

2023-v1

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

THE 1960's



STANLEY BRUCE

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Cover photograph: Launch of the stern trawler '**Junella**', 6th March 1962. (**Hall Russell**). Aberdeen harbour tug at her bow is the diesel-driven '**Sea Trojan**' built in 1962 by **John Lewis and Sons Ltd.**, Torry, Aberdeen, and at the stern is the older steam-driven tug '**Danny**'.

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



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FOOTDEE,
ABERDEEN,
THE 1960's.**

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First Digital Edition.

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Whilst I have taken great care in preparing this publication, and researched as thoroughly as possible, 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 and give no guarantee of accuracy.

I sincerely hope this publication is useful for educational purposes.

Please treat all dimensions as approximate.



**HALL, RUSSELL & CO., LTD.,
SHIPBUILDERS,
FOOTDEE,
ABERDEEN,
THE 1960's.**

BY

STANLEY BRUCE

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Introduction.

This book is basically of two parts, first half of the book is a timeline of events associated with the yard, with mostly press articles covering notable events, strikes etc. The second half of the book is about the vessels built by **Hall, Russell and Co., Ltd.** in the 1960's. So, if you're just interested in the vessels you may wish to skip the first half of the book.

This being a digital edition there was no limit on the number of words, pages, or photographs / illustrations, so in this volume you'll find the many press articles that I found during my research, many of which I have left as I found them, as I consider it my job to find and convey the information and not necessarily to rewrite it.

The 1960's started off with a lot of uncertainty for **Hall, Russell's**, with a lack of orders, pay-offs (redundancies), and many strikes, however by the end of the decade the yard was still solvent and thriving with a full order book once again.

In 1960, there was a national engineering and shipbuilding apprentices' strike that went on for several weeks, tens of thousands of apprentices went on strike including those at **Hall, Russell and Co., Ltd.** and other Aberdeen shipbuilding and engineering firms. As a result of the strike the apprentices gained an age-related pay scheme, by that I mean their wages increased on their birthday and were based on a given percentage of a journeyman's wage. This meant that when the journeymen got a pay-rise, the apprentices also got one. This scheme, I and many other apprentices benefitted from greatly, it was nice getting a pay-rise on your birthday, pity it didn't continue for the rest of my career. This wasn't the first big strike by apprentices, a similar strike occurred in 1912 when 3,550 Scottish shipbuilding apprentices, 250 from Aberdeen shipbuilders (**Hall, Russell, Alexander Hall, and John Duthie**, Torry) went on strike for one shilling more in their wages to compensate for having to pay National Insurance. (1 shilling in 1912 is equivalent to about £4.35 per week in 2022). A 17-year-old apprentice at this date earned 6 shillings, this is only equivalent to approximately £26 per week in 2022, not very much.

In my research I came across some of the key members of the yard's management team and have listed what I found. To my mind the most influential member was **John Wright** (c1913 to 1997) **managing director** who steered the company through the difficult 1960's. He was awarded a CBE in 1977 and retired in 1978 after 23-years at **Hall, Russell**. Another former yard worker, **engineer, James Levie Macintosh** received the honour of OBE in 1967.

My favourite vessels built by **Hall, Russell & Co. Ltd.** in the 1960's, are the Fisheries Research Vessel (FRV) '**Clupea**' (215 tons), because I recognised her from Fraserburgh Harbour when I was a boy, she was stationed there for many years. The dredger '**Shearwater**' (342 tons) as I've seen her dredging many North-east harbours, and I was aboard her and took thickness checks of her hull for her 20-year special survey c1989, which was carried out on the patent slip in **Hall, Russell Ltd.** I also, always liked the



photo of the '**Junella**' (1,435 tons) immediately after her launch that I got from my friend and work colleague the late **Adam Leiper**, the photograph captures her lines beautifully, that's the reason this photo is on the cover of this book.

The fisheries research vessel '**Clupea**' (215 tons) launched in 1968, is now fifty-five years old and still sailing, testament to the quality of vessels built by **Hall Russell**. The dredger '**Shearwater**' (342 tons) is also still sailing.

In 1961, there were many pay-offs due to a shortage of contracts. I was aware of this before I wrote this volume because a former ship draughtsman who worked in **Hall, Russell's** in the 1960's told me about them, however until I did this research, I didn't realise how bad it was, nor did I realise how bad the industrial relations were, with many strikes, overtime bans, etc. It now seems, certainly to my mind that the several trawler contracts of the 1960's probably saved the yard from closure.

But it wasn't only trawlers built in the yard during the 1960's, **Hall Russell** built several tankers, and bulk carriers, these were multiple orders which were very great for the yard.

In 1965, **Hall Russell** 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.

Unfortunately, I never managed to obtain photographs of the nine-trawler order built for Irvin and Johnstone, South Africa. **Hall, Russell** built trawlers for Irvin and Johnston in South Africa as early as the 1920's.

The cargo liner '**Duburg**' (2,649 tons) which was the first vessel to be built for German owners since WW2, didn't want to go down the slipway, she took three attempts before she was launched in 1967. This was quite an embarrassment for the company. I'm led to believe that a different type of grease was used, (perhaps to save a few pounds?) but due to a low December temperature it had hardened, and she was stuck fast. This should have been a straight-forward launch, however the grease on the ways had to be heated up using burners for it to loosen its grip and become viscose again. Once the lashings holding the triggers on the launch-ways are cut with axes, and the triggers are moved to the side, nothing holds the vessel, and once her weight overcomes friction, down she slides of her own accord. This is known as gravitational launching / longitudinal slideway launching and is probably the simplest and oldest form of ship launching. Hydraulic jacks can be used if the vessel doesn't move, just to overcome friction to get her going. In the '**Duburg's**' case hydraulic jacks on their own weren't enough to get her moving.

The stern trawler '**Hawthorn**' (589 tons) launched 6th August 1964 was the exact opposite, she took off down the slipway before the lady naming her (her sponsor) had the chance to smash the bottle on her bow and name her. She ended up being named once she was securely tied up at the Outfitting Quay.

Hall, Russell & Co., Ltd., Shipbuilders, Footdee, Aberdeen, The 1960's. Stanley Bruce 2023-v1.

The stern trawlers built by **Hall, Russell and Co., Ltd.** in the 1960's were huge if compared to Aberdeen's first steam-driven trawler the '**Toiler**' (118 tons) which was a tug converted for trawl fishing in 1882.

In Appendix A you will find a piece written by former **Hall Russell** Engineering Drawing Office apprentice **Bill Noble**. It's great to get input from someone who was working in the yard in the 1960's, so a big thank you goes to **Bill** for giving us the insight.

I sincerely hope you find this volume informative, and hope it becomes recognised as a valuable piece of Aberdeen's shipbuilding heritage.

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

Former Shipbuilder, Hall Russell Ltd., 1980 to 1991.

Abbreviations

B	Breadth.
BHP	Brake Horsepower.
B.P.	Between Perpendiculars (regarding ship length).
D	Depth.
GRT	Gross Registered Tonnage. (Stated in brackets after vessel names).
L	Length.
LMC	Lloyds Machinery Certificate.
LOA	Length overall
LRS	Lloyds Register of Shipping.
R.Q.D.	Raised quarter deck.
S.H.P.	Shaft Horsepower.
2SCSA	Two stroke combustion single acting (With ref. to an engine).
4SCSA	Four stroke combustion single acting (With ref. to an engine).

Definitions

Deadweight:	The sum of the weights of cargo, ballast water, fuel, fresh water, provisions, passengers, and crew.
Gross Registered Tonnage (GRT):	A vessel's total internal volume expressed in 'register tons', each of which is equal to 100 cubic feet (2.83 m ³).
Perpendiculars:	Measured from between the centreline of the rudder stock aft, and the point where the waterline cuts to line of the stem forward.
Single Screw:	A vessel driven by one propellor.
Twin Screw:	A vessel driven by two propellers.

Aberdeen Shipbuilders of the 1960's.





By 1960, there were only two shipyards remaining in Aberdeen, and these were:

<i>Shipbuilder</i>	<i>Dates in Business</i>
Hall, Russell & Co. Ltd., Footdee.	1864 to 1989.
John Lewis & Sons, Ltd., Torry.	1907 to 1972.

Alexander Hall & Co., Ltd. although merged with **Hall, Russell & Co.** in 1957, was still often referred to, perhaps a bit like **Hall Russell's** when taken over by **A&P Appledore (Aberdeen) Ltd** in February 1989.

Some key members of Hall, Russell & Co., Ltd. management team in the 1960's.

This information I gleaned from press articles only, I have not seen any yard management records, so please consider it incomplete.

Name	Job Title	Date(s)	Photo
John Wright (c1913 to 1997). CBE (1977).	Chairman and Managing Director.	1955. Retired 1978. Chairman from June 1968.	
A. E. Gordon	Company Secretary. Director.	1964 From May 1966	
W. R. Craib.	Shipyards Manager. General Shipyards Manager	1954 to 1956. 1956 to 1961.	
Kenneth A. Brown.	Apprentice Draughtsman / Draughtsman. Head Draughtsman. Shipyards Manager (A. Hall & Co.) Shipyards Manager General Shipyards Manager.	1945 1952 1956 1957 to c1961 c1961 to March 1965.	
Mr J. J. Hunter.	Engineering Foreman. General Engineering Manager.	Unknown to c1960. c1960 to c1967	
Stanley Littlejohn	Assistant Shipyards Manager / Outfitting Manager.	1944. Retired 1975.	
William Neale.	Shipyards Manager.	March 1965 to Oct. 1967.	
Fred M. Walker. (1936 to 2020)	Shipyards Manager. (See Appendix B).	23 rd Oct. 1967 to 1977.	
Harry Watt.	Assistant Shipyards Manager	1957 to 30 Dec. 1965.	
John V. Woolham.	Chairman.	Resigned June 1968.	

The difference between the **General Shipyards Manager** and **Shipyards Manager** is unknown to me, perhaps something to do with the merger with **Alexander Hall & Co.**

Stan Bruce, Author - Hall Russell History.

1980, July: Stan attended **Hall, Russell Training Centre** for a trade test for an apprenticeship as a **joiner**. However, prior to doing the test, the instructor looked at **Stan's** 8 'O' grades and 3 Highers and said he should be in the drawing office not a **joiner**, so the instructor phoned **James Fraser, Chief Ship Draughtsman**, and **Stan** made his way over to the Shipyard Drawing Office (SYDO) for an interview as an **apprentice ship draughtsman**. **Stan** got the job there and then.

1980, August: **Stan** as an apprentice ship draughtsman spent his first month of his 4-year apprenticeship in the **Hall Russell Training Centre** learning, basic welding, burning, and plating skills, and using workshop machines.

1980, September: **Stan** spent his first 11-months training in the shipyard drawing office, after completing his first year, was then working on actual ship drawings.

1984, August: **Stan** completed his apprenticeship as a **ship draughtsman** and gained a HNC in Shipbuilding from Kirkcaldy College of Technology, which was attended on a day-release basis.

1985: After a year as a journeyman, **Stan** got a job as **Ship Managers Assistant**. He was moved to the Outfitting Managers Office Block at the east end of the Outfitting Quay and initially worked on the outfitting of the **Hong Kong Patrol Craft (HKPC)**.

1986, June to Sept.: Carried out internal audit and improved quality system for yard to gain DEF-STAN 05-21.

1985/1986: Stan attended a 40-week evening class course at Aberdeen College in Welding Inspection and Quality Control.

1988, October: After a run-in with a shop steward in the yard, **Stan** was sent on an industrial relations - negotiating skills course at RGIT.

1988, 6th January: **Stan** was promoted to **Assistant Manager – Ship Construction**.

1988/1989: Due to uncertainty in the yard, Stan at his own expense attended evening classes for one year in computer Aided Draughting (CAD) at Aberdeen College.

1988, 9th November: **Hall Russell Ltd.** went into the hands of the Receiver, with debts reported to be £9.75 million.

1989, mid-February: **Stan** was made redundant along with all other employees when **Hall Russell Ltd.** closed.

1989, 27th February: **Stan** and most of the other former **Hall Russell** workers were re-employed by the new owners **A&P Appledore (Aberdeen) Ltd.**

1989, 23rd May: **Stan** was promoted to **Assistant Quality Manager**.

1989, 5th and 6th June: **Stan** attended an Internal Auditing course at SCOTA Ltd.

1990: **Stan** started a part-time BSc in Mechanical Engineering at Robert Gordons College (Now RGU). **Stan** later passed the course with distinction.

1991, 4th February: After 10.5 years in shipbuilding, **Stan** left **A&P Appledore (Aberdeen) Ltd.** and joined Det Norske Veritas (DNV) as a surveyor.

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.** at the time were in financial difficulties due to a large debt at the local 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: **Hall, Russell & Co., Ltd.** 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.

1953: Upon the death of **Mr W. Watt Hepburn**, chairman of **Alexander Hall and Co. Ltd.**, **Hall Russell & Co., Ltd.** bought his substantial holding of shares, and were assured of more to have a majority interest.

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 gradually dropped. **Alexander Hall's** employees were transferred to **Hall, Russell & Co. Ltd.** The **Hall, Russell** 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 40 tonne overhead cranes for building vessels.
- 1987:** A mere ten years after nationalisation, **Hall, Russell Ltd.**, was de-nationalised by the Tory Government led by Margaret Thatcher 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**' (6,500 tons).
- 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) and was the last fully completed vessel built by the yard.
- 1990:** The last major contract for **A&P Appledore (Aberdeen) Ltd.**, 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 after being fitted-out in Norway was named the '**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.

1960's Timeline.

1960

This is a great picture of **Hall Russell's Outfitting Quay**, it is basically very similar to how I remember the view in 1980, apart from the crane and the slipway to the right of the Outfitting Managers office block which was later levelled off and used as a steel stockyard. By the 1980's the crane shown to the left of the Outfitting Managers Offices which ran on rails along the quay was gone, so were the other three tall cranes at the building berths. Sometime in the early 1960's a stationery 65-ton crane was fitted adjacent to the Outfitting Managers Office Block, four concrete block foundations can be seen in the photo on the right-hand side ready to take it. A mobile crane was also used throughout the yard after the four cranes shown were removed. The new building Hall erected in 1982 had its own two 40-tonne overhead cranes on rails.



Hall Russell yard c1960. (Hall Russell). (Stern trawler on the slipway).
(The 65-ton crane is not erected aside the Outfitting Managers block (right), however in this photograph you can see four large concrete blocks placed ready to take it.)

1960, 4th January: The Aberdeen Evening Express reported that Parkvale FC were granted the use by Aberdeen Town Council, on a yearly tenure, the ground at the Queens' Links formerly occupied by **Hall, Russell and Alexander Hall Recreation Club**. I assume this ground was to be used for playing football.

1960, 30th January: The Aberdeen Evening Express reported as follows: **"58 years' service with same firm. Mr W. M. Livingston, a shipwright with Hall, Russell & Co., Ltd., Aberdeen, has retired after fifty-eight years' service with the firm. He was presented with a wallet of notes from his colleagues and an inscribed gold watch from the management. Mr Livingston left school at the age of twelve to work in the shipyard. He spent the first two years in the **platers'** department, but later completed his apprenticeship as a **shipwright**, in which capacity he worked at the yard. Except for a three-year period during World War I, when he was directed to work in English naval docks, **Mr Livingston** remained in Aberdeen.**

AMATUER BOXER. In his young days **Mr Livingston** was a well-known amateur boxer and pedal cyclist. He was seriously injured during an enemy bombing raid in World War II, when the **Hall Russell** shipyard was hit in 1940. He was again the victim of an air raid a year later, when his house in Cotton Street was bombed. **Mr Livingston** now lives with his wife at 15 Fish Street, Aberdeen." (I calculate he was born c1890).

