barge 'Courier No. 1' and the steamer 'Matin', of Dundee, from Rouen for Burntisland, have put in at Harve, having been in collision with each other in the river Seine on Friday morning. Both vessels are slightly damaged, the latter leaking."*

Matin (1873). Continued.

1881, 3rd May: The Dundee Courier reported as follows: *“Funeral at Dundee of Capt. James Mudie of steamer ‘Matin’. While navigating up Thames he fell down on deck and suddenly expired. His body was brought to Dundee aboard ‘Cambria’ and funeral took place from that vessel. Ships in harbour flew flags at half-mast as token of respect for deceased, who was much esteemed.”*

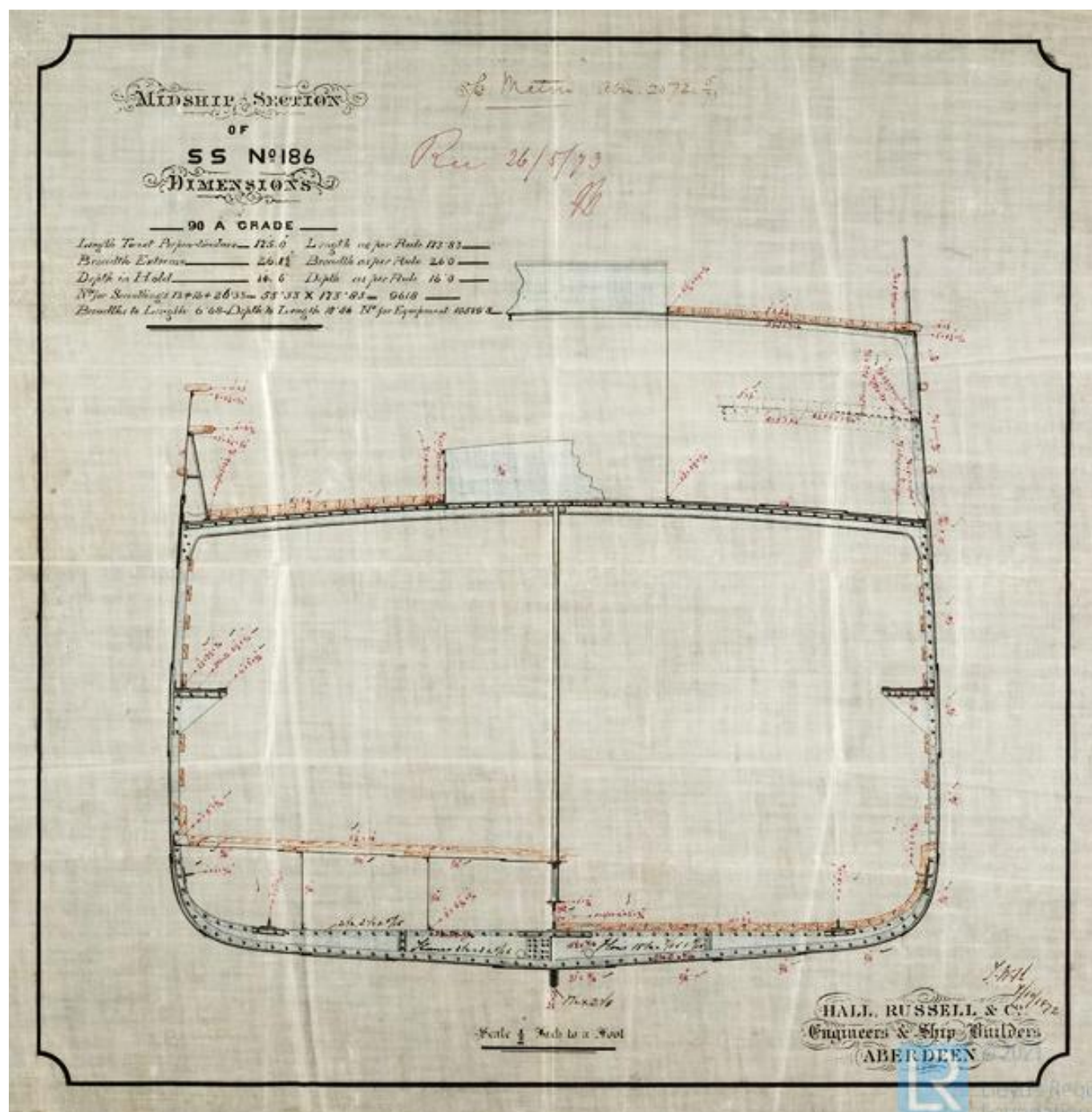
1882, 6th November: The Glasgow Herald reported that while on passage from Honfleur, Normandy, France to Sunderland in ballast, she ran aground at 2:30am in a heavy gale and strong sea, at Camber coastguard station near Rye. Her sixteen members of her crew were taken off by the Rye lifeboat, her master Captain Baker remained onboard. At a subsequent Board of Trade enquiry Captain Baker (20-years service) was reprimanded for not having proper charts onboard. (Northern Echo, 4 Dec. 1882).

1886, 1st January: Freeman's Journal reported that she, whilst on passage for Sunderland, was detained at Trouville, France with loss of propeller and tail end of shaft broken.

1887, 16th March: The Aberdeen Weekly Journal reported that at Sunderland on the 9th March the steamer 'Fenton' through collision with '**Matin**' had three plates on her port side damaged.

1889, 27th September: The Northern Echo reported that she was towed into Shields this evening with tail end of shaft broken. She was on passage from Sunderland to Aberdeen.

1901, 29th August: The Sunderland Daily Echo and Shipping Gazette reported as follows: *“THE STEAMER MATIN SAFE. TO BE TOWED TO SUNDERLAND. Yesterday the disabled Lambton steamer ‘Matin’ reached Grimsby Roads in tow of the steamer ‘Quentin’ of Leith. The latter left her there to await the arrival of the powerful tug ‘Challenger’, which has been engaged to tow her to Sunderland. The ‘Challenger’ would probably reach her this morning, but of course the tow home would not be commenced unless the weather was favourable.”*

Matin (1873). Continued.

SS 'Matin' midship section drawing. (Hall, Russell & Co. courtesy of HEC LR).

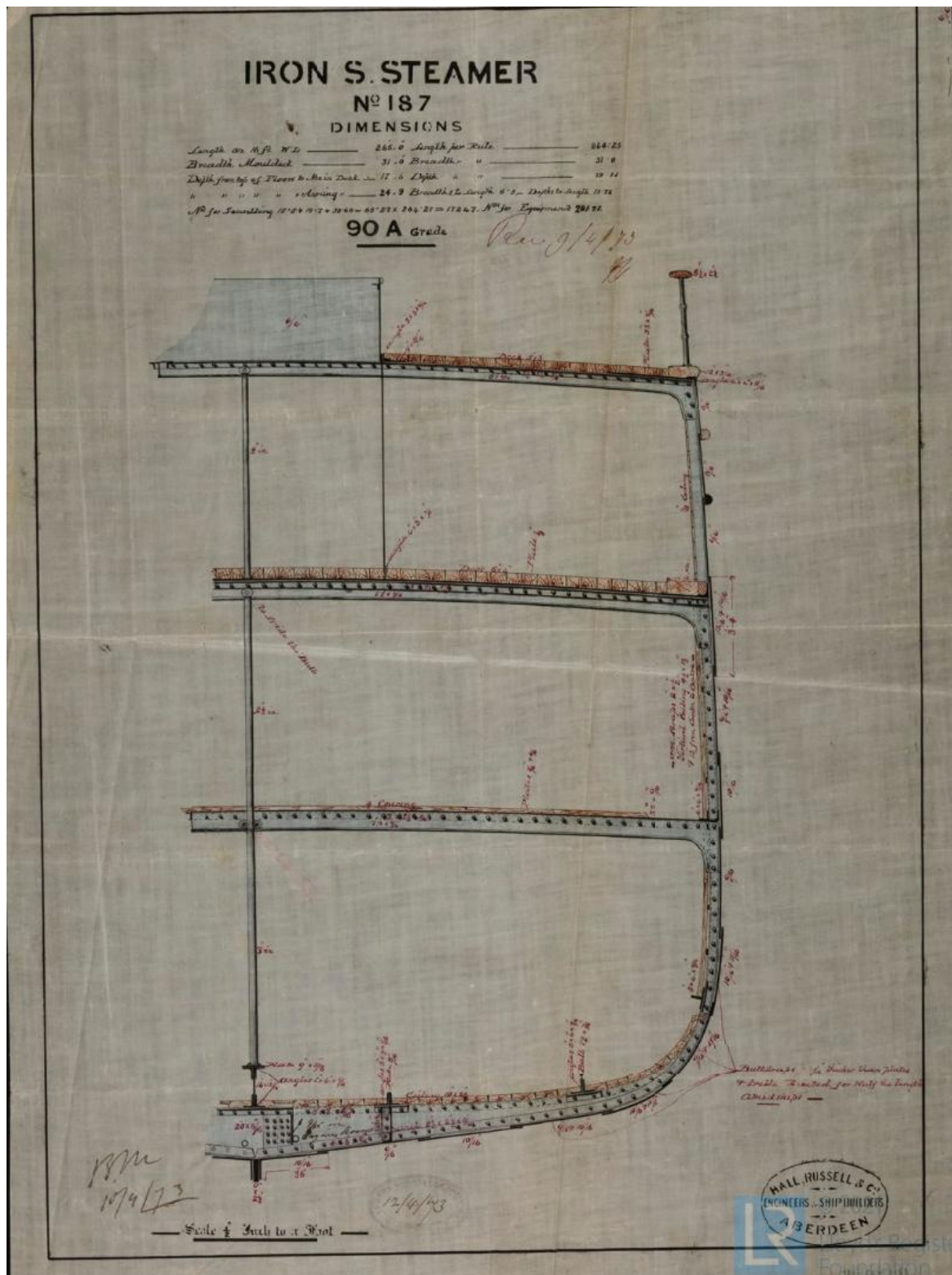
Thales (1873).

1873, 13th August: The Aberdeen Press and Journal reported as follows: *“LAUNCH. – There was launched, on Saturday, from the building-yard of **Messrs Hall, Russell, & Co.**, a large iron screw steamer of the following dimensions: - Length, 270 feet; breadth, 32 feet; depth, 25 feet 6 inches; and of 1500 tons gross. This vessel has been built under the special survey, in accordance with Lloyd's Rules, to class 90A1, and will be brigantine rigged and fitted with compound surface condensing engine of 150 nominal horse power. She has steam winches, iron masts, teak and iron decks, and all the latest improvements. The arrangements for the accommodation of first and second-class passengers are of the most complete order. We understand the saloon will be panelled with marble panels in walnut and rosewood. This vessel has been built to the order of Messrs Lampost & Holt, Liverpool, and is intended for the Brazilian mail trade. The vessel, on taking the water, was christened the ‘**Thales**’ by Miss Young.”*

Vessel Name(s)	Thales. Renamed: ‘Jules Coudert’ (1891).	
Yard Number	187.	
Rig	Steamer, cargo and passengers.	
Engine(s)	Steam, direct acting compound surface condensing, 2-cylinder (26" & 58" x 39" stroke), 98nhp, boiler 70psi WP, by Hall, Russell & Co. , single screw.	
Launch Date	11 th August 1873.	
Owner(s).	Liverpool, Brazil and River Plate Steam Navigation Co., Liverpool.	
Registered Port	Liverpool.	Official No.: 69294.
GRT	1,488 tons.	965 tons net
Length	266 feet. (81.08m).	
Breadth	31 feet, 1 inch. (9.47m).	
Depth	17 feet 7 inches. (5.36m).	
Construction	Iron. (Riveted).	
Classification	Lloyds Register of Shipping. Class +90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.	
Other information	1891: Owned by G. Coudert & fils, Bordeaux / La Rochelle.	
Date Scrapped / Lost	1898: Scrapped at Genoa, Italy.	

1873, 10th September: The Aberdeen Press and Journal reported as follows: *“DEATH FROM A FALL. – On Saturday week, a painter named **Robert Mearns**, while working on board the new steamer ‘**Thales**’, which was being fitted out at the shear poles, missed his footing and fell into the hold – a depth of about sixteen feet. The man was taken to his house in Thornton Court, Guestrow, and attended by Dr McQuibban, who at first did not regard him as seriously hurt. Bad symptoms, however, intervened, and death resulted on Thursday morning, after very severe suffering from internal injuries. Deceased, who was a comparatively young man, has left a widow.”*

1873, 27th September: The Aberdeen Herald reported as follows: *“TRIAL TRIP. – On Tuesday, the screw steamer ‘Thales’, the launch of which **Messrs Hall, Russell, & Co.**, we noticed a short time ago, went out to the bay on a trial trip, and gave very satisfactory results. After steaming about for nearly four and a half hours, it was found that the mean speed was 11½ knots per hour on a consumption of 2lbs of coal per indicated horse power. The ‘Thales’ will leave in a day or two for Liverpool to take in a cargo and passenger for the Brazils.”*



Steamer **'Thales'** half midship section drawing. (Hall, Russell, & Co., courtesy of HEC LR).

Gloamin (1873).

1873, 22nd October: The Aberdeen Press and Journal reported as follows: *“LAUNCH. – There was launched, on Saturday, from the building yard of **Messrs Hall, Russell, & Co.**, an iron steamer of the following dimensions: - Length, 192 feet; breadth, 26 feet 6 inches; depth, 15 feet; and of 650 tons. This vessel has been built under special survey in accordance with Lloyd's, to class 90A1. She will be schooner-rigged, fitted with compound surface condensing engines of 85 horsepower nominal, has water ballast, steam winches, and all the latest improvements. This vessel has been built to the order of Messrs Mudie, Dundee, and is intended for the Baltic trade. The vessel, on entering the water, was gracefully named the ‘**Gloamin**’ by Miss Hall.”*

Vessel Name(s)	Gloamin.	
Yard Number	188.	
Rig	Steamer, general cargo, schooner rigged.	
Engine(s)	Steam, surface condensing, 2-cylinder, (24" & 40" x 30" stroke) 85nhp, boiler 60psi, by Hall, Russell & Co. , single screw.	
Launch Date	18 th October 1873.	
Owner(s)	J. & R. Mudie , Dundee.	
Registered Port	Dundee.	Official No.: 68268.
GRT	607 tons.	392 tons net.
Length	189 feet, 6 inches. (57.76m).	
Breadth	26 feet, 1 inch. (7.95m).	
Depth	14 feet 6 inches. (4.42m).	
Construction	Iron. (Riveted).	
Classification	Lloyds Register of Shipping. Class: +90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.	
Other information	Master – McKechnie.	
Date Scrapped / Lost	1877, 20th December: On passage from Burntisland for Calais with coals, she ran ashore during fog at Thornwick Nab, 2 miles north of Flamborough Head. Master Captain Farrow of Dundee, all hands were saved. (More info in the below press article).	

1877, 24th December: The Dundee Evening Telegraph reported as follows: *“**THE WRECK OF THE STEAMER ‘GLOAMIN’ OF DUNDEE.** We have been favoured with the following statement by one of the crew as to the loss of the steamer ‘**Gloamin**’, of Dundee, belonging to Messrs R. A. Mudie & Sons, coal merchants, which took place near Flamborough Head on Thursday night: - “We left Dundee last Monday in ballast for Burntisland, with a crew of thirteen hands all told, Captain Farrow being in command. Burntisland was reached all right on Tuesday morning. We at once took on board a cargo of coal, and left for Calais on Thursday morning. There was a light westerly wind blowing, but the fog was very thick, so*

Gloamin (1873). Continued.

thick indeed that we could hardly see the length of the ship. We steered south by east three-quarters east, and we had only been about twenty hours on the voyage when the vessel struck on the North Sea Beach of Bear's Mouth, about two miles to the northward of Flamborough Head. Some of the other seamen and I were below sitting round the fire talking. As the weather was foggy there were three men on the look-out – the captain, the second mate, and one of the sailors (Tom McFarlane). About twenty-five minutes past nine o'clock the man at the wheel (John Baird) sung out that he saw broken water. The captain, on hearing this, at once ordered the engine to be stopped and the helm to be put hard-a-starboard. These commands were instantly obeyed; but they had no sooner been given than we felt a great shock and a tremendous noise. We ran on deck, and I was astonished to see the rocks above my head. It had cleared a little by this time, and I could discern the land quite plainly, it being apparently from 200 to 300 yards distant. The vessel had not struck forward at all, but had evidently hurled up the rocks, and, being deeper aft, had got fast amidships, the rocks going right through her. There are five watertight compartments in the 'Gloamin' – two forward, one in the forecastle, one in the main hold, and one in the after hold. Water immediately began to flow into the main hold, and so we put on the pumps, opened the hatches, and commenced to throw overboard the coal with which the ship was laden. After about two hours had elapsed, and when we had jettisoned from twenty to thirty tons, the water began to flow into the engine-house, and of course the fires were speedily drowned out. The captain, seeing the water was rapidly gaining on us, ordered the boats to be launched. The firemen were up to the waist amongst water drawing the fires by this time. The sea was calm, but most of us were very wet and cold, the air being very sharp. We soon had the boats out, and as much of our clothing as we could get aboard of them. We then got into the boats ourselves, and stood by the ship till she was covered forward with the rising tide. We left her when the fore-deck was covered and the water within a foot of her poop, and went ashore at North Sea Beach. Having hauled the boats up, we left two men on watch, while the others went and had refreshments at the hotel, which was fully a mile from the beach. About seven o'clock on Friday morning, when it was low tide, we went off in our boats to the ship and saved the wheels, binnacles, sails etc.; and later on, with the assistance of fishermen, we got the anchors, chains, donkey winches, etc., taken ashore. The back of the vessel is broken, as she is lying across the rocks; and although she was not breaking up when we left she will undoubtedly become a total wreck. We walked about five miles to the nearest railway station on Friday and proceeded to Hull, where we went on board the 'Scotia', and were brought to Dundee by Captain Blair, arriving here on Sunday morning. The captain and chief engineer are at the scene of the wreck. As to how the ship went on the rocks I cannot explain. The fishermen told us that about a mile and a half off there is a tide that sets right into land, and that many ships have nearly come ashore by it. We did not hear the fog gun at Flamborough Head until after we had struck. Captain Farrow, I think, had been keeping inshore so that he might not pass the Head without seeing it, as the weather was hazy."

MIDSHIP SECTION
OF
S.S. N^o 188 "Columbian"
DIMENSIONS

SECTION THROUGH Q^B DECK

LENGTH TWIST IN HUNDRETHS — 18.0 LENGTH PER HOLE — 17.13
BREADTH EXTREME — 26.16 BREADTH PER HOLE — 26.4
DEPTH IN HULL — 16.0 DEPTH PER HOLE — 16.0
BREADTH TO LENGTH — 7.22 DEPTH TO LENGTH — 11.7
NO. FOR SCANTLING — 180 16 x 26 110 16 22 x 26 32 16000 + 10000 + 10000 + 10000

90. A. GRADE

Scale 1/2" = 1' = 10'

HALL, RUSSELL & CO.
ENGINEERS & SHIP BUILDERS
AT' ERDEEN

85

Leonor (1873).

1873, 20th December: The Shipping and Mercantile Gazette reported as follows: *“LAUNCHES. On the 18th inst. there was launched from the building-yard of **Messrs, Hall, Russell and Co.,** Aberdeen, an iron screw steamer, named the ‘**Leonor**’, of the following dimensions: - Length, 188 feet; breadth, 28 feet; depth, 19 feet; and 690 tons gross register; to be classed at Lloyds’; will be schooner-rigged, and fitted with compound surface-condensing engines of 90-horse power nominal; has water ballast steam winches, and all the latest improvements. The vessel has been built to the order of Messrs. Morrison and Co., London, and is fitted up for the passenger trade on the coast of China.”*

Vessel Name(s)	Leonor. Renamed: ‘Taiwan’ (1876.)
Yard Number	189.
Rig	Steamer, general cargo.
Engine(s)	Steam, Compound, 2-cylinder, (24½, 45” x 30”) 90 nhp, 70 RPM, one cylindrical tubular boiler with superheater, by Hall, Russell & Co. , single screw.
Launch Date	18 th December 1873.
Owner(s).	B. Barruto , Manila.
Registered Port	Manila. Official No.: 64129.
GRT	640 tons.
Length	187 feet. (57.00m). LRS
Breadth	27.5 feet. (8.38m). LRS
Depth	18.3 feet. (5.58m). LRS
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class: +80A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	1874, 23rd September: She was wrecked in harbour during a typhoon at Hong Kong, refloated and repaired. 1876: Owned by John S. Lapraik, Acton, Middlesex, and registered at Hong Kong. Thought to be renamed ‘ Taiwan ’ at this date.
Date Scrapped / Lost	1879, 14th February: She was wrecked 3 miles W.N.W. of Bird Island, Pescadores, (28.44N - 119.35E), on passage from Hong Kong bound for Taiwan. All hands were saved. See press articles below for more information.

1874, 21st January: The Aberdeen Press and Journal reported as follows: *“TRIAL TRIP. – On Saturday, the s.s. ‘**Lenore**’ (**Leonor**), the launch of which by **Messrs Hall, Russell, & Co.** we noticed some time ago, went out to the bay for trial of speed and consumption of fuel and gave very satisfactory results, attaining a mean speed of 10¾ knots per hour on a consumption of 2 lbs. of coal per indicated horsepower per hour. The ‘**Lenore**’ is to leave for Hong Kong and Manilla, under the command of Captain Diaz.”*

Leonor (1873). Continued.

1874, 30th September: The Shields Daily Gazette reported as follows: *“TYPHOON AT HONG LONG. IMMENSE DESTRUCTION OF PROPERTY, AND DISASTERS TO SHIPPING. A THOUSAND LIVES LOST. A telegram from Hong Kong, dated Sept. 23, says: - A typhoon of unprecedented violence swept over this city about twelve last night, causing fearful loss of life and property. The steamers ‘Leonor’ and ‘Alban’ were sunk. Eight other vessels either foundered or were wrecked, and many are missing. Many houses have been blown down. The loss of life is estimated at one thousand. The damage to property is immense. The typhoon reached Maceo, causing there also a fearful amount of damage...”*

The article went on giving a long list of other vessels damaged during the typhoon.

1897, 1st March: The Overland China Mail reported as follows: *“LOSS OF THE S.S. TAIWAN’. We very much regret to have to chronicle the loss of Messrs. Douglas Lapraik’s steamer ‘Taiwan’, captain Abbott. As the news of the wreck is telegraphic the details are meagre enough; but it appears that the ill-fated vessel left Amoy on her voyage to Taiwanfoo, and she was wrecked on the Northwest end of the Pescadores on the 14th instant. Fortunately, all lives have been saved, and the treasure (a pretty heavy item, we hear) was also rescued. It is not known whether she had any large amount of other cargo, although it is said she had a quantity of opium on board, and it is believed that a steamer will be at once sent from Amoy to save what may be remaining. The news reached Amoy by a junk, which had on board the survivors and treasure, etc., which had been salvaged. It is stated that the vessel is a total loss, - which we understand falls chiefly upon the local office. The ‘Taiwan’ was a craft which seafaring persons call an unlucky ship: she was sunk in this harbour in the great typhoon of 1874, and after being raised had her name ‘Leonor’ altered to that of ‘Taiwan’. It is supposed that Capt. Abbott must have been deceived by the currents and drawn in amongst the rocks during the foggy weather which must have been prevalent along the Coast in this mild weather, as the captain was a careful navigator and knows the route probably as well as any man living. (China Mail, Feb. 19).”*

1879, 1st March: The Overland China Mail reported as follows: *“By the arrival of the ‘Hailoong’ we learn that efforts were being made to extricate the steamer ‘Taiwan’ from her precarious position; but we understand that a telegram has since been received, announcing that the unfortunate vessel has been entirely abandoned. All the officers and crew have arrived in Amoy, and the hull will be sold for what it will fetch at that port. It is satisfactory to know that all the treasure, the greater portion of the opium, and some of the general cargo have been saved – some of which has been forwarded to Taiwan, to which port and Tamsui it was destined. The Co.’s steamer ‘Yesso’ is due here shortly when full particulars will doubtless come to hand of the loss of the ‘Taiwan’. The ‘Yesso’ comes direct from Amoy, and will not touch at Swatow.”*

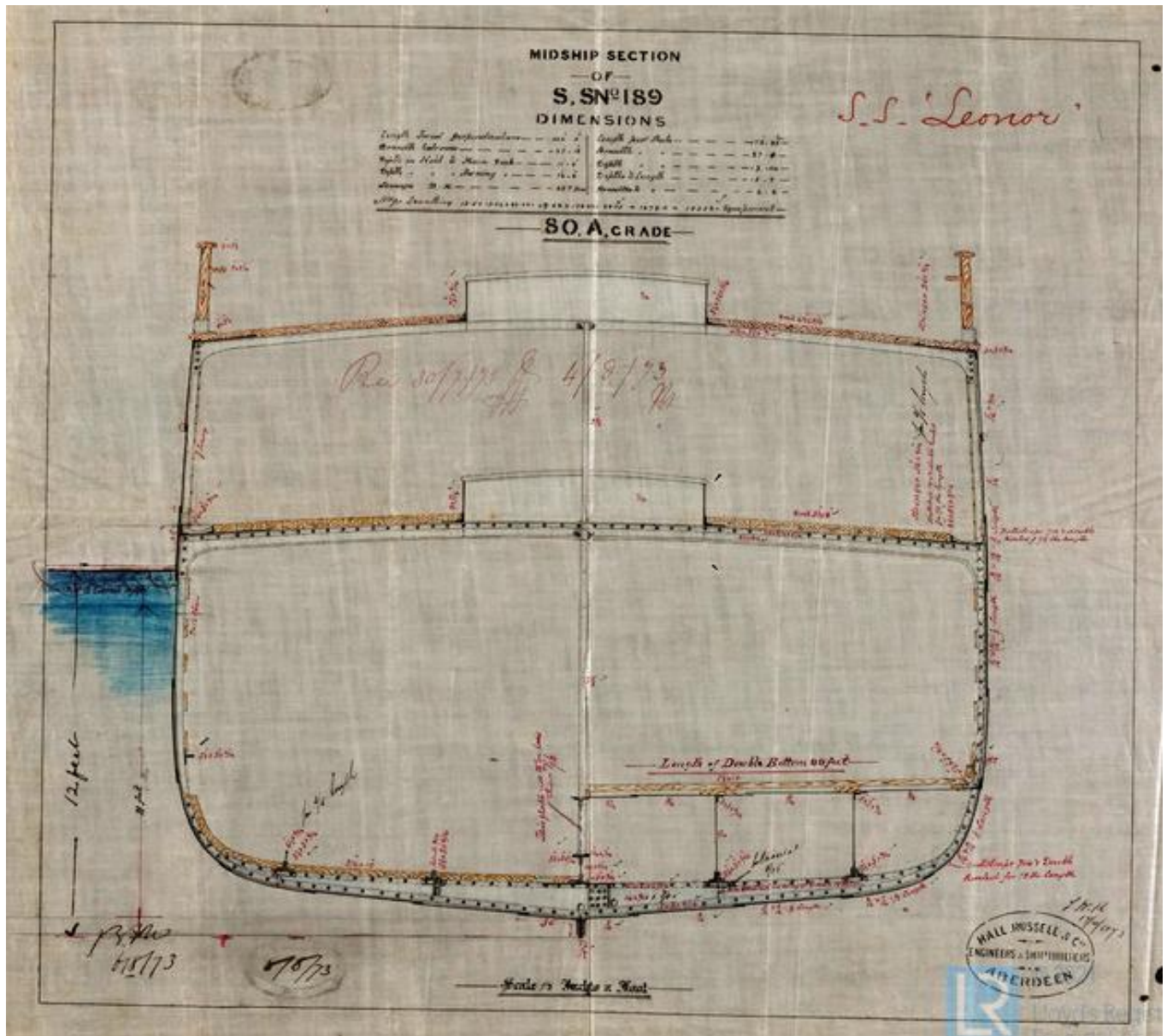
1879, 1st March: The Overland China Mail reported as follows: *“LOSS OF THE S.S. TAIWAN. The steamer ‘Yesso’, Captain S. Ashton, which arrived from Amoy last evening, furnishes*

Leonor (1873). Continued.

the following particulars of the loss of the 'Taiwan', and of the final abandonment of that ill-fated vessel: - Left Foochow the 19th inst. and arrived in Amoy the morning of the 20th. and from thence proceeded to the Pescadores in search of the wreck of S.S. 'Taiwan'. Communicated with the authorities of Makung Harbour to learn the whereabouts of wreck, and found 'H.M.S. Hart' at the Pescadores also in search of the wreck. On the morning of the 21st the two vessels proceeded in company to the vicinity of Bird Island, and found S.S. 'Taiwan' badly ashore on a reef lying 3 miles to the N.W. of the island. Communicated with the wreck and learned that the cargo saved was ashore on Bird Island. We proceeded to Bird Island and salvaged the saved cargo, consisting of mails, opium, treasures and piece goods, the rest of the cargo having been jettisoned at the time the ship struck, in the hope of floating her. H.M.S. 'Hart' remained by the wreck, great hopes being entertained at this time of floating her off. On the 22nd an attempt was made to float the ship off. H.M.S. 'Hart' moving in close to the wreck and assistance being given by both crews, a hawser was made fast to the 'Hart' from the wreck. The attempt however was unsuccessful, as a strong N.E. gale, with a high sea running, suddenly springing up made it dangerous for the crew to remain on board; the ship bumping heavily and showing signs of breaking up. The officers and crew were ordered to abandon the wreck, most of them being received on board H.M.S. 'Hart'. Captain Abbott and engineers remained on board till 3 p.m. when they were compelled to leave the vessel. The gale continued to increase, and both ships had to run for shelter in Makung Harbour. S.S. 'Yesso', in getting under way, lost her best bower anchor, The gale continued the whole of that night and part of the next day, the 23rd. on the morning of the 24th both vessels again visited the wreck and found that during the gale the vessel had shifted and completely torn her bottom out. No hope of being entertained of getting her off the reefs, the most valuable of her fittings were taken on board, and both vessels left the scene of the wreck that night. S.S. 'Yesso' proceeded to Taiwanfoo and landed salvaged cargo and passengers. On the evening of the 25th left for Amoy and on the 26th left for Hong Kong, when had light winds and rainy weather."

