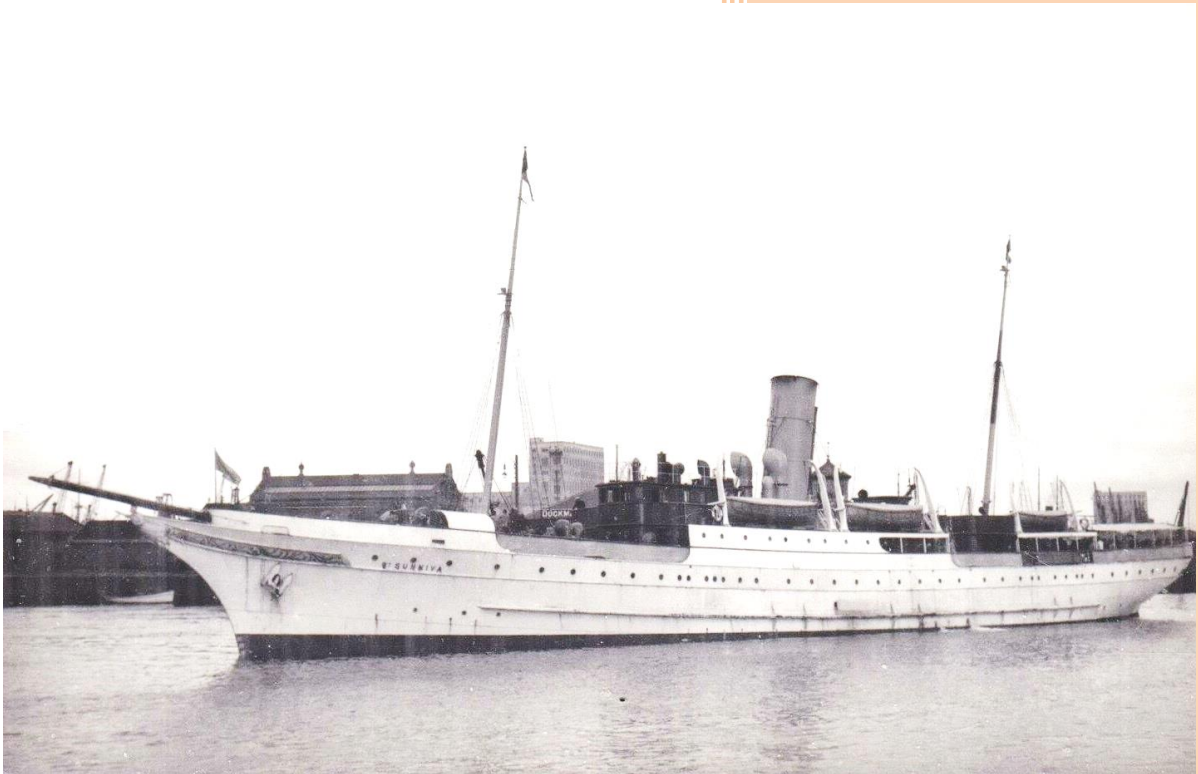


2022-v1

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

THE 1930's



STANLEY BRUCE

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Cover photograph: '**St Sunniva (II)**' (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., Ltd.** available to a wider audience. There is much available on the internet, especially on www.aberdeenships.com which gives much more details from many newspapers not stated in this publication. However, what's currently available is scattered and doesn't readily give the full picture when looking at the perspective from each shipbuilding company.

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

I can be contacted at bardofthebroch@yahoo.com

**HALL, RUSSELL & CO., LTD.,
SHIPBUILDERS,
FOOTDEE,
ABERDEEN,
THE 1930'S.**

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2022.**

First Digital Edition.

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

I sincerely hope this publication is useful for educational purposes.

Please treat all dimensions as approximate.

**HALL, RUSSELL & CO., LTD.,
SHIPBUILDERS,
FOOTDEE,
ABERDEEN,
THE 1930'S.**

BY

STANLEY BRUCE

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Introduction.

The 1930's was a period of worldwide economic depression. By August 1931 a consequence of the financial crisis was a political crisis. The divided cabinet of Prime Minister Ramsay MacDonald (from Lossiemouth) who lead a Labour government had difficult decisions to make such as raising taxes, cutting spending and most controversially, reducing unemployment benefits by 20%. Macdonald and many Labour MP's were not happy, so the government resigned, forcing an early general election.



Said to be on the insistence of King George V, Ramsey MacDonald led a newly formed "National Government" comprising of a coalition of all parties including the Tories, the Liberal's, and a small band of Labour MP's. The majority of Labour MP's criticized MacDonald for leading the new government. However, the new coalition had a landslide election victory and Ramsey MacDonald lead a coalition government with considerably more Tory and Liberal MP's than Labour ones. By the start of 1931 unemployment had risen from 1 million to 2.5 million (20% of the insured workforce), and exports had fallen in value by 50%. By 1933, the shipyards in Glasgow were struggling and 30% of Glaswegians were unemployed. In the UK as a whole shipbuilding output fell by 90%. However, **Hall, Russell & Co., Ltd.**, rode out the storm by gaining orders for large trawlers for the fishing industry at home and abroad, this kept most of the work force gainfully employed. **Hall, Russell & Co., Ltd.** were very busy in 1930 and 1931, but 1932 and 1933 orders were scarce, however the second half of the decade orders picked up again. It could be argued that the Fishing Industry saved the yard in the 1930's, since 28 of the 42 (2/3rds) of the vessels built in this decade were fishing related, it's a pity we can't say the same for the 1990's when the large pursers costing £millions were being built abroad and the yard closed.

My four favourite vessels for the 1930's, in order of build are the passenger / cargo steamer '**St Sunniva II**' (1931), the diesel-electric tug '**Acklam Cross**' (1933), the yacht '**Trenchemer**' (1934) and the super-trawler '**Vikings**' (1935). Four completely different styles of vessels, showing the versatility of the yard. **Hall, Russell** were prepared to build any vessel, large or small, that was the view of the directors that continued up to the 1980's when I worked in the yard.

Many times, I've read articles on vessel launches and read words like she is "*fitted with all the latest improvements*". The 1930's certainly saw a considerable number of improvements due to new technology, yet the '**St Sunniva**' (II), one of my favourite vessels built in Aberdeen, was built modern, but on old lines, and turned out to be one

Hall, Russell & Co., Ltd., Shipbuilders, Footdee, Aberdeen, The 1930's. Stanley Bruce 2022-draft.

of the most beautiful vessels **Hall, Russell & Co. Ltd.** ever built. I imagine had she still been around today she would have been Aberdeen's greatest tourist attraction or perhaps a fine floating restaurant, but sadly she had the misfortune of being overcome with ice and capsizing in the North Atlantic in January 1943 while working as a convoy rescue ship, all hands were lost.

The tug '**Acklam Cross**' was the first diesel-electric driven vessel in the UK, this was due to the foresight of her owners and the engineering capability of the yard.

The yacht '**Trenchemer**' built in 1934, at the time was an unusual and relatively small vessel for **Hall, Russell & Co., Ltd.** to build, however they made a first-class job of her, and she was the runner-up of the Royal Ocean Racing Clubs Fastnet Race in 1935.

The 'super-trawler' '**Vikings**', super meaning 'big', was one of many trawlers built at **Hall Russell**. She was fitted with a semi-uniflow double compound steam engine producing 1,250 ihp, which was the only one of its kind constructed in Great Britain. This engine gave very high fuel consumption, making her at the time one of the most efficient vessels in the world.

Also, in this decade **Hall Russell** built four 'North Boats', passenger / cargo vessels (3,774 tons in total) to ferry the Orkney and Shetland islanders and carry their vital cargoes. **Hall, Russell** had built up a good relationship with the islands ferry operators, one that was still evident in the 1980's when the yard did conversion work on the new '**St Sunniva**' and the '**St Ola**'.

The 1930's ended with the outbreak of WW2. 3rd September 1939, the UK prime minister Neville Chamberlain broadcast to the nation that Britain was at war with Germany. The Admiralty had obviously seen Germany build up its navy, air force and military, and **Hall, Russell & Co., Ltd.** in 1937 / 1938 had already converted several trawlers to minesweepers and had built two boom defence vessels '**HMS Barrage**' and '**HMS Barranca**' for the Admiralty. The 1940's saw many more vessels built for the Admiralty including corvettes and frigates.

In this volume you'll find many press articles as found during my research, I have left most of these as written as I consider it my job to find and convey the information not to rewrite it.

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

Former Shipbuilder, Hall Russell Ltd, 1980 to 1991.





Aberdeen Shipbuilders of the 1930's.

By 1930, there were only three shipyards remaining in Aberdeen, and these were:

Shipbuilder	Dates in Business
Alexander Hall & Co. Ltd., Footdee.	1811 to 1957.
Hall, Russell & Co. Ltd., Footdee.	1864 to 1990.
John Lewis & Sons, Ltd., Torry.	1907 to 1972.

Key Members of Hall, Russell & Co., Ltd. management team in the 1930's.

(Information from press articles only, I have not seen any yard management records).

<p>Alexander Hall Wilson Jr. (c1877 to 1944). (His father Alexander Hall Wilson (c1846 to 1899) was previously joint managing director).</p>	<p>Director 1899. Managing Director 1900. Chairman 1909.</p>	
<p>James Younger Hunter (d.1933). (His father James Hunter (c1840 to 1909) was previously joint managing director).</p>	<p>Director 1909. Managing Director.</p>	
<p>Colin S. MacLay.</p>	<p>Director and Shipyard Manager.</p>	
<p>Mr William Stevenson Pringle (c1869 to 1949). (He served 51.5-years with the company).</p>	<p>Director and Engineering Manager. Retired in 1944.</p>	
<p>Mr W. F. Gauld.</p>	<p>Assistant Manager.</p>	
<p>George Milne, MBE. (d.1942).</p>	<p>Assistant Shipyard Manager. (Member of the British Empire Order).</p>	

Key Dates in the History of Hall, Russell & Co. Ltd. (1864 to 1992).

1864: The company was established in the former Aberdeen Ironworks in York Place by **James Hall** (c1804 to 1869), **William Hall** (1806 to 1887), **Thomas Russell** (c1821 to 1886), and **John Cardno Couper** (c1821 to 1902) initially to build steam engines and boilers. **James** and **William Hall**, principal owners of **Alexander Hall & Co.** were in financial difficulties due to a debt at the ropeworks which they partly owned.



Hall Russell company flag.

1868, 10th March: The first vessel launched from the **Hall, Russell & Co.** shipyard was the iron-hulled steamer '**Kwang Tung**' (913 tons) built for Douglas Lapraik, Aberdeen / London, and intended for the Chinese Navy. She had an **Alexander Hall & Co.** yard number, and I believe the build contract was with **Alexander Hall & Co.**

1897, 29th September: **Hall, Russell & Co.** became a limited company.

1907: **Hall, Russell & Co., Ltd.** took over the lease of the shipyard of their former neighbour **John Duthie & Sons**, thereby expanding their business.

1908: **Hall, Russell & Co., Ltd.** was declared a private company under the Private Companies Act of 1907.

1933: They built the '**Acklam Cross**' (150 tons) for Tees Towing Co. Ltd, Middlesbrough, she was the first diesel electric tug, built in Britain.

1940, 12.45pm, 12th July: The boiler shop of **Hall, Russell & Co. Ltd.**, was bombed by a German Heinkel bomber, 32 workers were killed.

1942: The share of the capital of **Hall, Russell & Co. Ltd.** was bought by the **Burntisland Shipbuilding Co., Ltd., Fife**, under the chairmanship of **Wilfrid Ayre** (1890 to 1971).

1944: **Alexander Hall Wilson Jnr.** (b.c1877) former Chairman / Managing Director died. His death removed any link to the founding family of **Hall's**, he had no children.

1951: **Hall, Russell & Co., Ltd.**, and the **Burntisland Shipbuilding Co.** were taken over by the Scottish & Mercantile Investment Co.

1955: **Hall, Russell & Co., Ltd.** built the Fisheries Research Vessel FRV '**Sir William Hardy**' she was bought by Greenpeace and renamed the '**Rainbow Warrior**' in 1978.

1957: **Hall, Russell & Co., Ltd.** merged with **Alexander Hall & Co., Ltd.** and the **Alexander Hall** name was dropped. **Hall, Russell & Co. Ltd.** shipyard now encompassed all the former Footdee shipyards, an area I believe which was approximately 13-acres.

1965: They built the '**Lady Alison**' (854 tons) for P&O Offshore Services Ltd., London, she was the first Oil Supply Vessel specifically built for operation in the North Sea.

- 1968:** The **Hall Russell** Training Centre was established in the former office building of **Alexander Hall & Co., Ltd.** in York Street.
- 1971:** **Hall, Russell & Co., Ltd.** built the cargo vessel '**Thameshaven**' (8,992 tons), for N.V. Havenlijn, Rotterdam she was the largest vessel ever built in Aberdeen.
- 1974:** After more than 2-years of construction work, the new 112.8m long x 21.34m wide Drydock in York Street opened.
- 1977:** Under the 'Aircraft and Shipbuilding Act 1977', the British Government nationalised **Hall Russell & Co., Ltd.**, and the yard now fell under the umbrella of **British Shipbuilders**. The capacity of **British Shipbuilders** was 97% of the UK's merchant shipbuilding and 100% of the UK's warship building. The company was renamed **Hall Russell Ltd.** (The '& Co.' and the comma between **Hall and Russell** was dropped).
- 1982:** A large second-hand building hall, ex **Scotstoun Marine Ltd**, shipyard on the Clyde, was erected at a cost of £1.6 million, giving two covered launch-ways with two 40te overhead cranes for building vessels.
- 1987:** A mere ten years after nationalisation, **Hall, Russell Ltd.**, was de-nationalised after the privatisation of '**British Shipbuilders**' in accordance with the British Shipbuilders Act 1983, and the firm was acquired by a local consortium known as **Aberdeen Shipbuilders Ltd.**
- 1987:** A new company called **Hall Russell Offshore** was established.
- 1988, November:** **Hall Russell Ltd.** went into liquidation, and the yard was managed by the receiver for approx. 3-months.
- 1988:** There was a management buyout of the Training Centre, and its new name became the Industrial Training Centre, Aberdeen (ITCA). The building was demolished in 2015, leaving the Engine Shop as the only shipyard building still standing.
- 1989, February:** **A&P Appledore (Aberdeen) Ltd.** took over the shipyard and the contract to complete the RMS '**St Helena**'.
- 1989, 31st October:** The yard, although now operating as **A&P Appledore (Aberdeen) Ltd.** reached a significant milestone when Yard No. 1000, RMS '**St. Helena**' (6,500 tons) was launched. She was built for the UK government department of the Overseas Development Agency (ODA), she was the last fully completed vessel built by the yard.
- 1990:** The last major contract, was yard number 1002, this was for the steelwork only of an offshore service vessel hull, which was built as a sub-contract for Braatvaag Skipsverft, Norway, this vessel was later named '**Skandi Falcon**'.
- 1992:** The yard closed, and the equipment was auctioned 11th March 1992. The building hall was taken down and re-erected at Invernettie, Peterhead and is now the central part of the main building for Score (Europe) Ltd.

1930's Timeline.

1930, 1st January: The Aberdeen Press and Journal reported as follows: ***"HOSPITAL FUND – Contributions From Aberdeen Firm. The sum contributed by the employees of Hall, Russell, and Company, Ltd., for the year to the Hospitals Fund was £75 3s 9d, and the firm, in accordance with their usual custom, contributed a like sum, making a total of £150 7s 5d.***

The Employees' Committee have allocated the sum contributed by them as follows: -

<i>Royal Infirmary</i>	<i>£50</i>	
<i>Sick Children's Hospital</i>	<i>£10 10s</i>	
<i>Aberdeen Eye Institution</i>	<i>£6 6s</i>	
<i>Aberdeen District Nursing Association</i>	<i>£6 6s</i>	
<i>Aberdeen Dispensary</i>	<i>£2 1s 9d</i>	
	<i>Total £75 3s 9d</i>	<i>(approx. £5,000 in 2020).</i>

The sum contributed by the firm was allocated, thus: -

<i>Royal Infirmary</i>	<i>£50</i>	
<i>Sick Children's Hospital</i>	<i>£12</i>	
<i>Aberdeen Eye Institution</i>	<i>£5</i>	
<i>Aberdeen District Nursing Association</i>	<i>£7</i>	
<i>Aberdeen Dispensary</i>	<i>£1 3s 9d</i>	
	<i>Total £75 3s 9d</i>	

The employees nominated Mr John Stephen, Scott, 23 Frederick Street, as a life manager of the Infirmary."

It's interesting to see funds donated to the Aberdeen Eye Institute. In the 1980's during my time in the yard, the largest number of injuries were eye injuries, mostly foreign objects in the eyes.

The workers in the shipyards regularly collected money for the Aberdeen Royal Infirmary, they knew the importance of the hospital and gave generously as many accidents happened in the shipyards, and it could quite easily be any of them injured and in need of medical assistance, as the following example shows.

1930, 23rd January: The Aberdeen Press and Journal reported as follows: ***"CRUSHED BY AIR HAMMER. Joseph Cruickshank, aged fourteen, 4 Ferry Road, had his left hand crushed while working in the York Place premises of his employers, Messrs Hall, Russell, and Company. He was adjusting a wooden block below an air hammer when he accidentally pulled a control lever, with the result that the hammer came down on top of his hand Cruickshank was detained at Aberdeen Royal Infirmary."***

Hall, Russell & Co., Ltd., Shipbuilders, Footdee, Aberdeen, The 1930's. Stanley Bruce 2022-draft.

The Children and Young Persons Act introduced three years later in 1933, defined the term "child" as anyone of compulsory school age (age 16-years). In general, no child could be employed under the age of 15-years, or 14-years for light work.

1930, 7th February: The Dundee Courier reported as follows: **“TRAWLERS BOUND FOR THE CAPE. BEGIN VOYAGE FROM ABERDEEN.** *Three small fishing vessels left Aberdeen Harbour last night and turned south on a long voyage. They were the steam trawlers ‘Gertrude, W.’, ‘Freesia’, and the ‘Rochea’, bound for South Africa. Built at the yard of Hall, Russell & Co., they will operate for a company at the Cape in which Sir John Irvin is interested.*” 11th February they sailed out of North Shields.

1931, 1st April: The Dundee Evening Telegraph reported as follows: **“WORK FOR ABERDEEN SHIPYARDS. Six New Trawlers to Be Ordered.** *Following the successful trials of an Aberdeen-built motor trawler, a Belgian firm intends to place an order in Aberdeen for a further six motor trawlers. On December 9 last year the firm, N. V. Motorvisscherij (Motor Fisheries), Ostend, Belgium, had launched from the yard of Messrs Hall, Russell, & Co., Ltd., Footdee, Aberdeen, the motor trawler Van Der Goes. The vessel, with her 245-h.p. Sulzer engine, which was delivered from Switzerland and installed by the engineering department of Messrs Hall, Russell, & Co., has now undergone a successful trial run in Aberdeen Bay in stormy weather. On board was Mr Lucien Decrop, managing director of N.V. Motorvisscherij, and he expressed satisfaction at the behaviour of the vessel on her trial trip. Mr Baels, the Belgian Minister of Agriculture and Fisheries, was unable to be present at the trial trip, as had been arranged.*

Success of Motor Trawler.

Mr Decrop, who is enthusiastic over the success at Ostend of the motor trawler, told a reporter of the quest he is making in European countries to find the motor trawler which will give him the best results. Already he has had built in Holland and Belgium four motor trawlers. The order to Messrs Hall, Russell, & Co., Aberdeen, is his first order for a motor fishing vessel in this country. We intend to have more from Aberdeen stated — six more, after results are known. That may be two or three months yet. Mr Decrop is firmly convinced that the day of the motor trawler has arrived, and this conviction comes after eight years of successful trawling with vessels with the internal combustion engine.

Equipped with Wireless.

In Ostend at present, he stated, there are only some 20 to 50 trawlers now, and over 200 motor trawlers. The ‘Van der Goes’ has a whaleback forecastle and an insulated fish room. The ship is equipped with wireless telephone. Mr Decrop stated that all his vessels had wireless telephones, and he could sit in his office at Ostend and control the

*movements of his fleet by telephone. At the trial run **Messrs Hall, Russell & Co.** were represented by **Mr A. Hall Wilson, Mr Colin McLay, and Mr James Hunter**, while there were also present **Mr Richard W. Irvin and Mr W. Duthie.**"*

1931, 31st December: **"GOLF. HALL RUSSELL'S SUCCESSFUL SEASON.** *"The members of **Hall Russell's Club** have now completed their competitions for the season, and at a meeting held in the shipyard – **Mr George Milne**, on. Vice-president, presiding – the prizes won during the season were presented to the winners by **Mr James Y. Hunter**, hon. Vice-president. Before the presentation of prizes **Mr Milne** tendered an apology for absence from **Mr A. Hall Wilson**, hon. President, who was indisposed. He complimented the members on the very good entries and the keen interest always being taken in the various competitions. The following is the prize list: - Stroke competition – winner, **Frank Barclay**; runner up, **George Burnett**. Foursome competition – Winners, **James Beattie and John Marnoch**; runners-up, **John Bothwell and George Burnett**. Challenge Shield competition – Winner, **James Donaldson**; runner-up, **William McWilliam**; semi-finalists, **Robert Erridge and George Sutherland**. Russell Cup – Winner, **George Burnett**; runner-up **William McWilliam**. Mr **John Sim**, captain of the club, on behalf of the members, thanked **Mr Hunter** for his services in presenting the prizes, and asked him to convey to **Mr Wilson** the club's best thanks for his kind interest in the golf club and his generosity in again giving the prizes to the club."*

1932, 2nd July: The Aberdeen Press and Journal reported as follows: **"HIGH SPEED REPAIR. Messrs Hall, Russell, and Co., Ltd., Aberdeen,** were called on to turn out last night to make an immediate repair to a pipe from the engine of s.s. **'Marengo'**, belonging to the Wilson Line. The steamer, which is a well-known visitor to Aberdeen Harbour, anchored in the bay, and the engineer brought the pipe ashore in the pilot cutter. Work was immediately commenced, and the vessel was able to proceed on her outward journey to New York from Hull about 3 o'clock this morning."

1933, 10th September: **James Younger Hunter, Hall, Russell,** partner / managing director, home address, Temora, West Cults, Aberdeen died after a short illness. His funeral was well-attended, and he was buried in the Allenvale Cemetery, Aberdeen.

On the death of James Younger Hunter, **Mr A. Hall Wilson**, chairman, took on the responsibilities of Managing Director.

1934, 29th March: The Dundee Evening Telegraph reported as follows: **"SOUTH AFRICAN CONTRACT FOR ABERDEEN FIRM. Messrs Hall, Russell & Co.,** shipbuilders and engineers, Footdee, Aberdeen, have received an order from Messrs Irvin & Johnson (South Africa) for an up-to-date trawler. A fortnight ago **Messrs Hall, Russell & Co.** launched a trawler named **'Bluff'**, which is meantime being completed, for Messrs Irvin & Johnson, and the order now placed is for another vessel similar to the **'Bluff'**. The

vessel will be 125 feet in length, and will be specially constructed for service in South African waters. Messrs Richard Irvin & Sons, Albert Quay, are the local agents for Messrs Irvin & Johnson (South Africa).

The new vessel was launched as the '**Babiana**', 10th July 1934, and comparing her to the '**Bluff**' we find her to be almost identical. Building an identical vessel was good news for the yard, as all the engineering design work had already been done, saving costs, and any lessons learned could be incorporated in the second vessel.

1934, 19th May: The Aberdeen Press and Journal reported as follows: "**ABERDEEN SHIPYARD ACCIDENT. – Workman's Twenty-Foot Fall from Scaffolding.** James Alexander Beattie (63) holder-on, 19 Chronicle Lane, in the employment of **Hall, Russell and Co., Ltd.**, shipbuilders, York Place, fell a distance of twenty feet from a scaffolding on a ship in the course of construction in the firm's yard into the slipway yesterday afternoon. He was taken in the police ambulance to the Royal Infirmary, where he was found to be suffering from an inch-long incised wound above the left eye, shock and concussion. He was detained."

A 'holder-on' was a member of a riveting team, as the name suggests he held the head of the hot rivet while the other end was hammered.

Seems to me, that he was a very lucky man not to have sustained more serious injuries.

1934, 29th December: The Aberdeen Press and Journal reported as follows: "**GOLF. - HALL RUSSELLS' CLUB COMPETITIONS. - Annual Presentation of Season's Awards.**

The members of Hall Russell's Golf Club have now completed their competitions for the season, and at a meeting held in the shipyard — Mr George Milne, hon. vice-president, presiding — the prizes won during the season were presented by Mr Wm. Pringle, engine works manager. Mr Milne tendered an apology for absence from A. Hall Wilson, hon. president, who was indisposed. He complimented the members the keen interest taken in the various competitions. He hoped that during next year, with the prospects of work much brighter, the membership of the club would increase and the competitions for the various honours be more keen. Mr Pringle presented the prizes to the following winners: — Foursome Competition — Winners, Geo. Burnett and Andrew Nisbet; runners-up, James Beattie and Frank Barclay. Challenge Shield Competition— Winner, John Bothwell; runner-up, Wm. McWilliam; semi-finalists, James Beattie and Wm. Fraser. Russell Cup — Winner, Wm. McWilliam; runner-up, Geo. Burnett. Mr John Bothwell, on behalf of the members, thanked Mr Pringle for presenting the prizes, and asked him to convey to Mr Wilson the members' best thanks for his kind interest in the club and his generosity again giving the prizes. He also proposed a vote of thanks to Mr Milne for presiding and for his services in refereeing the finals of the competitions."

1934, 2nd May: An advertisement was published in the Aberdeen Press and Journal regarding a rroup of yard 19-year leases. It is interesting to note the acreage of the yards, **Hall Russell & Co., Ltd.** = 4.5 acres, **Alexander Hall & Co., Ltd.** = 1.5 acres plus another 4,560 square yards, which is almost another acre. The yearly rent for **Hall, Russell & Co., Ltd.** = £435 this is equivalent to £32,000 in 2020, seems a very low rent to my mind comparing to rents at Aberdeen Harbour nowadays. (The rent for Alexander Hall's 1.5 acres was £166 10s, and £200 for the 4,560 square yards).

1934, 27th June: The Aberdeen Press and Journal reported as follows: ***"TUGBOAT AND YACHT FROM ABERDEEN YARDS. – Two Launches Being Made Today: Big Squad of Men Employed.*** Further evidence of activity at Aberdeen shipbuilding yards will be furnished today when two vessels will be launched at the same time. One is a tug, the second of the eight on order at **Messrs Alexander Hall and Co., Ltd.**, Footdee, and the other is an auxiliary sailing yacht which will leave the slips of **Messrs Hall, Russell and Co., Ltd.** The tug, which will be named **'Bonsecours'**, is one of five meantime on the slips at **Messrs A. Hall and Co.'s** yard. The other vessels are in various stages of construction. As the vessels are launched more workmen are required to fit them out, and **Messrs A. Hall and Co.** have meantime more men in their employment than they have had for a considerable time, over 400 being engaged. The yacht to take the water from **Messrs Hall, Russell and Co.'s** yard will be named **'Trenchemer'**. It is quite a small craft, but is built on very fine lines. There is also another vessel on the stocks at this yard – a trawler, which is being constructed for South African owners."

1935, 5th January: In amongst a large list of donations to the Aberdeen Royal Infirmary, The Aberdeen Press and Journal reported £20 was donated by **Hall, Russell & Co., Ltd.** (Approx. £1,500 In 2020).

1934, 29th December: The Aberdeen Press and Journal reported as follows: ***"HAPPY NEW YEAR FOR THE ABERDEEN SHIPYARDS.*** New Contracts Equal Increased Tonnage for Whole of 1934....Shipbuilding in Aberdeen has made a remarkable recovery in 1934, and there are indications of a still greater improvement in 1935. Not for many years have the prospects been so bright. Thirteen vessels were built by local firms during the year that is closing, compared with five in 1933, although the total tonnage did not show such an impressive increase. Orders already in hand for 1935 embrace a tonnage practically equal to the tonnage of this year's thirteen vessels.

Busy Yards.

It is a distinctly cheering story that falls to be told of the shipyards. They -will open the year with contracts hand for six vessels, whose tonnage will be in the region of 2,800 tons, as against tons for thirteen boats the present year. The yards, however, are still working below capacity. As tonnage rather than numbers the better gauge from the

*employment point of view, the outlook is indeed satisfactory, following upon years of depression. The bright spot in the year's shipbuilding at Aberdeen has been provided by the large orders for tugs received **Messrs A. Hall and Company, Ltd.**, who have built eight of the vessels. This firm has specialised in this type of vessel with remarkable success, and tugs from their slipways have gone to distant parts of the world. Their reputation for tugs has been established over the whole world. The two other firms in the city, **Messrs Hall, Russell and Company, Ltd.**, and **Messrs John Lewis and Sons, Ltd.**, add to the cheerier atmosphere in the industry, not so much by the work done in 1934, but more by the orders they have in hand for 1935.*

Trawlers For Abroad.

***Messrs Hall, Russell and Company, Ltd.**, will embark on their new year's programme with brighter prospects than has been the case for a number of years. They have just received orders for two more trawlers from South Africa and for a large trawler for French owners. These orders have engendered a spirit of optimism that further contracts will secured, and a steady run work maintained, although they not expect, as yet, full activity in their yards. common with other firms, they have, however, experienced a falling-off in repair work, their largest jobs having been executed on the 'St Rognvald', 'Highlander', 'Ferryhill', 'St Fergus', 'Strathlethen', 'Eva Wales', 'Ben Bhrackie', 'Thomas Stephen', and 'D. W. Fitzgerald'.*

Orders on Hand.

***Messrs John Lewis and Sons, Ltd.**, had an output of only one vessel this year, but this firm has in hand orders for three vessels — two small coasting boats of about 380 tons deadweight each, the first of this type that they have constructed, and a cargo vessel of about 1,200 tons deadweight. The following table shows the figures for the present year and for 1933:*

ALEXANDER HALL AND CO., LTD.			
<i>Year</i>	<i>No. Built</i>	<i>Tonnage</i>	<i>I.H.P.</i>
1934	8	1,396	5,770
1933	3	670	2,960

HALL, RUSSELL AND CO., LTD.			
<i>Year</i>	<i>No. Built</i>	<i>Tonnage</i>	<i>I.H.P.</i>
1934	3	561	1,136
1933	1	150	65 NHP

JOHN LEWIS AND SONS, LTD.

1934	1	870	800
1933	1	1,438	1,250

1936, 17th April: The Hull Daily Mail reported as follows: **“RIVET HEATERS RETURN TO WORK.** Rivet heaters in Aberdeen shipyards, who have been on strike since Tuesday, returned to work yesterday. They are employed directly by riveters, who have agreed to observe until the end of May the national award increasing wages by 2s. In the meantime, an effort will be made to draw a fixed basis of payment for rivet heaters.”

1935, 19th August: The Aberdeen Press and Journal reported as follows: **“REMARKABLE MISHAP AT SHIPYARD. - Chunks of Shattered Wheel Fly Through Roof.** A remarkable mishap which, fortunately, resulted in little personal injury, occurred at the yard of **Messrs Hall, Russell and Company Ltd.,** shipbuilders and engineers, Aberdeen, between one and two o'clock on Saturday afternoon. Shortly after one o'clock the cargo vessel, **'St Clement'**, was being let down the slips after being overhauled. As the ship was progressing towards the basin, one of the pinions of the slip hauling-up engine, measuring about seven feet in diameter, burst, and, with a mighty roar, flew in pieces, knocking a gap of about four feet in diameter in the wall of the engine-room. Fortunately, the ship was still held in check, and no damage was done to it. Employees of the firm were about the slipway at the time, but luckily, they escaped injury.

Fragments Far Scattered.

So great was the force with which pieces of the wheel flew that parts were found lying over the yard, one piece at the end of the slipway and another on the Links about a hundred yards distant. The part of the wheel found on the Links must have had tremendous impetus for it had to force its way out of the house in which the winch was and was thrown over the high building of **Messrs Alexander Hall and Co., Ltd.,** shipbuilders, whose premises are situated directly across the street from where the accident occurred. Two pieces went through the roof of the engine shop of these premises, breaking several panes of glass.

Boy's Narrow Escape.

Bricks were thrown all over the street, and a young lad, John Forbes (15), 20 South Square, Footdee, who was passing at the time, was struck with some of the smaller pieces and was covered in dust. He received little injury, but suffered from shock. As it was, however, it was indeed fortunate that no more serious injury was done. A bus

carrying a number of passengers had just passed, while a man and a woman pushing a baby in a perambulator were in the vicinity at the time."

1936, 24th December: The Aberdeen Press and Journal reported as follows: **"TWO NEW STEAMSHIPS FOR ABERDEEN. – Cargo and Passenger Vessels.** *Next week will be a notable one in Aberdeen shipping circles by reason of the launching of two steamers for local companies. One of these is taking the water at Dundee and the other will leave the slips of an Aberdeen shipyard. The launch at Dundee will take place on Monday from the Caledon Shipyard and will be witnessed by Lord Provost Watt. It is a cargo steamer for the Aberdeen, Newcastle and Hull Steam Co., Ltd. The vessel is for the coastal trade between Aberdeen, Hull and Newcastle and will be one of the finest of her class trading from the port.*

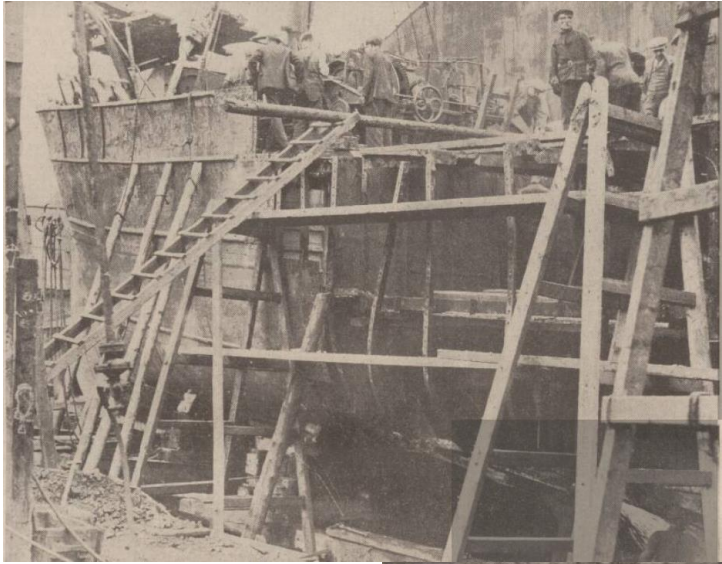
Quick Loading Devices.

*She is being fitted with the most up to date of derricks for quick loading and discharging of cargo, while her engines will ensure a good turn of speed. On Tuesday, **Messrs Hall, Russell and Co., Ltd.,** will launch one of the finest passenger and cargo steamers ever built at the port. The vessel has been constructed to the order of the North of Scotland and Orkney and Shetland Steam Navigation Co., Ltd. She will be known as the **'St Clair'**, this keeping a name that has been well known in the company's service for many years. The new **'St Clair'** is larger than any of the vessels at present in the company's service. She has been constructed on the most up-to-date lines with special first-class passenger accommodation amidships, while superior accommodation for second-class passengers is situated aft.*

Miniature "Queen Mary".

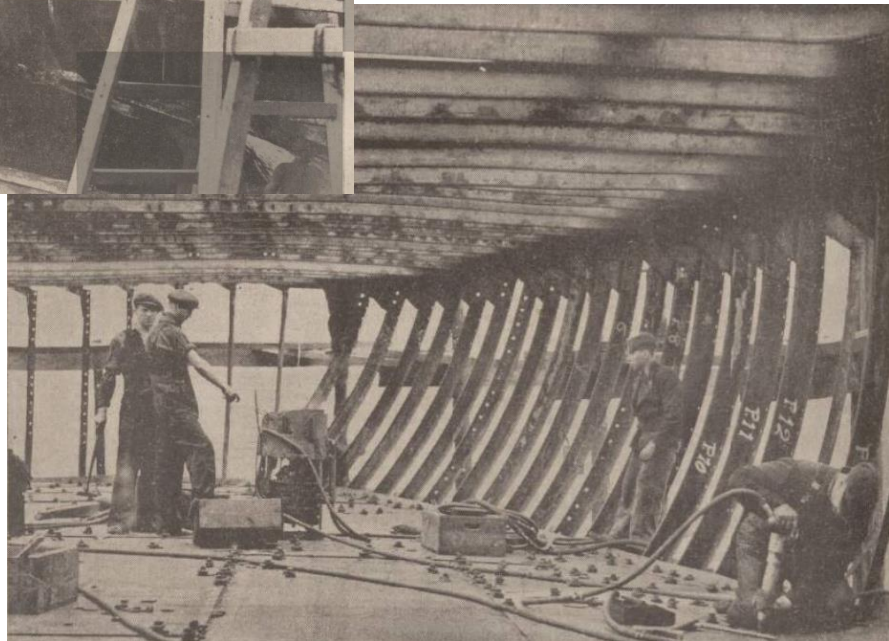
*Judging from what could be seen of the vessel yesterday on the slipway she will be of striking appearance with her streamlining, cruiser stern, raking stem and white superstructure. The new **'St Clair'** has been described as a **"Queen Mary in miniature."** She will be one of the finest and fastest ships on the coast when completed. It is expected that the vessel will be ready for service in the spring of next year."*

1936, 22nd September: The Aberdeen Press and Journal published the following photographs. The newspaper didn't state what shipyard these photos were taken in, but from the bottom photograph we can deduce it's not **John Lewis & Co.,** because we can see the south bank of the River Dee, so it's either **Hall, Russell & Co.,** or **Alexander Hall & Co.** I have concluded that it's probably the **'St Clair'** built by **Hall, Russell & Co., Ltd.**



Below: Rivetters at work on a skeleton of a ship. (Aberdeen Press and Journal).

Busy days in Aberdeen Shipyards – Above: Replacing centre plates on a trawler. (Aberdeen Press and Journal).



This photograph is possibly of the 'St Clair', under construction.

1937, 15th February: The Aberdeen Press and Journal reported as follows: *“Aberdeen shipyards are working at full pressure just now on repairs. As result of the recent storm, large numbers of trawlers and several cargo boats were damaged.”*

1938, 3rd January: The Aberdeen Press and Journal reported as follows: *“Whitburn have made arrangements for housing a record crowd in their Scottish Cup-tie with Aberdeen **Hall, Russell's.**”*

1938, 16th September: The Aberdeen Press and Journal reported as follows: **“REPLACING OLD TRAWLERS – ANOTHER VESSEL FOR CAPE TOWN.** *“I wish that the trawling industry of this country was in a position to scrap old trawlers and build new ones.”* Said Sir John H. Irvin when he spoke at a reception following the launch of the steam trawler **'Petunia'** from the yard of **Messrs Hall, Russell and Co., Ltd.,** Aberdeen, yesterday. Sir John who is the representative of the firm of Messrs Irvin and Johnson (South Africa), Ltd., Cape Town for whom the vessel was built, was replying to the toast of the vessel and the owners. The trawler, along with her sister ship, the **'Protea'**, which was launched from the same yard three weeks ago, is intended to replace obsolete craft in the South African firm's fishing fleet.

ORDERS HOPED FOR.

*Sir John expressed the hope that the time would not be far distant when they would see orders for Aberdeen trawlers being placed with an Aberdeen firm. The launching ceremony was performed by Mrs Harry Tait, Aberdeen who was accompanied by: Sir John and Lady Irvin, Mrs Pringle, Mrs McKay; **Mr A. Hall Wilson**, managing director of **Hall, Russell and Co.**; **Mr Colin MacLay**, director and shipyard manager; Mr William Malcolm of Messrs Clyne, Mitchell and Co., Aberdeen; **Mr W. F. Gault**, assistant manager for **Hall, Russell and Co.**; **Mr W. S. Pringle**, director and engineering manager; Mr Richard Irvin, of Messrs Richard Irvin and Sons; Master John Craddock; Mr C. D. Pope, Admiralty overseer, Aberdeen; Mr G. E. Potter, R.N. on the Admiralty superintendents staff, Aberdeen; Mr M. M. Gilchrist former organist at St. Machar's Cathedral; and Mr H. M. Murray of Messrs Richard Irvin and Sons.*

GOOD LUCK WISH.

*The toast of the owners and the vessel was proposed by **Mr A. Hall Wilson** and the health of Mrs Tait was proposed by **Mr W. S. Pringle**, who hoped that the ship would have the same safe journey on her voyage of 6000 miles to South Africa as she had had down the slips. Replying, Mrs Tait wished the vessel a good voyage and good fishing. Mr Richard Irvin, proposing the toast of the builders, deplored the state of the fishing industry. He mentioned that since 1900 no builder other than **Hall, Russell and Co.** had constructed trawlers for his firm. The vessel, which is 130 feet long, will have all the improvements and modern equipment of her sister ship."*

1938, 24th September: The Aberdeen Press and Journal reported as follows: **"PUNISHED FOR STEALING SHEET LEAD.** – Two labourers who stole quantities of sheet lead from their employers, **Messrs Hall, Russell and Co., Ltd.**, shipbuilders, Aberdeen, appeared before Sheriff Alexander at Aberdeen yesterday. James Thomson Low, 15 South Square, and Francis D. A. Rose, 14 Castle Street, Aberdeen admitted the thefts, which took place on three different occasions. They had sold the lead to a broker of £5/18/16. It had formed the lining of big wooden troughs used for holding chemicals. Both men had lost their employment, it was stated. Low, who admitted two previous convictions, was sent to prison for three months, Rose was fined £3."

1938, 18th November: The Aberdeen Press and Journal reported as follows: **"WORK FOR ABERDEEN SHIPYARDS CAMPAIGN CONTINUED BY MR GARRO JONES** In a question to the President of the Board of Trade, Mr Garro-Jones, M.P. for North Aberdeen, asked whether the Trinity House Commissioners had included the three shipbuilding firms of Aberdeen in their list of contractors for small vessels. On behalf of the Board of Trade Mr Ronald Cross. Parliamentary Secretary, wrote that he

understood from Trinity House that each case was considered on its merits, the firms asked to tender being selected from those capable of doing the kind of work required."

1938, 8th December: The Aberdeen Press and Journal reported as follows: "**IDLE SHIPYARDS' PLIGHT. Workers' Deputation to M.P.'s: Help of Government Sought.** "UNLESS something is done quickly by the Government, we are going to have a dozen Jarrows in the country, and we all know too well the tragedy of Jarrow." That was one of the points made by Mr William Westwood, Newcastle-on-Tyne, president of the Confederation of Shipbuilding and Engineering Unions, when representatives of the shipbuilding side of the Confederation met M.P.'s associated with shipyard areas at the House of Commons last night. Mr Westwood, who presented the case for the confederation, said: "At one time we built more than 80 per cent, of the world's shipping. To-day the figure is 31.6 per cent.

EMPTY BERTHS.

"We are even importing ships, although our workmen are idle, and berths are empty." While it was true that certain yards were being kept busy with the heavier amount of naval shipbuilding work on order — now over 500,000 tons displacement — only 18 per cent, of the berths were occupied with naval work. Surely it was possible for the Government to divert to these yards some of the smaller naval work. The navy, he declared was short of the little ships that did more than the big ones win the last war. The tonnage of British owned cargo vessels was to-day 3,073,000 tons less than in 1914.

ENEMY SUBMARINES.

"Let us imagine," urged Mr Westwood, "how long it would take a number of enemy submarines, coupled with aerial bombing, to sink an amount equal to this shortage. "If our government could assist and make possible the building of huge liners for the nation's prestige, surely it could get down to the question of cargo ships.

AT STANDSTILL.

There was now an almost complete absence of liner, tanker, and cargo ship work. In Aberdeen the shipyards were at a standstill, and several yards on Clydeside were without orders. It was agreed that an all-party deputation, including officials of the confederation, should endeavour to seek an interview with the President of the Board of Trade and the Minister for the Co-ordination of Defence, Sir Thomas Inskip."

1938, 30th December: The Aberdeen Press and Journal published a list of vessels that had undergone repair work carried out by **Hall, Russell & Co., Ltd.** More than half of these vessels were built at **Hall, Russell**, this shows that many owners were local, and preferred to take their vessels back to the original builder for repairs, modifications etc.

- a) Fishery Cruiser '**Freya**' (280 tons) built by HR in 1904.

Hall, Russell & Co., Ltd., Shipbuilders, Footdee, Aberdeen, The 1930's. Stanley Bruce 2022-draft.

- b) Passenger steamer '**St Magnus**' (1,530 tons) built by HR in 1924.
- c) Passenger steamer '**St Fergus**' (390 tons) built by Hawthorns & Co., Leith in 1913.
- d) Passenger steamer '**Highlander**' (975 tons) built by Caledon, Dundee in 1916.
- e) Passenger steamer '**St Ninian**' (717 tons) built by Ramage & Ferguson, Leith in 1895.
- f) Passenger steamer '**Aberdonian**' (1,648 tons) built by D & W Henderson & Co., Glasgow in 1909.
- g) Cargo vessel '**Rubislaw**' (1,018 tons) built by HR in 1905.
- h) French fishery cruiser '**Ailette**' (Unknown).
- i) Steam trawler '**Ben Bhrackie**' (235 tons) built by HR in 1916.
- j) Steam trawler '**Ben Earn**' (235 tons) built by HR in 1916.
- k) Steam trawler '**Amorelle**' (202 tons) built by HR in 1919.
- l) Steam trawler '**Kinaldie**'. (197 tons) built by HR in 1914.
- m) Steam trawler '**Stecklehorn**' (Unknown).

1939, 2nd March: The Aberdeen Evening Express reported as follows: ***“Round The Docks.** THE large French trawler '**Cap Fagnet**', which has been in the hands of Messrs **Hall, Russell and Co., Ltd.,** shipbuilders and engineers, Footdee, since just after the New Year, is about to undergo engine trials in Victoria Dock. The vessel has had a new engine and boiler installed in addition to a thorough overhaul. She was removed today from her berth in the north lock to the southeast corner of the dock, so that the trials may be carried out tomorrow.”*

1939, 13th April: The Aberdeen Weekly Journal reported as follows: ***“BIG TRAWLER ORDERED. – FOR FRENCH FIRM’S FISHING FLEET. – CONTRACT COMES TO ABERDEEN. MESSRS HALL, RUSSELL & CO. LTD.,** Aberdeen, have been commissioned by a French firm to build a mammoth trawler. It will be the biggest trawler ever constructed in Aberdeen. The placing of this order will be welcomed in Aberdeen. It means that between 400 and 500 men will be kept occupied for several months. This is the second order that has been placed with the firm within the past few months. In December work was started on a new steamer for the North of Scotland and Orkney and Shetland Steam Navigation Co. Limited to replace the '**Earl of Zetland**'.*

COMPLIMENT TO THE FIRM.

The placing of the order for a trawler by Les Pecheries de Fecampe, Fecampe pays a high tribute to the craftsmanship of Aberdeen workmen. As the French Government desire to have French owned vessels built in France, they can grant subsidies to owners up to 30% of the price. Moreover, authorisation has to be obtained from the Government before an owner can order a new vessel abroad. It says much for the skill of Aberdeen shipbuilders, therefore, that Les Pecheries de Fecampe should disregard

*the substantial grant and place the order in Aberdeen. The new vessel will be the eighth trawler suitable for Newfoundland fishing built by **Messrs Hall Russell** for the French firm. It will be the largest and best equipped of all. In fact, the new vessel will be the biggest trawler ever built buy an Aberdeen firm.*

ECONOMY IN FUEL.