1960, 4th February: The Aberdeen Evening Express reported as follows: **"Big-ship orders is vital need. The position of the British shipbuilding industry is indeed serious. As a result of the shipping slump and the large number of vessels laid up, orders for new tonnage are few and far between. Up till recently, Aberdeen shipyards were fairly fortunate but now they are beginning to feel the effects of the depression. On Monday, Messrs Hall, Russell and Co. launched the motor vessel 'Colina' for the Donaldson Line, Glasgow. That was their last order of any size. The firm have orders for a number of trawlers, but a yard of the size of Hall Russell's requires more than trawlers to keep it going. Contracts for fairly large merchant ships are needed. The firm is doing its best to secure more work, but competition is fierce. Only yesterday it was announced that an order from the Anchor Line had gone to Holland. A stern warning against unofficial strikes has been given by **Mr Andrew H. S. Lewis**. He pointed out the serious effect they were having on industry. No one wants to see idle shipyards and it is sincerely hoped that **Hall, Russell** will be successful in booking a fairly large contract soon."**

Mr Andrew H. S. Lewis was at this date the managing director of **John Lewis and Sons, Torry, Aberdeen.**

1960, 6th February: The Aberdeen Evening Express:



Members of **Hall Russell's** Climbing Club at their dinner and dance in the Royal Hotel, Aberdeen. (Aberdeen Journals).

The 'climbing club' was just one of the many social activities organised by employees of the yard.

1960, 8th February: The Aberdeen Evening Express reported as follows: ***“DOLE-QUEUES IN SHIPYARD UNIONS. Call for speedy talks with firm.*** Alarmed by the grim spectre of the dole queue which, they say, faces hundreds of workers at the Aberdeen shipyard of **Hall, Russell & Co.**, because of lack of orders, trade union officials want immediate talks with the management. Stung to action by last weeks' "surprise" pay-off of forty-eight workers from the yard, the union bosses today emphasised the urgency of the situation. Mr James Milne, secretary of Aberdeen Trades Council and chairman of Aberdeen district of the Confederation of Shipbuilding and Engineering Unions, told the "Evening Express"; "It is quite clear that pay-offs are going to be a regular weekly process at the yard. "We estimate the firm at present employ about 1,600 men, and it would appear to us that the work they have in hand could be carried out with less than 1,000. The number at work will be down to well below 1,000 by summer." The meeting with the **Hall, Russell** management is being sought by Mr Milne and Mr J. Thom, secretary of the confederation's Aberdeen district. They were hoping to have talks with **Mr John Wright, managing director** of the firm. An "Evening Express" reporter was told at the shipyard today that **Mr Wright** was out of town. When the reporter asked to see **Mr Wright's** deputy, he was told the management had no comment to make.

SURPRISE. Mr Milne told the "Evening Express": "Last week's pay-off was a surprise to us. While we had expected it, we did not know it was coming so quickly. The unions will make an immediate approach to the firm. "Up to the present, it has been speculation and anticipation of something happening. We knew the amount of work on hand at the yard was not considerable and that the shop stewards of the serious position the firm is in." Stating that there was a world shortage of shipping orders, Mr Milne said that the confederation had raised the issue with Mr Niall MacPherson, Under-Secretary of State for Scotland, in an interview last June. They had asked him if anything could be done to bring work to the east coast yards especially Aberdeen. They had also instanced the difficulties in the trades allied to shipbuilding and had made the point that if the Aberdeen men were to lose their jobs, there was nothing for them to turn to in the city. They would have to leave the area. "Since that date we have repeatedly raised this matter, but so far nothing has transpired," added Mr Milne.

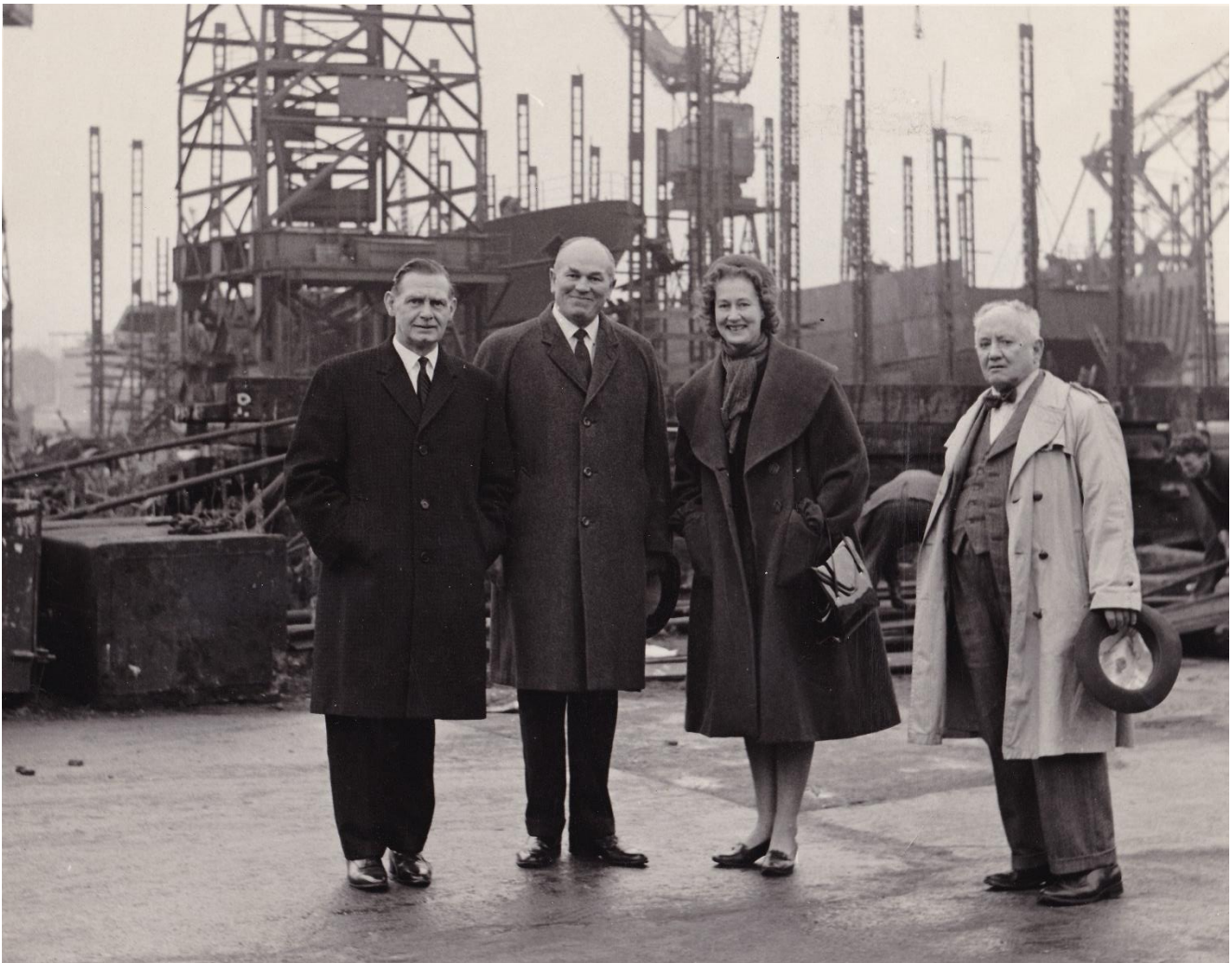
"NO SUCCESS". "We understand **Hall, Russell's** are still quoting for orders, but unfortunately there seems to have been no success. We know they are left with a number of trawlers to build, and nothing else." Mr Milne said they had written to the city MP's, Lady Tweedsmuir and Mr Hector Hughes, asking them to draw the Government's attention to the serious situation in Aberdeen and to try to persuade Government departments to steer work to the area."

“Yard spectre of dole queues. Replies had been received from the M.P.s stating that they were doing all they could, and Lady Tweedsmuir’s secretary had indicated that Lady Tweedsmuir was in close touch with the management of **Hall Russell’s**. The view that Aberdeen Town Council would “have to accept their responsibilities and view the employment situation with much greater concern than they have done in the past,” was expressed by Mr Thom. “I am not satisfied with the part they are playing. I think they could play a much greater part,” he declared. “If something is not done – and done very quickly – we shall find ourselves in the position of being too late.” The confederation are considering inviting Lady Tweedsmuir and Mr Hughes to address a mass meeting of shipbuilding and engineering workers in the city. Down at the yard today hundreds of grim-faced workers hurried home for lunch break, many of them with the bleak prospect that today may be one of their last working days at **Hall, Russell’s**. The general feeling appears to be one of resignation. Most feel that overall redundancy is inevitable. The majority of the men do not blame the management for the lack of orders, but at the same time there is 100% support for the union’s fight against widespread unemployment. The **riveters** are among those who will be hit first. As soon as the vessels in the fitting bay at present are completed, they will be out of work. And there is no alternative in the city for them. “Even if we did get more orders it wouldn’t help us,” said one **riveter**, “because we do the final stages of shipbuilding, and it takes about six months before we are needed.” A **plater’s helper** who has been with the firm for five years said, “This is the worst crisis in my experience, and many think it is the worst yet to hit the yard. “We have over a hundred in our section and over half of them will be out, probably even more. And I think it will be this week sometime.” “There is nothing we can do about it,” said a **plumber**. “We fully expect to be out of work inside a fortnight.”

The same newspaper also reported: **“42-Hour offer to shipyard men.** The shipbuilding employers today offered to reduce the hours worked from forty-four to forty-two a week. The offer was made in talks with the Confederation of Shipbuilding and Engineering Unions, which had originally asked for a substantial wage increase and a 40-hour week for their 250,000 workers. The employers rejected this claim last month, but said that if the unions co-operated in improving efficiency, they might do something to meet the hours claim. The shipbuilding employers offer is in line with that made by the general engineering employers. Mr G. Harold R. Towers, Shipbuilding Employers’ Federation president, asked the unions to reciprocate goodwill by accepting in any agreement clauses seeking the elimination of practices interfering with production.”

The officials of 40 Unions representing 3.5 million engineering and shipbuilding workers negotiated with the employers for a reduction in the working week, the Unions wanted it reduced from 44-hours to 40-hours and the employers offered 42-hours, but with no loss of production as from their point of view this represented a 5.5% pay rise if based on the hourly rate.

An article in the Birmingham Daily Post, 9th February 1960 reported that the tonnage to be laid down for the second half of 1960 was only 75% of that for 1959, and the tonnage to be laid down for 1961 was at the time only 25% of that laid down in 1959.



Secretary of State, William Ross MP; John Wright, Hall, Russell managing director, Lady Tweedsmuir; and Hector Hughes MP (1960's). (Hall Russell).

1960, 9th February: The Aberdeen Evening Express reported as follows: **“Hope in new methods at shipyard.** Because of new methods of production, the absence of vessels on building berths at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.**, is not as serious as would at first appear. This was the reassuring news given today to the “Evening Express” by **Mr John Wright, managing director** of the firm, when he replied to trade union reports that mass redundancy among workers at the yard was almost inevitable. At the same time, Mr James Milne, chairman of the Aberdeen district of the Confederation of Shipbuilding and Engineering Unions, disclosed that he and Mr J. Thom, secretary, were meeting **Mr Wright** this afternoon. The firm, who could not comment yesterday on a statement by Mr James Milne, forecasting weekly pay-offs at the yard and estimating that hundreds would be out of work by the summer, gave their answer to the “Evening Express” today.

TIME SAVING. They said that while a great deal of prominence had been given to the absence of vessels on the building berths, this was not as serious as would at first appear, because new methods being adopted of prefabrication in large units under cover reduced the berth time to only a few weeks. These methods, they stated ensured

that trawlers could be built at very economical prices, and the production facilities were such that three trawler hulls could be produced every month, thus enabling delivery to be offered as quickly as propelling engines could be obtained. Referring to the employment position at the yard the management stated: "This has been fully explained to the shop stewards of all the departments at a meeting on January 13. "The local branch of the Confederation of Shipbuilding and Engineering Unions must therefore be fully aware of the position, but the management have no objection to meeting representatives of the confederation to hear from them if they have any suggestions which might assist in obtaining further work. "With regard to statements already published, we would point out that the number paid off to date is less than 3% of the total number of persons employed by this firm and this is much less than the general average of unemployment in Scotland.

UNDERSTAFFED. *"While it is inevitable that a further 2 to 3% will be paid off shortly, it must also be pointed out that certain departments are understaffed at present and additional tradesmen are required for some of the outfitting trades." The firm added that a further point to be borne in mind regarding the employment position was that at the present moment over 1,700 people were employed by Hall, Russell and Co., Ltd., and Alexander Hall and Co., Ltd., compared with fewer than 1,300 about eight years ago.*

A QUERY. *Commenting on the firm's statement, Mr Milne said this afternoon: We are happy to hear Mr Wright's assurance that only a further 2 % to 3% will be paid off shortly. "But are we to understand from this that the firm will be able to maintain employment for their remaining workers, who will total about 1,600 in the building of trawlers." Mr Thom said they had been toying with the idea of certain alternatives to pay-offs, but they would have to consider the policies of the individual unions in the confederation. Commenting on the unemployment situation in the city, Lord Provost Stephen said today that a conference on the problem would be resumed on March 4.*

CONFERENCE. *The conference, attended by trades unions, industrialists, and Government officials, was adjourned previously and the trades unions and employers' representatives asked to come forward with written statements. The city's two M.P.s have also been invited to the conference. "With 4,000 unemployed," said Lord Provost Stephen, "Aberdeen will be in the front rank for a share of Scotland's new industries. "We are very much alive to the need for attracting new industries, for the unemployment situation is becoming very serious. There is no alternative work to keep our tradesmen from drifting south to other jobs."*

The new methods of fabrication meant that more fabrication work could be done inside the fabrication bays rather than on the slip, this was more productive.

1960, 10th February: The Aberdeen Evening Express reported as follows: **"Pay-off: what critics say.** *There's a section of working-class people in Aberdeen who have no sympathy with local shipyard workers losing their jobs. They speak with contempt for these men and say they have "asked for it." These are the discoveries made by a reader of the "Evening Express", whose job brings him in contact with the general public. In this letter he gives the full force of his discoveries: - I am sorry to say I have discovered a rather disappointing feature about the shipyard pay-off. It is that a*

section of the working class in Aberdeen have no sympathy with those being paid off from work. They are a minority, but they do know about the shipyard workers and their long run of prosperity. They may have a good reason for their attitude or on the other hand it may be jealousy of the workers "having it so good and for so long."

SURPRISED. *I am an insurance agent and on Monday, which is my busy day, I set off to work at peace with the rest of the world. After a few calls I happened to find "the man of the house" at home. It was his day off. After a few minutes of general conversation the subject came round to the pay-off in the shipyards. I was surprised at his contempt for the shipyard workers: they were a lot of lazy so-and so's; prepared to work for double-time on Sundays but wouldn't work on Saturdays; their biggest job was dodging the "gaffer" who in turn was scared to reprimand some of them or they would all "GO OVER TO THE LINKS; (I discovered later this means they had called for a meeting on the spot and it was held on the Links. It had no connection with golf). And finally, that the shipyard workers had been in "gravy" since 1939. They have had plenty of work and overtime and compared with the rest of the workers in Aberdeen "have had a damned good time of it." I was glad to leave, sure that his real complaint was that he had never been a shipyard worker since 1939. However, as the day wore on, I found no fewer than seven men and four women who were agreed that the shipyard workers "had asked for it." ("IT" being the big pay-off.) They all had more or less the same reasons as already stated. One of the women was the wife of a labourer in the shipyards. Her remarks on one of the trades in the yards are not printable. I gathered that the attitude of this particular trade was "I'm all right Jack" and other tradesmen and labourers were left to suffer. If what this lady told me is true, this particular trade is hated by the other workers and is considered to be the cause of many of the strikes and postponed launchings and deliveries, thus losing orders for Aberdeen. The loss of the order for the new ship for the North of Scotland Shipping Co. was quoted.*

LINE OF CARS. *I returned to the office and was discussing my experience with another agent who is in another part of the town, also meeting working-class people. His experience was worse than mine. He was told to go down to **Hall, Russell and Co.** and see the line of cars that the shipyard workers use for their work; that they should have saved so much money while the boys were away fighting and since the end of the war that they should be able to stop working for a year and live on the interest. In the short space of twelve hours, I have learned more about the shipyard workers than I have done since I came to Aberdeen a long time ago. – EDUCATING ARCHIE (Name and address supplied)."*

1960, 12th February: The Aberdeen Evening Express reported as follows: "**Shipyard critics: readers hit out.** *I have been connected with shipbuilding for over thirty-five years. I worked before the war, was idle for many years, was on the means test and at times got a job for one day at my trade between long spells of idleness. The war came, I was welcomed back to the yards along with many others who had also been unemployed for years. Since then I have been employed steadily with the same firm. Being a tradesman and highly skilled through years of experience I am interested in the letter you published about the pay-off in a local yard. I am also intrigued about the high wages we were said to receive in the shipyards. Your correspondent should ask*

any engineer's wife about the "fabulous" wage her husband brings home on a Friday. For a skilled man working to fine limits, he is about the lowest paid tradesman in the country, and this applies to all time-rate workmen in the shipyard.