1879, 15th March: The Overland China Mail reported as follows: "**LOSS OF THE 'TAIWAN'.** FINDING OF THE COURT OF INQUIRY. A Naval Court was held at the British Consulate at Amoy on the 6th and 7th March, to inquire into the circumstances attending the loss of the British steamer 'Taiwan'. The Court was composed as follows: - Chal. Alabaster, H.M. Consul; W.M. Carey, Lieut. R.N.; F.J.L. Thomas, Lieut. R. N.; George Simons, master 'Louise'; Charles Brown, master 'Inheritance'; W. de B. Steward, Clerk of the Court. The following is the finding of the Court: -That the 'Taiwan' was lost on the morning of the 14th February on a reef W.N.W. of Bird Island, lat. 23.44 N., long. 119.35 E. That the accident was attributable to the usual set of the current to the Southward in the N.E. monsoon not having been experienced on this occasion, the course having been shaped to allow for this when a slight current to the Northward was afterwards found. That the master is to blame for not making greater efforts to ascertain his position after nearly running his distance to Fisher Island by use of the patent log. That further care should have been taken to save the

passengers" baggage. That heaving of the log on board the 'Taiwan' was very slackly attended to. That the captain made every endeavour to save the ship and cargo after the wreck. The Court reprimands the master and returns him his certificate. No blame appears to the other officers or crew. The Court further orders that the Clerk of the Court and the nautical assessors be allowed the usual fees. H.B.M. Consulate, Amoy, 7th March, 1879."



'Leonor' midship section drawing. (Hall, Russell & Co., c/o HEC LR).

Ben Macdui (1874).

1874, 23rd February: The Dundee Courier reported as follows: *“LAUNCH OF A STEAMER. — On Saturday afternoon a neatly modelled iron screw steamer was launched from **Messrs Hall, Russell, & Co.'s** building-yard. The vessel is 80 horse power, is of class 90A1 at Lloyd's, schooner-rigged, surface-condensing, and water-ballast description. She is intended for the coasting trade, and owned Messrs J. & A. Davidson, and is of the following dimensions: - Length, 190 feet; breadth, 26½ feet; depth, 15 feet; and is 650 tons register. The christening ceremony was gracefully performed Miss Davidson, who named the vessel the ‘Ben Macdui’.”*

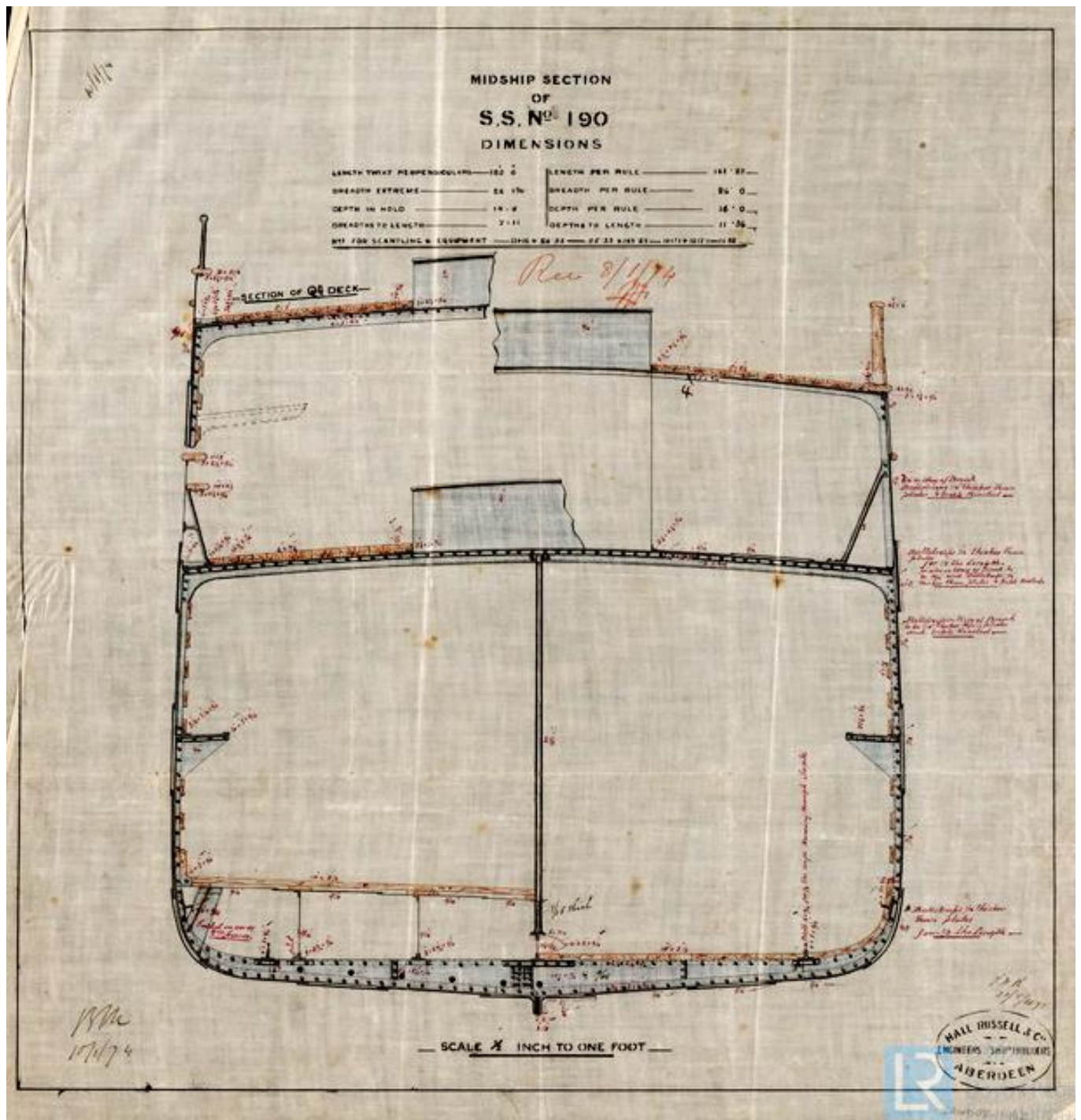
Vessel Name(s)	Ben Macdui.
Yard Number	190.
Rig	Steamer, general cargo.
Engine(s)	Two Steam engines: compound direct acting inverted cylinders (24" & 40" x 30" stroke) 72HP, manufactured by Hall, Russell & Co. , single screw. (LRS).
Launch Date	21 st February 1874.
Owner(s)	J. & A. Davidson , Aberdeen.
Registered Port	Aberdeen. Official No.: 65105.
GRT	592 tons. 378 net tons.
Length	185 feet, 6 inches. (56.57m).
Breadth	26 feet, 1 inch. (7.95m).
Depth	14 feet, 6 inches. (4.42m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class: +90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	Master: Davidson. 1886, February: Owned by the Grampian Steamship Co., Ltd., Aberdeen. (Adam and Co., managers). 1895, September: Owned by O. Robyns, Antwerp. 1905: Owned by Soc. D'Armement Gantois, Ghent.
Date Scrapped / Lost	1908, 24th April: Lloyd's List reported as follows: <i>“Egersund, April 25. – the steamer ‘Ben Macdui’, of Ghent, from Newcastle for Christiana, with coal, sprang a leak in a heavy sea, ten sea miles off Egero yesterday, and quickly sank. The crew took to the boats and landed during the night near Svanaes.”</i> (See press article below for more information).

Ben Macdui (1874). Continued.

1892, 7th November: The Aberdeen Evening Express reported as follows: **“ACCIDENT ON BOARD THE ‘BEN MACDUI’.** William Stewart, who was employed unloading coals from the s.s. ‘Ben Macdui’, at present lying at South Market Street Quay, met with a serious accident this afternoon. While he was carrying to the quay a bag of coals, which had been hoisted from the hold of the vessel. On descending to where the unfortunate man was lying the doctor found that besides being severely cut and bruised, Stewart had his collarbone and left arm near the shoulder broken. The plank on which he was walking slipped, and he fell to the bottom of the hold, a distance of about 20 feet. Assistance was at once procured, Dr Robertson being called to the scene of the accident, with difficulty Stewart was raised to the deck of the vessel by means of a crane, and placed on the police stretcher which Inspector Pope and several others had brought to the scene. He was then taken to the Infirmary, where his injuries were attended to.”

1906, 10th March: The Fife News reported as follows: **“FATAL ACCIDENT.** – Early on Thursday morning last week a sad accident took place at the dock, resulting in the death of a man, and serious injury to another. The Ghent steamer, ‘Ben Macdui’, was getting ready to leave No. 5 hoist; the two chief and second mates were busy at the small boat, which had filled with water; they were attempting to raise it by means of the derrick on the mizzen mast, and the mate standing on the rail keeping the dingy off the side, when the wire rope snapped close to the mast. The massive beam of pitch pine struck the chief mate Luis Legoff (49) on the head, killing him instantly and then rolled over against the second mate, Egan Whitman, inflicting internal injuries which required his removal to the Cottage Hospital. Dr Caskie attended him. The beam smashed the ship’s rail and did other damage. The ‘ben Macdui’ was ready for sea when the accident happened.”

1908, 3rd April: The Norwich Argus reported as follows: **“COLLISION IN THE NORTH SEA. LOSS OF A LOWESTOFT TRAWLER.** Further particulars have come to hand regarding the loss of the Lowestoft smack ‘Hawthorn’ and the drowning of the cook, named Davey. It appears that on Tuesday afternoon last week about four o’clock the ‘Hawthorn’ was trawling, and there was a slight fog. The smack had her trawling signals up, and the fog signals were going. All the crew were on deck with the exception of the mate. One of the crew saw a steamer coming straight for them, and called the mate on deck, and he arrived just before the collision took place. The crew shouted, but the steamer did not alter her course, and struck the smack amidships, cutting halfway through her deck. Three of the crew of the smack clambered up the steamer’s bows, and they all thought that the cook had done so too, until the skipper looked round the steamer’s deck and missed him. He shouted out, “Pops’ (the cook’s nickname), where are you?” but received no answer, and the unfortunate man was not seen again. The colliding steamer was the ‘Ben Macdui’, a vessel of 460 tons register, owned by Messrs. Wolson and Co., of Ghent. She sustained no damage. The crew of the smack were landed at Terneusen, and returned to Lowestoft on Friday night.”

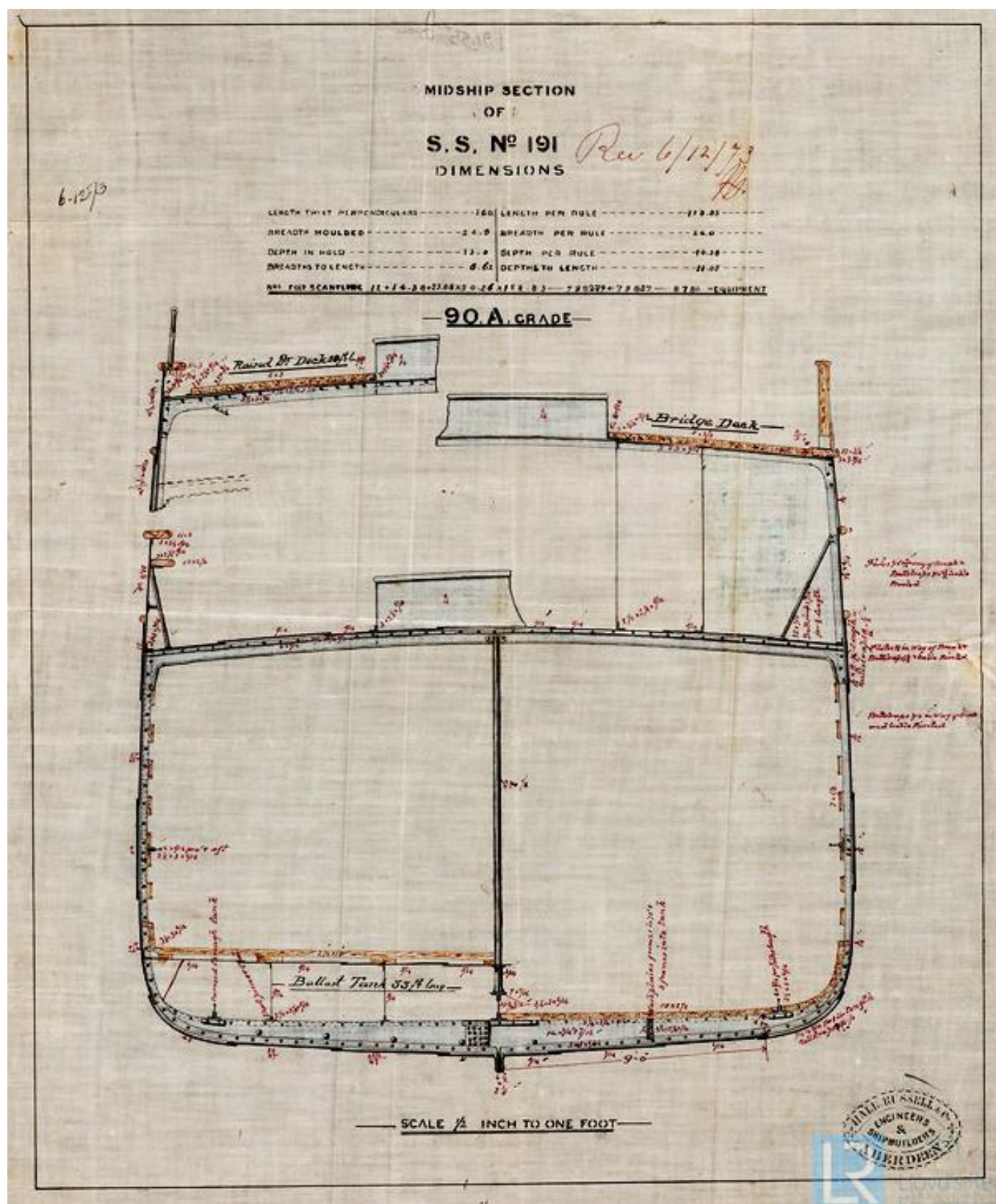
Ben Macdui (1874). Continued.**'Ben Macdui' midship section drawing. (Hall, Russell & Co., c/o HEC LR).**

Waratah (1874).

1874, 22nd April: The Aberdeen Press and Journal reported as follows: *"LAUNCH. – There was launched, on Saturday, from the building yard of **Messrs Hall, Russell, & Co.**, an iron screw steamer of the following dimensions: - Length, 165 feet; breadth, 24 feet 6 inches; depth, 14 feet; 500 tons register. This vessel has been built in accordance with Lloyd's Rules to class 90A1, and has all the latest improvements, including water ballast, steam winches etc. She is fitted with compound surface condensing engines of 65 horse-power nominal. Under the command of Captain Stewart, this vessel will be employed in the Australian coasting trade. As she left the ways, she was gracefully named the '**Waratah**', by Miss Hadden."*

Vessel Name(s)	Waratah.
Yard Number	191.
Rig	Steamer, general cargo / collier.
Engine(s)	A pair of direct acting compound surface condensing, steam engines, 2-cylinder (22" & 37" x 30" stroke) 60nhp, 60 RPM, horizontal, cylindrical, tubular boiler 60psi WP, by Hall, Russell & Co. , single screw.
Launch Date	18 th April 1874.
Owner(s)	Waratah Coal Co. , Sydney, Australia.
Registered Port	Sydney, Australia. Official No.: 69769.
GRT	425 tons.
Length	160 feet, 5 inches. (48,90m).
Breadth	24 feet, 1 inch. (7.34m).
Depth	13 feet. (3.96m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class: +90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	--
Date Scrapped / Lost	1887, 6th June: With 400 tons of coal onboard, she went ashore onto the rocks at North Bulli, NSW, Australia, and was lost after dragging her anchors. The crew were saved with some difficulty.

1887, 11th June: The Leader (Melbourne) reported as follows: *"**THE STRANDING OF THE WARATAH.** The stranded steamer '**Waratah**' lies high and dry on the North Bulli beach, hopelessly embedded in the sand, with a flat rock beneath her keel. She had about 400 tons of coal on board, when the mishap occurred, and only required another hundred tons to complete her cargo. All hands have been engaged since 3 o'clock this morning salvaging the ships stores by means of a rope with a basket running along it. The Port Jackson Company's tugboat arrived during the night, but has been unable to approach, the sea having increased in violence. All hopes of saving the vessel are abandoned. The water is 5 feet in the engine room and after hold. Both rudder and sternpost have gone. The position of the steamer will probably remain unchanged until she breaks up. The '**Waratah**' is fully insured in the Australian General Assurance Company."*

Waratah (1874). Continued.

Steamer 'Waratah' midship section drawing. (Hall, Russell & Co., c/o HEC LR).

Archimedes (1874).

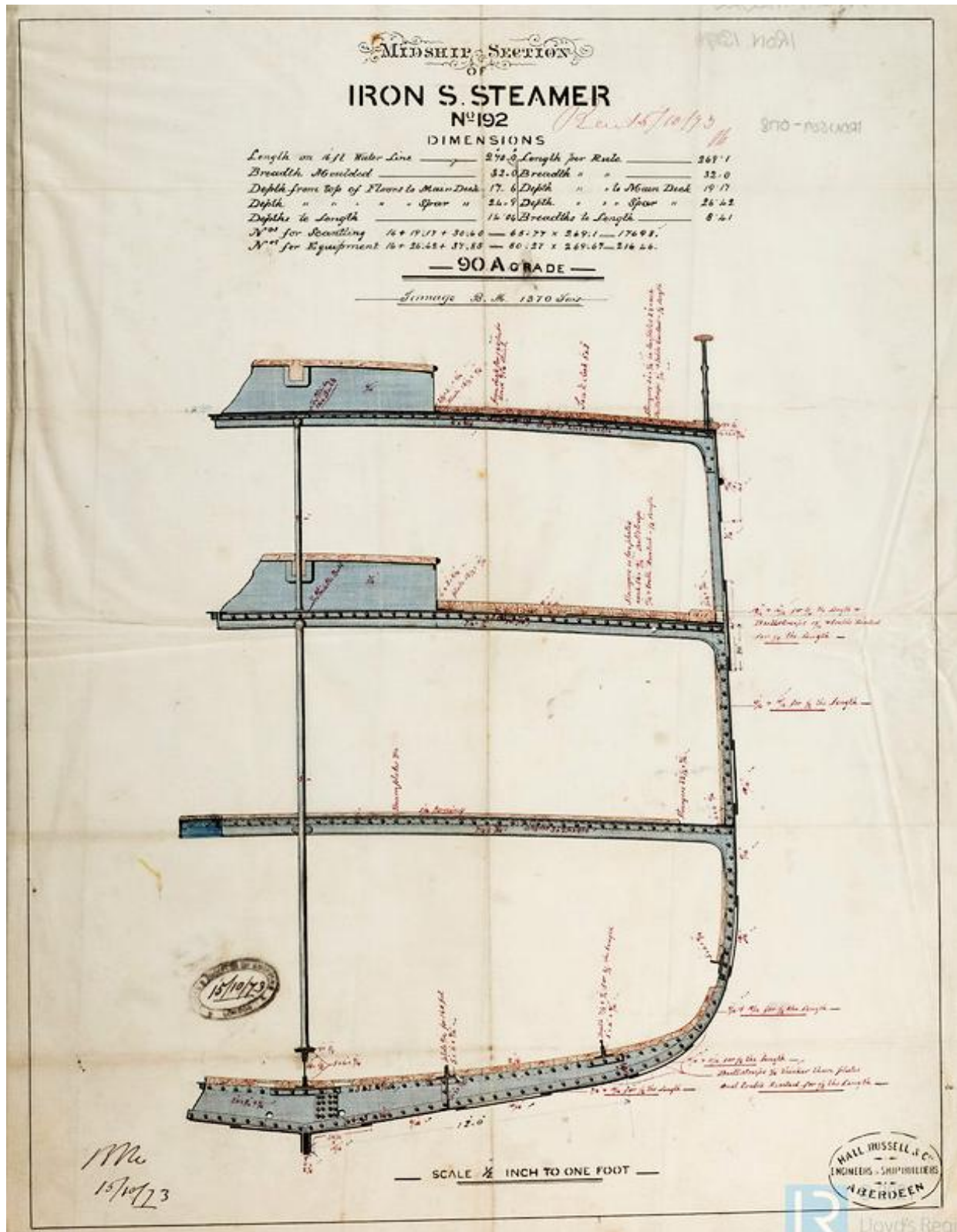
She was an iron hulled steamer built for the Brazilian mail trade.

1874, 11th July: The Elgin Courant and Morayshire Advertiser reported as follows: *"ABERDEEN – LAUNCH. On Wednesday, a fine new iron screw steamer, built to the order of Lamport & Holt, Liverpool, and intended for the Brazilian mail trade, was launched from the shipbuilding yard of Messrs Hall, Russell, & Co., Footdee. The vessel, which is expected to be ready for sea in about a month, is fitted with engines of 170 horse-power nominal. Her length is 280 feet; breadth of beam, 32 feet 6 inches; depth of hold, 25 feet 6 inches; tonnage, 1600. The vessel has been built under special survey in accordance with Lloyd's Rules, and classed 90 A1."* The Banffshire Journal 4th August 1874 reported as above and also stated her name as '**Archimedes**' and also *"...is fitted up for passengers in a gorgeous style."*

Vessel Name(s)	Archimedes. Renamed: ' Helene ' (1894) and ' Riconoscenza ' (1902).	
Yard Number	192.	
Rig	Steamer, general cargo and passengers, 3 masts.	
Engine(s)	Steam, direct acting compound surface condensing, 2-cylinder (26" & 58" x 29" stroke), 150hp, by Hall, Russell & Co. , single screw.	
Launch Date	29 th July 1874.	
Owner(s)	Lamport & Holt Ltd. (W.J. Lamport & G. Holt, Brazil & River Plate Steam Navigation Co. Ltd.), Liverpool.	
Registered Port	Liverpool.	Official No.: 70865.
GRT	1,520 tons.	966 net tons.
Length	271 feet. (82.60m).	
Breadth	32 feet, 1 inch. (9.78m).	
Depth	17 feet, 7 inches. (5.36m).	
Construction	Iron. (Riveted).	
Classification	Lloyds Register of Shipping. Class: +90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.	
Other information	1894: Owned by H. Duchon-Doris & Cie., Bordeaux, France, and renamed ' Helene '. 1899: Owned by G. Louit, Bordeaux, France. 1902: Owned by Devoto & Beraldo, Genoa, Italy, and renamed ' Riconoscenza '.	
Date Scrapped / Lost	1904, 8th March: Wrecked at Montana east of Caprera, Italy carrying a cargo of phosphate.	

Archimedes (1874). Continued.

1874, 16th September: The Aberdeen Press and Journal reported as follows: "TRIAL TRIP. – On Monday, the screw steamer '**Archimedes**' – the launch of which, by **Messrs Hall, Russell, & Co.**, we recorded some time ago – went out to the Aberdeen Bay for a trial of speed, and gave very satisfactory results, the mean speed being 10 ½ knots per hour on a consumption of 1 7/8 lbs. of coal per indicated horse power. The '**Archimedes**' will leave for London and the Brazil's, under command of Captain Ferguson, late of the '**Thales**'."



'Archimedes' half midship section drawing. (Hall Russell & Co. c/o HEC LR).

Duncan (1874).

1874, 26th September: The Shipping and Mercantile Gazette reported as follows: *"LAUNCHES. On the 24th inst, there was launched from the building- yard of **Messrs. Hall, Russell, and Co.**, Aberdeen, an iron screw steamer, named the '**Duncan**', of the following dimensions: - Length, 195 feet; breadth, 26 feet 6 inches; depth, 15 feet; and of 650 tons. This vessel has been built under special survey, to class 90A1 at Lloyd's; she will be schooner- rigged, and fitted with compound surface condensing engines of 80-h.p. nominal; is also fitted with water ballast, steam winches, and all the latest improvements. She has been built to the order of Messrs. P. M. Duncan & Co., Dundee, and is intended for the Coasting Trade."*

1874, 24th September: The Dundee Courier reported similarly, and also reported that the vessel was named by Miss Duncan a daughter of the leading partner of the firm.

Vessel Name(s)	Duncan.
Yard Number	193.
Rig	Steamer, general cargo, schooner rigged.
Engine(s)	Steam, compound, 2-cylinder (24" & 40" x 30" stroke), 80nhp, by Hall, Russell & Co. , single screw.
Launch Date	24 th September 1874.
Owner(s).	P. M. Duncan , Dundee.
Registered Port	Dundee. Official No.: 68275.
GRT	627 tons.
Length	189 feet, 6 inches. (57.76m).
Breadth	26 feet, 1 inch. (7.95m).
Depth	14 feet 6 inches. (4.42m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	Master – James Spence.
Date Scrapped / Lost	1877, 19th July: On passage from Dundee to Arkhangelsk she was wrecked on S.W. end of Fair Isle in the Shetlands, due to heavy fog. See press articles below for more information.