*About four years ago **Messrs Hall, Russell** built the trawler ‘**Vikings**’ for the same owners, but the new vessel will embody several improvements. It will be about 230ft. long and will be able to carry a deadweight of about 1,500 tons. There will be accommodation for a crew of about fifty-five. The propelling machinery will also be built by **Messrs Hall, Russell**, and will be similar to that on the ‘**Vikings**’, which has proved very economical in oil fuel consumption. The engines will be Christiansen and Meyer double-compound semi-uniflow type working with superheated steam, which will be supplied from two large oil-fired boilers. The new trawler will have oil fuel bunkers to hold about 700 tons, and will thus ensure a large radius of action.”*

1939, 10th August: The Aberdeen Evening Express reported as follows: *“THE large French trawler ‘**Cap Fagnet**’, which has been in the hands of **Messrs Hall, Russell and Co., Ltd., shipbuilders and engineers**, Footdee, since just after the New Year, is about to undergo engine trials in Victoria Dock. The vessel has had a new engine and boiler installed in addition to a thorough overhaul. She was removed to-day from her berth in the north lock to the south-east corner of the dock, so that the trials may be carried out tomorrow.”*

1939, 10th August: The Aberdeen Evening Express reported as follows: *“**FIVE ADMIRALTY ORDERS FOR ABERDEEN.** The British Admiralty have placed orders for no fewer than five vessels with Aberdeen firms. **Messrs Hall, Russell and Co., Ltd.**, have received orders for two mine-sweeping trawlers. This firm are meantime engaged converting Hull trawlers which have been taken over by the Government into mine-sweepers. An order for three whale-catcher vessels has been placed by the Admiralty with Messrs **John Lewis and Sons, Ltd.**, Torry. This firm, like **Messrs Hall, Russell and Company**, are also meantime converting Hull trawlers into mine-sweepers. The trawlers ordered from **Messrs Hall, Russell, and Co.** will be laid down at an early date. Their construction will provide work for a number of Aberdeen shipyard workers and engineers for several months.”*

1939, 3rd September: The UK prime minister Neville Chamberlain broadcast to the nation that Britain was at war with Germany. It was about to become a very busy time for the Aberdeen shipyards. Vessels built in the first half of the 1940's were nearly all built for the Admiralty.

1939, 30th December: The Aberdeen Evening Express reported as follows: “**£198 Subscribed.** Contributions to the hospital fund made by employees of **Messrs Hall, Russell and Co., Ltd.,** amounted this year to £99 0s 7d. The firm, in accordance with their usual custom, contributed a like sum, making a total of £198 1s 2d.” (This equates to approx. £13,300 in 2020, a considerable amount.)

1939, 16th November: The Aberdeen Evening Express reported as follows: “**Shipyard Problems of Black-out.** SHIPYARD workers in Aberdeen are gravely perturbed over the black-out and the consequent limitation of the working hours in the "deid o' winter." Joiners, shipwrights, and blacksmiths are not very badly hit as in their case it is generally possible to darken the workshops so as to comply with the lighting restrictions. The workers who are feeling the effects of the black-out regulations most are the platers and riveters. The bulk of their work is of course. done in the open, and it is quite impossible to black-out the hull of a ship on which the workmen are engaged.

SIX HOURS A DAY.

THE standard working week in the shipyards is forty-seven hours. In these November days, however, the day-light hours are restricted to six or just a little over six hours a day. So long as the present lighting restrictions are in force — and that, in all likelihood, will be for the duration of the war — it is virtually impossible for the platers and riveters to put in their forty-seven hours a week. The whole question of the lighting restrictions in shipyards, Councillor G. R. McIntosh tells me, has been engaging the attention of the Aberdeen Confederation of Shipbuilding and Engineering Trade Unions.

SUNDAY LABOUR?

THE suggestion has been made that the riveters and platers might put in an extra spell on Saturday afternoons or even on Sundays, to enable them to get their full working week, but that plan does not commend itself to the shipyard workers in Aberdeen. After all, "six days shalt thou labour" is a sound scientific maxim of physical health as well as a praise-worthy Biblical injunction, and the Sunday spell at best could only be a temporary expedient. The Aberdeen shipyard workers, I understand, express very strongly the conviction that, in view of the vital importance of keeping the skilled craftsmen evidently working in these difficult war times steps should be taken by the Government to devise such black-out arrangements in the shipyards as will enable all the workers to carry on for the full forty-seven hours a week.”

1939, 23rd November: The Aberdeen Press and Journal reported as follows: “**ABERDEEN SHIPYARDS.** Efforts are being made to persuade the Departments to devise scheme which will enable work in the Aberdeen shipyards to be continued during the black-out hours. Mr Garro-Jones has approached the Minister of Shipping with evidence to show the difficulty in maintaining hours and production in open-air yards, conditions which

apply particularly at the present time to Aberdeen. Similar representations have been made by the Member for North Aberdeen to the Minister of Labour on the loss of work entailed. The point of these questions is to bring about some system by which work could be carried on after the black-out officially comes into operation. Sir John Gilmour and Mr Ernest Brown will probably indicate this week whether any measures to relieve the problem are practicable."

Abbreviations

A&CP	Anchors and cables proved at a public machine.
B	Breadth.
B.M.	Builders Measurement.
B.P.	Between Perpendiculars (regarding ship length).
D	Depth.
Expl B.S.	Experimental and classed subject to biennial survey.
G.I.B.	Galvanised Iron Bolts.
GRT	Gross Registered Tonnage. (Stated in brackets after vessel names).
IHP	Indicated Horse Power.
L	Length.
LBP	Length between perpendiculars.
LMC	Lloyds Machinery Certificate.
LRS	Lloyds Register of Shipping.
NHP	Nominal Horse Power.
NM	New Measurement (applicable to tonnage).
NNM	Net New Measurement (applicable to tonnage).
OM	Old Measurement (applicable to tonnage).
2SCSA	Two stroke combustion single acting.

Vessels Built by Hall, Russell & Co. in the 1930's.

Yard number in brackets after the date. All hulls were made of steel. 42 vessels and 4 cancelled orders.

Date	Name	Rig	GRT Tons	Owners	L x B x D
1930 (705)	Taransay	Motor Yacht	166	Edinburgh owner.	102'3" x 20'1" x 11'4"
1930 (706)	Freesia	Steam Trawler	96	South African Fisheries & Cold Storage Co. Ltd.	86'3" x 18'7" x 10'
1930 (707)	Gertrude W.	Steam Trawler	96	South African Fisheries & Cold Storage Co. Ltd.	86'3" x 18'7" x 10'
1930 (708)	Rochea	Steam Trawler	96	South African Fisheries & Cold Storage Co. Ltd.	86'3" x 18'7" x 10'
1930 (709)	Tolosa	Motor Fishing Vessel	126	Soc. Industrias Iberica del. Bacalao, San Sebastian.	87' x 19' x 10'
1930 (710)	Devatarra	Motor Fishing Vessel	126	Soc. Industrias Iberica del Bacalao, San Sebastian.	87'3" x 19'1" x 10'
1930 (711)	Contender	Steam Trawler	236	Thomas L. Devlin & Sons, Granton.	122'4" x 22'7" x 13'
1930 (712)	Elise I Carnie	Steam Trawler	217	R. Carnie, Granton.	117'3" x 22'1" x 13'
1930 (713)	Barbara Robb	Steam Trawler	263	George Robb & Sons Ltd., Aberdeen.	125.4' x 23.1' x 12.8'
1930 (714)	Strathblair	Steam Trawler	216	Aberdeen Steam Trawling and Fishing Company.	117'3" x 22'1" x 13'
1930 (715)	Strathborve	Steam Trawler	216	Aberdeen Steam Trawling and Fishing Company.	117'3" x 22'1" x 13'
1930 (716)	Africana	Steamer, Fishery Research	313	Union Government of South Africa, Cape Town.	125'4" x 25'1" x 13'6"

Vessels Built by Hall, Russell & Co. in the 1930's. (Continued).

Date	Name	Rig	GRT Tons	Owners	L x B x D
1930 (717)	Simon Duhamel II	Steam Trawler	928	Soc Anon Les Pecheries de Fecamp, Fecamp.	190'6" x 31'1" x 17'5"
1930 (718)	Earl Sigurd	Steamer, Passenger, Cargo.	221	Orkney Steam Navigation Ltd., Kirkwall.	117'3" x 24'1" x 11'6"
1930 (719)	Cancelled	-----	----	-----	----
1930 (720)	Cancelled	-----	----	-----	----
1930 (721)	Van Der Goes	Motor Fishing Vessel	138	N. V. Motorvisscherij, Ostend.	92'1" x 20'5" x 11'1"
1931 (722)	Ben Idris	Steam Trawler	232	Richard Irvin & Sons Ltd.	117'3" x 22'7" x 13'
1931 (723)	St Sunniva	Steamer Cargo & Passenger	1,368	North of Scotland & Orkney & Shetland Steam Navigation Company.	252' x 35' x 15'
1931 (724)	Lirana	Motor, Pair Fishing Vessel	101	Angel Civiza, San Sebastian.	80'6" x 18'3" x 9'10"
1931 (725)	Berdin Gabea	Motor, Pair Fishing Vessel	101	Angel Civiza, San Sebastian.	80'6" x 18'3" x 9'10"
1931 (726)	Thrift	Collier	648	Northern Co-operative Society Ltd., Aberdeen.	175'5" x 27'7" x 13'3"
1932 (727)	Spray	Collier	960	Ellis & McHardy, Aberdeen.	205'6" x 32'1" x 15'
1933 (728)	Acklam Cross	Tug, Diesel Electric.	150	Tees Towing Co. Ltd, Middlesbrough.	90'6" x 22'1" x 11'6"

Vessels Built by Hall, Russell & Co. in the 1930's. (Continued).

Date	Name	Rig	GRT Tons	Owners	L x B x D
1934 (729)	Bluff	Steam Trawler.	262	Irvin and Johnson (South Africa) Limited.	125' x 23'6" x 13'9"
1934 (730)	Trenchemer	Auxiliary Sailing Yacht	37	Mr W. D. M. Bell, Corriemoillie, Garve.	72'2" x 21'1" x 14'6"
1934 (731)	Babiana	Steam Trawler.	262	Irvin and Johnson (South Africa) Limited.	125'4" x 23'7" x 13'9"
1935 (732)	Vikings	Steam Trawler.	1,150	Soc Anon Les Pecheries de Fecamp, Fecamp.	207'1" x 37'10" x 21'
1935 (733)	Aristea	Steam Trawler.	261	Irvin and Johnson (South Africa) Limited.	125'4" x 23'7" x 13'9"
1935 (734)	Crassula	Steam Trawler.	261	Irvin and Johnson (South Africa) Limited.	125'4" x 23'7" x 13'9"
1936 (735)	Ala-Biar	Motor Fishing Vessel	133	F Acebal y Ca., Pasajes, Spain.	87'9" x 24'10" x 18'4"
1936 (736)	Ala-Izan.	Motor Fishing Vessel	133	F Acebal y, Ca., Pasajes, Spain.	87'9" x 24'10" x 18'4"
1936 (737)	Anenome	Steam Trawler	296	Irvin and Johnson (South Africa) Limited.	130'1" x 24'1" x 14'
1936 (738)	Morea	Steam Trawler	296	Irvin and Johnson (South Africa) Limited.	130'1" x 24'1" x 14'
1936 (739)	Cancelled.	-----	--	-----	--
1936 (740)	Cancelled.	-----	--	-----	--

Vessels Built by Hall, Russell & Co. in the 1930's. (Continued).

Date	Name	Rig	GRT Tons	Owners	L x B x D
1936 (741)	Star of Orkney	Steam Trawler	273	Walker Steam Trawl Fishing Co. Ltd.	126'1" x 23'7" x 13' 9"
1937 (742)	St Clair	Steamer, Passenger, & Cargo.	1,637	North of Scotland & Orkney & Shetland Steam Navigation Co.	250'7" x 38'1" x 16'6"
1937 (743)	HMS Barrage.	Boom Defence Vessel	542*	Admiralty.	150' x 32'1" x 17'1"
1938 (744)	HMS Barranca	Boom Defence Vessel	542*	Admiralty.	150' x 32'1" x 17'1"
1938 (745)	Muriel	Barge	Unknown	Ministry of Transport.	57'10" x 19'3" x 7'5"
1938 (746)	Protea	Steam Trawler	307	Irvin and Johnson (South Africa) Limited.	130'1" x 24'1" x 14'
1938 (747)	Petunia	Steam Trawler	307	Irvin and Johnson (South Africa) Limited.	130'1" x 24'1" x 14'
1938 (748)	Fairway	Grab Dredger	47.5	Ministry of Transport.	65'2" x 21'7" x 7'6"
1939 (749)	Earl of Zetland	Motor Vessel, Passenger, & Cargo	548	North of Scotland & Orkney & Shetland Steam Navigation Company.	150'4" x 29'1" x 12'
1939 (750)	Auchmacoy	Coaster	255	Mitchell & Rae Ltd.	114'6" x 23'1" x 8' 4"

*Displacement tonnage.

Taransay (1930).

She was named after the island of 'Taransay' in the Western Isles, and was a very beautiful yacht, so much so that Rossinavi, Shipbuilders, Viareggio, Tuscany, Italy built a new one based on her in 2015.

"Could this be a new trend in superyachting? The 40 metre 'Taransay' from Rossinavi may look like a 1930's boat – but rather than go to the trouble and expense of restoring a crumbling oldie, the owner built one from scratch: a brand new, but utterly traditional and beautiful modern classic yacht." (22nd October 2015, Maria Roberto Morso).

"I realised that I would love to own some kind of classic yacht, so I could have the opportunity to travel in style rather than at top speed." (Owner of the 2015 'Taransay').



Model of the 'Taransay'. (S. Bruce). (I think I took this photo at a Peterhead Scottish Festival, I never got the name of the model maker, but he certainly did a fine job).

1930, 3rd April: The Aberdeen Press and Journal reported as follows: **"ABERDEEN LAUNCH.** A motor yacht of 100 feet length was launched successfully yesterday from the yard of **Messrs Hall, Russell and Co., Ltd.,** shipbuilders, Footdee. The vessel is for an Edinburgh order, and she has been built to designs supplied by Messrs G. L. Watson and Co., Glasgow. The yacht was named **'Taransay'** as she left the ways. She will be fitted with two sets of Gardner oil engines."

Taransay (1930). (Continued).

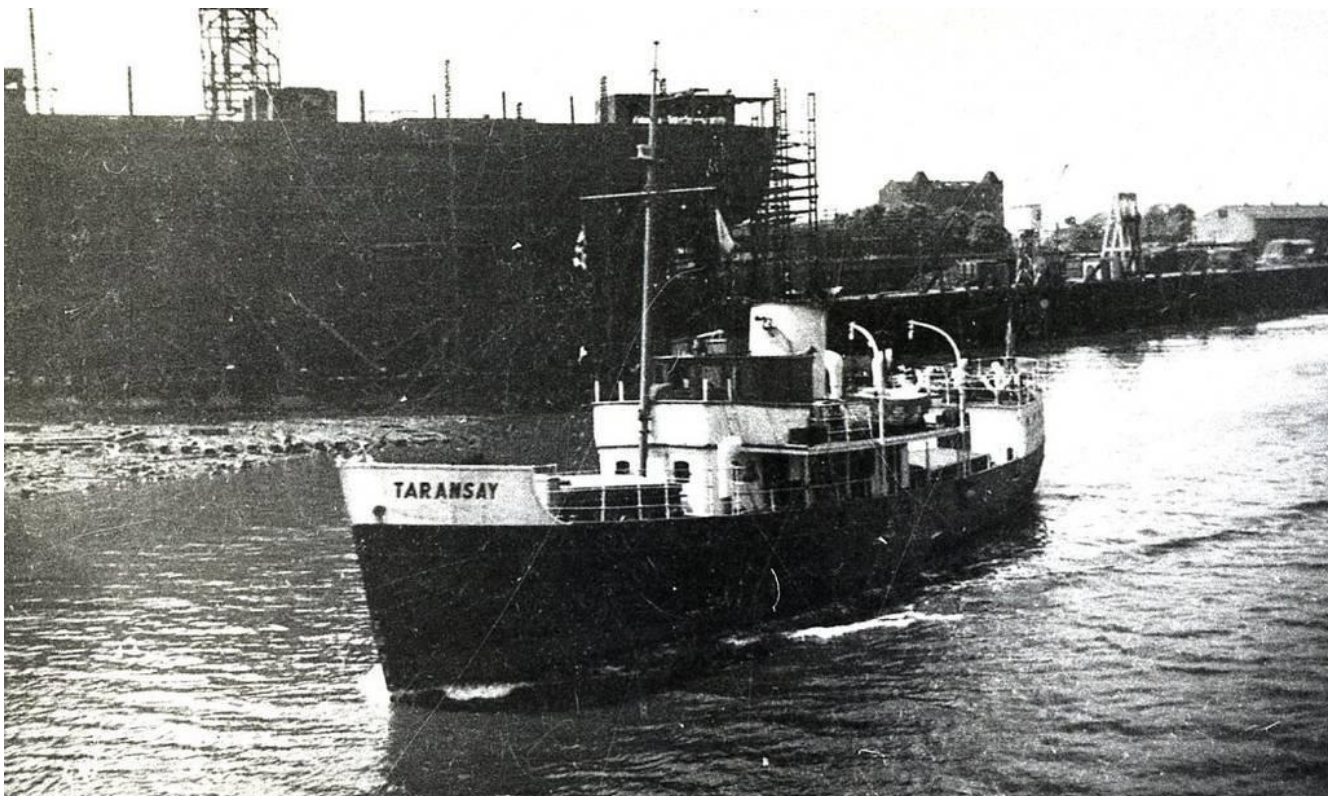
Vessel Name(s)	Taransay.
Yard Number	705.
Rig	Motor Yacht.
Engine(s)	Hot bulb by Gardner Engines Ltd., Manchester, two x 4-cylinder, 2 S.C.S.A. (9½" bore x 10¾" stroke), 55 n.h.p., direct reversing diesel. Twin screw.
Launch Date	2 nd April 1930. Completed: 16 th June 1930.
Owner(s)	John Alexander Ross , No. 28 Forest Road, Aberdeen per G. L. Watson & Co., Glasgow for an Edinburgh owner.
Registered Port	Aberdeen. Official No.: 148980.
GRT	166 tons. 174 tons (1948).
Length	102 feet, 3 inches (31.17m).
Breadth	20 feet, 1 inch (6.12m).
Depth	10 feet, 1 inch (3.07m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. A&CP: Anchors and Cables Proved at a Public Machine. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate. LR Surveyor: J MCL Reid. Reclassed Oct. 1947 after conversion to a cargo ship.
Other information	Build cost: £14,680 (Approx. £1 million in 2020). 1930, 19th May: She underwent her sea trials. 1934: Owned by John E. Humphrey, Santon, Reigate, Surrey. 1939, October: Requisitioned by the Admiralty as a danlayer. 1941, December: Purchased by the Admiralty and used as an examination vessel. 1944: Used as a minesweeper depot ship. 1946, June: Decommissioned by the Admiralty and put up for sale. 1947: Sold to new owners, W. C. McCraig (Clyde Shipping Co. (CSC) as managers) Glasgow. 1948: Owned by the Wimaisia Shipping Co., Ltd. (CSC, managers) and converted to a cargo vessel, for service between UK and Holland, and had two new 6-cylinder 4 S.C.S.A (6" x 7"), oil engines, total 250bhp by Gleniffer Engines Ltd., Glasgow fitted. 1948: Owned by the Mac Shipping Co., Ltd. (W. C. McCraig, manager) Glasgow. 1952: Owners purchased by Metcalf Motor Coasters Ltd., London, who took over as managers.
Date Scrapped / Lost	1955, 9th December: Purchased by the British Iron and Steel Corporation, she arrived at Port Glasgow for breaking-up by Smith & Houston Ltd.

Taransay (1930). (Continued).

Danlayers worked alongside minesweepers during and after WW2, they laid buoys (Dans) which were attached to the seabed to mark the areas swept by the minesweepers to show the location of the safe channels.



'Taransay'. (W.S.S. Photo Library).



'Taransay' on the Clyde passing Shieldhall, Glasgow 1950's. (Photographer unknown).

Freesia (1929 / 1930).

She was built specially for inshore fishing in South African waters. Sister ship of the 'Gertrude W.' and 'Rochea'.

1929, 27th December: The Scotsman - Friday 27 December 1929 reported as follows: *"ABERDEEN LAUNCHES – Two Trawlers for African Waters. Two more trawlers named the 'Freesia' and the 'Gertrude W.'* were launched yesterday from the yard of **Messrs Hall, Russell, & Co.** at Footdee, Aberdeen, both to the order of Messrs Irvin & Johnson, South Africa (Ltd.) Each is 85 feet long, 18 feet 6 inches broad, and 10 feet deep. The vessels have been specially designed and constructed to work in South African waters with flush deck, insulated fishhold, a double bottom for fresh water under the fishroom, and a cabin aft for Europeans. In the 'Freesia' there is forecastle accommodation for 24 natives, and in the 'Gertrude W.' for eight. Special machinery will be fitted by the builders. At the luncheon, **Mr A. H. Wilson, of Messrs Hall, Russell, & Co. (Ltd.),** said these were the 62nd and 63rd vessels built to the order of the firms in which Sir John Irvin had an interest, and it was gratifying to find that he always came back to the same builders. Another vessel was also under construction for the South African company. (Applause)."

Vessel Name(s)	Freesia.
Yard Number	706.
Rig	Fishing Trawler.
Engine(s)	Steam, T3cylinder 9½", 16", 26½" x 18" stroke, 180psi, 36rhp, single screw, by Hall Russell & Co., Ltd.
Launch Date	26 th December 1929.
Owner(s)	South African Fisheries & Cold Storage Co. Ltd., Mossel Bay. Managers: Irvin & Johnson (S.A.) Ltd.
Registered Port	Aberdeen. Official No.: 148970.
GRT	96 tons.
Length	86 feet, 3 inches (26.29m).
Breadth	18 feet, 7 inches (5.66m).
Depth	10 feet (3.05m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: A1, Trawler. ELEC LT: Electric light.
Other information	1930: Registered at Cape Town, South Africa.
Date Scrapped / Lost	Unknown. Not listed in 1937 / 1938 Lloyds Register of ships.

In 1964 / 1965 and 1970 / 1973, **Hall Russell & Co. Ltd.** again built many trawlers for fishing in South African waters.

Gertrude W. (1930).

She was built specially for inshore fishing in South African waters. Sister ship of the 'Freesia' and 'Rochea'.

1929, 27th December: The Aberdeen Press and Journal reported as follows: "DOUBLE LAUNCH AT ABERDEEN. Special Ventilation. CONSTRUCTED FOR SOUTH AFRICAN WATERS. There was a double launch yesterday morning from the yard of Messrs Hall, Russell and Co., Ltd., Footdee, when two steam screw trawlers, to be known as the 'Freesia' and 'Gertrude W.', left the ways simultaneously and took the water in fine style. The vessels have been built to the order of Messrs Irvin and Johnson (South Africa), Ltd., South Africa, under Lloyd's survey to class A1 Trawler, and are both of the same dimensions. They are 86ft. long, with a breadth moulded of 18ft. 6in., and a depth moulded of 10ft. The trawlers have been officially designed and constructed to work in South African waters. They are flush deck vessels with insulated fishhold, double bottom for fresh water under fishroom, and with cabin aft for Europeans. Accommodation. In the "Freesia" there is forecastle accommodation for twenty-four natives, and in the 'Gertrude W.' for eight coloured men. A steam trawl winch and the usual outfit of fixed trawling gear being fitted. The propelling machinery consists of a set of triple expansion engines, and multi-tubular boiler which has been constructed, and will be fitted by the builders. Special ventilation is arranged, and electric light will be fitted throughout. As the 'Freesia' left the ways she was named by Miss Catherine Irvin, and the 'Gertrude W.' was named by Miss Aileen Riddell. As a memento of the occasion each of the young ladies received a beautiful cigarette box."

Vessel Name(s)	Gertrude W.	Renamed: 'Gertrude Wadner' (1933).
Yard Number	707.	
Rig	Steam Trawler.	
Engine	Steam, T3cylinder 9½", 16", 26½" x 18" stroke, 180psi, 45nhp, single screw, by Hall Russell & Co., Ltd.	
Launch Date	26 th December 1929.	
Owner(s)	South African Fisheries & Cold Storage Co. Ltd. Managers - Irvin & Johnson (South Africa) Ltd.	
Registered Port	Aberdeen.	Official No.: 148969.
GRT	96 tons.	
Length	86 feet, 3 inches (26.29m).	
Breadth	18 feet, 7 inches (5.66m).	
Depth	10 feet (3.05m).	
Construction	Steel.	
Classification	Lloyds Register of Shipping. Class: A1, steam trawler. ELEC LT: Electric light.	
Other information	1930: Registered at Cape Town, South Africa.	
Date Scrapped / Lost	Unknown.	

Rochea (1930).

She was the third vessel built of this design, her sister ships were the 'Freesia' and 'Gertrude W'.

1930, 17th January: The Aberdeen Press and Journal reported as follows: **"ABERDEEN LAUNCH. Trawler For South African Waters.** Built to the order of Messrs Irvin and Johnson (South Africa), Ltd., of which Messrs Richard Irvin and Sons, Aberdeen, is the parent company, a new trawler, the 'Rochea', was successfully launched yesterday afternoon from the shipyard of **Messrs Hall, Russell and Co., Ltd.,** Aberdeen. Lady Irvin performed the naming ceremony, and was presented by the builders with a handsome cigarette box as a memento of the occasion. The vessel's dimensions are 86 feet between perpendiculars by 18ft. 6in. beam, and 10ft. moulded depth. Proposing the toast of the 'Rochea' at a ceremony following the launch, **Mr A. Hall Wilson** said that was the third vessel his firm had built for that particular South African company, and it was the sixty-fourth vessel built for Sir John Irvin's companies. Sir John Irvin, replying, paid tribute to the workmanship of **Messrs Hall, Russell and Co.**"



*Launch of 'Rochea'.
(Aberdeen Press and Journal).*



*Lady Irvin naming the 'Rochea'.
(Aberdeen Press and Journal).*

Lady Irvin looks very pleased to christen the 'Rochea'. Note the shape of the wine bottle, **Hall, Russell and Co., Ltd.** weren't taking any chances, this round shape of bottle was almost guaranteed always to smash on hitting the bow of the ship.

Rochea (1930). (Continued).

Vessel Name(s)	Rochea.
Yard Number	708.
Rig	Fishing Trawler.
Engine(s)	Steam, T3cylinder 9½", 16", 26½" x 18" stroke, 180psi, 36rhp, single screw, by Hall Russell & Co., Ltd.
Launch Date	16 th January 1930.
Owner(s)	Irvin & Johnson (S.A.) Ltd., Cape Town, South Africa. Manager Sir John Irvin, Aberdeen.
Registered Port	Aberdeen. Official No.: 148971.
GRT	96 tons.
Length	86 feet, 3 inches (26.29m).
Breadth	18 feet, 7 inches (5.66m).
Depth	10 feet (3.05m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. A&CP: Anchors and Cables Proved at a Public Machine. ✠ LMC, Lloyds Machinery Certificate, Feb. 1930. ELEC LT: Electric light. LR Surveyor: J. Richardson.
Other information	1930: She was registered at Cape Town, South Africa. 1935: Owned by South African Fisheries & Cold Storage Co. Ltd., Mossel Bay.
Date Scrapped / Lost	c1953: Details / location unknown.

Tolosa (1930).

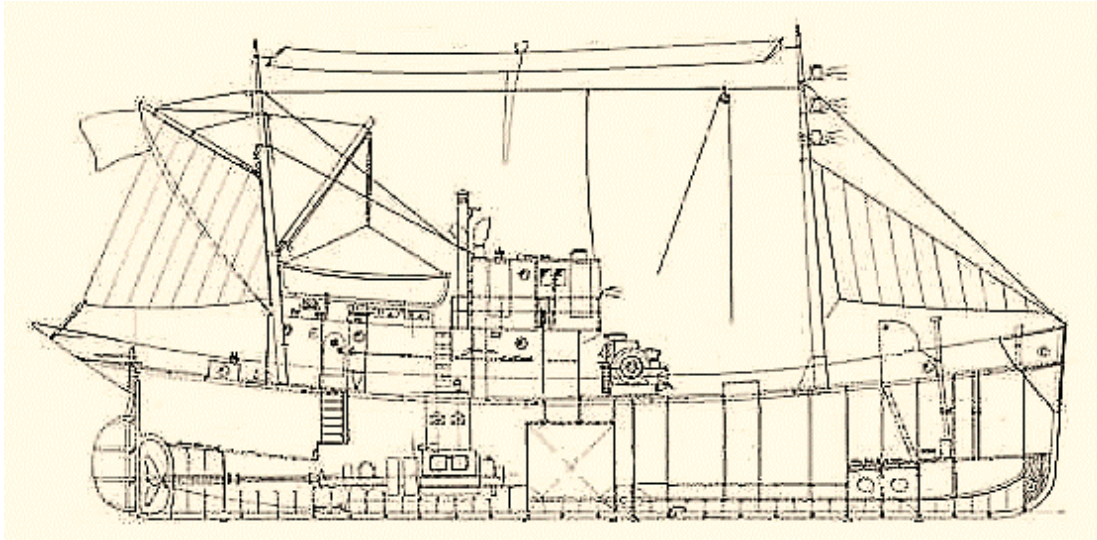
She was built for trawling work and pair fishing. Her sister ship was the '**Devatarra**', HR yard number 710.

1930, 19th March: The Aberdeen Press and Journal reported as follows: "**FOOTDEE TWIN LAUNCH. New Type Fishing Vessels For Spanish Owners.** There was launched yesterday afternoon from the shipyard of **Messrs Hall Russell and Co., Ltd.**, two new types of fishing vessels for Spanish owners. They were the '**Tolosa**' and the '**Devatarra**', built to the order of the **Industria Iberica del Bacalao of San Sebastian**. The owners were not represented and there was no ceremony at the launch. The '**Tolosa**' and '**Devatarra**' are sister ships of 90 feet length and will be fitted with 200 B.H.P. diesel engines. Electrically operated winches will also be fitted, and accommodation is provided for a crew of fourteen."

Vessel Name(s)	Tolosa. Renamed: 'Oquendo' (1933) & 'Pesquero Oquendo' (1944).
Yard Number	709.
Rig	Motor Fishing Vessel.
Engine(s)	By Motorenfabrik Deutz, Koln-Deutz, Germany, Oil 4SCSA 4-cylinder (280 x 450mm), 240 BHP, single screw.
Launch Date	18 th March 1930.
Owner(s)	Soc. Industrias Iberica del. Bacalao, San Sebastian, Spain.
Registered Port	San Sebastian. Official No.: unknown.
GRT	126 tons. 112 tons (LRS).
Length	87 feet (26.52m).
Breadth	19 feet (5.79m).
Depth	10 feet (3.05m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1 motor trawler. ✠ Built under Special Survey. ✠ LMC, Lloyds Machinery Certificate. ELEC LT: Electric light. LR Surveyor: John Houston.
Other information	1933: Owned by Tomas Lerchundi e Hijos, San Sebastian, Spain and renamed ' Oquendo '. 1944: Owned by Soc. R C Hijos, T Lerchundi, San Sebastian and renamed ' Pesquero Oquendo '. (This company also purchased her sister ship ' Devatarra '). 1971 / 1990: Owned by Angel Gonzalez Amado, Huelva, Spain, same name ' Pesquero Oquendo '. 2000: Owned by Barral Segade FCO. y otro, Huelva, Spain. (LRS).
Date Scrapped / Lost	Unknown.

Devatarra (1930).

She was built for trawling and pair fishing. At the time of writing this book she was still sailing, now 92-year old, testament to the shipbuilders of Aberdeen.



Profile drawing of the 'Devatarra'. (Hall Russell).

1930, 21st May: The Aberdeen Press and Journal reported as follows: ***“TRAWLERS FOR SPAIN. First of Kind Built at Aberdeen. Two motor trawlers, ‘Tolosa’ and ‘Devatarra’ constructed by Hall Russell & Co., Ltd., Aberdeen, for the Industria Iberica del Bacalao, S. A., San Sebastian, have been completed and handed over to their owners after satisfactory trials. The vessels are ninety ft. long, of the flush deck type, and have been specially designed and equipped for employment in trawling work or use in ‘pair’ fishing. They are of more than usual interest as being of a special type as regards form of hull and also by reason of being equipped with Diesel propelling machinery. They are the first of the type to be built in Aberdeen. An electrically driven trawl winch is fitted, the motive power being furnished by a large dynamo installed in the engine room.***

Fourteen In Crew.

Accommodation is provided for a crew of fourteen all told. The wheelhouse is amidships. Aft of this is the wireless operator’s cabin and wireless room. Underneath is the skipper’s cabin. The cabin is aft with two beds and separate cabins for the mate and engineer, the remainder of the crew being accommodated in the forecastle. An oil fuel bunker is aft of the hold space, with a cofferdam between. Electric light is provided throughout the vessel. Both vessels carry a wireless telephone with telegraph keying unit, also a signal direction finder. In addition, the ‘Devatarra’ has a sounding machine of the ultra-audible type. The propelling machinery consists of a set of Deutz Diesel engines of 200 b.h.p.”

Contender (1930).

She was built for trawl fishing for owners in Granton

1930, 17th April: The Scotsman reported as follows: ***“LAUNCH AT ABERDEEN. Hall, Russell, & Co. (Ltd.), Aberdeen, launched from their yard at Footdee the ‘Contender’ steam trawler to the order of Messrs Thomas L. Devlin & Sons, Granton. The vessel is 122 feet in length, 22 ft. 6 in. moulded breadth, and 13-feet moulded depth she will be fitted by the builders with triple expansion engines and multi-tubular boilers. Mr J. Y. Hunter, one of the directors of Hall, Russell, & Co. (Ltd.), in proposing the toast of the owners at the luncheon, said that was the fifteenth vessel the Company had built for the Granton firm. Mr Devlin, in acknowledging, said Hall, Russell & Co. (Ltd.) were the finest builders of steam trawlers in the country. (Applause.)”***



*Steam Trawler - ‘Contender’.
(Photographer unknown).*

1930, 16th April: The Aberdeen Press and Journal reported as follows: ***“ABERDEEN BEST. Tribute to Builders at Launch of Trawler.** That they were without doubt the finest builders of steam trawlers in this country was the glowing tribute paid yesterday to an Aberdeen shipbuilding firm by the executive of a prominent firm of Granton trawler owners. The occasion was a ceremony following the launch of the steam trawler Contender, built by **Messrs Hall, Russell and Co., Ltd.**, Aberdeen, to the order of Messrs Thomas L. Devlin and Sons, Granton. A large gathering witnessed the launch, and Mrs Devlin, wife of Mr Devlin, the owner, performed the naming ceremony. The dimensions of the trawler are: - Length B.P., 122 feet; breadth, 22ft 6ins.; moulded depth, 13ft. She will be fitted by the builders with triple expansion engines and multi-tubular boilers. **Mr J. Y. Hunter**, director, **Hall, Russell and Co.**, presided at the ceremony in the absence of **Mr A. Hall Wilson**, and in proposing the toast of the owners, said that was the fifteenth vessel the firm had ordered from **Hall, Russell and Company**. Mr Devlin replied, and **Mr C. S. McLay** proposed the toast of Mrs Devlin and the ladies, and on behalf of the builders presented Mrs Devlin with a silver salver as a memento of the occasion.”*

Contender (1930). (Continued).

Vessel Name(s)	Contender.
Yard Number	711.
Rig	Fishing Trawler.
Engine(s)	Steam, T.3-cylinder (12", 20", and 34" x 24" stroke), 64hp, boiler 180psi, single screw, by Hall, Russell & Co., Ltd.
Launch Date	15 th April 1930.
Owner(s)	Thomas L. Devlin & Sons , Granton.
Registered Port	Granton. Fishing Registration No.:GN22. Official No.: 149177.
GRT	236 tons.
Length	122 feet, 4 inches (37.29m).
Breadth	22 feet, 7 inches (6.88m).
Depth	13 feet (3.96m).
Construction	Steel.
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. ESD: Echo Sounding Device. Wireless D.F.: Direction Finder.
Other information	Fitted with electric light. 1940, February: She was requisitioned by the Admiralty and converted to minesweeper. Pennant No. FY.543. Fitted with Oropesa gear. She operated in the North Sea from Lowestoft to Sheringham Shoal. 1945: The Admiralty returned her to her owners.
Date Scrapped / Lost	1961, 12th April: She ran aground and was wrecked at Whinnyfold, two miles south of Cruden Bay. 13 crew members took to the liferaft and climbed the cliffs to Ogston's Farm.

1961, 14th April: The Aberdeen Evening Express reported as follows: ***"Bell tolls requiem for boat on rocks. By DAVID KING. THE ship's bell to-day tolled a requiem for the Granton trawler 'Contender' as it reeled under the blows of a heavy swell on rocks at the Veshels, two miles south of Cruden Bay. The trawler ran aground on the jagged rocks in thick fog and heavy rain, blocking the mouth of the tiny cove. And under the protection it provided the 13-man crew drifted ashore in life rafts, guided by the lights shone by farmers and fishermen. The crew are returning home to-day after spending the night at the British Sailors' Home in Aberdeen, and being fitted out with new clothes. Cook of the ill-fated 'Contender'. Richard Alexander, from Broughty Ferry, said to-day: "I lost all my gear. I am just left with what I stand in."***

Contender (1930). (Continued).

CREW MEMBERS.

The twelve other members of crew come from Granton. They are: Skipper McKay (64); Duncan Kay (40), mate: Lloyd Brownlee (45), second fisherman: Peter Tweedie (59), chief engineer: William Roxburgh (59), second engineer, John Blakey (38), fireman: Robert Brownlee (33): James Marshall (50), and Charles Such (34), deckhands. James Laing (18) and Derek Nothard, deck trimmers, John Monaghan (17), apprentice deck trimmer. Rescue vessels and life-saving teams went to the scene after Skipper Dan McKay sent a Mayday call on the radio, and sent up distress flares when his vessel struck. Offshore, Aberdeen lifeboat - under Coxswain Leo Clegg, making his first action trip in command — the coaster 'Helmsdale' and Admiralty vessel 'Tenby' stood by. The 'Contender', built in Aberdeen in 1930, set off from Granton at lunchtime yesterday. She was heading for the West Coast fishing grounds when she went ashore.

NO PANIC.

Lloyd Brownlee said: "I looked out of the window and saw the rocks. We were lying hard and fast in the centre of the gully. There was no panic." "Rafts were thrown over each side off the ship." Said Mr Alexander. Six of us got into one and seven into the other and we drifted towards the shore. The sea was pretty high." Farmer James Cantlay (31) of Ogston Farm, Slains, heard the stricken trawlers alarm blasts as he went out to see to his sheep. I went down to Whinnyfold and got four or five chaps and took them back here. Then we scrambled down the cliff face and guided the rafts in past the rocks. The fog was thick for a while and the rain was just teeming down."



HMT 'Contender'. (Photographer unknown).

Elise I. Carnie (1930).

She was built for line fishing, by that we mean a 'long-liner'. Rather than use fishing nets, she would cast a long line of baited hooks.

1930, 1st July: the Aberdeen Press and Journal reported as follows: "**NEW TRAWLER. Aberdeen Vessel For Newhaven Owners.** A steam trawler, to be known as the '**Elise I. Carnie**', left the ways at the yard of **Messrs Hall, Russell and Co., Ltd., Aberdeen,** yesterday afternoon. The vessel, constructed to the order of Messrs William Carnie, Newhaven, is 117 ft. long, and will be of the most



*Mrs William Carnie naming the trawler '**Elise I. Carnie**', 30th June 1930, a very pleased looking James Y. Hunter, HR chairman behind. (Aberdeen Press and Journal).*

modern type used for North Sea fishing. Propelling machinery will consist of a set of triple expansion engines and multi-tubular boiler working at 180 lb. per square inch. They have been constructed and will be fitted on board by the engineering department of the builders. The vessel will be illuminated throughout by electric light.

Sixth Vessel.

At the reception held in the builders' office, **Mr James Y. Hunter** presided, and stated that this was the sixth vessel which his firm had had the pleasure of building for the firm of Carnie. Mr William Carnie, for the owners, spoke in high terms of the position which the builders held in the shipbuilding world, and was sure that the new vessel would prove to be highly successful. Mrs William Carnie named the vessel, and as a memento of the occasion received a silver quail."

Elise I. Carnie (1930). (Continued).

Trawler 'HMT George Robb'. (Formerly 'Elise I. Carnie').

Vessel Name(s)	Elise I. Carnie. Renamed: 'George Robb' (1936).	
Yard Number	712.	
Rig	Fishing Trawler.	
Engine(s)	Steam, T 3-cylinder (12", 20", 34" x 23" stroke), 77nhp, 450 I.H.P., boiler 180psi, by Hall, Russell & Co. Ltd. , single screw.	
Launch Date	30 th June 1930.	
Owner(s)	R. Carnie , Granton.	
Registered Port	Granton. Fishing Reg. No. GN24.	Official No.: 149178.
GRT	217 tons.	
Length	117 feet, 3 inches (35.73m).	
Breadth	22 feet, 1 inch (6.73m).	
Depth	13 feet (3.96m).	
Construction	Steel.	
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. A&CP: Anchors and Cables Proved at a Public Machine.	
Other information	1936: Bought by George Robb & Sons Ltd., Aberdeen and renamed ' George Robb ', her fishing boat registration number was A406. 1939, August: Requisitioned by the Admiralty and converted to a minesweeper. She was subsequently purchased into Royal Navy. 1946, January: Sold back to her pre-War owners. 1959, October: She was converted to diesel power at Lowestoft.	
Date Scrapped / Lost	1959, 6th December: She went ashore near Stacks of Duncansby, Caithness, Scotland and was completely wrecked and all twelve crew members lost their lives. See press article below for more information.	

Elise I. Carnie (1930). (Continued).

1960, 25th February: The Aberdeen Evening Express reported as follows: **“Farmer tells of ‘George Robb’ wreck. DRAMA OF SOS IN STORM.** A THIRTY-YEAR-OLD Caithness farmer told a fatal accident inquiry at Wick to-day of the search he made along the cliffs near Duncansby Head for the Aberdeen trawler **‘George Robb’** after hearing the vessel sending out a distress signal. William Ham, Harrow, Mey, was giving evidence at the inquiry into the death of the twelve members of the crew of the **‘George Robb’**. The vessel ran aground in a gale late on the night of December 6 last at Duncansby Head, Caithness, with the loss of all hands. A formal verdict was returned. The inquiry was conducted before Sheriff Peter Thomson and a jury of three men and four women. Sheriff Thomson told Mr Ham at the end of his evidence “I would like to commend you for the energetic way you gave assistance”. Mr Ham told the court that at 11.40 p.m. on Sunday, December 6, he was listening to the trawler waveband on his wireless set when he heard a distress signal “May Day, May Day, May Day, **‘George Robb’** ashore at back of Duncansby, require immediate assistance.”

BABBLE OF VOICES.

He also heard a babble of voices in the background. There was a silence for a little while, and he then heard Wick Radio trying to contact the trawler, but he formed the impression that the trawler did not receive the radio station’s message. Mr Ham said that he heard the distress signal being repeated. “I then switched off my set, and along with my wife, went to John o’ Groats and informed my father-in-law, Mr Green what had happened, and we then went to Duncansby Head lighthouse. I told the keeper what I had heard, and I inquired if he had seen anything of the trawler, but I think he had seen nothing. I then went southwards along the cliff at Duncansby and flashed an electric torch as I went. I came to a part known as Queenie Cliff, and I made out a black shape in the white foam of the sea. It was a little distance from the shore.” Mr Ham said that he then heard a blast on the ships siren. And he assumed that this was the trawler which he had heard sending the distress signal. He went, he said, back to the lighthouse and reported that he had found the trawler. Witness said that he heard the vessels siren sound two or three times again. The lighthouse keeper notified Wick coastguard station, and he and Mr Green waited till the coastguards arrived and guided them to where the trawler was lying.

HUGE WAVES.

The coastguards, said Mr Ham, erected a searchlight and focused it on the trawler. “We saw the trawler. She was being battered by the huge waves and we could see parts of the wheelhouse and upper parts being smashed”. Witness said that he saw a light flashing aboard the trawler, but he took this to be a static light. He stayed at the spot until 4.30 a.m. He had, he said, spotted the trawler first about 12.30 a.m. Mr

Elise I. Carnie (1930). (Continued).

Ham said that he himself had been to sea for eight years, and he described conditions that night as wild. There was nothing that could be done. The cliffs there were very high. Mr Ham's father-in-law, Mr John Green, a 56-year-old crofter, of 4 New Houses, John o' Groats, said that along with Mr and Mrs Ham and two daughters he went to the lighthouse.

IMPOSSIBLE.

*The cliffs where the vessel went ashore were 200 feet high, and the vessel was fifty to 100 yards from the shore. Said Mr Green: "There was a very heavy sea and it was one of the worst storms there had been for a long time. The wind was 80 to 100 mph. To throw a line from the shore was impossible." Mr Alexander Scollay Mathieson (57), lighthouse-keeper, Duncansby Head, said that if a vessel were seen in distress, he fired a white flare to denote that her plight had been seen. On the night of December 6, the sea was covered with white spray, which was coming over the lighthouse occasionally. Mr Mathieson said he had never seen that before. He did not see the lights or signals of any vessel and saw no sign of the **'George Robb'**. I could not see the spot where the **'George Robb'** went ashore from the lighthouse.*

DISTANT VOICE.

*James George Neish (34), coastguard, 5 Coastguard Station, Wick said that at 6 p.m. on December 6, he took over the watch at Wick. It was uneventful until 11.30 when he heard a May Day distress message on the trawler waveband from the **'George Robb'**. He heard a distant voice say that the vessel had stuck fast, and then a voice calling May Day three times and "This is the **'George Robb'**. Does anyone hear us." A few seconds later he heard another voice saying that the vessel was ashore at the back of Duncansby and Wick Radio replying. Mr Neish said that he then initiated distress procedure. Coastguard District Officer Thomas Price (45), 7 Coastguard Station, Wick, said that rescue equipment was carried to the cliff top. The going was very difficult, he said, with the combination of wind and spray. The spray from the sea was being blown over the top of the cliff, and it was difficult to breath.*

NO SIGN.

*When they erected a search light, they could see the **'George Robb'** lying in broken water at the foot of the cliffs. The time he said, would be between 2 and 3 a.m. They also trained the searchlight on the beach, but there was no sign of anyone having got ashore. They fired a rocket and line, but the line was swept to the southward by the gale. Mr Price said that when they first saw the **'George Robb'** there was a light visible aft on the bridge. It was a fixed light. The trawler was being battered by the waves and being broken up. They remained until 4.30 a.m. and returned to the scene at 8 a.m.*

Elise I. Carnie (1930). (Continued).

By that time one body had been found. Mr Price said that waves were sweeping right up to the foot of the cliff. The next witness, Commander John Louis Woolcombe (50), inspector of coastguards at Wick, Langley Lodge, Thurso Road, said that he had considered putting a man down the cliff on a rope, but it would have been very dangerous.

SEAWORTHY.

*Earlier the first witness called by the inquiry, Mr James M. Robb (49) 286 King's Gate, Aberdeen, a director of the firm which owned the '**George Robb**' had said that when the vessel left Aberdeen on the morning of December 6, she was under the command of Skipper Marshall Ryles. The wind and sea were moderate then, but the weather deteriorated before night. The '**George Robb**' he said, was built in 1930 as a steam trawler, but in 1959 she was converted to diesel, and fitted with all modern aids to navigation. She was considered to be a very worthy ship. Skipper Ryles had done two trips previously on the vessel and was very satisfied and confident in her. The vessel, he said, was well found, and most of the crew were known to him personally. Mr Robb said that in the early hours of December 7, he had received a message that the vessel was aground near Duncansby Head.*

DEEPLY AFFECTED.

He received other messages and he decided to send his brother, the late Mr Archibald M. Robb to Wick. His brother, he said, had identified several bodies. Mr Robb paid tribute to the assistance he had been given by the police in Aberdeen and Wick. His brother, he said had been deeply affected by the vessel's loss. Sgt. Robert Dunnet, Wick, said that in his opinion it would have been impossible to put a man down a rope on the cliff top. Mr Alexander Sinclair (36), haulage contractor, 5 New Houses, John o' Groats, said that he was one of the party who went down the cliff track on December 7 to see if anyone had got ashore.

BODIES FOUND.

*They found a body at the foot of the cliffs. Other witnesses told of finding bodies of members of the crew of the '**George Robb**' on December 7 and succeeding days. The Jury returned a formal verdict that the death of eleven members of the crew was due to drowning. The death of the twelfth member of the crew, Bruno Saborowski, was due to shock and exposure. Mr C. J. H. Campbell, fiscal said that the Ministry of Transport had asked him to express their sympathy with the relatives of the crew members. Mr James Robb, on behalf of the owners and the relatives, expressed thanks to all the uniformed services and to the civilians who had played an active part.*

Elise I. Carnie (1930). (Continued).