Earns more. *True, a piece-working tradesman earns more, but then he is entitled to do that. He is paid an amount agreed to by his employer for a certain amount of work done in a specified time; and your correspondent should spend a day seeing the conditions the men work in on a winter's day and the infernal noise that goes on all the time with **riveters**, machines and **caulkers**. (The Noise Abatement Society who can't stand noise should pay a visit some time). The **labourers** on piece work and the new rate trades have, in some cases, more wages than a time-working tradesman. The rubbish about "gaffers being afraid of the men" is untrue, and as to the statement about men dodging the foremen, surely this is casting an aspersion on the foremen's ability to control the men under their charge. Another absurdity. The line of cars outside a local shipyard belonging to the workers is another idiotic statement, because if the 1,700 men were making the large wages your correspondent suggests, then surely there would be 1,700 cars outside the yard gate – a real problem for the city police.*

Sent back. *I would inform your readers, too, that during the war tradesmen were unable to leave the shipyard to join the Forces. Some were actually sent back from the Forces to the shipyards and many tried to leave the yards to join the Forces, without success. When the Germans bombed **Hall, Russell's** a good many men lost their lives. So they did not go Scot free. As to strikes, these have been very few and far between in Aberdeen, compared with other industries. Of course your correspondent does not hear of the many minor disputes solved by the employers and the various committees in the yards. I would suggest that the insurance agent and his moaning customers should not criticise something they know nothing about. The shipyard worker is the salt of the earth, hard-working, and proud to work for his employers who are struggling for orders and receiving no assistance from the Government which could do much more to help shipbuilding. To those who belittle us, I would point out that in Britain we're second to Japan in world shipbuilding, and we build the finest ships in the world. We are proud of it. – "**Shipwright**".*

1960, 13th February: The Aberdeen Evening Express reported as follows: "**Shipyard pays off more steelworkers.** Thirty men, mostly in the steel trades, have been paid off from the shipyard of **Hall, Russell and Co., Ltd.** Last week forty-eight men were paid off from the yard, and in a joint statement following a meeting between the management and officials of Aberdeen District Committee of the Confederation of Shipbuilding and Engineering Unions earlier this week it was stated that a further run-down of 2% to 3% of employees was imminent. After that there would be a period of reasonable stability for about two months. Mr James Milne, secretary of Aberdeen Trades Council, said that the pay-off was not unexpected. After this there would be a period of stability until the spring when the position would be clearer. The firm was trying to find new work."

1960, 20th February: The Aberdeen Evening Express: Reported as follows: "**Presentation to shipwright. Mr Peter McLellan, shipwright, 72 Victoria Road, Torry,**

*was presented with a packet of notes by his workmates and a wallet of notes by the management of **Hall, Russell & Co.** in recognition of his forty-five years' service – forty-two with **Hall & Co.** and three with **Hall, Russell & Co.**”*

1960, 22nd February: The Aberdeen Evening Express reported as follows: *“**Two new trawlers ordered.** A contract for the building of two trawlers for West side and North Sea fishing has been placed by the Walker Steam Trawl Fishing Co. Ltd., Aberdeen, with **Hall, Russell and Co., Ltd.** The vessels will be about 108ft. long and are being built under the White Fish Authority's grant and loan scheme. These trawlers will fish on the starboard side only, the port side being fully taken up with accommodation, etc. The trawlers are expected to be ready about next September.”*

1960, 24th February: The Aberdeen Evening Express reported as follows: *“**Lady Tweedsmuir gets promise in House. MINISTER'S BID TO HELP SHIPYARD.** Government help was promised in the House of Commons today in the bid to stave off unemployment at the Aberdeen shipyard of **Messrs Hall, Russell and Co., Ltd.** This cheering news for worried Aberdeen shipbuilders was given in a five-word reply by Mr Edward Heath, Minister of Labour, to a question by Lady Tweedsmuir, M.P. She asked him to pay particular attention to the problem of unemployment in the shipbuilding industry, particularly that of **Hall, Russell and Co.** who, if they were unable to win a contract for a pontoon dock in Nigeria, might have to pay off more men. She asked Mr Heath to do all he could to help in any way. Mr Heath replied: “I will certainly do that.” Replying to Mr Hector Hughes, M.P. who asked if he was aware of further dismissals of workers from an engineering works in Aberdeen during the last four weeks. Mr Heath said twenty-nine men were discharged as redundant from an Aberdeen engineering works. Sixteen of them were still unemployed. Although figures were not readily available, ninety-seven men from Aberdeen got employment in the South in the five weeks ended February 10, he added. Mr Hughes asked if Mr Heath would consult further with his colleagues in the Cabinet to devise more effective methods of attracting industry to Aberdeen and stop the drift south.*

TALKS. *Electricians' Union representatives at the shipyard are to see the management tomorrow over a bonus payment dispute. The electricians held a meeting today, at which it was decided to approach the management tomorrow. Meanwhile there is a plan by men at the yard to send a deputation to London to plead with high Government officials for more work to be steered their way. The men have contributed 1/- a head (Equivalent to approx. £1 a head in 2022) to pay for the deputation's trip. Already nominated for the deputation is **Mr James McArtney** (40), Boilermakers' Society, who is a member of **Hall, Russell's shop stewards committee.** He will be accompanied by at least one other trade union official, probably Mr James Milne, secretary of Aberdeen Trades Council and Aberdeen district chairman of the Confederation of Shipbuilding and Engineering Unions.*

RIVALS. ***Hall, Russell's** are competing with a Dutch firm of engineers for the Nigerian contract, which is estimated to represent about nine months' work. It is believed that approaches on behalf of the Aberdeen firm have also been made through the Scottish TUC and the Scottish Board for Industry. **Mr John Wright, managing director of Messrs Hall, Russell,** said the firm were making every effort to help themselves. They*

alone could contract for new work and this had been made more difficult by the fact that shipowners were asking for guaranteed delivery dates, fixed prices and extended credit terms.

8,000 PROTEST. *Eight thousand apprentices from Glasgow shipbuilding and engineering works today marched to Glasgow Green in a half-day token strike in support of a wage claim."*

1960, 27th February: The Aberdeen Evening Express reported as follows: **"THREE TO PLEAD FOR WORK.** *Three men will plead the case of Aberdeen's urgent need for more work in the ship repair and shipbuilding industry, especially unemployment threatened Hall, Russell's, with local M.P.s and Government officials in London on Monday. The men are: - Mr James Milne, secretary of Aberdeen Trades Council; Mr James Thom, Aberdeen district secretary, Confederation of Shipbuilding and Engineering Unions; and Mr James McArtney, of the Boilermakers' Society, a member of Hall, Russell's shop stewards committee. They were chosen at a meeting of more than sixty shop stewards from the Confederation of Aberdeen Trades Hall today. After the meeting Mr Milne said: "Arrangements have been made through Mr Hector Hughes M.P., for the deputation, which represents the shipbuilding and engineering unions, the Trades Council, and the work people of Hall, Russell's, to meet Mr Hughes and Lady Tweedsmuir and officials in Government departments.*

STATE ASSISTANCE. *"We will be visiting the Ministry of Labour, the Board of Trade, and, possibly, the Admiralty, to see if any Government assistance can be given to better the ship-repair and shipbuilding industry." The deputation will also see Mr Niall Macpherson, Joint Scottish Under-secretary. "At this point we will not be broadening the scope of the discussions outside the shipbuilding industry." Said Mr Milne. "We hope that the broad approach to the lack of work in the city will be made at the forthcoming conference on industry and employment." Main topics in the deputation's discussions with Government officials will be the earlier-than-anticipated pay-offs coming at Hall, Russell's, and the firm's prospects of winning a big Nigerian contract for a pontoon dock."*

1960, 29th February: The Aberdeen Evening Express published the following letter from a reader: **"Lazy tradesmen! – on piecework?** *I should like to ask "Educated Archie" if he warned his clientele during his busy day of gossip that anything they said would be taken down and used in evidence against them. If he had I imagine he would have had a more considered conversation. He mentions in his letter "lazy so and so's." How can this be justified when it was in the Press recently that output for 1959 was the record by 10,000 tons. Surely someone must be doing the work. After all we work on P. B. R. and piece work prices, which after many discussions in the past, have been brought down to a fine art for the benefit of production. As for overtime, for seven years after the war, trades in the yards, against the wishes of management had a ban on overtime in order to conserve the work. After the management's repeated requests, the ban was lifted as we were convinced by them that it was being detrimental to future orders. With ever-changing methods (e.g. prefabrication), in shipbuilding, there is need for discussion within any specified trade. This requires a meeting on the Links as we are not allowed to meet in the yard. I may add this is on our own time. I, as one of the*

*“hated” tradesmen, have found no animosity towards us. As regards being responsible for postponed launchings and late deliveries of orders. In my years of employment at **Hall, Russell’s**, I can recall only one postponed launch and nobody was very proud about that one. I wish “Educated Archie” would go down and see the line of cars outside **Hall Russell’s**. They are the finest display of vintage cars in Aberdeen, with a few exceptions. In my department those who have cars prefer to pay road and petrol tax to liquor and tobacco tax. And, by the way, none of the shipyard workers were the mystery bidders in recent take-over bids against the House of Fraser! – **One of the alleged hated tradesmen.***

1960, 1st March: The Aberdeen Evening Express reported as follows: **“Aberdeen plea for more work.** A warning that **Hall, Russell’s shipbuilders**, Aberdeen, might have to declare over half of the workers redundant unless further orders were received within the next few months, was given by the shipyard workers’ deputation which met representatives of Government Ministries at the House of Commons. They were given an assurance by Niall Macpherson, Joint Under Secretary for Scotland, that the sites and facilities available to industry in Aberdeen will be put before industrialists, with new projects or plans for expansion, by the Board of Trade. Mr Macpherson added that although the Board of Trade could not direct firms to particular areas, but could only tell them of the facilities available in all areas of high unemployment, it was up to the local people to do all they could to ensure that the advantages of their area were widely known. He told the deputation that the troubles of Aberdeen were symptomatic of shipbuilding all over the world. Back in Aberdeen today, **Mr James McArtney, shop steward** at **Hall, Russell’s** and a member of the deputation, was busy preparing a report on the talks with the Government officials. He told the “Evening Express” that his report would be submitted to a meeting of all shop stewards in the shipbuilding industry in the city tomorrow. “We did not go down to London expecting to come back with contracts,” said **Mr McArtney**. “We simply put the whole position before the representatives of the various Government departments,” the other two members of the deputation, Mr James Milne and Mr James Thom, will be arriving back in Aberdeen later today.”

1960, 2nd March; The Aberdeen Evening Express reported as follows: **“Big pay-off is expected.** More men have been paid off from **Hall Russell’s shipyard** – the latest batch totals over thirty – and unless there is a dramatic change in the employment situation, they will be joined by bigger numbers later this week. The workers paid off yesterday included **platers, plumbers, cleaners, borers, shipwrights and labourers**. Trade union circles and the workers themselves are pessimistic about the immediate employment prospects at the yard, and there is talk of a “big” pay-off on Friday. The main blow this time is expected to fall on the welders. In anticipation of a pay-off, some welders have already left the yard – and Aberdeen. Some have gone to jobs near Edinburgh and others are trying to get work on the Hunterston atomic power station in Ayrshire.

ONLY WORK. *Work is still proceeding on a small cargo vessel, a Nigerian coal boat, both of which are expected to be away by April, and a number of trawlers. The report of the three-man deputation on the talks held in London with Government officials will be submitted to a meeting of all shop stewards in the shipbuilding industry in Aberdeen today. The Secretary of State for Scotland, Mr J. S. Maclay, replying to Lady Tweedsmuir in the House of Commons, said that he had received no representations from **Messrs Hall, Russell** concerning unemployment in Aberdeen. He was aware of the firm's problems, which were unfortunately shared by many similar yards throughout the country. Lady Tweedsmuir asked if he was aware that the firm was making every possible effort to secure fresh orders and if he would back these efforts by making representations to all the departments concerned that where Government contracts were involved a fair share should go to development districts such as Aberdeen. Mr Maclay: "I have great admiration for this firm from past knowledge of it, and I shall certainly bear in mind what you have said."*

1960, 4th March: The Aberdeen Evening Express reported as follows: "**Further education value.** The foremost importance of further education training schemes and courses was stressed today by Dr A. C. West, director of Robert Gordon's Technical College, Aberdeen. He was speaking at a presentation ceremony in the drawing office of **Hall, Russell and Co., Ltd.**, at which **Mr Peter Strachan** (23) 71 Jute Street, a **draughtsman** with the firm, received the Billmeir award for naval architecture. The award is made annually by the Worshipful Company of Shipwrights for outstanding work in naval architecture. **Mr Strachan** recently received a similar award from the Institute of Engineers and Shipbuilders in Scotland. Before making the presentation, **Mr John Wright, managing director** of the firm, paid tribute to **Mr Strachan's** achievement, which was all the more creditable through the fact that he had been off work for eighteen months shortly after joining the firm."

'Billmeir' awards are for technical education and training and comes from a Trust established in 1957 by the late Jack Albert Billmeir CBE (d. 1963), millionaire owner of the Stanhope Steamship Co. Awards continue today, more information can be seen online at: www.shipwrights.co.uk/billmeir-award-scheme

1960, 5th March: The Aberdeen Evening Express reported on an unemployment conference held in the Town House, Aberdeen as follows: "**MORE PAID OFF.** As the conference met, more workers were paid off from the shipyard of **Hall Russell and Co., Ltd.** It is understood that twenty men were sacked, including three squads of **riveters** and some **labourers**, making the total dismissed from the yard in recent weeks close on 150. But a number of employees who lost their jobs have since been re-engaged, and about a dozen more will be back at work on Monday.

HINT OF FUTURE. A hint of what the future may hold for the shipyard was given by **Mr John Wright, managing director.** Speaking at the conference of unemployment, he stated: "Some people seem to be quite happy that it is no worse than last year, but I

am afraid that is not going to be the case very soon so far as we are concerned." But the firm are going all out to capture orders."