1877, 25th July: The Dundee Evening Telegraph reported as follows: *"THE LOSS THE DUNDEE STEAMER DUNCAN. ARRIVAL OF THE CREW. The crew of the Dundee steamer '**Duncan**', which was wrecked on the Fair Isle last Thursday, arrived in Dundee this forenoon. The crew report that the vessel struck the rocks on the south end of Fair Isle during a dense fog on the morning of Thursday last week. The vessel carried three boats, and these were launched immediately after she struck, and two kedge anchors were towed in them from the stern seaward to prevent the vessel driving further on the rocks."*

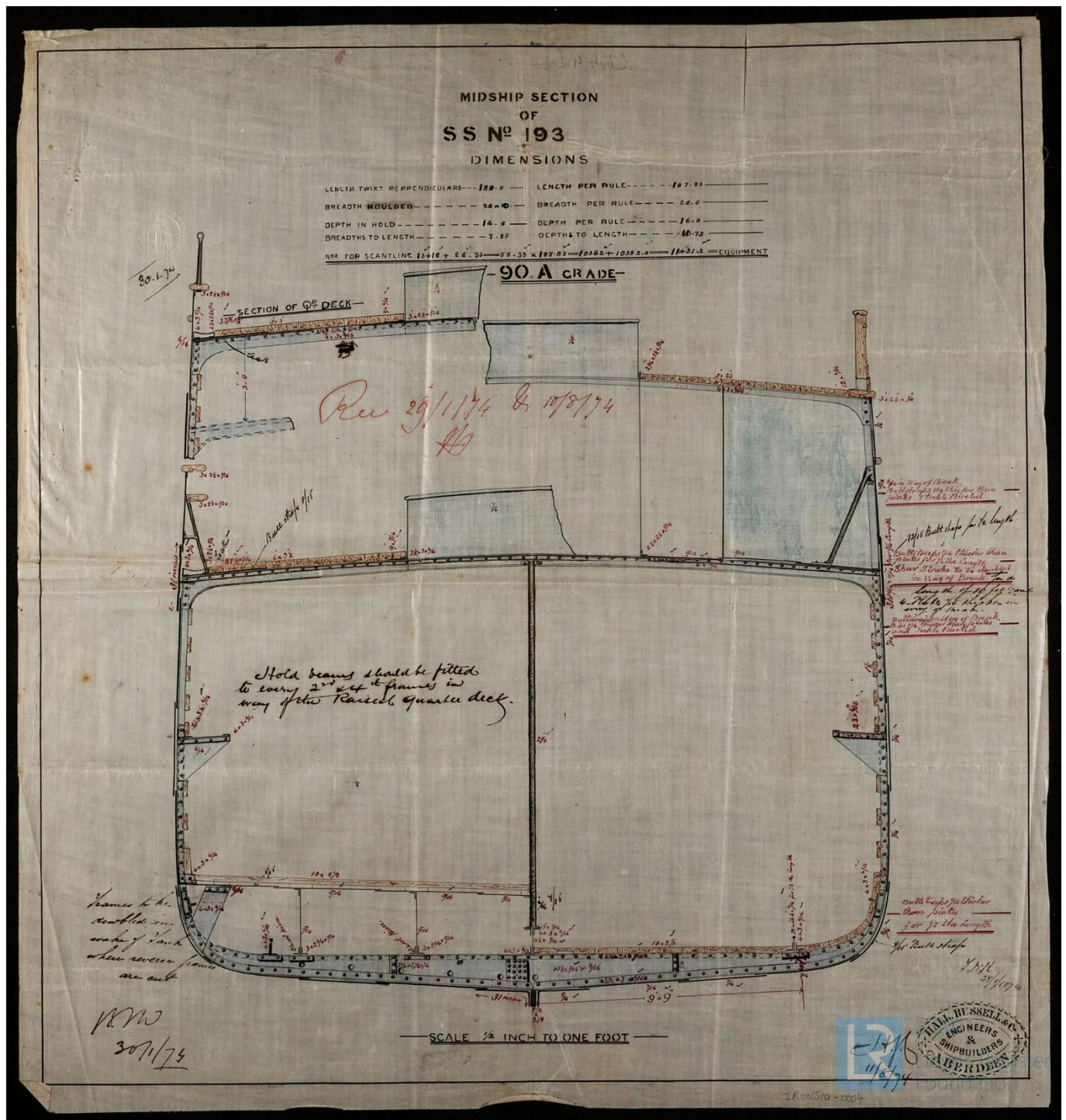
Duncan (1874). Continued.

When the anchors were let go the chains were hauled tight by a steam winch, and the engines reversed at full speed, but the vessel remained fast. The sea at the time was comparatively calm. Shortly after the vessel struck, about a dozen skiffs, belonging the inhabitants of the island, were alongside the vessel, and their occupants, besides helping to tow the anchors seawards, assisted the crew of the steamer to land their clothing and a quantity stores, etc., a task accomplished with no small amount of difficulty and danger. The crew, with the boats lying alongside, remained on the steamer until the main deck was covered with water, when they abandoned her and rowed for the island. Here they were most hospitably entertained by the inhabitants, who numbered 184. Friday when the men visited the steamer nothing was seen but her bilge, and on Saturday she had disappeared entirely in deep water. She will, it is almost certain, become a total wreck. The shipwrecked seamen were taken off the island Saturday afternoon by the steamer 'St Magnus', and taken to Lerwick, whence they proceeded to Aberdeen, and today they arrived at Dundee per train. Captain Paterson has remained at Lerwick. The mate, William Lawson who belongs to Pittenweem, left Aberdeen on the 'St Magnus' for Granton. The Rev. J. Watt, Anderston Church, the only passenger board the 'Duncan', who was on a holiday tour to Shetland, baptised eight children on the island. A Fair Islander arrived at Kirkwall with his bride he married, but his intended was the sister of his deceased wife, he could not get a clergyman to tie the knot, and the pair returned home disconsolate."

According to a letter published in the Dundee Courier 3rd August 1877, she was the third vessel in the last six months to be wrecked at this location. Apparently calls for a lighthouse to be erected here had previously been made but had never been acted upon.

Two lighthouses were built at Fair Isle in 1891/1892 at the north and south sides of the island to guide shipping through the hazardous waters between Orkney and Shetland.

Duncan (1874). Continued.



Steamer 'Duncan' midship section drawing. (Hall, Russell & Co. courtesy of HEC LR).

Esmeralda (1874).

1874, 18th November: The Aberdeen Press and Journal reported as follows: *“LAUNCH OF A STEAMER. – There was launched on Wednesday, from the building yard of **Messrs Hall, Russell, & Co.**, an iron spar-decked steamer, named the ‘**Esmeralda**’. She is of the following dimensions: - Length, 190 feet; breadth, 27 feet; depth, 20 feet, and of 660 tons. The vessel has been built under special survey and has been classed A1 at Lloyds. She will be brigantine-rigged, fitted with compound condensing engines of 110 horse-power nominal, and with all the latest improvements. She has accommodation for first and second-class passengers, and has been constructed on the most approved plans for light, ventilation, etc. The ‘**Esmeralda**’ has been built to the order of Messrs Peele, Hubbel, & Co., Manilla, and is the tenth vessel built by **Messrs Hall, Russell, & Co.** for the China Seas. She is intended to run between Hong-Kong and Manilla, in connection with the Pacific Mail Company’s steamers, and will be under command of Captain E. Thebaud, who is well and favourably known in the East. The vessel took the water beautifully, and was immediately afterwards taken to the shear poles to receive her machinery.”*

1874, 23rd December: The Aberdeen Press and Journal reported as follows: *“The screw steamer ‘**Esmeralda**’...went out to the bay on Saturday last for trial, and gave very satisfactory results, having attained a speed of 11½ knots per hour. The ‘**Esmeralda**’ will leave here in a few days for Manilla under command of Captain E. Thebaud.”*

1874, 13th November: The London and China Express reported that she was named by Miss Nellie Manson, daughter of John Manson Esq., banker.

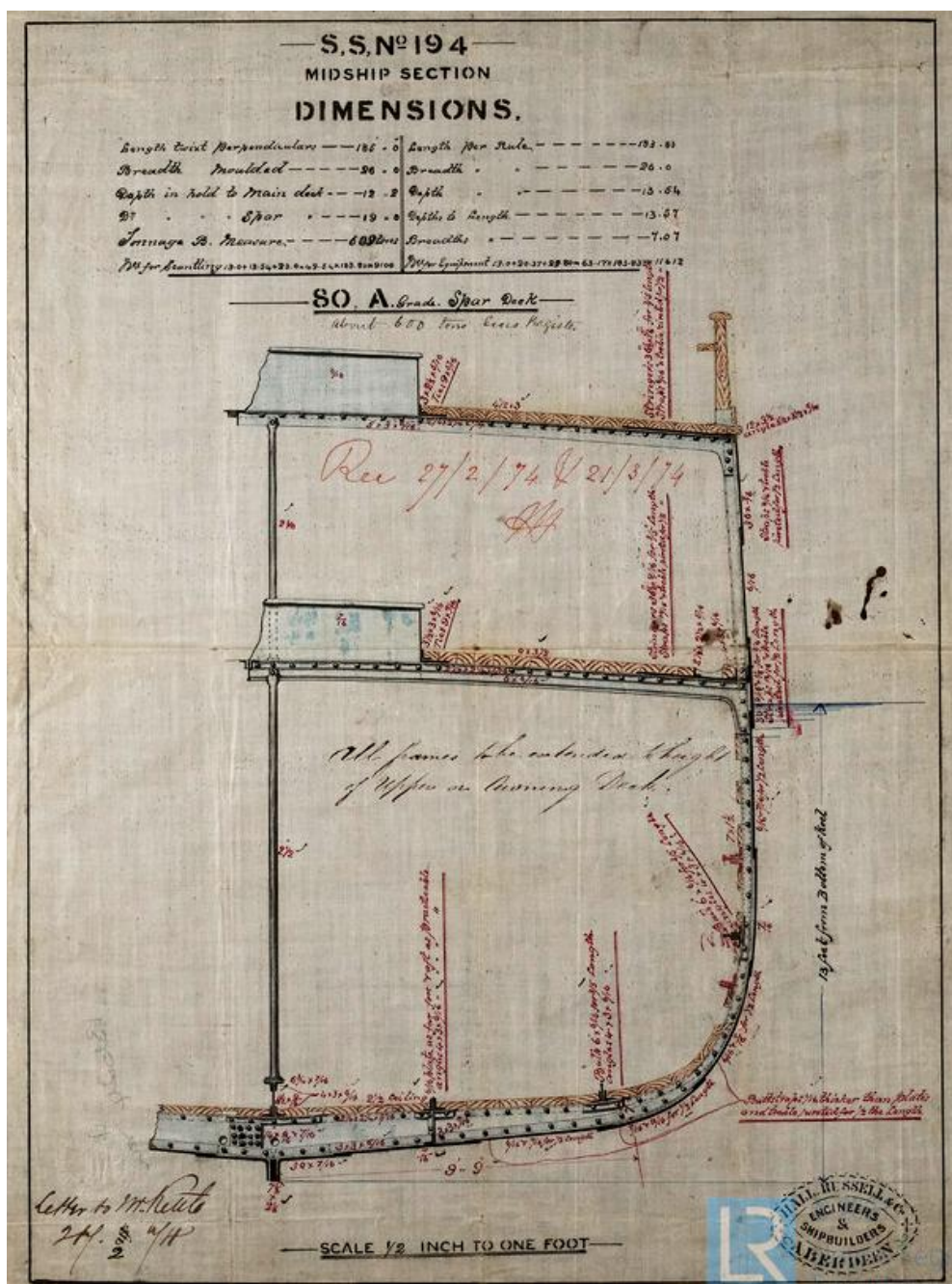
Vessel Name(s)	Esmeralda.
Yard Number	194.
Rig	Steamer, general cargo, brigantine rigged.
Engine(s)	Steam, a pair of direct acting surface condensing compound engines of 110 nhp, 75 RPM, tubular cylindrical boiler 70psi, by Hall, Russell & Co. Top speed 11.5 knots. Single screw.
Launch Date	11 th November 1874.
Owner(s)	Messrs Peele, Hubbel, & Co. , Manilla, Philippines.
Registered Port	Aberdeen. Official No.: 70438.
GRT	638 tons (LRS).
Length	190 feet. (57.91m).
Breadth	27 feet. (8.23m).
Depth	19 feet, 2 inches. (5.84m).
Construction	Iron. (Riveted).
Classification	Lloyds Reister of Shipping: Class: 80A1. ✠ Built under Special Survey. Lloyds Surveyor: Thomas W. Kettle.
Other information	Master - Captain E. Thebaud. 1876: Owned by Frederick C. Parker, Manilla, Philippines.
Date Scrapped / Lost	Unknown.

Esmeralda (1874). Continued.

1877, 14th July: The Overland China Mail reported as follows: "The steamer '*Esmeralda*' on her arrival at Manila from Hong Kong, on the 19th June brought \$45,000 in gold." (Approx. £1.4 million in 2025).

1881, 28th November: The Overland China Mail reported as follows: "The steamer '*Esmeralda*' brought from Amoy and Hong Kong, on 15th Nov., \$10,000 in silver." (Approx. \$311,000 in 2025).

1882, 16th October: The London and China Telegraph reported that six vessels were in quarantine at Hong Kong, due to an outbreak of cholera, these were '*Esmeralda*', '*Thales*', '*Kwangtung*', '*Euxine*', '*Fokien*' and '*Emuy*'. "Vessels arriving from the many infected ports are to remain in quarantine until ten clear days have elapsed since their leaving port, or, if there has been cholera on board, until ten clear days after any person was suffering from the disease or died on board."



SS '*Esmeralda*' half midship section drawing. (Hall Russell & Co. c/o HEC LR).

Ben Avon (1875).

1875, 17th March: The Aberdeen Press and Journal reported as follows: *“LAUNCH. – On Thursday afternoon there was launched from the building-yards of **Messrs Hall, Russell, & Co.**, an iron screw steamer, of the following dimensions: - Length, 189 feet; breadth, 26ft. 6 in.; depth, 14 feet 6 in.; and 650 tons gross. This steamer, which has been built under special survey to class 90 A1 at Lloyd's, will be schooner rigged and fitted with compound surface condensing engines of 72 h.p. nominal, and will also have steam winches, water ballast, and all the latest improvements. She has been built to the order of Messrs J. & A. Davidson, Marischal Street, and is intended for the Baltic trade, to form an addition to the growing fleet of the Messrs Davidson. As the steamer left the ways she was named the ‘**Ben Avon**’ by Mrs James Davidson. Captain Wiliam Jaffray, who is at present in command of the ‘**Bon-Accord**’, will be transferred to the ‘**Ben Avon**’. This is the third vessel built for the Messrs Davidson by **Messrs Hall, Russell, & Co.**, and in a few weeks an additional one of the larger tonnage will be launched.”*

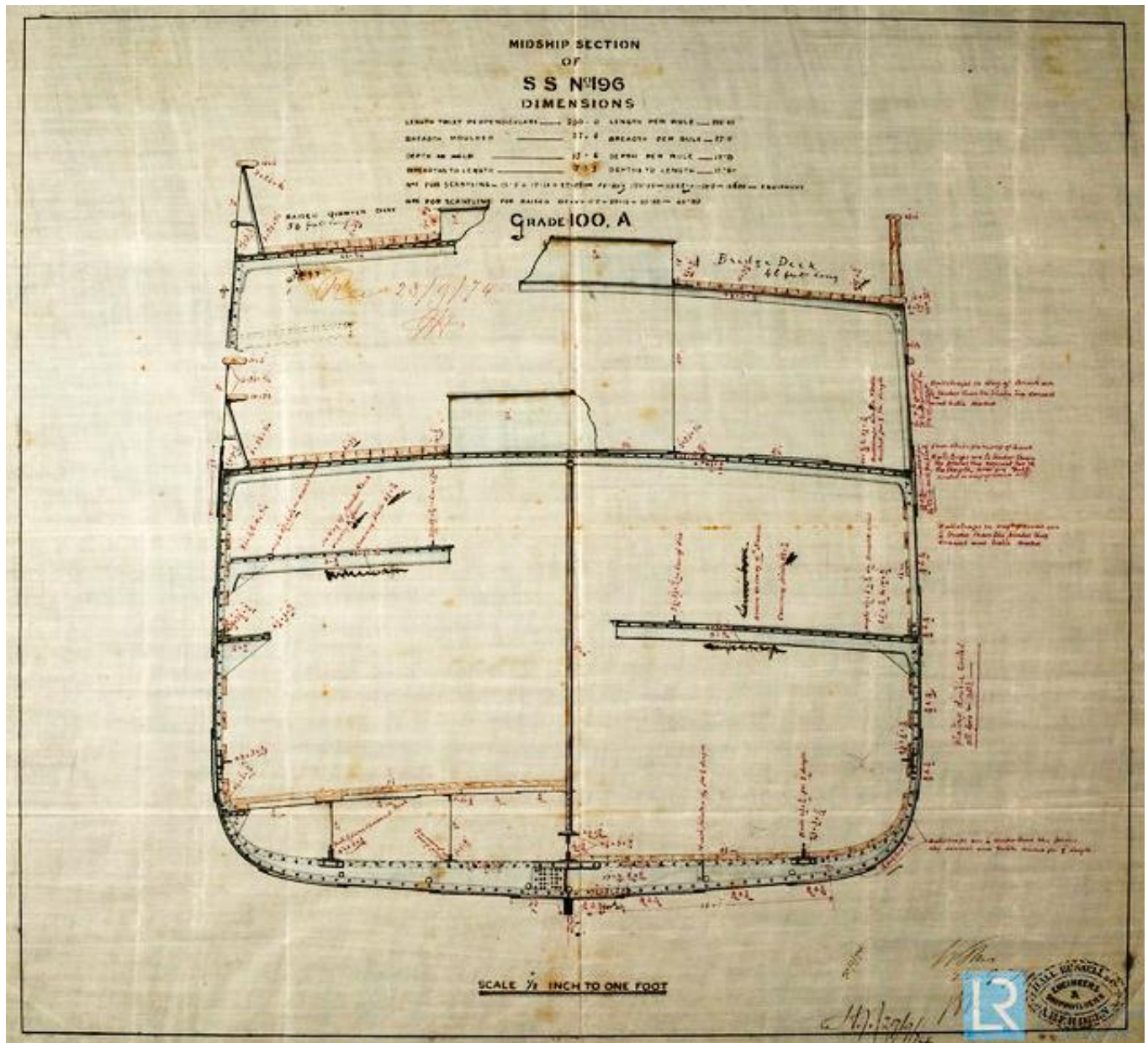
Vessel Name(s)	Ben Avon.
Yard Number	195.
Rig	Steamer, general cargo.
Engine(s)	Steam, compound, 2-cylinder (24" & 40" x 30" stroke), 80hp nominal, by Hall, Russell & Co. , single screw.
Launch Date	11 th March 1875.
Owner(s)	J. & A. Davidson , Aberdeen.
Registered Port	Aberdeen. Official No.: 70440.
GRT	632 tons.
Length	188.9 feet. (57.58m).
Breadth	26.2 feet. (7.99m).
Depth	14.4 feet. (4.39m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping: Class: 90A1. ✠ Built under Special Survey. A&CP: Anchors and cables proved at a public machine. LR Surveyor: Thomas W. Kettle.
Other information	1884: Owned by Davidson Steamship Co. Ltd., Aberdeen. 1886: Engine converted to triple expansion. 1887: Owned by Grampian Steam Shipping Co. Ltd., Aberdeen.
Date Scrapped / Lost	1888, 4th May: On passage from Newcastle to Libau (now Liepaja) Latvia, with coals, Captain Scorgie, she was wrecked five miles south of Bornbjerg Lighthouse near Lemvig, Denmark. Crew saved. Owned by the Grampian Steamship Company.

1884, 29th January: The Glasgow Evening Post reported as follows: *“**THE STEAMER BEN AVON.** The disabled steamer ‘**Ben Avon**’, regarding the safety of which there was much anxiety, arrived in Aberdeen this morning in tow of the steam tugs ‘**Benachie**’ and ‘**Granite City**’.”*

Braemar (1875).

1875, 5th May: The Aberdeen Press and Journal reported as follows: *“LAUNCH OF AN IRON STEAMER. – Yesterday forenoon there was launched from the premises of **Messrs Hall, Russell, & Co.**, Footdee, an iron steamer, of the following dimensions, viz.: - Length, 200 feet; breadth, 27 feet; depth, 15½ feet. Her tonnage is 750 tons builders’ measurement. She is fitted with Combined surface-condensing engines of 85 horse-power nominal, and has been constructed under special survey to class 100 A1 at Lloyds; but we believe her scantling is considerably stronger than is required by even this high class. She will form a handsome addition to the fast-growing line of local steamers belonging to the firm of Messrs J. & A. Davidson, and now including the ‘**Bon-Accord**’, the ‘**Ben Macdhui**’, the ‘**Ben Avon**’ and the ‘**Braemar**’, all of which have been built by the firm of **Hall, Russell, & Co.** The ‘**Braemar**’ will be commanded by Captain Charles R. Davidson, and will be employed chiefly in the Baltic trade.”*

Vessel Name(s)	Braemar. Renamed: ‘Brunla’ (1894).	
Yard Number	196.	
Rig	Steamer, general cargo.	
Engine(s)	Steam, Compound, 2-cylinder (24.5” & 45” x 30” stroke), 90hp nominal, by Hall, Russell & Co., single screw.	
Launch Date	4 th May 1875.	
Owner(s) (No of shares held, out of 64 in brackets).	J. & A. Davidson, Aberdeen.	
Registered Port	Aberdeen.	Official No.: 70442.
GRT	725 tons.	462 net tons.
Length	200.3 feet. (61.05m).	
Breadth	27.1 feet. (8.26m).	
Depth	15.4 feet. (4.69m).	
Construction	Iron. (Riveted).	
Classification	Lloyds Register of Shipping: Class: 100A1. ✠ Built under Special Survey. A&CP: Anchors and cables proved at a public machine. LR Surveyor: Thomas W. Kettle.	
Other information	1884: Owned by Davidson S.S. Co. Ltd., Aberdeen. 1887: Owned by Grampian Steam shipping Co. Ltd. - Adam & Co., Aberdeen. 1894: Owned by R. M. Peterson, Moss, Norway & renamed ‘Brunla’.	
Date Scrapped / Lost	1896, 16th April: On passage from Swansea for Copenhagen with coals, she sank after a collision with s.s. ‘Gota’ of Gothenberg, 1 nautical mile from Lodbjerg Light. ‘Gota’ which had damage to her bow took on board all twelve crew of the ‘Brunla’. R. M. Peterson was owner of the ‘Brunla’.	

Braemar (1875). Continued.

SS 'Braemar' midship section drawing. (Hall, Russell & Co. c/o HEC LR).

1875, 8th July: The Stonehaven Journal reported as follows: "The first cargo of oats from Archangel this season arrived here on Wednesday for Mr William Knox in the 'Braemar', which was recently launched by **Messrs Hall, Russell, & Co.**, for Messrs J. & A. Davidson. The 'Braemar', which has brought 5700 qrs of grain, left Aberdeen on 5th June, reached Archangel on the 13th, and left that port on the 20th. The double voyage was made in less than twenty-five days, although heavy gales were experienced on the run home."

Merlin (1875).

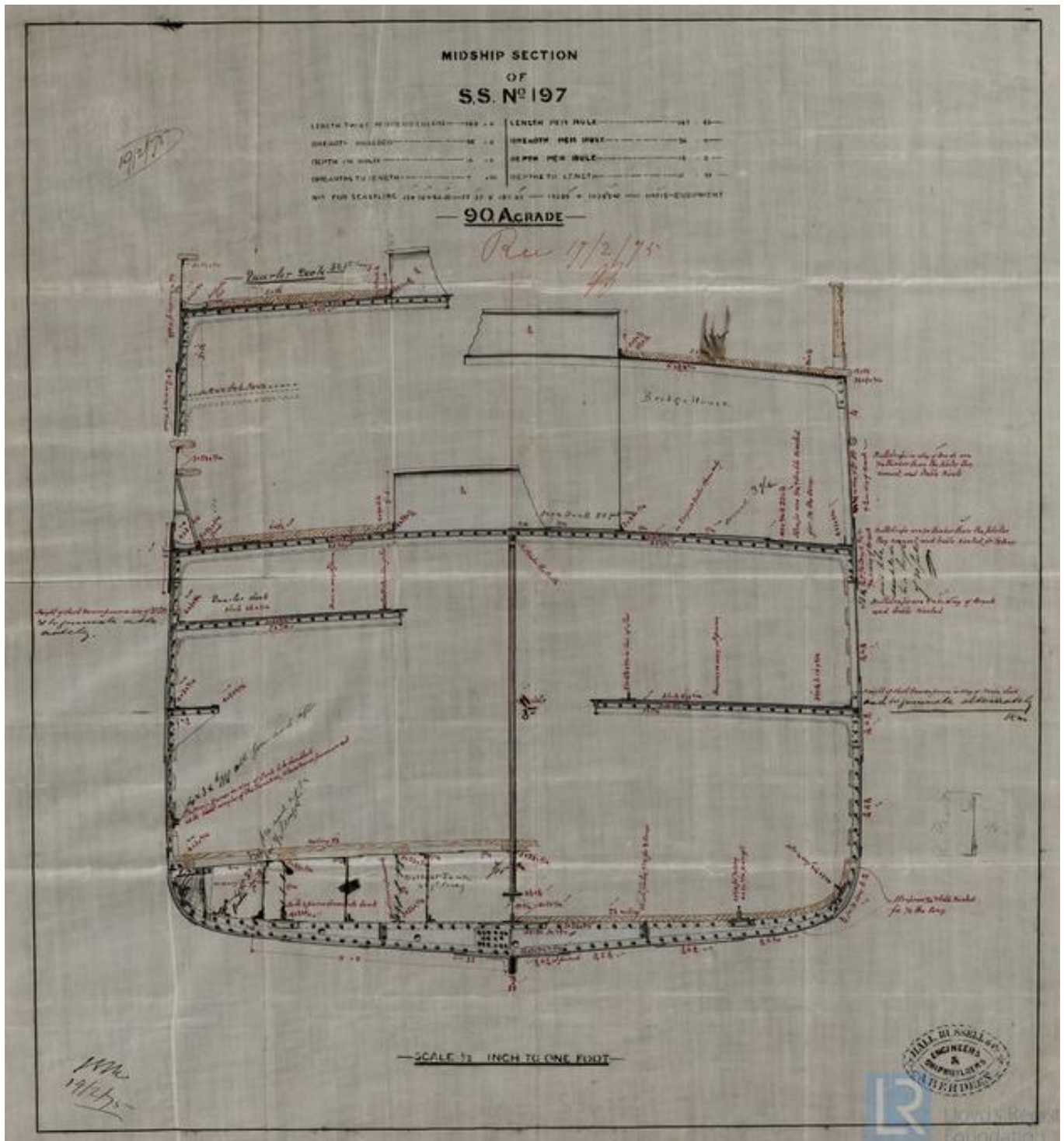
She was built for regular Direct trade with Bordeaux from London. The 'Hour' newspaper 1st May 1876, published a notice which referred to her as "*magnificent*".

1875, 12th November: The Dundee Courier reported as follows: "*LAUNCH. – There was launched from the building yard of **Messrs Hall, Russell, & Co.**, shipbuilders on Wednesday, and iron screw steamer, named the '**Merlin**', for the General Steam Navigation Company. The dimensions are as follows: - Length, 195 feet; breadth, 26 feet 6 inches; depth, 14 feet 7 inches. She is 650 tons register, has compound engines of 80 horse-power, with steam cranes and winches.*"

Vessel Name(s)	Merlin.
Yard Number	197.
Rig	Steamer, general cargo.
Engine(s)	Steam compound 2-cylinder, (24", 40" x 30" stroke), 80 HP, by Hall, Russell & Co., single screw.
Launch Date	10 th November 1875.
Owner(s).	General Steam Navigation Company, London.
Registered Port	London. Official No.: 73594.
GRT	643 tons. 409 net tons.
Length	189.3 feet. (57.70m).
Breadth	26.1 feet. (7.96m).
Depth	14.5 feet. (4.42m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	1878, 6th February: She collided with the ss ' Utopia ', see press article below. 1901, 22nd February: In Woolwich Reach the ' Heyselus ' collided with her, see press article below.
Date Scrapped / Lost	1911, 1st January: Wrecked on the Antioche Rocks, near Chassiron, (Ile d'Oleron) on passage London for Charente in ballast. Crew saved. Still owned by GSN, London.