THE CREW:

Members of the crew of the 'George Robb' were: -

***Marshall Ryles**, 52a North Anderson Drive, Aberdeen, skipper.*

***Peter Dempster**, 56 Alexander Drive, Hayton, mate.*

***Bruno Saborowski**, Crombie Road, Torry, second fisherman.*

***William McKay**, 67 Strathmore Drive, Mastrick, chief engineer.*

***R. Dugan**, 41 Arbroath Way, Kincorth, second engineer.*

***W. Farquhar**, 1 Slater Crescent, Portknockie, third engineer.*

***J. Findlay**, 47 Davidson Place, Mastrick, deckhand.*

***J. C. Adams**, 54 Marchburn Crescent, Northfield, deckhand.*

***D. Lockhart**, 72 Grampian Place, Torry, deckhand.*

***A. Smith**, 41 Alexander Drive, Hayton, deckhand.*

***George Duffy**, 42 Menzies Road, Torry, deckhand.*

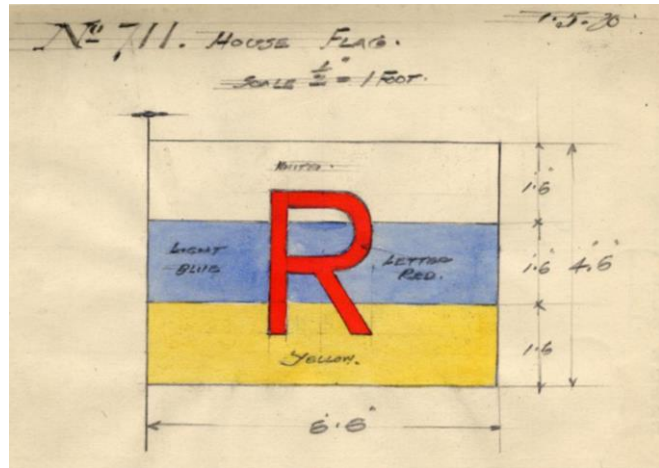
***W. Duthie**, 4 Beacon Cottages, Cairnbulg, cook.*

It seems the '**George Robb**' couldn't have picked a worse place to run aground, the cliffs at Duncansby Head made it impossible for any attempt to rescue her crew. Another article I read said that the Longhope Lifeboat from Wallis Island, Orkney attended the scene after a perilous crossing of the Pentland Firth at the request of the Coastguard, she got within 300 yards of the '**George Robb**' but due to the storm and risk of it too being smashed on the rocks there was nothing it could do. The Wick lifeboat was unable to leave the harbour, because of the gale and the immense waves breaking at the harbour entrance.

Barbara Robb (1930).

She was built as a steam driven trawler that could also be used for line fishing.

She was fitted with electric light.



House flag of George Robb & Sons Ltd., Aberdeen. (Hall Russell).



Steam trawler '**Barbara Robb**' A124. (Photographer unknown).

1930, 15th May: The Aberdeen Press and Journal reported as follows: "**ABERDEEN LAUNCH – Steam Steering Gear For New Trawler.** – A trawler, to be known as the '**Barbara Robb**', was successfully launched from the yard of **Messrs Hall, Russell and Co., Ltd.**, Aberdeen, yesterday afternoon. The new vessel is 125 feet in length, and was built to the order of the late George Robb, trawl-owner, 266 Victoria Road, Torry, who died recently. All the latest improvements will be incorporated in the trawler, including the installation of electric light. The engines will be supplied and fitted by the builders. A feature of the vessel will be the steam steering gear. The '**Barbara Robb**' will be adaptable for either trawl or line fishing. As the vessel left the ways she was named by Mrs George Robb, jun."

Barbara Robb (1930). (continued).

Vessel Name(s)	Barbara Robb. Renamed: 'Avonview' (1946) and 'Finlay Paton' (1952).
Yard Number	713.
Rig	Fishing Trawler.
Engine(s)	Steam, T3cyl (12", 21", 34" x 24" stroke), 82nhp, single screw by Hall, Russell & Co., Ltd.
Launch Date	14 th May 1930.
Owner(s)	George Robb & Sons Ltd., Aberdeen.
Registered Port	Aberdeen. Fishing Registration No.: A124. Official No.: 162271.
GRT	263 tons.
Length	125.4 feet (38.22m).
Breadth	23.1 feet (7.04m).
Depth	12.8 feet (39.01m).
Construction	Steel.
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.
Other information	1932, 2nd March: The Shields Daily News reported as follows: TRAWLER ASHORE AT SHIELDS. The trawler ' Barbara Robb ' went ashore on the beach east of Lloyd's Jetty just after leaving the Fish Quay, North Shields, yesterday. The boat backed out from the Quay and when manoeuvring to get the bows pointed seaward, got into difficulties owing to the strong ebb tide and touched the beach. The trawler was fast only for minutes, the tug ' Haakon ' pulling it off the sand. There was no damage, the boat proceeding straight to sea. 1938, 7th May: She collided with the steam trawler ' Dandini ' A18 (212 tons / built 1917) in a gale and heavy snowstorm 50 miles off Shetland, ' Dandini ' (master Imlach) was struck on the quarter and sank in forty minutes, all nine members of her crew took to her small boat. They were rescued and taken to Lerwick by the ' Barbara Robb ' (master Alex. Robb). The ' Dandini ' was owned by the Regent Steam Fishing Co., Ltd., Commercial Quay, Aberdeen. 1939, September: Requisitioned by the Admiralty and converted to boom defence vessel (Pennant No. Z155), she was based at Aultbea, Loch Ewe. 1941, 20th January: Owned by North Star Steam Fishing Co., Ltd., Aberdeen (John Alexander Harrow, manager). 1944, December: The Admiralty returned her to her owners. 1946, 25th June: Still owned by North Star Steam Fishing Co., Ltd.,

Barbara Robb (1930). (continued).

	<p>Aberdeen (Manager J. A. Harrow) but renamed 'Avonview'. 1952, 21st January: Owned by Ardrossan Trawling Co. Ltd., Glasgow, (Walter K. Paton Ltd., managers), renamed 'Finlay Paton', and registered at Glasgow with fishing registration number 'GW 8'.</p>
<p>Date Scrapped / Lost</p>	<p>1961: She was sold as scrap to BISCO (British Iron & Steel Co.) for £3,156. (Approx. £72,000 in 2020). 1961, 20th December: She arrived at Charlestown, Fife for breaking-up by Shipbreaking Industries Ltd., and was broken up in January 1962.</p>

1940, 11th March: The Aberdeen Press and Journal reported as follows: ***"SINKING OF TRAWLER: COURT DECISION. FAULTY navigation on board an Aberdeen trawler was held by Lord Keith in the Court of Session to have caused the sinking of another trawler with which it collided. The collision resulted in an action by the Regent Shipping Company (Aberdeen) Ltd., owners of the steam trawler 'Dandini', against George Robb and Sons, Ltd., Aberdeen owners of the steam trawler 'Barbara Robb', and Alexander Robb trawlmaster, 266 Victoria Road, Aberdeen.***

CLAIM AND COUNTER CLAIM.

The 'Dandini' sank on the fishing grounds 170 miles North-east of Buchan Ness on May 7, 1938. All the crew were picked up by the Barbara Robb. The owners of the 'Dandini' claimed a lien over the 'Barbara Robb' for £5,500 in respect of damages. The owners of the 'Barbara Robb' counter-claimed for £245. Lord Keith held that the collision was caused by faulty navigation on board the 'Barbara Robb', and that no fault attached to the 'Dandini'. He continued the case for assessment of damages. At the time of the collision half a gale was blowing, and the sea was rough, with a heavy swell. The 'Dandini' had stopped fishing and was laid-to with her port side towards the wind, and her fishing and deck lights showing. The 'Barbara Robb' was trawling on a northerly course when the collision occurred, shortly after sunrise.

STEERSMAN'S ERRORS.

Lord Keith said that, on the evidence of the man at the wheel of the 'Barbara Robb' it was clear he realised at a distance of some six lengths that he was getting too fine a bearing on the 'Dandini'. He should have put the helm hard a-port then, instead of waiting till he was three lengths distant before doing so. When he realised that his vessel was not reacting to a port helm, he could have put his helm to starboard and stopped his engines. If that had been done, force of the wind and drag of the trawl would have taken the momentum off the ship practically at once. By failure in these two respects, continued Lord Keith, the helmsman had neglected to conform to the

Barbara Robb (1930). (continued).

rules of good seamanship. Lord Keith held that the legal bases of claim against the master of the 'Barbara Robb' – that he was liable for the negligence of his crew, and that he was personally liable for failure to set a proper watch – both fell to be rejected."

1938, 11th May: The Aberdeen Press and Journal reported as follows: **"SHIPWRECKED CREW REACH HOME. – WIVES & CHILDREN GREET MEN OF 'DANDINI'.** – *Touching scenes were witnessed at Matthew's Quay, Aberdeen, yesterday afternoon when the crew of the trawler 'Dandini', which sank off Shetland in the early hours of Saturday morning following a collision with the trawler 'Barbara Robb', arrived at Aberdeen on board the steamer 'St Clair'. Wives and children were at the quayside to greet the crew, who had saved themselves from the sinking ship by means of their small boat. They were later taken on board the trawler 'Barbara Robb' which conveyed them to Lerwick, where they remained over the week-end."*

SANK IN FORTY MINUTES.

Seven of the crew of nine belong to Aberdeen, but the skipper and another man come from the Buckie district. The collision occurred about four o'clock last Saturday morning during a strong northerly gale and heavy snow showers. Immediately after the impact, water poured into the 'Dandini', and desperate efforts were made by the crew to stem the inrush by means of the pumps. These proved unavailing, however, and within forty minutes the 'Dandini' sank. When it was seen that the trawler was doomed the men took to the small boat. Some of them managed to snatch a few belongings, but some of them were unable to save anything. After picking up the 'Dandini's' crew the 'Barbara Robb' made for Lerwick where where the shipwrecked men were landed. They joined the 'St Clair' on Monday for Aberdeen.

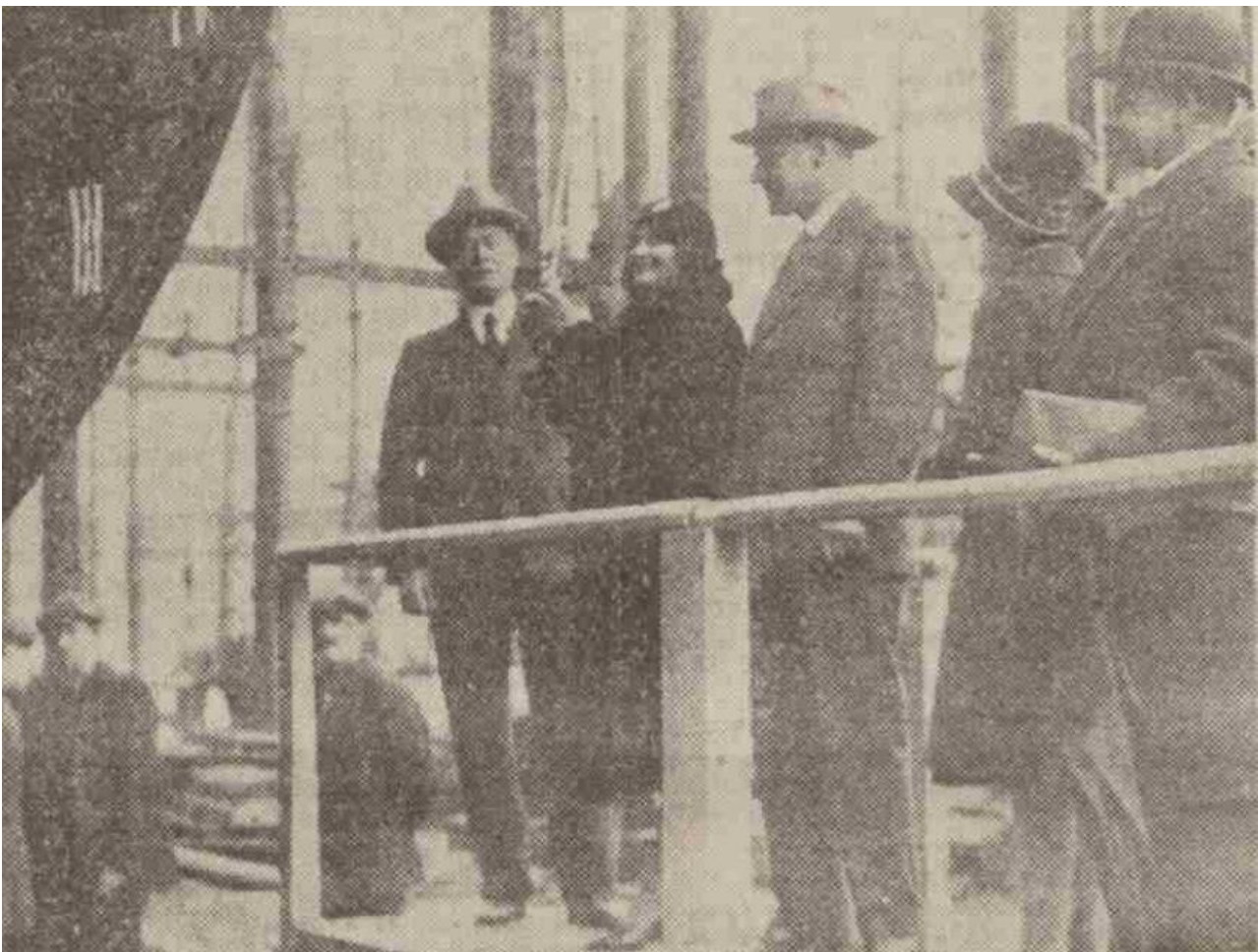
NO ONE INJURED.

Skipper James Imlah told a "Press and Journal" representative that he was in his bunk when the accident occurred. They all did their best to save the ship, but she had been too seriously damaged and they were forced to take to the small boat. The 'Barbara Robb' was fishing at the time, but the 'Dandini' was dodging on account of the heavy weather. None of the men was any the worse for their alarming experience."

Africana (1930).

She was built as a Fisheries Research Vessel (FRV) and was fitted with electric light & wireless. This was a relatively new addition to fishing vessels at this period.

1930, 24th September: The Aberdeen Press and Journal reported as follows: **“SURVEY VESSEL LAUNCHED. - Aberdeen Craft For South Africa. TO AID HER FISHING INDUSTRY.** *A decided impetus to the South African fishing industry will be experienced through the launch at Aberdeen yesterday of a fishery survey and research vessel. Invaluable assistance to the rapidly developing fishing industry in South Africa is foreshadowed by the launching at Aberdeen yesterday of the ‘Africana’, a fishery survey and research vessel, built by **Hall, Russell and Co., Ltd.**, Footdee, to the order of the Union Government, Union of South Africa, Cape Town. The Craft was named by Mrs Hubball, wife of Mr J. G. Hubball, Secretary to the Office of the High Commissioner for the Union Government of South Africa in London, who, along with Mrs Hubball, specially visited Aberdeen for the ceremony. **Mr A. Hall Wilson**, in proposing the success of the vessel at the reception which followed, said he thought the Union of South Africa was taking a very wise step in undertaking the building of a research vessel for the development of their fisheries.*



Naming of the ‘Africana’ 23rd September 1930 by a very happy, perhaps excited looking Mrs Hubball. (Aberdeen Press and Journal).

Africana (1930). (Continued).

1930, 24th September: The Scotsman reported as follows:

*“**ABERDEEN LAUNCH. Hall Russell & Co. (Ltd.)** launched from their shipbuilding yard at Aberdeen yesterday afternoon a fishery survey and research vessel to the order of the Government of South Africa, in connection with the development of the trawling industry in South African waters. The vessel, which was named the ‘**Africana**’ by Mrs Hubbal, wife of Mr J. G. Hubbal, London, secretary to the Office of the High Commissioner for the Union of South Africa, is specially fitted for cruising in South African waters.”*



Fisheries Research Vessel ‘Africana’. (Photographer unknown).

1940, 31st October: The Aberdeen Press and Journal reported as follows: *“**NEW FISHERY SHIP TESTED. Successful Trials Off Aberdeen.** The new fishery survey and research vessel **Africana** which has just been completed by **Messrs Hall, Russell and Company Limited**, Footdee, Aberdeen, for the Union Government of South Africa, ran her trials in Aberdeen Bay yesterday. This vessel left the port about 9 O'clock in the morning with **Mr A. Hall Wilson of Hall, Russell and Company, Limited**, and Mr W. W. Fawcett, who superintended the construction of the ‘**Africana**’ for the Union Government and a number of guests on board, and returned to the port about 4 o'clock in the afternoon.*

Africana (1930). (Continued).

Both in the speed trials over the measured mile and in the progressive trials the vessel gave every satisfaction and came up to expectations of the owners' representative in every detail. The various devices on board the vessel were also tested, particularly the plankton reel and Lucas sounding machine, and in all the tests these instruments proved most successful."

Vessel Name(s)	Africana.	Renamed: 'Afrikander' (1950).
Yard Number	716.	
Rig	Steam Trawler – Fisheries Research Vessel.	
Engine	Steam, Triple expansion, 3 cylinders, (12.75" x 22" x 35") x 24" stroke, 125 RPM, 92nhp, Boiler 223psi, by Hall, Russell & Co., Ltd.	
Launch Date	23 rd September 1930.	
Owner(s)	Union Government of South Africa , Cape Town, South Africa.	
Registered Port	Cape Town.	Official No.: 60508.
GRT	313 tons.	
Length	125 feet, 4 inches (38.20m).	
Breadth	25 feet, 1 inch (7.65m).	
Depth	13 feet, 6 inches (4.11m).	
Construction	Steel.	
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.	
Other information	On her maiden voyage with a British crew under Captain Hardinge she stopped at Las Palmas on her way south. Her outstanding features were: a finely-equipped laboratory, a Marconi installation in the Chart Room, an echo-sounding device, a Lucas sounding machine, and a refrigerating chamber. 1939, September: She was requisitioned by the South African Navy and converted to a minesweeper. 1947, April: Returned to her owners. 1950: Owned by B. Gelcer & Co. Pty. Ltd., Cape Town, South Africa and renamed ' Afrikander '.	
Date Scrapped / Lost	Unknown, >1965.	

Africana (1930) Continued.

1930, 30th October: The Aberdeen Press and Journal reported as follows: **“NEW RESEARCH SHIP Africana Inspected at Aberdeen. FISHERY CRAFT FOR TROPICS.** A large company of prominent members of the Aberdeen fishing industry, fishing research and fishing officials yesterday afternoon inspected the fishery research and survey vessel, ‘**Africana**’, which has just been completed by Messrs **Hall, Russell and Co., Ltd.**, Footdee, for the Union Government of South Africa. **Messrs A. Hall Wilson**, of **Hall, Russell and Co., Ltd.**, and W. W. Fawcett, who superintended the construction of the vessel for the Union Government, greeted the visitors. The ‘**Africana**’ is one of the finest vessels of her type which has yet been constructed and reflects great credit on her builders. She is beautifully fitted out and equipped, and was greatly admired by all who inspected her. In length the vessel is 125 feet, with a beam of 25 ft. The hull is of steel, while the decks are of teak. Extensive accommodation is provided for officers, scientists, and crew. The officers’ and scientists’ cabins are beautifully fitted out, the woodwork being of mahogany.

For Tropical Waters.

Special attention has been paid to the fact that the vessel will be working in tropical waters, and in every room from the officers’ cabins to the crew’s quarters forward, oscillating electric fans have been fitted. A commodious saloon is also finished mahogany. What is probably the most outstanding feature of the vessel is a large and fully equipped laboratory. This is built amid ships and contains benches, cupboards, racks for test tubes, and a mahogany table, part of which is constructed that it will remain level at whatever angle the ship may be. Thus, the scientists will be able to continue with their work, even although the ship is pitching and rolling. Two cabins for scientists are adjacent to the laboratory.

Echo Soundings.

The chartroom contains a Marconi wireless installation, a Hughes echo sounding machine, with recording gear, and Graham’s telephones to various parts of the Great interest was shown by the visitors in the echo sounding gear, the working of which was described them by Mr Hughes, of Messrs Hughes and Co., London. A special instrument for reading the log in the wheelhouse is also provided. Floodlights have been fitted on the bridge for lighting up the foredeck. On the port side of the foredeck is fitted plankton reel and Lucas sounding machine, and this proved of great interest to many of the especially those actually connected with fishing. A 1,000- fathom trawl winch with suitable gear is also fitted on the same deck.

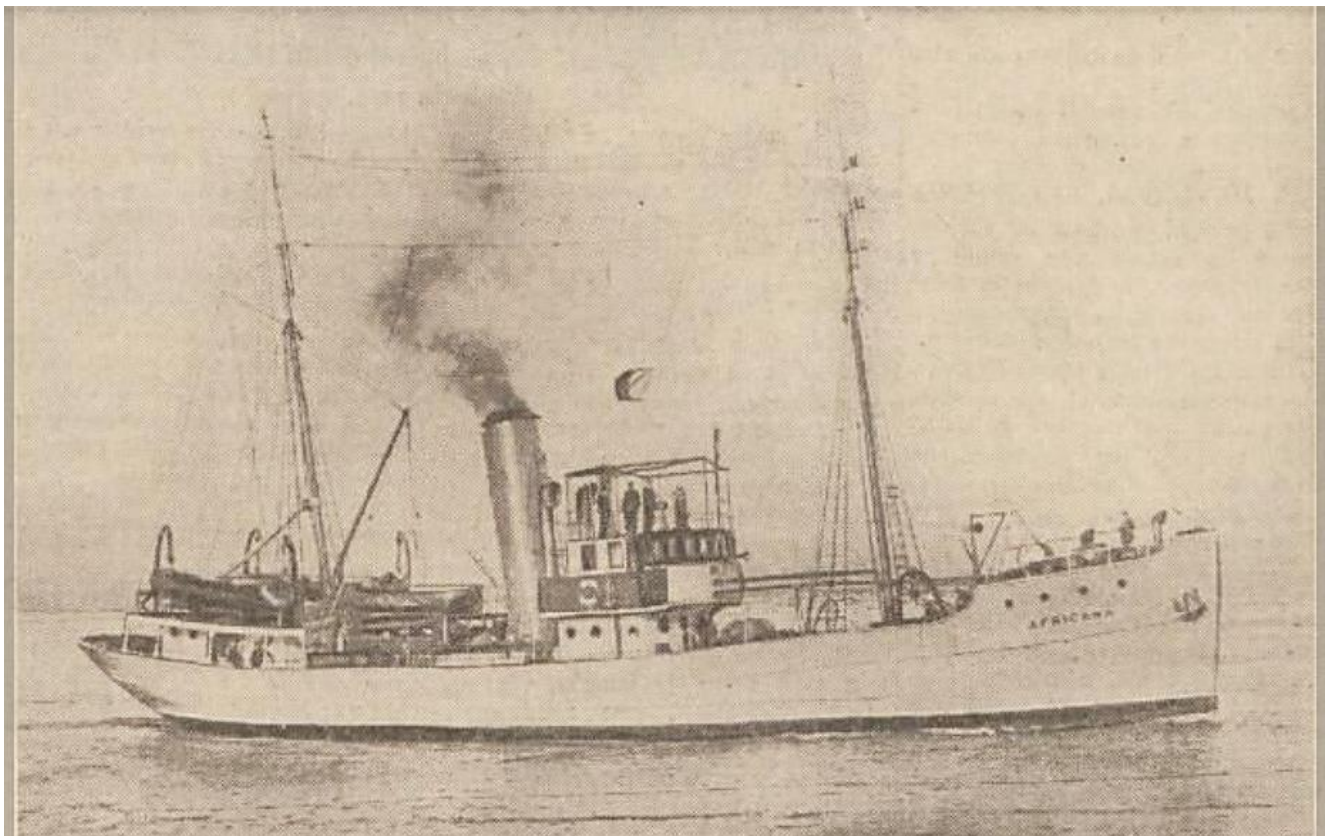
Africana (1930) Continued.

Special Engines.

The propelling machinery consists of high-powered triple expansion engines with a large boiler. The engines have several special features, including a large condenser for working in warm waters. A comprehensive set of auxiliary machinery is fitted in the engine-room, all the pumps being separate units, there being none worked from the main engines. A special refrigerating chamber is provided on the vessel, while electric light is installed throughout. To-day the 'Africana' leaves on her trials, when a distinguished company will on board. On her return to port, the vessel will be got ready for her long passage to Cape Town, which will probably begin on Saturday. On the voyage out it is expected that the vessel will call at Madeira and Sierra Leone.

In the Company.

Among those present at the inspection were; Dr Clark, of the Fishery Board for Scotland; Mr Richard Irvin and Mr A. M. Meikle, of Messrs Richard Irvin and Sons, Ltd.; Mr Geo. Massie, Aberdeen Steam Trawling Co.; Mr Jas. McCallum, North of Scotland and Orkney and Shetland Steam Navigation Co.; Mr Thomas Walker, Walker Steam Trawling Co.; Mr E. W. Burness, Aberdeen, Newcastle, and Hull Steam Co., Ltd.; and members of the Aberdeen Fishery and Scientific Research Station."



*A floating Laboratory, FRV 'Africana' leaving Aberdeen Harbour for her sea trials.
(Dundee Courier, 31st October 1930).*

Earl Sigurd (1931).

She continued in service around the Orkney Islands until 1969, and prior to her decommissioning she was the last coal-fired passenger steamer in service in Europe.

1930, 19th December: The Aberdeen Press and Journal reported as follows: **“NEW STEAMER FOR ORKNEY. – Earl Sigurd’s Launch at Aberdeen. BUILT FOR ISLAND TRADE.** *A trim little passenger, cargo, and cattle steamer, built to the order of the Orkney Steam Navigation Co., Ltd., Kirkwall, was launched yesterday from the yard of Messrs Hall, Russell and Co., Ltd., Footdee, Aberdeen. As she left the ways she was named ‘Earl Sigurd’ by Mrs Sinclair, wife of Dr W. A. Sinclair, Kirkwall, director of the owning company. The Earl Sigurd is a vessel of 117 ft. and has been specially designed for the owners’ trade from Kirkwall to the Islands of Orkney. She follows the general lines of the larger steamer, ‘Earl Thorfinn’, constructed by Messrs Hall, Russell and Co., Ltd., for the same owners a few years ago, which has proved singularly successful and well adapted to the owners’ business.*

Carries 200 Passengers.

The new vessel has a continuous upper deck with top-gallant forecastle, and bridge and shade deck aft. She will have a Board of Trade passenger certificate and will carry a maximum of 200 passengers and ten of a crew. First-class passengers are accommodated aft in cabin on upper deck, with first-class saloon, and ladies’ cabin on lower deck, these cabins being suitably upholstered and panelled. Second-class accommodation is provided forward under the top-gallant forecastle. The wheelhouse is fitted on the bridge deck, aft of which is the captain’s cabin. The engineer and mate are accommodated in cabins constructed forward of the deck cabin, while the crew’s quarters are in the lower forecastle.

For Live Stock.

The vessel is fitted with a cargo hold forward of machinery space. A steam winch is fitted, while the foremast is provided with two derricks for working cargo, one being for a load of five tons and the other being for a load of two tons. A steam windlass is fitted on forecastle deck and steam capstan aft. Extensive water ballast has been arranged for both forward and aft. The ‘Earl Sigurd’, has also been designed for the conveyance of cattle and other live stock to meet the requirements of the Ministry of Agriculture and Fisheries, cattle and sheep pens being arranged and fitted on the upper deck. Electric light is fitted throughout, and in every way the ‘Earl Sigurd’ is arranged on the most modern and up-to-date lines for a vessel of her type and dimensions. The propelling machinery consists of a set of triple expansion engines working at a steam pressure of 180 lbs. per square inch, with multi-tubular marine type of boiler. These have been constructed’ and are being fitted board by the engineering department of the builders.

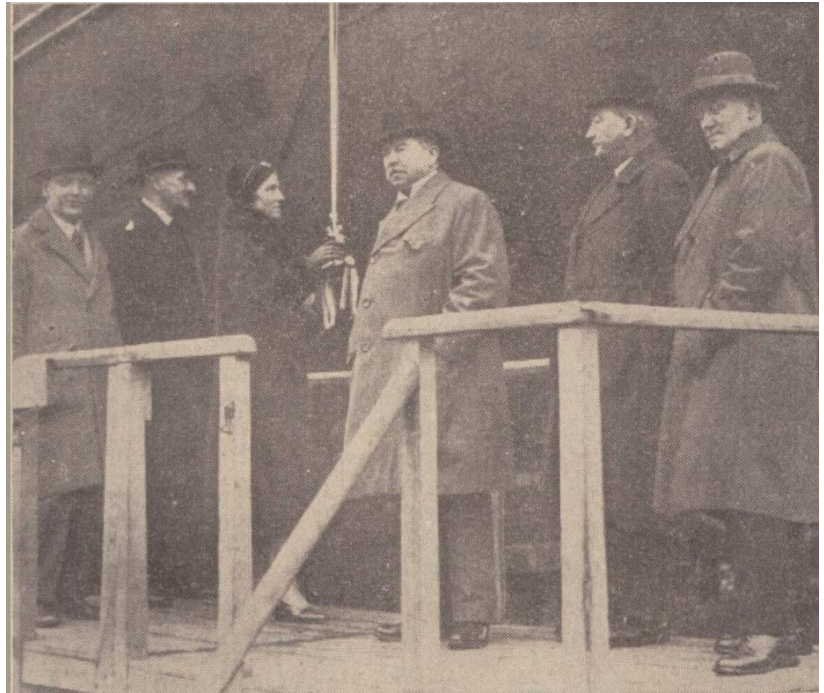
Earl Sigurd (1931). (Continued).

Long Connection.

*At a cake and wine banquet which followed the launch, Mrs Sinclair was presented with a silver salver by **Mr J. Y. Hunter** as memento of the occasion. In proposing Success to the new vessel, **Mr A. Hall Wilson** referred to the long connection which his firm had had with the Orkney Steam Navigation Co., and said it was always a pleasure to build vessels for them. Dr Sinclair in reply thanked them on behalf of his wife for the gift they had presented to her, and said they had at all times found **Messrs Hall, Russell and Co.** most helpful and obliging, **Mr J. Y. Hunter** proposed the health of Mrs Sinclair.*

In the Company. *The toast of "The Builders" was proposed by Mr D. Bertram, manager of the Orkney Steam Navigation Co., and **McLay** replied on behalf of **Messrs Hall, Russell, and Co.** Mr James McCallum also spoke and wished the vessel*

*every success. Among those present at the launching ceremony were Dr and Mrs V. A. Sinclair, Kirkwall; **Mr A. Hall Wilson**, managing director, **Messrs Hall, Russell and Co., Ltd.**; D. Bertram, manager of the Orkney Steam Navigation Co., Ltd.; Mr James McCallum, manager of the North of Scotland and Orkney and Shetland Steam*



Mrs Sinclair about to name the 'Earl Sigurd'. (Aberdeen Press and Journal, 19th Dec. 1930).



Launch of the 'Earl Sigurd'. (Aberdeen Press and Journal, 19th December 1930).

*Navigation Co., Ltd.; **Mr J. Y. Hunter, Messrs Hall, Russell, and Co., Ltd.**; **Mr C. S. McLay, Messrs Hall, Russell, and Co., Ltd.**; Mr C. Ingram, Mr Joseph Duhamel, Captain Veyrat, and Mr Davidson, North of Scotland and Orkney and Shetland Steam Navigation Co., Ltd."*

Earl Sigurd (1931). (Continued).

She was also often called to make emergency trips around the islands when people had medical emergencies and to take lighthouse keepers on and off or transport their supplies. Other duties included carrying herring workers out to Stronsay.



'Earl Sigurd'. (Photographer unknown).

1931, 4th February: The Orkney Herald, and Weekly Advertiser and Gazette for the Orkney & Zetland Islands reported as follows: *"The s.s. 'Earl Sigurd' built to the order of the Orkney Steam Navigation Co., Ltd., and launched in December of last year, is due to arrive at Kirkwall on Thursday morning. The vessel will be manned by the crew of the s.s. 'Orcadia', with Capt. Bremner in command. The crew left for Aberdeen this (Tuesday) morning with the 'St Rognvald'. The 'Earl Sigurd' made her trial trip on Thursday, 22nd January at Aberdeen under the supervision of Mr Bertram, manager, and other representatives of the firm. The trials proved most successful, and the vessel attained a speed of 10.942 knots with engines of 441 I.H.P."*

Earl Sigurd (1931). (Continued).

The seas around Orkney in the winter could be very dangerous, and fog was often a problem at certain times of the year. The **'Earl Sigurd'** always made herself available when other vessels found themselves in trouble:

Vessel Name	Port	Location	Reference
Cape Crozier (Trawler)	Hull	She went aground on Rive Skerry, Sanday. 'Earl Sigurd' pulled her off.	Aberdeen P+J, 10 April 1931.
Washington (Trawler)	Grimsby	She went aground in the channel between Huip Ness and the Holm of Huip, Stronsay. She was successfully towed off by the 'Earl Sigurd' .	Orkney Herald 11 March 1931
William Ivey LO455. (Trawler)	London	She went ashore at the Hen of Gairsay. 'Earl Sigurd' went to give assistance but couldn't get a rope attached, the trawler after ten hours managed to get off on her own accord.	Orkney Herald 8 Jan. 1936
Morvina (Trawler)	Grimsby	She went aground at Kili Holm, Egilshay, due to dense fog. At high tide the 'Earl Sigurd' towed her off, but she was so badly damaged that she sank. Her crew of nine were saved.	Orkney Herald 20 May 1936
Danella (Trawler)	Aberdeen	She went on the rocks at Deerness, 27 Oct. 1936 in 70mph winds. 15 Nov. the 'Earl Sigurd' pulled her off the rocks.	Orkney Herald 18 Nov. 1936
Rinovia (Trawler)	Grimsby	She went ashore at Rusk Holm, Westray Firth. 'Earl Sigurd' pulled her off.	Orkney Herald 14 Dec. 1938
Macaw A388 (Trawler)	Aberdeen	She went aground at Thieves Holm. 'Earl Sigurd' made 3 attempts to pull her off. On one occasion her tow rope broke and fouled her propellor.	Aberdeen P+J, 26 Oct. 1937.
Tobruk (Trawler)	Fleetwood	She went aground on the rocks at Wyre Skerries, Orkney. 'Earl Sigurd' pulled her off.	Hull Daily Mail, 7 Nov. 1949.
Eunitus (Trawler)	Aberdeen	She went aground on the rocks at the east side of Rousay Island. 'Earl Sigurd' and 'Earl Torfin' made unsuccessful attempts to pull her off.	Sunderland Daily Echo and Shipping Gazette, 26 May 1952
SS Polyana (4,284 tons)	Norway	She started taking in water between Rousay and Westray, 'Earl Sigurd' went to her assistance.	Liverpool Echo - 6 Oct. 1953.
George Cousins (Trawler)	Aberdeen	She went aground at Carness Point, near Kirkwall. 'Earl Sigurd' pulled her off.	Dundee Courier, 20 Oct. 1954.
George Robb (Trawler)	Aberdeen	She went aground at Deer Sound, Orkney. 'Earl Sigurd' pulled her off.	Coventry Evening Telegraph, 27 Jan. 1959.

Earl Sigurd (1930). (Continued).

Vessel Name(s)	Earl Sigurd.
Yard Number	718.
Rig	Steamer, Passengers and Cargo.
Engine(s)	Triple expansion steam engine 3-cylinder, (12", 20", 34" x 23" stroke), single screw, 60 RHP by Hall, Russell & Co., Ltd. Single ended boiler 180psi with 2 plain furnaces - coal burning.
Launch Date	18 th December 1930.
Owner(s)	Orkney Steam Navigation Co., Ltd. , Kirkwall.
Registered Port	Kirkwall. Official No.: 160746.
GRT	221 tons.
Length	117 feet, 3 inches (35.74m).
Breadth	24 feet, 1 inch (7.34m).
Depth	11 feet, 6 inches (3.51m).
Construction	Steel.
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. 1955: Lloyd's Classification was withdrawn at the owner's request.
Other information	Electric light fitted. 1931: Master: Captain John Bremner. 1938: Master Captain John Groat took over the helm from Captain John Bremner. 1940, 17th April: The Orkney Herald reported on the retiral of Captain J. Bremner, stating he was "...one of Orkney's best-known skippers particularly as master of ' Earl Sigurd '." 1961: She returned to Hall Russell & Co., Ltd. , Aberdeen for an overhaul.
Date Scrapped / Lost	1969, 20th July: She arrived at Bo'ness for breaking by P. & W. McLellan.

1964, 27th March: The Aberdeen Press and Journal reported as follows: ***"The Earl retires – under protest.** After operating in the Orkney North Isles for 33 years, the steamer '**Earl Sigurd**' has been withdrawn from the service. This means that the Orkney Islands Shipping Co. Ltd., based at Kirkwall now have only one ship in commission – the new m.v. '**Orcadia**', which came on the route last year. Another ship has been promised by the Scottish Secretary and a hydrofoil craft will be tried out in Orkney waters this summer. The Orkney North Isles Association, representing the islands in the area, have protested to their M.P., the county council, St Andrew's House and the shipping company about the unsatisfactory situation created by the*

Earl Sigurd (1930). (Continued).

withdrawal of the 'Earl Sigurd'. A refit to allow her to continue her service would cost about £12,000." (Approx. £180,000 in 2021).

Seems they changed their mind, as she evidently sailed on this route for another 5-years. It's uncanny, ferries always seem to take longer to build than anticipated, similar scenario in Scotland today, and back in 1989 with **Hall Russell's 'St Helena'**.

1968, 11th July: The Aberdeen Evening Express reported as follows: *"Earl Sigurd to be replaced. An order has been placed with Messrs **John Lewis and Sons Ltd.**, Aberdeen. For the construction of a 385-ton cargo vessel to replace the steamer 'Earl Sigurd', which for the past 37 years has been operating between Kirkwall and Orkney's North Isles. In an official statement the Orkney Islands Shipping Co., Ltd., which also operates the 396-ton motor vessel 'Orcadia' as well as the inter-island air service, said "Work on the new vessel will start soon and delivery is expected about April 1969. "Loan assistance towards the cost is to be afforded to the shipping company by the Secretary of State for Scotland under the Highlands and Islands Shipping Services Act, 1960." The new ship will measure 130ft. x 30ft. with an 8ft. 6in. draught. She will be powered by two eight-cylinder 370 b.h.p. Paxman diesel engines and will have a seven-ton crane. She will have a speed of 11 knots and livestock-carrying facilities for 80 cattle and accommodation for 12 passengers. Nine outer Orkney isles will be served by the new vessel and the 'Orcadia'..."*

1969, 12th March: The Aberdeen Press and Journal reported as follows: *"New ship for Orkney isles service. A new 385-ton cargo ship to replace the 38-year-old 'Earl Sigurd' on the Orkney North Isles service will be launched at the yard of **John Lewis and Sons** in Aberdeen on April 16. She will be operated by the Orkney Island Shipping Co., Kirkwall, along with the 896-ton passenger and cargo vessel 'Orcadia', commissioned in 1962. The 'Earl Sigurd' will be withdrawn and sold. The name of the new cargo vessel will not be announced until launching day. She will be delivered to Orkney some six or seven weeks later."*

1969, 17th July: The Aberdeen Press and Journal reported as follows: *"Last journey for Orkney's 'Earl Sigurd'. The last coal-burning cargo and passenger steamer, which was in regular service in the British Isles, the 'Earl Sigurd' will make her last voyage tomorrow to the scrapyard. Based at Kirkwall, this 221-ton ship has served the Orkney north isles for 38 years. As she leaves Kirkwall tomorrow to go to the shipbreakers in Bo'ness in the Firth of Forth, she will be escorted out of harbour by her successor, the 250-ton motor cargo vessel 'Islander', and also the passenger and cargo ship 'Orcadia'. All three belong to the state-aided Orkney Island Shipping Co., Kirkwall."*

Simon Duhamel II (1930).

She was built for fishing in the Newfoundland and Iceland grounds / Grand Banks Fishing.

1930, 21st November: The Aberdeen Press and Journal reported as follows:

“FOR FRENCH OWNERS.

Super-Trawler Built at Aberdeen.

*Speaking – a launching ceremony yesterday at the shipyard of Messrs **Hall, Russell and Co., Ltd.**, shipbuilders, Aberdeen, **Mr A. Hall Wilson**, managing director, wished success to the super trawler ‘**Simon Duhamel II**’, the sixth large vessel which his firm has built for the French Pecheries de Fecamp. The ‘**Simon Duhamel II**’ is one of the largest trawlers built in the port, and is of similar dimensions to the Joseph Duhamel built last year for the same firm. Her overall length is 203 feet, breadth 31 feet, and moulded depth 17.4 feet, and she is constructed and equipped specially for the Iceland and Newfoundland fishing. She was named as she left the ways by Miss Simpson, Thorngrove, Aberdeen. M. Duhamel, representing the owners, and M. Boga, superintendent engineer for the Pesheries de Fecamp, were present.*

Dining Saloon.

The accommodation is of special character and consists of a deckhouse amidships containing a galley and cabin for ten specialists. Forward are the lower and upper bridge houses, the lower containing the captain’s room, dining saloon and wheelhouse, the upper containing cabin for owner, officer, wireless operator, wireless room and upper wheelhouse. Both lower and upper bridges having promenades all round. Aft of the engine and boiler casing is the deckhouse containing the engineers’ mess room, chief engineer’s cabin, workshop with bench and electrically driven lathe, and accommodation for firemen.

A Hospital.

A hospital containing beds and the necessary outfit is constructed above the engine and boiler casing, aft of the lower bridge, and accommodation for twenty-four fishermen is arranged in the forecastle. Wireless installation of the latest type is also to be fitted, as is a special ultrasound electric sounding machine. Propelling machinery consisting of a triple expansion set of engines and two boilers have been constructed and will be installed by the engineering department of the builders.”

Simon Duhamel II (1930).



'Simon Duhamel II'. (Photographer unknown).



*Success to the 'Simon Duhamel'. Third from left, Mr Duhamel; fourth from left, **James Y. Hunter**; fifth from left, Miss Simpson who performed the naming ceremony, far right **A. Hall Wilson**. (Aberdeen Press and Journal).*

Simon Duhamel II (1930).

Vessel Name(s)	Simon Duhamel II.	
Yard Number	717.	
Rig	Steam Trawler.	
Engines	Triple expansion 3-cylinder steam engine by Hall Russell & Co., Ltd. , Aberdeen, 149 H.P. 2 single ended boilers, coal fired. Single screw.	
Launch Date	20 th November 1930.	
Owner(s)	Soc Anon Les Pecheries de Fecamp , Fecamp, France. Manager: Joseph Duhamel .	
Registered Port	Fecamp, France.	Official No.: Unknown.
GRT	928 tons.	
Length	190 feet, 6 inches (58.06m).	
Breadth	31 feet, 1 inch (9.47m).	
Depth	17 feet, 5 inches (5.31m).	
Construction	Steel.	
Classification	Lloyds Register of Shipping. Class: +100A1, steam trawler. A&CP: Anchors and Cables Proved at a Public Machine. LMC, Lloyds Machinery Certificate, December 1930. ELECT LT: Electric Light. LR Surveyor: J. Richardson.	
Other information	1930, 17th December: She underwent her sea trials. 1937-38: Same owner stated in Lloyd's Register.	
Date Scrapped / Lost	1943, 2nd April, 06.24 hours: Due to engine problems she was a straggler from convoy TE-20, and off Cape d'Alboran, Southern Spain, she was hit amidships by a torpedo fired by German U-Boat ' U-755 ' and a huge explosion broke her hull in two. The fore-end sank immediately and her aft-end after four minutes. The only survivor from a crew of 54 was rescued two days later. Location, 36° 01'N, 2° 29'W.	

Strathblair (1930).

These two trawlers were the 74th and 75th vessels **Hall Russell** had built for the Aberdeen Steam Trawling and Fishing Company.



Twin launch of the steam trawlers 'Strathblair' and the 'Strathborve', 21st August 1930. (Aberdeen Press and Journal).

1930, 22nd August: The Aberdeen Press and Journal reported as follows: **"TWIN LAUNCH AT ABERDEEN. Keeping Local Fleet Date Up To Date.** Of course, trade is bad all over Great Britain, but I am very doubtful if it is the reason for the fall in the price of fish. I think the demand for fish remains the same. The fall in price is more probably due to the imports from overseas. The speaker was Mr F. D'Arcy Cooper chairman of Lever Bros., and the occasion the launch of two new trawlers from **Hall, Russell and Co.'s** premises yesterday. Built to the order of the Aberdeen Steam Trawling and Fishing Company, Limited the vessels were christened, by Mrs Hunt Miss and Massie respectively, the **'Strathblair'** and the **'Strathborve'**. Drenching rain was falling as they left the slips.

Latest Improvements. The new vessels are 117 feet long and of the well-known Strath type, incorporating all the latest improvements and modifications as suggested by the owners and builders long experience of North Sea fishing requirements. Insulated fish holds, with cement enamel face, are provided, also complete electric light installation. Propelling machinery, consisting of set of triple expansion engines and large multi-tubular boiler has constructed and will be fitted on board. Skipper Peat will have charge of the **'Strathblair'** and Skipper Butler the **'Strathborve'**. Presiding at the

Strathblair (1930). Continued).

toasting ceremony. Mr A. Hall Wilson, of Hall, Russell and Company, wished the vessels every success. He hoped they would ride many storms and bring in much fish which would fetch good prices. Those were the seventy-fourth and seventy-fifth trawlers built for that company, which, he thought, must be a record. (Applause.)

Fleet Up-to-Date. *Mr D'Arcy Cooper, who is also chairman of the Mac Fisheries Ltd., which control the Aberdeen Steam Trawling and Fishing Company, Ltd., said the record of the latter company had been one of the best in Aberdeen, and since it changed management some ten years ago, he thought that the high standard had been maintained. They had done their best to keep the fleet up-to-date, so that it was the premier trawling fleet in Aberdeen. To that, it had been necessary to obtain the best boats that any builder could provide, and that they came back always to **Hall Russell and Company** was a criterion that they had been exceedingly well served in the past."*

Vessel Name(s)	Strathblair.
Yard Number	714.
Rig	Steam Trawler.
Engine(s).	Steam, inverted direct acting triple expansion condensing, T3-cyl (12", 20", 34" x 23" stroke), 60rhp, Boiler 180psi, by Hall, Russell & Co., Ltd. , single screw.
Launch Date	21 st August 1930.
Owner(s)	Aberdeen Steam Trawling and Fishing Company.
Registered Port	Aberdeen. Fishing Reg. No. A132. Official No.: 162273.
GRT	216 tons.
Length	117 feet, 3 inches (35.74m).
Breadth	22 feet, 1 inch (6.73m).
Depth	13 feet (3,96m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1, steam trawler. A&CP: Anchors and Cables Proved at a Public Machine. ⚠ Built under Special Survey. ⚠ LMC: Lloyds Machinery Certificate. ELECT LT. LR Surveyor: J. Richardson.
Other information	1943: Owned by Bloomfield's Ltd., Aberdeen. 1948: Owned by T. Davidson Fishing Co. Ltd., Aberdeen. 1953: Owned by Colonial Developments Corporation, Aberdeen. 1954: Owned by Nigerian Shipping & Trading Co., Ltd., Aberdeen. 1955, 25th October: She ran aground in a tropical storm 16 miles from Lagos, Nigeria.
Date Scrapped / Lost	Unknown. c1978: Still owned by Nigerian Shipping & Trading Co., Ltd., Aberdeen.

Strathborve (1930).

Trawler and sister ship to the '**Strathblair**'.