1960, 11th March: The Aberdeen Evening Express reported as follows: **"Shipbuilders to hold mass rally.** *Because of lack of work in the city some of Aberdeen's 8,000 shipbuilding and engineering workers are planning a protest march and mass meeting for next month. Two of Britain's leading trade unionists, Mr Ted Hill, general secretary of the Boilermakers' Society, and Mr John Boyd, executive member of the AEU, are to be invited to address the men in the Music Hall on April 3. News of this latest development was given following a meeting of shop stewards at which a report on their recent meetings in London with Government officials was given by Messrs James Milne, James Thom and **James McArtney**, representing the Trades Council, Aberdeen District Committee of the Confederation of Shipbuilding and Engineering Unions and **Hall, Russell** shipyard workers. Mr Milne said in a statement afterwards that the meeting has also reviewed the employment position, and dissatisfaction was expressed at the situation both in shipbuilding and engineering. New industry was needed in Aberdeen, and the most likely way to achieve it was to ensure Government support.*

RESPONSIBILITY. *"We are in favour of any local activity that can be engaged in," he declared, "and we also believe that the main emphasis must be that it is the Government's responsibility to ensure a proper distribution of industry throughout the country". With this in mind, they were organising a public demonstration on April 3."*

1960, 12th March: The Aberdeen Evening Express reported as follows: **"Engineers to go back?** *About fifty engineers at the shipyard of **Messrs Hall, Russell & Co. Ltd.**, who have been on strike since Thursday over a bonus payment dispute, will meet tomorrow evening in the Trades Hall to discuss their grievance. A union official said today that the men would probably be back at work on Monday."*

1960, 17th March: The Aberdeen Evening Express reported as follows **"Deserted yards.** *There was an air of sadness about the launch of the trawler '**Boston Wasp**' from the yard of **Hall Russell and Co.**, for there is no order for any sizeable ship to lay down in the large berth which the vessel left. Little over a year ago Fittie yards were hives of industry with nearly every slipway occupied. Now, with the scarcity of orders, these yards are beginning to have a deserted appearance. It is hoped that there will be an improvement in shipping soon. Apparently, there are a lot of cats "on the books" of the yard. "What happens to them during holidays?" I asked, and was told that a workman turns up every day during the holidays to feed them. Many of the workers, before they go off on holiday, leave money to buy food for the yard cats."*

When I first started in **Hall Russell** in 1980, we had three weeks holiday in the summer, and the yard more-or-less closed for three weeks, however there weren't many cats in the yard in the 1980's, I believe due to them inter-breeding and they all became weak and died off. In the shipyards my experience was that everyone looked out for everyone else, and the cats were looked after just the same.

1960, 18th March: The Aberdeen Evening Express reported that **Hall, Russell's FC** were to play **Lewis United FC** at Linksfield in the second round of the McLeman Cup, the reporter wrote "*...this promises to be a keen tussle*".

During my research I came across many articles about **Hall Russell FC**, I have omitted them from here, perhaps someone else will gather them and write the history of the club. I only included this one because the two shipyards were playing each other.

1960, 24th March: William Pratt-Paul of the Aberdeen Evening Express reported as follows: *"Year of Triumph for Local Shipyard. Over a century ago Aberdeen-built sailing ships helped to wrest the supremacy of the sea from the Americans. Aberdeen had her "queens of the waves" long before the Clyde and led the way as a shipbuilding centre throughout the first half of the last century. The Scottish East Coast was the "cradle" of our shipbuilding industry not the Clyde, as so many believe, Clydeside firms did not take the lead until the sixties. Way back in 1839 the genius **Alexander Hall** of Aberdeen built the '**Scottish Maid**'. First vessel with the "Aberdeen Bow", she was the means of securing many contracts for local shipbuilders during the bitter and protracted struggle with the American clippers. These ships were the latest development in merchant sail before the advent of the steamer and included the fastest ships in the world. The '**Scottish Maid**' is still regarded by many shipbuilders as the first true clipper. Famous ships which took shape in local yards are now "ghosts". – the elegant '**Scottish Maid**', the fleet graceful '**Stornoway**', the sprightly '**Chrysolite**' and the aristocratic '**Thermopylae**', to name but a few which sailed the China Seas. Last year was one of triumph for **Messrs Hall, Russell & Co. Ltd.** They led North-east output with seven vessels totalling 28,610 tons gross. Among them was the largest ship ever constructed at Aberdeen, the bulk sugar transporting vessel '**Sugar Carrier**', of 8,500 tons deadweight, completed recently for Silvertown Services Shipping Ltd., London. Early in February they set afloat the cargo motorship '**Colina**' of 2,500 tons deadweight, for the Donaldson Line's North Atlantic and St Lawrence Seaway trade. She was the last vessel of any size on hand, and a series of redundancy dismissals followed. And the sacked men are in the drift South. So far as shipbuilding is concerned most of these men can be written off. Tradesmen "soured" of an industry seldom return to it. Shipyard craftsmen can find work in several industries. No sentiment in business! This was again evident in the recent announcement that while Aberdeen shipyard workers feared for their jobs, four motor trawlers were ordered by two local firms from a Gateshead shipbuilder. Reason given was that although Aberdeen-built ships were preferred, the Gateshead firm specialise in hydroconic hulls, which are cheaper to build. **LADY TWEEDSMUIR** and Mr Hector Hughes led a deputation from Aberdeen Trades Council which discussed the city's plight with Mr Niall Macpherson, Under-Secretary of State. Lady Tweedsmuir suggested shipping firms should be given investment allowances **ONLY IF THEY WERE PREPARED TO PLACE***

THEIR ORDERS IN BRITAIN. Budget Day approaches. If the Chancellor adopts this suggestion it would be a life-giving "shot in the arm" to the shipbuilding industry. When Lady Tweedsmuir raised the question of a pontoon dock for Nigeria possibly being constructed at Aberdeen. It was pointed out that, even if the estimate was the same as those of a foreign competitor, the Government could do no more than suggest that the Nigerian Government should consider placing the order in this country.

A SILVER LINING! *The Walker Steam Trawler Fishing Co. Ltd., Aberdeen, placed an order a few weeks ago with **Messrs Hall, Russell & Co. Ltd.** for two motor trawlers. And soon afterwards came the announcement that they would build a motor trawler for Messrs Wood & Bruce Ltd., also of Aberdeen. Early in March the Civil Lord of the Admiralty, Mr Charles Orr-Ewing, stated that shipyards in the areas where there was substantial unemployment have a chance of getting more Admiralty work than those in prosperous areas, provided their prices and delivery dates are competitive. I am assured they are. It is known that local firms are interested in tenders to be asked soon by the Admiralty for six tugs. But competition is likely to be very keen.*

MR JOHN WRIGHT, *managing director of Messrs Hall, Russell & Co. Ltd, states that prominence is given to the absence of vessels on building berths, but is not as serious as might at first appear. New methods of pre-fabrication mean that large units can be assembled under cover. This reduces the berth time to only a few weeks. And Mr Wright made another point. In spite of the sackings, he said that certain departments were understaffed. Additional men are required in the fitting-out and finishing trades generally.*

A SPOKESMAN *for Messrs John Lewis and Sons, Ltd., Aberdeen, told me that his firm had twelve months work on hand concerning a number of trawlers for British owners. Messrs Lewis – who also operate the **Montrose Shipyard** – last year sent into the water eleven vessels totalling 2,935 tons gross. This output comprised ten motor trawlers for British owners and a yacht for owners in the United States. This firm is on the market for more work – and another objective is better labour relations. Associated with **Messrs Hall, Russell & Co. Ltd.**, are **Messrs Alexander Hall & Co. Ltd.**, who produced two trawlers aggregating 380 tons last year. Both companies are in the Burntisland Shipbuilding Group. With the run-down of work **Messrs Alexander Hall** are practically confined to the rumour that building may yet be concentrated at Burntisland is denied by the two firms.*

ABERDEEN *is very much on its toes for new tonnage to construct. The local yards have been extensively modernised at heavy cost and are well laid out, equipped and tooled, and they are competently staffed. Keep your fingers crossed for Lady Tweedsmuir's "build 'em here" plan!"*

A correction regarding the above: **Alexander Hall** (1760 to 1849) never designed the '**Aberdeen Bow**'. In 1830, aged 70-years, **Alexander Hall** retired. Credit must be given

where due, it was his sons **James Hall** (c1804 to 1869), and **William Hall** (1806 to 1887) who built a mock-up of the new bow design on the partly built topsail schooner the '**Scottish Maid**' (142 tons) in 1839 and presented it for approval to her owners Nicol & Munro of Aberdeen. The **Hall brothers** were so confident in her design they took a small number of shares in her themselves.

1960, 24th March: The Aberdeen Evening Express reported as follows: *"Accommodation. Messrs Hall, Russell and Co. are to be congratulated on the splendid accommodation they have provided for the steam trawler engineers' conversion to diesel course. The room which has been allotted to the engineers is as large and airy as a classroom in any modern school, I am informed, and all the necessary models and engine parts necessary for instruction have been moved in."*

It doesn't say exactly where this room was, however, I assume it was at the yard.

1960, 31st March: The Aberdeen Evening Express reported on Motorcycle and scooter specialists '**Furneaux Motors**' of 11, and 15-16 Castle Street, and workshop at 98 Commerce Street, Aberdeen. The firm's principal owner was **Mr Samuel Furneaux** (62) who established the business at 98 Commerce Street in 1922. Due to WW2 he had to close the business and he worked in **Hall, Russell and Co., Ltd** as an **engineer** until 1943. From 1943 to 1945 he did diesel repair work for the fishing fleet. In 1945 he reopened the motorcycle business. In 1948 his eldest son **Mr Joe Furneaux** (38) joined the business, and took it over in 1949. Prior to this **Joe** had served his **engineering apprenticeship** at **Hall, Russell and Co., Ltd**. Spent 3-years in the Merchant Navy at the end of WW2 and had experience sailing in tankers and troopships in South American, Indian and Australian waters. In 1951 they designed their own racing motorcycle which was *"the only home-made double camshaft machine to be built and raced in Scotland"*, called the '**Furneaux Special**'. Photograph shows their second design.



*Astride the Furneaux Special No.2 at Edzell is **Joe Furneaux**. With him are, left to right, his brother Sam; Aberdeen racing rider J. Booth, and **Mr Sam Furneaux sen.** (Aberdeen Journals).*

1960, 4th April: The Aberdeen Evening Express reported as follows: *"APPRENTICES ON STRIKE. Shipbuilding apprentices at the Aberdeen yard of **Hall, Russell & Company Ltd.** stopped work this afternoon. It is understood their grievances is over the question of*

*higher wages. About a hundred of the apprentices held a meeting on the nearby Links. The fifty apprentices at the Torry yard of **John Lewis and Sons Ltd.**, held a meeting at lunchtime but they decided to go back to work this afternoon."*

1960, 4th April: The Belfast Telegraph reported as follows: "**DONALDSON** Line has placed an order with **Hall, Russell and Co., Ltd.**, Aberdeen, for a cargo ship of 6,500 tons deadweight for the North Atlantic service." This vessel was named '**Letitia**' at her launch 16th January 1961.

1960, 6th April: The Aberdeen Evening Express reported as follows: "**APPRENTICE WAGE ROW: DEFIANCE.** In defiance of their employers' warning, several hundred Aberdeen apprentices from shipbuilding yards and engineering firms held a mass meeting on the Market Stance at one o'clock today. They met to discuss a plan of action in connection with their demands for wage increases. Three firms had told their apprentices that if they did not report back for work by one o'clock they would be locked out this afternoon. The firms are **Messrs Hall, Russell and Co., Ltd.**, William McKinnon and Co., Ltd., and Aberdeen Trawl-owners and Traders Engineering Co.

NOT STRIKE. An apprentice spokesman told the meeting that they should turn up for work tomorrow morning and if any firm refused to take them back, all other apprentices would be called out. "This will not be a strike, but we will not go back until everyone is taken back," he declared. He added that he had received an assurance from 40,000 engineering apprentices in Glasgow and Dundee that, if the apprentices in Aberdeen are locked out, Dundee and Glasgow would also come out in sympathy. "We have given a reciprocal agreement with these two cities. If their apprentices are locked out, we shall come out too."

UNOFFICIAL. One of the Aberdeen employers said: "All this is quite unofficial. This locking-out of apprentices is the only action we can take if they defy our orders to them to stay away from such meetings." At the mass meeting on the Market Stance, which went on for over an hour, the apprentices were asked if they would support Dundee and Glasgow."

1960, 12th April: The Aberdeen Evening Express reported as follows: "**ENGINEER APPRENTICES TO STRIKE.** In support of a claim for higher wages Aberdeen engineering and shipbuilding apprentices have decided to join other Scottish apprentices in a mass walk-out on April 20. Next Wednesday the Aberdeen apprentices will stage a demonstration at the Market Stance in support of their claim. If the employers fail to agree with their demand by the following Wednesday, the Aberdeen lads, with 60,000 other Scottish apprentices, will go on strike. This action was called for by the Scottish Apprentices Committee following their meeting in Glasgow. An Aberdeen spokesman

said that he was confident of 100% support from 1,000 apprentices employed in fifteen city shipbuilding and engineering firms.

LEVY. *He said that, in anticipation of the strike a levy had been made among local apprentices. This would be paid out to those with dependent relatives. It has been estimated that an apprentice's strike could cost Scottish shipbuilding and engineering firms £200,000 a day."*

1960, 13th April: The Aberdeen Evening Express reported as follows: **"Apprentices defy warning.** *The "absent yourself from work and you may be suspended or sacked" ultimatum to apprentices by the shipbuilding and engineering firm **Messrs Hall, Russell & Co., Ltd.**, may result in letters sent to the parents of apprentices threatening this action being "returned to sender". The 140-word warning was given in a letter to the parents of the 300 apprentices employed in the firm's engineering shops and shipyards, and it was delivered a day after the apprentices had unanimously agreed to join 60,000 other Scottish apprentices in a mass walk-out on April 20 in support of a higher wages claim. They also agreed to support a strike called by the Scottish Apprentices' Committee for the following Wednesday if the employers did not meet their demands.*

NOT WORRIED. *Parents receiving the letter declared that they were "not worried in the least," and it is understood that a move is now afoot to return the letters to the management en bloc. A spokesman for the apprentices said: "We don't scare easy. I think this is a move to scare us out of going on strike if we are required to do so." The letter, headed "Unofficial Stoppages During Working Hours," reads: "On recent occasions apprentices in certain engineering and shipbuilding establishments in Aberdeen absented themselves from work without their employers permission. "It is considered proper, therefore, to remind parents of apprentices that such action is contrary to the conditions governing the apprentices' employment, and which were agreed by you and him.*

OBLIGED TO ATTEND. *"Under these conditions the apprentice is obliged to attend at his place of employment and not to absent himself without his employer's permission unless on account of injury, sickness or other such unavoidable cause. "Therefore, if an apprentice deliberately absents himself from work without permission, he lays himself open to disciplinary action and may be suspended or even, in the extreme cases, have his employment brought to an end. "Accordingly, we hope that we will have your co-operation in ensuring that the occasion for any such action will not arise." The letter is signed **Hall, Russell & Co., Ltd.** "Employers in Dundee and Glasgow tried this sort of thing but it didn't work," said the apprentice spokesman. "It will fail here, too." **Mr John Wright, managing director of Messrs Hall, Russell,** was stated to be in London and unavailable for any comment."*

1960, 18th April: The Aberdeen Evening Express reported as follows: **“Lads’ strike may affect 15 firms.** Fifteen shipbuilding and engineering firms in Aberdeen may be affected by the Scottish apprentices’ one-day walk out strike on Wednesday. The Aberdeen branch of the Scottish Apprentice Committee warned employers that if an apprentice were sacked for taking part in Wednesday’s demonstration, fellow apprentices would be called out until he was reinstated. But the management at **Hall Russell and company’s** shipyard also issued a warning when they circularised the parents of 300 apprentices. They stressed that any apprentice who went “absent without leave” might be suspended from work or even sacked. This provoked the week-end warning by the apprentices’ committee, who said: “During the past four years the Confederation of Shipbuilding and Engineering Unions have been pressing the employers to award the apprentices a direct wage.