1878, 8th February: The Edinburgh Evening News reported as follows: "*COLLISIONS OFF GRAVESEND. At six o'clock on Wednesday evening a collision occurred off the Ship and Lobster, between the '**Merlin**', General Steam Navigation Company's steamer, bound for Bordeaux, and the '**Utopia**' (s), of the Anchor Line, from New York. The '**Utopia**' was struck on the starboard bow and cut down below the water-mark, filling fore-compartment with water, and doing other damage. Cargo in fore-compartment consisted of salt provisions and meal. The '**Merlin's**' stem was carried away. Both vessels are now moored to the buoys off Gravesend.*"

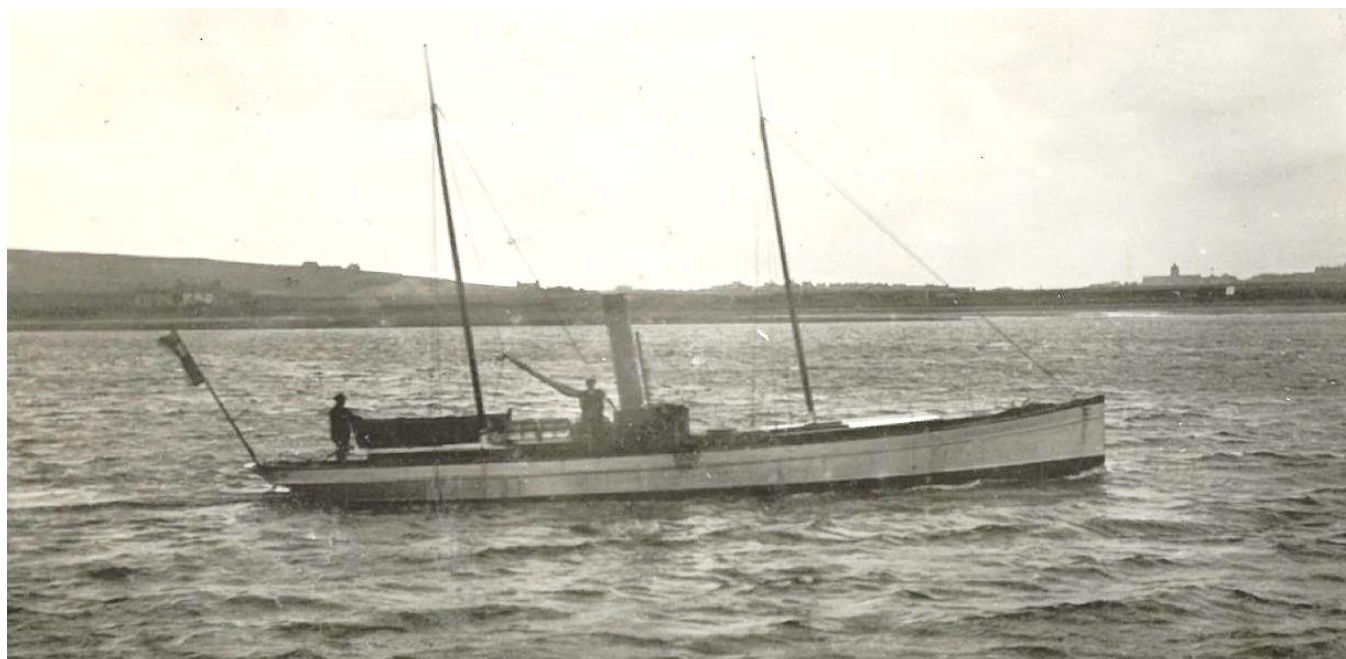
1901, 23rd February: Lloyd's List reported as follows: "**MERLIN** (s). – Charlton, Feb. 22, 1.50 p.m. '**Merlin**' (s), inward bound, lost anchor and 30 fathoms of chain in Woolwich Reach, 21st inst., during fog: owners General Steam Navigation Company. '**Heyselus**' collided with '**Merlin**' in Woolwich Reach, doing damage to port plates of the latter; owners W. Cery and Sons, London."



SS 'Merlin' midship section drawing. (Hall, Russell & Co. c/o HEC LR).

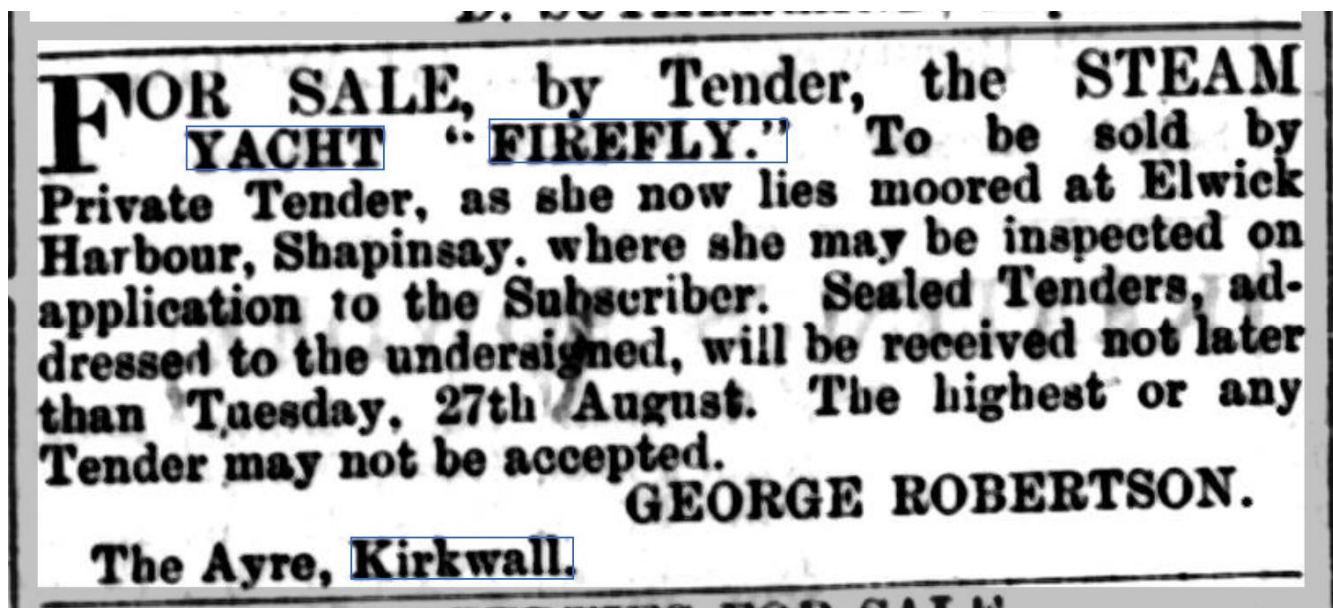
Firefly or Fire Fly (1875).

As far as I can tell, this small vessel was a privately owned steam yacht bought by David Balfour, bought to replace an earlier vessel of the same name. Oddly, she was constructed of wood, she and the small yacht **'Ythan'** (14 tons) built in 1870 are the only two vessels built at **Hall, Russell & Co.** that had wooden hulls.



'Firefly'. (Courtesy Orkney Archives, ref D26/3/6).

Vessel Name(s)	Firefly (or Fire Fly).
Yard Number	198.
Rig	Steam yacht.
Engine(s)	Steam, 2-cylinder (7" x 9") 10hp, by unknown (possibly by H. Tipping, Portsmouth). Single screw.
Launch Date	1875.
Owner(s)	David Balfour , Kirkwall.
Registered Port	Kirkwall. Official No.: Unknown.
GRT	30 tons.
Length	62 feet. (18.90m).
Breadth	13 feet. (3.96m).
Depth	6 feet 8 inches. (2.03m).
Construction	Wood.
Classification	N/A.
Other information	1879: Owned by David Balfour, Balfour Castle, Orkney. 1884, July: Hall, Russell did some boiler repair work on her. 1889: Owned by the executors of the late David Balfour 1811-1877). 1891: Owned by Mrs Eleanor Alder Balfour (d.1902), Orkney wife of the late David Balfour. 1901, September: Owned by Mr James Tait, Broad Street, Kirkwall.
Date Scrapped / Lost	Unknown. >1901.

Firefly or Fire Fly (1875). Continued.

Advertisement in the Orkney Herald - Wednesday 21st August 1901.

1880, 13th September: The Inverness and Ross-shire Chronicle reported as follows: *"KIRKWALL. – NARROW ESCAPE OF A BOAT'S CREW OF 'H.M.S. FIRM'. – One o the boats of 'H.M.S. Firm' left Kirkwall Pier on Friday afternoon with a number of sailors who had been ashore on leave. When a short distance from the head of the pier a squall of wind upset the boat, all the crew numbering seven being thrown into the water. Two of them managed to climb on the bottom of the boat, while others held on by its side or struggled in the water. The steam yacht 'Firefly', belonging to Colonel Balfour, had just arrived in the harbour, and Captain Mitchell and one of his men proceeded with the yacht's boat to the rescue, picking up two more of the drowning men. By this time a boat belonging to the contractors building the pier, and several boats from the harbour arrived, and succeeded in saving the rest of the sailors, who were much exhausted. One of them was an excellent swimmer, and would not consent to be taken on board any of the boats until he was assured that all his comrades were safe. The weather was very stormy, with a heavy gale from the south."*

1884, 8th August: The Buchan Observer and East Aberdeenshire Advertiser reported that the steam yacht 'Firefly', belonging to Colonel Balfour of Balfour and Trabenie, Orkney, and commanded by Captain Mitchell, put into Peterhead harbour on the 7th August for certain repairs to machinery.

1886, 17th February: The John o' Groat Journal reported that Colonel Balfour of Balfour's steam yacht 'Firefly' was taken up Messrs Copland's slip on the 13th February.

1891, 13th August: The Glasgow Evening Post reported as follows: *"Mrs Balfour, wife of Colonel J. W. Balfour of Balfour and Trenabie, in coming down the steps at Elwick Pier, Kirkwall, to go onboard a yacht slipped and fell, breaking her leg."*

Firefly or Fire Fly (1875). Continued.

1891, 22nd October: The Evening Gazette (Aberdeen) reported as follows: *“Woman Drowned in Orkney. The Procurator-Fiscal and Superintendent Grant have proceeded to Shapinsay Island this morning to investigate the death of Mrs Scott, wife of Mr John Scott, late engineer on Colonel Balfour’s steam yacht, whose body was found in the bay of Leveness yesterday. It is thought that Mrs Scott, who had been in a depressed state of mind for some time, committed suicide by drowning herself from off the rocks.”*

1898, 3rd September: The Aberdeen Press and Journal reported as follows: *“ECCLESIASTICAL NEWS. INDUCTION TO A PARISH CHURCH IN ORKNEY. Rev. D. Coloquhon Kerr, of Robertson Mission Church, Edinburgh, was yesterday inducted minister of the Parish Church, Shapinsay, Orkney. The North Isles Presbytery were conveyed to and from Shapinsay by Mrs Balfour’s yacht ‘Firefly’.”*

1901, 7th September: The Orcadian reported that *“Mr James Tait, Broad Street, Kirkwall, has purchased by private offer the steam yacht ‘Firefly’, which belonged to the late Colonel Balfour.”*

Ballater (1876).

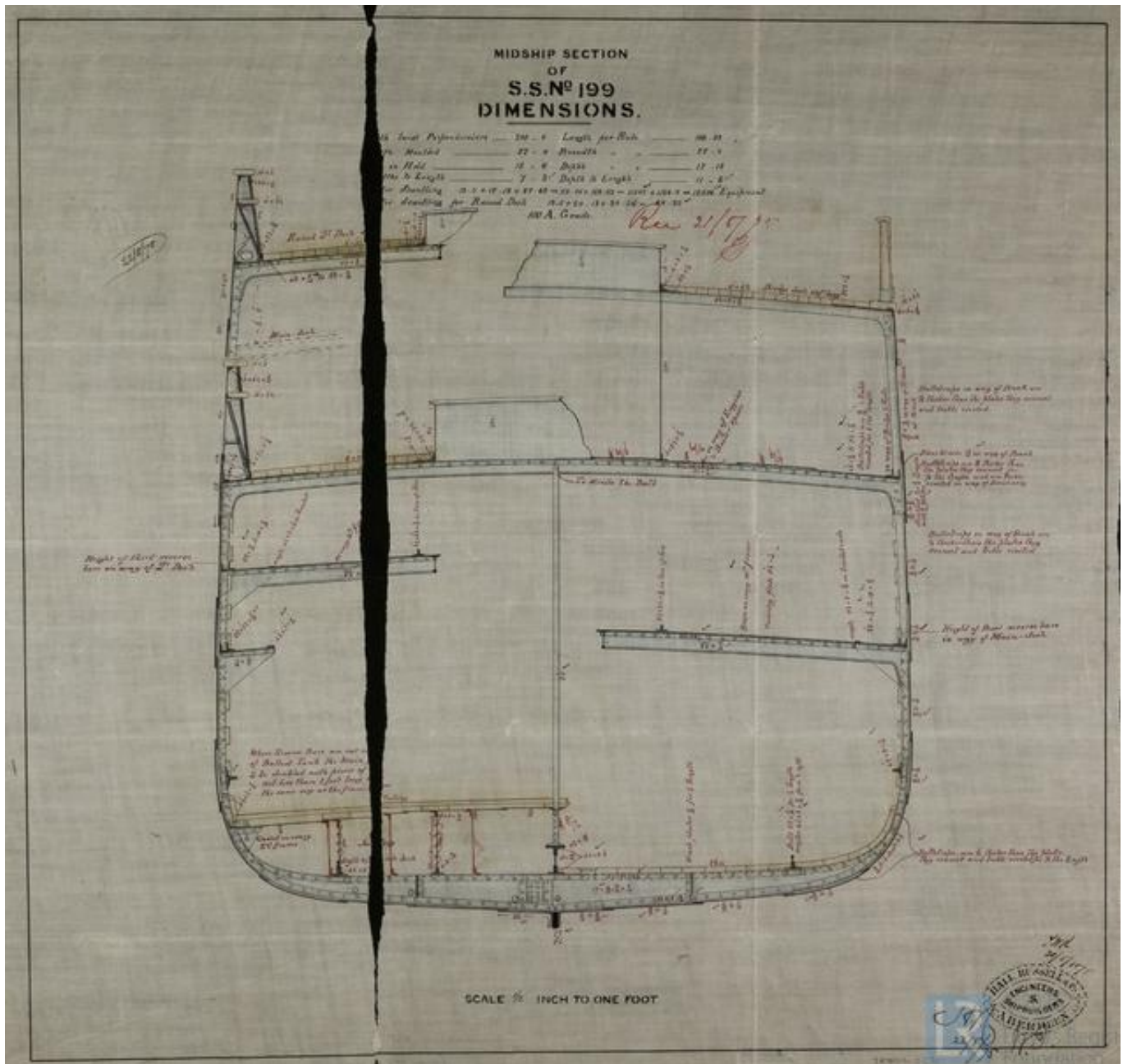
Intended for the Baltic and Mediterranean trade.

1876, 17th February: The Stonehaven Journal reported as follows: *“On Saturday afternoon there was launched from the building yards of **Messrs Hall, Russel, & Co.** a screw steamer. This vessel, which has been built to the order of Messrs J. & A. Davidson, Aberdeen, has been constructed under special survey, classed 100 A1 at Lloyd’s, and fitted with compound surface condensing engines of 100 H.P. nominal. All the latest appliances have been adopted, such as water ballast, patent steam winches, etc. As the vessel left the ways she was gracefully named the ‘**Ballater**’ by Mrs Alex. Davidson. The ‘**Ballater**’ forms the fifth of the excellent line of steamers under the management of the Messrs Davidson, and will be commanded by Captain Charles Davidson, late of the ‘**Braemar**’.*

Vessel Name(s)	Ballater.
Yard Number	199.
Rig	Steamer, general cargo.
Engine(s)	Steam, compound surface condensing, 2-cylinder (24.5” & 45” x 30” stroke), 90 nhp, boiler 70psi WP, by Hall, Russell & Co. , single screw. (LRS)
Launch Date	12 th February 1876.
Owner(s)	J. & A. Davidson , Aberdeen.
Registered Port	Aberdeen. Official No.: 70450.
GRT	780 tons.
Length	200 feet, 6 inches. (61.11m).
Breadth	27 feet, 1 inch. (8.26m).
Depth	15 feet 6 inches. (4.72m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +100A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	Master – Captain Charles Davidson. 1884: Owned by the Davidson Steamship Co. Ltd., Aberdeen. 1886: Owned by the Grampian Steamship Co.,
Date Scrapped / Lost	1886, 20th August: She sank after a collision with s.s. ‘ Ceto ’ when 5 miles off Whitby on passage from the Tyne for Malta with coal. (See press article below).

Ballater (1876). Continued.

1886, 21st August: The Sunderland Daily Echo and Shipping Gazette reported as follows: *"THE SERIOUS COLLISION OFF WHITBY. TWO STEAMERS SUNK. A SUNDERLAND VESSEL DAMAGED. As briefly stated in our second edition last evening, double collision occurred early on Friday morning off Whitby, resulting in the sinking of two screw steamers, and serious damage to third, the 'Lebanon', of Sunderland. It would appear that the s.s. 'Ballater', of Aberdeen, left the Tyne, laden with coal, for Malta, about 5.45 Thursday night. She met with, very thick and foggy weather on her course, and when about five miles off Whitby, soon after midnight, she collided with the s.s. 'Ceto', of London, and received such serious damage that she rapidly began to fill with water. The 'Ceto' was at the time bound to the Tyne to load coal, and took on board the crew of the 'Ballater', who had time to save any effects, but got into their boats as they stood. The 'Ballater' sank in about seven minutes. The other steamer, the 'Ceto', held on her course to the Tyne, but about 2.25 the same morning she came in collision with the 'Lebanon', registered at London, and owned Messrs W. J. Pope Co., of Sunderland. The weather was still so dense that the engines of the 'Lebanon' were going dead slow from midnight till about the time the accident. This, no doubt, lessened the force of the impact, but was still so severe that the 'Lebanon', which is stated to have struck the 'Ceto' just before the poop on the port side, had her bows stove in. The 'Ceto' was so badly hurt that she sank in twenty minutes. The boats the 'Lebanon' had been promptly got out, and thanks to the good order that was maintained the shipwrecked crews of the 'Ballater' and the 'Ceto' were got off without any further accident or loss of life. The 'Lebanon' was at the time bound from the Tyne for with a general cargo, and she was much damaged the captain wisely determined to put back. Including his own crew, there were 53 hands on board. On arriving in Sunderland roadstead, the majority of the shipwrecked crews were transhipped on board a steam tug which took them to the Tyne. The 'Lebanon' put in from the roadstead shortly before five o'clock last evening, and is now lying in the east side Hendon Dock. The 'Ballater', which was sunk by the 'Ceto', is described as of tons net register, built at Aberdeen by Messrs Hall, Russell, and Co. in 1876, the port of registry being Aberdeen, and her owners the Davison Steam Shipping Company, Limited. The 'Ceto', which was also sunk, was of 612 tons net, was built at Stockton by Messrs M. Pearse and Co. in 1878, and owned by Mr H. Cloake, of Cardiff. The 'Lebanon' is an iron steamer of 596 tons net. She was built at Middlesbrough in 1870 by Messrs Backhouse and Dixon, and is owned, as already stated, by Messrs W. J. Pope and Co., of Sunderland."*

Ballater (1876). Continued.

SS 'Ballater' midship section drawing (Hall, Russell & Co. c/o HEC LR).

Ferrifer (1876).

1876, 10th January: The Dundee Courier reported as follows: *“LAUNCH OF A COASTING STEAMER. – There was launched from the building yard of **Messrs Hall, Russell, & Co.,** Aberdeen on Saturday, and iron screw steamer, named ‘**Ferrifer**’, of 120 tons register. Her dimensions are: - Length, 95 feet; breadth, 18 feet; and depth, 9 feet. She is provided with engines 30 horse power, and all the modern appliances. She has been built for the order of John Wallace, Esq., iron merchant, Dundee, and is intended for the coasting trade.”*

Vessel Name(s)	Ferrifer.
Yard Number	200.
Rig	Steamer, general cargo.
Engine(s)	Steam, pair of 2-cylinder (13½" & 13½" x 13" stroke) inverted, surface condensing, 25nhp, 100 RPM, boiler 60psi working pressure, by Hall, Russell & Co. , single screw.
Launch Date	8 th January 1876.
Owner(s)	John Wallace , Dundee.
Registered Port	Dundee. Official No.: 73396.
GRT	84 tons.
Length	85.5 feet. (26.06m).
Breadth	17.7 feet. (5.39m).
Depth	8.5 feet. (2.59m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +90A1. ✠ Built under Special Survey. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle.
Other information	1876, 2nd August: Owned by David Stewart and John Wallace, Dundee. 1881, July: Lengthened to 100.3 feet by Alexander Hall & Co. , Aberdeen: now 111 gross tons, 70 tons net. 1882, 2nd February: Owned by John Wallace, Dundee. 1883, May: Her steam engine was compounded by J. Stewart & Son at Blackwall, C2cyl (13½", & 22" x 13" stroke) 65psi, 25nhp.
Date Scrapped / Lost	1885, 26th January: She stranded and partly sank, in fog, south of Coquet Island near Bordicar Point, Northumberland. The Dundee Courier, 28 th January 1885 reported as follows <i>“STRANDING OF A DUNDEE STEAMER. – A Lloyd’s telegram states that the steamer ‘Ferrifer’, of and for Dundee from Middlesborough with a cargo of iron (140 tons of pig iron), stranded on the rocks south of the Coquet about six o’clock on Monday night. The crew were landed at Newbiggin yesterday morning.”</i> Her crew took to ship's boat, and were picked up the following morning by a fishing boat. (See press article below for more details).

Ferrifer (1876). Continued.

1885, 28th January: The Daily Gazette for Middlesbrough reported as follows: *“WRECK OF A MIDDLESBROUGH – LADEN STEAMER OFF THE COQUET. On Tuesday morning the Newbiggin fishing boat owned by J. Brown, jun., while at sea about six miles east north-east off Newbiggin, fell in with the crew of the steamer ‘Ferrifer’, of Dundee; which had gone ashore on some rocks south of the Coquet during the dense fog then prevailing. The men had to take to their boat immediately, as the steamer went to pieces. They had rowed about from six o’clock the previous evening till eight o’clock the following morning. They were taken into the fishing boat, and landed on the beach, having lost everything. They were kindly-cared for at the King’s Head Inn, and afterwards forwarded to their homes at Aberdeen by Mr Brown, agent at Newbiggin for the Shipwrecked Fishermen and Mariners’ Society. One of the crew had to be supplied with fresh clothing. The vessel was from Middlesbrough to Dundee with a cargo of iron, under the command of Captain Spence. She is owned by James Wallace and Co., London.”*

1885, 24th February: The Aberdeen Free Press reported as follows: *“THE LOSS OF THE FERRIFER. THE BOARD OF TRADE INQUIRY AT ABERDEEN. The Board of Trade inquiry into the circumstances connected with the loss of the ‘Ferrifer’, of Dundee, on the 26th ultimo, in the vicinity of Soutar point, was resumed in the Aberdeen Sheriff Court-House yesterday. Sheriff Brown presided, and Captain Parrish, R.N.R., AND Captain Wilson were present as nautical assessors. Mr Charles Duncan, Procurator-Fiscal, conducted the inquiry on behalf of the Board of Trade, while Mr Oswald Prosser, solicitor, appeared for the owner, Mr John Wallace, Dundee, and the master, Captain A. R. Spence. Captain Spence was re-examined in reference to the differences between the bridge and the pole compasses, repeating the statements he made on Saturday. The deviation cards, which were telegraphed for to Dundee on Saturday, were produced, and bore out the evidence of the captain, showing, as he said, that the pole compass had an easterly deviation of about one point. In answer to Captain Parrish, Captain Spence stated that he had been a certified master since 1870, and this was his first casualty. He had in the capacity of master traded in China, Australia, South America; in fact in almost every part of the world. He had had seven years’ experience of the coasting trade.*

Mr Duncan then submitted the following questions to the Court: -

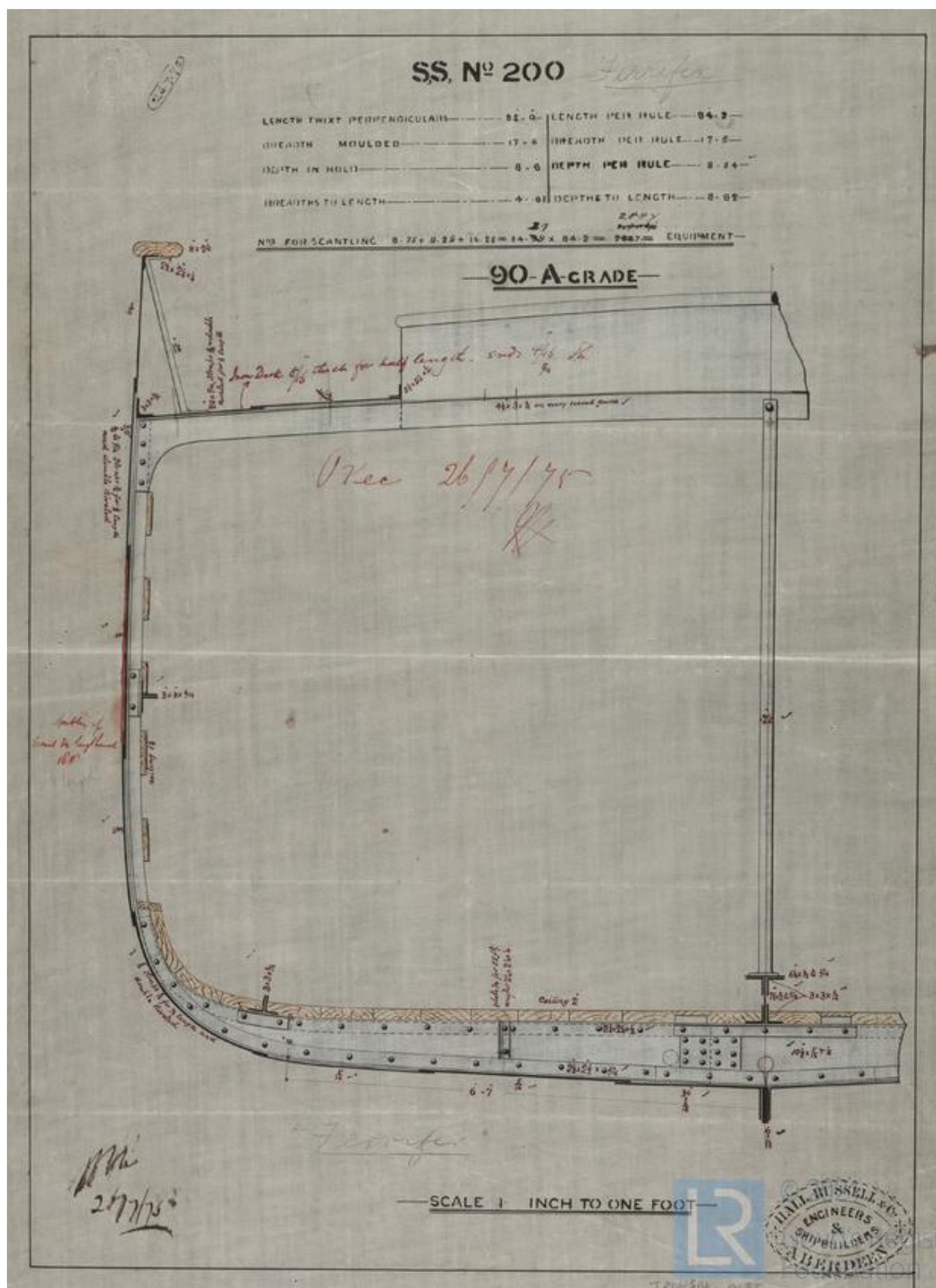
- 1. What was the cause of the stranding of the vessel?*
- 2. What number of compasses had she on board when she left Middlesbro’.*
- 3. Where were they placed? When and by whom were they last adjusted?*
- 4. Whether the master had sufficient opportunity of ascertaining the deviation of the compasses from time to time. If not, whether he was justified in leaving Middlesbro’ without having them adjusted, and if he had such sufficient opportunity, whether he was justified in neglecting to ascertain the deviation.*
- 5. Whether safe and proper courses were set and steered after leaving the Fairway Buoy, and whether due and proper allowance was made for tide and current.*

6. *Whether proper measures were taken to ascertain and verify the position of the vessel when the Souter Point foghorn was heard about 2 p.m.*
7. *Whether a safe and proper course was set and steered thereafter, and whether due and proper allowance was made for tide and currents.*
8. *Whether the weather was thick, and, if so, whether the speed of the vessel was sufficiently reduced.*
9. *Whether the total neglect of the lead was justifiable.*
10. *Whether the vessel was properly and sufficiently manned.*
11. *Whether a good and proper lookout was kept.*
12. *Whether she was managed with proper and seaman-like care.*
13. *Whether the master and mate are, or either of them is, in default?*
14. *What was the cost of the vessel to her owner?*
15. *What in the opinion of the Court was the nature of the vessel at the time she left Middlesbro'?*
16. *What were the insurance effected, and how were they apportioned?*

In the opinion of the Board of Trade, the master is in default, and his certificate should be dealt with.