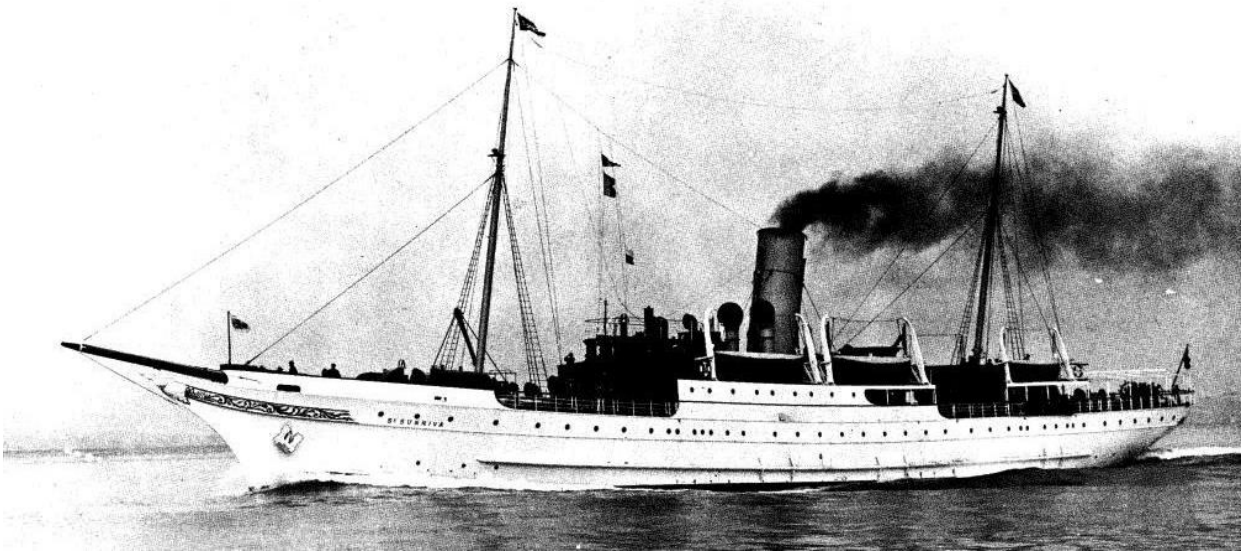


*Twin-Launching in the Rain, 21st August 1930 - Mrs Hunt and Mrs Massie name the '**Strathblair**' and the '**Strathborve**'. (Aberdeen Press and Journal).*

Vessel Name(s)	Strathborve.
Yard Number	715.
Rig	Fishing Trawler.
Engine(s)	Steam, inverted direct acting triple expansion condensing, T.3cyl (12", 20" and 34" x 23" stroke), 60rhp, single screw.
Launch Date	21 st August 1930.
Owner(s)	Aberdeen Steam Trawling and Fishing Company, Aberdeen.
Registered Port	Aberdeen. Fishing Reg No.: A139. Official No.: 162274.
GRT	216 tons.
Length	117 feet, 3 inches (35.74m).
Breadth	22 feet, 1 inch (6.73m).
Depth	13 feet (3.96m).
Construction	Steel, riveted. Three watertight bulkheads.
Classification	Lloyds Register of Shipping. Class: +100A1, steam trawler. ✠ Built under Special Survey. ✠ LMC: Lloyds Machinery Certificate. A&CP: Anchors and Cables Proved at a Public Machine. ELEC LT. LR Surveyor: J. Richardson.
Other information	1940, August: She was requisitioned by the Admiralty and converted to a minesweeper. She was based at Grimsby (152 nd M/S Group).
Date Scrapped / Lost	1941, 6th September: She struck on a mine in the Humber, master Lt. A. W. Johnstone, R.N.R. and sank. Lt. Johnston and three ratings were killed. T/Lt. W. G. Lewis RNVR, died of wounds. Ten ratings were missing.

St Sunniva II (1931).

She was the finest, and to my mind the most beautiful steam ship ever built in Aberdeen. Her fine lines, clipper bow, bowsprit, figurehead of St. Sunniva with an arm outstretched, and fancy scroll work make quite an impression. Robert Straughton (Ferry and Coastal Correspondent) in the Sea Breezes magazine July 2011 obviously agrees with me as he wrote “..an image of one that is as close to perfection as you are ever likely to see. The ‘North Company’s’ ‘**St Sunniva**’. Doesn’t the very sight of her brighten your day?” Her deckhouses were polished teak, and her hull was brilliant white. She was a luxury yacht specially built for the Leith / Aberdeen / Lerwick summer service, and as required in the winter months. Hidden from view she had portable cattle and sheep stalls in the hold for the Aberdeen to Lerwick service, sometimes used by fishwives travelling to Lerwick rather than livestock.



Steamship ‘St Sunniva’ (II). (Hall Russell).

1931, 3rd April: The Aberdeen Press and Journal reported as follows:

“ST SUNNIVA LEAVES WAYS AT FOOTDEE. Beautiful Lines Of New Steamer For Islands. SPLENDID ACCOMMODATION FOR 400 PASSENGERS.

The s.s. ‘St Sunniva’, new mail and passenger steamer built by Hall, Russell and Co., Ltd., for the North of Scotland, Orkney and Shetland Steam Navigation Co., Ltd., Aberdeen, was successfully launched from the builder's yard at Footdee yesterday afternoon.

Yacht-Like Appearance.

Designed on finely modelled lines, with graceful yacht-like appearance, the ‘St Sunniva’ closely resembles her well-known and Popular predecessor of the same name—the pioneer of the Norwegian fjord tours—which was lost at Mousa, Shetland, in the early part of last year. The vessel is 250 feet long, by 35 feet beam. The equipment and appointments constitute the ‘St Sunniva’ the emblem of comfort and convenience for passenger vessel of the size and special design required to meet the needs of the owners’ summer tourist and general trade between the North of Scotland and the Orkney and Shetland Islands.

St Sunniva II (1931). (Continued).

400 Passengers.

The chief characteristic of the vessel is the extensive passenger accommodation, which is arranged on the main and upper decks, and designed to accommodate in all a total of 400 passengers. During construction the vessel and machinery were under the supervision of Mr James McCallum, manager, and F. C. Davidson superintending engineer for the company. As the steamer left the ways and gracefully took the water, she was named 'St Sunniva' by Miss Adam, daughter of Mr T. L. Adam, Denmore, one of the directors of the company.

Crowds Watch Launch.

*The launch was witnessed by hundreds of spectators, both in the yard and at points along the quayside and at Torry. Drizzling rain fell at the time, which in no way, however, damped the enthusiasm of the onlookers, who raised loud cheers when the 'St Sunniva' glided into the water. Following the launch, **Mr Alexander Hall Wilson**, of **Messrs Hall, Russell and Co.**, presided at a cake and wine banquet, and a number of toasts appropriate to the occasion were pledged by a large and representative gathering. The Chairman proposed "Success to s.s. 'St Sunniva', and Prosperity to the Owners." He said he was sure it was their wish that the 'St Sunniva' might have many prosperous voyages between Aberdeen, Orkney and Shetland, whose trade she had been built to serve.*

Fine Steamer.

They hoped the vessel would prove a success to the company and be appreciated both by the passengers who travelled to Orkney and Shetland and those who had cargoes to send. (Applause.) It was their wish that the enterprise of the company would be rewarded for providing such a fine steamer, and Aberdeen was fortunate in having such a company with its headquarters the city. (Applause). He knew its directors were most anxious to improve that service and to do what they could to develop and foster the trade. No one knew the trade between Scotland and the Orkney and Shetland Islands better than Mr McCallum, who had completed fifty years' service with the company (Applause.)

Benefit to Yard.

*Shipping and shipbuilding were in a rather repressed state at the present time, and their shipbuilding yard had benefited considerably by the order for the 'St Sunniva' being placed in Aberdeen. (Applause). Mr G. M. Cook, one of the directors of the North of Scotland and Orkney and Shetland Steam Navigation Co., replied, and said they all hoped the 'St Sunniva' would be a great joy for many a day, not only to Aberdeen, but to the people with whom she was specially to trade. (Applause). **Mr Wilson** had spoken about the enterprise of the company. That was the third steamer they had built at Aberdeen in the last five years, and they had not built a steamer elsewhere — all the orders had been placed in Aberdeen. (Applause.) When there was such a lot of*

St Sunniva II (1931). (Continued).

unemployment, it was a nice thing to know that their money was being spent among the folks at their own doors. (Applause.)

Happy Augury.

*Mr J. Y. Hunter proposed the health of the lady who so gracefully named the vessel, remarking that such an auspicious beginning was a happy augury for the future success of the vessel. (Applause.) As a souvenir of the occasion, he presented her with a handsome ring. Mr T. L. Adam, Denmore, on behalf of his daughter returned cordial thanks. Mr James McCallum, director and manager of the North of Scotland and Orkney and Shetland Steam Navigation Co., in proposing "Success to the Builders," said it would be readily conceded that in accordance with the specification of the owners, **Messrs Hall, Russell and Co., Ltd.**, had succeeded, in a remarkable in producing, in outward and inward appearance a very presentable successor to the well-known, popular, yacht-like vessel of the same name — that in 1887 blazed the trail for the present Norwegian tourist trade but which was lost during fog at Mousa, Shetland, last year.*

Superior Style.

*The graceful form, the superior style of passenger accommodation, and the general arrangement plan of the new vessel, was a combination which could not be concealed, and should attract attention to her existence. (Applause). **Mr A. Hall Wilson** responded. Sir Malcolm Smith proposed - "The Town of Aberdeen," and said he did not know any city that could claim the pride of its citizens to a greater extent than that of Aberdeen. With regard to trade, some had said they had reached low water mark. They did not want to remain at low water mark, but to see the flood tide of, prosperity returning once more. (Applause). Lord Provost Rust, responding, conveyed to the owners of the beautiful vessel his own congratulations and the congratulations of the citizens of Aberdeen, whom he represented — (Applause)-and expressed the hope and the sincere desire that it might be a vessel in which luck and prosperity would continue to abide. (Applause).*

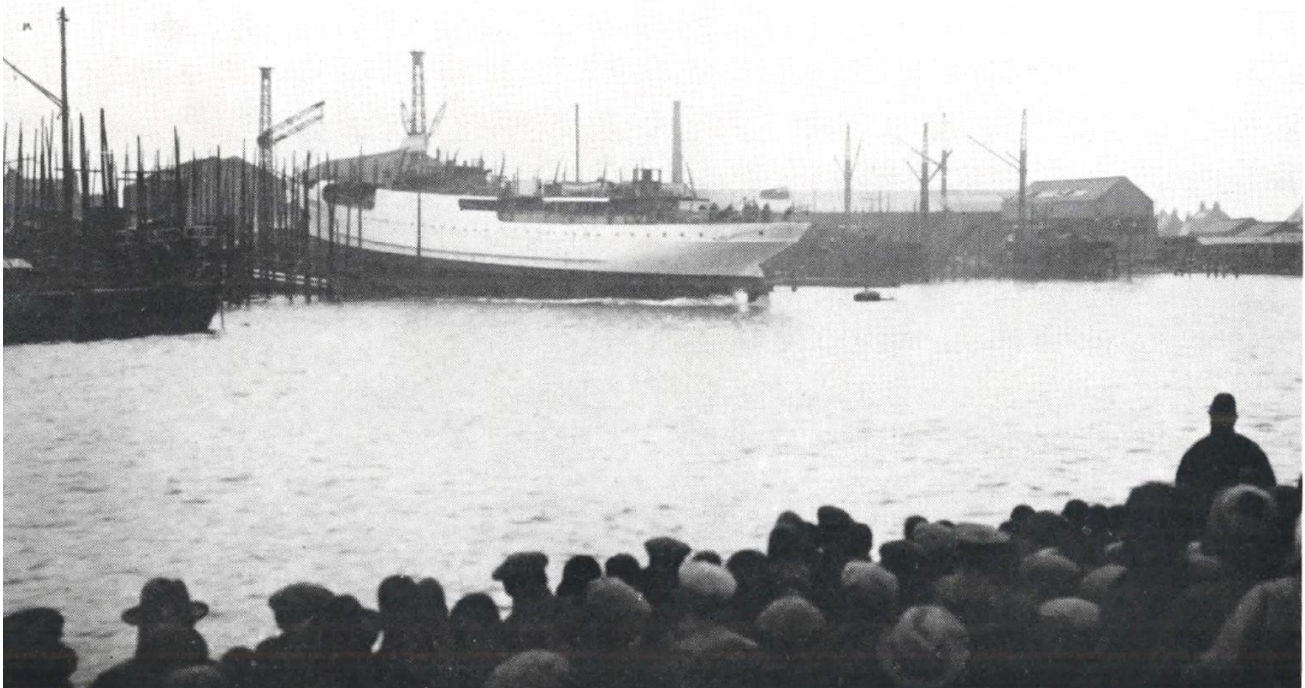
City and Harbour.

*Speaking of the city of Aberdeen and its relationship to the harbour, one admitted frankly, the Lord Provost said, that there was on the part of certain members of the community a kind of pleasure grousing about the harbour. But what one often wondered was whether those who groused, and those who criticised, really realised the very limited ambit in which the Harbour Commissioners carried on. With regard to trade, he felt they had touched the bottom, and so far as the Harbour Commissioners and Town Council were concerned, nothing would be wanting on their part make it possible for the citizens to take full advantage of the rising tide of prosperity, which he regarded as not far distant. (Applause.) Mr J. H. F. Gordon, advocate, gave "The Ladies" in felicitous terms, **C. McLay** making a happy response. "Bon-Accord ' concluded the pleasant proceedings."*

St Sunniva II (1931). (Continued).




'St Sunniva' on the slip prior to her launch. (Photographer unknown).



A large crowd of spectators witness the launch of 'St Sunniva', 2nd April 1931. (Aberdeen Harbour Board photographer).

St Sunniva II (1931). (Continued).

Vessel Name(s)	St. Sunniva (II).
Shipbuilder	Hall, Russell & Co. Ltd., York Place, Footdee, Aberdeen.
Yard No.	723.
Rig	Steamer, cargo, and accommodation for 380 passengers.
Engine(s)	Single screw, with a triple expansion, 3-cylinder steam engine, and two single ended boilers operating at 222psi. 255nhp.
Launch Date	1931.
Owner(s)	North of Scotland & Orkney & Shetland Steam Navigation Company, Ltd., Aberdeen.
Registered Port	Aberdeen. Official No.: 162280.
GRT	1,368 tons.
Length	252 feet. (76.81m).
Breadth	35 feet. (10.67m).
Depth	15 feet. (4.57m).
Construction	Steel.
Figurehead	Full size St. Sunniva with an arm outstretched.
Classification	Lloyds Register of Shipping. Class 100A1.  Built under special survey.
Other information	<p>Maximum speed: 15 knots.</p> <p>1st June 1931: She sailed on her maiden voyage from Aberdeen to Leith and onward to Lerwick.</p> <p>August 1934: She grounded on Isle of May, Firth of Forth, but didn't suffer any major damage.</p> <p>29th August 1939: She was requisitioned by the Admiralty as a guard ship.</p> <p>October 1939: She commenced duties at Scapa Flow, Orkney, where she took part in the Norwegian Campaign.</p> <p>September 1940: She was converted to an accommodation ship.</p> <p>September 1942: She was converted to a convoy rescue ship.</p>
Date Scrapped / Lost	2nd January 1943: She sailed out of the Clyde, Glasgow. 21st / 22nd January 1943: while serving as a convoy rescue ship with a transatlantic convoy she disappeared without a trace off Sable Island, Nova Scotia, Canada. It is thought that she was overcome with ice, capsized, and sank. All 64 hands were lost. (In heavy seas and severe low temperature conditions ice can form on the decks, deckhouse and rigging, this is very dangerous because it makes the ship top heavy and unstable).

St Sunniva II (1931). (Continued).

1931, 28th May: The Aberdeen Press and Journal reported as follows: **"ST SUNNIVA TRIALS. Successful Trip Off Aberdeen. NEW STEAMER FOR ISLANDS.** *In the blue mist of yesterday morning the beautiful new Aberdeen steamer 'St Sunniva', the pride of the North of Scotland and Orkney and Shetland Steam Navigation Company, slipped away from her moorings at Matthew's Quay to run her trials in the Aberdeen Bay. Although the weather was hazy the 'St Sunniva' left Aberdeen, it cleared up as the forenoon advanced, and a beautiful panorama of Aberdeen and the coastline to the north and south of the city was unfolded to those on board.*

Beautiful Lines.

It was the owners' trials, the builders' trials having been run the previous week. On board, in addition to representatives of the owners and builders, there was a company of about fifty prominent businessmen. Everyone on board was loud in his praises of the fine lines, accommodation, and capabilities of the new vessel. The 'St Sunniva', which is yacht-built, with clipper bow and figurehead like her predecessor of the same name, is beautifully fitted out. Her first-class accommodation includes a large number of spacious two-berth cabins which are fitted out with wash hand basins with both hot and cold water. Each cabin has also well-padded settee in velvet upholstery, and the lighting is a special feature. Two luxurious bathrooms are provided for the first-class passengers, while the saloon is panelled in light oak. There is a new departure in the saloon; instead of the long centre table there is a number small tables with oak chairs to accommodate from three to eight passengers. At one side of the clock in the saloon is the Aberdeen coat-of-arms engraved in the oak panelling, while on the other is the Norwegian coat-of-arms. All round the saloon the panel work is topped with the Norwegian arms in a gold setting, while in one corner is a beautiful piano, also in white oak. In the smoke-room on the upper deck the panel fittings are also topped with the Norwegian arms.

Department Phones.

Between the catering departments telephones are fitted for the convenience of the staff. Forward in the vessel splendid second-class accommodation is provided. On deck are a number of rafts with air-tins inside, which are used for seating accommodation. The latest Columbus patent davits are provided for swinging the lifeboats, and everything possible is provided for the convenience and comfort of the passengers. The 'St Sunniva' is also provided with a wireless installation. After leaving Aberdeen the vessel proceeded north, and then turned south order to run the measured mile. In this she attained a speed of 14.5 knots, which was considered highly satisfactory.

St Sunniva II (1931). (Continued).

Temporary Expedient.

*Following the speed -trials, the 'St Sunniva' continued south as far as Tod Head, where she again turned north. After an excellent lunch Mr J. H. F. Gordon, advocate, who presided, in proposing the toast "Success to **St Sunniva**," said it was not more than twelve months since the deplorable catastrophe occurred to the first 'St Sunniva' off the island of Mousa, which made it necessary for the company to buy another vessel, the 'Catherine'. That was only a temporary expedient, and it became necessary to build a new vessel for the trade. The new vessel was substantially built to conform with the Board of Trade, Board of Agriculture, and many other boards that looked after free Britons. (Laughter.) The plans for the vessel were conceived in the fertile brain of Mr James McCallum, the manager, whose experience was eminently suited for designing such a vessel. Notwithstanding that, they were fortunate having **Mr A. Hall Wilson**, of **Messrs Hall, Russell and Co.**, whose reputation as builders was well known. In giving the toast, he coupled the names of **Mr McCallum** and **Mr A. Hall Wilson**. In replying on behalf of the builders, **Mr A. Hall Wilson** expressed the hope that the 'St Sunniva' would be the pride of the fleet. He also paid tribute to Mr McCallum's staff. Mr McCallum said it was a great pleasure to the directors to able to give another order to the city of Aberdeen, as they knew that the money was being spent at a time when there was slackness in the shipbuilding industry. They would see that it was a very comfortable ship, and he hoped they would be tempted to take a trip to the Shetland Islands. The Guests, was proposed by Sir Malcolm Smith, and Lord Provost Rust replied. Captain Gifford After proceeding as far north as Sandend — ten miles north of Aberdeen — the vessel made for Aberdeen, and just before entering the port the company had tea. During the trip the vessel was under the command of Captain Gifford, who has been appointed her first master. Captain Gifford, who has had over twenty years' service with the company, one of their most popular commanders. The 'St Sunniva' will proceed north to Lerwick Monday, arriving there on Tuesday, when she will be thrown open for inspection by the public. She will leave the Shetland port on Wednesday to Aberdeen on Thursday, when she will start in the company's regular service.*

The Company.

*At yesterday's trials the owners were represented by Mr J. H. F. Gordon, advocate, Mr Thomas L. Adam and Sir Malcolm Smith, directors, and Mr James McCallum, managing director, and the builders, **Messrs Hall, Russell and Co., Ltd.**, by **Mr A. Hall Wilson**, **Mr J. Y. Hunter**, and **Mr Wm. S. Pringle**. The following were the guests: - Sir Thomas Jaffrey, Lord Provost Rust, Dean Guild Spencer, Dr John Craig, Messrs Hugh R. Barr, Robert*

St Sunniva II (1931). (Continued).

Brown, William L. Cook, Walter K. W. Crawford, F. C. W. D. Davidson, Wm. J. H. Dickson, David Douglas, James Edwards, R. A. Fairly, Andrew Fowler, G. S. Fraser, town clerk; John H. F. Gordon, Ronald Holmes, Wm. Holmes, Arthur Horne, John King, James Leith, A. T. McRobert, Wm. Porter, James Reid, Alex. Riddell, E. Savage, Charles Sangster, John A. Sangster. Albert Sangster, George Slater, Alex. R. Smith, Malcolm Smith, Junr., Jas L. Smith, Wm. Veitch Charles Williamson, James J. Williamson, Mitchell Williamson. P. Wilson, L. Pelman, Wm. Watson, and Captain T. A. Wyness, harbourmaster."

1931, 28th October: The Orkney Herald, and Weekly Advertiser and Gazette for the Orkney & Zetland Islands reported as follows: **"THE OLD AND NEW ST SUNNIVA.** *Anyone standing in Messrs Hall, Russell's shipbuilding yard at Aberdeen, in March this year, might have imagined himself back in the forties of last century, when that yard was at the zenith of its clipper shipbuilding activity, writes Capt. A. Halcrow, Lerwick, in "Sea Breezes," the Pacific Steam Navigation Coy. magazine. For he would have seen a merchant ship being built with all the panoply and circumstances of ninety years ago — fine lines, raking masts, and funnel, gilded scroll work around the stern and on the bows, a clipper stem, surmounted by a finely carved figurehead, representing a northern saint, 'St Sunniva', with outstretched arm, as if blessing the liquid element beneath her; on deck, teakwood deckhouses, railtops, gratings, all of teak, would make the modern visitor wonder whether he was not back in the early nineteenth century after all. This vessel, which went into commission in May this year, is the R.M.S. 'St Sunniva', and was for the North of Scotland and Orkney and Shetland Steam Navigation Co.'s mail and cargo service between Leith, Aberdeen, and Lerwick, and was expressly built — as near as possible a replica — of the previous St Sunniva, which was wrecked about eighteen months ago on the island of Mousa, Shetland, during a dense fog. The history of the first 'St Sunniva' would make an interesting story for ship lovers, suffice it to say here that she was built as a touring yacht, and was the pioneer of ocean cruising tours as known to-day. The Norwegian Fjords in summer, the Mediterranean in winter, was her regular schedule for many years, until the large liners ousted her from the trade, when she was put on the company's service carrying mails, passengers. and cargo between the ports mentioned. Built and equipped entirely as a yacht at first, many old seamen shook their heads at the prospect of her being fit for the Shetland mail service in winter; more than half the passage being open North Atlantic, but she acquitted herself nobly running for many years with the regularity of clockwork, through those storm infested seas. But Old Neptune got her at last. As stated, she was wrecked on the island of Mousa, but no lives were lost, indeed during her long career she had the fact - that no lives had ever been lost from her — to her credit. Such a favourite had the first 'St Sunniva' been that the company decided to*

St Sunniva II (1931). (Continued).

build a larger replica, and wonder has been expressed that in these days of unparalleled depression in shipping, any company can afford to spend many thousands in what, after all, may appear sentiment. But the company has always been an example for excellent management, besides, in the director manager, Mr James McCallum, to whom main credit for the idea is generally given, they have one who has lived all his life among ships, an idealist and a ship lover, and one who knows well the value of sentiment among the northern islanders where his company's ships ply. The new 'St Sunniva' has accommodation for 400 passengers of all classes, besides general cargo, and can, if necessary, be fitted up for sheep and cattle."



Figurehead of 'St Sunniva' II. (Photographer unknown, courtesy of Aberdeenships.com)

Note the hole in her right arm, this accommodated her outstretched arm which could be removed while in port to prevent it being damaged.

MAY 18, 1933.

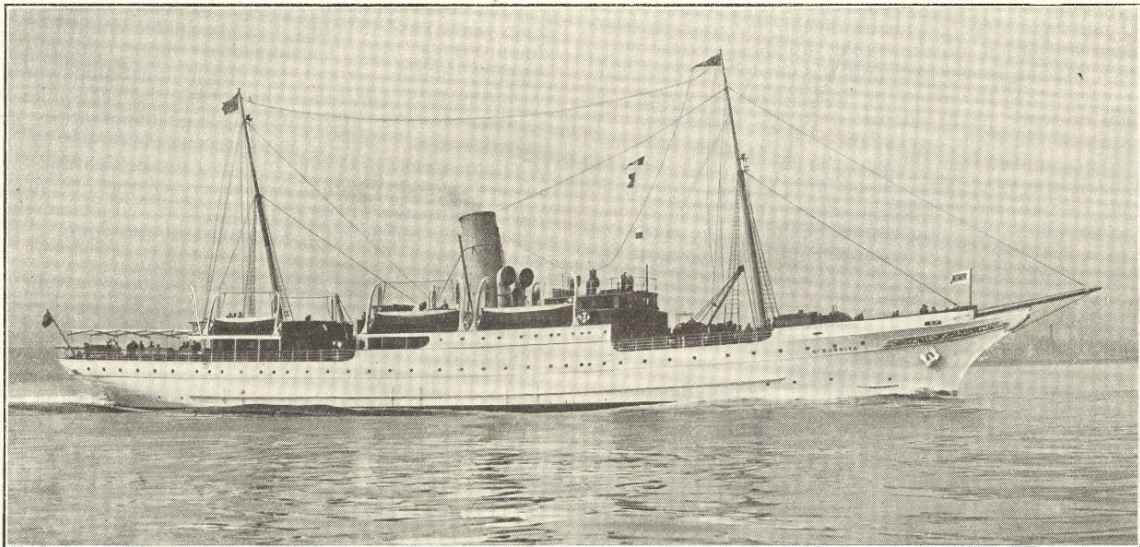
FAIRPLAY.

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Telegrams: "Halrussel"
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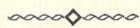
HALL, RUSSELL

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ABERDEEN
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& ENGINEERS

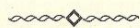


R.M.S. "ST. SUNNIVA"

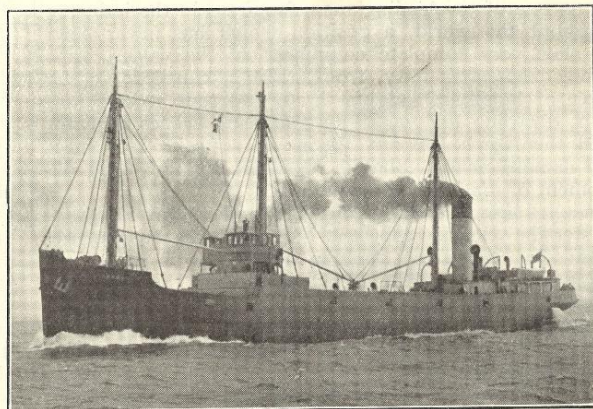
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S.S. "SPRAY"

Hall Russell advertisement, (Fairplay, 18th May 1933).

Van Der Goes (1930).

She was a diesel driven trawler built for Belgian owners.

1930, 11th December: The Scotsman reported as follows: **“TRAWLER LAUNCHED AT ABERDEEN. Hall, Russell, & Co. (Limited) launched from their yard at Aberdeen a motor trawler to the order of the N.V. Motorvisscherij, Ostend, Belgium, and named the ‘Van der Goes’ by Captain R. Legein, who is to be in command. The trawler is 100 feet in length, and has a flush deck, whaleback forecastle, and midship deckhouse. The fish-room will be specially insulated on ends, sides, and roof. The propelling machinery is a special feature, consisting of a set of Sulzer two-cycle six-cylinder diesel engines of 240 horsepower, to be installed by the Company's engineering department. A large oil fuel storage tank with cofferdam will be installed forward of the engine-room. Other features will be a trawl winch fitted at the fore end of the deckhouse, and a windlass on the forecastle head.”**

1931, 1st April: The Aberdeen Press and Journal reported as follows: **SIX NEW TRAWLERS FROM ABERDEEN. Belgian Market Prospects For Motor Vessels. LOW RUNNING EXPENSES BOON TO FISHERMEN.** The "Press and Journal" was informed yesterday that the firm of N.V. Motorvisscherij (Motor Fisheries), Ostend, Belgium, intends to place an order in Aberdeen for six motor trawlers.

Launched From Footdee.

On December 9 last year the Belgian firm had launched from the yard of **Messrs Hall, Russell and Co., Ltd.,** Footdee, Aberdeen, the motor trawler **‘Van der Goes’**, and yesterday, with her 245 h.p. Sulzer engine which was delivered from Switzerland and installed the engineering department of **Messrs Hall, Russell and Co.,** she underwent a successful trial run in Aberdeen Bay in stormy weather. On board was Mr Lucien Decrop, managing director of N.V. Motorvisscherij and he expressed satisfaction at the behaviour of the vessel on her trial trip. Mr Baels, the Belgian Minister of Agriculture and Fisheries, was unable to be present at the trial trip, as had been arranged. Mr Decrop, who is enthusiastic over the success at Ostend of the motor trawler, told a "Press and Journal" representative of the interesting quest he is making in European countries to find the motor trawler which will give him the best results.

Six More Vessels.

Already he has had built in Holland and Belgium four motor trawlers, and he came to **Messrs Hall, Russell and Co.,** Aberdeen, to place his first order for a motor fishing vessel in this country. We intend to have more from Aberdeen, he stated — six more, after results are known. That may be two or three months yet. Mr Decrop is firmly convinced that the day of the motor trawler has arrived, and he said that in the knowledge that in this country there is a strong allegiance to the steam trawler.

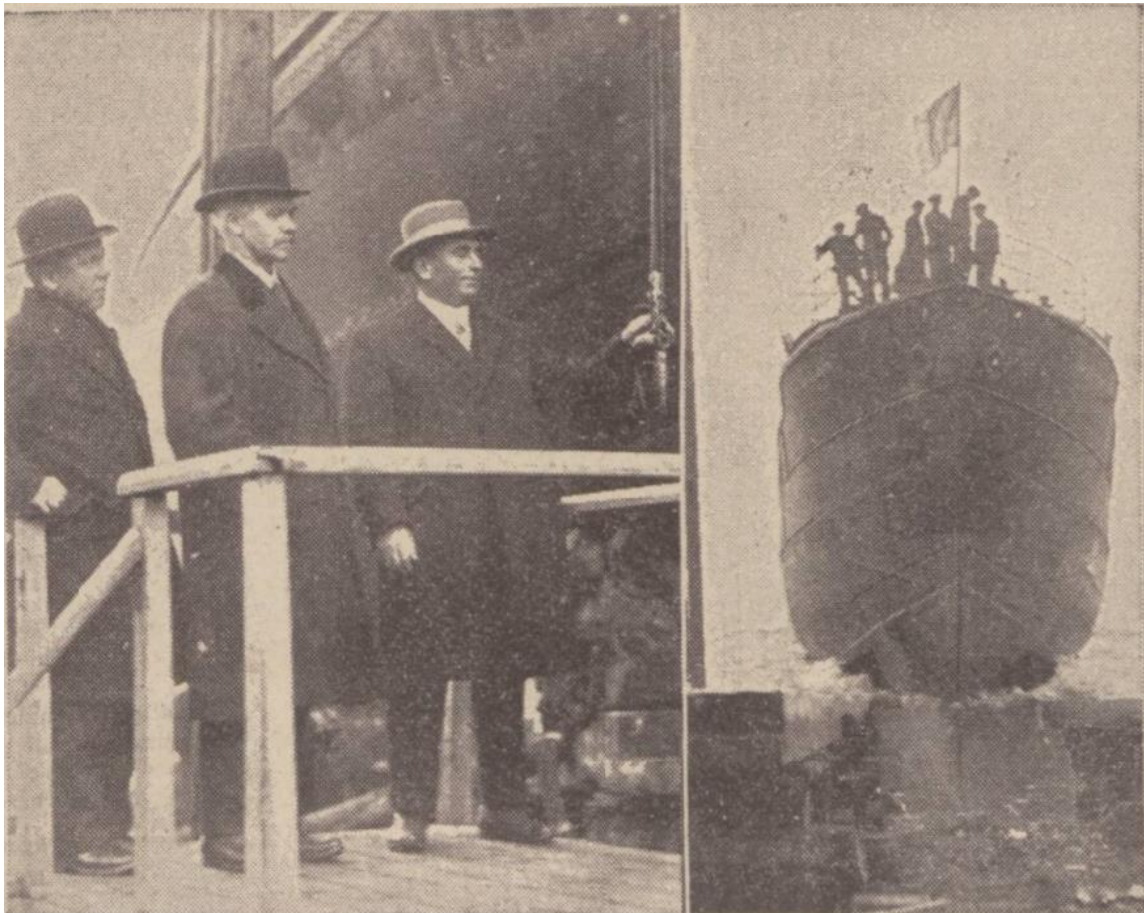
Van Der Goes (1930). (Continued).

Ostend's Trawlers.

His firm conviction comes after eight years of successful trawling with vessels with the internal combustion engine. In Ostend at present, he stated, there are only some twenty to thirty steam trawlers now and over 200 motor trawlers. Many of the masters are owners of their own ships — mostly wooden construction - but so successful have those owner-masters been that they are gradually turning to the ship of steel. It is in this circumstance that Aberdeen may find a potential market for motor trawlers.

Low Running Expenses.

*Mr Decrop said that one of his motor ship's gross takings in a year would amount to about £6,400, and he estimated the running expenses — cost of fuel and lubrication — at ten per cent. of the catch - a little over £2 per day. The 'Van der Goes' has a whaleback fore-castle and an insulated fish room. The ship is equipped with a wireless telephone. Mr Decrop stated that all his vessels had wireless telephones, and he could sit in his office in Ostend and control the movements of his fleet by telephone. At the trial run **Messrs Hall, Russell and Co.**, were represented by **Mr A. Hall Wilson, J. McLay, and Mr J. Hunter**, while there were also present Mr Richard W. Irvin and Mr W. Duthie."*



*Launch of the 'Van der Goes', 9th December 1930, from left to right **Mr C. McLay** (Yard Manager), **Mr James Y. Hunter** (Yard Director) and Captain R. Legem (Owners).
(Aberdeen Press and Journal).*

Van Der Goes (1930). (Continued).

Vessel Name(s)	Van Der Goes.
Yard Number	721.
Rig	Motor Fishing Vessel.
Engine(s)	Oil, 2SCSA, 6-cylinder (9 7/8 x 13in), 102nhp, single screw by F. Schichau GmbH, Elbing, Germany.
Launch Date	9 th December 1930.
Owner(s)	N. V. Motorvisscherij , Ostend, Belgium.
Registered Port	Ostend.
GRT	138 tons.
Length	92 feet, 1 inch (28.07m).
Breadth	20 feet, 5 inches (6.22m).
Depth	11 feet, 1 inch (3.38m).
Construction	Steel, riveted. Four watertight bulkheads.
Classification	Lloyds Register of Shipping. Class: +100A1, motor trawler. A&CP: Anchors and Cables Proved at a Public Machine. LMC, March 1931. ELEC LT. LR Surveyor: J. Richardson.
Other information	1931, March: Her build was completed, and she was handed over to her owners.
Date Scrapped / Lost	1939, January: She was reported missing, details / location unknown.

Ben Idris (1931).

She was built for trawling in the North Sea fishing grounds.

1931, 2nd May: The Scotsman reported as follows: ***“TRAWLERS LAUNCHED AT ABERDEEN. Hall, Russell, & Co. (Ltd.) launched from their yard at Footdee, Aberdeen, a steam trawler to the order of Richard Irvin & Sons (Ltd.), Aberdeen, and it was named the ‘Ben Idris’ by Mrs Meikle, wife of Mr A. M. Meikle, secretary of the Company. The vessel is 117 feet in length, and has a fish and ice room specially insulated....”***

Vessel Name(s)	Ben Idris.
Yard Number	722.
Rig	Fishing Trawler. Cruiser stern.
Engine(s)	Steam, T.3cyl (12.5”, 21”, 35” x 24” stroke), 82nhp, by Hall, Russell Ltd. , single screw.
Launch Date	20 th April 1931.
Owner(s)	Richard Irvin & Sons Ltd. , North Shields.
Registered Port	North Shields. Fishing Reg. No.: SN137. Official No.: 148812.
GRT	232 tons.
Length	117 feet, 3 inches (35.74m).
Breadth	22 feet, 7 inches (6.88m).
Depth	13 feet (3.96m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class:100A1.
Other information	Fitted with electric light. 1939, August: She was requisitioned by the Admiralty for minesweeping duties. by 1942: Owned by W. Carnie (Carnie & Gibb), Granton. 1945, December: Returned to her owners. by 1961: Owned by Inch Fishing Co., Ltd. - W. Carnie Ltd., Granton.
Date Scrapped / Lost	1961, 22nd November: She arrived at Charlestown, Cornwall for breaking up by Shipbreaking Industries Ltd.

1931, 16th June: The Shields Daily News reported as follows: ***“TRAWLER’S MAIDEN TRIP. The ‘Ben Idris’, Messrs Irvin and Son’s new trawler which came from Aberdeen to join the North Shields fleet, left North shields this afternoon on her maiden trip to the fishing grounds. She was given a rousing send-off by the trawlers and other vessels in the river, which sounded their sirens for some considerable time as she passed down from the quay towards the bar.***

She must have looked good to receive such a send-off, testament to the quality of vessels built by **Hall, Russell and Co., Ltd.**

Lirana (1931).

Built for pair fishing, sister ship of **'Berdin Gabea', Hall, Russell** Yard No. 725.

Vessel Name(s)	Lirana.	
Yard Number	724.	
Rig	Motor, Pair Fishing Vessel.	
Engine(s)	Oil 2cyl (7-7/8 x 27-9/16in.) by Soc. Chaleassiere, Paris, France.	
Launch Date	3 rd September 1931.	
Owner(s)	Angel Civiza , San Sebastian, Spain.	
Registered Port	San Sebastian.	Official No.: 92104.
GRT	101 tons.	
Length	80 feet, 6 inches (24.54m).	
Breadth	18 feet, 3 inches (5.56m).	
Depth	9 feet, 10 inches (3.00m).	
Construction	Steel.	
Classification	None.	
Other information	Fitted with electric light. 1948: She had a new engine fitted: 2SA 4cyl (230 x 400mm) by Burmeister & Wain, Copenhagen, Denmark. 1955/56: Owned by Ciriza Huarte S.A., Spain. 1961/62: Owned by Salaverria y Cia, Spain. 1964/68: Owned by Pedro Luis Rebollo, San Sebastian, Spain.	
Date Scrapped / Lost	1973, January: She foundered off the northwest coast of Spain.	

1931, 4th September: The Aberdeen Press and Journal reported as follows: **“ABERDEEN VESSELS FOR SPAIN. Special Design For “Pair” Fishing.** *The motor fishing vessels, the ‘Lirana’ and the ‘Berdin Gabea’, were launched yesterday from the yard of Messrs Hall, Russell and Co., Ltd., Footdee, Aberdeen. The vessels are about 80 feet long and have flush decks with the wheelhouse amidships. They have been built for a San Sebastian owner and are designed and fully fitted for the Spanish “pair” trawling. The fish and ice rooms are specially insulated on the sides, ends and roof. The fuel bunker capacity is such as to give the largest radius of action possible.*

Fourteen In Crew - *Accommodation is provided in each vessel for seven men in the cabin aft and for seven in the forecabin. Electric light is provided throughout, the current being provided by an oil-driven generating set in the engine-room. She will be propelled by a set of diesel engines which will be installed by the builders’ Engineering department”.*

Berdin Gabea. (1931).

Sister ship to 'Lirana' Hall, Russell Yard No. 724.

1931, 26th October: the Liverpool Journal of Commerce reported as follows: ***"RECENT TRIAL TRIP. HALL, RUSSELL AND CO, LTD. LIRANA AND BERDIN GABEA. These two vessels built by Messrs. Hall, Russell and Co., Ltd., Footdee, to the order of Mr. Angel Ciriza, San Sebastian, have run trials off Aberdeen, the 'Berdin Gabea' on October 19, and the 'Lirana' on October 20....The trials were very successful, the engines working smoothly and satisfactorily, and the results fully meeting the contract requirements."***

Vessel Name(s)	Berdin Gabea.	
Yard Number	725.	
Rig	Motor, Pair Fishing Vessel.	
Engine	Oil 2cyl (7-7/8" x 27-9/16") by Soc. Chaleassiere, Paris, France.	
Launch Date	3 rd September 1931.	
Owner(s)	Angel Civiza, San Sebastian, Spain.	
Registered Port	San Sebastian.	Official No.: Unknown.
GRT	101 tons.	
Length	80 feet, 6 inches (24.54m).	
Breadth	18 feet, 3 inches (5.56m).	
Depth	9 feet, 10 inches (3.00m).	
Construction	Steel.	
Classification	None.	
Other information	Fitted with electric light. 1948: She had a new engine fitted: 2SA 4cyl (230 x 400mm) by Burmeister & Wain, Copenhagen, Denmark. 1955/56: Owned by Ciriza Huarte S.A., Spain. 1961/62: Owned by Salaverria y Cia, Spain. 1964/65: Owned by Sebastian Brea Castro, San Sebastian, Spain.	
Date Scrapped / Lost	1966: She was broken up in Spain.	

1950, 6th October: The Thanet Advertiser reported as follows: ***"LIFEBOAT'S BUSY WEEK-END ON SERVICE FOR FIFTEEN HOURS. On service for nearly 15 hours over the weekend, Ramsgate lifeboat saved a Spanish trawler from probable destruction on the Goodwin Sands and took part in a search for an aircraft which was reported to have crashed in mid- Channel. As a misty dawn broke on Saturday morning, look-outs on the 'North Goodwin' lightship noticed two small vessels in a dangerous position close to the Sands.***

Warning guns were fired. Shortly afterwards one of the vessels was seen to be aground about two and a half miles S.S.W. of the lightship. Her position was radioed ashore and Capt. J. Houghton despatched Ramsgate lifeboat a few minutes after 6 a.m.

Berdin Gabea. (1931). (Continued).

On arrival, the lifeboat found the Spanish motor trawler 'Berdin Gabea', of San Sebastian, well aground on a falling tide. A second trawler, the 'Lirana', was anchored off the Sands. As the tide fell, the 'Berdin Gabea' heeled right over until she almost capsized. When the tide flowed, Ramsgate lifeboat took one of the trawler's anchors and laid it out into deep water. With the lifeboat pulling and the trawler heaving on her winches, the vessel came clear of the Sands. With three lifeboatmen aboard her, the 'Berdin Gabea' made for Dover under her own power in company with the 'Lirana'. "It was rather a sticky job," Coxswain Douglas Kirkaldie told a Thanet Advertiser reporter. "If we hadn't succeeded in getting her off, the trawler would have knocked about among the banks and might have broken up."

1950, 6th October: The Dover Express reported as follows: **"REFLOATED FROM GOODWINS.** A Spanish motor-trawler, the **'Berdin Gabea,'** which went aground on the North Goodwin Sands early on Saturday morning, was later refloated with the assistance of Ramsgate lifeboat and a Deal motor-boat, and came into Dover under her own power. The Dover tug **'Lady Duncannon'** went out to the scene, but her assistance was not required. The **'Berdin Gabea'** arrived at Dover in company with another Spanish trawler, the **'Lirana'**. At Dover the **'Berdin Gabea'** was examined by a surveyor, but appeared to have sustained no damage."

Thrift (1931).

She was built as a self-trimming collier to replace the earlier **'Thrift'** (506 tons) built by **Hall, Russell & Co.** in 1904.



'Thrift'. (Photographer unknown).

Thrift (1931). (Continued).

1931, 18th August: The Aberdeen Press and Journal reported as follows: **“THRIFT LAUNCHED AT ABERDEEN. New Vessel For Northern Co-operative.** *There was a large attendance at the shipyard of Messrs Hall, Russell and Co., Ltd., Footdee, Aberdeen, yesterday afternoon on the occasion of the launch of a coal-carrying vessel built to the order of the Northern Co-operative Society, Ltd., for their coal department. The vessel is 175 ft. long by 27 ft, 6 in. beam. She is a raised quarter-deck ship with short bridge and topgallant forecastle, and has been specially designed and equipped for carrying coal in bulk. Machinery is placed aft. Special attention has been given to the self-trimming qualities of the vessel and also to the discharging arrangements.*

Saloon and Cabin. *The bridgehouse is amidships and contains on the main deck a saloon and cabin for the master of the vessel and also a cabin for the second officer and cook. Above is a cabin for the first officer and a spare cabin, while above this is the flying bridge with wheelhouse and chart room. The deckhouse is arranged aft of the engine casing, and contains the galley, pantry, mess room and engineers' cabins. The crew is accommodated in the forecastle. Electric light is fitted throughout. There is also an installation of acetylene gas lighting. Machinery consists of a set of steam expansion engines and one large marine type multi-tubular boiler constructed for a working pressure of 190 lbs. per square inch, and has been built and will be fitted on board by the engineering department of the builders. The vessel has been built to Lloyd's special survey to Class 100 A1 in their register. The ship will be commanded by captain Mackay of the former 'Thrift'.*

Naming Ceremony. *As she left the ways the vessel was named 'Thrift' by Mrs Fowler, a director of the Northern Co-operative Society, Ltd. A cake and wine banquet held after the launch, Mr A. Hall Wilson, chairman and gave the toast, "Success to the new 'Thrift' and prosperity to the owners, the Northern Co-operative Society, Ltd." He hoped the vessel would make many successful voyages for the company in the trade for which she had been constructed. His firm had been assisted in the construction by Mr George White of the Northern Co-operative Society; Mr Leslie Simon, consulting engineer, and Captain Wm. Mackay, and he wished to thank them for their assistance. (Applause.) Mr George Wilson, chairman of the Northern Co-operative Society, replied.*

Other Toasts. *Mr James Bisset, convener of the Coal Committee, proposed the toast of "The Builders," to which Mr Hall Wilson replied. Mr James Y. Hunter proposed the health of Mrs Fowler, to which Mrs Fowler replied, and thanked them for the sweet dish she had received as a memento of the occasion. Other toasts were: - "The Town and Trade of Aberdeen," proposed by Mr John M. Fraser, and replied to by Mr W. A. Reid; "The Ladies," proposed by Mr John Ferries, and replied to on behalf of the ladies*

Thrift (1931). (Continued).

by **Mr C. S. MacLay**. "Captain Mackay and the chief engineer, Mr Allan," proposed by Mr George White and replied to by Captain Mackay. **Mr Hall Wilson** was thanked for his hospitality on the motion of Mr David Milne, and the toast of "Bon-Accord," proposed by **Mr Hall Wilson**, concluded the proceedings.

In The Company. Among those present at the launch were - The directors of Northern Co-operative Society Ltd. – Mr George Wilson, chairman; Mr James Bisset, Mrs Fowler, Messrs John M. Fraser, Alexander Keir, A. Fraser MacIntosh, George Killoh, Peter Bruce, David Milne, Thomas Brown, William B. Gibb, William Crawford; also Mr John Ferries, managing secretary and Mr Alexander Sang, assistant managing secretary, and the departmental managers. The builders were represented by **Mr A. Hall Wilson**, chairman; **Mr James Y. Hunter**, director; **Mr W. S. Pringle**, **Mr C. S. MacLay**, and **Mr George Milne**. Among those invited, most of whom were present, were Mr James McCallum, Sir John Maxwell, Mr Hugh R. Barr, Mr E. W. Burness, Miss Fowler, Mr George W. R. White, Captain and Mrs Mackay, Mr and Mrs Wm. Allan, Mr and Mrs James D. Steel, Mr and Mrs Aitken, Mr Joseph Milne and Miss Milne, Mr and Mrs John G. Park, Mr and Mrs H. J. Thoirs, Mr and Mrs Pritchard, Mr and Mrs W. Ironside, Mr and Mrs J. G. D. Ferries, Mr and Mrs Alex. Taylor; Mr Leslie Simon, consulting engineer; Mr A. A. Davidson, Mr ?. Allenby, Mr F.D. Shepherd, Mr A. Locke, Mr Alexander Farquharson, Mr F. Davidson, Mr and Mrs A. R. Smith, Mr T. Richardson, Mr P. Fitzgerald, Mr George Brown, Mr H? W. Barnes, Mr A. Riddell, Captain Wyness." (The above article was difficult to read hence the ? mark).

1931, 16th September: The Aberdeen Press and Journal reported as follows: "**THRIFT RUNS HER TRIALS. Northern Co-op.'s New Collier. ABERDEEN SOCIETY'S PROGRESS.** The trial trip of the new collier 'Thrift', built by **Messrs Hall, Russell and Co., Ltd.**, Footdee, for the Northern Co-operative Society, Ltd., Aberdeen, was held yesterday afternoon and proved very successful. A pleasing ceremony followed the trip by a reception held in the Station Hotel, when Mr George Wilson, chairman of the Society, handed over the ribbon used to suspend the wine bottle at the naming ceremony to Mrs Fowler, a director of the Society, who performed the naming ceremony on August 17. The ribbon had been tastefully framed. Mrs Fowler, after gracefully acknowledging the honour done her, presented the ribbon to the Society, and requested that it might be hung in the board room.