NO support. “The employers have been in a position to refuse on several occasions because they knew that the unions had no support in the apprentices’ ranks, and could not threaten strike action – it is against the law for unions to advise minors to strike. “In these circumstances it is necessary for the apprentices themselves to back their unions claims with the threat of a strike. “Although it is extremely unlikely if a lad is suspended or has his employment terminated, every other apprentice will be called out until that lad starts working again.”

£1,000,000. The letter claims that action of this nature would cost the employers £1,000,000 a week. If Wednesday’s walk-out fails to achieve satisfactory results on the apprentices’ wages demands within seven days, a nation-wide strike of apprentices is threatened, starting on Thursday, April 28.”

1960, 20th April: The Aberdeen Evening Express reported as follows: **“Employers will meet on apprentice strike.** Aberdeen shipbuilding and engineering employers will meet tomorrow afternoon to consider action on the apprentices’ strike. But they have given no hint of what action they might take. Their meeting follows demonstrations by hundreds of striking apprentices, who marched in Union Street and Market Street today, and shattered the quiet of Bon-Accord Square with their thundering chant, “We want more pay.” Almost 400, out of an estimated 700 apprentices on strike in the city, thronged the square to demonstrate in front of the offices of the Aberdeen and District Association of Engineering and Allied Employers. They had placards aloft, proclaiming their demands for more pay. They cheered, whistled, chanted and broke into a slow hand-clap as they marched round the square. Police kept an eye on the demonstration but made no attempt to interfere so long as it didn’t disrupt traffic.

A DEPUTATION. Hearing the uproar, office workers rushed to windows to watch this unprecedented spectacle in one of the city’s quietest quarters. Then a deputation of

the apprentices entered the office but later admitted as they left, that they had been unable to see a representative of the employers.

Strikers startle a square. *After agreeing to meet again tomorrow at the Market Stance, the apprentices re-formed their column and marched down Union Street, to disperse at the Castlegate. Earlier, crowds of shoppers watched the apprentices march singing, up Union Street. Their long column slowed traffic and made an impressive show of strength.*

THEIR SECOND. *It was their second demonstration in a day which started with a mass meeting at the Market Stance at 8 a.m. As soon as that meeting ended they trooped along Union Street and down Market Street to engineering works in Torry..."*

1960, 20th April: The Aberdeen Evening Express reported as follows: **"Aberdeen yard pays off 70.** *A further pay-off, believed to involve about seventy men, was confirmed at Hall, Russell's today. Ten or twenty more are expected to be laid off tonight. The seventy got their books last night. It is thought to be the biggest pay-off at the yard this year. A number of different trades were involved. An official of the company told the "Evening Express" that the firm deplored the pay-offs. The managing director, Mr John Wright, was not available for comment. He was on board the collier 'Tafawa, Balewa' undergoing trials in Aberdeen Bay.*

RECENT ORDER. *The firm recently obtained an order for a cargo ship from the Donaldson Line. It is understood that the only other work available at the yard is on the construction of a number of trawlers."*

The collier 'Tafawa Balewa' (3,211 tons) built by Hall, Russell and Co., Ltd. was launched 15th December 1959.

1960, 21st April: The Aberdeen Evening Express reported as follows: **"Wages of engineering lads 'are unduly low'. TED HILL SAYS: "WE BACK APPRENTICES STRIKE". Officially inspired within unions"**. *Mr Ted Hill, general secretary of the Boilermakers' Society – the biggest shipbuilding trade union – said today that if the claim for a wage increase by Scottish engineering apprentices was not satisfactorily settled, the boys would have full support of journeymen in the engineering and shipbuilding industry. As he told the Press this at Perth, all the men in five Port Glasgow yards and a Greenock dockyard came out, following the suspension of apprentices who took part in yesterday's protest march. Mr Hill said: "The apprentices threatened to take action two months ago, when the employers did not respond to their requests for an increase in wages." Speaking of yesterday's token strike by about 12,000 apprentices in Scotland and their threat to stage a full-scale strike next week, Mr Hill declared: "It was known that this would happen, it has not just come out of the blue." Asked if the strike was Communist-inspired, Mr Hill replied: No. You can rest assured on that. We received a delegation of these apprentices in York in March, when the apprentices*

warned that they would take this action. We said we would put in an immediate claim to meet their complaint and told them that if they didn't resolve it satisfactorily we were bound to support the lads in their struggle for better wages. "It has been inspired officially inside the Confederation of Shipbuilding and Engineering Unions to a large degree, because we recognise that the wages of apprentices inside the shipbuilding and engineering industries are unduly low.

BOGEYMAN. "I think the spontaneous action they took yesterday is bound to impress the employers of the urgent need to resolve this problem. I do not think they have been influenced from any outside body at all. "Rest-assured that these apprentices have my full support in trying to remedy their grievances, which have been outstanding for a long time. "You have 'Communist inspired' allegations when any strike takes place. It is a good bogeyman."

The same newspaper also reported "**Aberdeen strikers now suspended.** Aberdeen shipbuilding and engineering apprentices who took part in the Scottish apprentices' wages walk-out yesterday have been suspended by their employers until Monday. No statement was made after today's meeting of the employers, but it was confirmed that the Aberdeen lads had been suspended. "There is no question of them being on strike, said an employer. "They were told they would be suspended if they left work and they have been." This action had been taken by all engineering firms in the city, he added. The apprentices "out" number 450. About 150 are still in work. After telephoning apprentices' representatives in Dundee and Glasgow, leaders of the Aberdeen apprentices told over 300 of them at a mass meeting in the Market Stance: "Glasgow and Dundee are coming out this afternoon." Later a spokesman for the apprentices said the employer had been told at national level that if no satisfactory settlement of the apprentices' wages claim was reached by Monday, all the Scottish apprentices would strike again. He added: "We also agreed that if anybody was suspended or locked out, we would strike on the principle – one out, all out." Before the meeting broke up volunteers came forward to picket various works in Aberdeen. The apprentices expressed indignation at allegations that the strike was Communist inspired. Said one: "The Aberdeen apprentices' committee are not being directed by any Communist agitation and our action to support the wage claim by the Confederation of Shipbuilding and Engineering Unions was freely voted upon by the vast majority of responsible apprentices." The apprentices claim, said their spokesman, was for wage increases averaging £2 12/- a week, to put them on a wage scale ranging from about £5 a week at age fifteen to almost £9 a week at age twenty. "We believe that our claims are reasonable," he said, "and we have been more than patient in waiting for a reasonable settlement."

(£9 a week is approx. equivalent to £145 per week in 2021 which seems low to my mind, £5 a week is approx. £83 in 2021, which sounds about right).

1960, 26th April: The Daily Mirror reported as follows: ***“40,000 apprentices in pay rise strike.*** *Nearly 40,000 engineering and shipbuilding apprentices were on strike in Scotland yesterday. The stoppage – which is unofficial – is in support of pay rises of up to £2 12s. 6d. a week. The claim is already being negotiated by the unions. The twenty-strong committee which is organising the strike hopes that apprentices in the Midland and the London area will join in. About 2,000 strikers returned to work in Greenock and Port Glasgow yesterday, but an hour later they were “out” again. There was a skirmish outside the gates of one Greenock shipyard. A yard official said that boys had stood in the way of power-operated gates to stop them closing. Police were called.”* (£2 12s. 6d. is equivalent to approx. £40 per week).

1960, 27th April: The Aberdeen Evening Express reporting on the apprentice strike reported that twin Aberdeen apprentices Eric and Brian Davidson (21), 55 Bedford Place, employed at the works of Wm. McKinnon and Co., Ltd., Spring Garden ironworks refused to strike. It also reported that picket lines were in place outside Henderson's, King Street works, and **Hall, Russell's** shipyard today. The paper also reported that Fraserburgh boatbuilding apprentices were on strike from the Balaclava yard of **James Noble (Fraserburgh), Ltd.**, and **T. Summers and Co.'s** yard.”

1960, 28th April: The Daily News (London) published a lengthy article titled ***“AEU launches the biggest pay battle – for £3m”***. This £3 million was with reference to £1 per week wage increase for 3 million engineering and shipbuilding workers. The article also mentioned that the working week had recently been cut to 42 hours.

1960, 2nd May: The Aberdeen Evening Express reported as follows: ***“Striker's call to girl tracers.*** *The apprentices' strike will likely involve some half dozen Aberdeen girls employed as **trainee tracers** with engineering and shipbuilding firms in the city. After a meeting in the Market Stance today, a committee spokesman for the apprentices said: “There are about six girls in Aberdeen who work as **tracers** with local firms and as their wages are as low as our own, we hope to get them to come out with us in support of our higher-wage claim. On Saturday some Scottish **girl tracers** held a meeting in Glasgow to discuss requests from the apprentices to join them. The girls are paid 38/- a week in their first year and 75/- in the third year.”* (Approx. £35 and £70 in 2021 respectively).

1960, 4th May: The Aberdeen Evening Express reported as follows: ***“Yard boys to decide Saturday.*** *Apprentices on unofficial strike over a demand for wage increases will decide at a conference in Glasgow on Saturday whether or not to return to work. A spokesman for the Clydeside strike committee said today: “A lot still depends on the employers coming forward with an offer.”* In Scotland where the strike began, 36,000

boys are involved. Pickets were posted outside **Hall, Russell and Co.**, Aberdeen, today, in an effort to get girl **trainee tracers** to come out."

CONTRIBUTION. Shipbuilding and engineering workers in Aberdeen are to contribute 5/- per head towards the apprentices' strike fund. Workers have already contributed £200. "The money will be distributed among the apprentices early next week. Any cases of real hardship will get priority," said a committee member..." (£200 in 1960 is equivalent to approx. £3,236 in 2021).

1960, 4th May: The Aberdeen Evening Express reported that 36,000 boys were on unofficial strike in Scotland and that "pickets were posted outside **Hall, Russell and Co.**, Aberdeen, today, in an effort to get girl **trainee tracers** to come out."

1960, 6th May: The Aberdeen Evening Express reported as follows: "**Employers' rebuff to boy strikers.** Because the shipbuilding apprentices had not returned to work today after their fortnight's strike, the shipbuilding employers in London refused to discuss a claim for an increase in wages for nearly 16,000 in the industry. Although union leaders argued for over an hour with the employers, they refused to give way. Mr Ted Hill, general secretary of the Boilermakers' Society, who was to have presented the claim on behalf of the Confederation of Shipbuilding and Engineering Workers, said later that the employers had also refused to give a date for a discussion of the claim or for them to give their reply. He thought the unions would now probably support the boys.

ON LOSING WICKET. Mr Hill said that the confederation would have to consider the position at their meeting in York next Thursday. "I think the employers are on a losing wicket, I think it is just stupid. They refused everything which would give us an opportunity of persuading the apprentices to go back to work, so it will just be a struggle I think." Several thousand apprentices in Scotland and England were still on strike today, though many, particularly in North-east England, returned to work. An all-Britain conference in Glasgow has been called by Glasgow strike leaders for tomorrow, when a decision will be taken on whether or not there should be a return to work. Over 200 apprentices heard today the latest strike developments in Aberdeen at an open-air mass meeting at the Links. Aberdeen strike leaders will take with them to Glasgow conference a proposal that "the Aberdeen apprentices will go back to work on the day before a date is set for negotiations with the employers." They will come out on strike again if the employers' proposals are not satisfactory. Commenting on the apprentices' decision Mr Richard Spain of Messrs John M. Henderson's said that he did not think it would help their case as it would be some weeks before the employers could meet the confederation."

1960, 12th May: The Aberdeen Evening Express reported as follows: *“Fine example of pre-fab trawlers. A fine example of the ‘Hall-Economy’ method of building trawlers by pre-fabrication is surely the motor trawler ‘Boston Wasp’, due to run her trials in the Bay next week – exactly a month after being launched. Her sister ship, the ‘Princess Royal’, a slightly smaller vessel, was launched yesterday from Hall, Russell and Company’s yard. Another trawler in the news this week is the ‘Netherley’, which is the first vessel to come off the stocks at the Montrose yard of John Lewis and Sons since they took over there. She successfully completed her trials on Tuesday.”*

1960, 12th May: The Aberdeen Evening Express reported on the apprentices strike as follows: *“UNIONS DISCUSS BOYS’ STRIKE. The strike of engineering and shipbuilding apprentices was discussed by the executive of the Confederation of Shipbuilding and Engineering Unions, representing about forty unions, at its meeting at York today. Last Friday, after the employers had refused to discuss the apprentice wage claim because many of those on strike had not returned to work. Mr Ted Hill, general secretary of the Boilermakers’ Society, said the Confederation would have to consider whether to support the apprentices. The Confederation has power only to recommend action to the constituent unions. The strike began over pay nearly three weeks ago, and although a large number are still on strike many have returned to work...”*

1960, 12th May: The Aberdeen Evening Express reported as follows: *“Former Hall’s director for U.S.A. tour. Former managing director of Hall, Russell, and Co., Ltd., Aberdeen, Mr Howard Johnson, now managing director of the Burntisland Shipbuilding Co., Ltd., will be one of the shipbuilding representatives at the British Exhibition which will be held at New York next month. The shipbuilding stand at the exhibition will cover all aspects of the industry’s activities and a research section will combine novelty with technical information. The British shipbuilders in the U.S.A. for the exhibition will also visit American shipyards, research centres and port installations.”*

1960, 13th May: The following notice was published in the Aberdeen Evening Express:

**CONFEDERATION OF SHIPBUILDING AND
ENGINEERING UNIONS**

Aberdeen (41) Dist. Committee—24 Adelphi, Aberdeen

**CALLING ALL SHIPBUILDING and ENGINEERING
APPRENTICES, meantime on strike to attend a SPECIAL
MEETING to be held in the CENTRAL SCHOOL HALL,
SATURDAY, 14th MAY, at 10.30 a.m., and NOT in the Music
Hall as previously published.**

Admission by show of Union Contribution Card.

J THOM, District Secretary.

1960, 16th May: The Aberdeen Evening Express reported on the apprentices' strike as follows: ***"STRIKE: MANY GO BACK. Striking shipyard and engineering apprentices in Aberdeen return to work officially tomorrow – but already there has been a gradual drift back to work. "I have not got up-to-the-minute figures at the moment," said Mr David T. N. Turner, secretary of the Aberdeen Employers' Association, "but the indications are that a substantial number have already returned." The Aberdeen apprentices' unanimous decision to end their four-week strike in support of higher wages follows a recommendation made at Liverpool on Saturday, at a meeting attended by strike delegates from all over Britain. The youths in Aberdeen were told by one of the leaders not to return to work today, but to go back on Tuesday "all together." He said the reason for resuming work tomorrow instead of today was that some of the apprentices in the south had to give a day's notice to their employers."***

1960, 20th May: The Halifax Evening Courier reported as follows: ***"Pay rise sought for shipbuilding apprentices. The claim was put forward by Mr. Ted Hill, of the Boilermakers' Society, on behalf of the Confederation of Shipbuilding and Engineering Unions. He said they were seeking an all-round increase which, at the age of 15, would give apprentices 52.5 percent of the skilled rate, rising to 90 percent at 20. Mr Hill maintained that the young workers' percentages had not altered greatly since 1956..."***

1960, May: It was recorded that the **welders at Hall, Russell and Co., Ltd**, came out in a 'lightning strike', claiming that management had gone back on their word regarding the introduction of full employment. The **welders** went back to work in early June.

1960, 6th June: Launch of the trawler '**Aberdeen Venturer**' (298 tons), was postponed due to an unofficial stoppage by **ship carpenters**. The yard management warned the workers that these unofficial stoppages could lose the company new contracts. The vessel was named, but not launched until the 9th June 1960.