Mr Prosser then addressed the Court. He said it was a very great hardship in this case that the defendants, as he might term them, were first called upon to address the bench. It caused a good deal of inconvenience, and it was, in a sense, an injustice. He thought it was quite plain from the evidence that no fault of any kind could be suggested against the owner, and in point of fact the representative of the Board of Trade had not put forward any suggestion on the point. It was plain from the evidence that this was a good, sound, substantial ship, well found in every respect. Mr Duncan then spoke on behalf of the Board of Trade. Mr Prosser asked to be allowed a hearing in reply. The Court refused the motion as not being in accordance with the form of procedure in these inquiries. Mr Prosser requested his motion to be recorded that those in authority might see that the present state of procedure was felt to be a hardship, and that it should be altered. The Court agreed to record the motion as requested, and adjourned till noon today, when judgement will be given."

The Court of Inquiry held that the loss was caused by faulty navigation (compass required adjusting and the lead was not used) and the outcome was a caution to the master to be more careful in the future.

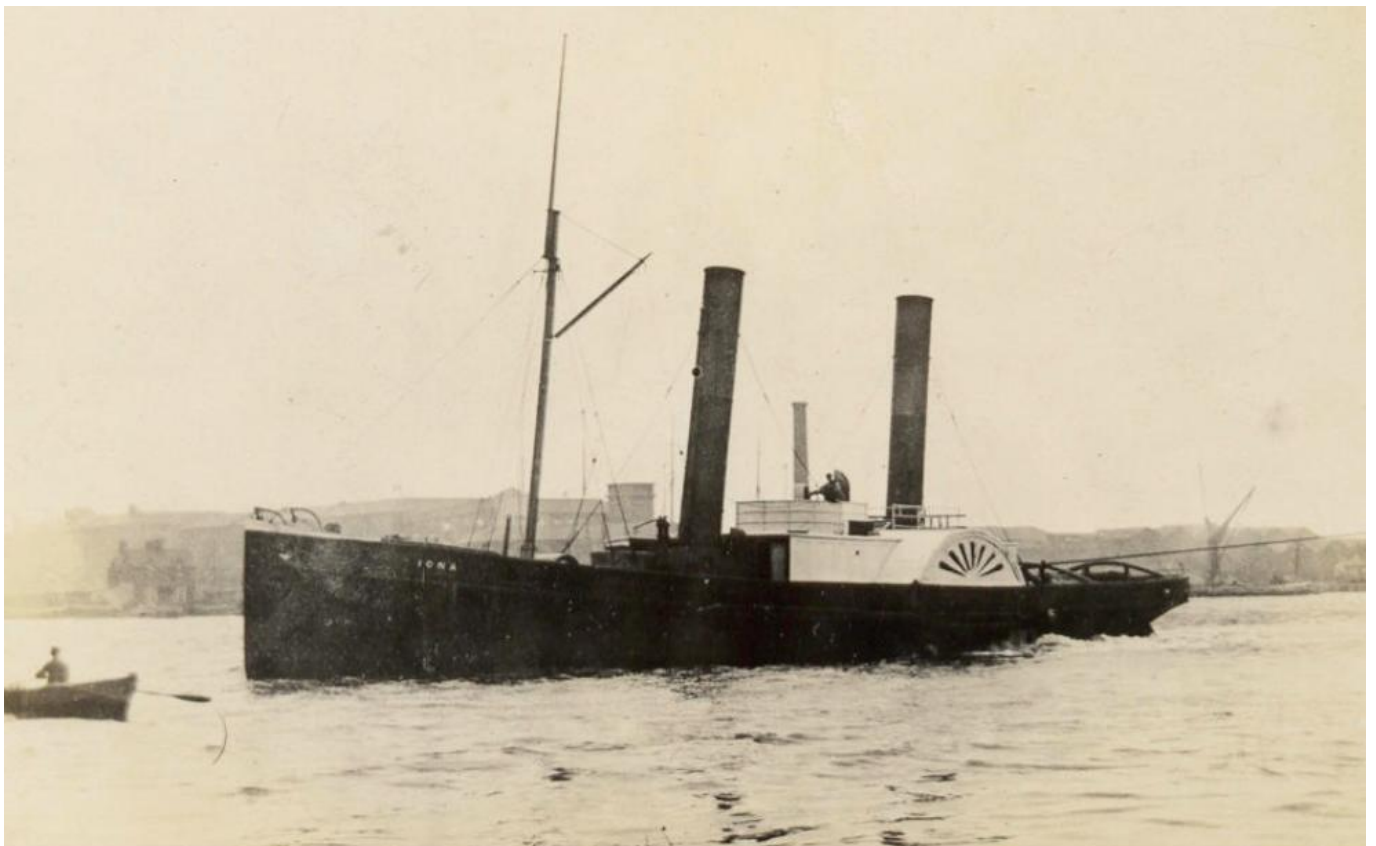
Ferrifer (1876). Continued.

SS 'Ferrifer' midship section drawing (Hall, Russell & Co. c/o HEC LR).

Ben Nevis (1876).

1876, 5th April: The Aberdeen Press and Journal reported as follows: *"LAUNCH OF A TUG-STEAMER FOR THE THAMES. – An iron tug-steamer (paddle) was launched from the building yard of **Messrs Hall, Russell, & Co.**, at Footdee, on Saturday. The vessel measures 126 feet in length, 21 feet in breadth, 11½ feet in depth, and is of 210 tons gross register. She will be fitted with surface-condensing engines of 85 hp nominal, and has patent feathering floats, steam windlass, and all the most modern appliances requisite for the trade. On leaving the ways the steamer was named the '**Ben Nevis**' by Mrs Holland, whose husband will be captain of the tug. The '**Ben Nevis**' was built to the order of the Ben Line Steam Tug Company, London."* She was taken to the Shear Poles to have her masts and machinery installed.

1876, 6th May: The Aberdeen Herald reported as follows: *"NEW STEAM TUGS. – The large and powerful tug '**Ben Nevis**', of London, recently launched from the building yard of **Messrs Hall, Russell & Co.**, Aberdeen, went out to the bay on Tuesday (2nd May 1876) for trial. The trial proved in every respect satisfactory, the vessel attaining a speed of 12½ knots per hour on the measured mile.....The '**Ben Nevis**', which is to be commanded by Captain Holland, late of the '**Rienzi**' and other well-known tugs, is intended to form one of that powerful line of steam tugs under the management of Mr James F, Gibb, of Ratcliff Dry Dock, and the City Chambers, Railway Place, Fenchurch Street, London. The "Ben" line is the property of an important and influential section of the London shipowners, who have seen the necessity of providing a more powerful class of tugs to meet the ever-increasing size of their own and other ships which now frequent the port of London..."*



Paddle steamer '**Iona**'. (Photographer unknown).

Ben Nevis (1876). Continued.

She was the last paddle tug to operate on the Thames.

Vessel Name(s)	Ben Nevis. Renamed: 'Iona' (1887).
Yard Number	201.
Rig	Tug, paddle steamer.
Engine(s)	Steam, surface condensing, 2-cylinder (33" & 54") 100nhp by Hall, Russell & Co. , top speed 12½ knots.
Launch Date	1 st April 1876.
Owner(s).	J. F. Gibb and others, London.
Registered Port	London. Official No.: 73659.
GRT	180 tons. 27 tons.
Length	121 feet, 4 inches. (36.98m).
Breadth	21 feet, 1 inch. (6.43m).
Depth	11 feet. (3.35m).
Construction	Iron. (Riveted).
Classification	Not Class.
Other information	1884: She had new engines fitted - 700ihp 2-cyl (34.5"x 60") side lever steam engine by T. A. Young, Blackwall. 1886, May: Owned by William Watkins, London and renamed 'Iona'. 1891: £3,000 spent updating her. 1899: She had new boilers fitted by Stewarts. 1900: Owned by William Watkins Jnr. and John S. Watkins, London. 1914: Owned by John S. Watkins and Alfred Watkins, London. 1917: Owned by William Watkins Ltd., London. 1920, May: Owned by George Alder, Middlesbrough. 1921, 26th August: She was one of the tugs that attended the "Great Airship Disaster" on the Humber, when Airship R.38 buckled and fell into the river in flames.
Date Scrapped / Lost	1928: She was broken up by G. Broad at Hylton, near Sunderland. At 54-years old, she lasted twice as long as she would have originally been designed for, although with a new engine and boiler, testament to her builders.

Ben Nevis (1876). Continued.

Steam paddle tug 'Iona'. (Photographer unknown).

Ben Lomond (1876).

1876, 6th May: The Aberdeen Herald reported as follows: *"NEW STEAM TUGS.....On Thursday forenoon another beautifully-modelled paddle steam-tug was launched from the building yard of Messrs Hall, Russell, & Co., Footdee, Aberdeen. The vessel as she left the ways was named the 'Ben Lomond' by Mrs Jacobs, who performed the ceremony in fine style. The 'Ben Lomond' is a sister tug to the 'Ben Nevis'. In length the 'Ben Lomond' measures 123 feet; breadth, 21½ feet; and she is 11 feet in depth. She has surface condensing engines of 120 horse-power nominal, and is fitted with patent feathering floats and all the latest improvements suitable to the towing trade. The vessel is to be commanded by Captain Jacobs, late of the 'Benachie'. The 'Ben Nevis' is now ready for sea, and will in all probability leave for London about the end of the present week. She will have the hull of the vessel 'Walhalla' in tow, and will go into Shields, where the hull will be laden with coals, and in future the 'Walhalla', which lately came into Aberdeen in a shaken condition, will be used as a coaling ship for the tugs of the Ben Line Company plying the Channel trade."*

1876, 8th May: The Shipping and Mercantile Gazette reported as above and stated her hull was built of iron, and she was built to the order of Mr James F. Gibb of the Ratcliff Dry Dock, London, and that Mrs Jacobs was wife of the captain.

Ben Lomond (1876). Continued.

Vessel Name(s)	Ben Lomond. Renamed: 'Burmah' (1887) and 'Bilbao' (1889).
Yard Number	202.
Rig	Tug, paddle steamer.
Engine(s)	Steam, compound surface condensing 2-cylinder (33" & 54") 100nhp, (650ihp) by Hall, Russell & Co.
Launch Date	4 th May 1876.
Owner(s).	John Foote Gibb, and others , London.
Registered Port	London. Official No.: 73663.
GRT	180 tons. 26 tons net.
Length	121 feet, 4 inches. (37.90m).
Breadth	21 feet, 1 inch. (6.43m).
Depth	11 feet. (3.35m).
Construction	Iron. (Riveted).
Classification	Not Class.
Other information	1886, May: Owned by William Watkins, London. 1887: Renamed 'Burmah'. 1889: Owned by Compania de Remolcadores del Cantabrico - mng Aznar & Astigarraga, Bilbao, bought for £3,000 and renamed 'Bilbao'. 1889: Tonnage recorded as 231 GRT and 60 Net. 1890's: Converted to a yacht. 1890's: Owned by Eduardo Aznar y Tutor, Bilbao.
Date Scrapped / Lost	1903, 4th March: ' Bilbao ' was abandoned in a sinking state 60 miles from Belle Isle, Bay of Biscay, Brittany, France. Crew rescued.

1877, 26th October: Lloyd's List reported as follows: *"A collision took place about 6.30 a.m. in the Downs, between the '**Spheroid**' (brig), Plater, from London for Dominica, and the '**Umgeni**' (barque), Bolton, from London for Natal, both vessels being at the time at anchor; the former vessel is reported to have sustained much damage to bulwarks, rails etc., slipped from anchor and chain, and has proceeded to the river, in tow of '**Ben Lomond**' (tug); the barque has sustained damage to head gear, etc.; the latter vessel remains at anchor."*

1903, 7th March: The Aberdeen Press and Journal reported as follows: *"The steam trawler '**Duke of York**' arrived at Cardiff, and reports having picked up the Spanish steamer '**Bilbao**', in distress, with the loss of her rudder, and towed her for 37 hours, when the rope parted during a heavy squall, and the steamer was lost sight of about 60 miles from Belle Isle. When last seen two trawlers were standing by the vessel."*

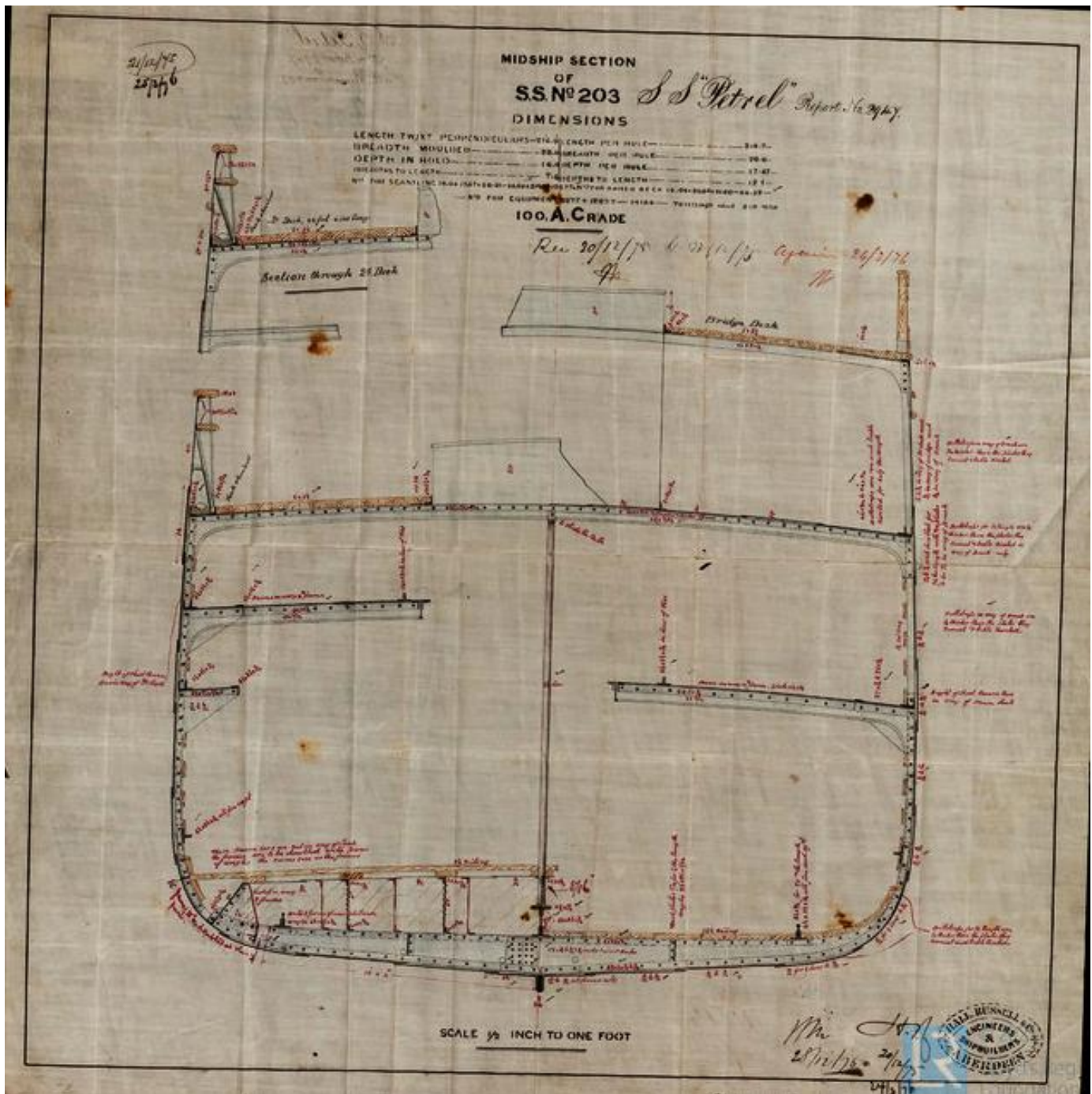
1903, 10th March: The Aberdeen Press and Journal reported as follows: *"STEAMERS WRECKED IN THE BAY OF BISCAY. Lloyd's Barrow agent telegraphed yesterday – The Spanish steamer '**Austria**' arrived on Saturday evening from Bilbao, and landed 49 men, the crews of the Spanish steamer '**Miravilla**', Bilbao for Rotterdam with ore, and the '**Bilbao**', Newport for Bilbao, with coals, both vessels having been abandoned on the 4th inst. in a sinking condition in the Bay of Biscay."*

Petrel (1876).

1876, 13th December: The Aberdeen Press and Journal reported as follows: *“Launch. — On Tuesday afternoon an iron screw steamer was launched from the ship-building yard of Messrs Hall, Russel, & Co. She took the water in capital style, a little after two o'clock. The vessel was named the ‘Petrel’, is owned by the General Steam Navigation Co. of London, and will be engaged in the Bordeaux trade. Her dimensions are as follows: length between perpendiculars, 220 feet; breadth of beam, 29 feet; depth, 16½ feet; gross register tonnage, 850 tons, and she will carry 1,100 tons dead weight at 9½ knots an hour, with a draught of about 15 feet. She is fitted with surface-condensing engines of 120 horse power, carries 3 steam cranes, has water ballast, extra-large hatchways, got all the latest improvements, and is classed 100 A1 at Lloyd’s. The ‘Petrel’ will be commanded by Capt. Thurst, late of the ‘Merlin’, which was built in the same yard. She was towed round to the shears immediately after being launched in order to have her masts put in.”*

1876, 7th December: The Shipping and Mercantile Gazette reported as above and stated that she will have steam winches, steam crane, and that her engines were two compound surface-condensing of 110-horsepower nominal.

Vessel Name(s)	Petrel.	
Yard Number	203.	
Rig	Steamer, general cargo.	
Engine(s)	Steam, a pair of direct acting compound surface-condensing engines, 2-cylinder (26.5" & 48" x 30" stroke), 99 nhp, 65 RPM, and one large cylindrical tubular boiler by Hall, Russell & Co. (LR), single screw.	
Launch Date	5 th December 1876.	
Owner(s)	General Steam Navigation Company , London.	
Registered Port	London.	Official No.: 73742.
GRT	841 tons.	540 net tons.
Length	216.3 feet. (65.93m).	
Breadth	28.3 feet. (8.63m).	
Depth	16 feet. (4.88m).	
Construction	Iron. (Riveted).	
Classification	Lloyds Register of Shipping. Class +100A1. ✠ Built under Special Survey. LMC: Lloyds Machinery Certificate. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle (Hull) & John Sturrock (Machinery).	
Other information	---	
Date Scrapped / Lost	1912, 6th July: She sank after a collision with the Danish steamer ‘Tuborg’ in North Sea, 16 miles off Ymuiden, on passage from Amsterdam for London with general cargo. All hands were saved. ‘Tuborg’ put into Ymuiden, North Holland badly damaged with her bow stove in and forepeak tank full of water and No. 1 hold 2 feet of water. (Lloyds List 8 th July 1912).	

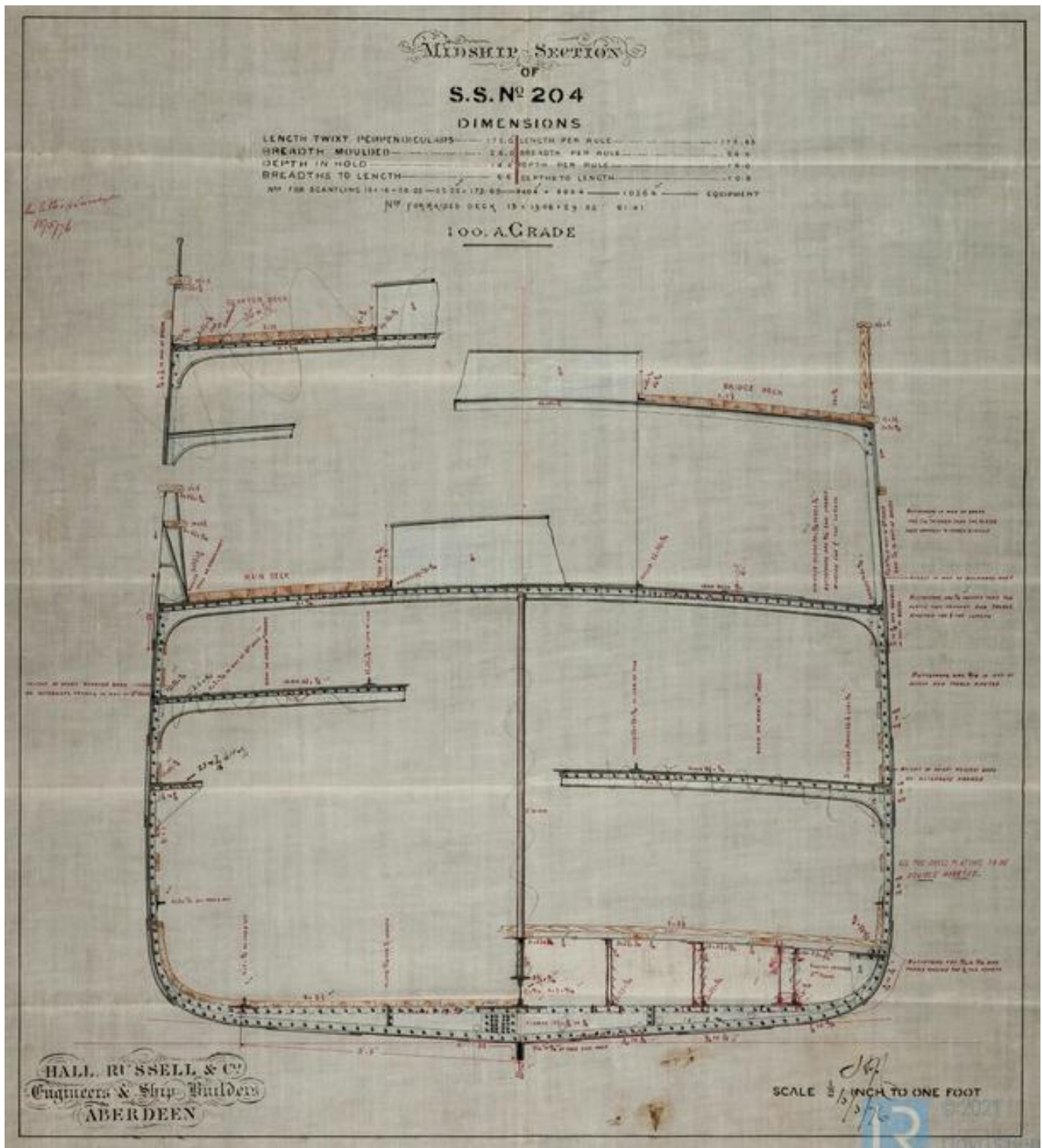
Petrel (1876) Continued.

SS 'Petrel' midship section drawing (Hall Russell & Co. c/o HEC LR).

Banchory (1877).

1877, 14th March: The Aberdeen Press and Journal reported as follows: *“LAUNCH OF A SCREW STEAMER. – There was launched on Tuesday, from the building yard of **Messrs Hall, Russell, & Co.**, an iron screw steamer of the following dimensions: - Length, 150 feet; breadth, 26 feet; and depth 15 feet. The tonnage is 580. The vessel has been built under special survey to class A1 at Lloyds, and is fitted with compound surface condensing engines of 90 nominal horse power. She has water ballast, patent windlass, steam winches, and all the latest improvements for facilitating the discharge of cargo. The vessel is owned by Messrs J. & A. Davidson, Aberdeen, and is inteneded for the Baltic and Mediterranean trades, and will be commanded by Captain Crombie, late of the ‘**Bon-Accord**’.”*

Vessel Name(s)	Banchory. Renamed: ‘ Gomes VII ’ (1897).	
Yard Number	204.	
Rig	Steamer, general cargo.	
Engine(s)	Steam, inverted compound surface condensing, 2-cylinder (23” & 40” x 27” stroke), 72hp, 70 RPM, boiler 65psi WP, by Hall, Russell & Co. , single screw. (LRS)	
Launch Date	13 th March 1877.	
Owner(s).	J. & A. Davidson , Aberdeen.	
Registered Port	Aberdeen.	Official No.: 70460.
GRT	576 tons.	372 net tons.
Length	174.8 feet. (53.28m).	
Breadth	26.1 feet. (7.96m).	
Depth	14.5 feet. (4.42m).	
Construction	Iron. (Riveted).	
Classification	Lloyds Register of Shipping. Class +100A1. ✠ Built under Special Survey. LMC: Lloyds Machinery Certificate. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle (hull) & John Sturrock (engines).	
Other information	Master – Captain Crombie. 1880: Master – R. Bisset. (LRS). 1882: Master – G. Dawson. (LRS). 1884: Owned by the Davidson Steam Shipping Co. Ltd., Aberdeen. (LRS). 1887: Owned by the Grampian Steamship Co. Ltd. – (Adam & Co.), Aberdeen. Master – W. Keith. (LRS). 1890: Master – Reid. (LRS). 1891: Owned by Alonso Gomes, Lisbon, Portugal. Master – W. Cowie. (LRS).	
Date Scrapped / Lost	1893, 1st March: Inwards from Lisbon, she went ashore on the Cabadello Sandbank at the entrance to Oporto, and broke in two.	

Banchory (1877). Continued.

SS 'Banchory' midship section drawing (Hall, Russell & Co. c/o HEC LR).

Adelaide (1876).

Iron paddle steam tug built for Australian owners.

She must have been well built, because she was scrapped at 81-years old.

1876, 30th December: The Weekly Free Press and Aberdeen Herald reported as follows: ***"LAUNCH OF A TUG-BOAT FOR AUSTRALIA.** – There was launched from the building yard of Messrs Hall, Russell, & Co., on Thursday, an iron paddle steam tug, named the 'Adelaide', of the following dimensions: - Length, 145 ft.; breadth, 22ft. 6in.; depth 12 ft.; and 250 tons register. The 'Adelaide', which is intended for the towing and passenger trade at Port Adelaide, Australia, will be fitted up with combined surface condensing engines of 110 horse-power nominal, patent feather floats, steam windlass, and all the modern appliances. The 'Adelaide' has been built under the superintendence of Captain Skelton. She will sail out as a three masted schooner, under the command of Captain Tracey, when she has been fitted up, the paddles, etc., being during her voyage out stowed on board."*



Steam Tug 'Adelaide' (Photograph courtesy of South Australia State Library).

Adelaide (1876). Continued.

Vessel Name(s)	Adelaide. Renamed: No. 7 (1906).
Yard Number	205.
Rig	Tug, paddle steamer.
Engine(s)	Steam, compound, 3-cylinder (26", 32" & 32" x 54" stroke) 99hp, by Hall, Russell & Co.
Launch Date	28 th December 1876
Owner(s)).	Henry Skelton, London (Elder & Hughes).
Registered Port	Aberdeen. Official No.: 70459.
GRT	255 tons. 139 net tons.
Length	141 feet, 4 inches. (43.08m).
Breadth	22 feet, 4 inches. (6.81m).
Depth	10 feet, 6 inches. (3.20m).
Construction	Iron. (Riveted).
Classification	Unknown.
Other information	1877, October: Owned by the Adelaide Steam Tug Co. Ltd., Adelaide, South Australia and registered at Port Adelaide. 1906: Converted to a barge, also known as ' No.7 ' (238 tons).
Date Scrapped / Lost	1958: Broken up at Port Pirie, South Australia, 81 years after her build, testament to the shipbuilders of Aberdeen.