Society's Progress. Thirty-nine years ago, said **Mr Wilson** in the course of his speech, the society was paying £48,321 in dividend a year. Today, in six months, they paid out £182,000. This indicated the progress of the society's trading during that time. There

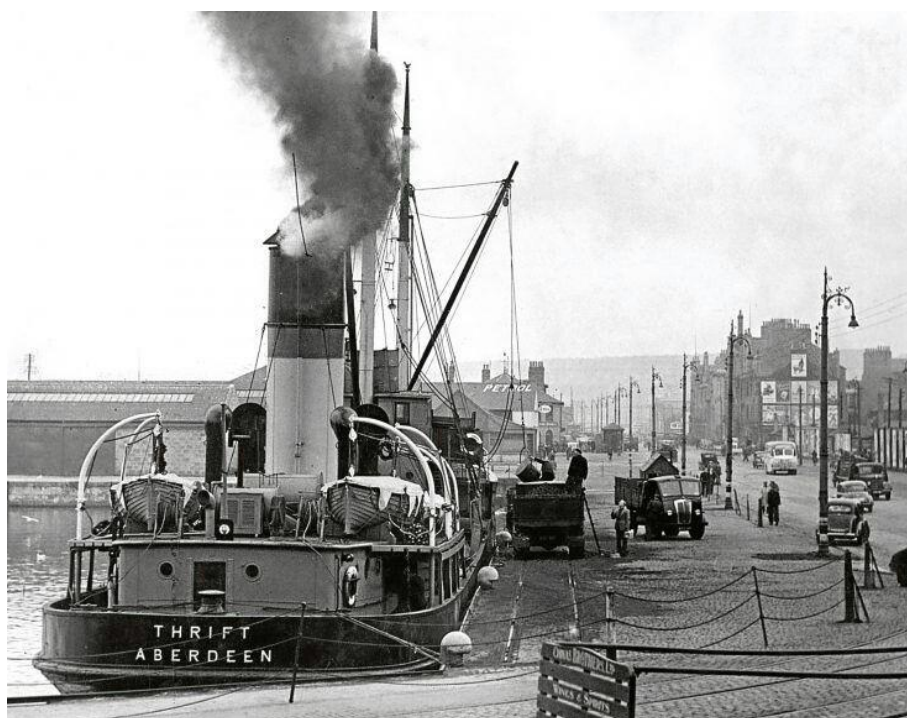
Thrift (1931). (Continued).

were those who said that the coal department had not done so well as other departments, but he could assure them that the sales had gone steadily up. He ventured to think that the new vessel could further help in this direction. Other critics had maintained that it was cheaper not to own a vessel, but the whole matter had been well and carefully considered before the directors decided to build.

Excellent Ship. *There had always been these critics. The directors in the past had been criticised for purchasing the ground at Berryden, but it had been found necessary recently to purchase other ten acres. He congratulated **Messrs Hall, Russell and Co., Ltd.**, on the excellent ship they had produced, and thanked the management for their kindness and consideration during the term of the contract. Replying, **Mr A. Hall Wilson**, chairman of **Messrs Hall, Russell and Co., Ltd.**, said that many improvements had been made on the new 'Thrift'. He remembered the launch of the old 'Thrift', and was pleased to say that whilst its number on their list was 378, the new vessel was number 726, showing that during the twenty-eight years about 350 vessels had been launched from the yard.*

Order for Aberdeen. *He had found his relations with the directors of the Northern Co-operative Society, Ltd., to be most harmonious. Mr G. S. Fraser, town clerk, representing the Lord Provost, stated that the Town Council appreciated very much the relief of unemployment given by the placing of the order for the 'Thrift' in Aberdeen. He wished the vessel every success. In a characteristically humorous speech, Mr John Ferries, managing secretary, recounted his "experiences" on the trip. The votes of thanks were proposed by Mr Geo. Killoh, director, and **Mr A. Hall Wilson** thanked the directors on behalf of the guests for their hospitality.*

In the Company. *Among those present were: - The directors of the Northern Co-operative Society Ltd. – Mr George Wilson, chairman; Mr James Bisset, Mrs Fowler, Messrs John M. Fraser, Alexander Keir, A. Fraser MacIntosh, George Killoh, Peter Bruce, David Milne, William B. Gibb, William Crawford; also Mr John Ferries, managing secretary, and Mr Alexander Lang, assistant managing secretary. The builders were represented by **Mr A. Hall Wilson**, chairman; **Mr James Y. Hunter**, director; **Mr W. S. Pringle**, **Mr C. S. MacLay**, and **Mr George Milne**. Others were – Mr G. S. Fraser, town clerk; Mr Couper, of Messrs McLaren and Sons, shipbrokers and architects, Glasgow; Mr Geo. W. R. White, coal manager; Capt. Mackay, Mr Wm. Allan, Mr Leslie Simon, consulting engineer; Mr Wm. Porter, chairman, and Mr J. T. Ross, manager, Aberdeen and Northern Friendly Society; Mr M. Sherrington, president, and Mr G. R. McIntosh, secretary, Aberdeen Trades and Labour Council. Members of the Society will be allowed to inspect the collier this afternoon and evening."*

Thrift (1931). (Continued).

'Thrift', berthed at the Upper Dock, Aberdeen. (Photographer unknown).

Vessel Name(s)	Thrift.
Yard Number	726.
Rig	Collier.
Engine(s)	Steam, T3-cylinder (14.5", 24", 40" x 30" stroke), 96RHP, boiler 190psi, by Hall, Russell , single screw.
Launch Date	17 th August 1931.
Owner(s)	Northern Co-operative Society Ltd. , Aberdeen.
Registered Port	Aberdeen. Official No.: 162281.
GRT	648 tons.
Length	175 feet, 5 inches (53.47m).
Breadth	27 feet, 7 inches (8.41m).
Depth	13 feet, 3 inches (4.04m).
Construction	Steel.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class: +100A1, motor trawler. ✠ Built under Special Survey. A&CP: Anchors and Cables Proved at a Public Machine. ✠ LMC: Lloyds Machinery Certificate. LR Surveyor: J. Richardson.
Other information	Fitted with electric light. Master: William MacKay.
Date Scrapped / Lost	1968, September: She carried her last cargo 600 tons of coal, from Methil, Fife 5 th September 1968, and was broken up in Blyth by Hughes Bolckow Ltd.

Spray (1932).

She was a self-trimming collier specially built for coasting. (See page 80 for a picture).

1932, 4th October: The Aberdeen Press and Journal reported as follows: **“A PATH BACK TO PROSPERITY. Importance of the Sea to Aberdeen. LAUNCH OF THE NEW S.S. SPRAY.** *The importance of the sea as a trade route and a path back to prosperity for Aberdeen was emphasised by Mr J. G. Burnett, M.P., at a cake and wine banquet which followed the launching yesterday afternoon from the yard of **Messrs Hall, Russell and Co., Ltd.**, of a new collier built to the order of Messrs Ellis and McHardy, coal merchants, Aberdeen. The vessel was named ‘**Spray**’ by Lady Jaffrey. At the banquet which followed the launch **Mr A. Hall Wilson**, managing director, of **Messrs Hall, Russell, and Co.**, presiding, said that the ‘**Spray**’ had now taken to her native element, the North Sea, and it was his wish and hope that she would make many voyages for her owners. Messrs Ellis and McHardy were firm of great standing in Aberdeen, and of importance to the trade of Aberdeen.*

Ordered in Spring. *It was a matter of satisfaction to him in the spring of this year to secure the order for the new steamer, the ‘**Spray**’, which was taking the place of the old ‘**Spray**’, a vessel which was built by his firm in 1872 — sixty years ago — and was one of the earliest vessels to be constructed by his firm. He hoped the new vessel would give as good service as the old one. He then proposed the toast of "Success to the ‘**Spray**’ and prosperity to her owners," and incorporated the name of Sir Thomas Jaffrey. Sir Thomas Jaffrey, reply, thanked **Mr Wilson** for his kind remarks, and said he was perfectly certain the new vessel would carry as part of its first cargo not only the good wishes of those present that afternoon, but those of a great portion of the citizens of Aberdeen, and this he and his directors much appreciated. **Mr James Y. Hunter**, of **Messrs Hall, Russell, and Co.**, graciously presented Lady Jaffrey with a spray brooch as a memento of the occasion.*

In Strange Waters. *Lady Jaffrey, in returning thanks, said she felt that the ‘**Spray**’ and herself were one in as much as they had both been newly launched in strange waters. “May the sea give to her, the ‘**Spray**’, the bon-accord which Aberdeen has given me, and may good fortune go with her always.” Mr James R. Leith, managing director of Messrs Ellis and Hardy, in toasting the "Builders," said that when they had decided to build the ‘**Spray**’ they received offers from local and south firms, and, knowing that the work of **Hall, Russell and Co.** was of the highest standard, were more than pleased to find that their offer was the lowest. They had one of the most up-to-date yards, not only in the north of Scotland, but in the country. They were ready at all times to undertake work, and were in a position to take advantage of any trade revival, and his*

Spray (1932). (Continued).

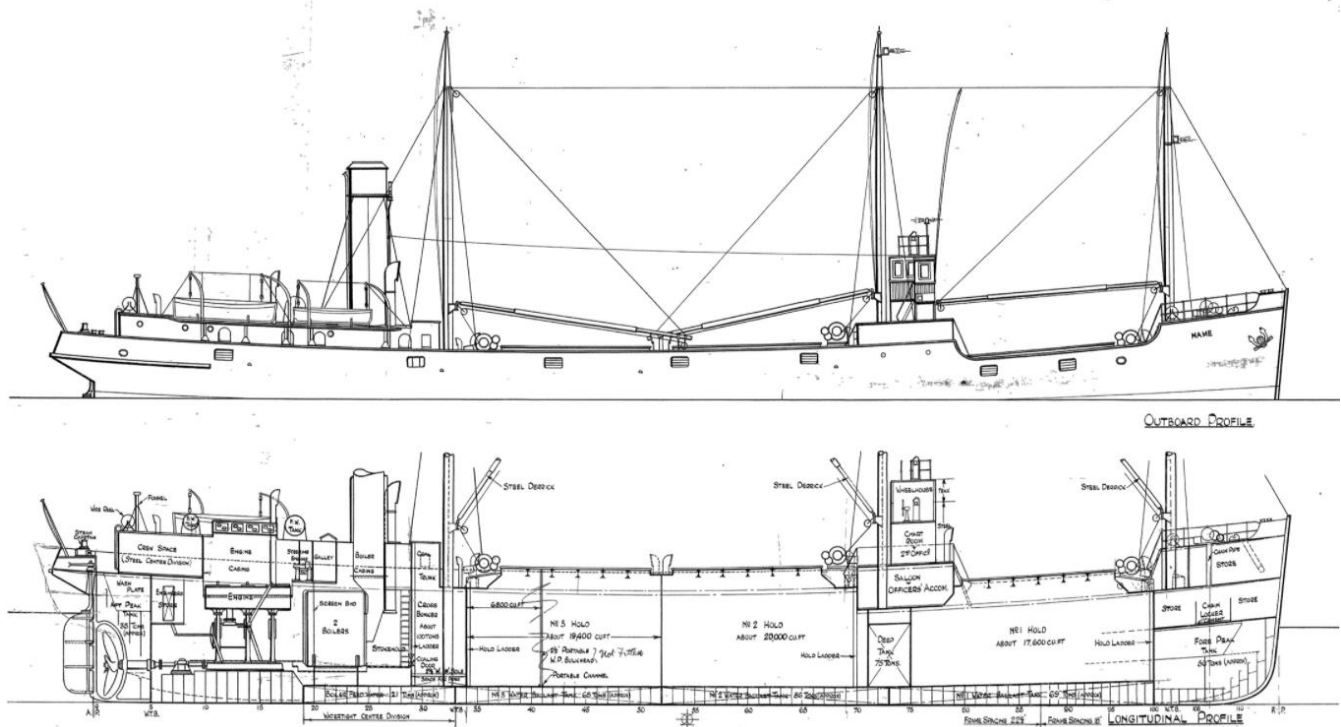
*firm congratulated them on the fine steamer they had built for them. **Mr Hall Wilson**, replying, hoped the new 'Spray' would live up to her reputation.*

Fine Tradition. *Mr Burnett, in proposing the toast of the "Town and Trade of Aberdeen," congratulated **Mr Hall Wilson** and his firm in their successful launch. **Mr Wilson**, he said, was keeping up the fine tradition of the yard and the fine tradition which Aberdeen had in the matter of shipbuilding. If they went back to the remotest times they found Aberdeen ships carrying merchandise, and when they came to later times they found Aberdeen ships carrying the town's products to the farthest corners of the earth. And now they had learned to look upon the sea as their friend, to look upon the waters as a road, a road which did not require a big licence fee to travel upon, a road that did not require making, tunnelling, or banking-up, but which was free to every country of the world; a road which they could proceed upon with the ships they built in Aberdeen.*

Coastwise Trade. *They knew what the sea had been to them in the past. There was now much talk of how we could develop our coastwise trade, how we could develop it further for cheap transport and continue it with British ships. That was a matter that must have our most earnest consideration in the near future, pursued Mr Burnett. To it is a vital matter to be able to get a cheap market and cheap transport. Mr Burnett pointed out the difficulties facing Aberdeen trawl owners and fishermen with foreigners rushing fish from the banks off the coast of Denmark to markets at Billingsgate at the lowest prices. That was a serious problem, and they must consider how to combat it by cheaper transport and the better preservation of their fish.*

Aid of Science. *Those who visited the "Press and Journal" Exhibition must have struck by the stand which had exhibited brine freezing. Here, it seemed, science could come to their aid. Some perhaps had been over the industrial and scientific research station at Torry and viewed the scientific process by which fish could be kept fresh in liquid brine for something like ninety days. If they could thus keep fish fresh it would surely mean a big expansion of their fishing and the trades which depended upon fishing.*

Getting Better. *We are living in time perhaps of industrial depression, concluded Mr Burnett, but there are signs that things are getting better. We want to do all we can to get quicker interchange of goods now, to improve out carrying service, to market our goods more quickly, and then we may hope for a general improvement and a getting back to a time of prosperity. (Applause). Sir Wm. Meff, in responding, said Mr Burnett said they had turned the corner, and he sincerely hoped that was true, but regretted to say he saw no improvement in shipping circles. The ships laid up must again be occupied before the owners began to think of ordering new ones."*

Spray (1932). (Continued).**SS 'Spray'. (Hall Russell).**

Vessel Name(s)	Spray.	Renamed: 'Simoun' (1963).
Yard Number	727.	
Rig	Collier.	
Engine	Steam, T-3cyl (16.5", 27.5" and 46" x 33" stroke) 169NHP, Boiler 200psi, by Hall Russell , single screw.	
Launch Date	3 rd October 1932.	
Owner(s)	Ellis & McHardy, Aberdeen.	
Registered Port	Aberdeen.	Official No.: 162284.
GRT	960 tons.	465 NRT. 1,150 tons deadweight.
Length	205 feet, 6 inches (62.64m).	
Breadth	21 feet, 1 inch (6.43m).	
Depth	15 feet (4.57m).	
Construction	Steel.	
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC: Lloyds Machinery Certificate.	
Other information	1963: New engine fitted – oil, 2SA, 8cyl (300 x 500mm) by Ruston Diesels, Lincoln. 1963: Owned by George M. Moundress & Brothers, Shipping & Commercial Co., Greece and renamed ' Simoun ', used for general cargo. 1974: Owned by Simoun Shipping Co., Piraeus, Greece.	
Date Scrapped / Lost	1976, 2nd September: Damaged by fire at Lattakia after arriving from Piraeus with acid and general cargo. 1976, December: Broken up at Perama by Papadakis.	

Spray (1932). (Continued).

1932, 3rd November: The Aberdeen Press and Journal reported as follows: **"FIRST TRIALS OF s.s. SPRAY. New Vessel Satisfies Builders. MEAN SPEED OF 12½ KNOTS.** - *The new coal-carrying steamer 'Spray', built by Messrs Hall, Russell, and Co., Ltd., Aberdeen, to the order of Messrs Ellis and McHardy, Ltd., Aberdeen, ran her trials in Aberdeen Bay yesterday. The vessel is 214 feet long over all by 32 feet moulded breadth, and has been constructed under the special survey of Lloyd's Register to Class 100 A 1 and to the owners' requirements as a self-trimming collier of the most modern type for ensuring economy and efficiency in working. She has a long raised quarterdeck, short bridge and topgallant forecastle, machinery being fitted aft. The dead weight capacity is about 1,200 tons. There are three clear holds, each with large hatch. For Discharging. Special arrangements are made for the rapid discharging of cargo. A steel derrick is provided on each of the three masts for working with Priestman grabs, and are operated by heavy pattern "Cyclops" team winches. Steam windlass is fitted on forecastle deck, steam steering gear in engine room with control from bridge, and steam capstan aft. Officers' accommodation is fitted amidships, and the crew are accommodated in cabins aft, with separate messrooms for seamen and fire men. Electric lighting is fitted throughout, with special floodlights on each mast.*

Triple Expansion Engines. *Propelling machinery consists of a set of triple expansion engines 16 1/2 in., 27 1/2 in., 46 in. by 33 in. stroke, with two multi-tubular type boilers, working at pressure of 200 lb. per square inch, which have been constructed and fitted on board by the engineering department of the builders. During the trials everything worked smoothly and to the satisfaction of all concerned, a mean speed of about twelve and a half knots being obtained. The owners were represented by Messrs J. R. Leith and T. Walker, directors, and Mr A. Smith, their superintendent engineer."*

1932, 5th November: The Aberdeen Press and Journal reported as follows: **"SUCCESSFUL TRIP ON THE NEW SPRAY. Sail to Stonehaven and Back Much Enjoyed.** *The new steamer 'Spray', belonging to Messrs Ellis and McHardy, Ltd., Aberdeen, went for a trial run with a party, consisting of the owners and their friends, on board. Those invited were as follows: Sir Thomas and Lady Jaffrey, Mr and Mrs G. Esslemont, Mr A. McBain, Miss McBain, Mr T. Walker, Miss Ella Walker, Miss Agnes Walker, Mr J. R. Leith, Mrs A. E. Brown, Mr R. Irvin, Mr David Wood, the Misses Wood, Mr and Mrs Mitchell Smith, Mr William Mellis, G. Robb, Mr and Mrs A. Bruce, Mr R. L. J. Henderson, Captain Wyness, Mr H. E. Stroud, Mr C. Stroud, Mr D. Stroud, Mr J. Mackie, and Mr A. R. Smith. The vessel ran south as far as Stonehaven, and returned Aberdeen after a most successful and enjoyable run. The 'Spray' will proceed on her maiden voyage to Sunderland this afternoon with Captain Beattie in command."*

Acklam Cross (1933).

This tug was the 1st diesel-electric vessel built in Britain. Diesel-electric propulsion gave vessels more control of speed and manoeuvrability, both important for a tug. (The first diesel-electric vessel built worldwide was a tanker named 'Vandal' built by the Russians in 1903).



Tug, 'Acklam Cross' on sea trials 1933. (Hall Russell).

1933, 23rd June: The Aberdeen Press and Journal reported as follows: **"FIRST ELECTRIC TUG. Aberdeen-Built Craft for Middlesbrough. SUCCESSFUL LAUNCH AT FOOTDEE.** A vessel of considerable interest to all connected with shipping was launched yesterday from the shipbuilding yard of **Messrs Hall, Russell and Co., Ltd.,** Footdee, Aberdeen. She is a pioneer - vessel, being the first British electric tug, and she has been constructed to the order of Messrs Robinson and Crosthwaite, tugboat owners, Middlesbrough. Among those present at the launch were: **Mr A. Hall Wilson,** of **Messrs Hall, Russell and Co., Ltd.;** Councillor W. H. Crosthwaite, Middlesbrough, and Mrs Crosthwaite; Mr Cecil Crosthwaite, Miss Bowden, Mr R. Reid Sir William Meff and Mr W. H. J. Dickson. The vessel is 90 feet long by 22 feet beam, and the machinery is to be installed by the builders. It consists of two Brotherhood Ricardo Diesel engines manufactured by Messrs Pefer Brotherhood, Ltd., of Peterborough.

Electrical Equipment.

The electrical equipment has been manufactured by The General Electric Company., Ltd., of Magnet House, Kingsway, London, their Witton Works, Birmingham. The propulsion equipment will consist of a D.C. motor direct coupled the propeller. This machine will be supplied from two generators and two auxiliary generators are to be coupled in tandem to provide excitation and for charging a battery for lighting and other purposes. The propulsion control will be from either of four control stations —

Acklam Cross (1933). (Continued).

two situated in the wheelhouse and two the flying bridge — operated by the master. The hydraulic electric windlass and steering gear have been specially designed and manufactured to suit the owners' requirements by Messrs Gemmell and Frow, Ltd., Hull.

Novel Features.

*The vessel possesses many novel features. The after deck, from the towing gear to the stern will, with the exception of mooring bollards, be absolutely clear. There will be no steering rods or chains, quadrant, towing rails or bows, or wooden fender round the hull. The vessel is believed to be the first electrically started — compressed air for starting having been eliminated. The vessel and machinery has been built under the supervision of Mr R. Reid, Hull, from designs and specifications supplied him and the owners. The christening ceremony was performed Mrs W. H. Crosthwaite, wife of the owner (Councillor W. H. Crosthwaite, a former Mayor of Middlesbrough) who named the vessel '**Acklam Cross**'. The trial trip is expected to take place in about month.*



*Aberdeen Harbour Tug (left) and '**Acklam Cross**' (right). (Aberdeen Press and Journal - Friday 23rd June 1933).*

Enterprise Shown.

*At a cake and wine banquet which followed the launching ceremony **Mr A. Hall Wilson**, who presided, in proposing: "Success to the new vessel and prosperity to her owners," said it was about four months ago that they received the order, and they were very pleased got for two reasons. The first was that orders were few and far between those days, and the other was that the tug they had just seen take the water was the first Diesel-electric tug built in this country. Messrs Robinson and Crosthwaite had shown great enterprise in having a tug of that kind, but he thought it a most suitable vessel for docks. He hoped the tug would be a successful vessel, and, in giving the toast, coupled the name of Councillor W. H. Crosthwaite. (Applause.) Councillor Crosthwaite, in reply, said was very proud indeed to be the pioneer in this country of that new form of propulsion. Such a thing might be bred in him, for his firm, many years ago, were the pioneers in changing over steam in trawling. He was pleased to see his old friend Sir William Meff, who had associated with him in the past, had spent many months in*

Acklam Cross (1933). (Continued).

*America studying electric propulsion the year the first American tug of that type was built, and his son had spent two months more recently in the same study, and they were satisfied that the Diesel-electric tug was the one they would select, but the primary cost certainly acted as a deterrent for some time. A close examination of the cost running steam and electric vessels, however, proved to them that it was worth their while taking that exceptional step, and they had no doubt their minds that it would prove success so far as economy maintenance was concerned. He proposed "Continued Prosperity to the Builders," and **Mr A. Hall Wilson** replied.*

Silver Casket.

***Mr J. Y. Hunter** (of **Messrs Hall, Russell and Co., Ltd.**) proposed the health of Mrs Crosthwaite, who was presented with a silver casket as memento of the occasion, and Mrs Crosthwaite replied. Sir William Meff proposed "Success the Town of Middlesbrough," and Councillor Crosthwaite responded. Other toasts were "The Health of Mr Reid " (consulting engineer), proposed by **Mr C. S. McLay**, of **Messrs Hall, Russell and Co., Ltd.**, and replied to by Mr Reid; and "Bon-Accord," proposed by the chairman."*



The hull of the 'Acklam Cross' under construction. (Hall Russell).

Acklam Cross (1933). (Continued).

Vessel Name(s)	Acklam Cross.	Renamed: 'Fox Terrier' (1965).
Yard Number	728.	
Rig	Tug.	
Engine(s)	Diesel-Electric. 2 x Oil, 4SCS.A, 65 NHP, 12-Cylinder, 7.5"-12" 900rpm, by Peter Brotherhood Ltd., Peterborough, single screw.	
Launch Date	22 nd June 1933.	
Owner(s)	Tees Towing Co. Ltd. , Middlesbrough. (Managers – Robinson and Crosthwaite).	
Registered Port	Middlesborough.	Official No.: 160739.
GRT	150 tons.	
Length	90 feet, 3 inches (27.51m).	
Breadth	22 feet, 1 inch (6.73m).	
Depth	11 feet, 6 inches (3.51m).	
Construction	Steel, rivetted.	
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. A&CP: Anchors and Cables Proved at a Public Machine. ✠ LMC: Lloyds Machinery Certificate.	
Other information	Electrical equipment by G.E.C. 1965: Owned by the Mediterranean Salvage & Towing Co. Ltd., Malta and renamed ' Fox Terrier '.	
Date Scrapped / Lost	1969, 17th February: She foundered in heavy weather, whilst on tow from Malta to Zueitina in Lat. 32 20N., Long. 18 31E.	

1937, 18th November: The Liverpool Journal of Commerce reported as follows: **"THE ACKLAM CROSS.** *The 'Acklam Cross', owned by Messrs. Robinson and Crosthwaite, is the first electric tug to be operated in British waters.....the following are some of her operating results:*

Total hours in service, 5,000 hours each engine, August 1933 to April 1937.

Engine normal weekly running ranging between 10 and 60 hours per week.

Percentage of time run on one engine:

1934 = 15 percent. 1935 = 17 percent. 1936 = 5 percent.

Time lost for repairs other than routine overhauls = Nil.

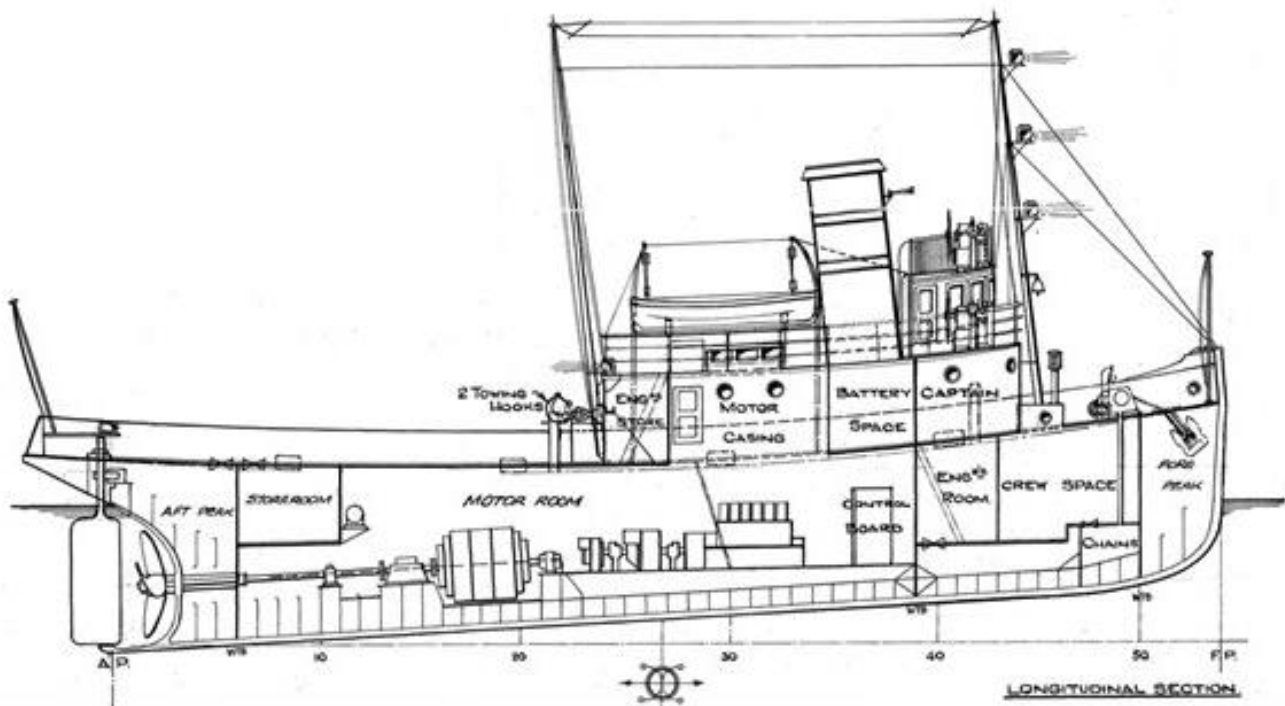
Fuel consumption - four years' average: 5.75 gals/hour per engine.

Lubricating oil consumption - four years average: 0.15 gals. per engine/hour.

In two respects the 'Acklam Cross' differs from other tugs built since. She uses comparatively high-speed engines (900 r.p.m.) and these engines are electrically started by motoring the main generator from a storage battery. It will be noticed that in 1936 there was a reduction in the time run on one engine. The owners have found that with the very intermittent variety of their work the engines are called upon to give

Acklam Cross (1933). (Continued).

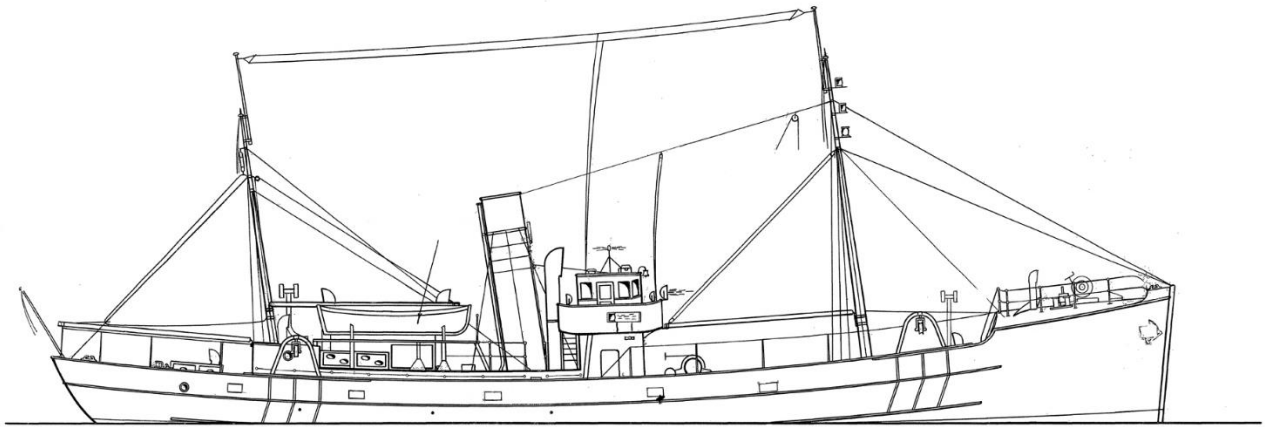
full output without any warning for short periods, and have come to the conclusion that it is better for the engines to be warming up whilst running to a job rather than to run out on one engine and on arrival start up the other engine and immediately throw it on to full load. The figure of 5 per cent. for 1936 represents days on which the tow was light enough to tackle on one engine throughout. The crew consists of a master, first engineer, mate, and apprentice. The owners have made a number of interesting observations as a result of their experience with this tug. The first is with regard to the noise which they state places a nervous strain on the engineers. This is a question which is of particular importance on a diesel-electric vessel where the engine, are running continuously in service. Undoubtedly there would be an improvement in a vessel of the same type built to-day."



'Acklam Cross' longitudinal section (Hall Russell).

Bluff (1934).

She was built as a trawler for fishing in South African waters.



'Bluff' profile. (Hall Russell).

1934, 16th March: the Aberdeen Press and Journal reported as follows: ***"FOR SOUTH AFRICAN WATERS. Latest Type of Trawler Launched at Aberdeen. Built to the order of Messrs Irvin and Johnson (South Africa), Ltd., Cape Town, a Class 100 A.1. trawler was launched from the yard of Messrs Hall, Russell & Co., Ltd., Footdee, Aberdeen, yesterday. As the vessel left the ways she was named 'Bluff' by Mrs Richard Irvin, who was accompanied by Mr Richard Irvin, Miss C. Findlay, Mr A. Hall Wilson, Captain and Mrs Leiper, and Captain Riseborough and Captain Bangston. At the cake and wine banquet which followed Mr A. Hall Wilson, managing director, proposed the success of the 'Bluff'. That, he said, was the seventh vessel they had built for Messrs Irvin & Johnson. She was larger than the others and embodied a great many improvements. Mr Richard Irvin, in reply, said that Messrs Hall, Russell had gone out to make a great success of the 'Bluff', and had succeeded.***

Memento of Occasion.

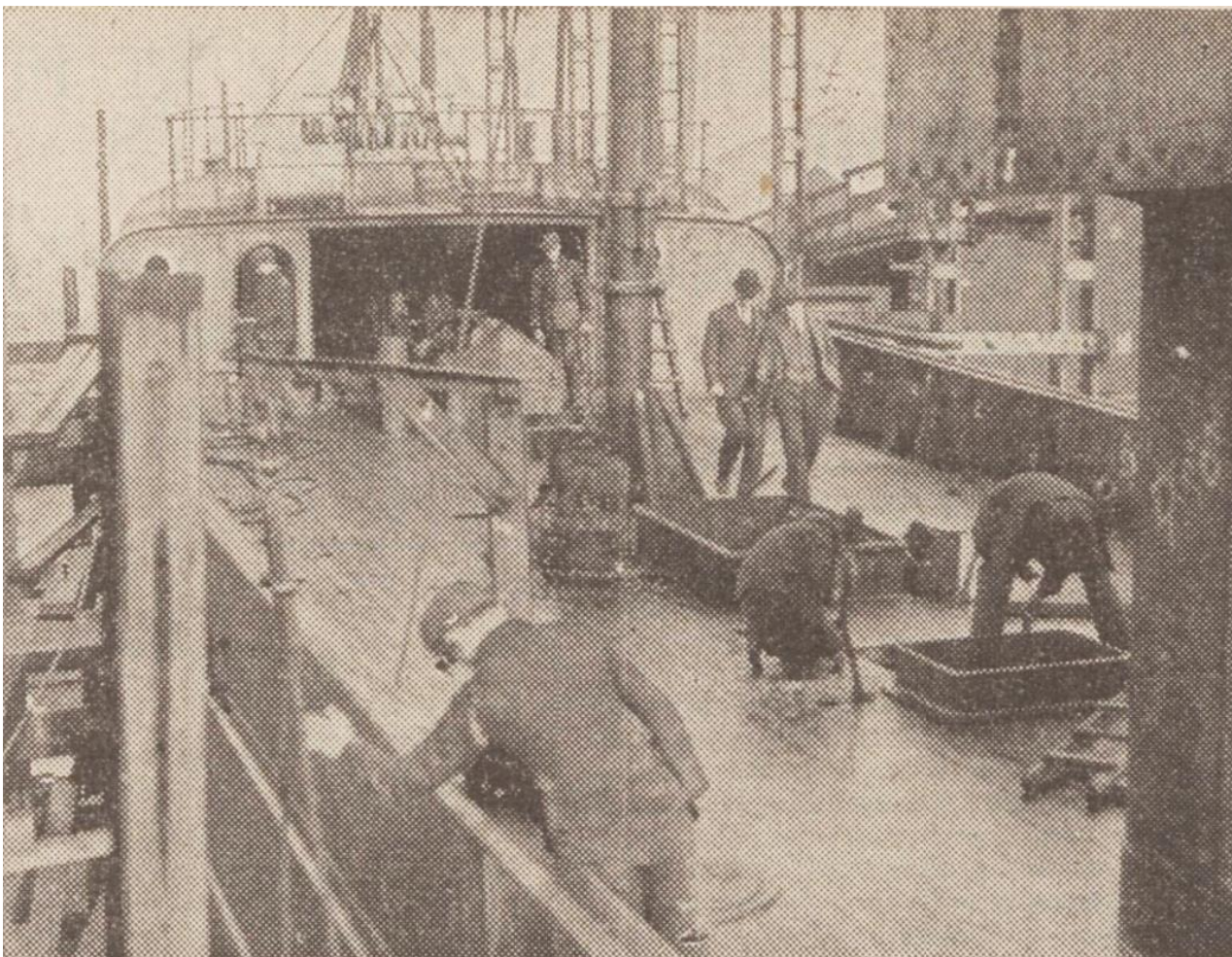
Mr Colin S. McLay, shipyard manager, presented Mrs Richard Irvin with a silver jewel box as a memento of the occasion. Mr Irvin replied on behalf of his wife. Captain Leiper, of Messrs Richard Irvin and Sons, proposed "The Builders," **Mr Wilson** replying. **Mr Wilson** also proposed the health of the representatives from South Africa who had come to take the **'Bluff'** to Cape Town — Captain Riseborough, Captain Bangston, Mr J. Malcolm, chief engineer; and Mr J. Cullinan, 2nd engineer — and wished them bon voyage. Captain Riseborough replied. The new trawler is 125 ft. long B.P. and has been specially constructed to the owners' requirements for service in South African waters, and in her have been incorporated all modern improvements in trawler design. The vessel has a flush upper deck, whaleback forecastle, cruiser type stern and stream-line rudder and fin. The fishroom is specially insulated and lined with zinc.

Bluff (1934). (Continued).

Double bottom tanks are fitted under the fishroom and bunker. Shell mouldings in way of the fishroom have been electro-welded. Deck machinery comprises steam trawl winch to carry 850 fathoms of warp on each barrel, steam and hand steering gear, and steam and hand windlass.

Accommodation for Twenty-one.

Accommodation for twenty-one men is provided. A cabin for the captain is at the fore end of the casing under the wheelhouse, and a cabin is arranged aft with berths for four men and two separate staterooms for the chief engineer and the mate. Accommodation forward is provided for fourteen men. The vessel is fitted throughout with electric light including five floodlight fittings for night work. A wireless telephone apparatus will also be fitted. Propelling machinery, which has been constructed and will be fitted on board by the engineering department the builders, consists of set of triple expansion engines with a large multi-tubular boiler constructed for working pressure of 200lb. per square inch. The main thrust-bearing is of the Mitchell type, and the condenser and centrifugal pumping engine are designed for service in sub-tropical waters. Auxiliary pumps are fitted in duplicate and there are two ejectors. A filtrator is provided for treating feed water for the boiler."



Carrying out some finishing touches on 'Bluff'. (Press and Journal, 14th March 1934).

Bluff (1934). (Continued).

1934, 6th April: The Aberdeen Press and Journal reported as follows: **“TRAWLER TESTED IN HEAVY SEA. Aberdeen-Built Ship About to Leave for South Africa.** The new trawler ‘Bluff’, constructed by **Messrs Hall, Russell and Co., Ltd.**, shipbuilders and engineers, Footdee, Aberdeen, for Messrs Irvin and Johnston (South Africa), Ltd., Cape Town, successfully ran her trials in Aberdeen Bay yesterday. The weather was rather boisterous, and a fairly heavy sea was running, but despite this there was a fairly large company on board. Among those present were: - Captain Riseborough, Captain Bangston, Mr J. Malcolm, and Mr J. Cullinan – the owners representatives from South Africa, who are to take the vessel out – and their friends; Mr Richard Irvin of Messrs Richard Irvin and Sons, Aberdeen, the local agents of the vessel; **Mr A. Hall Wilson**, managing director of **Messrs Hall, Russell and Co.**; and **Mr Colin S. McLay**, shipyard manager. Under the existing conditions the vessel behaved splendidly, and in every way came up to the highest expectations of all concerned. The vessel is expected to leave Aberdeen on Saturday en route for South Africa.”

Vessel Name(s)	Bluff.
Yard Number	729.
Rig	Fishing Trawler.
Engine(s)	Steam, T3-cylinder (12.5, 21, 35 x 24in), single screw.
Launch Date	15 th March 1934.
Owner(s)	Irvin and Johnson (South Africa) Limited.
Registered Port	Aberdeen. Official No.: 162286.
GRT	262 tons.
Length	125 feet (38.10m).
Breadth	23 feet, 6 inches (7.16m).
Depth	13 feet,9 inches (4.19m).
Construction	Steel, rivetted.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. A&CP: Anchors and Cables Proved at a Public Machine. ✠ LMC: Lloyds Machinery Certificate. ELEC LT: Electric light. LR Surveyor: T. Richardson.
Other information	Master: Johan Edward Bengtson. Fitted with four water-tight bulkheads. 1934: Registered at Cape Town, South Africa. 1939, September: She was requisitioned by the South African Navy and converted to minesweeper. 1944, December: Returned to owners.
Date Scrapped / Lost	1966, 30th January: Wrecked off Bakoven, South Africa, details unknown.

Bluff (1934). (Continued).

1934, 9th April: The Aberdeen Press and Journal reported as follows: ***“TRAWLER VOYAGING TO SOUTH AFRICA.*** *The new trawler ‘Bluff’, which has just been completed by Messrs Hall, Russell and Co., Ltd., shipbuilders and engineers, Footdee, Aberdeen, for Messrs Irvin and Johnston (South Africa), Ltd., Cape Town, left Aberdeen on Saturday night for Durban via. Shields. In addition to four men who arrived from South Africa to take the vessel to Durban a number of Aberdeen men were on board as part of the crew. During the afternoon a large number of people visited the harbour to see the vessel before she sailed. When she left the port, many gathered on the quay to wish the ‘Bluff’ and her crew bon voyage.”*

Trenchemer (1934).

She was small enough to be constructed and launched on the Patent Slip. This slip was built in the mid 1800's and I remember it still in use in the 1980's.



Launch of the yacht ‘Trenchemer’ using the Patent Slip. (Photographer unknown).

Trenchemer (1934). (Continued).

This yacht was the first steel-hulled yacht built in Great Britain. She was specifically built for the Ocean Racing Club's 55ft racing class and designed by Olin J. Stephens, with some modifications by **Hall, Russell & Co., Ltd.** In 1935, she came in second place in the Royal Ocean Racing Clubs Fastnet Race of 608 nautical miles in the English Channel.

Vessel Name(s)	Trenchemer.
Shipbuilder	Hall, Russell & Co. Ltd., York Place, Footdee, Aberdeen.
Rig	Auxiliary sailing yacht / Bermudian yawl.
Yard No.	730.
Engine(s)	36 HP Gleniffer high-speed diesel, by Gleniffer Engines Ltd., Temple Works, Anniesland, Glasgow.
Launch Date	1934.
Owner(s)	Walter 'Karamojo' Dalrymple Maitland (W.D.M.) Bell (1880 to 1954), Corriemoillie, Garve, Ross-shire.
Registered Port	Aberdeen. Official No.: 162287.
GRT	37 tons.
Length	72 feet, 2 inches. (22.00m).
Breadth	21 feet, 1 inch. (6.43m).
Depth	14 feet, 6 inches. (4.42m).
Draft	10 feet 5 inches. (3.18m).
Construction	Steel. Welded hull, with riveted frames.
Classification	Lloyds Register of Shipping. Class: unknown.
Other information	1963: Lloyd's Register of Yachts - owner is listed as Robert Somerset, Aberdeen.
Date Scrapped / Lost	27th February 1965: Wrecked off Rhodes, Greece. The Times newspaper 2 nd March 1965 reported as follows: <i>'Two Bodies Found Off Rhodes, Greece. The bodies of Mr. Robert Somerset, the 66-year-old heir presumptive of the Duke of Beaufort, and of Miss Caroline Gibbs who were killed last Saturday when the yacht 'Trenchemer' was wrecked off Rhodes were recovered by divers today. The body of Miss Gibbs was found wedged between two rocks under the water. Mr. Somerset lay under the wreckage of his ship, his arms clasped to his chest as if he had been holding his dog, Jessie. The search for the missing body of Miss Fiona Rutherford will be resumed tomorrow if weather permits.'</i>

Trenchemer (1934). (Continued).

I was shocked and saddened to read that Walter Dalrymple Maitland (1880 to 1954) a member of the Bell's Whisky family reputedly killed more than a thousand elephants and made a fortune from their ivory.

1934, 27th June: The Aberdeen Press and Journal reported as follows:

“TUGBOAT AND YACHT FROM ABERDEEN YARDS.

Two Launches Being Made To-day: Big Squad of Men Employed.

*Further evidence of activity at Aberdeen's shipbuilding yards will furnished to-day when two vessels will be launched at the same time. One is a tug, the second of the eight on order at **Messrs Alexander Hall and Co., Ltd.**, Footdee, and the other is an auxiliary sailing yacht which will leave the slips of **Messrs Hall, Russell and Co. Ltd.***

*The tug, which will be named 'Bonsecours', is one of five meantime on the slips at **Messrs A. Hall and Co.'s** yard. The other vessels are in various stages of construction.*

*As the vessels are launched more workmen are required to fit them out, and **Messrs A. Hall and Co.** have meantime more men in their employment than they have had for a considerable time, over 400 being engaged.*

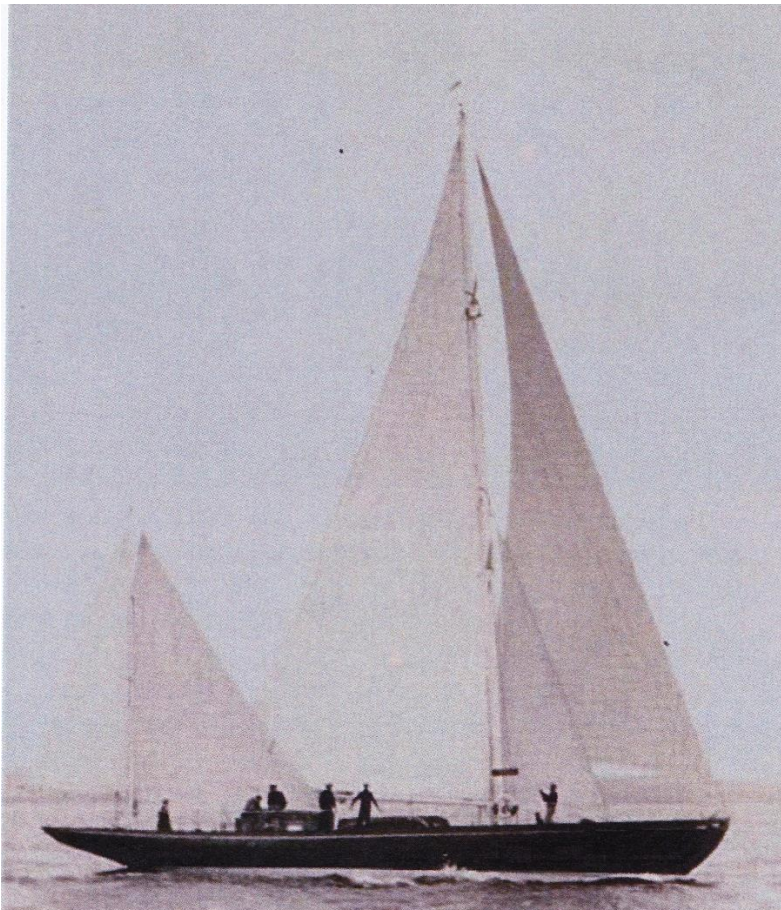
*The yacht to take the water from **Messrs Hall, Russell and Co.'s** yard will be named 'Trenchemer'. It is quite a small craft but is built on very fine lines. There is also another vessel on the stocks at this yard — a trawler, which is being constructed for South African owners.”*

1934, 28th June: The Aberdeen Press and Journal reported as follows: ***“FOR RACING-NOT CRUSADING. - Steel Yacht Launched from Aberdeen Yard.*** *The days of Richard Coeur de Lion and the Crusaders were recalled at Aberdeen yesterday when an auxiliary steel sailing yacht, named after a famous vessel of Richard's day, was launched from the yard of **Messrs Hall, Russell and Co., Ltd.**, Aberdeen. The ship of the Crusaders' day was painted bright red, and always led the fleet. The yacht launched yesterday was on vastly different lines from the old one, but she bore the same name, 'Trenchemer', and was also painted red. She was built to the order of Mr W. D. M. Bell of Corriemoillie, Garve, and she left the ways was named by Mrs Bell, wife of the owner. Bell is a member of the Royal Clyde Yacht Club. The new yacht has been built for ocean racing, and is believed to be the first yacht built in this country for that purpose under the 55-foot-rating class the Royal Ocean Racing Club. She is of steel construction and is based on a design by Olin J. Stephens, of New York, but modified by the builders, with his concurrence, to Mr Bell's own requirements.*

Trenchemer (1934). (Continued).

Luxurious Fittings.

*The **Trenchemer** dimensions are 72 ft., overall, with beam of 14 ft. 10in. and a draft of 10ft. 6½in. The yacht will be rigged as a Bermudian yawl, and masts and spars will be hollow. The auxiliary power is supplied by a 56 h.p. Gleniffer Diesel high-speed engine, while the vessel herself is tastefully fitted out. and has sleeping accommodation for twelve persons, is fitted with electric light, and equipped with ample galley and other accommodation for extended cruising. After the launch the owners and guests were entertained to cake and wine the builders. **Mr A. Hall Wilson**, chairman of the directors, presided and proposed toast, of the owner, to which Mr Bell replied and proposed the toast, of the builders. **Mr Colin S. McLay**, one the directors, then gave the toast of "**The Trenchemer**," and **Mr Hall Wilson** presented a silver bowl to Mrs Bell as a memento of the occasion — Mrs Bell replying.*



'Trenchemer' under sail. (Photographer unknown).