1960, 7th June: The Aberdeen Evening Express reported as follows: ***"Yard strike goes on. The seventy ships' carpenters on unofficial strike at the Aberdeen shipyard of Hall, Russell and Co., Ltd. held a meeting this forenoon to discuss their next move. It ended in deadlock. The men belong to the Shipwrights and Ship Constructors Association, and Mr William Tweedie, their East of Scotland district delegate, who was expected to attend the meeting failed to arrive. After the meeting the shop steward said that another meeting would be held tomorrow at which Mr Tweedie will be present.***

NO COMMENT. The official said that the men were still in dispute with the management and could give no indication when the strike was likely to end. He had no comment to make about today's meeting. The men made a lightning stoppage at the **Hall, Russell** yard yesterday shortly before the new motor trawler '**Aberdeen Venturer**' was due to be launched. The vessel was named but did not leave the stocks.

Afterwards, **Mr John Wright**, managing director, deplored the strikers' action and gave warning that unless unofficial stoppages ceased at the shipyards there was grave danger of losing orders.

PLATERS OUT. At the Aberdeen shipyard of **John Lewis and Sons, Ltd.**, where forty **platers** are on strike, the position remains the same as it was when the men came out nearly three weeks ago. The men, who are members of the Boilermakers' Society, say that they will continue on strike until the management make some approach to them. A spokesman for the firm said that negotiations will not start until the men return to work. To date, 220 men have been paid off as a result of the strike, and if it continues there may be more."

1960, 6th July: The Nottingham Evening News reported as follows: "**Apprentices Get Pay Rise.** Pay, increases ranging from 4s. a week at 15, to 16s. at 20 for about 16,000 apprentices, boys and youths, in Britain's shipyards, were agreed between the unions and the shipbuilding employers in London today. The executive of the Confederation of Shipbuilding and Engineering Unions will be recommended to accept at York tomorrow."

1960, 21st July: The Belfast Telegraph reported as follows: "**Engineering apprentices to get pay rise.** About 100,000 apprentices and boys in the engineering industry have been given wage increases ranging from 3s 10d a week at 16 to 17s at 20. The new rates will be paid from next Monday. The settlement follows more than four months of negotiations between the unions and employers, interrupted last April by an unofficial strike of about 40,000 apprentices. It falls far short of the strike leaders demands which were for average increases of £2 12s 3d a week. The apprentices now look forward to their share of any concessions won for adult workers as a result of the claim for a general increase which the Confederation of Shipbuilding and Engineering Unions will soon present. Apprentices are paid a fixed percentage of the adult skilled rate, which is £9 6s 3d a week. The percentages vary from 22.5 at 15 to 62.5 at 20 and these have been left untouched by the settlement agreed yesterday. The employers first offer was confined to apprentices and boys on the basic rate and would have excluded the 40 percent or so who earn more because of piecework and bonus payments. The new offer covers everyone."

£9 6s 3d a week is equivalent to approx. £150 in 2021.

1960, 6th October: The Aberdeen Evening Express reported as follows: "**New trawlers.** Aberdeen Near Water Trawlers have I am informed, placed an order for another new trawler with **Messrs Hall, Russell and Co.**, Aberdeen, and Aberdeen Motor Trawlers have ordered another larger type trawler from Seawork, Gateshead. I also learn that the new trawling concern of Parbell-Smith expect to have three new vessels by the end

of this year. At this rate of construction, there will soon be no old vessels in the Aberdeen fleet."

1960, 22nd December: The Aberdeen Evening Express reported as follows **"Veteran Collier makes history.** *That fine Aberdeen collier, 'Spray', belonging to Messrs Ellis & McHardy Ltd., has just completed her 2,000th trip for her owners. Built at Aberdeen in 1933, the 'Spray' is still regarded by many people as Aberdeen's finest collier, despite the fact that this is the age of diesel power and she is a steam vessel. The 'Spray', which carries 1,020 tons of coal on winter draft and 1,080 tons in summer trim, has made two or three trips south for coal each week ever since she was handed over by her builders, Messrs Hall, Russell and Co. Ltd., Aberdeen. The vessel must therefore have carried 2,000,000 tons of coal to keep Aberdeen's old steam trawler fleet going and local home fires burning. In spite of the fact that she is twenty-eight years old 'Spray' is still a first-class vessel, in splendid condition – a tribute to her owners and a fine advertisement for her builders. During her career 'Spray' has had three captains. When first commissioned she was commanded by Captain Andrew Beattie, who was succeeded about 1940. By Captain John Geddes, who retired only two years ago. Her present master is Captain Joseph Andrews, who was her chief officer for about twenty years..."*

1960, 28th December: The Aberdeen Evening Express reported as follows: **"Mr James Morrice, 38 Ruthrieston Circle, Aberdeen, receives a gold watch from Mr J. J. Hunter, engineering manager of A. Hall & Co., on his retirement after fifty-seven years as a boilermaker, Mr Morrice is seventy-one."**

A photograph accompanied the article, but it wasn't good enough quality to reproduce.

1960, 30th December: The Aberdeen Evening Express reported as follows: **"Aberdeen foreman retires.** *On his retirement after twenty-seven years' service, Mr Colin Wilson (73), 21 Bridge Street, Aberdeen, foreman boilermaker with Hall, Russell and Co., Ltd., shipbuilders, has been presented by his workmates with a gift of two fireside chairs. Mr Wilson joined Hall, Russell's in 1901 and remained there until 1915 when he became foreman with Trawlers and Traders Ltd. From 1922 to 1947, when he returned home, Mr Wilson was with an oil company in Abadan, Persia. He re-joined Hall, Russell's the following year. His presentation was made in the works canteen by Mr J. J. Hunter, engineering foreman."*

1961

The following press article tells us about the temporary closure of York Street to build bigger vessels. I had heard that this was the case for the **'Thameshaven'** (8,992 tons) 10,500 tons deadweight, the largest vessel ever built in Aberdeen, but she was built in 1971, the article is ten years earlier.

1961, 17th January: The Aberdeen Evening Express reported as follows: ***"One hundred shipyard men are paid off.** A hundred workers at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.**, were paid off to-night. The pay-off follows the completion of the steelwork on the vessel, **'Letitia'**, launched from the yard yesterday afternoon. The men who received their notices are **caulkers, burners, riveters, platers, welders and labourers**, and according to Mr James Milne, chairman of the Aberdeen district committee of the Confederation of Shipbuilding and Engineering Unions, most the men will be unable to get a job at their trade in Aberdeen for "some time to come." A spokesman for the firm said to-day that during the past year over 150 men had been taken on. The present pay-off brought the number employed by the firm to around the 1,000 mark - same as it was last April. He added that prospects for new work were not encouraging, but it was hoped that if the Fleck Report were adopted, orders for new trawlers would be obtained fairly soon. Milne said that the pay-off was not unexpected. "Efforts were made by the men to have short time working in preference to a pay-off, but their efforts were unsuccessful" he said. There had been meetings between the management and the men's union — the Boilermakers' Society."*

1961, 19th January: The Aberdeen Evening Express reported as follows: ***"REPAIRS.** Ship repair work is almost as difficult to get these days as orders for new vessels. It is pleasing to see, however, that Aberdeen firms are still able to get a small share of this work. Recently **Hall, Russell and Co., Ltd.**, carried out repairs to the large cargo vessel, **'Maiden Hill'**, and this week **John Lewis and Sons, Ltd.**, have started on the overhaul and survey of that well known coaster, **'Beaully Firth'**."*

1961, 25th January: The Aberdeen Evening Express reported as follows: ***"Ship-in-street plan for bigger orders.** So that they can build bigger ships the Aberdeen shipbuilding firm of **Hall Russell and Co., Ltd.**, are to extend their building berth for a temporary period into York Street, Footdee. The go-ahead was given by Aberdeen Streets and Works Committee when the matter came before them for approval. It is understood that the plan is to build the ship leaving the bow till last. It will project out on to York Street and take three months to complete. The street will have to be closed although there will be a way for pedestrians. **Mr John Wright, managing director** of the firm said: "The plan is simply to enable us to quote for bigger ships." And on the question of employment he added: "Generally speaking it would enable us to increase the number*

of workers we have in our employment". An application from the firm for the closure, in whole or in part, of the street came before the Streets and Works Committee.

INCONVENIENCE. *The committee convener Councillor J. S. G. Munro, said after the meeting: "We have resolved that we should agree to the closure, in order to make our contribution to alleviate the unemployment position in the city. "We are sure the residents, and others in the area, would put up with the inconvenience for a period of from two to three months at the most in any one year"."*

1961, 26th January: The Aberdeen Evening Express reported as follows: **"Enterprise at Footdee shipyard gives hope.** *In order that they may be in a position to compete for larger vessels in the restricted market, Messrs Hall, Russell and Co., Ltd., Aberdeen, have been granted permission to extend their building facilities even if it means the partial closure of York Street for a period each year. Messrs Hall, Russell are to be congratulated on their enterprise and the way they are endeavouring to bring work to the city. Too often this firm has been criticised by people who do not fully understand the difficulties shipbuilders have had to overcome in recent years. Many of these difficulties are still with them, particularly that of securing orders to keep their workers employed. To-day there is a tendency for shipowners to go in for larger vessels. This of course reduces the number of shipyards able to undertake the orders. It was for this reason the Hall, Russell sought to expand their building facilities.*

HOPEFUL. *The firm is now in a position to compete for orders for different types of vessels from the 80-foot trawler to the modern cargo carrier or cargo and passenger liner. Recently the firm had reluctantly to dispense with about 100 workers – a small number compared with some other shipyards. Messrs Hall, Russell are hopeful that they may be successful in securing sufficient orders to keep their present staff busy and, if possible take on more men. If an order for a large vessel is obtained, it may be necessary to take down part of the wall in York Street as the hull nears completion. The bow will extend into the street, but it is not yet known if staging will have to be erected there. It may be possible to complete the bow from staging within the shipyard."*

In 1961 the 'Letitia' (4,499 tons), length 385 feet 11 inches, and the 'Gosforth' (5,675 tons) length 383 feet, 11 inches were both launched.

1961, 9th February: The Montrose Standard reported on Montrose Football Club as follows: **"GEORGE RUSSELL** *was playing for Mugiemoos when he caught the eye of the Montrose directors. He is midway through his second season as a senior. By trade he is a shipyard worker with Hall Russell's, Aberdeen."* He played full back position.

1961, 9th February: The Aberdeen Evening Express reported as follows: **"Naval contracts plea fails.** *An unsuccessful approach has been made by Mr Hector Hughes, M.P. for North Aberdeen to the Admiralty to obtain Naval contracts for Aberdeen*

*shipbuilding yards to stop redundancy in that industry, writes our Parliamentary correspondent. Mr Hughes has received a reply to his appeal from Mr Ian Orr-Ewing, Civil Lord of the Admiralty. The Civil Lord writes: "I know how worried you are about the unemployment position at **Hall Russell's** shipyards, but there are unfortunately many other U.K. shipbuilders and ship-repairers in a similar or even worse position". "In the circumstances and in order to help the industry generally our normal practice will be to put out to tender Naval work which cannot be undertaken in the Royal dockyards". "But in following this procedure we will normally restrict tenders for repair work to firms in the locality in which the ship is based". "This is necessary for administration reasons and to avoid steaming or towing the ships long distances. I regret, therefore, that I am unable to give **Messrs Hall, Russell's** any promise of Naval work, but subject to the limitations I have mentioned I will see that they are given the opportunity to tender for any work which they can suitably undertake."*

Sounds like a cleverly worded 'No' to me. The nearest dockyard being Rosyth.

1961, 6th February: The Aberdeen Evening Express reported as follows: *"**Shipyard wants to share cost.** Councillor Munro told Aberdeen Town Council to-day that **Hall, Russell and Co., Ltd.**, had intimated that they were prepared to contribute to the cost of re-routing buses at Footdee. The firm has stated that the bows of ships they plan to build in future will jut into York Street, thus requiring a diversion of present bus routes."*

1961, 30th March: The Aberdeen Evening Express reported as follows: *"**EMBLEMS.** There are many different emblems and funnel decorations on the vessels of Aberdeen's new trawler fleet. The practice of adorning the funnels of fishing vessels appears to have increased in recent years, and certainly most of the new Aberdeen trawlers have distinguishing marks of some kind. The most popular appear to be flags, usually that of the owning company. Probably the most unusual funnel signs are those of the vessels of the fleet of the new Parbel-Smith Company Ltd. All these boats are named after admirals and their funnel marks are the distinguishing rings of an admiral. The latest addition to the Parbel-Smith fleet is the '**Admiral Hawke**', which had the misfortune to collide with a stone pier on returning from her maiden voyage. Although slightly smaller than her sisters, the '**Admiral Hawke**' is a powerful-looking ship of outstanding design. All three vessels are products of the yard of **Messrs Hall, Russell and Co. Ltd.**, Aberdeen, and follow the lines of the builders' well-known "**Hall-Economy**" class. Although they have not been in commission very long, both the '**Admiral Drake**' and the '**Admiral Jellicoe**' have proved themselves first-class ships. The '**Admiral Jellicoe**' has already appeared in the list of top-boats of the port by returning with a particularly good catch. She is commanded by one of the top skippers of the port. Mr Alexander Elder, who is loud in his praise of the capabilities of the vessel. Although the Parbel-*

Smith concern have only three ships at present, more are expected to join their fleet in the not-to-distant future"

The much bigger '**Admiral Burnett**' (391 tons) built by **Hall, Russell, & Co., Ltd.** for Parbel-Smith was launched 17th May 1961.

1961, 2nd March: The Aberdeen Evening Express reported as follows: "Vessels with an overall length of up to 220ft. can be accommodated in **Hall, Russell and Co.'s** slipway, which has been recommissioned after an extensive overhaul."



A574 trawler, '**Admiral Burnett**'. (Engineering Magazine, 1962).

1961, 13th March: The Aberdeen Evening Express reported on the retirement of **Mr John Clausen** (66-years), **head foreman plater**.



Mr John Clausen (66-years), 12 Smithfield Drive, Aberdeen, **head foreman plater** with **Hall, Russell and Co., Ltd.** and **Alexander Hall & Co. Ltd.**, receives a gold watch on the occasion of his retirement after fifty-one years' service. The watch was presented by **Mr W. R. Craib, general shipyard manager**, on behalf of the directors of both companies. In addition, **Mr Clausen** received a clock from the managers and staff, presented by **Mr K. A. Brown, shipyard manager**. (Aberdeen Journals, 13 March 1961).

The difference between the general shipyard manager and the shipyard manager is unknown to me. This was only a few years since **Alexander Hall and Hall, Russell** merged, perhaps the two roles are due to this.

1961, 31st March: The Aberdeen Evening Express reported as follows: **“BUREAU FOR SHIPYARD BOSS.** *The general shipyard manager of Hall, Russell & Co., Mr W. R. Craib, 30 North Deeside Road, Aberdeen has been presented with a writing bureau by Mr John Wright, general manager of the company and A. Hall and Company. Mr Craib is leaving the firm to take up a new appointment in Greenock. Mr Craib (36), who joined the firm as an apprentice seventeen years ago, became shipyard manager seven years ago, and two years later he was promoted to general shipyard manager.”*

1961, 3rd April: The Aberdeen Evening Express reporting on new-look valuations read *“Nae sae bad”* however the valuation payable by **Hall, Russell & Co. Ltd.** rose from £2,872 to £6,325. A rise of 220%. (Approx. values in 2021 are £45,000 increased to £100,000). Seems bad to my mind, perhaps they were expecting the Town Council to raise them even higher.