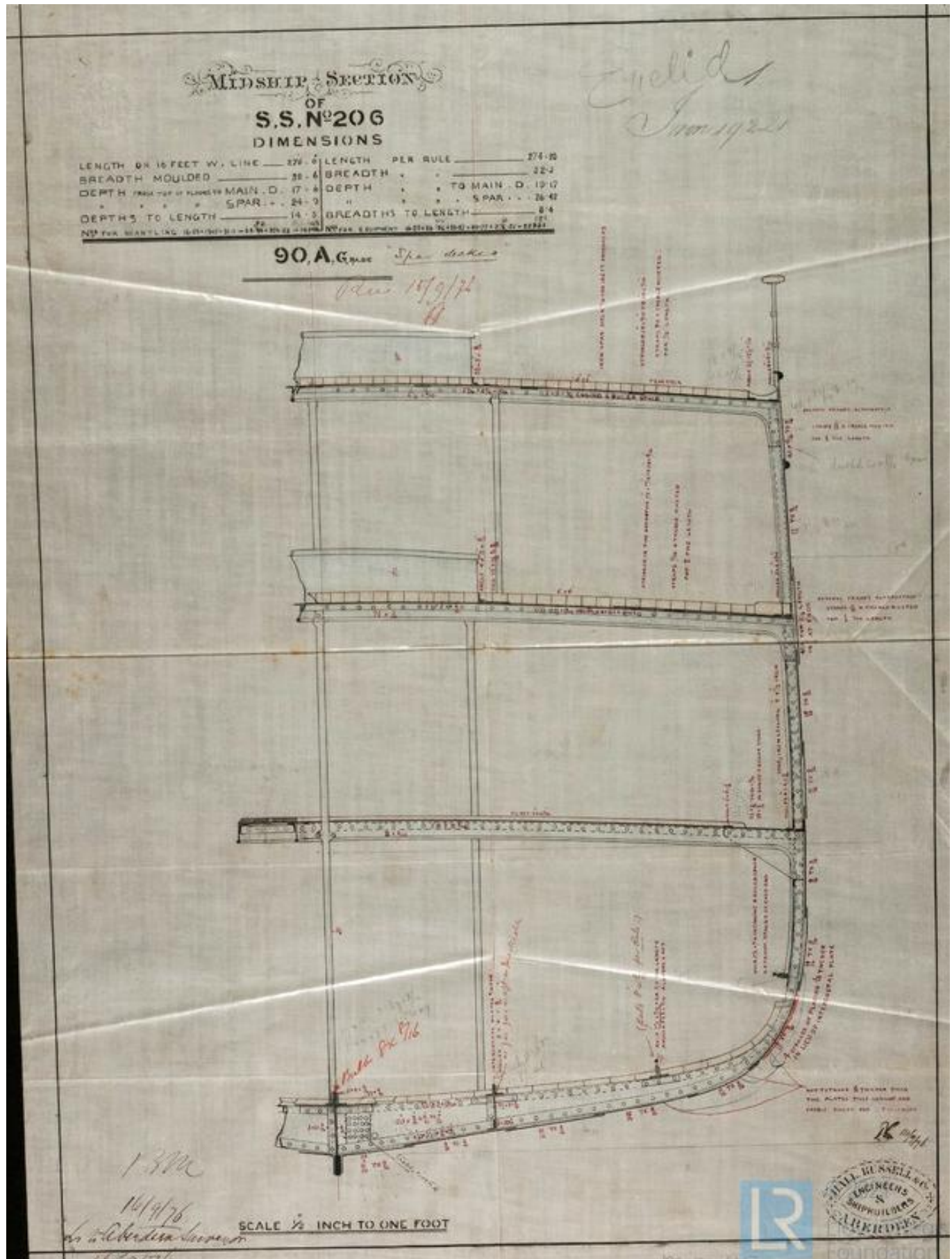
1877, 20th March: The Scotsman reported as follows: *"The '**Adelaide**', a steam-tug built by **Messrs Hall, Russell, & Co.**, for owners in Adelaide, and which left Aberdeen on 8th March, rigged as a schooner, to make the passage to Australia under sail, has been driven back from the Hebrides to Aberdeen by stress of weather."*

Euclid (1877)

1877, 18th July: The Aberdeen Press and Journal reported as follows: *“LAUNCHES. **Messrs Hall, Russell, & Co.**, shipbuilders, Footdee, launched a very fine steamer of 1,650 tons from their building yard on Saturday afternoon, about three o'clock. The new vessel, which was named ‘**Euclid**’ by Mrs Stove, has been built for Messrs Lamport & Holt’s line of steamers trading between Liverpool, the Brazil’s, and the River Plate, and will be commanded by Captain Ferguson, late of the ‘**Thalis**’ and ‘**Archimedes**’, both of the same line. She has compound engines of 180 nominal horse-power, and will be brigantine rigged. The saloon is fitted with marble panels set in walnut and gold. She has accommodation for 50 first-class and 30 second-class passengers. The ‘**Euclid**’ is of the following dimensions: - Length, 280 feet; breadth, 33 feet; depth, 25 feet; and will class 100 A at Lloyd’s. After the launch a number of ladies and gentlemen sat down to lunch in the drawing-loft of the builders, where the usual toasts were drunk. She will be rigged at the Shear Poles.”*

Vessel Name(s)	Euclid.
Yard Number	206.
Rig	Steamer, general cargo and passengers.
Engine(s)	Steam, compound surface condensing, 2-cylinder, (26" & 58" x 42" stroke) 150nhp, 55 RPM, boiler 80psi WP, by Hall, Russell & Co. , single screw.
Launch Date	14 th July 1877.
Owner(s)	Liverpool, Brazil & River Plate Steam Navigation Co. , Liverpool.
Registered Port	Liverpool. Official No.: 76531.
GRT	1,545 tons. 995 net tons.
Length	276.3 feet. (84.22m).
Breadth	32.8 feet. (10.00m).
Depth	24.5 feet. (7.47m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +90A1. ✠ Built under Special Survey. LMC – Lloyds Machinery Certificate. A&CP. Anchors and Cables proved at a public machine. LRS Surveyors: Thomas W. Kettle (Hull) / John Sturrock (Machinery).
Other information	Master – Captain H. Ferguson. 1897, May: Owned by Wigg & Co., Rio Grande do Sul, Brazil. 1898: Owned by Barcellos, Moura & Co., Rio de Janeiro, Brazil. 1900: Owned by Empresa Industrial Brasileira, Rio de Janeiro, Brazil.
Date Scrapped / Lost	1902: Scrapped.

1877, 3rd September: The Aberdeen Press and Journal reported as follows: *“THE STEAMER EUCLID. – The new screw steamer ‘**Euclid**’, lately launched from the building yard of **Messrs Hall, Russell & Co.**, proceeded to the bay on Saturday, and after a highly satisfactory trial trip, left for Liverpool to take in passengers and cargo for Buenos Ayres and Rosario.”*

Euclid (1877). Continued.

SS 'Euclid' half midship section drawing. (Hall Russell & Co. c/o HEC LR).

Spey (1877).

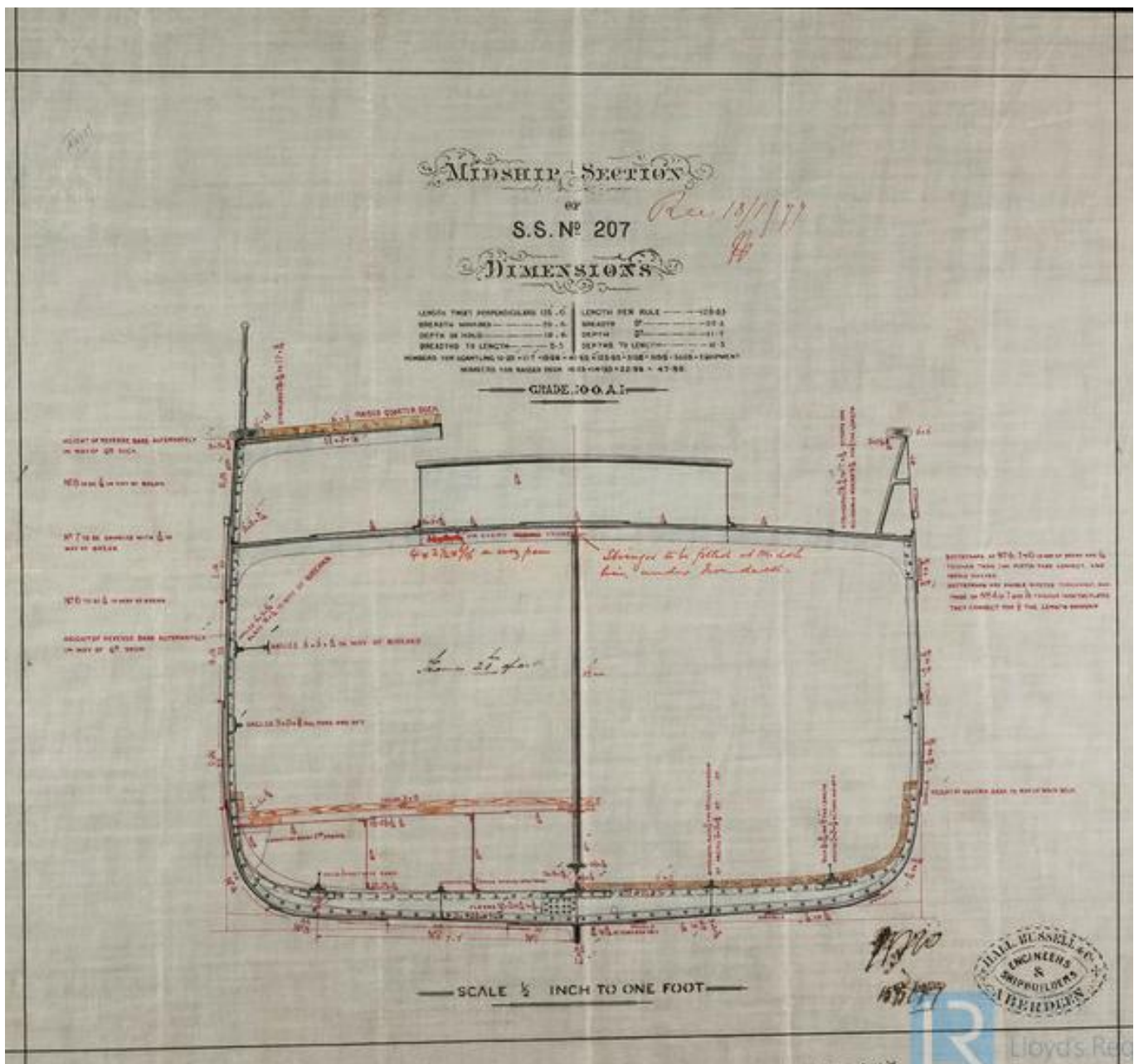
She is known to have traded as a collier at Seaham / Sunderland.

She had quite a short life, being lost in a collision only 16-months after her delivery.

1877, 31st July: The Shipping and Mercantile Gazette reported as follows: ***“LAUNCHES. SPEY. – On the 24th inst. there was launched from the building-yard of Messrs, Hall, Russell and Co., Aberdeen, an iron screw steamer named ‘Spey’, of the following dimensions: - Length, 130 feet; breadth, 21 feet; depth, 11 feet; and 280 tons register. She has been built under special survey, and classed 100 A1 at Lloyd’s, and will be schooner rigged, and fitted with compound engines of 40-horse power nominal. The ‘Spey’ has been built to the order of the firm of Adam and Co., Aberdeen, and is intended for the coasting and Baltic trades.”***

Vessel Name(s)	Spey.
Yard Number	207.
Rig	Steamer, schooner rig, general cargo.
Engine(s)	Steam, Compound, 2-cylinder (20" and 20" x 21" stroke) 90 RPM, 35HP (LRS), Boiler max. working pressure 60psi, by Hall, Russell & Co. , single screw. (Engines from SS ‘Richmond’ (LRS)).
Launch Date	25 th July 1877.
Owner(s)	Adam & Company , Aberdeen.
Registered Port	Aberdeen. Official No.: 77436.
GRT	280 tons. 130 net tons.
Length	125.1 feet. (38.13m).
Breadth	20.6 feet. (6.28m).
Depth	10.5 feet. (3.20m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +100A1. ✠ Built under Special Survey. LMC – Lloyds Machinery Certificate. A&CP. Anchors and Cables proved at a public machine. LRS Surveyors: Thomas W. Kettle (Hull) / John Sturrock (Machinery).
Other information	Master – Gordon. Double bottom fitted, see midship section on next page.
Date Scrapped / Lost	1878, 14th December: On passage from London to Sunderland in ballast, she sank after a collision with the steamer ‘Redewater’ (1,469 tons) in thick fog off Flamborough Head, Yorkshire. More information in newspaper article below.

1878, 17th December: The Aberdeen Press and Journal reported as follows: ***“THE SINKING OF THE SPEY.*** – Further particulars have been received of the sinking of the steamer ***‘Spey’***, of Aberdeen, after being in collision with the steamship ***‘Redewater’***, of Newcastle. It appears that when off Flamborough Head on Saturday the ***‘Redewater’*** came into collision with the ***‘Spey’***, striking her a violent blow on the fore part of the fore-rigging on the port side, causing such serious damage that the ***‘Spey’*** sank three-quarters of an hour afterwards. The ***‘Spey’s’*** crew lost all their clothes and effects. They were landed at North Shields and taken to the Sailor’s Home. At the time of the collision a dense fog prevailed. Five of the crew were below, and came on deck with nothing but stockings and drawers on. The ***‘Spey’s’*** crew saved themselves by scrambling up the sides of the ***‘Redewater’***, which stood by until the ***‘Spey’*** foundered. The ***‘Redewater’*** through the collision has a large hole stove in her bow.”



SS 'Spey' midship section drawing. (Hall, Russell & Co. courtesy of LR HEC).

Kwang Tung or Kwangtung (1877).

1877, 26th October: The Aberdeen Press and Journal reported as follows: “**LAUNCH OF A STEAMER AT ABERDEEN.** – Yesterday afternoon a large steamer was launched from the building yard of **Messrs Hall, Russell, & Co.,** Aberdeen, in the presence of a goodly number of spectators. The weather was fine. She is 225 feet in length, 31 feet 6 inches beam, 21 feet 6 inches deep, and 1,080 tons gross register. The vessel has been built under special survey, and classed at Lloyd's, and is to be fitted up with compound surface condensing engines of 180 horse power, iron masts, steam winches, patent windlass, and all the most approved plans for facilitating a quick discharge of cargo. The **'Kwangtung'**, which is the name of the steamer, has accommodation for 50 first class European passengers, and about 300 steerage Chinese passengers. She has been built to the order of Messrs Douglas Lapraik, & Co., of Hong Kong, is intended for the China coasting trade, and will be commanded by Captain Westoby, late of the **'Namoa'**, belonging to the same firm. The **'Kwangtung'** is the ninth vessel which has been built by **Messrs Hall, Russell, & Co.** for Messrs Douglas Lapraik, & Co. Mrs Russell gracefully performed the christening ceremony as the vessel took the water, and afterwards it was towed to the shear poles for the purpose of receiving the machinery. After the launch a few friends adjourned to the office, where the usual toasts were given. Captain Baker represented the owners, and Captain Westoby was also present.”

Vessel Name(s)	Kwang Tung or Kwangtung.
Yard Number	208.
Rig	Steamer, passenger and cargo.
Engine(s)	Steam, compound, 2-cylinder (35" & 60.25" x 36" stroke), 160 hp, by Hall, Russell & Co. , single screw.
Launch Date	25 October 1877.
Owner(s).	Messrs Douglas Lapraik, & Co. , Hong Kong.
Registered Port	Aberdeen. Official No.: 77441.
GRT	1,055 tons. 674 net tons.
Length	220.3 feet. (67.15m).
Breadth	31.3 feet. (9.54m).
Depth	14.2 feet. (4.33m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +90A1. ✠ Built under Special Survey. LMC: Lloyds Machinery Certificate. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle (Hull) / John Sturrock (Machinery).
Other information	c1880: Owned by Douglas Lapraik & Co., Hong Kong. 1884: Owned by Douglas Steamship Co., Ltd., Hong Kong.
Date Scrapped / Lost	1884, 5th December: Wrecked while on passage from Foochow, China to Hong Kong on Salamis Island in the River Min.

Kwang Tung or Kwangtung (1877). Continued.

1877, 19th December: The Aberdeen Press and Journal reported that the '**Quangtung**' went on her trial trip in Aberdeen Bay on 14th December. She achieved a very satisfactory mean speed of 12¼ knots. She is the ninth vessel built by **Hall, Russell & Co.** for Messrs Douglas Lapraik, & Co., and was to leave for Hong Kong early next week under the command of Captain Westoby.

1877, 26th December: The Aberdeen Press and Journal reported as follows: *"DEPARTURE OF A NEW STEAMER FROM ABERDEEN FOR CHINA. - ...Since taking the water the vessel has been lying near the dockgates for the purpose of having her engines, etc., put on board. This work was completed some days ago, and on Friday, between twelve and one o'clock, she left the harbour for China under command of Captain Westoby. Captain John Main was on board as pilot to Dover, where he leaves the steamer in command of her own captain. The '**Kwangtung**' belongs to Messrs Douglas Lapraik, & Co., of Hong Kong, ...and takes out no cargo."*

1878, 28th February: The Overland China Mail reported as follows: *"Messrs Douglas Lapraik & Co.'s new steamer the '**Kwangtung**', Captain Westoby, arrived here on 16th from Aberdeen. She made the run from Aberdeen to this port, touching at the usual intermediate ports, in 56 days. The '**Kwangtung**' has been built to the order of Messrs Douglas Lapraik & Co., by **Messrs Hall, Russell & Co.**, of Aberdeen, to replace the vessel of the same name which was lost on Ockseu Island (aka Greater Qiu Islet, Taiwan Strait) in April 1876. She is a much larger and superior vessel to her namesake, however, and in model somewhat resembles the '**Douglas**'. As might be expected her equipment is all of the most modern type. The saloon is rather a novelty, being divided into two, one being on the upper deck and one on the tween deck, and a staircase leading from the one to the other. The state-rooms, sufficient to accommodate 16 first class passengers, are on the upper deck, communicating with the upper saloon. She has the usual houses on deck, which is flush fore and aft. Despite the somewhat long passage she has made we are given to understand that she is a vessel that can average a high rate of speed. The highest speed attained during the passage, in the Bitter Lakes, was 13 knots, and in ordinary weather she can maintain an average speed of from 10 to 10½ knots. Most of her officers are well known on this coast, having been for several years in the employ of Messrs Douglas Lapraik & Co. Their names are Captain Westoby, Chief and Second Officer Messrs Goode and Milne, and Chief Engineer Mr MacIntosh. The following are the dimensions of the vessel: - Length overall, 225 ft.; between perpendiculars, 220 ft.; extreme breadth, 31 feet 6 inches; depth of hold, 21 feet; gross carrying capacity, about 800 tons; the registered tonnage being set down as 674 tons. Her engines are a pair of compound surface condensing of 180 HP nominal. We wish the '**Kwangtung**' a more successful career than her predecessor of the same name."*

Kwang Tung or Kwangtung (1877). Continued.

1884, 16th December: The Overland China Mail reported as follows: ***"The Wreck of the 'Kwangtung'.** The **'Namoa'**, which arrived here today (12th inst.) from coast ports, brought down the first and second officers and the engineers of the steamer **'Kwangtung'**, which was wrecked in the River Min on the 5th instant. It appears that the **'Kwangtung'** went ashore on Salamis Island at about one o'clock on the afternoon of the 5th. She was in charge of a special torpedo pilot at the time. It was raining. The torpedo pilot, a Chinaman, disappeared over the side soon after the vessel struck and has not since been seen. After the vessel struck she hung on to the shore by her fore-foot until about half past two o'clock, that is, about an hour and a half. During that time she made little or no water. Then the tide carried her round and the plates of the fore-foot were wrenched open. Water then entered the vessel fast. She sank at about a quarter past 3 o'clock. The **'Sapphire'** was at anchor off Sharp Peak when the disaster occurred, and one of her boats was being rowed to meet the **'Kwangtung'** as she came down the river. The mails on board the **'Kwangtung'** were saved, and also most of the effects of these on board. Eighteen boxes of treasure were got into boats before the vessel went down, and the divers have since recovered 12 others. Eight more boxes remained in her when the **'Namoa'** left the river, and they will no doubt also be recovered. It is said the divers are employed by the Insurance Company, and get 10 percent of what they save. There appears to be little hope of the vessel being raised. On the nights of the 5th, 6th and 7th the officers and engineers of the wrecked vessel were on board the **'Sapphire'**. On the 8th they went on board the **'Namoa'**. A Court of Enquiry was held at Foochow on the 9th. It was composed of Vice-Consul Warre, Captain Jago of the **'Cyclops'** and the navigating lieutenant of the **'Midge'**. The Court sat the whole of the day, and the decision had not been communicated to the officers of the vessel when they left at 5 o'clock on the following morning. It is believed, however, that the Captain and officers of the **'Kwangtung'** will not be found in fault. The only passengers on board at the time were Mr and Mrs Wade Gardener and child, Mr Collins, and 10 Chinese passengers."*

Balmoral (1878).

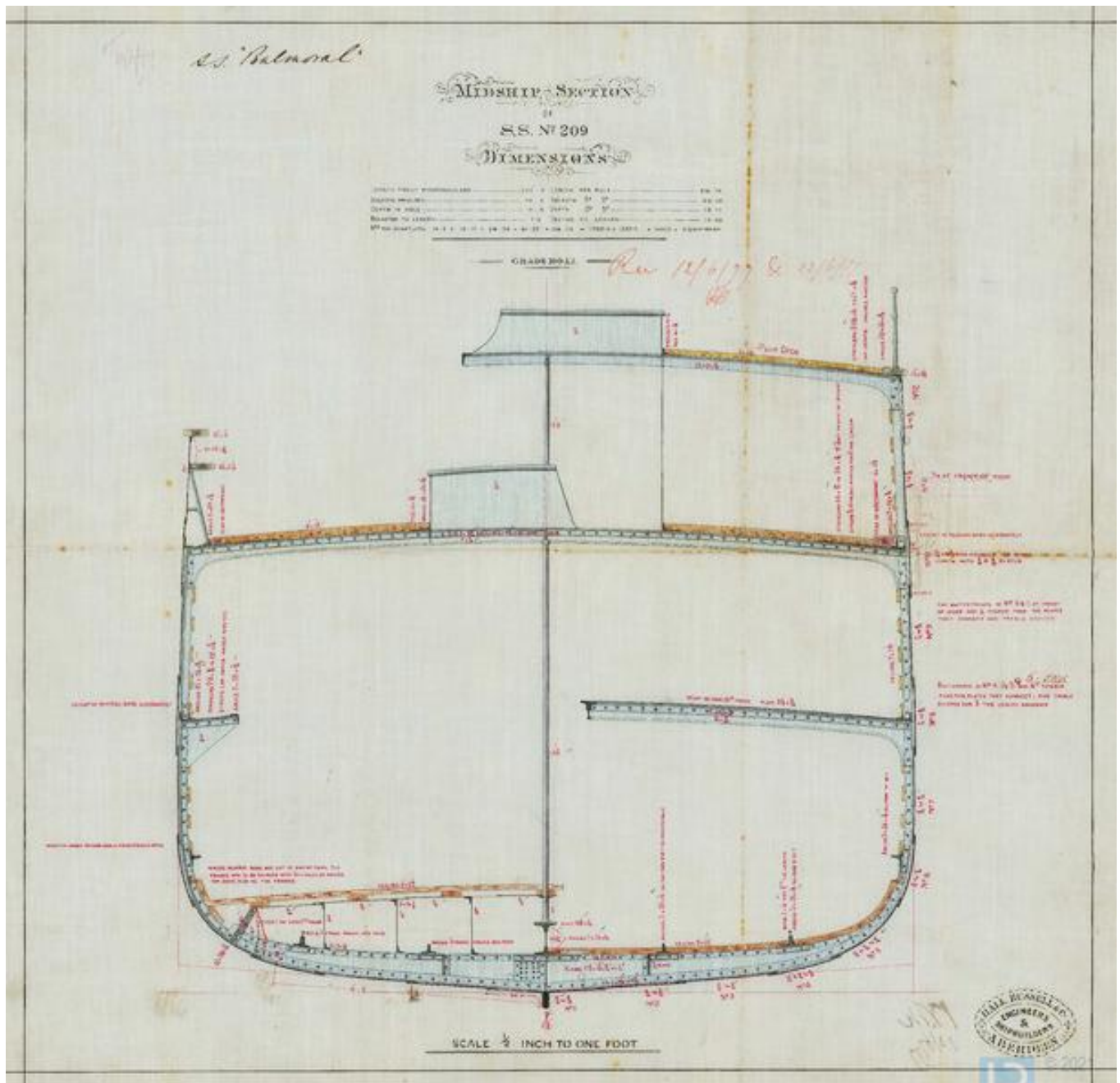
1878, 8th February: The Aberdeen Press and Journal reported as follows: “**LAUNCH OF A STEAMER FOR THE MESSRS DAVIDSON.** Yesterday afternoon a handsome screw steamer was launched from the building yard of **Messrs Hall, Russell, & Co.,** Footdee, in presence of a large number of ladies and gentlemen. Her dimensions are – Length, 225 feet; breadth, 29 feet 6 inches; depth, 17 feet. She has a gross tonnage of 990 tons. The vessel has been built under special survey; is classed 100A1 at Lloyd's; and has compound surface condensing engines of 100 horse-power nominal. All the most modern improvements for facilitating the discharge of cargo have been fitted up in the vessel, including water tanks, steam winches and patent windlass. The steamer has been built to the order of Messrs J. & A. Davidson, Aberdeen, and is intended for the Baltic and Mediterranean trades. She will be commanded by Captain Charles Davidson, late of the steamers ‘**Braemar**’ and ‘**Ballater**’. As the vessel was leaving the ways she was gracefully named the ‘**Balmoral**’ by Miss Agnes Pyper. After the launch a company numbering about 150 ladies and gentlemen who were invited to the christening were entertained to a banquet of cake and wine in one of the large draughting lofts. Mr Alexander Davidson presided, and **Mr Russell** and **Mr Wilson** acted as croupiers. Several appropriate toasts were drunk, including “Success to the **Balmoral**”, which was proposed by the chairman. Speaking of the progress of the company, he said that this vessel was the seventh that had been launched for it from the yard of **Messrs Hall, Russell, and Co.** Their success was in no small measure due to the excellent quality of the ships turned out by that firm, and by the honest, energetic, and trustworthy shipmasters whom the company had been fortunate in placing in command of them. During the six years that they had carried on the steam trade for themselves and others, the amount invested in steamers was £110,000, and their gross earnings amounted to £170,000. These steamers had steamed a distance of 500,000 miles, equal to a nice little voyage to the moon when at the farthest distance from the earth; they had visited about 200 places in Europe and been in 1,120 ports, and employed about 110 men. **Mr Russell** replied to the toast, and gave “Success to the Messrs Davidson,” which was cordially drunk, and replied to by the Chairman in the unavoidable absence of his brother, Mr James Davidson. Several other toasts followed, including the health of Miss Agnes Pyper, who gracefully performed the ceremony of christening, proposed by Mr C. G. Downie, and responded to by Mr Pyper; “The Captains of the ‘B’ Fleet,” by the latter gentleman, coupled with the name of Captain Davidson, who had commanded their first vessel, the ‘**Bon-Accord**’, and might be regarded as the commodore of the fleet. He was known as an able seaman afloat and a genial friend ashore, and on more than one occasion he had saved the lives of crews who were in danger of sinking with their ships. (Applause). These exertions met the hearty approval of the shareholders, whose instructions, given through the managing owner, were to make salvage if possible, but save life whenever they could. (Applause). On two occasions Captain Davidson had saved life in this way at considerable risk to himself and his vessel, and the shareholders had the satisfaction in knowing that to one of these occasions they owed the half of a handsome dividend. Captain Davidson, in

Balmoral (1878). Continued.

replying to the toast, expressed the hope that the **'Balmoral'** would be like the queen bee, without which the hive was useless, and that in the future the opening flowers to gather honey from would be more abundant than they are at present. Mr Hutcheon (ex-Shoremaster) gave "The Town and Harbour Interests," and ex-Baillie Daniel replied; **Mr Wilson**, "The Other Owners of the **Balmoral**," and Mr Rennie (painter), who replied; Mr Pyper, "The Ladies," for whom Mr Forbes of Morkieu gracefully responded; "The Strangers connected with the Steamers", coupled with the name of Mr Thomson, father-in-law of Captain Davidson; and "The Press", with Mr Cooper. A very pleasant afternoon was passed."