1934, 7th March: The Sunderland Daily Echo and Shipping Gazette reported as follows: **"NEW RACING YACHT.** - *The first sailing yacht to be built in Britain in conformity with the Royal Ocean Racing Club's 55-foot rating class has been put under way by **Hall Russell and Company**, Aberdeen, to the order of Mr Walter D. Bell, of Garvie, Ross-shire. Measuring 70 feet overall and fitted with a Diesel-Gleniffer auxiliary engine, the steel yacht will be rigged as a Bermudian yawl."*

Aristea. (1935).

She was the first of two steam trawlers ordered for use in South Africa.

1935, 18th April: The Aberdeen Press and Journal reported as follows: **“ABERDEEN BUILT TRAWLER FOR SOUTH AFRICAN WATERS.** *The first of two steam trawlers at present under construction for Messrs Irvin and Johnson (South Africa), Ltd., was launched yesterday after- noon from the yard of Messrs Hall, Russell and Co., Ltd., Footdee, Aberdeen. As she left the ways, the trawler was named ‘Aristea’ by Mrs Richard Irvin, Aberdeen. The vessel, which is 125 feet long, has been specially constructed to the owners' requirements for service in South African waters, and in it have been incorporated all modern improvements in trawler design. The vessel has flush upper deck, whaleback forecastle, cruiser-type stern, and streamline rudder and fin. The fishroom is specially insulated and lined with zinc. Double bottom tanks are fitted under the fishroom and bunker, while the shell mouldings in way of fishroom have been electro welded.*



Mrs Richard Irvin prepares to name the ‘Aristea’, A. Hall Wilson far right. (Aberdeen Press and Journal).

Floodlighting.

The ‘Aristea’ fitted throughout with electric light, including five floodlight fittings for night work. A wireless telephone apparatus will be fitted. At a cake and wine banquet which followed the launching ceremony, Mr A. Hall Wilson, of Messrs Hall, Russell and Co., Ltd., who presided, said that was the ninth vessel they had built for Messrs Irvin and Johnson through their old friend Sir John H. Irvin. Last year they built two vessels for them of an improved type and larger than any they had built for them before. He was very pleased to learn that these vessels had been very successful for their owners.

Christmas Day Order.

He received the order for the trawler they had just seen launched, and another still on the stocks, on Christmas Day. He thought it said a great deal for the enterprise of Messrs Irvin and Johnson that they were replacing their older vessels with new, up-to-date ships. In proposing "Success to the new ship and prosperity to her owners," he coupled the name of Sir John Irvin. In reply Sir John Irvin said that practically all vessels

Aristea. (1935). (Continued).

he had ordered since he came to Aberdeen had been built by **Messrs Hall, Russell and Co.**, and Messrs Irvin and Johnson must have felt that they were not misled when he brought them to Aberdeen for new vessels. The last two vessels built for the firm had proved very successful, and it was gratifying to think that the firm in South Africa were replacing their older vessels with modern ships. **Mr W. S. Pringle**, engine works manager of **Messrs Hall, Russell and Co.**, proposed the health of Mrs Richard Irvin. Other toasts were: — "Success to the firm of **Messrs Hall, Russell and Co.**," proposed by Mr Richard Irvin and replied to by **Mr C. McLay**, shipyard manager, and "Bonaccord," proposed by **Mr A. Hall Wilson.**"

Vessel Name(s)	Aristea.
Yard Number	733.
Rig	Fishing Trawler.
Engine(s)	Steam, T3-cylinder (12.5, 21, 35 x 24in), single screw.
Launch Date	17 th April 1935.
Owner(s)	Irvin & Johnson (S. Africa) Ltd. , Cape Town, South Africa.
Registered Port	Aberdeen. Official No.: 162289.
GRT	261 tons.
Length	125 feet, 7 inches (38.28m).
Breadth	23 feet, 6 inches (7.16m).
Depth	12 feet, 8 inches (3.89m).
Construction	Steel
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.
Other information	1935: She was re-registered at Cape Town, South Africa. 1940, January: Requisitioned by the South African Navy and used as a minesweeper. 1944, December: Returned to her owners.
Date Scrapped / Lost	1945, 4th July: She was wrecked 3 miles south of Hondekip Bay, South Africa.

1935, 1st May: The Aberdeen Press and Journal reported as follows: "**ABERDEEN-BUILT VESSELS. Blyth Cutter: Trawler for S. Africa...**The new trawler '**Aristea**' built by **Messrs Hall, Russell and Co., Ltd.**, for Messrs Irvin and Johnson (South Africa), Cape Town, is now practically completed and will run her trials in Aberdeen Bay tomorrow. She will be handed over on Friday to her owners and is expected to leave Aberdeen soon afterwards with a local crew on the voyage to South Africa."

Crassula (1935).

She was a steam-driven trawler built for fishing in South Africa.

1935, 2nd May: The Aberdeen Press and Journal reported as follows: ***"LATEST TYPE OF TRAWLER. Launched at Aberdeen for S. Africa. The steam trawler 'Crassula', the second of two vessels built by Messrs Hall, Russell and Co., Ltd., shipbuilders and engineers, Footdee, Aberdeen, for Messrs Irvin and Johnson (South Africa) Ltd., was launched yesterday. Similar in every respect to the 'Aristea', which left the slip a fortnight ago, the trawler is 125 feet long and has been specially constructed to the owners' requirements for service in South African waters. As the trawler left the slips she was named 'Crassula' by Miss McKay, aunt of Lady Irvin. Latest Improvements. In the new vessel have been incorporated all modern improvements in trawler design. She has a flush upper dock, whaleback forecastle, cruiser type stern, and streamline rudder and fin. The fishroom is specially insulated and lined with zinc. Double bottom tanks are fitted under the fishroom and bunker, while the fishroom shell mouldings have been electroplated. The 'Crassula' is fitted throughout with electric light, including floodlight fittings for night work. A wireless telephone apparatus will be installed. The propelling machinery, which has been constructed and will be fitted by the builders, consists of triple expansion engines with a large multi tubular boiler having a working pressure of 200 lb. per square inch.***

Tenth Trawler for Firm.

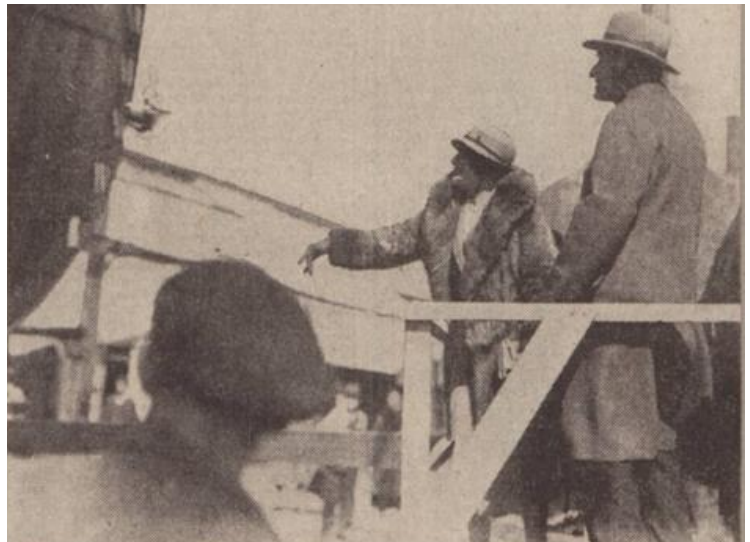
At a cake and wine banquet which followed the launching ceremony. **Mr A. Hall Wilson, of Messrs Hall, Russell and Co., Ltd.,** said the **'Crassula'**, which they had just seen take the water, was a sister ship the **'Aristea'**, which was launched a fortnight ago and which hoped would soon be on her way to South Africa. It said great deal for Messrs Irvin and Johnson that they were placing orders for new ships. **'Aristea'** and **'Crassula'** were ninth and tenth they had built for the firm, and he was sure that under their guidance the trawlers would do well in South Africa. They had with them two representatives of the firm from South Africa, Captain R. D. Cruikshank, who would take the **'Aristea'** out to South Africa, and Mr Malcolm, who would take out the one they had seen launched that day.

Still Another?

In proposing "Success to the new vessel and prosperity to her owners," he coupled the name of Captain Cruikshank. In reply Captain Cruikshank said he thought it showed that Messrs Irvin and Johnson got satisfaction from **Messrs Hall, Russell and Co.,** when they returned to that firm for new ships. He hoped it would not be long before another ship would be built. (Applause). **Mr C. S. McLay,** shipyard manager, proposed the health of Miss McKay, and presented her with a silver sweet dish as a memento of the

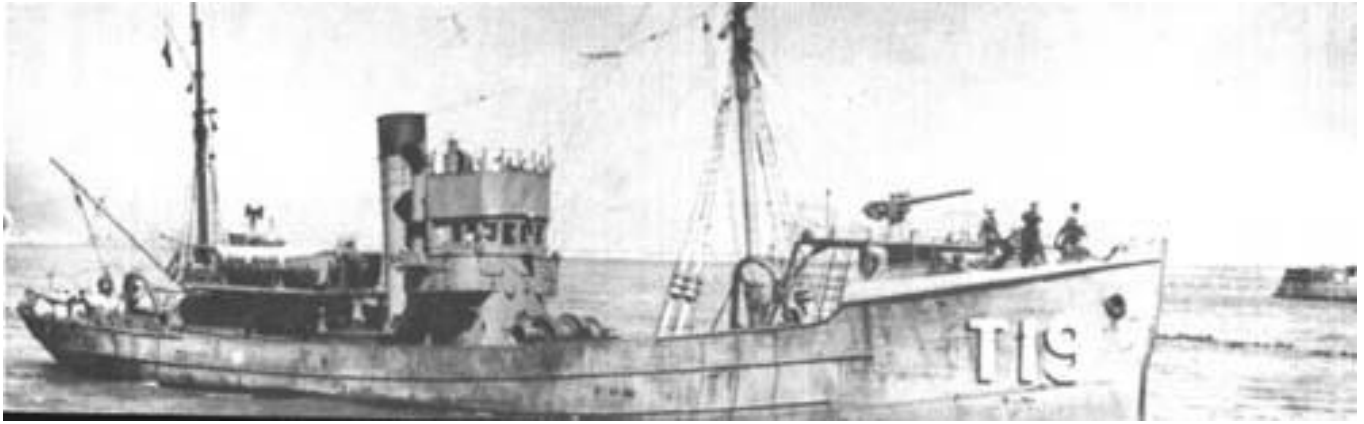
Crassula (1935). (Continued).

occasion. Mr Richard Irvin said that was the fourth boat of that type which, had been built. Two were built little more than a year ago, and the 'Crassula' was the second of the second pair. He referred to the high quality of the work produced by **Messrs Hall, Russell and Co.** In proposing the toast of "The Builders," coupled the name of **Mr Pringle**. **Mr W. S. Pringle**, engine works manager, replied. Other toasts were "Our South African Visitors," proposed by **Mr Pringle** and replied to Captain Cruikshank, and "Bon-Accord," proposed by **Mr A. Hall Wilson**. Among those present were: Mr and Mrs Richard Irvin, Colonel J. S. Simpson, Mr Walter Bell and Mrs Bell, Mr J. W. Malcolm and Mrs Malcolm, and Captain R. D. Cruikshank."



Miss M. K. McKay names 'Crassula' with **A. Hall Wilson** overlooking. (Aberdeen Press & Journal).

Vessel Name(s)	Crassula.
Yard Number	734
Rig	Fishing Trawler.
Engine(s)	Steam, T3-cylinder (12.5, 21, 35 x 24in), single screw.
Launch Date	1 st May 1935
Owner(s)	Irvin and Johnson (South Africa) Limited , Cape Town, South Africa.
Registered Port	Aberdeen. Official No.: 162290
GRT	261 tons.
Length	125 feet, 4 inches (38.20m).
Breadth	23 feet, 7 inches (7.19m).
Depth	13 feet, 8 inches (4.17m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class:100A1. ✠ Built under Special Survey. LMC: Lloyds Machinery Certificate.
Other information	1935: Re-registered at Cape Town, South Africa. 1940, June: Requisitioned by the South African Navy and used as a HMSAS minesweeper 'T19'. 1946: Returned to her owners.
Date Scrapped / Lost	1968: Broken up in South Africa.

Crassula (1935). (Continued).

HMSAS 'Crassula', T19, during WW2. (Photographer unknown).

1935, 3rd May: The Aberdeen Press and Journal reported as follows: **“TRAWLER DOES WELL IN TESTS. Latest Type of Vessel Built For South Africa.** The steam trawler ‘Aristea’, built to the order of Messrs Irvin and Johnson (South Africa) Ltd., Cape town, by **Messrs Hall, Russell and Co., Ltd.,** Footdee, ran successful trials off Aberdeen yesterday. The vessel is 125 feet long and has a flush upper deck, whaleback forecastle, cruiser type stern and streamline rudder and fin. The captain’s cabin is at the fore end of the casing under the wheelhouse and a saloon is arranged aft with berths for four men, and two separate staterooms leading off for the chief engineer and mate. Accommodation for other members of the crew is provided in the forecastle.

Floodlights for Night Work.

The vessel is fitted throughout with electric light. A wireless telephone is fitted and also a depth sounder. Propelling machinery, which has been constructed and fitted on board by the engineering department of the builders, consists of a set of triple expansion engines with a large multi-tubular boiler constructed for a working pressure of 200lb. per square inch. Auxiliary pumps are fitted in duplicate. The vessel has been specially designed and constructed to the owners’ requirements for service in South African waters, and under the special survey of Lloyd’s Register of shipping to class 100 A1.”

1935, 28th May: The Aberdeen Press and Journal reported as follows: **“TRAWLER SETS OUT FOR SOUTH AFRICA.** The new trawler ‘Crassula’, which has been completed by **Messrs Hall, Russell and Co., Ltd.,** shipbuilders and engineers, Footdee, Aberdeen, for Messrs Irvin and Johnson (South Africa), Ltd., Cape Town, left the port yesterday afternoon for Shields on the first stage of her voyage to South Africa. The vessel, which is 125 feet length and has been specially constructed for service in South African waters, sister ship of the ‘Aristea’, which left Aberdeen a few weeks ago. On the vessel are several Aberdeen members of the crew who are proceeding to South Africa. As she passed out to sea people on the quayside bade the ‘Crassula’ and her crew "Bon voyage."

Babiana. (1934).

She was another trawler built for fishing in South African waters, sister ship of the recently launched '**Bluff**'.



1934, 11th July: The Aberdeen Press and Journal reported as follows: **MOST MODERN OF TRAWLERS. Aberdeen-Built Vessel for South Africa.** *The position in South Africa when I was there was certainly more hopeful, and throughout the country there were signs of trade improving. This statement was made by Sir John H. Irvin, after the launching of trawler for South Africa from an Aberdeen shipyard yesterday afternoon. The trawler was the 'Babiana', which was built by Messrs Hall, Russell and Co., Ltd., Footdee, Aberdeen, for Messrs Irvin and Johnston (South Africa), Ltd., Cape Town. At the cake and wine banquet which followed the launch, Mr Alex. Hall Wilson, chairman of directors of Messrs Hall, Russell and Co., who presided, proposed success to the new vessel and prosperity to her owners. He noted that that was the second vessel they had built for Messrs Irvin and Johnston this year. In March they launched the 'Bluff', the order for which they were very glad to receive. Shipbuilding was one of the depressed industries, and they were doubly glad to receive the order for the 'Babiana'. The vessel they saw launched that day was a repeat of the 'Bluff', and embodied all modern improvements which would adapt her for the work she would have to do in South Africa. He hoped she would catch plenty of fish for her owners and that they would get good prices for the fish. (Applause.)*

Trade Improvement.

Sir John Irvin, in reply, expressed pleasure that they had been able to place two orders with Messrs Hall, Russell and Co. He was in South Africa when the second order was placed, and he assured them that it was settled because they had satisfaction in the vessels the firm had built for them in the past. That was the eighth vessel Messrs Hall, Russell and Co. had constructed for them. The position when he was in South Africa was certainly more hopeful, and throughout the country there were signs of trade improving. He hoped the fishing industry would improve along with the others. He also hoped the fishing industry in this country would improve that Messrs Hall, Russell and Co. would receive some more orders. Mrs Hewitt, wife of the secretary of Messrs Irvin and Johnston, performed the naming ceremony and she was presented with beautiful scarf-pin as a souvenir of the occasion. Her health was proposed by Mr W. S. Pringle, of the builders, and Mrs Hewitt replied. Other toasts were "The Builders," proposed by Mr Richard Irvin, replied to by C. S. McLay, and "Bon-Accord," proposed by the chairman. Among those present at the launch were Sir John and Lady Irvin; Mrs Hewitt, South Africa; Mr and Mrs James Mackie, New York; Mr Richard Irvin; and Mr and Mrs W. D. M. Bell, Garve.

Babiana. (1934). (Continued).**All Modern Improvements.**

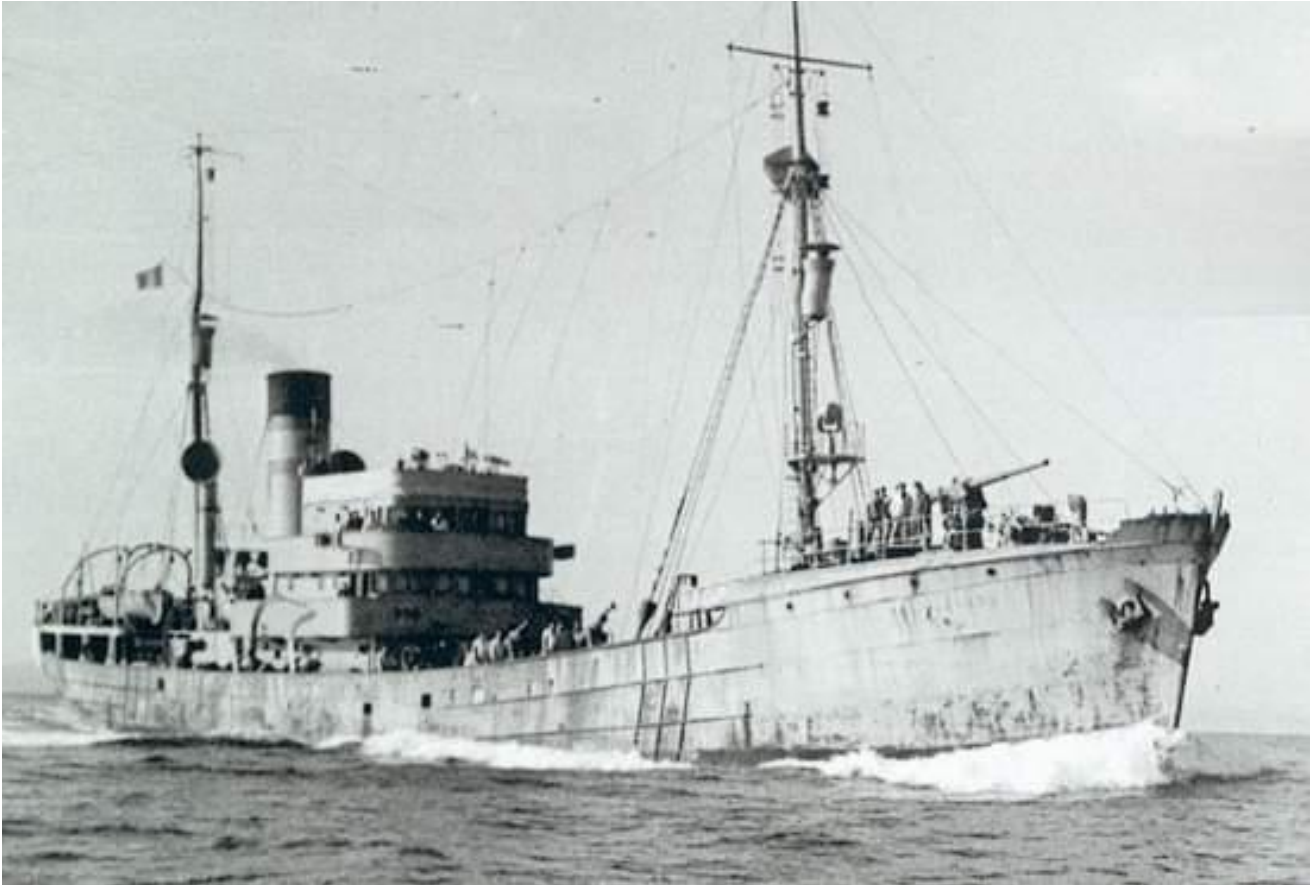
The 'Babiana' is 125 feet long, and specially constructed to the owners requirements for service in South African waters. In it have been incorporated all modern improvements in trawler design. The vessel has a flush upper deck, whaleback forecastle, cruiser type stern, and stream-line rudder and fin. The fishroom is specially insulated and lined with zinc. Double bottom tanks are fitted under the fishroom and bunker. The deck machinery comprises a steam trawl winch to carry 850 fathoms of warp on each barrel, steam and hand-steering gear, and steam and hand-windlass. Accommodation for twenty-one men is provided. A cabin for the captain is at the fore end of the casing under the wheelhouse, while a cabin is arranged aft, with berths for four men, and two separate staterooms are provided for the chief engineer and mate. Accommodation forward is provided for fourteen men. The vessel is fitted throughout with electric light, including five floodlight fittings for night work. A wireless telephone apparatus is also to be fitted. Propelling machinery consists of a set of triple expansion engines with large multi-tubular boiler, constructed for a working pressure of 200lbs. per square inch. Hull and machinery have been constructed to Lloyd's requirements, and under their special survey to class 100 A1 trawler."

Vessel Name(s)	Babiana.
Yard Number	731.
Rig	Fishing Trawler. Cruiser stern.
Engine(s)	Steam, T3-cylinder (12.5", 21", 35" and 24" stroke), 72 RHP, Boiler 200psi, single screw.
Launch Date	10 th July 1934.
Owner(s)	Irvin and Johnson (South Africa) Limited , Cape Town, South Africa.
Registered Port	Aberdeen. Official No.: 162288.
GRT	262 tons.
Length	125 feet, 4 inches (38.20m).
Breadth	23 feet, 7 inches (7.19m).
Depth	13 feet, 9 inches (4.19m).
Construction	Steel.
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.
Other information	1939, September: Requisitioned by the South African Navy and converted for use as a minesweeper. 1944: Returned to her owners.
Date Scrapped / Lost	1967: She was scrapped in South Africa.

Vikings (1935).

She was built as a steam-driven trawler, and at this date she was one of the bigger trawlers built. Her sea trials were carried out during November 1935, so she would have been handed over to her owners shortly after this.

She was fitted with a semi-uniflow double compound steam engine producing 1,250 ihp, which was the only one of its kind constructed in Great Britain. This engine gave very high fuel consumption, making her at the time one of the most efficient vessels in the world.



FFL 'Vikings' (P41), during WW2. (Photographer unknown).

1935, 13th September: The Aberdeen Press and Journal, reported as follows: ***“LAUNCH OF BIG TRAWLER - French Firm's Faith in Aberdeen - One of the largest and best equipped trawlers ever built at Aberdeen -was launched yesterday from the yard of Messrs Hall, Russell and Co., Ltd., shipbuilders, Footdee. The vessel, the 'Vikings', has been built to the order of Les Pecheries de Fecamp, France. The naming ceremony was performed by Madame Morrison, Maud, who was accompanied Madame Imbert, M. Joseph Duhamel, Mr York, and Mr A. Hall Wilson, managing director of Messrs Hall, Russell and Co. One of the largest of her class and in many respects the. most up-to-date, the vessel has been built under Lloyd's survey to Class 100 A1, and has been specially designed, constructed and equipped to -meet the owners' requirements for fishing at Newfoundland, Iceland, and Greenland.*”**

1935: Vikings. (Continued).

Notable Design - The **Vikings** is 226 ft. 6in. long overall, is of a gross tonnage of about 1200, and is designed to carry 1,300 tons. She has a top-gallant forecastle with turtle-back poop, raked stem and cruiser type stern, with streamline rudder and fin. The fish-hold is of large capacity, double bottom fitted under the fishrooms to carry water for boiler feed and other purposes. About 600 tons of fuel is carried in a transverse bunker and double bottom under the boilers. A large double barrelled steam trawl-winch, incorporating several improved features is fitted. She is fitted with electric windlass in the forecastle, and with steam steering gear in the engine-room, with control in the wheelhouse, and also has hand-steering gear on poop. Boilers, filters, decanting tanks, and storage tanks for the production and storage of about forty tons cod-liver oil are installed.

Crew of Forty-five - Accommodation, which is for a crew of forty-five, is of special character, and consists of deckhouse amidships containing galley and cabin for specialists. Above this are the upper and lower bridge houses, the lower containing the captain's cabin, saloon, and lower wheelhouse, the upper containing cabins for the owner, the mate, and the wireless operator, and a wireless room, in addition to the upper wheelhouse. A hospital is fitted on the poop shaft funnel. Both lower and upper bridges have promenades all round. Aft of the engine casing under the poop deck is a cabin containing separate rooms for the chief engineer, second engineer, and the engineer's mess. In the stern is a cabin for the third engineer and another for four stokers. The remainder of the crew is accommodated in the forecastle. Electric light is fitted throughout, two generators being fitted in the engine room. Special searchlight lamps are fitted for illuminating the deck and fishponds for night work. The vessel also has an electric depth sounder of the latest type, wireless installation and direction finding apparatus. Special interest attaches to the machinery of the vessel, which is steam driven. There are two large multi-tubular boilers fitted with smoke-tube type superheaters, working at a pressure of 215 lb. per square inch and burning oil fuel. The main propelling engine is of the double compound semi-uniflow Christiansen and Mayer design and built by **Hall, Russell**, under Christiansen patent and licence. It is designed to develop 1250 i.h.p. using steam superheated to 600 degrees F. This engine is the first of the design to be built in Great Britain and embodies the latest developments, making for increased efficiency and economy of steam consumption.

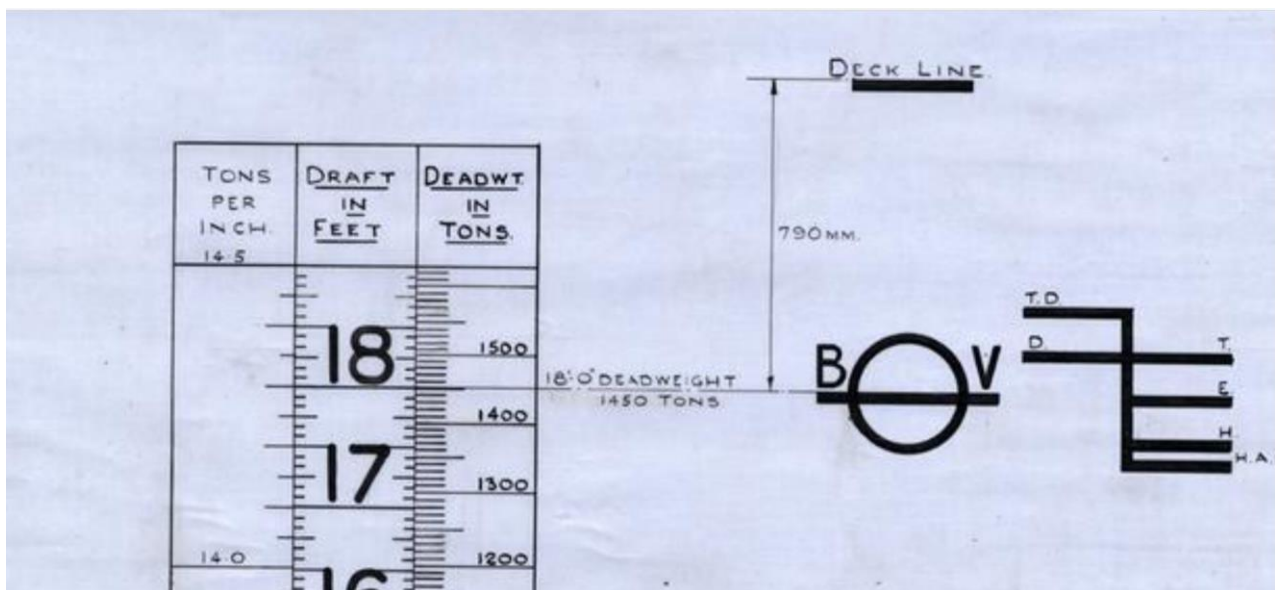
Seventh For Same Firm.

At a cake and wine banquet which followed the launching ceremony, **Mr A. Hall Wilson**, who presided, extended a welcome to M. Duhamel and Mr York, who had come from Fecamp to attend. The '**Vikings**', **Mr Wilson** said, was the seventh trawler built by them for M. Duhamel's firm, the first having been constructed fifteen years ago. In the '**Vikings**' M. Duhamel had made considerable advances in the size, capacity and equipment of the trawlers they had previously built for him. Replying in French, Mr Duhamel spoke of the happy relationships that had existed during the years the firms had been connected. As she went to sea, the '**Vikings**' would carry her name proudly, because she was built by **Messrs Hall, Russell, and Co.** - a British firm — and the British were the masters of the sea. (Applause)."

1935: Vikings. (Continued)



Madame J. Morrison launching the trawler 'Vikings' at Messrs. Hall, Russell and Co.'s Yard, Aberdeen. Platform party also shows – Madame A. E. Imbert, Mr J. Duhamel, Mr H. York, Mr A. Hall Wilson (MD), and Mr Morrison. (Aberdeen Press and Journal 13th September 1935).



'Vikings' Load Line Markings

BV – Bureau Veritas, French Ship Classification Society.

T.D. - Tropical Douce (Tropical Fresh).

D. – Douce (Fresh).

T. – Tropical.

E. - Ete (Summer). H. - Hiver (Winter).

H.A. - Hiver Atlantic (Winter Atlantic).

1935: Vikings. (Continued)



'Vikings' in drydock (Photographer unknown).

FFL - Forces Françaises Libres, in English 'Free French Forces'.



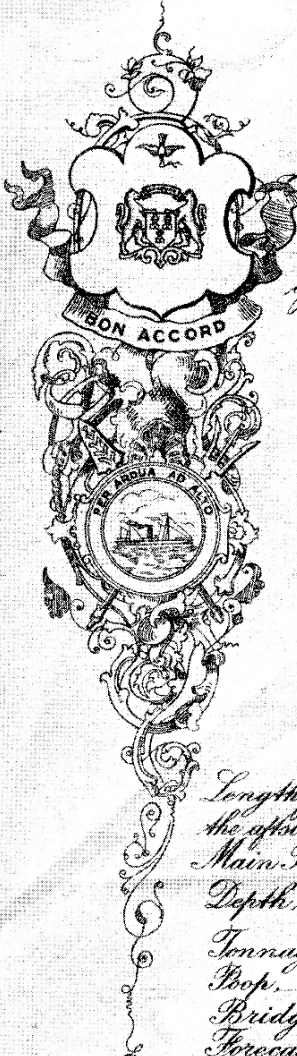
Free French Navy flag.

Vessel Name(s)	Vikings. Renamed: FFL 'Vikings' (1940).
Shipbuilder	Hall, Russell & Co. Ltd., York Place, Footdee, Aberdeen.
Yard No.	732.
Rig	Steam Trawler.
Engine(s)	Semi-uniflow double compressed steam engine producing 1,250 ihp. Built by Hall, Russell & Co. under licence to a Christiansen and Mayer patent. 2 x boilers, working pressure 215psi.
Launch Date	13 th September 1935.
Owner(s)	Soc Anon Les Pecheries de Fecamp, Fecamp, France.
Registered Port	Fecamp, France. Official No.: unknown.
GRT	1,168 tons.
Length	207 feet, 1 inch. (63.12m).
Breadth	37 feet, 10 inches. (11.53m).
Depth	21 feet. (6.40m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1 Trawler. LRS surveyors made 38 visits to the yard during the construction of her hull between 22 nd March to 4 th November 1935, 21 visits regarding her engines and boilers, and 7 visits for survey of her electrical equipment.
Other information	Crew members: 45 (As a trawler). 3rd July 1940: While serving as a French Patrol Vessel she was seized by Great Britain in 'Operation Grab'. August 1940: She was commissioned in the Free French Navy as the A/S trawler, armed patrol vessel, FFL ' Vikings ' (P41).
Date Scrapped / Lost	16th April 1942: On route from Haifa (16 th April) to Tripoli, Syria, she was hit by two torpedoes from German U-boat ' U-81 ' off the coast of Lebanon, and she sank 23 miles, 240° from Beirut. She was carrying 57 crew members of which 16 survived, but 41 died in the attack.

1935: Vikings. (Continued)

BUILDERS' CERTIFICATE FOR STEAMERS,

MEASURED UNDER MERCHANT SHIPPING ACT.



These Certify that we Built in our Building yard at Aberdeen in the County of Aberdeen in the Year Nineteen Hundred and THIRTY-FIVE the Ship or Vessel called the "VIKINGS" of PECAMP for and on account of

Messrs. Les Recherches de Pecamp,

PECAMP.

said Vessel being of the following Description and Dimensions

<i>Decks</i>	One	<i>Build</i>	Clencher
<i>Masts</i>	Two	<i>Galleries</i>	None
<i>Rigged</i>	Ketch	<i>Head</i>	None
<i>Stern</i>	Cruiser.	<i>Framework</i>	Steel

<i>Length from the fore part of the Stern under the bowsprit to the outside of the head of the Stern Post.</i>	Feet.	208.55
<i>Main Breadth to Outside Plank or Plate.</i>		34.6
<i>Depth in Hold from Tonnage Deck to ^{Flows} Center at Midships _{top of tank}</i>		17.95
<i>Tonnage under Tonnage Deck.</i>	Tons.	925.28
<i>Boop.</i>		21.33
<i>Bridge.</i>		
<i>Forecastle.</i>		58.11
<i>Break.</i>		33.79
<i>Houses on Deck: Chart House, Side House, Mess Room, Lamp Room, Store Room.</i>		91.62
<i>Light and Air Space.</i>		27.58
<i>Hatchway Excess.</i>		
<i>Gross Tonnage.</i>		1187.91
<i>Deduction for Crew Space. 23.59 Other Deductions 59.64</i>		
<i>Deduction for Space required for Propelling Power. 451.06</i>		514.20
<i>Register Tonnage.</i>		643.62

Description of Engine. Inverted Double Compound Semi-Union
Diameter of Cylinders. Two 18" and Two 32"
Length of Stroke. 33"
Where made. ABERDEEN.

That she is Propelled by Single screw *has* One Set of Four Engines, the estimated Horse Power of which is 1225 *Horses, and that the above named and designed Individual* ^{was} ~~was~~ *the first Purchaser thereof in the following proportions Viz:-* Sixty-four sixty-fourths.

York lace.

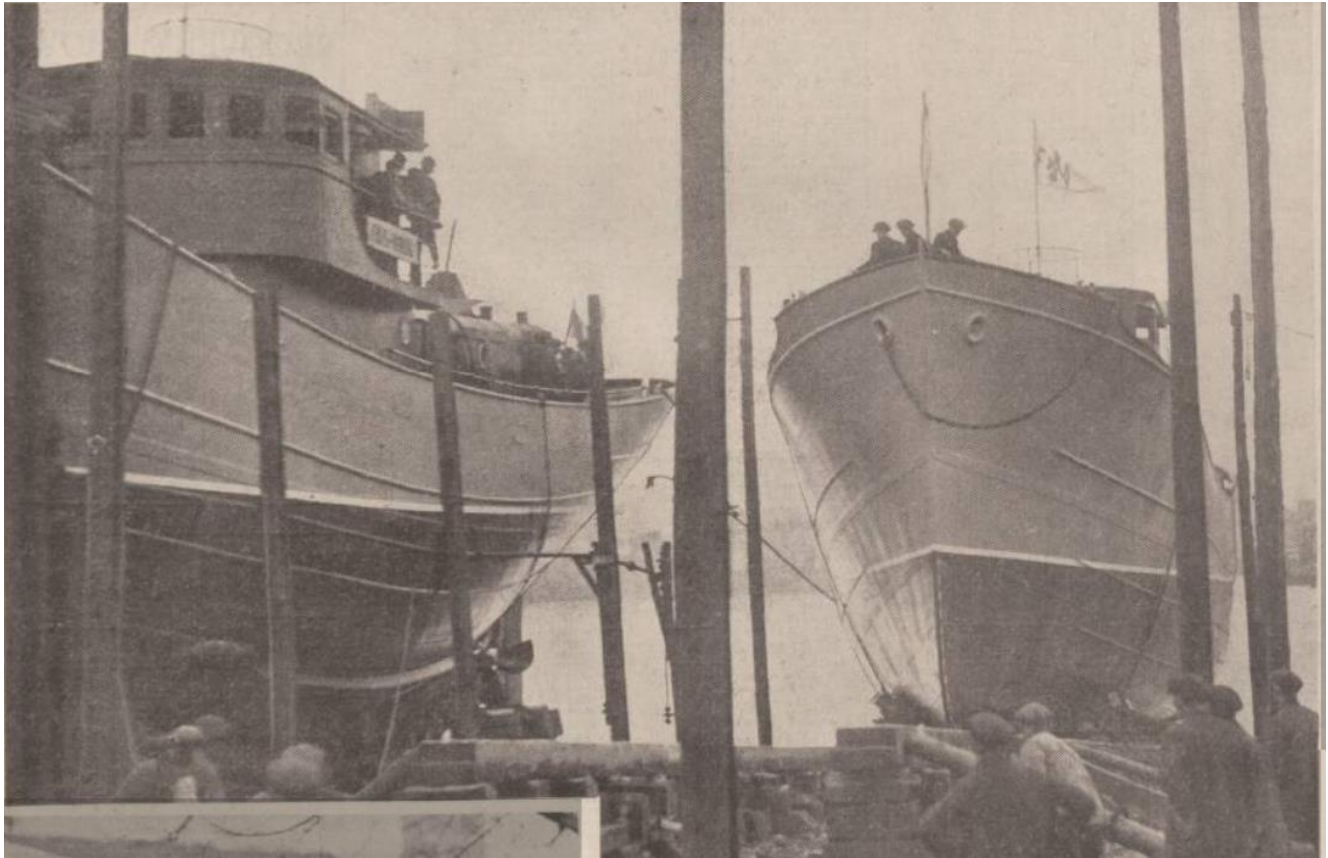


HALL, RUSSELL & CO. LTD.
A. Hall Wilson

'Vikings' builder's certificate signed by A. Hall Wilson jnr.

Ala-Biar (1936).

She was launched as '**Ala-Biar**' but was not handed over to her intended owners F. Acebal y Ca., Pasajes, Spain, due to a Spanish fishermen's strike and Spanish Civil War and ended up being sold to the Don Fishing Co., Aberdeen as a trawler.



*Twin launch of the '**Ala-Biar**' and the '**Ala-Izan**', 7th April 1936. (Press and Journal).*

1936, 8th April: The Aberdeen Press and Journal reported as follows: **"TWO FISHING VESSELS FOR SPANISH FIRM. Launched Together in Aberdeen.** A double launch took place yesterday from the shipbuilding yard of **Messrs Hall, Russell and Co., Ltd.,** Footdee, Aberdeen. The vessels, which are named '**Ala-Biar**' and '**Ala-Izan**', have been constructed for Messrs F. Acebal y Ca, Spain. They took the water together. Both vessels are about eighty-five feet long, with flush deck and wheelhouse amidships. They are of the characteristic fishing type and are designed for employment in Spanish "pair fishing", being equipped with special fishing winches and other gear for this method of work. The fish and ice rooms are specially insulated. The oil fuel bunkers are arranged for a maximum capacity to give a wide radius of action.

Electric Sounding Device.

Accommodation is provided for twelve men in all, there being separate cabins for the captain and the mate behind the wheelhouse cabins for two engineers at the forward end of the casing, and two cabins the casing forward of the galley. The remainder of the crew are accommodated in cabin aft. Electric light is fitted throughout.

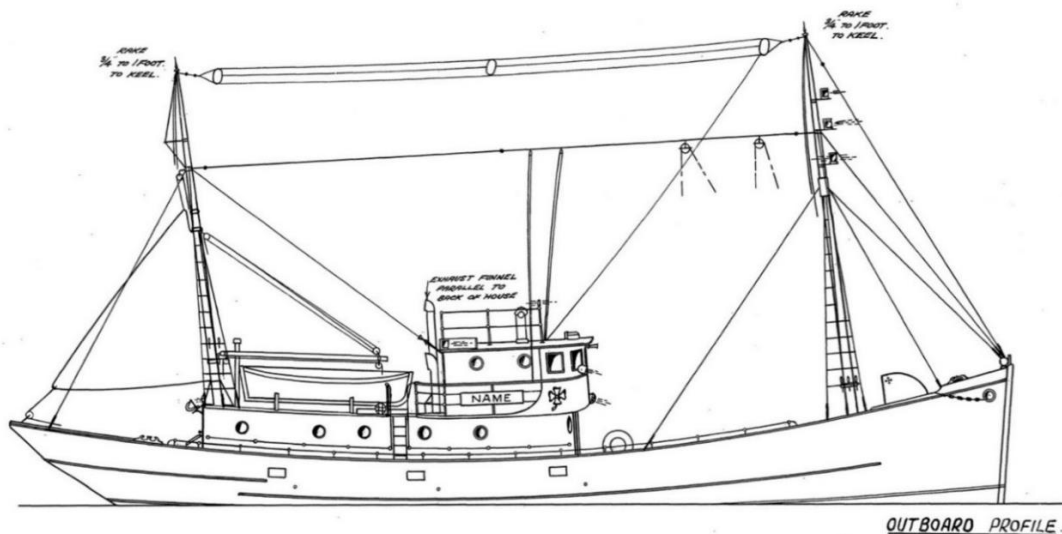
Ala-Biar (1936). (Continued).

Both vessels are being equipped with wireless apparatus, and the 'Ala-Biar' is, in addition, being equipped with an electric sounding device. Both vessels are to be equipped with Diesel engines of 300 h.p., which are being installed by the engineering department of Messrs Hall, Russell and Co."

Vessel Name(s)	Ala-Biar. Renamed: 'Don Quijote' (1937).
Yard Number	735.
Rig	Motor fishing vessel.
Engine(s)	Diesel - Oil 4SA 6cylinder (280 x 420mm), 330bhp, 246kw, by Deutsche Werke A.G., Kiel, Germany. Single screw.
Launch Date	7 th April 1936.
Owner(s)	Don Fishing Co. Ltd. , Aberdeen.
Registered Port	Aberdeen. Fishing Registration No.: A431. Official No.: 165242.
GRT	133 tons.
Length	87 feet, 9 inches (26.75m).
Breadth	24 feet, 10 inches (7.57m).
Depth	18 feet, 4 inches (5.59m).
Construction	Steel.
Classification	Unknown.
Other information	1937: Owned by the Don Trawling Co. (Milford Haven) Ltd, Milford Haven and renamed ' Don Quijote '. 1939: Owned by Pesquerias Paulino Freire S L, Vigo, Spain.
Date Scrapped / Lost	Unknown, c1994.

Ala-Izan (1936).

She was built specifically for pair fishing, meaning when fishing she fished with another vessel working as a pair. Each vessel would tow one end of the net, with the mouth of the net kept open by the lateral pull of the two vessels, otter boards are not needed. She was launched as ‘Ala-Izan’ but was not handed over to her intended owners F. Acebal y Ca., Pasajes, Spain, due to Spanish fishermen's strike and Spanish Civil War. She had accommodation for twelve crew members. Her sister ship ‘Ala-Biar’, Hall Russell yard number 735 was launched at the same time. Both vessels were eventually sold to the Don Fishing Company, Aberdeen.



‘Ala-Izan’. (Hall Russell).

Vessel Name(s)	Ala-Izan. Renamed: ‘Don Juan’ (1937).
Yard Number	736.
Rig	Motor fishing vessel,
Engine(s)	Diesel - Oil 4SA 6cyl (280 x 420mm), 330bhp, 246kw, single screw by Deutsche Werke A.G., Kiel, Germany.
Launch Date	7 th April 1936.
Owner(s)	Don Fishing Co. Ltd. , Aberdeen.
Registered Port	Aberdeen. Fishing Registration No.: A432. Official No.: 165243.
GRT	133 tons.
Length	87 feet, 9 inches (26.75m).
Breadth	24 feet, 10 inches (7.57m).
Depth	18 feet, 4 inches (5.59m).
Construction	Steel.
Classification	Unknown.
Other information	1937: Owned by the Don Trawling Co. (Milford Haven) Ltd, Milford Haven and renamed ‘ Don Juan ’. 1939: Owned by Pesquerias Paulino Freires S.L., Vigo, Spain.
Date Scrapped / Lost	Unknown.

Anenome (1936).

She was built specifically for trawl fishing in South African waters.

1936, 6th May: The Aberdeen Press and Journal reported as follows: **“LATEST TYPE OF TRAWLER. Aberdeen-Built Shio for South Africa.** *A steam trawler of the latest type, built to the order of Messrs Irvin and Johnston (South Africa) Ltd., Cape Town, was launched yesterday afternoon from the yard of Messrs Hall, Russell and Co., Ltd., shipbuilders and engineers, Aberdeen. The vessel, which was named ‘Anemone’ by Mrs A. Meikle, North Shields, is 130 feet long, and has been specially constructed to the owners’ requirements for service in South African waters. In it have been incorporated all modern improvements in trawler design. The trawler has a flush upper deck, whaleback forecastle, cruiser-type stern, and streamline rudder and fin. The fish-room is specially insulated and lined with zinc. Double-bottom tanks are fitted under the fish-room and bunker, while fish-room shell mouldings have been electro-welded. Deck machinery comprises steam trawl winch to carry 850 fathoms of warp on each barrel, steam and hand steering gear, and steam and hand windlass. The captain’s cabin is at the fore end of the casing under the wheelhouse. The saloon is arranged aft and has berths for four men, with two separate staterooms off for the chief engineer and mate. Accommodation for other members of the crew is provided in the forecastle.*

Floodlight Fittings.

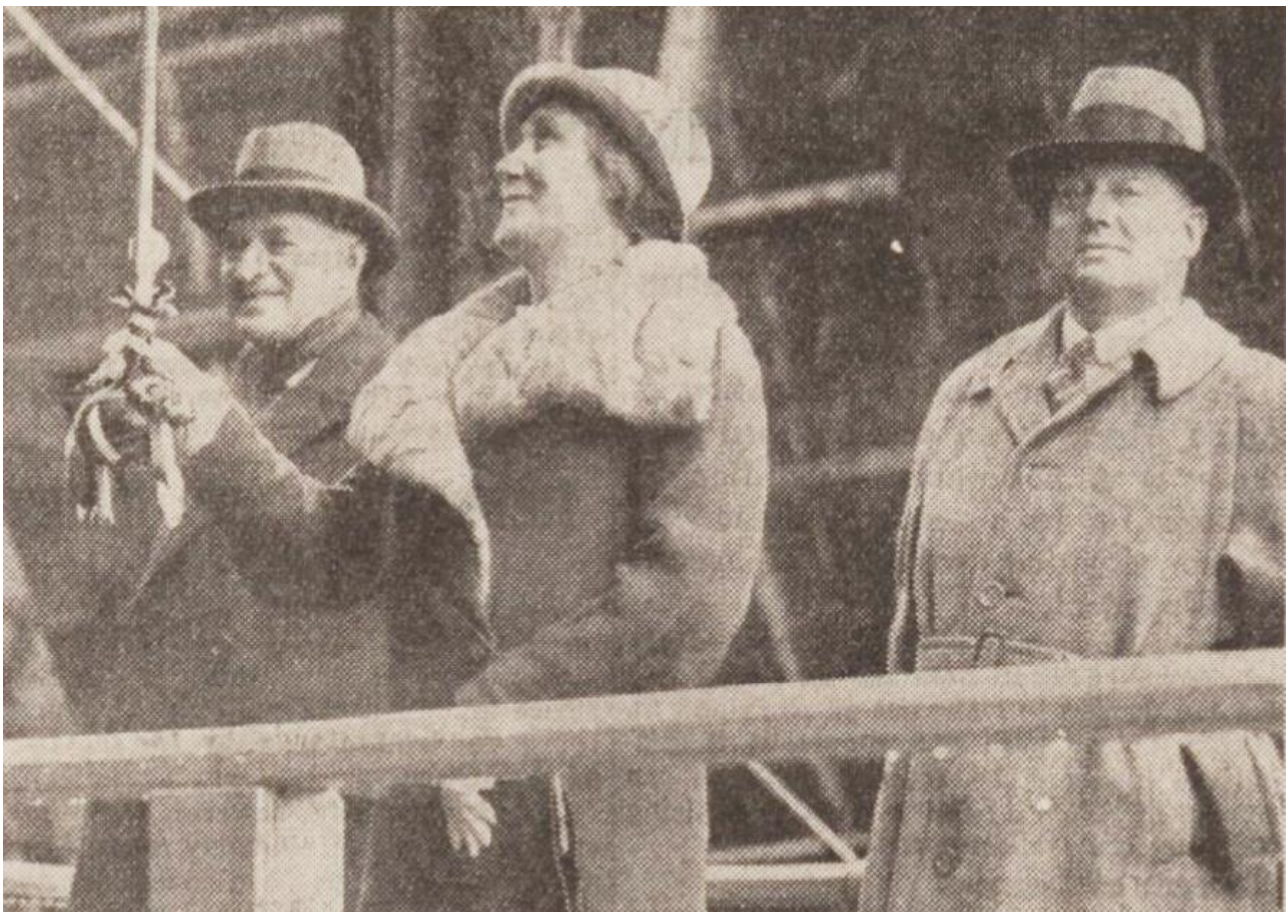
The ‘Anemone’ is fitted throughout with electric light, including five floodlight fittings for night work. A wireless telephone apparatus will be fitted. Two fully tanked lifeboats are carried aft. There are special type davits for their working. The propelling machinery, which has been constructed and will be fitted on board by the engineering department of the builders, consists of a set of triple expansion engines with a large multitubular boiler constructed for a working pressure of 200lb, per square inch. The condenser and centrifugal pumping engine are designed for service in sub-tropical waters. Auxiliary pumps are fitted in duplicate, and there are two ejectors. A filtrator is provided to treat feed water for the boiler. The hull and machinery have been constructed to Lloyd’s requirements and under their special survey to class 100 A1 Trawler.