1961, 8th April: The Aberdeen Evening Express reported as follows: **“Yard men fear more pay-offs.** *Twenty-five workers – seventeen shipwrights, four electricians and four general labourers – have been paid off from the Aberdeen shipyard of Hall, Russell & Co. Ltd. And after the pay-off, a spokesman for the yard would make no comment on the situation other than to confirm it. Yard workers fear that because of the present condition of the shipbuilding industry there may be more pay-offs to come. Agreeing that the present position was a fairly difficult one for the firm because the work they had in hand could not maintain the level of employment. Mr James Milne secretary of Aberdeen Trades Council said he believed that the firm had a boat which was about to leave, and after that there would be little work for the finishing trades.*

THE SMALLER YARDS. *That would mean a pay-off for joiners, electricians and plumbers, who might find other employment fairly easily, but it would be a different matter for the purely shipbuilding trades of shipwrights, welders, caulkers, etc. All along the North-east coast, smaller yards are in a pretty desperate plight, and will be until the White Fish Authority start giving further grants and loans. They will not be giving these until October or November. Because the Fleck Report had suggested the subsidisation of all trawler building, said Mr Milne, those placing orders for bigger trawlers would tend to hang back until they saw how the Government acted on the report.”*

1961, 10th April: The Aberdeen Evening Express reported as follows: **“MR EDWARD SINCLAIR. Link with Aberdeen.** *First radio officer on the ‘Dara’, Mr Edward Sinclair, Rhyll, has a link with Aberdeen. His father was an Aberdonian and his cousin, Miss Dora*

Leslie, 64 Broomhill Road, Aberdeen, is anxiously waiting news of him. Mrs Hannah Cruickshank, 36 Kincorth Place, Aberdeen, has received a telegram that her son George (34), chief engineer of the '**Dara**', is safe. Mr Cruickshank joined the British India Company, owners of the '**Dara**' more than ten years ago, after serving his apprenticeship with **Messrs Hall, Russell and Co.**, Aberdeen. Last October he was joined in India by his wife, formerly Miss Sheila McDonald. They were married in 1955, and have a three-year-old son, George. Their Aberdeen home is at 96 Union Grove."

1961, 15th April: The Aberdeen Evening Express reported as follows: "**Pay-off blow to yard men.** The holiday weekend had a bleak outlook for forty-five shipyard workers at **Hall, Russell & Co. Ltd.** They have been paid off with the knowledge that prospects for the future are even gloomier. Within the last week up to seventy men have become redundant at the yard because the lack of work. **Mr John Wright, managing director** of the yard, was away from Aberdeen seeking new orders. The pay-off has come about as work on the '**Letitia**', the largest vessel to be built at **Hall, Russell's**, and the third to be built by them for the Donaldson Line nears completion. The vessel was launched in March. **Joiners, electricians, plumbers, boilermakers** and other trades are among those who have been sacked. Last week twenty-five men lost their jobs at the yard."

The '**Letitia**' had a gross registered tonnage of 4,499 tons.

1961, 22nd April: The Aberdeen Evening Express reported as follows: "**System to avert yard pay-offs.** In an endeavour to avert any further pay-offs, members of the Boilermakers' Society in Aberdeen have had a rota system of fortnightly suspensions for their members accepted by **Messrs Hall, Russell and Company Ltd.** The new system, under which thirty-two of their members will be suspended for a fortnight every second Friday for a trial period of eight weeks, started yesterday. As a result of this experiment they have ensured themselves of six weeks' work in every eight week period. **Mr John Wright, managing director of Hall Russell's**, said: "Providing we get real co-operation from the boilermakers with the equivalent production or if they try to increase production so that the position does not deteriorate, this scheme will be all right." The idea for the new system came from the men themselves who were unanimous in their decision to ask the shop stewards to put their proposal before the management.

MASS MARCH. They are also inviting Aberdeen's M.P.s., Aberdeen Trades Council, and the federation to a joint meeting to discuss the present depression in the shipbuilding industry, and they intend holding a mass protest march through the main streets of the city at an early date to draw attention to their plight. The boilermaker's position one of their number told the "Evening Express", is different from that of the plumbers, electricians, and joiners at the shipyard. "These men if paid off, can get a new job in the building trade fairly easy," he said, "but if any of our men get sacked, they have no

hope of work for all the shipyards in the country are in much the same position as our own. **Mr Wright**, who said that at present there were only one large ship and two trawlers still to launch at his firm's yard, has just returned to Aberdeen after "flying about all over the place" trying to get new orders. His hope for a quick solution to the depression in Aberdeen is for a speeding-up of the Fleck Report proposals. "If we get the uncertainty removed and if the position is established as to what was going to happen there is no doubt we would quickly get orders for new trawlers," he said."

1961, 27th April: The Aberdeen Evening Express reported as follows: "Here's a way to fill the order books again. In a bid to prevent further pay-offs at the shipyard of **Messrs Hall, Russell and Co. Ltd.**, Aberdeen, a rota system has been introduced for members of the Boiler-maker's Society. The idea came from the men themselves. While the boilermakers have to be commended for this step, one wonders if it has not come too late".

1961, 27th April: The Aberdeen Evening Express reported as follows: "**Around the Docks with A.C.D.** Speaking in London the other day, Mr Haakon Christopherson, president of the Norwegian Chamber of Commerce, London, said that out of orders by Norwegian shipowners representing nearly one million tons, which had been placed during the last few months, not one had gone to a British yard. Mr Christopherson said that British shipyards had established for generations a dominant position, and shipowners in Norway have always looked upon them – and still do – as old and staunch friends. But today, with severest competition in the freight markets of the world, together with difficulties of flag discrimination, the severest demands are made on Norwegian shipowners, and they have no alternative but to place their contracts with yards that offer the best, not only by way of quality, suitability and economy of operation, but also taking into consideration an early delivery date, competitive price, and attractive payment and credit facilities. Mr Christopherson referred to the demarcation problems in British shipyards. He said: "It cannot be denied that labour has been – and still is – liable to be an unknown quantity which, we fear, must have added to their difficulties when British shipbuilders have tendered." The Aberdeen boilermakers have given a lead – perhaps other shipyard workers will follow it."

One million tons seems to my mind a lot of vessels to order in a few months.

1961, 29th April: The Aberdeen Evening Express reported as follows: "**NO-JOBS SHOCK FOR CITY YARD. Out of work unless new orders received. M.P. to press for action**, by DAVID KING.

ABERDEEN shipbuilding boss **Mr John Wright** has given a grim warning that the local yard of **Hall, Russell and Co., Ltd.**, will be completely out of work



*by the end of the year unless new orders are received. There will be a steady run-down of employment, he declares in a letter to Mr Hector Hughes M.P. Mr Hughes is meantime to continue pressing the Government to implement the provision of the Fleck Report, which would ease the situation. **Mr Wright** says in his letter: "As I have already said, all trawler owners, particularly the distant water owners, are holding off placing orders meantime, until the Government's position is made clear in relation to the recommendations of the Fleck Report. "I am aware that you have done everything you could in this respect and the minister of Agriculture and Fisheries has been unable to promise much assistance very soon. "I recall he stated: "The shipbuilding industry was not his concern." "The position of course is that the fishing industry is very much his concern and if he does not get a move on with it, our fishing fleet will very soon be at a great disadvantage compared with the new efficient stern trawlers now being produced by the Germans and Norwegians."*



RUN-DOWN. And **Mr Wight** told Mr Hughes, who had asked for an estimate of the duration and extent of the present unemployment at **Hall, Russell's**: "I am afraid I must confirm my previous statement that there will be a steady run-down of persons employed and we shall be completely out of work by the end of the year unless new orders are received." "I am at present out of Aberdeen nearly every week chasing business and I feel that if there was slightly more confidence, we may get owners to place new orders". "You can rest assured that we are leaving nothing undone to get new orders and I am sure that our prices are competitive with any other yard in the country and even with some of those on the Continent". "Like yourself, I feel very strongly about the human problems involved and particularly in regard to the families of those who lose their jobs."

1961, 29th April: The Aberdeen Evening Express reported as follows: "**Aberdeen shipyard bombshell** (Continued from above). Several times already Mr Hughes has urged the Government to take steps to implement the Fleck Report, because it would open the door to many new orders for shipbuilding yards like those in Aberdeen. And he told me today that he intended to continue pressing the matter with the Government when he got back to London. Aberdeen Trades Council secretary, Mr James Milne, today placed blame for the bleak future of Aberdeen's shipbuilding industry squarely on the Government's reaction to the Fleck Report. "The Fleck Committee suggest subsidisation, and naturally this creates a situation where people are not prepared to place orders until they know whether the Government agree to this". He said that recently there had been the possibility of orders coming to Aberdeen, but nothing could be done until the Government made clear their attitude to the question of subsidisation. "We have known that the position was serious and we have

taken up the matter with various Government authorities. "We have also made the point that **Hall, Russell's** repair as well as build, and that without pontoon facilities, no repair work can be done.

ROTA SYSTEM. Mr Milne said that the shop stewards preferred that the men should work short time rather than some not work at all, and that a rota system was being employed whereby men were paid off for a fortnight at a time. He added: "We have interviewed the Under-Secretary of State for Scotland, the Admiralty, and everybody who we feel can help. We have been in consultation about the position just this week. Just exactly what we are going to do I don't know." This year's succession of pay-offs, which dealt crippling blows to the city's shipbuilding industry, began in January when nearly 100 workers at **Hall, Russell's** lost their jobs. Twenty-five more were paid off early this month. And just seven days later, on the eve of the Aberdeen Spring Holiday, a further forty-five were put on the dole."

1961, 29th April: The Aberdeen Evening Express reported as follows: "**U.K. yards 'really up against it'**. In his annual report to more than 23,000 highly skilled men in the shipbuilding industry, Mr Arthur Williams, general secretary of the Ship Constructors and Shipwrights' Association, says today; "U.K. shipbuilders are really up against it." British shipbuilding could now quote competitive prices and give quick delivery dates. But U.K. owners are at a great disadvantage with their foreign counterparts, nearly all of whom receive assistance from their respective governments to induce them to build their ships in their own countries. If the U.K. Industry is to retain its leading position, then some Government aid must be forthcoming. It cannot be expected to fight with one hand behind its back while foreign builders and owners are propped up by their governments."

1961, 3rd May: The Aberdeen Evening Express reported as follows: "**Commons question on Hall Russell's.** Questions about unemployment in **Hall Russell's** shipyard, Aberdeen, were asked in the Commons this evening, when Mr Hector Hughes asked the Minister of Labour, Mr Hare, whether he was aware that more workers in that yard were paid off on Friday, April 14. Mr Peter Thomas, Parliamentary Secretary to the Ministry of Labour, said he was aware that lack of orders had resulted in forty-five workers being discharged on April 14, and a further fifty-one since then. Sixty-three had registered at the employment exchange, and eleven had got other employment. The Ministry's local officers were doing everything possible to assist those who had registered."

1961, 8th June: The Aberdeen Evening Express reported as follows: "**Job-saving ship order.** The Aberdeen shipyard of **Hall, Russell & Co. Ltd**, threatened with closure by the end of the year because of lack of orders, has landed an £800,000 contract for the

*building of a new oceanographic research ship to replace 'Discovery II'. The order will mean eighteen months' work for the yard, which has suffered a series of crippling pay-off blows during the past months. **Mr John Wright, managing director of Hall, Russell's** said that the order would mean work for a "fair number" of men. But he added; "It's difficult for me to say just how many men, because negotiations are still proceeding with the owners. It will be quite a few months before work commences. The ship will be about 250 feet long, but there are still many details to be decided."*

WELCOMED. *The news was welcomed by Aberdeen Trades Council secretary Mr James Milne. "Naturally we welcome any easing of the serious position in the Aberdeen shipbuilding industry," he said. "Even if it may not mean extra employment. It will mean that there will be a reduction in the alarming number of pay-offs. It is a good sign anyway, and will at least be a stop-gap." The only vessels under construction at the yard at present are a 5,700-ton cargo liner for a Newcastle company and a few trawlers. The announcement of the news order came in a written Parliamentary reply to Mr Orr Ewing, Civil Lord to the Admiralty, to questions by the city's two MP's, Lady Tweedsmuir and Mr Hector Hughes. Owned by the National Institute of Oceanography, the new vessel is expected to be ready for service towards the end of next year. The cost of the ship will be shared equally between the Admiralty and the Development Fund. With a range of 15,000 miles, the 3,000-ton research ship will be specially equipped with the most modern oceanographic equipment. It will carry a crew of fifty-seven, including fourteen scientists, and it will be used for ocean-wide scientific researches." (Lady Tweedsmuir, Priscilla Jean Fortescue Buchan, Baroness Tweedsmuir of Belhelvie (1915 to 1978) was the Unionist MP for South Aberdeen from 1946 to 1966).*

1961, 10th June: The Aberdeen Evening Express reported as follows: "**Hall, Russell's pay off 25.** *Twenty-five workmen – twelve **platers**, eight **platers' helpers** and five **carpenters** – have been paid off from the shipyard of **Hall, Russell and Co., Ltd., Aberdeen.** Only three days ago news broke that the firm had received a contract for a new £800,000 oceanographic research ship." This vessel was later named '**Discovery**'.*

1961, 9th June: The Aberdeen Evening Express reported as follows: "**WELDERS FEAR REDUNDANCY.** *Although the Aberdeen shipyard of **Hall, Russell and Co., Ltd.** has landed an £800,000 order, seventy-six **welders** fear redundancy under the present working agreements. A spokesman said that the **welders** would like the introduction of a semi-piecetime working agreement. This would maintain a steady standard of earnings. "The **welders** realise this would mean a drop in wages," he said. "They decided 100% to press for this agreement and negotiations are now ongoing on with the management and we are hopeful of the outcome." The **welders** belong to the Boilermakers' Society and it is understood that the **caulkers, burners and platers**, who*

belong to the same union, also held meetings. Redundancy and pay rates, it is believed, were discussed."

£800,000 in 1961 is equivalent to approx. £12.5 million in 2021, so it was a sizable contract.



Hall, Russell workers c1960. (Photographer unknown).

*(2nd Row from front: far right is thought to be **Harold Harrison**, later **Head Foreman welder**, 2nd from right **Ivan Allan**). (Front row: Left - **Andy Bothwell**, centre - **Ginger MacGregor**). (Photo courtesy of Doreen Bothwell).*

1961, 24th June: The Aberdeen Evening Express reported as follows: *"**Shipyard lull 'till September'**. Comment on the latest pay-off of thirteen labourers at **Messrs Hall, Russell & Co., Ltd.**, Aberdeen, was made by Mr P. Forbes, secretary of the **Boilermakers' Union**. He predicted that there would be a definite lull at the works until a start was in September on the ocean-going Admiralty ship for which an order was placed with the firm recently. **Welders**, he said, would also begin to feel the pinch once the sugar carrier, at present on the fitting-out basin, was launched in August. In addition to the **platers' helpers** who were paid off, nineteen **platers** also went on to the short time work policy agreed upon between the management and the men's unions in order to spread out work on existing orders."*

1961, 6th June: The Dutch cargo vessel '**Heendliet**' after having engine trouble on her maiden voyage was towed 420 miles to Aberdeen by the Aberdeen trawler '**Ben Loyal**'

(296 tons). The stricken vessel was taken to **Hall, Russell & Co., Ltd.** for survey. The '**Ben Loyal**' was built by **John Lewis and Sons** in 1958 for Richard Irvin & Sons Ltd.

1961, 6th July: The Aberdeen Evening Express reported as follows: ***"Shipyard pay-off discussed.** The existing redundancy of workers at the shipbuilding yard of **Messrs Hall, Russell and Co., Ltd.,** Aberdeen, and the pay-off of a further ten **platers** this week, was referred to at a meeting of Aberdeen Trades Council. Mr James Milne, secretary, said that the firm had got an order which would be of considerable value to the employees at the yard but that it would be some time before the work could be started. The Job was one, however, which would provide considerable employment for quite a number of tradesmen. "I don't think It will solve **Hall, Russell's** problems," said Mr Milne, but it will certainly help. We can only hope that the Government is now in a position to implement that part of the Fleck Committee report which is proving difficult, and which deals with the possibility of the subsidisation of distant water fishing vessels. "When that difficulty is out of the way it is to be hoped that **Hall, Russell's** will find things a little easier so far as gaining orders for larger types of fishing vessels is concerned."*

The Fleck Report on the fishing industry was prepared by a parliamentary committee chaired by Sir Alexander Fleck. The Committee took three years to produce its detailed and very valuable report, which was published in 1961. It resulted in the 1961, White Fish and Herring Industries Bill which gave subsidies to fishermen.