Vessel Name(s)	Balmoral.	
Yard Number	209.	
Rig	Steamer, general cargo.	
Engine(s)	Steam, Compound, 2-cylinder (26.5" & 48" x 30" stroke), 98hp, boiler 70psi WP, by Hall Russell & Co. , single screw.	
Launch Date	7 th February 1878.	
Owner(s)	J. & A. Davidson , Aberdeen.	
Registered Port	Aberdeen.	Official No.: 77442.
GRT	979 tons.	630 net tons.
Length	220.2 feet. (67.12m).	
Breadth	29.2 feet. (8.90m).	
Depth	16.5 feet. (5.03m).	
Construction	Iron. (Riveted).	
Classification	Lloyds Register of Shipping. Class +100A1. ✠ Built under Special Survey. LMC: Lloyds Machinery Certificate. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle (Hull) / John Sturrock (Machinery).	
Other information	1884: Owned by Davidson S.S. Co. Ltd., Aberdeen.	
Date Scrapped / Lost	1884, 26th June: On passage from Arkhangelsk for U.K with a cargo of oats, she went ashore at Nordborn, Norway. Master Captain John Still.	

1884, 1st July: The Shields Daily News reported as follows: "The British steamer **'Balmoral'** of Aberdeen, Captain John Still, is reported by telegraph to have gone ashore at Nordborn, about 60 English miles from Tromso, Norway; will probably be a total wreck. She overhangs forward nine feet; tide flows in and out of her. Assistance has been sent to her from Tromso."

Balmoral (1878).

SS 'Balmoral' midship section drawing. (Hall Russell & Co. c/o HEC LR).

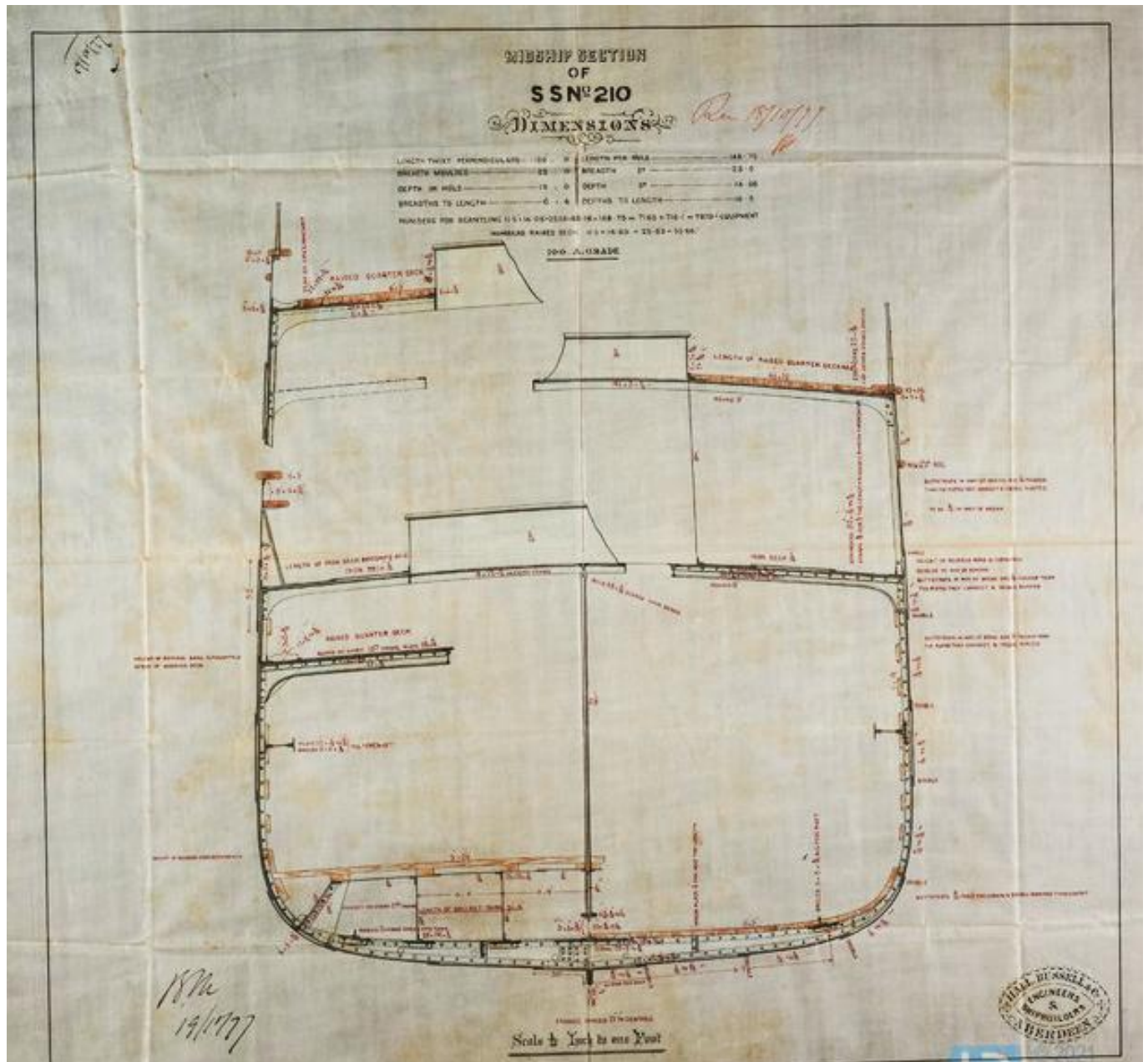
Benamain (1878).

1878, 18th May: The Aberdeen Press and Journal reported as follows: *“Launch. — On Wednesday an iron steamer was launched from the yard of **Messrs Hall, Russell, & Co.** for the firm of Messrs J. & A. Davidson, and received at the hands of Miss Craig, daughter of Mr Andrew Craig, merchant, one of the owners, the name of the ‘**Benamain**’. She is a vessel of between 400 and 500 tons, her length being 150 feet. She is classed 100 A1 at Lloyd’s, and is of similar model to the same firm’s larger vessels the ‘**Bon-Accord**’, ‘**Ben Macdhui**’, etc. Her hatches are so constructed as to admit of boilers and large pieces of machinery. The ‘**Benamain**’ is the eighth steamer belonging to the firm of J. & A. Davidson, and employed by them in their extensive general sea carrying trade.”*

Vessel Name(s)	Benamain.	
Yard Number	210.	
Rig	Steamer, general cargo.	
Engine(s)	Steam, Compound 2-cylinder (19" & 30.75" x 22" stroke), 90RPM, 43hp, boiler working pressure 62psi, donkey boiler working pressure 60 psi, by Hall, Russell & Co. , single screw.	
Launch Date	15 May 1878.	
Owner(s).	J. & A. Davidson , Aberdeen.	
Registered Port	Aberdeen.	Official No.: 77446.
GRT	381 tons.	247 tons net.
Length	150.2 feet. (45.78m).	
Breadth	23.2 feet. (7.07m).	
Depth	13 feet. (3.96m).	
Construction	Iron. (Riveted).	
Classification	Lloyds Register of Shipping. Class +100A1. ⚡ Built under Special Survey. LMC: Lloyds Machinery Certificate. A&CP: Anchors and Cables proved at a public machine. LRS Surveyor: Thomas W. Kettle (Hull) / John Sturrock (Machinery).	
Other information	1887, 2nd October: In a collision with SS ‘Clydach’ of Grangemouth in the Baltic Sea. (See press article below). 1888, Nov.: Owned by James T. Harrison, London., and registered at London. 1889, 5th July: Owned by John T. Harrison trading as Arnati & Harrison.	
Date Scrapped / Lost	1890, 29th March: Whilst on passage from Swansea with a cargo of 450 tons of general cargo and copper from Vivian & Sons, Swansea, smelters for Treport, France, she ran ashore on Lundy Island in thick fog. She was got off and having headed back toward Swansea she later sank 7 miles off the Mumbles in Oxwich Bay in 20 fathoms of water, all hands were picked up by the pilot boat ‘Rival’ of Swansea. Approximate wreck position: 51.34N., 03.08W.	

Benamain (1878). Continued.

1887, 13th December: The Aberdeen Evening Express reported as follows: ***“THE BENAMAIN COLLISION. DECISION OF ADMIRALTY COURT.*** Today, in the Court of Admiralty, before Mr Justice Butt, assisted by Trinity Masters, judgement was given in the case of the owners of the steamer ***‘Clydach’*** versus the ***‘Benamain’***. It will be remembered that the plaintiff’s steamer the ***‘Clydach’***, of Grangemouth, was on a voyage from Rostock to Hernosand in water ballast when she came into collision with the ***‘Benamain’*** of Aberdeen in the Baltic Sea on the morning of the 2nd October last. The ***‘Benamain’*** was at the time on a voyage from Königsberg to Rotterdam with a cargo of wheat. The disaster took place at two o’clock in the morning in fine and clear weather. The ***‘Clydach’*** was struck on the starboard side nearly amidships, and she soon began to sink. The ***‘Benamain’***, according to the plaintiffs, slowly steamed away, and failed to render any assistance. This was denied by the defendants, who stated that the ***‘Benamain’*** remained about until she lost sight of the ***‘Clydach’***, which sank in deep water about an hour after the collision with everything on board of her. The master and crew escaped in the boats, and were ultimately picked up by a Swedish smack and landed safely. Mr Gigham, Q.C., and Mr L. E. Pyke appeared for the plaintiffs, and Sir W. Phillimore and Mr J.G. Barnes were counsel for the defendants. Mr Justice Butt, in giving the judgement of the Court, said that the evidence was very conflicting. He could not help suspecting the neglect on board the ***‘Clydach’*** had brought about the collision, and that she had not seen the ***‘Benamain’*** approach so soon as she ought. It was her duty to keep out of the way of the ***‘Benamain’***, and when she tried to do this, it was too late, and the collision then followed. The Court in the circumstances found the ***‘Clydach’*** alone blame for the collision.”

Benamain (1878). Continued.

SS 'Benamain' midship section drawing (Hall, Russel & Co. c/o HEC LR).

Birkhall (1878).

She was named after the royal residence Birkhall. Birkhall (from the Scots Birk Hauch: "Birch River-meadow" built in 1715, it sits on a 52,000 acre estate on Royal Deeside, Aberdeenshire, Scotland, owned by King Charles III, located alongside the River Muick to the south-west of Ballater. Shew as intended for the Mediterranean trade.

1878, 30th October: The Aberdeen Press and Journal reported as follows: ***"LAUNCH OF THE BIRKHALL.** Yesterday afternoon there was launched from the building premises of **Messrs Hall, Russell, & Company**, Footdee, an addition to the fleet of steam vessels under the management of Messrs J. & A. Davidson, known as the "B" fleet. The **'Birkhall'**, for such is the name gracefully bestowed upon the vessel by Mrs Pyper of Hillhead, is the ninth and the largest "B" of the fleet. The launch was a most successful one, and as the vessel came to her anchors in the tidal harbour three ringing cheers from her prow were responded to by an enthusiastic assemblage of citizens in a manner which showed how deeply they were interested in this acquisition. To the maritime tonnage of the town. Launches are by no means of rare occurrence in Aberdeen, and many a large and stately ship has been built at the port, and has left it never to return and unnoticed by any save those immediately concerned in its construction. It is not every day, however, that Aberdeen builders launch a steamer for the trade of the port. The owners of the "B" fleet have, within as many years, launched nine steamers, and on this as on previous occasions they invited a number of their friends to celebrate the event. Immediately after the launch, a company of ladies and gentlemen, to the number of about 120, sat down in **Messrs Hall, Russell, & Co.'s**, draughting loft to an elegantly prepared banquet of cake and wine. Mr Alexander Davidson occupied the chair, and **Mr Wilson, of Hall, Russell, & Co**, and Captain Charles Davidson acted as croupier. After the usual loyal toasts, the Chairman gave "Success to the **'Birkhall'**," In doing so, he said that the company some short time ago had been under a slight cloud, chiefly in consequence of the state of the grain markets, which made it impossible to import grain at a profit. In these circumstances they had to face the difficult alternative of allowing valuable property to work for nothing, or laying on their oars and waiting for a turn of the tide, and they chose the latter alternative. (Applause). Now, he was glad to say, things had taken a turn for the better so far as the short voyage trade was concerned, and the B Line was well employed doing good and he hoped profitable work. (Applause). Referring to the restrictions imposed by the Board of Trade on the maritime commerce of the country, and which from their arbitrary and capricious nature had militated against the home trade by opening the door to foreign competition, he remarked with satisfaction that Germany had recently ordered Board of Trade inquiries to be instituted in ten of her principal seaports. This, he said, was a step in the right direction, and he hoped that it would be followed up in such a way as to have the effect of placing British shipowners on an equal footing under similar circumstances with those of other countries. (Applause). The toast was heartily drunk, and responded to by **Mr Wilson**, who gave "Success to the Managing Owners of the **'Birkhall'**," remarking that they were*

Birkhall (1878). Continued.

upright, intelligent, and persevering merchants, and a credit to the port. (Applause). Mr C. G. Downie, advocate, proposed “The Health of the Lady who had performed the Christening Ceremony,” which was enthusiastically pledged, and replied to by Mr Pyper, who gave “The Health of the Commander of the **‘Birkhall’**, Captain Charles Davidson,” who remarked that he would endeavour always to take for his motto that of His Royal Highness the Laird of Birkhall – Ich Dien. (Applause). Amongst other toast drunk were – “The Town and Trade of Aberdeen”, by Mr Alexander Duffus, replied to by Baillie Hugh Ross; “The Ladies”, by Mr W. D. Watson, draper, coupled with ex-Baillie James Ross; “The Press”, etc. One or two songs were sung, and the company enjoyed themselves very heartily. The **‘Birkhall’** is an iron screw steamer 260 feet in length, 32 feet 6 inches in breadth, and 25 feet in depth. Her register tonnage is 1,470 tons. She is fitted with compound surface condensing engines of 150 horsepower nominal, and every approved appliance, including steam winches and patent windlasses etc.”

Vessel Name(s)	Birkhall.
Yard Number	211.
Rig	Steamer, general cargo, schooner rigged, elliptical stern.
Engine(s)	Steam, 2 off compound inverted engines, 2-cylinder (31" & 57" x 36" stroke), 60RPM, 140hp, boiler 160psi, by Hall, Russell & Co. , single screw.
Launch Date	29 th October 1878.
Owner(s)	J. & A. Davidson , Aberdeen.
Registered Port	Aberdeen. Official No.: 77452.
GRT	1,447 tons.
Length	250 feet, 7 inches. (76.38m).
Breadth	32 feet, 1 inch. (9.78m).
Depth	17 feet 4 inches. (5.28m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. LMC: Lloyds Machinery Certificate. A&CP: Anchors and cables proved at a public machine. LRS Surveyor: Thomas W. Kettle (Hull) / John Sturrock (Machinery).
Other Information	Master – Charles Davidson. 1880: Master W. A. Crombie. 1882, 18th May: On passage from Cartagena with a cargo of lead, she went ashore on the stones at the end of the Fish Pier, South Shields during fog, Captain Crombie. Her crew remained by the vessel to get her refloated. Part of her cargo was discharged into lighters. She got off on 19 th and was docked and found to have minor damage affecting nine or ten plates.

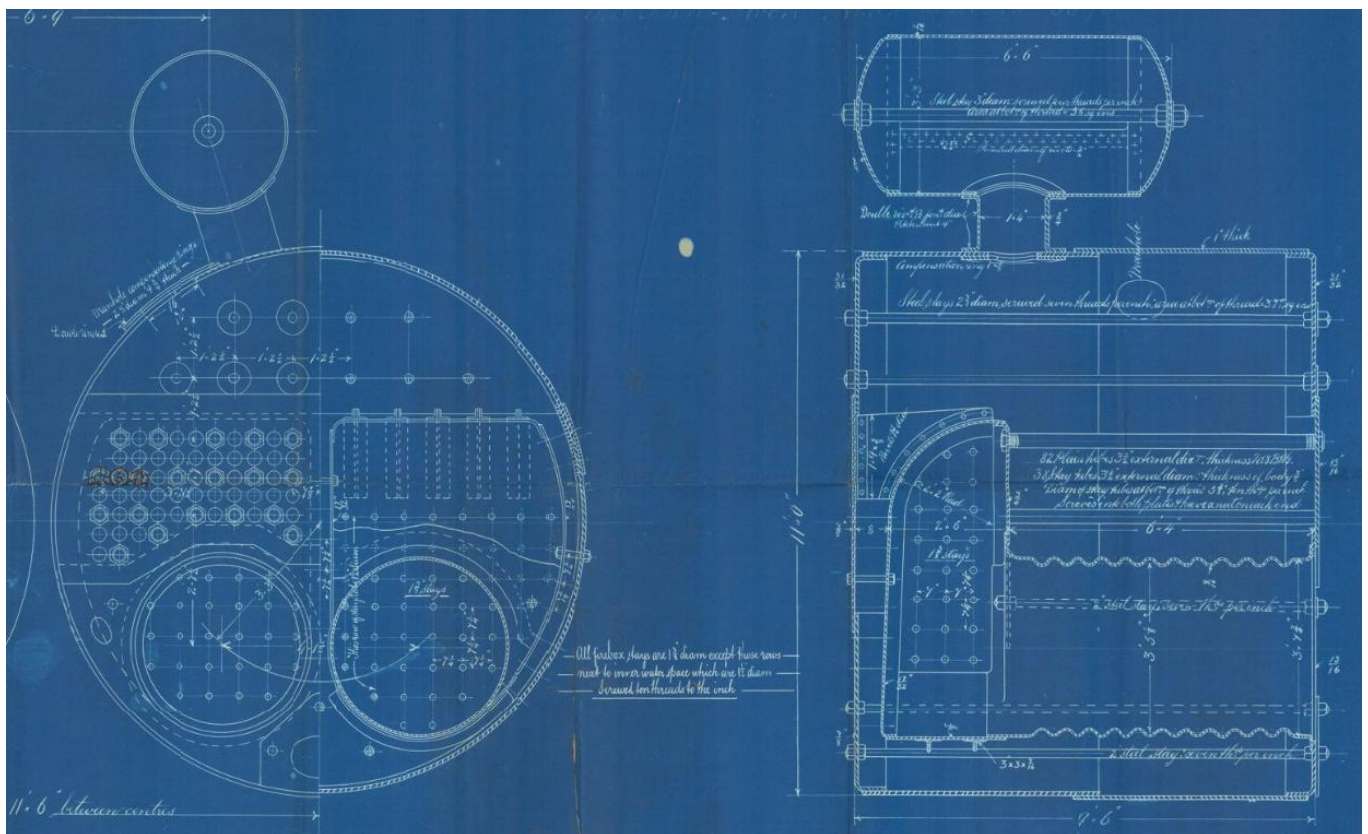
Birkhall (1878). Continued.

Other information Continued	1883, 12th October: Off Sunderland on passage bound for Carthage (Captain Smith) in dense fog she collided with the steamer 'Brookhall' bound for Grangemouth. 'Birkhall' sustained considerable damage to her bulwarks etc. and had to pull into the Tyne for repairs. (Leeds Mercury 13th Oct. 1883). 1886, Feb.: Owned by the Grampian Steamship Co., Ltd., Aberdeen, master J. Smith. 1886: Her engine was tripled, now (17", 31", 57" x 36" stroke), but still 140hp. 1888, 3rd July: The Aberdeen Weekly Journal reported that she had collided with the schooner 'Pocohentas'. 1888, 19th September: The Daily News reported that while on passage from Newport for Alexandria, she lost her propeller and had to be towed into Cadiz by the steamer 'Acuba'. Salvage of £200 was paid. 1890 -1894: Master – Turner. 1894: Master – MacDonald, he and his crew donated £1 to the "Aberdeen Loss of Life at Sea Fund" (Equivalent to £114 in 2025). 1893, 28th June: The Aberdeen Press and Journal reported that she grounded at Larnaca, Cyprus, and got off without assistance. 1894, 9th February: The Glasgow Herald reported that she collided with steamer, name unknown, in Tyne Dock, doing considerable damage to her own starboard rails. In going down river after the collision she ran into the steamer 'Govino', of Sunderland, moored, cutting a hole in her starboard bow. 1894, Oct.: On passage from Patras, Greece, with a large quantity of currants, a fire broke out in her coal bunkers and she ran for refuge in Phillipville Bay, Algeria. Fire spread to other areas and she was beached and submerged in order to put it out. No lives lost. 1894, 16th Oct.: It was reported she was refloated, and divers reported her bottom was undamaged.
Date Scrapped / Lost	1895, 11th July: A Marine Court of Inquiry held on the 17th July at the H.B.M.'s Consulate at Shanghai found that the loss of the 'Birkinhall' on 11th July was solely due to the reckless navigation displayed on the part of those in charge of the Chinese man-of-war 'Wantai'. The 'Birkhall' at the time of the collision was anchored a little below Prince's Wharf Woosung. The 'Wantai' attempting to go out on the ebb tide, was carried down on the 'Birkhall' striking her end on, on the port side causing her to fill and sink at her mooring. (Overland China Mail - Wednesday 24 July 1895). 1895, 12th July: The Aberdeen Weekly Journal reported that she was owned by the Grampian Steamship Co. and she left Aberdeen on 1st March 1895 commanded by Captain Charles Cameron. He had worked his way up from apprentice with the company and this was his first command and he was regraded as a skilful navigator.

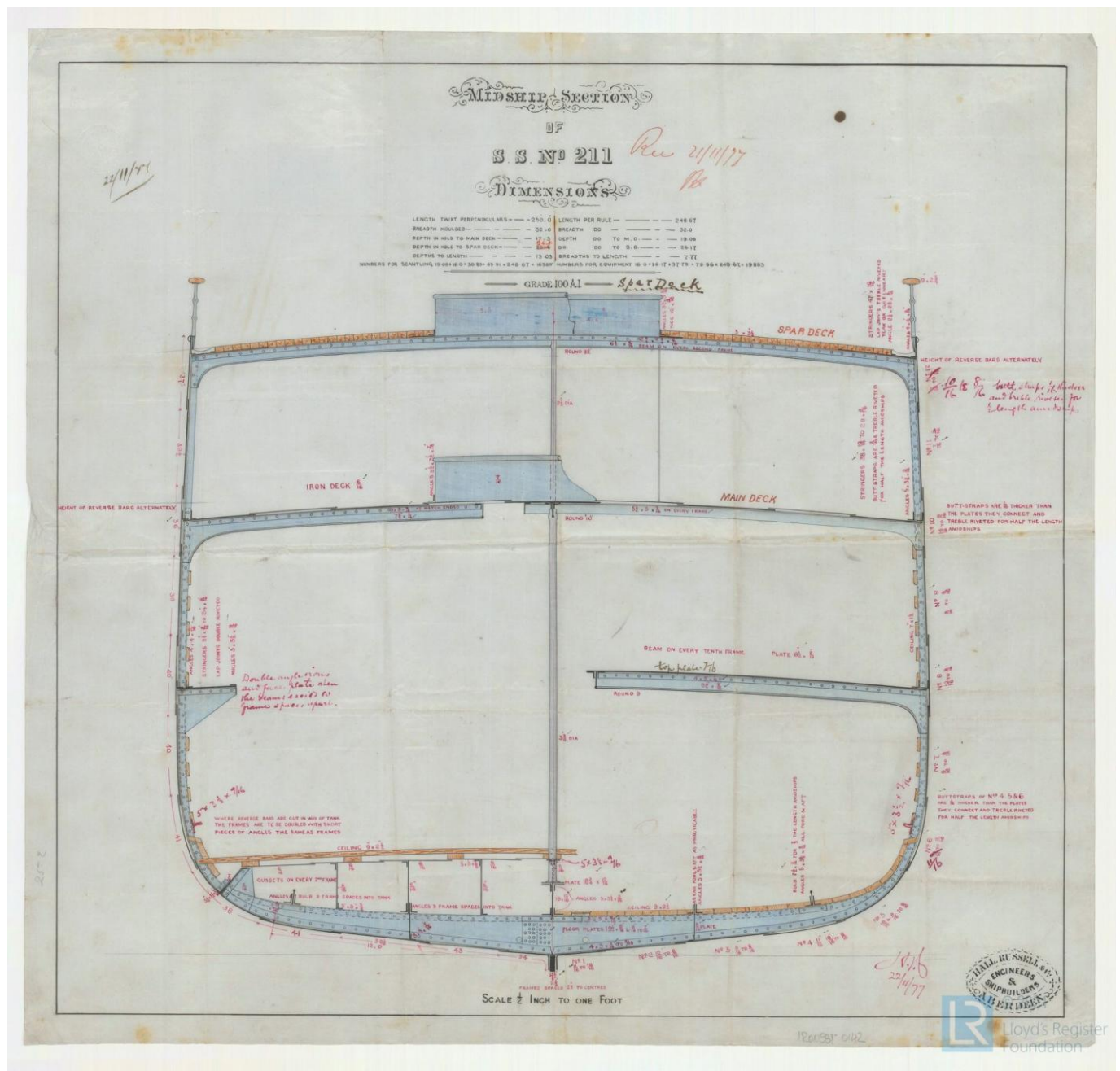
Birkhall (1878). Continued.

1878, 28th December: The Aberdeen Press and Journal reported that she sailed on 27th December for Sunderland.

1882, 18th May: The Shields Daily Gazette reported as follows: **"Screw-Steamer Ashore at South Shields.** This morning, at half-past five o'clock, the screw-steamer '**Birkhall**', Captain Crombie, of Aberdeen, got ashore at the end of the Fish Pier, South Shields. She was bound from Carthagera via London to the Tyne, and had on board 160 tons of lead, which was to be discharged at Smith's Buoys, North Shields. The vessel was in charge of a pilot, and there was a dense fog prevailing at the time. The engines were dead slow as the steam entered the harbour. As soon the look-out reported "rocks-a-head" the engines were reversed full speed astern, but this precaution failed to stop the ship, and she ran upon the rocks, where she remained fast. The engines were set ahead again, and this had the effect of canting the vessel's stern into deep water. The stones have holed the bottom plates on five places. The damage is chiefly amidship under the engine room floor. As soon as possible crafts were engaged, and the cargo discharged into them. The tide was upon the ebb when the casualty occurred, therefore nothing farther could be done to float the vessel. It is expected, however, that she will got off at high water this afternoon. The pilot who was in charge complains that the sunken steamer '**Dora**' has the effect of setting the ebb off to the southward, and thus interfering with the navigation inwards."



Blueprint of '**Birkhall Boiler**'. (Hall, Russell & Co., courtesy HEC LR).



Steamer *'Birkhall'* midship section. (Hall, Russell & Co., courtesy of HEC LR).

Diamante (1878).