For African Conditions.

At a cake and wine banquet which followed the launching ceremony, Mr A. Hall Wilson of Messrs Hall, Russell and Co. presided, and proposed success to the new vessel and prosperity to her owners. He said he was very pleased at the end of last year to receive an order from Messrs Irvin and Johnson for two new trawlers. The one they had just seen taking the water was the first of two. It was 130 feet long and was rather larger than the ones they had built from the firm previously. It was fitted with all the latest equipment, and was designed for the special conditions in South Africa.

Anemone (1936). (Continued).

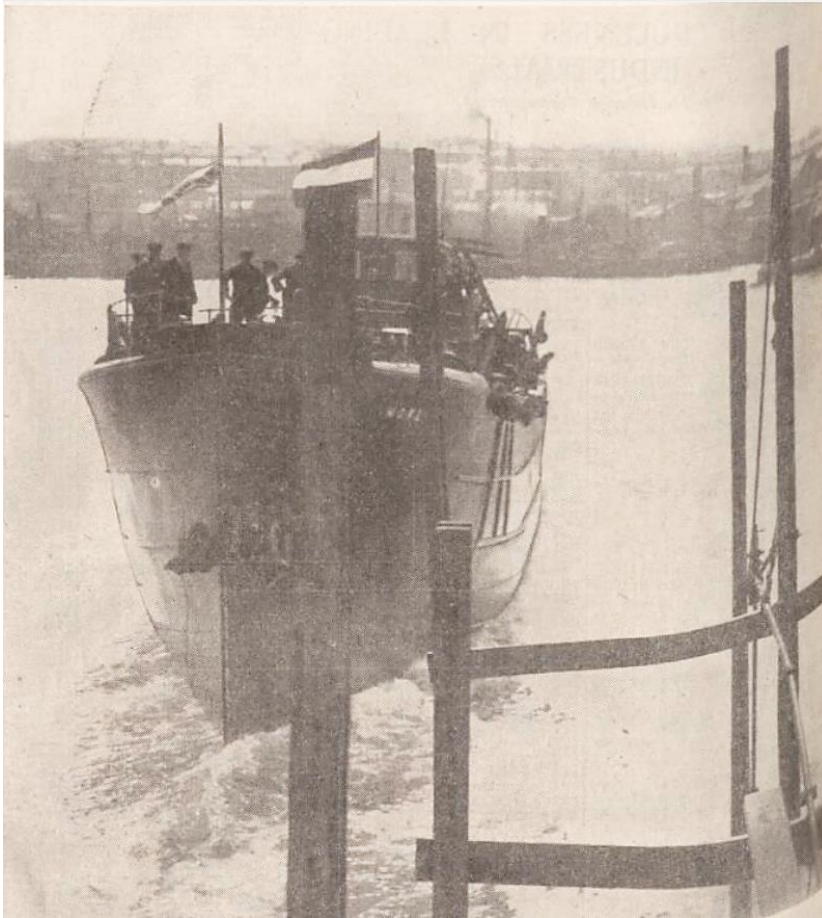
*At a cake and wine banquet which followed the launching ceremony, **Mr A. Hall Wilson** of **Messrs Hall, Russell and Co.** presided, and proposed success to the new vessel and prosperity to her owners. He said he was very pleased at the end of last year to receive an order from Messrs Irvin and Johnson for two new trawlers. The one they had just seen taking the water was the first of two. It was 130 feet long and was rather larger than the ones they had built from the firm previously. It was fitted with all the latest equipment, and was designed for the special conditions in South Africa. She was the eleventh trawler they had built for Messrs Irvin and Johnson, and he hoped she would be successful and bring in many good catches. (Applause). In proposing the toast he coupled the name of Mr Richard Irvin. Mr Richard Irvin thanked **Mr Wilson** for his good wishes, and said he felt sure that the '**Anemone**' would prove to be a successful vessel. The four vessels which Messrs Irvin and Johnston had had built previously were of the same type as that launched that day, but the '**Anemone**' was slightly larger and had several new improvements. Trade in South Africa, like here, was not too good, but Messrs Irvin and Johnson were looking ahead and keeping their fleet up-to-date. The health of Mrs Meikle was proposed by **Mr C. McLay**, and was replied to by Mr A. Meikle. Other toasts were "The Builders," proposed by Mr A. Meikle and replied to by **Mr W. S. Pringle**, and "Bon-Accord," proposed by **Mr A. Hall Wilson.**"*



*Standing on the launch platform, left to right: **Mr A. Hall Wilson**, Mrs A. Meikle about to name the trawler '**Anemone**', and Mr A. Meikle. (Aberdeen Press and Journal).*

Morea (1936).

Sister ship to the '**Anemone**' also built specifically for trawl fishing in South African waters.



'Morea' launch 21st May 1936. (Aberdeen Press and Journal, 22nd May 1936).

1936, 22nd May: The Aberdeen Press and Journal reported as follows: "**ABERDEEN-BUILT TRAWLER - Special Type South Africa Requires.** The second trawler to be launched in Aberdeen this month for South Africa took the water yesterday afternoon from the yard of **Messrs Hall, Russell and Co., Ltd.**, shipbuilders and engineers, Footdee. She is the '**Morea**', sister ship of the '**Anemone**', which was launched a fortnight ago, and is for the same owners, Messrs Irvin and Johnson (South Africa), Ltd. The '**Morea**' is a vessel of 130 feet in length b.p., and has been specially constructed to the owners' requirements for service in South African waters. As the vessel left the ways she was named by Lady Irvin, wife of Sir John Irvin. At a cake-and-wine banquet which followed the launching ceremony. **Mr A. Hall Wilson, of Messrs Hall, Russell and Co.**, presided, and proposed success to the new vessel and prosperity to her owners. The '**Morea**' and the '**Anemone**', her sister ship, embodied improvements upon the last two which were built in Aberdeen a year ago. In thanking **Mr Wilson** for his good wishes, Mr Richard Irvin said they did not hear much about the vessels after they went out to South Africa. But Messrs Irvin and Johnson always came back to **Messrs Hall, Russell** for, more so

Morea (1936). (Continued)

that that showed they were pleased with the vessels they were getting. He was sure the two latest vessels would prove a great Success. (Applause). "The Builders" was the toast proposed by William Malcolm. Mr C. S. McLay, shipyard manager of Messrs Hall, Russell and Company replied. Mr W. F. Gold proposed the health of Lady Irvin, who replied. Mr A. Hall Wilson said they had with them three gentlemen from South Africa. Mr Wm. Dods, Mr G. Nelson and Mr K. Krastin, who were to take the vessels out, and he extended a hearty welcome to them. Each in turn thanked Mr Wilson for his good wishes. The final toast "Bon-Accord" was proposed by Mr A. Hall Wilson."

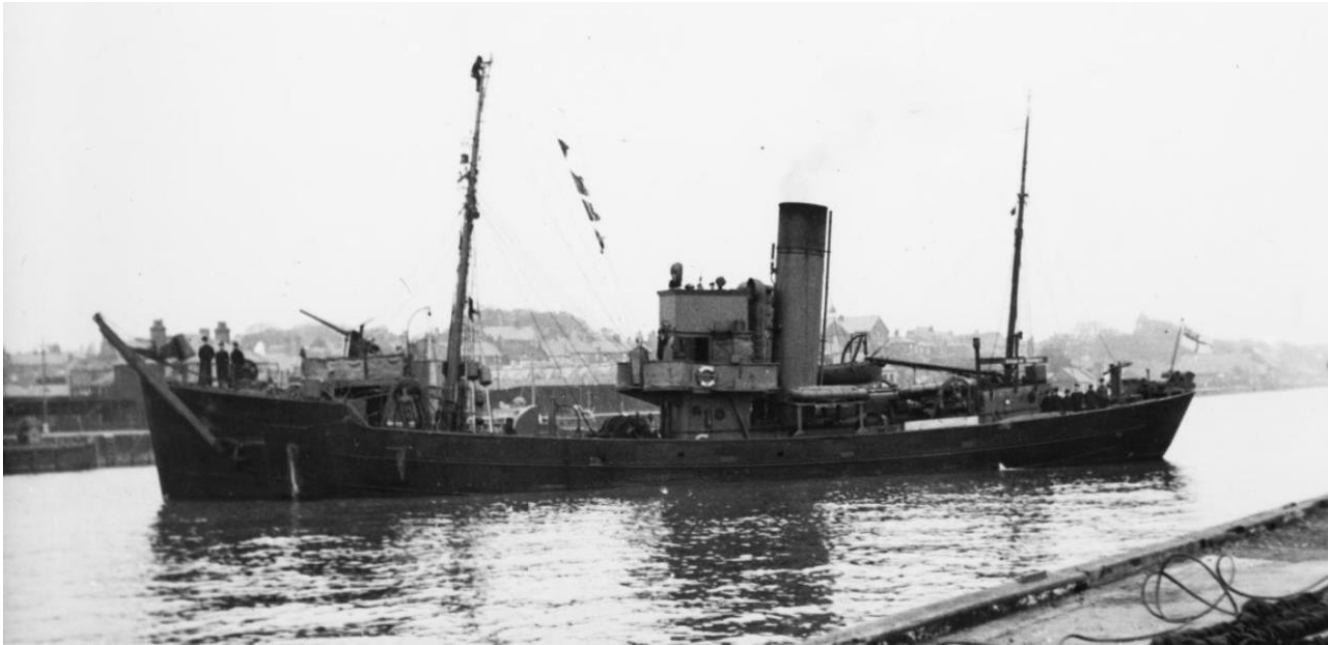
Mr A. Hall Wilson Jnr (c1877 to 1944) was the great-nephew of **James Hall** (c1804 to 1869) and was Managing Director or Chairman of the firm from 1900 until he retired in 1942.

The week ending 18th June 1936, she sailed for Cape Town from the Tyne. The Shipbuilding and Shipping Record reported that she was *"fitted with all the latest improvements and equipment, including wireless, telephone and wireless direction finders"*.

Vessel Name(s)	Morea.
Yard Number	738.
Rig	Steam Trawler. Ketch rig.
Engine(s)	Inverted direct acting triple expansion 3 cylinders (12½", 21", 35" x 24" stroke), 74 HP, by Hall, Russell & Co., Ltd. Single screw.
Launch Date	21 st May 1936.
Owner(s)	Irvin and Johnson (South Africa) Limited.
Registered Port	Aberdeen. Official No.: 162299.
GRT	296 tons.
Length	130 feet, 4 inches (39.73m).
Breadth	24 feet, 1 inch (7.34m).
Depth	14 feet (4.27m).
Construction	Steel, riveted.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC: Lloyds Machinery Certificate. LR Surveyor: T. Richardson, he made 29 visits to the yard during her construction.
Other information	She had four watertight bulkheads extending to main deck. 1936: Re-registered at Cape Town, South Africa.
Date Scrapped / Lost	Unknown.

Star of Orkney (1936).

She was built as a trawler for the Aberdeen fishing fleet and was fitted with a wireless telephone, a depth sounder, an electric log, and her marine switchboard was built by Claud Hamilton. Like many of the Aberdeen trawlers she saw service during the Second World War as a minesweeper.



HMT '**Star of Orkney**'. (Courtesy Imperial War Museums, Ref. FL 19345).
(HMT – Her Majesty's Trawler).

1936, 6th August: The Aberdeen Press and Journal reported as follows: **“AN ELEGANT TRAWLER – Addition to Fleet at Aberdeen – EQUIPMENT FOR NIGHT WORK.** *Interesting reference to the famous Aberdeen clipper, ‘Thermopylae’, were made at a cake and wine banquet which followed the launching of the trawler ‘Star of Orkney’ from the yard of Messrs Hall, Russell and Co., Ltd., shipbuilders and engineers, Aberdeen, yesterday. Built to the order of the Walker Steam Trawl Fishing Co., Ltd., this is the first trawler constructed by Messrs Hall, Russell and Co. for local owners for about five years. The vessel is 125 feet long, and has been built on the most modern and up-to-date lines as regards design and equipment.*

Distinctive Features. *The fishroom of maximum capacity for this size of trawler, is specially insulated. A cabin for the captain is provided under the wheelhouse, while there is a cabin aft for four men, and separate staterooms for the mate and engineer. Accommodation for four men is provided forward. The skipper's cabin has an electric heater, while the crew's accommodation has hot and cold running water. Cod liver oil boilers are provided, and all the fishing gear is especially robust. The trawler is electrically lighted throughout, and floodlight projectors are installed for night work. An acetylene gas installation is provided for secondary lighting. A wireless telephone, a depth sounder and an electric log are being fitted.*

Star of Orkney (1936). (Continued).

Success Hoped For. *As the vessel left the ways she was named 'Star of Orkney' by Mrs Andrew Walker. At a cake and wine banquet which followed Mr A. Hall Wilson, who presided, in proposing success to the new vessel and prosperity to her owners said he and his firm were very gratified when, in March, Mr Walker placed the order for that new vessel. Orders were few and far between, and it was about five years since they built a trawler for Aberdeen trawl-owners. He hoped that that new trawler would reward the Walker Steam Trawl Fishing Co. for their enterprise, and that she would get plenty of fish.*

Benefit of Experience. *In reply, Mr Thomas Walker said that when the Walker Steam Trawling Company decided to build a new ship, they had no hesitation in placing the order with Messrs Hall, Russell and Co. They knew that the best possible trawler would be built at that yard, and the vessel they had seen that day was equal to the best they had yet produced. (Applause). Unfortunately, as Mr Wilson had said, they had not been building many trawlers for Aberdeen, but they had been building for France, Spain, and South Africa, and they had received the benefit of the improvements adopted in these vessels. He trusted that that would be the forerunner of more orders and hoped that there would not be such a big gap between that one and their next order as there had been between the 'Star of Peace' in 1915 and the 'Star of Orkney'. Captain Brodie, who had been with the firm for over thirty years was second to none as a skipper in Aberdeen. He was sure that with a Hall, Russell ship and Captain Brodie, there was no doubt of success. (Applause).*

Thermopylae Recalled. *In proposing the toast of 'The Builders', Mr James Hay referred to Messrs Hall, Russell and Co.'s long and honourable tradition. The first launch he saw was from Hall, Russell and Co.'s yard, when as a boy he was taken by his father to see the launch of the 'Thermopylae'. He thought it was almost a public holiday so great was the interest it created in this city. He included in the toast all who had taken a hand in the building of the 'Star of Orkney'. They had all given of their best to make the ship a success. (Applause). Messrs Hall, Russell and Co. had launched some 400 trawlers and that spoke for itself. He hoped that prosperous times would not be long in coming back. (Applause). Mr A. Hall Wilson replied. In proposing "The Ladies" Mr J. J. Williamson also referred to the 'Thermopylae', and said that his father had not only seen the launching of that famous vessel but had the misfortune to see it wrecked. Mr Robert Mitchell replied on behalf of the ladies. Other toasts were: - "Mrs Andrew Walker", proposed by Mr C. S. McLay, reply Mrs Walker, "Captain and Mrs Brodie", proposed by Mr Wilson, reply Mr Hay; "The Walker Family", proposed by Mr Fred Altazin, reply Mr Thomas Walker; "Bon Accord", proposed by Mr A. Hall Wilson."*

Star of Orkney (1936). (Continued).

Vessel Name(s)	Star of Orkney.
Yard Number	741.
Rig	Steam Trawler, 1 deck and a cruiser stern.
Launch Date	5 th August 1936.
Engine(s)	Steam, T.3Cyl. 73RHP, Boiler 200psi.
Owner(s)	Walker Steam Trawl Fishing Company Limited , Aberdeen. (T. Walker – manager).
Registered Port	Aberdeen. Fishing Registration No.: A421. Official No.: 165241.
GRT	237 tons. Displacement – 447 tons.
Length	126 feet, 1 inch (38.43m).
Breadth	23 feet, 7 inches (7.19m).
Depth	13 feet, 9 inches (4.19m).
Construction	Steel.
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.
Other information	1939, August: She was requisitioned by the Admiralty and converted to minesweeper. 1946, September: She was returned to her owners, Walker Steam Trawl Fishing Co., Ltd. 1958: She was converted from coal to an oil-burner at Glasgow. 1961, 16th February: The Aberdeen Evening Express reported as follows: <i>“THE Aberdeen steam trawler, ‘Star of Orkney’, belonging to the Walker Steam Trawl Fishing Company, Ltd., had to put Into Klaksvlg, Faroe, because of a leak below the boiler. On examination It was found necessary to put the trawler on the slip at Klaksvlg for repairs. The ‘Star of Orkney’ Is the last steam trawler which the Walker company now own. She was the first of new type built by Hall, Russell and Co., Ltd., before the last war and was so highly thought of by the Admiralty that they built a number of sister ships.”</i> 1961, 27th November: The Aberdeen Evening Express reported as follows: <i>“Trawler went aground While entering Aberdeen Harbour from the fishing grounds the Aberdeen trawler, ‘Star of Orkney’ went aground in the navigation channel. She was later towed off by the tug ‘Danny’. After discharging her catch for this morning's sales, the ‘Star of Orkney’ was towed to the shipyard of Messrs John Lewis and Sons. Ltd.”</i> 1962, 18th January: After extensive bottom repairs, she was reported as being ready for sea again soon.
Date Scrapped / Lost	Unknown: ≥ 1963.

Star of Orkney (1936). (Continued).

The 'Round Table Class' Trawler was a small class of trawler built for the Admiralty in 1941 and 1942. The minesweeper design was based on the '**Star of Orkney**'. They were built by **Hall, Russell & Co., Ltd.** Footdee and **John Lewis & Sons Ltd.**, Torry as follows:

Name	Pennant No.	Date Launched	Shipbuilder
Sir Galahad	T226	18 Dec. 1941	Hall Russell
Sir Gareth	T227	19 Jan. 1942	Hall Russell
Sir Lancelot	T228	4 Dec. 1941	John Lewis
Sir Tristram	T229	17 Jan. 1942	John Lewis
Sir Agravaine	T230	5 March 1942	John Lewis
Sir Geraint	T240	15 April 1942	John Lewis
Sir Kay	T241	26 Oct. 1942	Hall Russell
Sir Lamorak	T242	23 Nov. 1942	Hall Russell

1986, 9th September: The Aberdeen Evening Express reported as follows **"50 YEARS AGO.** *"An old custom was revived at Aberdeen fish market this morning at the sale of the first shot of the new Aberdeen trawler, '**Star of Orkney**', belonging to the Walker Steam Trawl Fishing Co. It is generally understood that the purchaser of the first box of fish sold from the first catch of a new vessel is entitled to a new hat provided by the vessel's owners. The purchaser of the first box was W. P. Clark, fish merchant, Raik Road, who is now entitled to a new hat from the owners."*

St Clair (1937).

She was built for the Leith - Aberdeen, Orkney & Shetland route to carry passengers and general cargo. She had accommodation for 420 passengers. She had commodious first and second-class dining rooms, smoke rooms and lounges.



'St Clair' berthed at Victoria Pier, Lerwick.

1936, 30TH December: The Aberdeen Press and Journal reported as follows: **"CHEERFUL TALK AT LAUNCH OF ST CLAIR. Elegant Steamer for North of Scotland, Orkney and Shetland Service. ACCOMMODATION FOR PASSENGERS IS OUTSTANDING FEATURE.** *Continuity of Work in Shipyards Appreciated: Hint of Further Contract. A notable chapter in the history of the North of Scotland and Orkney and Shetland Steam Navigation Co., Ltd., one of the city's oldest trading companies, was written yesterday with the launch of the new 'St Clair' from the yard of her builders, Messrs Hall, Russell, and Co., Ltd., Aberdeen. When completed she will be one of the finest ships of her class trading on the British coasts, and she will displace the well-known steamer of the same name — which was built in 1868 — in the company's passenger, mail, and cargo trade between Leith, Aberdeen, and the Orkney and Shetland Islands. At a banquet following the launch, mention was made - during speeches in which there was much cheerful talk about returning prosperity to the industries of the city and to the harbour - that it was the hope of the 'St Clair's' owners to be in the market again at a not too distant date for another steamer. Mrs McCallum, wife of the late Mr James McCallum, formerly managing director of the North of Scotland Company, named the steamer as it left the slipways to glide gracefully into the water before hundreds of onlookers.*

St Clair (1937). (Continued).

Features of Ship. *The new steamer is 250 ft. long by 38ft. moulded breadth, and has a bridge and deckhouse structure full width amidships with deckhouse aft. It has a cruiser type stern, streamlined rudder and fin, and inclined stem, and is built to the requirements and survey of Lloyds Register of Shipping to Class 100 A.1. In addition, it embodies everything that is most modern as regards ship design, arrangement, equipment and decoration for vessel of the size and type. An outstanding feature is the extensive accommodation for 420 passengers. There are commodious first and second class dining rooms, smoke rooms and lounges. A complete thermotank system of ventilation is fitted for ventilating and heating all public rooms and cabins, and is arranged to maintain an equable temperature both under summer and winter conditions. Other Equipment Deck equipment includes three steam cranes for rapid handling of cargo. A steam steering engine is fitted on the upper deck at the stern and is controlled from the wheelhouse by telemotor gear. The machinery, which is being constructed and will be installed by the engine department of the builders, consists of a set of triple expansion engines of 2300 i.h.p. working at a pressure of 225lb. per square inch, and two large cylindrical multi-tubular boilers working under Howden's system of forced draught with a large fan. The machinery installation also includes a centrifugal circulating pump, independent boiler feed pumps with feed water filter and feed heater of the two-stage type, independent pumps for ballast, fire, fresh water, sanitary and other services, the whole designed and arranged for economical working. The vessel has been built to the specification and under the superintendence of Mr A. R. Smith of Messrs Pirie and Smith, Aberdeen.*

Toast of Success. *Following the launch, a cake and wine banquet was held in the builders' premises. In proposing success to the new vessel and prosperity to her owners, **Mr A. Hall Wilson**, managing director of **Messrs Hall, Russell and Co.**, who presided, said the old '**St Clair**' had given good service to the company, and he hoped the new '**St Clair**' would be as successful. They had made number of improvements compared with what they had in any of their other more recent steamers, and passengers would have every possible comfort. In recent times, said **Mr A. Hall Wilson**, shipyard workers had suffered very considerably from the discontinuity of work. He hoped these times were passing away and that a continuity of work would be available. The '**St Clair**' was the tenth steamer which they had built for the company. The first was in 1881 — the first '**St Rognvald**', and the last was the second '**St Sunniva**' some four years ago. In reply, Mr T. L. Adam, one of the directors of the company, spoke of the advantages of building a ship in a home port. He hoped the new '**St Clair**' would prove a source of pride to the city for when completed, it would be one of the finest if not quite the finest vessel of her class on the coast.*

St Clair (1937). (Continued).

Source of Employment. *"It gives me great satisfaction to know, he said, "that in bad times and improving times we have been instrumental in providing work for so many of our fellow citizens. I hope that at a not very distant date the North of Scotland Company will again be in the market for another steamer. We cannot guarantee an order tomorrow, but I think the day will come." Mr Adam paid tribute to the late Mr McCallum. Had it not been for his great work, he said, it was very doubtful whether the company would have been financially strong enough from its own resources to build such a ship as the 'St Clair'. In proposing the health of Mrs McCallum, Mr Hall Wilson referred to her late husband's long record of service with the North of Scotland Steam Navigation Co. The company to-day, he said, was in a most flourishing condition. Mrs McCallum was then presented with a platinum wristlet watch set in diamonds as a souvenir by Mr Hall Wilson. Mrs McCallum returned thanks. Mr W. J. H. Dickson, another director of the owning company, in proposing the toast of the builders, said on the day when the tenders were opened for the new vessel the directors were apprehensive that the work would leave Aberdeen, and they were relieved when that fine old firm won by its own merits. He hoped that the 'St Clair' would prove a lasting testimony to the craft and skill of Messrs Hall, Russell and Co.*

Pride in New Ship. *Mr C. S. McLay, Hall, Russell's shipyard manager, in reply, said he was sure the new 'St Clair' would be equal to any vessel of her type sailing on the British coast today. The old 'St Clair' had had a long and successful career, and he hoped that the new vessel sixty-eight years after this would still be going strong. On the figurehead of the old 'St Clair' was the crest of a Gallic cock, and he thought the directors might consider the placing of a similar cock on the foremast top of the new vessel to make her Cock o' the North. Mr J. H. F. Gordon, advocate proposed "The Town and Trade of Aberdeen." Replying, Lord Provost Watt said it was a very satisfying thing to find that the port of Aberdeen at the present time was acquiring, through its great trading firms, new ships of the latest type to carry on business. The harbour was a very important part of the city, and they were delighted to think that in the year just closed the harbour had made a great step forward. It was the best year they had had since the war, and the second best in history in the aggregate of imports and exports. "That in itself is an outstanding sign of revival of trade," he added. The Lord Provost went on to emphasise the desirability of continuity of work in the shipyards, and hoped that the undoubted abilities of Aberdeen shipbuilders would be recognised fully by those in need of ships, and that they would get the continuity of work so greatly desired...."*

St Clair (1937). (Continued).



*Launch of the 'St Clair', inset Mrs McCallum about to name her.
(Aberdeen Press & Journal, 30th December 1936).*

Note in the photograph, the standing ways, side shores, and the hydraulic jack, which was there just in case she didn't move of her own accord. Fortunately, the vessel launches I witnessed during my time at **Hall Russell Ltd.** none of them required any hydraulic assistance to get them moving.

1937, 23rd April: The Aberdeen Press and Journal reported as follows: ***"NEW ST CLAIR RUNS HER TRIALS SUMPTUOUSLY EQUIPPED STEAMER DOES AVERAGE OF 15.5 KNOTS. FOR ABERDEEN-NORTHERN ISLES PASSENGER SERVICE. LORD PROVOST CONGRATULATES OWNERS AND BUILDERS ALIKE.*** Under grey skies, the magnificent Aberdeen steamer, **'St Clair'**, the new vessel of the North of Scotland Steam Navigation Company, Ltd., slipped away from her moorings at Matthews' Quay, Aberdeen,

St Clair (1937). (Continued).

yesterday morning to run her trials. Although the weather was cloudy when the 'St Clair' left, it cleared up as the forenoon advanced, and a magnificent panorama of Aberdeen and the coastline to the north and south of the city was unfolded to those on board. The owners' trials were conducted, those of the builders having been run several weeks ago. In addition to representatives of the owners and builders, there was on board a representative company of prominent businessmen, all of whom were loud in their praise of the excellent accommodation and wonderful capabilities of the vessel. The vessel was under the command of Captain Wm. Leask, D.S.C.

ELEGANT AND SPEEDY.

Without doubt the 'St Clair' ranks as the most handsome passenger steamer on the British coast, and yesterday she proved herself to be the fastest coastal steamer sailing out of any port apart from Glasgow. Her average speed during the trials was 15.5 knots, and, despite the fact that for time a strong wind was blowing, she moved along with less motion than is experienced on a smooth-running train. So far as accommodation is concerned the 'St Clair' is a luxury ship. The first class accommodation is equal to that to be found on the best ocean liner. She is equipped to carry a total of 380 passengers, and the utmost care and thought has been given to provide the most comfortable accommodation possible for a vessel of her size.

FIRST-CLASS QUARTERS.

Unlike other steamers of the line the first-class accommodation has been arranged amidships. The first-class staterooms are finished in polished mahogany, while the passageways and divisional bulkheads are also of fluted, polished mahogany. Each stateroom is fitted with two berths, sofa seats, and washbasin with hot and cold running water. Bathrooms are conveniently arranged for these staterooms. The first-class public rooms are an outstanding attraction. They have been designed by Glasgow specialists and are the latest word in comfort. The dining room is panelled in Nigerian cherry, and the tables are arranged to suit groups of varying numbers of diners. Access to the promenade deck above is by interior stairway, which is panelled in sapele. The fore-end of the promenade deck is closed in at the sides, with a rounded streamline front, and forms a spacious shelter area. Forward on the promenade deck is situated the first-class lounge. It is panelled in weather sycamore, with furniture — including card tables, writing tables, settees, tub chairs and armchairs — of walnut in dull finish, and upholstery in uncut moquette.

St Clair (1937). (Continued).

STEERAGE ABOLISHED.

At the after-end the promenade deck is the smoke-room, panelled chestnut and furnished with hide covered settees and tub chairs, with tables in walnut and chestnut. Above the promenade deck is the navigating bridge with wheelhouse, chartroom, and wireless room. These are fitted with a ¼ kilo wireless transmitter, patent direction finder and depth sounding apparatus, while the wireless equipment is capable of receiving B.B.C. programmes and transmitting them through loudspeakers to various parts of the vessel. There are also automatic alarms and thermostank heating apparatus. Steerage is done away with on the new 'St Clair'. Instead, there is second class accommodation, which is equal to first-class accommodation on many of the vessels at present on the high seas. The second-class accommodation is the after deckhouse. On the upper deck is the dining saloon and a series of four and six-berth cabins. The dining saloon and entrance are in polished mahogany, with furniture of similar material and finish.

WISHED "BON VOYAGE".

An interior stairway gives access to the superstructure deck, which contains a smokeroom, bar and lounge, all of which are panelled in oak. When the 'St Clair' passed the round house at the North Pier, flags were strung up at the mast-head on the pier bearing the message "Bon Voyage." Throughout the trip music was supplied through loud speakers to the various parts of the ship, and the results of the various tests were announced to the company on board by the same means. After the trials had been run Lord Provost Watt, in proposing success to the 'St Clair', said he thought the North of Scotland and Orkney and Shetland Steam Navigation Company had provided an excellent vessel for the service to the Northern Isles. Unlike the older vessels of the line, steerage was now a thing of the past, and in its place was second-class accommodation. The vessel, he said, was a credit to the builders, and showed that Aberdeen firms were able to construct vessels of the highest standard, and equal to any on the coast. He asked them to drink success to the 'St Clair'. Mr Thomas L. Adam of Denmore, a director of the North of Scotland and Orkney and Shetland Steam Navigation Company, thanked the Lord Provost for his appreciative remarks.

THOSE ABOARD.

*Thereafter the company were entertained to lunch while the vessel sailed as far south as Montrose. She then headed north and returned to Aberdeen. In the company on board were: Owners' representatives — Messrs Thomas Adam, Robert Brown, W. J. H. Dickson, John H. F. Gordon, James Shearer, and James L. Smith. Builders' representatives — **Messrs A. Hall Wilson, Colin S. Maclay, George Milne, and W. S. Pringle.** Guests — Lord Provost Watt, Messrs A. C. G. Adam, Andrew Abercrombie,*

St Clair (1937). (Continued).

George A. Anderson, Robert Alexander, Robert Brown, A. Archibald, Capt. John S. Allan, Messrs E. W. Burness, Thomas Bain, C. J. Brown, John Cooper, Colonel Clyne, James Cook, Henry Dickson, H. G. Donald, D. H. Davies, W. D. Davidson, Kenneth Davidson, Colonel Fleming, Messrs G. S. Fraser, town clerk, John Forsyth, W. A. Falconer, James F. Gordon sen., John P. Gibb, F. R. George, L. W. Home, George Hall, F. Kemp, John S. Kelman, Alfred C. Lewis, James Leith, James R. Leith, T. Richardson, Lloyd's surveyor, George McDonald, Donald McCowan, Major A. L. Mackinnon, Messrs John Munro, Fred Mitchell, James H. Mitchell, C Hoyer Millar, R. E. Reid, Alexander Riddell, Mitchell C. Ross, Alex. R. Smith, sen., surveyor for the North Scotland and Orkney and Shetland Steam Navigation Co.; A. R. Smith, jun., E. J. Savage, George Slater, Malcolm Smith, Charles Sangster, Alexander Shearer, Colonel J C Simpson, Capt. T. Wyness, harbourmaster; Messrs M. H. Williamson and T. S. Wyllie."

1937, 1st May: The Aberdeen Press and Journal reported as follows: **"NEW ST CLAIR AT KIRKWALL CIVIC RECEPTION HELD ON SHIP** - Remarkable scenes of enthusiasm were witnessed at Kirkwall last night when the new steamer '**St Clair**', the latest addition to the North of Scotland and Orkney and Shetland Steam Navigation Company fleet arrived on her maiden voyage from Aberdeen. Ships' sirens were sounded, and cheer upon cheer came from the thousands of people who lined the quay as the stately vessel slowly drew alongside. After the passengers had gone ashore a civic reception was held on board ship, many of the leading people in Kirkwall being entertained. Mr Thomas L. Adam of Denmore, in welcoming the guests, said the owners were very proud of their new steamer and he was quite sure that the public whom it was to serve would be as pleased. Steamers of that class, he remarked, were not built for nothing, and, if they were to continue to give a first-class service to the Isles, they must have a reasonable profit. He hoped the new steamer would prove a joy to many people in the north.

COMPARISON WITH OLD SHIPS.

Provost Slater, proposing the success of the new **St Clair**, thanked the directors for their hospitality. Those who could remember the old **Queen** and the old **St Magnus** would be able to judge the progress that had been made in shipbuilding during the past fifty years "There is," he said, "as much room in the cabin of this new vessel as there was in the '**St Magnus**', and more." He referred to the improvements Kirkwall had made on the quays and in storage of goods for shipping. Mr John H. F. Gordon, in reply, said they appreciated what Kirkwall had done in the way of providing accommodation, and he hoped the people would continue to patronise the company. The Venerable Archdeacon E. K. Kessack also thanked the directors of the company for their hospitality.

St Clair (1937). (Continued).

AT RECEPTION.

*The following travelled with the vessel from Aberdeen: Directors of the company — Mr Thomas L. Adam, Mr J. H. F. Gordon, and Mr Jas. Shearer; Mr Robert Brown, manager; Mr James L. Smith, secretary; **Mr A. Hall Wilson, of Messrs Hall, Russell and Co., the builders;** Mr A. R. Smith; Capt. Wm. Leask, who was in command of the vessel, and Mr John Silver, agent. The company at the reception included: Mr J. S. Clouston. convener of Orkney; Mr A. Calder, vice-convener; Sheriff Brown; Provost Slater; Mr W. J. Heddle, town clerk; Mr J. D. Brass, burgh chamberlain; Mr A. G. Spence, chairman of the Chamber of Commerce: Mr J. Flett, Orkney Harbour Commissioner: Mr P. C. Flett, convener of Works Committee; Capt. P. S. Cooper; Mr D. Bertram, Orkney Steam Navigation Co.; Mr J. Flett; Mr J. Mooney; Mr R. Miller; Mr A. Jolly; Mr A. Maxwell; Mr G. Leslie; Mr J. Groundwater; Mr C. Tait; Mr R. Slater; Mr John Shearer; Mr W. Moffat; Mr A. Fraser; the Rev. G. A. Fryer, St Magnus Cathedral; Mr John Tulloch, police superintendent; Mr D. G. Spence: Mr J. T. Flett: Capt. Stevenson, harbourmaster: Mr Walls, secretary. Chamber of Commerce: and Capt. G. B. Swanson, master of the ‘**St Ola**’.”*

1937, 5th May: The Orkney Herald, and Weekly Advertiser and Gazette for the Orkney & Zetland Islands reported as follows: **“KIRKWALL’S ENTHUSIASTIC WELCOME FOR NEW STEAMER. - Local Guests Entertained Aboard St Clair. NORTH COY’S PROGRESSIVE POLICY.** A crowd of about a thousand Kirkwallians gave a vociferous welcome to the North of Scotland and Orkney and Shetland Steam Navigation Coy’s fine new steamer ‘**St Clair**’, when she arrived at Kirkwall on Friday night on her maiden voyage. It was dark when the ‘St Clair’ arrived. She was delayed by an overheated bearing just before she reached Kirkwall Bay. There was keen expectancy among the big crowd as the new steamer’s light came into view and her progress up the String (Strifig?) and out in the Bay was watched with enthusiasm. Outlined in gleaming lights, she presented a pretty picture against the black, calm sea. On arriving in the Bay she sounded her siren, and three ships at the pier, an Aberdeen trawler ‘**Glenesk**’, and the Orkney Steam Navigation Coy’s vessels, ‘**Earl Thorfinn**’ and ‘**Earl Sigurd**’, made tumultuous reply, blowing their sirens repeatedly until the ‘**Clair**’ was almost at the pier. As the new steamer drew alongside, showing the full beauty of her handsome lines, and with her streamlined white superstructure, which is her most noticeable feature, clear cut against the darkness, the crowd broke into loud cheers of greeting, which were renewed when bright lights were flashed on through the length of the ship, effectively floodlighting her decks. For a few minutes the ‘**Clair**’ lay off, and then she drew into her moorings.

St Clair (1937). (Continued).

Local Guests Entertained.

As soon as the passengers had gone ashore, a large party of guests, representatives of Kirkwall public bodies and Orkney merchants, went aboard, where they were entertained by directors of the Company, who had travelled north in the new steamer. Those present were: - Mr Alex. Calder, Provost Slater, Mr W. J. Heddle, Councillor A. G. Spence, Mr James Flett, joint clerk to Orkney Harbour Commissioners; Mr W. D. Scott, County Surveyor; Mr Bertram, manager, Orkney Steam Navigation Coy.; Mr James Twatt, Mr John Mooney, Mr Ralph Miller, Mr Albert Jolly, Archdeacon E. V. Kissack, Mr C. S. Smith, Mr R. Scarth, Binscarth, Mr James B. Shearer, Mr John Sclater, Mr John Shearer, Mr Cecil E. S. Walls, secy., Kirkwall Chamber of Commerce; Mr W. D. Reid, Councillor Alex. Leask, Mr J. G. McEwen, Mr William Moffat, Councillor Albert J. G. Maxwell, Mr George Leslie, Councillor James Groundwater, Rev. G. Arthur Fryer, Mr D. G. Spence, Captain J. Stevenson, Mr A. T. Begg, Mr Douglas E. Thomson, Captain Dennison, Iona; Captain Swanson and Mrs Swanson, Mr and Mrs P Gorie (Minnie Swanson), Mr W. T. Wood, Shapinsay. Apologies for absence were submitted from Mr J. Storer Clouston, Sheriff Brown, Mr John White, Mr D. J. Robertson, Dean of Guild P. C. Flett, Mr J. D. Brass, Mr James W. Flett, Mr T. P. Low, Mr James A. Mackintosh, Captain P. S. Cooper, Mr D. B. Peace, jr., Mr Alex. Cameron, postmaster; Mr T. S. Leitch, Mr Charles Low, Mr Daniel Neil, Mr J. T. Christie, Mr Gordon Watt, Mr George Leonard, Mr R. S. Spence, Mr John T. Flett, Superintendent Tulloch, Mr W. G. Grant, Mr Charles Tait, and Mr Angus Fraser.

Proud of New Steamer.

Mr Thomas L. Adam, Denmore, Aberdeen, a director, welcomed the company and explained that a slightly over-heated bearing had delayed the ship just before they got to Kirkwall. They apologised for any inconvenience they might have caused the guests. Proceeding, Mr Adam said that quite frankly they were very proud of their new steamer. He was quite clear in his own mind that when the guests had had an opportunity of looking over her, they, too, would be just as pleased with her. (Applause). They hoped she would prove a profitable investment. Steamers of that class were not built for nothing, and if the Company were to continue to give first class service, they had to make reasonable profits. He was sure the 'St Clair' would prove a great boon to the traders and customers of the Company and be a source of joy to very many people in the north. (Applause).

St Clair (1937). (Continued).

Fine Storage Accommodation at Kirkwall.

Provost Slater, proposing the toast of "The St Clair", thanked the company for the nice reception and for the magnificent boat. Those of them who could remember the old "Queen" and the old "St Magnus" would see the contrast between them and this boat, and thus see the progress that shipbuilding had made during the last 50 years. Boats had improved very, very much in speed and comfort, and it was quite a change from what they knew formerly. They in Kirkwall, went on the Provost, had not neglected the needs of the shipping companies. They had given them a very fine pier and storage accommodation. He could remember when there was less storage on the pier at Kirkwall than there was in the cabin in which they were now gathered. (Laughter). He wished the Company all success for the new boat which would be a great comfort to those who used her. (Applause).

Four New Ships Since War.

Replying for the Company, Mr John H. F. Gordon, a director, thanked the Provost for the kindly way in which he had proposed the toast, and for the way the guests had responded. He said it was a great pleasure for the directors to meet the local guests. He could assure them that the Company appreciated everything that had been done in the way of pier accommodation. The Provost had alluded to the progress made as regarded steamers. It had always been the policy of the directors to be progressive. Since the war they had built four new steamers, 'St Magnus', 'St Clement', 'St Sunniva' and now their efforts had culminated in this magnificent vessel which they were very proud to bring before the public today. (Applause). They had seen so much about her, but not one half had yet been told. Once they had had an opportunity of going through the cabins, and if they cared, down into the engine-room, they would see what the Coy. had endeavoured to do. As Mr Adam had pointed out they wanted to make profits, but notwithstanding their efforts on behalf of their shareholders, they always kept in view that they must please the public and do their best to cultivate the good opinion of the public. "We thank you very much," went on Mr Gordon, "For all you have done for us in the past, and we bespeak for ourselves your kind patronage in the future. Anything we can do we shall be pleased to do".

St Clair (1937). (Continued).

Seasickness Cured.

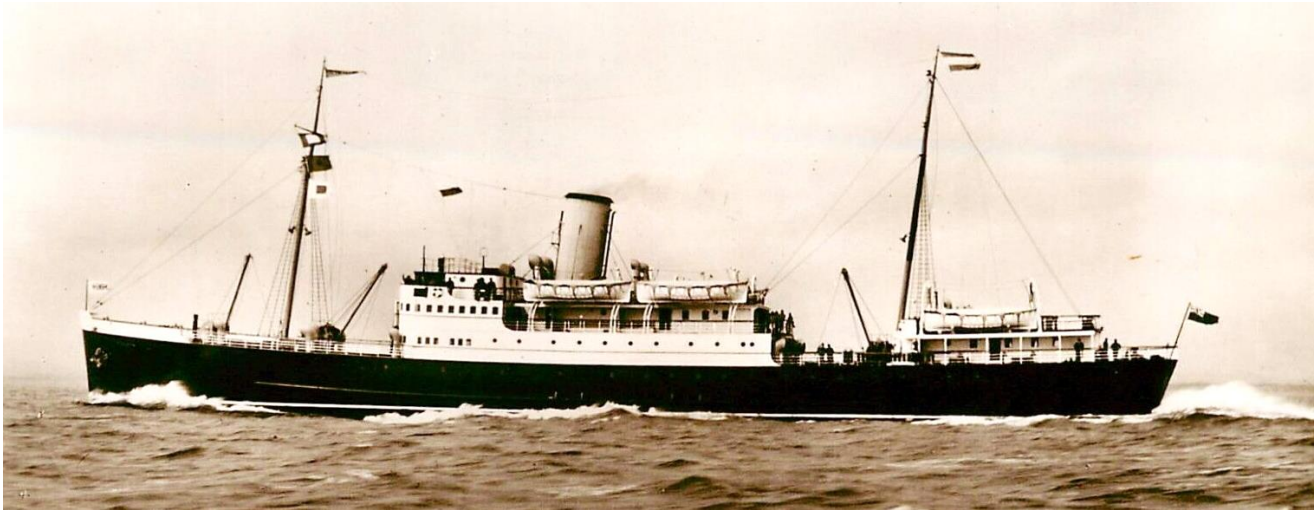
Archdeacon E. V. Kissack, expressing thanks to the Company for the hospitality received, said he had been in a windjammer, and in most of the boats of the Isle of Man Steam Packet Company, and all the boats of the North of Scotland Company. In days gone by he had been one of the worst of sailors, but that was cured when he found himself on boats of the North of Scotland Coy. (Laughter). His old friend, Captain Swanson, and himself had had some wonderful passages together. The greatest they ever had was when they left Stromness one Sunday night, and the boat did everything but sank. (Laughter). In the morning Captain Swanson found him wedged somehow or other making himself respectable. (Renewed laughter). The boats of the North of Scotland Coy. Had certainly been his salvation as far as travelling was concerned. The Sheriff of Orkney had once told Captain Swanson, "That person has an interior of cast iron." (Loud laughter). Concluding, the speaker said he was voicing the feelings of all when he said how much they had appreciated the hospitality extended to them so generously and so lavishly by the North of Scotland Coy. (Applause). Mr Adam fittingly acknowledged Mr Kissack's remarks. The Archdeacon had said he was in his early days one of the poorest sailors in the world, but he could tell him he had him beaten to a frizzle. (Laughter). The North of Scotland Coy's boats might have cured the Archdeacon of his seasickness, but he could not say they had done the same for himself. (Laughter).

Guests Shown Over Ship.

*The guests were thereafter shown through the ship, and expressed themselves delighted with all they saw. Directors of the Company who travelled from Aberdeen on the 'St Clair' were Mr Thomas L. Adam, Mr John H. F. Gordon, and Mr James Shearer. Others on board were Mr Robert Brown, manager; Mr Jas. L. Smith, secretary; **Mr A. Hall Wilson of Messrs Hall, Russell and Co., Ltd.** (The builders of the ship); Mr A. R. Smith, M.I.N.A.; Captain Wm. Leask, D.S.C. (In command), and Mr John Silver, Kirkwall agent of the Company. The 'St Clair' left Kirkwall for Lerwick at 4 a.m. on Saturday.*

ST CLAIR AT LERWICK.

A salvo from a miniature cannon and cheers from a dense crowd on the quays heralded the arrival of the 'St Clair' at Lerwick on Saturday. Lerwick was gaily decorated, and flags were flying on the steamers 'Pole Star' and 'Earl of Zetland' in the harbour as the beautiful new ship steamed in fully dressed. At a civic reception on board the new vessel, Mr Thomas Adam, chairman of directors, welcoming the guests, thanked the people of Lerwick for the right royal welcome."

St Clair (1937). (Continued).

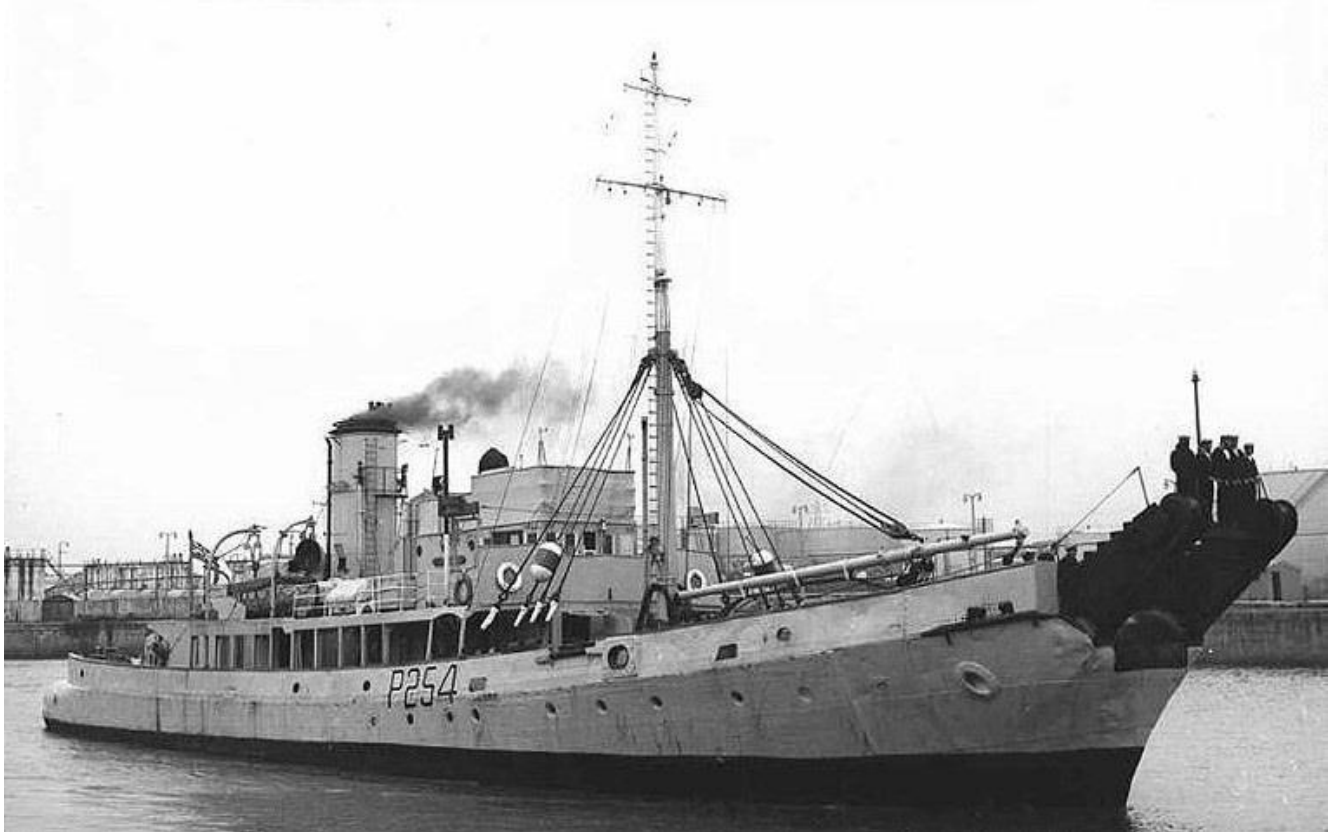
RMS 'St Clair'. (Belmont Series). (RMS: Royal Mail Ship).

Vessel Name(s)	RMS St Clair . Renamed: ' Baldur ' (1940), ' St. Clair ' (1943), ' St. Clair II ' (1960), St. Magnus (1960), St. Magnus II (1966).
Yard Number	742.
Rig	Steamer, 420 passengers and general cargo.
Launch Date	29 th December 1936.
Owner(s)	North of Scotland & Orkney & Shetland Steam Navigation Company.
Registered Port	Aberdeen. Official No.: 165247.
GRT	1,637 tons.
Length	250 feet, 7 inches (76.38m).
Breadth	38 feet, 1 inch (11.61m).
Depth	16 feet, 6 inches (5.03m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyds Machinery Certificate, April 1937. LR Surveyor: T. Richardson.
Other information	1937, 30th April: She sailed on her maiden voyage from Aberdeen to Kirkwall, Master, Captain William Leask, DSC. 1940 /1945: She was requisitioned by Admiralty and renamed " HMS Baldur ". She took part in the British occupation of Iceland and was stationed at Reykjavik as a base and accommodation ship. 1943, October: At Aberdeen, she was converted to a convoy rescue ship. 1945: Returned to her owners. Post WW2: It is thought she was re-fitted, and her boilers were converted to oil burning.
Date Scrapped / Lost	1967, April: She was taken to Van Heyghen Freres, Bruges, Belgium for breaking up.

HMS Barrage (1937).

She was the first naval vessel built in Aberdeen since WW1. She was named by Mrs W. E. Noble, wife of Mr W. E. Noble, Warship Production Superintendent for Scotland, 2nd December 1937.

A total of 71 off these Bar Class vessels were built for the Royal Navy, and three were built for the Royal Australian Navy.



Boom Defence Vessel 'HMS Barrage'. (Photographer unknown).

Vessel Name(s)	HMS Barrage.
Yard Number	743.
Rig	Bar Class - Boom Defence Vessel.
Launch Date	2 nd December 1937.
Owner(s)	Admiralty (Royal Navy).
Registered Port	N/A. Pennant No.: P254.
Displacement	542 tons.
Length	150 feet (45.72m).
Breadth	32 feet. 1 inch (9.78m).
Depth	17 feet, 1 inch (5.21m).
Construction	Steel.
Classification	N/A, built to Admiralty standards.
Other information	Top speed 9.5 knots. Crew = 30. Armament: 1 off 12-pounder gun.
Date Scrapped / Lost	1970, 25th March: Sold to Briton Ferry for breaking up.

HMS Barrage (1937). (Continued).



*Mrs W. E. Noble names 'HMS Barrage' 2nd December 1937.
(Aberdeen Press and Journal).*

1937, 3rd December: The Aberdeen Press and Journal reported as follows: **“NAVAL SHIP'S LAUNCH FOR BOOM DEFENCE PURPOSES ABERDEEN FIRM'S CONTRACT INCLUDES ANOTHER ON STOCKS. 'H.M.S. Barrage',** a boom defence vessel and the first ship to be constructed at Aberdeen for the British Admiralty since the Great War, was launched yesterday afternoon from the yard of **Messrs Hall, Russell and Co., Ltd.,** Footdee. She is the first of two similar vessels under construction by this firm for the Admiralty under their 1936 programme. As the vessel left the ways she was named **'H.M.S. Barrage'** by Mrs W. E. Noble, wife of Mr W. E. Noble, Warship Production Superintendent for Scotland. In many respects the hull of the vessel is unique and is entirely different from the usual type of ship launched at Aberdeen. Her propelling machinery has been constructed by the engineering department of **Messrs Hall, Russell and Co., Ltd.**

HMS Barrage (1937). (Continued).

WELCOME ORDERS

*At cake and wine banquet which followed the launching ceremony, **Mr A. Hall Wilson**, of **Messrs Hall, Russell and Co., Ltd.**, in proposing "Success to 'H.M.S Barrage'," said it was a great pleasure to his firm when the Admiralty entrusted them with these two vessels 'H.M.S. Barrage', which they had seen take the water, and 'H.M.S. Barranca' which he hoped would be launched within the next two months. Previous to these orders being placed in March, it was some time since they had had an order from the Admiralty. Before the war, in 1911, his firm built a coast guards' coastal vessel, and in 1914 a water tank vessel. During the war this firm built something like forty-eight trawlers for the Government. These boom defence vessels were providing a considerable amount of work to the smaller shipyards in the country. There were more orders to be placed, and he hoped his firm would be fortunate in securing some of these. He coupled with the toast the name of Lieut. Commander Catchpole.*

FIRM'S FINE RECORD

*In reply, Lieut.-Commander Catchpole said these vessels were for defence only, not for offence. He was pleased to see that this work was being given to some of the smaller firms. He sincerely hoped they would be successful in getting a contract for some of the others coming along, and that he would be in Aberdeen for some time to come. Lord Provost Watt, proposing the toast of "The Builders," said the firm of **Hall, Russell and Co.**, held a distinguished place in the City of Aberdeen. They had a long and honourable record in its shipbuilding industry. He referred to their connection with such famous lines as the Aberdeen White Star Line and said he regretted that their close connection with these lines had now been severed. The shipbuilding industry had been going through difficult times, but **Messrs Hall, Russell and Co.** had kept the flag flying. In reply, **Mr Wilson** said it was certainly unfortunate that ship-owning in Aberdeen was not now strong as in the old days. He assured them that he would do his best to get a share of the vessels going. Other toasts were "Mrs Noble," proposed by **Mr Colin S. McLay**, and replied to by Mr W. E. Noble; "Admiralty Officials." proposed by **Mr Wm., S. Pringle**, and replied to by Mr Noble; and "Bon-Accord," proposed by **Mr Wilson.**"*

HMS Barranca (1938).

She was the 2nd Bar Class Boom Defence Vessel built by **Hall Russell & Co., Ltd.**, her sister ship '**HMS Barrage**' was launched 2nd December 1937.

1938, 19th January: Aberdeen Press and Journal reported as follows: "**NAVAL SHIP'S LAUNCH - VESSEL FOR BOOM DEFENCE - HELPED WORK IN ABERDEEN.** The first vessel to be launched at Aberdeen this year took the water yesterday afternoon from the yard **Messrs Hall, Russell and Co., Ltd.**, shipbuilders and engineers, Footdee. She is '**H.M.S. Barranca**', a boom defence vessel built for the British Admiralty under their 1936 programme. She is the second of two similar vessels built by the same firm, the first, '**H.M.S. Barrage**', having been launched at the beginning of December. As '**H.M.S. Barranca**' left the ways she was named by Lady Provost Watt. At a cake and wine banquet which followed the launching ceremony, **Mr A. Hall Wilson**, who presided, in proposing "Success to the new vessel," said the graceful way which the Lady Provost performed the naming ceremony augured well for the ship's future success in his Majesty's service.

HELPED EMPLOYMENT.

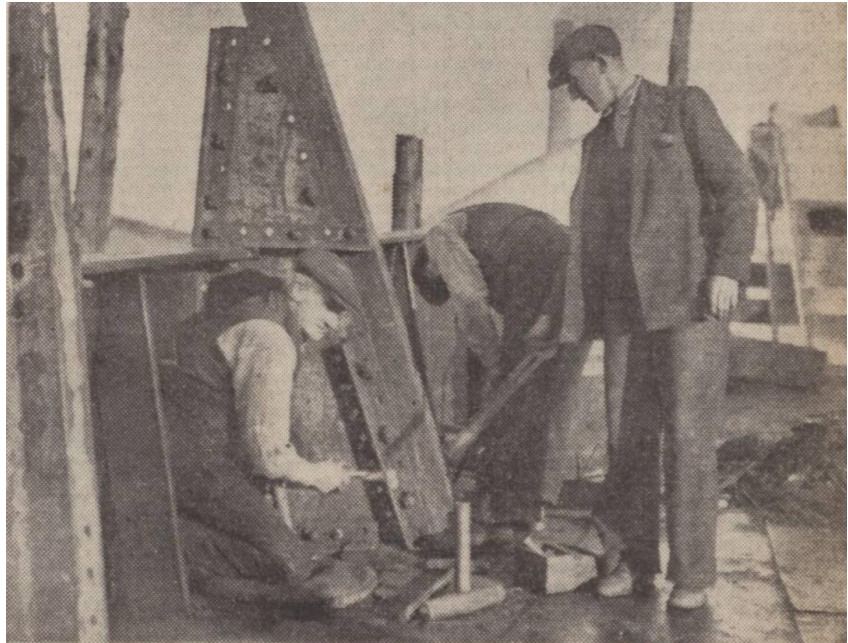
'**H.M.S. Barranca**' was the second of two boom defence vessels for which they received the order last March. That was the first Admiralty order that had come to Aberdeen since the Great War, and the work the vessels provided had helped to give good employment to shipyard hands in Aberdeen. Engineer Captain C. G. Gray, Chief Admiralty Engineer for Scotland, who came to Aberdeen for the launch and whose name was coupled with the toast, said in reply that it was usual at a naval launch to relate the history of the name the vessel had been given and of previous vessels which had borne the name. But in the case of '**H.M.S. Barranca**' he could not do so as there had not been another.

OTHER ORDERS HOPED FOR.

He thanked **Mr Hall Wilson** for the way he had wished success to the vessel, and on behalf of the Admiralty thanked the Lady Provost for the graceful manner in which she had launched the ship. He hoped that that would not be the last vessel **Messrs Hall, Russell and Co.** would build for the Admiralty. (Applause.) Proposing the toast of "The Builders," the Lord Provost said **Messrs Hall, Russell and Co.** were an established institution in Aberdeen. They went back to the great days of sail, and some of the famous and historical ships that carried the British flag between this country and Australia had been associated with that firm. They were proud to see to-day that, although traditions had changed, the Admiralty had found it expedient to entrust that old historical firm with a turn of their work. He hoped the Admiralty would see their way to place more orders with the firm. (Applause.)

HMS Barranca (1938). (Continued).**SOUVENIR OF LAUNCH.**

In reply **Mr Hall Wilson** thanked the Lord Provost on behalf of his firm, and said that any more orders did come along they would do their best to give satisfaction. (Applause.) **Mr William S. Pringle** proposed the "Health of the Lady Provost," and Lady Provost Watt in reply mentioned that that was the third ship she had named. She also thanked **Mr A. Hall Wilson** for the beautiful piece of plate she



Fitting the last rivets on 'HMS Barranca'.
(Aberdeen Press and Journal, 18th January 1838).

had received as a souvenir of the occasion. Other toasts were — "Admiralty Officials" proposed by **Mr Colin S. McLay** and replied to by Mr E. J. Bazley, principal ship overseer; and "Bon-Accord." (Mr Colin McLay was a director and shipyard manager at this period).

Vessel Name(s)	HMS Barranca.	
Yard Number	744.	
Rig	Bar Class - Boom Defence Vessel.	
Launch Date	18 th January 1938.	
Owner(s)	Admiralty.	
Registered Port	N/A.	Pennant No.: Z65.
Displacement	542 tons.	
Length	150 feet (45.72m).	
Breadth	32 feet. 1 inch (9.78m).	
Depth	17 feet, 1 inch (5.21m).	
Construction	Steel, rivetted.	
Classification	N/A, built to Admiralty standards.	
Other information	Top speed: 9.5 knots. Crew: 30. Armament: 1 off 12-pounder gun.	
Date Scrapped / Lost	1964: Scrapped at Smith & Houston, Port Glasgow.	

Muriel (1938).

She was built for use on the Caledonian Canal, beyond that I know very little.

Vessel Name(s)	Muriel.
Yard Number	745.
Rig	Barge.
Launch Date	1938.
Owner(s)	Ministry of Transport.
Registered Port	Unknown. Official No.: N/A
GRT	Unknown.
Length	57 feet, 10 inches (17.63m).
Breadth	19 feet, 3 inches (5.87m).
Depth	7 feet, 5 inches (2.26m).
Construction	Steel.
Figurehead	Not fitted.
Classification	Probably not classified.
Other information	--
Date Scrapped / Lost	Unknown.

Protea (1938).

She was built for trawl fishing in South African waters and was named after a South African shrub / small tree, that produces large, beautiful flowers.

1938, 26th August: The Aberdeen Press and Journal reported as follows: ***SOUTH AFRICAN TRAWLER LAUNCH FROM YARD AT ABERDEEN DESIGNED FOR SUBTROPICAL WORK.*** - *"The fishing industry in Aberdeen —and, in fact, throughout this country — is in a very bad way, but we are looking forward to the new Act to do something which will re-establish the business," said Sir John H. Irvin at a cake-and-wine banquet which followed the launch yesterday of a trawler for South Africa. The vessel was the 'Protea', built by Messrs Hall, Russell and Co., Ltd., shipbuilders and engineers, Footdee. Aberdeen, for Messrs Irvin and Johnston (South Africa), Ltd. The trawler is the first of two being built by Messrs Hall, Russell and Co. for the same owners. As she left the ways she was named 'Protea' by Mrs C. G. Stansbury, daughter of Sir John Irvin.*

WIRELESS AND ECHO SOUNDER.

The 'Protea' is 130 feet long b.p., and has been specially constructed to the owners' requirements for service in South African waters. She has a flush upper deck, whaleback forecastle, cruiser-type stern, and streamline rudder and fin. The fishroom

Protea (1938). (Continued).

is specially insulated and lined with zinc. Double-bottom tanks are fitted under the fishroom and bunker. Deck machinery comprises steam trawl winch to carry 850 fathoms of warp on each barrel, steam and hand steering gear, and steam and hand windlass. The trawler is fitted throughout with electric light, including floodlight fittings for night work. A wireless telephone apparatus, a direction finder, and an echo sounder are also fitted. Two fully-tanked lifeboats are carried on a boat deck aft, which is fitted with special type mechanically-operated davits for working. A liver boiler plant is fitted in deckhouse aft. Propelling machinery consists of a set of triple-expansion engines, with a large multi-tubular boiler constructed for working pressure of 200lb. per square inch. The condenser and centrifugal pumping engine are designed for service in sub-tropical waters. Both hull and machinery have been constructed to Lloyd's requirements and under their special survey to Class "100 A.1 trawler."

SOUTH AFRICA PROSPERS.

*At the cake-and-wine banquet **Mr A. Hall Wilson**, of **Messrs Hall, Russell and Co., Ltd.**, who presided, in proposing success to the new vessel and prosperity to her owners, said it was in January that they received the order for these two vessels, the second of which would be launched in three weeks' time. These made the thirteenth and fourteenth which they had built for Messrs Irvin and Johnston, and each pair of trawlers had been an improvement on the previous ones. It was two years since they had built a trawler for an Aberdeen firm. Apparently in South Africa they were able to prosper. Sir John Irvin, in reply, said that what they wanted was not to increase their fleets, but to replace their old ones and keep them up to date. **Messrs Hall, Russell and Co.** had always given satisfaction, he went on. and that was why Messrs Irvin and Johnston placed their orders with them. He would convey to his co-directors in South Africa their good wishes. (Applause.) In proposing the toast of "The Builders," Mr Richard Irvin said for a numbers of years he had been associated with **Mr Wilson** and his colleagues, and he had always found that whatever they took on they turned out well. **Mrs W. S. Pringle** replied. Other toasts were: — "Mrs Stansbury," proposed by **Mr C. McLay**, and "Bon-Accord," proposed by **Mr A. Hall Wilson.**"*

1938, 22nd September: the Aberdeen Press and Journal reported as follows: **"ABERDEEN-BUILT TRAWLER ON WAY TO CAPE TOWN.** - With an Aberdeen crew aboard and under the command of Captain J. Pattison, the steam trawler '**Protea**' sailed from North Shields yesterday for Cape Town via Dakar.....she left Aberdeen on Monday for bunkers in the Tyne. The trip of about 6,400 miles will probably occupy about a month. While at North Shields the ship took on board a complete set of trawl gear, water, stores and provisions to last the voyage, and sufficient coal to make the

Protea (1938). (Continued).

trip to Dakar, where a call will be made to replenish bunkers. A sister ship, 'Petunia', is expected to follow the same route next month."

Vessel Name(s)	Protea.
Yard Number	746
Rig	Steam Trawler.
Engine(s)	Steam, T3cyl (12.5in, 21in, 35in x 24in stroke), single screw.
Launch Date	25 th August 1938.
Owner(s)	Irvin and Johnson (South Africa) Limited.
Registered Port	Cape Town. Official No.: 165249.
GRT	307 tons. 134 tons net
Length	130 feet, 1 inch (39.65m).
Breadth	24 feet, 1 inch (7.34m).
Depth	14 feet (4.27m).
Construction	Steel.
Figurehead	N/A.
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.
Other information	Cruiser stern. 1938: Registered at Cape Town. 1941, June: A vessel of this name was requisitioned as ' HMT Protea ' for minesweeping duties, returned to her owners December 1946.
Date Scrapped / Lost	1968: She was scuttled off Robben Island, South Africa.

1938, 22nd September: The Aberdeen Press and Journal reported as follows: **"ABERDEEN-BUILT TRAWLER ON WAY TO CAPE TOWN.** *With an Aberdeen crew aboard and under the command of Captain J. Pattison, the steam trawler 'Protea' sailed from North Shields yesterday for Cape Town via Dakar. The 'Protea' was built by Messrs Hall, Russell and Co., Aberdeen for Messrs Irvin and Johnson (South Africa), Ltd., Cape Town. She was launched on August 25 and left Aberdeen on Monday for bunkers in the Tyne. The trip of about 6,400 miles will probably occupy about a month. While at North Shields the ship took on board a complete set of trawl gear, water, stores and provisions to last the voyage, and sufficient coal to make the trip to Dakar, where a call will be made to replenish bunkers. A sister ship, 'Petunia', is expected to follow the same route next month."*

Petunia (1938).

She was built as a fishing trawler for use in South African waters.

1938, 15th September: The Aberdeen Press and Journal reported as follows: **"REPLACING OLD TRAWLERS ANOTHER VESSEL FOR CAPE TOWN.** "I wish that the trawling industry of this country was in a position to scrap old trawlers and build new ones," said Sir John H. Irvin when he spoke at a reception following the launch of the steam trawler '**Petunia**' from the yard of **Messrs Hall, Russell and Co., Ltd.,** Aberdeen, yesterday. Sir John, who is the representative of the firm of Messrs Irvin and Johnson (South Africa), Ltd., Cape Town, for whom the vessel was built, was replying to the toast of the vessel and the owners. The trawler, along with her sister ship, the '**Protea**', which was launched from the same yard three weeks ago, is intended to replace obsolete craft in the South African firm's fishing fleet.

ORDERS HOPED FOR.

Sir John expressed the hope that the time would not be far distant when they would see orders for Aberdeen trawlers being placed with an Aberdeen firm. The launching ceremony was performed by Mrs Harry Tait, Aberdeen, who was accompanied by Sir John and Lady Irvin, **Mrs Pringle**. Mrs Kay; **Mr A. Hall Wilson**, managing director **Hall, Russell and Co.**; **Mr Colin McLay**, director and shipyard manager; Mr William Malcolm, of Messrs Clyne, Mitchell and Co., Aberdeen; **Mr W. F. Gauld**, assistant manager for **Hall, Russell and Co.**; **Mr W. S. Pringle**, director and engineering manager; Mr Richard Irvin, of Messrs Richard Irvin and Sons; Master John Craddock; Mr C. D. Pope, Admiralty overseer, Aberdeen; G. W. Potter, R.N., the Admiralty superintendent's staff, Aberdeen; Mr M. M. Gilchrist, former organist St Machar's Cathedral; and Mr H. M. Murray, of Messrs Richard Irvin and Sons.

GOOD LUCK WISH.

The toast of the owners and the vessel was proposed by **Mr A. Hall Wilson**, and the health of Mrs Tait was proposed by **Mr W. S. Pringle**, who hoped that the ship would have the same safe journey on her voyage of 6,000 miles to South Africa as she had had down the slips. Replying, Mrs Tait wished the vessel a good voyage and good fishing. Mr Richard Irvin, proposing the toast of the builders, deplored the state of the fishing industry. He mentioned that since 1900 no builder other than **Hall, Russell and Co.** had constructed trawlers for his firm. The vessel, which is 130 feet long, will have all the improvements and modern equipment of her sister ship."

1938. 8th October: The Aberdeen Press and Journal reported as follows: **"ABERDEEN-BUILT TRAWLER UNDERGOES TRIALS.** Aberdeen's latest trawler the '**Petunia**' built for owners in South Africa successfully underwent her trials in Aberdeen Bay yesterday..."

Petunia (1938). (Continued).

Vessel Name(s)	Petunia.	
Yard Number	747.	
Rig	Steam Trawler. 1 deck and a Cruiser Stern.	
Engine	T3-cylinder (12.5", 21", 35" x 24" stroke), 94 NHP, single screw. Boiler 200psi.	
Launch Date	14 th September 1938.	
Owner(s)	Irvin and Johnson (South Africa) Limited.	
Registered Port	Aberdeen.	Official No.: 165250.
GRT	307 tons.	
Length	130 feet, 1 inch (39.65m).	143.1 feet (43.62m) overall.
Breadth	24 feet, 1 inch (7.34m).	
Depth	14 feet (4.27m).	
Construction	Steel.	
Figurehead	Not fitted.	
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.	
Other information	1938: She was re-registered at Cape Town, South Africa.	
Date Scrapped / Lost	Unknown.	

Fairway (1938).



'Fairway' with an engine, date unknown.

Fairway (1938). (Continued).

She was built specifically for service in the Caledonian Canal as a grab dredger. Over 80-years later she is still berthed in the Caledonian Canal at Inverness but is now used as an artists' studio.

She looks a lot different now if compared to her original design, her crane is gone, and her small wheelhouse has been replaced with a much larger deckhouse with a similar sized wheelhouse above.

1938, 16th December: *“LAUNCH OF DREDGER IN ABERDEEN. There was launched yesterday from the shipbuilding yard of Messrs Hall, Russell and Co. Ltd., Footdee, Aberdeen a small non-propelled grab dredger built for the Ministry of Transport. The vessel which is 60 feet long will operate in the Caledonian Canal. Named the ‘Fairway’, she has been built practically complete on the stocks and has been fitted with a steam dredging crane.”*

Vessel Name(s)	Fairway. Renamed: ‘Loch Ness’ (2006).
Yard Number	748.
Rig	Grab Dredger.
Engine	No engine when built, except for a steam engine to drive the crane.
Launch Date	15 th December 1938.
Owner(s)	Ministry of Transport – British Waterways.
Registered Port	Unknown. Official No.: Unknown.
GRT	47.5 tons.
Length	65 feet, 2 inches (19.86m).
Breadth	21 feet, 7 inches (6.58m).
Depth	7 feet, 6 inches (2.29m).
Construction	Steel.
Classification	N/A.
Other information	1996, March: She was taken out of service and had her machinery removed. 2006, September: She had a new deckhouse added, and was converted to a floating restaurant, and renamed ‘Loch Ness’ . 2010, June: She was converted to an events venue and artist’s studio, with her owners living onboard.
Date Scrapped / Lost	N/A

More information on her can be found online at <https://lochnessbarge.wordpress.com/about/>

Earl of Zetland (1939).

She was built specifically for ferry service from Lerwick to the Shetland Isles and was the first motor passenger vessel built in Aberdeen.

1939, 22nd May: The Aberdeen Press and Journal reported as follows: *“**MOTOR SHIP LAUNCHED AT ABERDEEN FOR NORTH ISLES SERVICE.** AN appeal to Aberdeen people to visit the North Isles and support Aberdeen ships was made at the launch of the motor vessel, ‘Earl of Zetland’, from the yard of Messrs Hall, Russell and Co., Ltd., shipbuilders and engineers, Footdee, Aberdeen, on Saturday afternoon. Built to the order of the North of Scotland and Orkney and Shetland Steam Navigation Company, Ltd., the new ship is the first passenger motor vessel to be constructed at Aberdeen. Her progress down the slips was watched by large crowds. As she moved off the slip was named ‘Earl of Zetland’ by Mrs J. H. F. Gordon, wife of one of the directors of the company.*

MOST MODERN TYPE.

The new vessel, which is to take the place of a well-known steamer of the same name, is 150 feet long and has been specially designed for the owners' Shetland Islands trade. The requirements of this service necessarily limit the dimensions, but despite this the ‘Earl of Zetland’ incorporates the most modern ideas as regards design, construction, and equipment. The building of such vessel is evidence of the determination of the directors of the company to cater for the comfort and convenience of their travelling public. Of chief interest is the passenger accommodation. The dining saloon and smoke-room are situated on combined poop and bridge deck. The forward part of this deck forms a large enclosed shelter with rounded front and large windows. From this deck an interior stairway gives access to an upper deck on which is situated a series of double berth staterooms. Particular attention has been given to furnishing and fitting in the most up to-date manner. The public rooms are being decorated and furnished from designs prepared by a well-known Glasgow firm of specialists and throughout, the vessel will be finished in a pleasing and artistic manner.

RADICAL DEPARTURE.

Another feature is the up-to-date system of ventilating and heating which is being installed for public rooms and all staterooms. Deck fittings include an electric windlass on fore-castle deck, electric winch and an electric capstan placed aft. The steering gear is also electrically driven with telemeter control from the wheelhouse. The ‘Earl of Zetland’ is in one respect a radical departure from the other vessels of the company's fleet that she is the first to be fitted with Diesel propelling machinery, this consisting of British built Polar Diesel of 850 h.p., which is being supplied by the Atlas Diesel Co., Ltd., of London. The vessel has been built to the requirements and survey of Lloyd's Register of Shipping; the Board of Trade requirements and survey for a home trade passenger certificate, and to the requirements of the Board of Agriculture for the conveyance of livestock. The building of the vessel has been under the supervision of Mr Alex. Smith, of Messrs Pirie and Smith.

Earl of Zetland (1939). (Continued).

GREAT IMPROVEMENT.



*At a cake and wine banquet which followed the launching ceremony **Mr A. Hall Wilson** presided, and in proposing "success to the new vessel and prosperity to owners," said the new vessel had been built to further the trade between Lerwick and the Shetland Islands, and to take the place of the old steam vessel of the same name. The new vessel would be a great improvement on the previous "**Earl**," and the company showed commendable enterprise in going in for such high-class vessels. A few years ago, they built the '**St Clair**', which was a great advance on other ships of the line, and this latest one contained every improvement it was possible to put into a vessel of her size. In reply. Mr J. H. F. Gordon a director of the North of Scotland and Orkney and Shetland Steam Navigation Company, said that was the eleventh vessel that **Messrs Hall, Russell and Company** had built for them. They all regretted the passing of the old '**Earl**' particularly Mr Smith, Provost of Lerwick, and the people of Shetland, who were very much in love with her — but he was sure they would be enamoured of the new vessel. The North of Scotland and Orkney and Shetland Steam Navigation Company started in 1790 with sail, and in 1838 went over to steam. Now they had gone a step further by providing a motor vessel. The '**St Clair**', built two and a half years ago, was a miniature of the Queen Mary, and the new ship was a miniature of the '**St Clair**'. She would be a great asset to the company and would show patrons that the company was always anxious to do its very best for their comfort and safety. The public of Aberdeen did not patronise their boats or go to the North Isles as they might do. Most of the customers came from the south. He suggested that their own citizens might do more to support the company and Aberdeen ships by spending their holidays in the North Isles. In proposing the toast of The Builders, Mr T. L. Adam said he was sure that **Mr Wilson**, his directors, and able staff had put their very best work into the building of the new '**Earl of Zetland**', and that she would be a source of pride to all concerned. particularly to their friends in Shetland. **Mr C. S. McLay**, in reply, said he was sure the public would appreciate the very excellent services now being provided by the North of Scotland and Orkney and Shetland Steam Navigation Company.*

GATEWAY TO ISLES.

*In proposing "The Town and Trade of Aberdeen," Provost J. Smith, Lerwick, gave a brief history of the company and of his connection with it during the past forty-two years. He said the North of Scotland and Orkney and Shetland Company was entirely responsible for developing the trade between Aberdeen and Shetland. Lord Provost Mitchell, in reply, said there were far too few launches at Aberdeen nowadays. There was no greater asset to the city than the shipbuilding industry. The business of the city was always at full pressure when the shipyards were at full tilt, and he hoped that in the days to come the company and others in the same line would have many more orders on their books. (Applause.) M. H. Williamson, president of Aberdeen Chamber of Commerce, said Aberdeen was the gateway through which trade to Shetland had passed for hundreds of years. Other toasts were: — "Mrs Gordon" — who was also presented with a dressing-case as souvenir of the occasion — proposed by **Mr A. Hall***

Earl of Zetland (1939). (Continued).

Wilson, replied to by Mr Gordon; "The Chairman," proposed by Mr W. J. H. Dickson, replied to by Mr Wilson: and "Bon Accord," proposed by the chairman. Among those present were: The Earl Caithness, Lord Provost Mitchell, Aberdeen, and the Lady Provost; Mr and Mrs J. H. F. Gordon and Mrs Gordon; Provost Smith, Lerwick, and Mrs Smith; Mr and Mrs T. L. Adam; Mr W. J. H. Dickson and Miss Dickson; Mr and Mrs James Shearer; Mr and Mrs J. L. Smith; Mr A Hall Wilson; Mr M. H. Williamson; Mr R. M. Williamson; Mr and Mrs James Cook; Mr William Porter; James Porter; Lady Smith; Mr and Mrs Malcolm Smith; Mr W. L. Cook; Mr Edward Savage and others."

Vessel Name(s)	Earl of Zetland. Renamed: ' Celtic Surveyor ' (1975) La Passerelle (1985), and ' Earl of Zetland ' (c2009).
Yard Number	749.
Rig	Motor Vessel, Cargo and Passengers. 1 deck and a Cruiser Stern.
Engines	British Auxiliaries Ltd., Glasgow - M6cyl. 2SA oil (340 x 570mm) 840bhp, top speed 12 knots, single screw.
Launch Date	20 th May 1939.
Owner(s)	North of Scotland & Orkney & Shetland Steam Navigation Company Ltd., Aberdeen.
Registered Port	Aberdeen. Official No.: 165251.
GRT	548 tons.
Length	150 feet, 4 inches (45.82m). 166.2 feet (50.66m) overall.
Breadth	29 feet, 1 inch (8.86m).
Depth	12 feet (3.66m).
Construction	Steel. Rivetted.
Figurehead	Not fitted.
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.
Other information	1971, 1st October: Managed by P&O Short Sea Shipping Ltd., London. 1975 / 1982: Owned by Middlesbrough Ocean Surveys, converted to a diving support vessel and renamed ' Celtic Surveyor '. 1980: She was owned by Cosag Marine Services Ltd., London. 1982: She was converted to a floating restaurant and bars and berthed at Sovereign Harbour, Eastbourne, Sussex. 1985: Berthed at Royal Quays, North Shields as restaurant " La Passerelle ". 1998: She was moored in Albert Edward Dock, North Shields, and used as a floating restaurant. 2009: Operated as a bar and fish and chip shop, owned by Mike Newbold, North Shields. Thought to have been renamed ' Earl of Zetland '. 2020, September: Her owner found her too expensive to maintain, so sold her to Royal Quays Marina.
Date Scrapped / Lost	2020, October / December.: Broken up at North Shields.

Earl of Zetland (1939). (Continued).



*Mrs J. H. F. Gordon, wife of a company director, gets ready to christen the 'Earl of Zetland', onlooking is a young boy, perhaps her son, **Alexander Hall Wilson**, **Hall Russell** chairman, and Aberdeen Lord Provost Mitchell. (**Hall Russell**).*



Launch of the 'Earl of Zetland'.

Earl of Zetland (1939). (Continued).



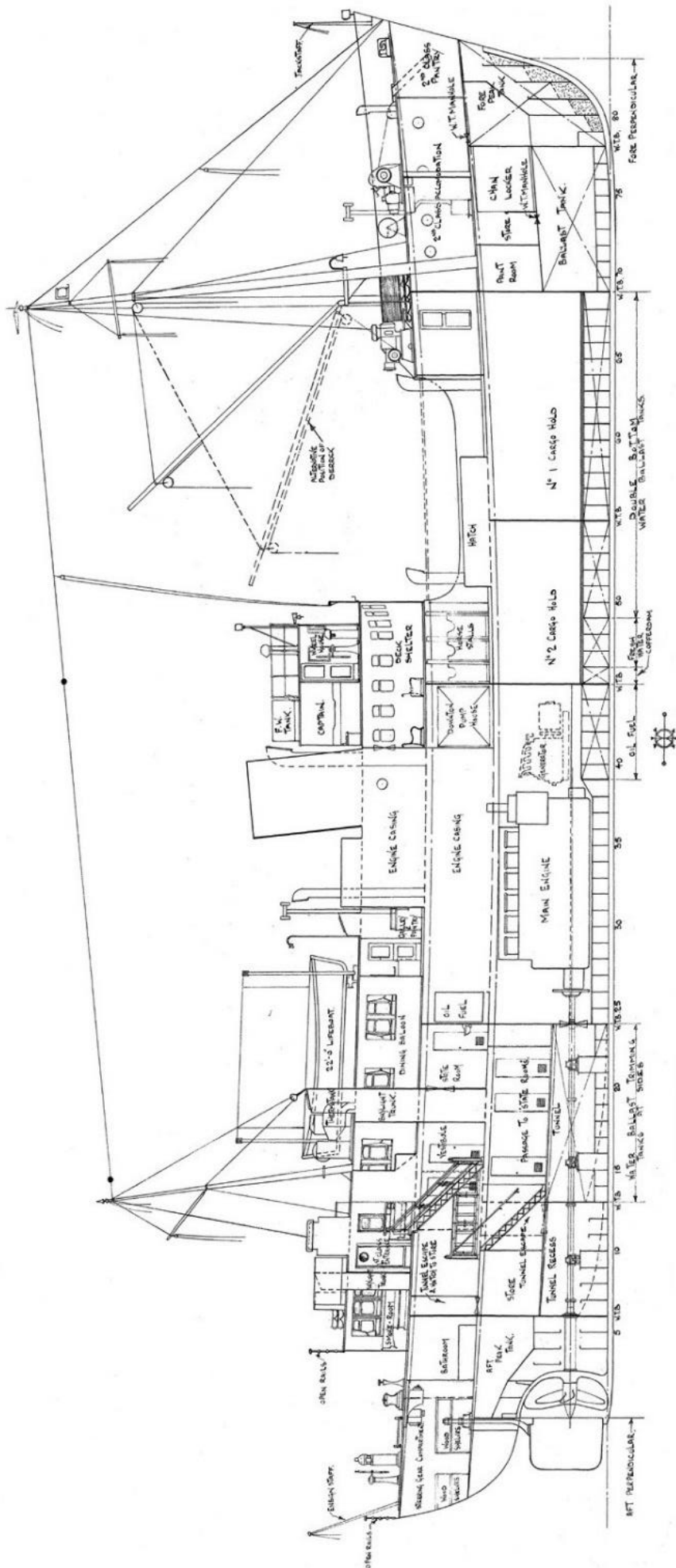
As usual at **Hall Russell** launches. Two tugs were hired to pick up the ropes of the '**Earl of Zetland**' once in the water, in this case the '**St Fotin**' at the bow and the '**St Machar**' at the stern. (**Hall Russell**).

She was registered as one of the UK's National Historic Ships (Certificate number 990), however that wasn't enough to save her once she became too expensive to maintain.

www.nationalhistoricships.org.uk



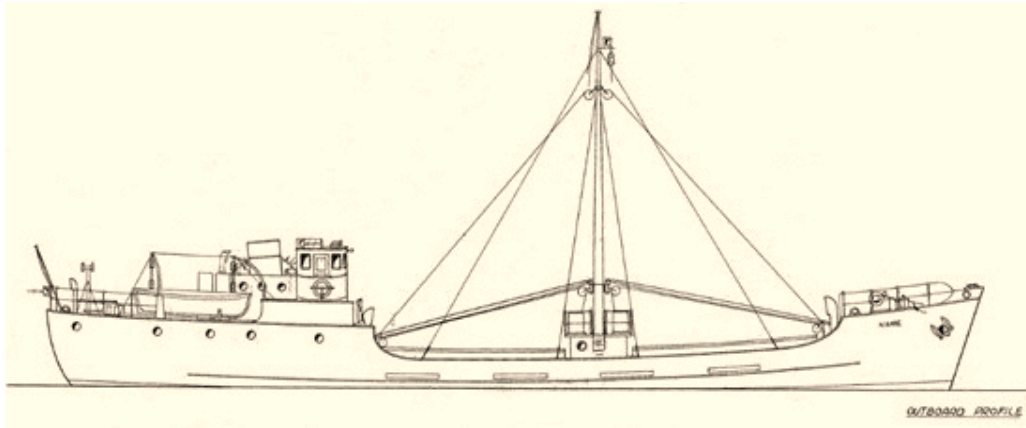
'Earl of Zetland'. (Photographer unknown).



'Earl of Zetland', General Arrangement Profile. (Hall Russell).

Auchmacoy (1939).

She was built as a coaster for local owners, but she ran aground after only a few months after delivery. Sold to owners in Liverpool for use as a coal-carrier in the Delta Ports in Nigeria, Africa.



'Auchmacoy' profile (Hall Russell).

Vessel Name(s)	Auchmacoy.
Yard Number	750.
Rig	Motor Coaster. Cruiser Stern.
Launch Date	12 th October 1939.
Engine(s)	Oil, 2S.C.SA, 6-Cylinder 7-1/16" - 11-13/16", 52 NHP, by British Auxiliaries Ltd., Glasgow. Single screw.
Owner(s)	Mitchell & Rae Ltd. , Newburgh, Aberdeenshire.
Registered Port	Aberdeen. Official No.: 165252.
GRT	255 tons.
Length	114 feet, 6 inches (34.90m).
Breadth	23 feet, 1 inch (7.04m).
Depth	8 feet, 4 inches (2.54m).
Construction	Steel. Rivetted.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. A&CP: Anchors and Cables Proved at a Public Machine. ✠ LMC, Lloyds Machinery Certificate, 11-1939. LR Surveyor: T. Richardson.
Other information	1940, 12th February: She ran aground at the mouth of the Ythan River, Newburgh, Aberdeenshire, the six crew members were rescued by the local lifeboat. c1940: Owned by Elder Dempster Lines Ltd. of Liverpool. 1964: Sold to Odunsi & Co., Lagos, Nigeria Africa. 1966: Owned by K. & K. Sea Trading Co., Lagos, Nigeria, Africa.
Date Scrapped / Lost	1950: According to a Lloyd's letter she was intended for scrapping, however it seems she had a reprieve. Actual date of scrapping / loss unknown.

Bibliography

- 1 Various newspapers as mentioned within the book text.
- 2 Lloyds Register of shipping – various years from the 1930's.
- 3 Aberdeen Register of Shipping (Aberdeen City Archives).

Websites

www.electricscotland.com

The Shipbuilders of Aberdeen. Free to download 20 volumes of Aberdeen shipbuilding books, videos, and shipbuilding poetry by the 'Bard of the yard' Stanley Bruce.

www.aberdeenships.com

Information on >3,000 Aberdeen built vessels.

www.clydeships.co.uk

Information on >35,000 Scottish built vessels.

Appendix A

Obituary to James Younger Hunter, died 10th September 1933.

Aberdeen Press and Journal - Monday 11th September 1933.



**DEATH OF MR JAMES. Y. HUNTER.
Partner in Messrs Hall Russell & Co.
KNOWN OVER A WIDE AREA.**

*"The death occurred at his residence, Temora, West Cults, yesterday morning, of **Mr James Younger Hunter**, one of the best-known businessmen in Aberdeen, and partner in the firm of **Messrs Hall, Russell and Co., Ltd.**, Aberdeen. **Mr Hunter's** death followed a comparatively short illness. **Mr Hunter** was the second son of the late **Mr James Hunter**, shipbuilder. He was educated at Aberdeen Grammar School, and later commenced his engineering training with **Messrs Hall Russell and Co.**, and on the death of his father in 1909 was assumed director of the firm and was associated with **Mr A. Hall Wilson** in the carrying on of this well-known shipbuilding and engineering firm. By **Mr Hunter's** death a remarkable family connection with the firm has been ended. Deceased's father was associated with **Mr Wilson** for many years in the conduct of the firm, and then their sons, **Mr J. Y. Hunter**, and **Mr A. Hall Wilson**, have been associated with the business since 1909.*

Universally Popular.

***Mr Hunter** was a quiet, unassuming man, and was universally popular. In business he built up an enviable reputation for integrity and straight dealing and acumen, and was known over a wide area. He was a popular personality with the firm's employees, and was well known at the quays."*

Appendix A

(Continued).

1933, 14th September: The Aberdeen Press and Journal reported on the funeral as follows: *“LATE MR JAMES Y. HUNTER. Funeral from Cults to Allenvale Cemetery. A large company attended the funeral of Mr James Younger Hunter of Messrs Hall, Russell and Co., shipbuilders, Aberdeen, which took place yesterday afternoon from his residence, Temora, West Cults, to Allenvale Cemetery, Aberdeen. The services were conducted by the Rev. Dr. J. Esslemont Adams and the Rev. John Elder, Cults. The chief mourners and pallbearers were: - Mr Robert Y. Hunter (brother); Dr Norman Davidson (brother-in-law); Mr Norman J. H. Davidson (nephew), Mr A. Hall Wilson, of Hall, Russell and Co.; Mr Pringle, Hall, Russell and Co.; Mr Wm Mackay, advocate; Mr Jas. Davidson, Hawthornbank, and Mr Thomas Russell Davidson. Many beautiful floral tributes were sent, including wreaths from Mr A. Hall Wilson and the officials and staff of Hall, Russell and Co. Among the mourners were: - Dr J. F. Tocher; Mr D. M. Andrew, rector, Grammar School; Mr J. Everard Rae, advocate; Mr Wm. Pyper, advocate; Mr F. Michie, inspector of schools; Mr Jas. Younger Collie, advocate; Major Fraser, Cults; Mr Jas. Farquharson, representing the City and County Society; Mr R. A. F. Davidson; Dr Bruce, Cults; Mr D. J. Gray, Argyle, West Cults.”*

During my research I found this press article detailing prizes for the Grammar School, Aberdeen, Honours List Session 1884 – 1885. **James Y. Hunter** did extremely well at school.

1885, 25th June: The Aberdeen Free Press reported as follows:

MIDDLE SCHOOL (SENIOR) CLASS I.

PRIZES FOR GENERAL EXCELLENCE – 1 James Y. Hunter. 95.3.

ORDER OF MERIT. Latin – 1 James Y. Hunter, 99.

Arithmetic – 1 James Y. Hunter, 96.

English – 1 James Y. Hunter 93.5.

Dictation – 1 James Y. Hunter, 93.

Geography – 1 James Y. Hunter, 93.

History – 1 James Y. Hunter, 94.

Scripture – 1 James Y. Hunter, 99.

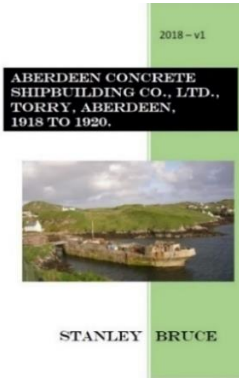
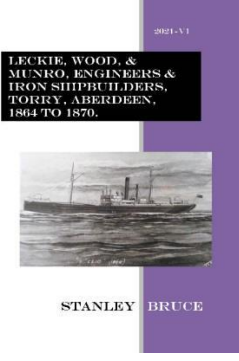
Writing – 1 James Y. Hunter and W. H. Sinclair – equal prize.

Drawing – 1 James Inkster, prize.

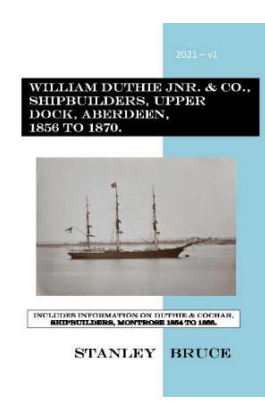
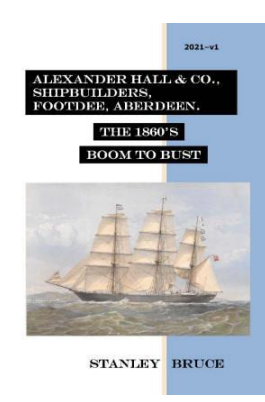
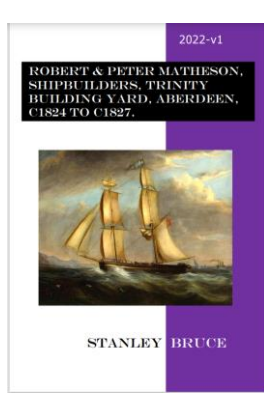
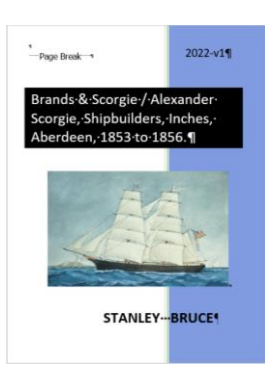
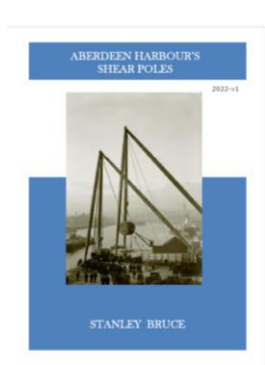
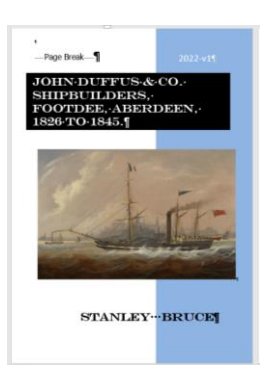
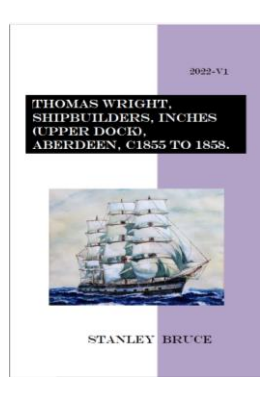
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