1878, 17th August: The Aberdeen Press and Journal reported as follows: *"LAUNCH OF A STEAMER. - On Saturday there was launched from the building yard of **Messrs Hall, Russell, & Co.**, a splendid iron screw steamer of the following dimensions - length, 210 feet; breadth, 28 feet 6 inches; depth, 21 feet, and of 900 tons gross register. The vessel has been built under direct superintendence of Capt. Thebaud, and also under special survey at Lloyds. She will be fitted with surface condensing engines of 130 horse-power nominal; steam winches, patent windlass, and the most improved plans for facilitating the quick discharge of cargo. The steamer has also splendid accommodation for first, second, and third-class passengers, having large scuttles for light and ventilation. As the vessel left the ways she was gracefully named the '**Diamante**', by Mrs Capt. Thebaud. The vessel was then taken to the shearpoles to receive masts and machinery. After the launch, a few friends were entertained to cake and wine in the moulding loft, when the toasts usual on such occasions were heartily drunk. The '**Diamante**' was built to the order of Messrs Peele, Hubbell & Co., Manilla, and is intended for the China and Manilla coasting trades. She is the fourth vessel which **Messrs Hall, Russell, & Co.** have built for the same owners. As showing the progress which has been made in these times, we may mention that the steamer was ordered by telegraph from China, and has been built in the short space of five months."*

1878, 11th September: The Aberdeen Press and Journal reported as follows: *"TRIAL TRIP OF THE DIAMANTE. - The screw steamer '**Diamante**', which was launched from the building-yard of **Messrs Hall, Russell & Co.**, a few weeks ago, went out to the bay for a trial of speed, and gave very satisfactory results, attaining a mean speed of 11½ knots per hour. As previously mentioned, the '**Diamante**' is owned by Messrs Peele, Hubbell, & Co., Manilla, and is intended for the passenger trade on the China coast. The steamer is 210 feet long, 28 feet 6 inches broad, 21 feet in depth of hold, and is 900 tons gross register. She is fitted up with surface condensing engines of 130 horse-power nominal, steam winches, patent windlass, and other improvements for facilitating the quick discharge of cargo. The '**Diamante**' will leave on an early date for Manilla, under the command of Captain Thebaud, who has superintended the building of the vessel."*

1878, 7th September: The Aberdeen People's Journal reported as follows: *"The men who are to form the crew of the steamer '**Diamante**', recently launched from **Messrs Hall, Russell, & Company's** yard (now nearly fitted up), have arrived here this week, and are living at the Sailors' Institute. They number eighteen in all, and are a rather motley company, including Chinese, Japanese, and Africans. It is expected that the vessel will be ready to leave for Hong Kong in the course of eight or ten days."*

2	Diamante	SewSr	E.Theba'd	514	200·6 28·2 13·7	C.I.2Cy.30" & 52"-33"	Aberdeen	1878	W.Nicholls	Abrdeen	Abn.	80A1
77448	Iron	4B.Hds		809	1Dk.S'awn.dk 20·3	80lb. 120HP.	Hall,Russell&C Smo.	load line 14ft.	H.Kong	A.&CP.		9,78
77448		Cem.78		471	3trB.	Hall,Russell&Co.Abn.	LLOYD'S MC.978	C. I. Barnes				Awng dk

Extract from Lloyds Register of Shipping. (1878).

Diamante (1878). Continued.

1878, 21st November: The Overland China Mail reported that the steamer '**Diamante**' arrived in Hong Kong on 9th November from Manila. She is intended to run in conjunction with the '**Esmeralda**' between this port, Amoy, and Manila. Captain Theobaud was formerly captain of the '**Esmeralda**'. *"She is a very neat little craft of 514 tons register, but does not sit so well upon the water as does her compeer the '**Esmeralda**'. Being a larger vessel, she is much more roomy, and neater on deck. Her cabin accommodation is all that could be desired, and she will no doubt be a favourite amongst passengers for this reason..."*

Vessel Name(s)	Diamante. Renamed: ' Nikko Maru ' (1892).	
Yard Number	212.	
Rig	General cargo and passenger steamer.	
Engine(s)	Steam, compound, 2-cylinder (30" & 52" x 33" stroke), 130nhp, 2 x boilers 80psi WP, by Hall, Russell & Co. , top speed 11½ knots, single screw.	
Launch Date	10 th August 1878.	
Owner(s).	W. Nicholls , Aberdeen.	
Registered Port	Aberdeen.	Official No.: 77448.
GRT	809 tons.	514 net tons.
Length	210 feet. (64.01m).	
Breadth	28 feet, 6 inches. (8.69m).	
Depth	21 feet. (6.40m).	
Construction	Iron. (Riveted).	
Classification	Lloyds Register of Shipping. Class: +80A1. ✠ Built under Special Survey. LMC: Lloyds Machinery Certificate. A&CP: Anchors and cables proved at a public machine. LRS Surveyor: Thomas W. Kettle (hull) / John Sturrock (Machinery).	
Other information	Master – E. Theobaud. 1880: Owned by C. I. Barnes, Hong Kong, and registered at Hong Kong (LRS). 1884: Owned by China & Manila Steamship Co. Ltd., Hong Kong (LRS). 1892: Owned by Hamanaka Hachisaburo, Osaka, Japan, and renamed ' Nikko Maru '.	
Date Scrapped / Lost	1893, prior to 15th February: Japanese steamer ' Nikko Maru ' (ex-' Diamante ' was wrecked near Plymouth Reef in the Inland Sea, Japan. (Liverpool Journal of Commerce 1 st March 1893).	

[illegible]

SS 'Diamante' half midship section drawing. (Hall Russell & Co. c/o LR-HEC).

Ben Ledi (1878).

A paddle steam tug named after a Scottish mountain.



*'Ben Ledi' with funnel down, approaching Newcastle Swing Bridge.
(Photographer unknown, courtesy of Newcastle City Library).*

1878, 5th October: The Aberdeen Press and Journal reported as follows: "LAUNCH OF A TUG AT ABERDEEN. - On Thursday there was launched from the building-yards of **Messrs Hall, Russell, & Co.**, Footdee, a powerful iron paddle-tug, named the '**Ben Ledi**', of the following dimensions: Length, 100 feet; breadth, 19 feet; depth, 10 feet 6 inches; and of 150 tons gross register. The '**Ben Ledi**' is fitted with disconnecting engines of 50 horse-power, has patent feather floats, and all the latest improvements for towing. The tug has been built to the order of Mr James Gibb, of London, and intended for the Thames and Channel towing. She is the third tug that has been built by the **Messrs Hall, Russell, and Co.** for the same firm.



*'Ben Ledi'. (Photographer unknown,
courtesy of North Tyneside Libraries).*

Ben Ledi (1878). Continued.

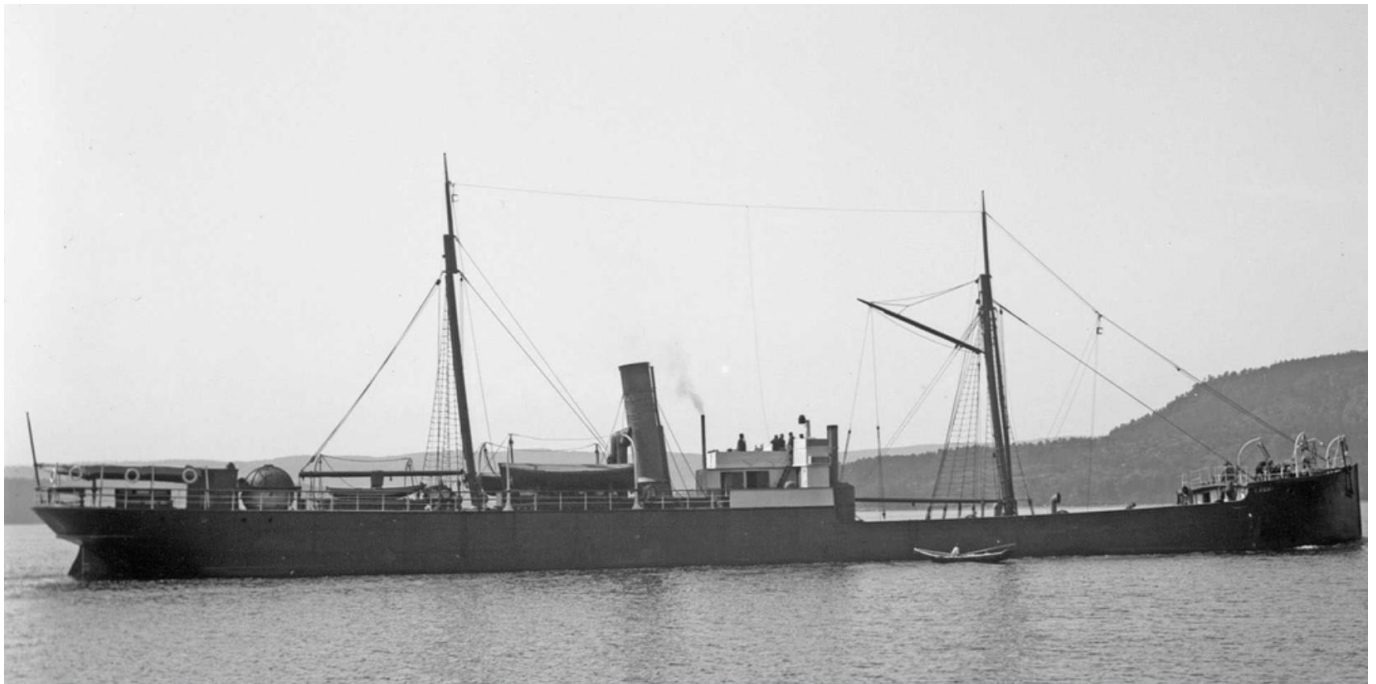
1878, 2nd November: The Aberdeen Press and Journal reported as follows: ***Trial of the Steam Tug 'Ben-Ledi'.** — The iron paddle steam tug 'Ben-Ledi' which was launched from the building yard of Messrs Hall, Russell, & Co. a short time ago, went out to the bay on Monday (28th October 1878) for trial of speed, and gave very satisfactory results, attaining a speed of ten knots an hour. The 'Ben Ledi' has been built to the order of Mr James Gibb, London, has been fitted with all the latest improvements, and is intended for the Thames and Channel towings.* 31st October she sailed Aberdeen for London.

Vessel Name(s)	Ben Ledi.
Yard Number	213.
Rig	Tug, paddle steamer.
Engine(s)	Steam side-lever, 2-cylinder (25" & 25"x 48" stroke) 50nhp, 185ihp by Hall Russell & Co. Top speed 10 knots.
Launch Date	3 rd October 1878.
Owner(s)	J. F. Gibb , London.
Registered Port	London. Official No.: 79641.
GRT	150 tons.
Length	90 feet, 3 inches. (27.51m).
Breadth	18 feet, 7 inches. (5.66m).
Depth	10 feet, 3 inches. (3.12m).
Construction	Iron. (Riveted).
Classification	Unknown.
Other information	1882: See below. 1883: Owned by John Nicol Newton, Aberdeen, and registered at Aberdeen. 1886: Owned by Robert L. Cook and others, Sunderland. 1891: Owned by the Ayr Harbour Trustees and registered at Ayr. 1897, Feb.: Owned by Joseph & Charles Rennoldson, South Shields. 1897, April: Owned by Robert & Mark H. Redhead, Newcastle and registered at Newcastle. 1903, Jan.: Owned by Mark H. Redhead, Newcastle and Susannah White, Streatham. 1914, August: Requestioned by the Admiralty. 1919 Returned to her owners. 1929: Owned by Redhead & Dry's Tugs Ltd., Newcastle.
Date Scrapped / Lost	1935: Scrapped. At 57 years old she had served much longer than she would have been designed for, testament to her builders.

1882, 28th November: The Aberdeen Weekly Journal reported as follows: *"G and N Davidson, herring curers and merchants, St. Clements St., have secured for trawling purposes, the powerful steam tug 'Ben Ledi, of London, which arrived in Aberdeen yesterday. Additions necessary to fit the vessel for trawling are already commenced, and she is expected to be ready in a few days."*

Ballogie (1879).

1879, 16th October: The Aberdeen Press and Journal reported as follows: *“LAUNCH OF A STEAMER AT ABERDEEN. – Yesterday afternoon there was launched from the building-yards of **Messrs Hall, Russell, & Co.**, a finely modelled screw-steamer of the following dimensions: - length, 225 feet; breadth, 30 feet; depth, 17 feet; and 1,019 tons gross register. The vessel has been built under special survey, and is classed 100A1 at Lloyds; will be fitted with compound surface condensing engines of 110 horse-power nominal; and is fitted with water ballast, steam winches, patent windlass, and other modern appliances. As the vessel left the ways, she was gracefully named the ‘**Ballogie**’ by Mrs Wilson. The ‘**Ballogie**’ was built for Messrs J. & A. Davidson, Aberdeen, and is intended for the Mediterranean and Baltic trades.”*



*Steamer ‘**Ragni**’ ex ‘**Ballogie**. (Photographer unknown).*

Ballogie (1879). Continued.

Vessel Name(s)	Ballogie. Renamed: 'Kate Forster' (1884), 'Ragni' (1895), 'Robur' (1926), 'Robur I' (1928), 'Rewa' (1930).
Yard Number	214.
Rig	Steamer, general cargo.
Engine(s)	2-cylinder compound inverted surface condensing steam (26.5" & 48" x 30" stroke), 70 RPM, 98 hp, boiler 70psi working pressure, by Hall, Russell & Co. , single screw.
Launch Date	15 th October 1879.
Owner(s)	J. & A. Davidson , Aberdeen.
Registered Port	Aberdeen. Official No.: 77457.
GRT	1,004 tons.
Length	220 feet, 7 inches. (67.23m).
Breadth	29 feet, 7 inches. (9.02m).
Depth	17 feet. (5.18m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +100A1. ✠ Built under Special Survey. LMC: Lloyd's Machinery Certificate. A&CP: Anchors and Cables Proved at a public machine. LR Surveyor – Thomas W. Kettle (Hull) / John Brockart (Machinery).
Other information	1884: Owned by Fisher, Renwick & Co., Newcastle and renamed 'Kate Forster' . 1895: Owned by D/S A/S Ragni, (Lund & Gjertsen), Kristiania, and renamed 'Ragni' . 1903: Manager Erling Lund, Kristiania. 1917: The Shipping Controller (Temple, Thomson & Clark), London. 1919: She was returned to her owners. 1926: Owned by A/S Emas (Erling Mortensen), Oslo. 1926: Owned by Rederi-och Transport A/B Robur (W. Ronstrom Sen. & Co. A/B), Stockholm, and renamed 'Robur' . 1928: Owned by Polskarob Polsko Skandynawskie Towarzystwo Transportowe S.A., Gdynia, Poland, and renamed 'Robur I' . 1930: Owned by Rederi-A/B Rewa (Arnold de Champs), Stockholm. Renamed 'Rewa' .
Date Scrapped / Lost	1934: Sold to Marinvarvet, Libau, Latvia for scrapping, at 55-years old.

Grandholm (1879).

1879, 8th May: The Scotsman reported as follows: *“ABERDEEN – LAUNCH. – Yesterday there was launched from the building yard of **Messrs Hall, Russell, & Co.**, an iron screw steamer of 380 tons gross register. She was built to class A1 at Lloyd’s and will be fitted up with compound engines of 58 horsepower. The vessel, which was named ‘**Grandholm**’ was built to the order of Messrs William Leslie & Co.”*

She was built to carry general cargo, specifically 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.

Ship Name(s)	Grandholm.
Yard No.	215.
Rig	Steamer, 2 masts, and 1 deck.
Engine(s)	2-cylinder compound inverted surface condensing steam, (20", 36" x 24" stroke), 85 RPM, 53hp, (Max. 60hp), boiler 70psi working pressure, by Hall, Russell & Co. , single screw.
Launch Date	7 th May 1879.
Owner(s) (No of shares held, out of 64 in brackets).	William Leslie, shipbroker , No. 17 Regent Quay, Aberdeen (64). 29th November 1879: 4 shares sold to George Davidson, merchant, Aberdeen, and 4 shares to Richard John William Orton, surgeon major, Naval & Military Club, London. 24th December 1879: 8 shares sold to John Crombie Junior, manufacturer, Danestone, Aberdeen (Grandholm Woollen Mill family). 3rd January 1880: 8 shares sold to Theodore Crombie of Goval, Fintray, and 4 shares sold to John Leslie , Donbank, Aberdeenshire, manufacturer. 26th January 1880: 8 shares sold to John Crombie of Balgownie Lodge, Aberdeenshire, manufacturer.
Registered Port	Aberdeen. Official No.: 77454.
GRT	369 tons.
Length	150 feet. (45.72m).
Breadth	22 feet, 1 inch. (6.73m).
Depth	12 feet. (3.66m).
Construction	Iron. (Riveted).
Classification	Lloyds Register of Shipping. Class +100A1. LMC: Lloyd’s Machinery Certificate. A&CP: Anchors and Cables Proved at a public machine. LRS Surveyor: Thomas W. Kettle.

Other Information	1882, 30th June: 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.
Date Scrapped / Lost	1882, 23rd November: 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). Hall, Russell & Co. launched her replacement in 1884.



Grandholm (1879). (Continued).



Herring boats at Aberdeen Harbour late 19th Century (A. & R. Milne).

When the '**Grandholm**' was built, there were hundreds of herring fishing sail boats (Drifters) working out of Aberdeen, and at other British ports as they followed the herring annually migrate south. It was 1883 before the first steam-driven fishing boat was built at Aberdeen, she was the '**North Star**' (110 tons) fishing reg No. A393, built by **John Duthie, Sons & Co.**, Footdee, Aberdeen, for William Pyper and Co., Aberdeen.

Bibliography.

- 1 Various local newspaper articles, as detailed in the text.
- 2 Lloyds Registers of Shipping (various years).

Acknowledgements

Thanks to Ian Whittaker author of 'Off Scotland' for help with some of the shipwreck information.

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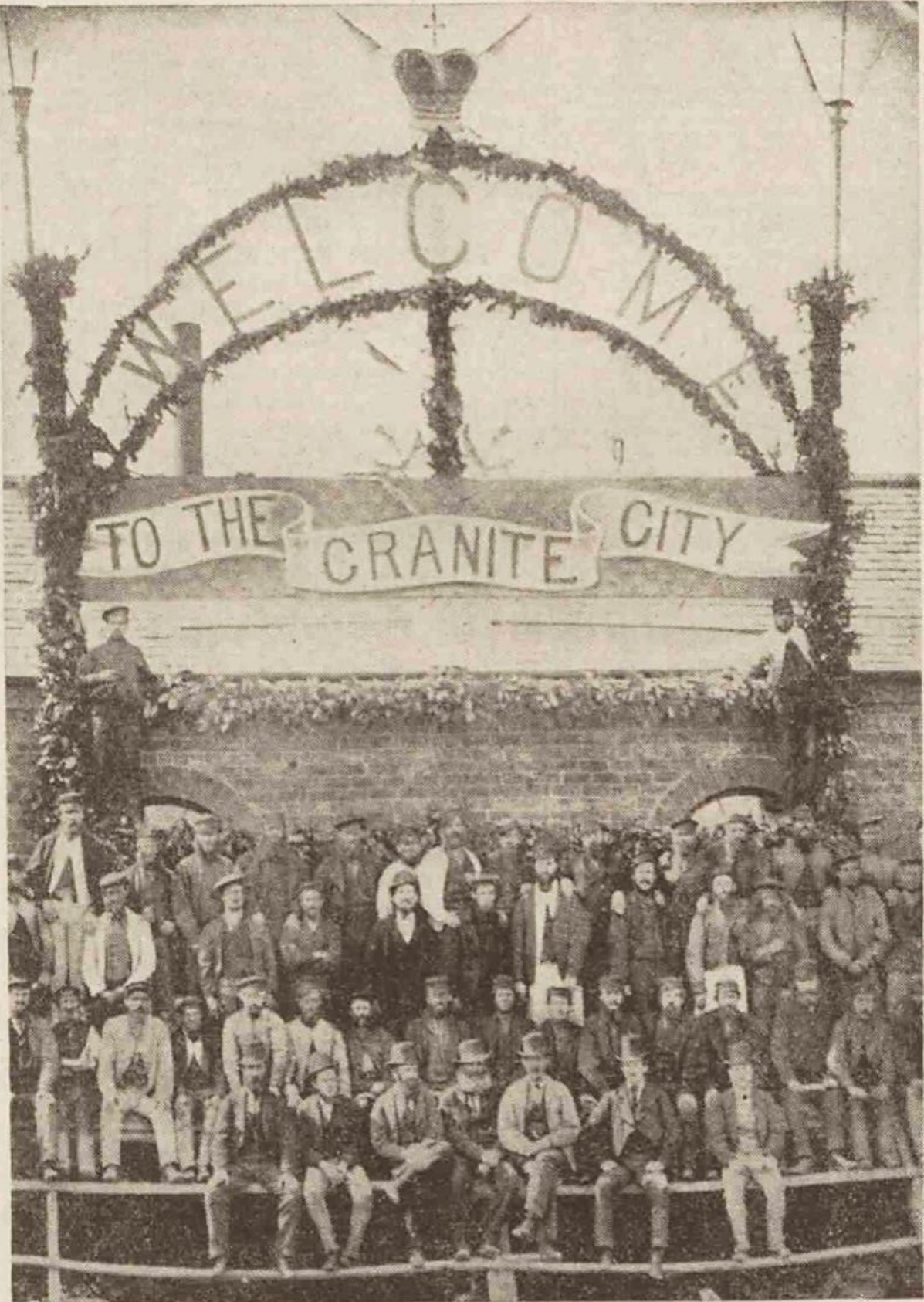
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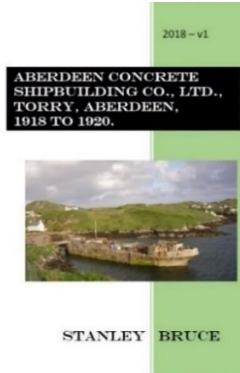
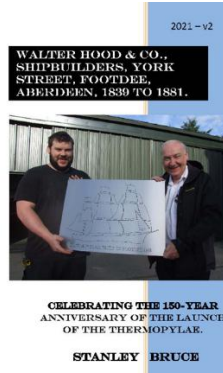
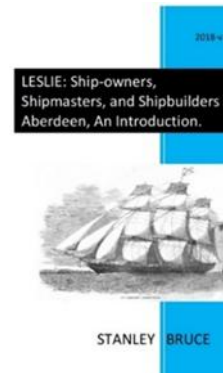
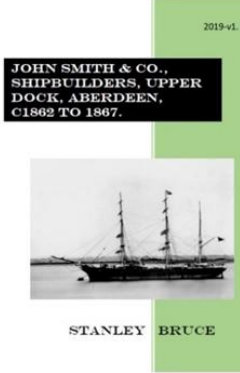
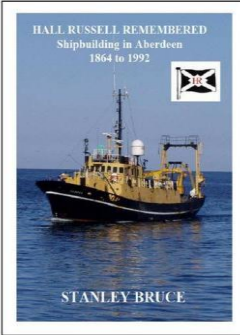
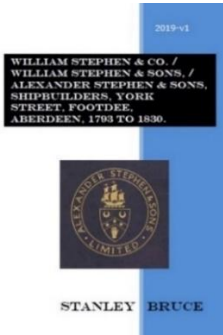
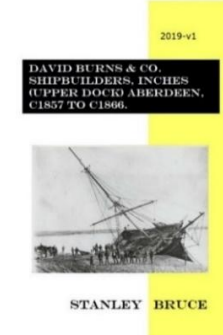
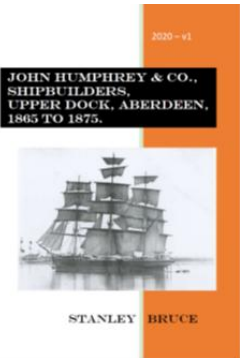
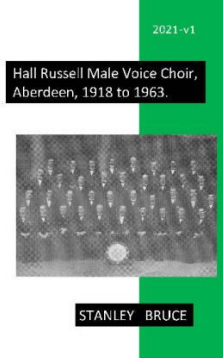
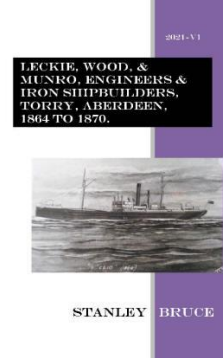
1870 Greeting to Queen Victoria by Hall Russell & Co. Workers.



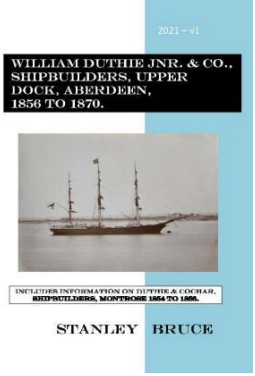
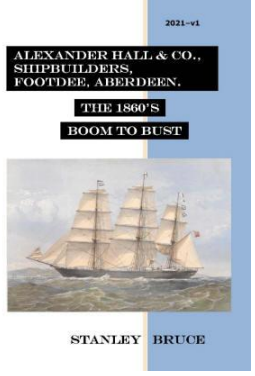
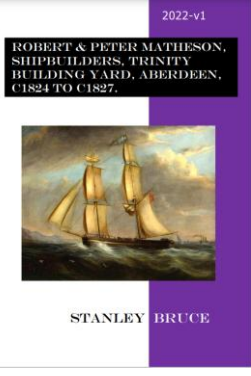
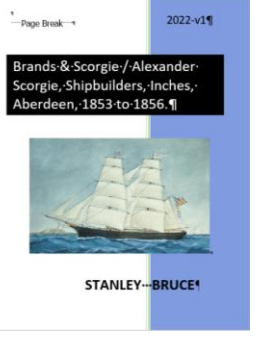
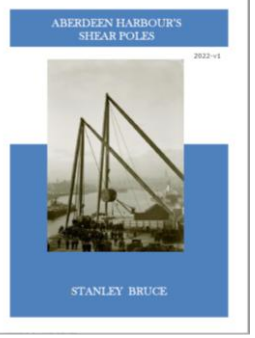
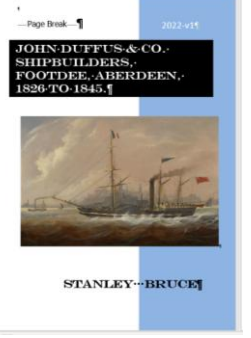
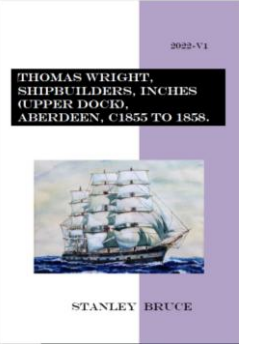
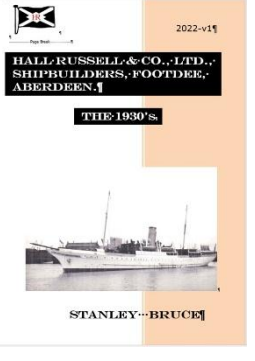
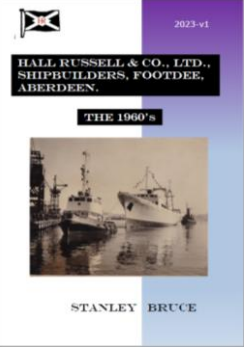
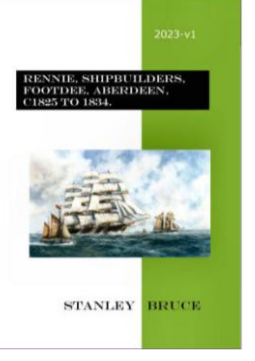
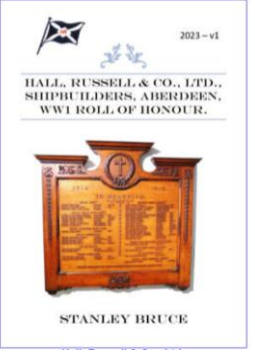
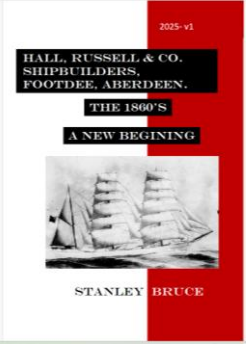
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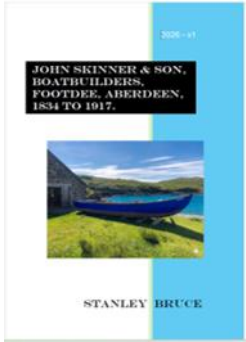
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