1961, 13th July: The Aberdeen Evening Express reported as follows: ***"NEW LINER.** The large 7,500-ton cargo liner at present under construction in the shipyard of **Hall, Russell and Co., Ltd.,** is fast nearing the launching stage. Already part of the hull has been painted, a sure sign that it will not be long after the holidays, before the vessel is sent down the slips into the water. Then there will probably be empty berths, apart from a trawler or two, until the new oceanographic ship is laid down..."*

The cargo ship was the '**Letitia**' (4,499 tons), and oceanographic vessel the '**Discovery**' (2,665 tons).

1961, 13th July: The Aberdeen Evening Express reported on **Hall, Russell plumber, Gordon Farquharson** of 24 Holland Street, Aberdeen, who had bought a minibus and was giving lifts to fellow yard workers. He didn't charge the nine or so workers, but they contributed towards the petrol costs. The local bus company felt aggrieved because they put on special buses to carry yard workers and reported him to the police because he did not have a PSV licence to carry passengers. **Farquharson** didn't realise he was breaking the law; he was fined £4. (£4 in 1961 is equivalent to £63 in 2021).

Several former yard workers have mentioned to me about the buses that used to convey yard workers to and from the yard, but it's one memory I don't have, although I know there were buses, I just can't recall seeing them.

1961, 20th July: The Aberdeen Evening Express reported as follows: **“Boiler Maker, aged 99, dies suddenly.** *Believed to be Aberdeen’s oldest boiler maker, Mr George Thomson, 19 Byron Terrace, Northfield, has died suddenly, aged ninety-nine. Mr Thomson started work at eleven years of age and served in the Merchant Navy for many years before working with Hall, Russell and Co., Ltd., Aberdeen. He retired at seventy. Mr Thomson enjoyed good health despite his years and frequently went out for walks by himself. He read the papers, smoked his pipe and occasionally went down to the local with his son. Mr Thomson, who would have celebrated his 100th birthday in January, was an enthusiastic member of the Shiprow Tavern for many years. His wife died eleven years ago, aged eighty-four. He is survived by five sons, three of whom are in America, and two daughters.”*

27th July 1961: The Aberdeen Evening Express reported as follows **“£230,000 boost for Aberdeen shipyard.** *News that a £230,000 contract for the first vessel for the North Isles of Orkney Steamer Service had been placed with Hall, Russell and Co., Ltd. was welcomed in the city. Mr James Milne, secretary of Aberdeen Trades Council, said he was quite certain that the people who work in Hall, Russell’s will welcome the order. It will further help to fill the gap in orders and provide some guarantee of continuity of employment for the men in the establishment,” he added. The managing director of the firm, Mr John Wright, said: “This is very good news for the port. It will certainly help us to maintain employment.”* (£230,000 is equivalent to £3.6 million in 2021).

TUG TENDERS. *The news, made in Parliament by Mr John S. Maclay, the Scottish Secretary, comes soon after an announcement by the Admiralty that Aberdeen shipyards will shortly be invited to tender for berthing tugs. Mr Wright said that the vessel would probably be ready by next summer. It will be chartered to a company to be formed in Orkney to run the North Isles of Orkney service. It will carry 180 passengers under normal service conditions and 250 in sheltered waters. Passenger accommodation will consist of an observation lounge, a cafeteria and six two-berth cabins. Vehicles, cattle and cargo will also be carried.”*

At her launch she was named the ‘**Orcadia**’ (896 tons).

1961, 27th July: The Aberdeen Evening Express reported as follows: **“Bright spot.** *To counter somewhat the gloom cast by the Not-so-little Budget comes a ray of sunshine to warm the hearts of Aberdeen shipyard workers. It is in the shape of a £230,000 contract to build the first vessel for the North Isles of Orkney service. As Mr John Wright, the managing director said: “This is very good news for the port”. At least, it should mean the maintenance of their jobs by those at present employed, and it is possible that some of those paid off will be re-engaged. It would be idle to suggest that one order to the shipyard is the solution of its problems. It can do no more do that than*

a single swallow can create a summer. But it should help to tide things over until additional work can be obtained.

Competition. *Meanwhile, the major problem of shipbuilding orders by-passing British yards remains to be solved. And it won't be an easy one to solve. It certainly won't be solved by sitting back and hoping that superior British workmanship will, in the end, win the day. A more modern approach is needed by management; but, largely, it is a question of guaranteed delivery. The best workmanship in the world will cut little ice these days if the customer cannot get the job done as, and when, he wants it. He can get these terms overseas – and they are highly competitive terms."*

1961, 1st August: The Aberdeen Evening Express reported as follows: ***"Fish fleets must re-equip or die,*** by Herbert Catto. *Britain must re-equip and remodel her fishing fleets if the fishing industry is to survive the competition that faces it. This is stressed by MR J. R. Cobley, president of the British Trawlers' Federation, in the annual report on the British fishing industry distant water trawlers for 1960, published today...."*

The lengthy article referred to operational subsidies, 25% grants on a ton-by-ton replacement for vessel scrapping, and grants for building new pioneering vessels, which could be up to £250,000 (equivalent to £4.5 million in 2022). This was good news for **Hall, Russell and Co., Ltd.**, since the stern trawlers were considered pioneering.

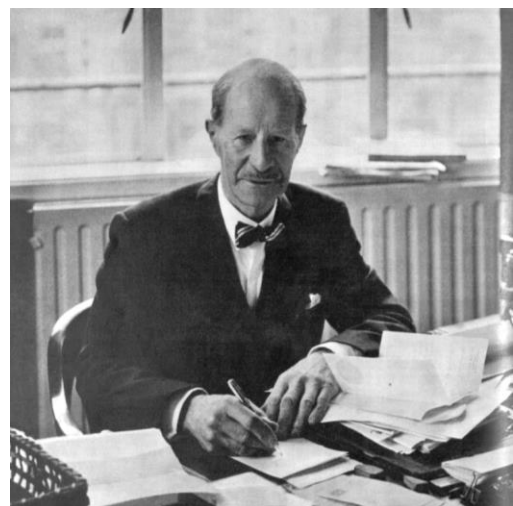
1961, 8th August: The Aberdeen Evening Express reported as follows: ***"Second order for Aberdeen shipyard.*** *An order for a refrigerated diesel electric trawler has been received by Messrs Hall, Russell and Co., Ltd., Aberdeen from J. Marr and Son, Limited, Hull - the second order received by the firm in recent months. The trawler will be the largest operating from Hull, being 240 ft. in overall length. The refrigerated hold will have a capacity for 300 tons of frozen fish, which can be handled at a rate of about 25 tons per day. Special arrangements have been made whereby all processing work will be carried out under shelter. Mr John Wright, managing director of Messrs Hall, Russell, told our fishing correspondent that the vessel had been developed after many months in co-operation with the design staff of the owners. It is an indication, said, of the forward thinking in the fishing industry, as the order replaces a contract for a side fishing trawler, which was cancelled last year, to one fishing from the stern."*

1961, 17th August: The Aberdeen Evening Express reported as follows: ***"A new ship order brings new hope.*** *In these days of depression in the shipbuilding industry, it says much for the local firm of Hall, Russell and Co., Ltd., that they have, within the matter of a few months, been able to book three contracts. But what is perhaps even more remarkable is that these orders are for specialised ships. To have landed these orders in face of such fierce competition is no mean feat, for it has involved considerable*

*enterprise and a lot of hard work on the part of the management, who have to be congratulated on the success of their efforts to bring more work to Aberdeen. The latest order is for a new type of vessel, and it may well be that it will be **Hall, Russell** – a firm known in shipping circles throughout the whole world – who will supply the answer to the fishing problems caused by the restriction of limits. The vessel will be the first British all-refrigerated stern trawler for distant waters, and is for the well-known firm of J. Marr and Son Limited, Hull. She will be the largest trawler operating from the port of Hull, being 240ft. in overall length, with a moulded breadth of 38.6ft. and a depth to upper deck of 26.3ft. The refrigerated fish hold will have sufficient capacity for 300 tons of frozen fish which can be handled at the rate of about 23 tons per day in special vertical plate freezer. Further capacity is available for blast freezing large fish such as halibut.*

GREAT BOON. *Special arrangements have been made to ensure that the catch can be quickly deposited in the tween decks where all processing work will be carried out under shelter. This will be a great boon to the members of the crew. The propulsion and electric generation machinery will be by English Electric diesel-electric machinery with a total output of over 2,700 b.h.p. This new vessel has been developed only after many months in co-operation with the design staff of the owners. It is an indication of the forward thinking now being made in the fishing industry, as this new order replaces a contract for a side fishing trawler which was cancelled last year.” As the vessel has been developed as a prototype for a standard range of stern trawlers similar to the standard “**Hall-economy**” range of side trawlers which have been so successful in the past, it will enable the yard to make an early start on construction and contribute to help employment in the shipbuilding industry in Aberdeen.”*

1961, 3rd August: The Aberdeen Evening Express reported as follows: “**LAUNCHES.** Although shipbuilding orders are few and far between, and shipbuilders generally are suffering from a lack of work, Aberdeen can still boast two launches in one day. This happened on Monday, when both **Hall, Russell and Co., Ltd.,** and **John Lewis and Sons Ltd.,** sent trawlers into the water. Both the vessels were for Aberdeen owners and were of the smaller class. As the Scottish summer herring fishing nears its close, herring fishing is just



Lord Dudley Gordon.
(The Sphere).

starting up off the Faroes. I hear that some seventy-five to eighty Faroese boats are taking part. The Russians have also "scented" the herring, for they have suddenly appeared in those waters."

These two vessels were the trawler '**Mannofield**' (226 tons) launched by **Hall, Russell & Co., Ltd.** and the trawler '**Kinellan**' (209 tons) launched by **John Lewis & Sons, Ltd.**, both launched on 31st July 1961.

1961, 9th August: The Belfast Telegraph reported as follows: "**New type boat for British fish industry.** A trawler which can process 23 tons of fish a day in special freezers and carry a total catch of 300 tons has been ordered by J. Marr and Sons Ltd. of Hull. The trawler will be built by **Hall, Russell**, of Aberdeen, specialists in deep-water trawlers. She will be a diesel-electric refrigerated stern-fisher. Because the catch will be trawled through the stern her accommodation, superstructure and engines will be built forward to give the necessary deck space for handling the fish aft. The new trawler will be able to freeze all her catch at sea and will be the first vessel of her kind in the British industry."

She was launched 6th March 1962, and named '**Junella**' (1,435 tons).

1961, 2nd September: The Sphere reported as follows: "**Leaders of British Industry. Lord Dudley Gordon.** The chairman of Hadfields Ltd., the alloy steel makers and heavy engineers of Sheffield, **Lord Dudley Gordon**, LI.D., M.I.Mech.E., has had a long and varied career in the engineering industry. He was born in 1883, the second son of the Seventh Earl, and later first Marquess, of Aberdeen. After being educated at Cargilfield, Edinburgh, and Harrow, he went to **Hall Russell's** shipyard at Aberdeen, where he served in various departments for three years. After a period with another engineering firm, he joined J. & E. Hall Ltd., where he again worked in the shipyards and on construction work on land. Appointed a director in 1910, he took charge of the Land Refrigeration section, becoming a managing director in 1912. During the First World War, he served in France and Belgium with the Gordon Highlanders, being awarded the D.S.O. and commanding the 8/10th Battalion. Subsequently he became chairman of J. & E. Hall in 1936, from which he retired last year. **Lord Dudley** was appointed a director of Hadfields in 1943, and chairman in 1945. He has held most top positions in the organisations of the engineering and refrigeration industries. Other post include being a Governor of Harrow; chairman of the Bach Choir; member of the Grand Council, chairman of the Finance Committee, and past president of the Federation of British Industries; and a member of the executive committee of the British Iron and Steel Federation. He was a director of the Jacques Orchestra until it was wound up last year. Married, Lord Dudley lives at East Grinstead, Sussex. His hobbies are choral singing, golf, shooting and swimming."

J & E Hall Ltd. are based in Dartford, Kent and are still in business as refrigeration engineers.

1961, 4th September: The Aberdeen Evening Express reported as follows: **“Architect’s death.** An Aberdeen man who was for forty-two years chief naval architect with the Blue Funnel Line at Liverpool, **Mr Harry Flett**, has died suddenly at Birkdale, Southport. He was a **chief draughtsman** with **Hall, Russell and Co., Ltd.**, Aberdeen, before going south.”



Erecting a bow unit c1960's. (Hall Russell).

The above photograph shows a pre-fabricated bow unit being erected c1960. Note the rivets in way of the frames, however the shell plating looks like it is welded. This was the practice for a few years before the yard changed to an all-welded hull.

1961, 8th September: The Aberdeen Evening Express reported as follows: *“Greetings from the Woods. CALLING ABERDEEN. This week’s call from John and Betty Wood in New Toronto goes to John’s mother, Mrs J. Wood, 2 Linksfield Place, and to Betty’s parents, Mr and Mrs G. Duncan, 20 Cummings Park Drive. John and Betty decided to come to Canada because, though they had been married over two years there was no prospect of a house being available. And Betty having two aunts’ resident in Toronto who had nothing but good to say about the prospects in general probably influenced their decision. John, previously employed in Hall, Russell’s shipyard as a plater’s helper arrived during 1957 and was followed by Betty two months later after he had found a job and a house...”*

1961, 13th September: The Aberdeen Evening Express reported on sixty girls from industry and commerce from all over Great Britain attending an outdoor activity course in leadership being held at Glenmore Lodge, Aviemore. Among the girls were **Wyn Mcleod** (19-years), 10 Jasmine Place, Aberdeen and **Myra Kelly** (20-years) 25 St Clements Street, Aberdeen, both **tracers** at **Hall, Russell and Co., Ltd.**, and **secretary, Moira Still** (23-years), 38 Abbotswell Crescent, Aberdeen. This was **Wyn’s** second time here and she said: *“Terrific and super are hardly strong enough adjectives to describe her feelings about the course”. “If the firm hadn’t sent me this year, I would have paid to come myself,” she smiled.* Regarding coming again **Wyn McLeod** said: *“You forget how strenuous it was first time...you only remember the good bits”.* **Wyn** also said she would like to return again next year as a member of the volunteer staff. **Myra Kelly** paid her own way to be here for the third time said: *“This is one opportunity I would not miss”, “I prefer this sort of holiday to anything else”,* and she said she would come again next year if she got the chance. The article also read that **Myra** had already done quite a bit of climbing as a member of the firms mountaineering club. **Moira Still**, making her first visit to Glenmore said: *“I’ve been trying to come for the past three years,” she smiled, “and I’ve finally made it”* and said she was enjoying herself tremendously.

I wonder how these three ladies did in their careers and how they are doing now, did they become leaders in industry and commerce?

1961, 15th September: The Aberdeen Evening Express in a follow up to their article published on the 13th September reported as follows: *“BACK TO THE OLD ROUTINE – WITH A NEW CONFIDENCE. “Anything which is memorable is worthwhile.” In one sentence 19-year-old climbing instructor Neil MacNiven sums up the whole purpose behind the Cairngorm course in leadership for girls at Glenmore Lodge this week. Tomorrow sixty young women from industry and commerce take their leave of the Lodge. Behind them will be six days of adventure; the rocks they conquered, the canoe that capsized, the stream on the hills where they slipped and fell. Ahead will be the*

*office desk, shop counter or factory bench; the return to an old job with a new outlook, a new confidence that no task is too difficult, no obstacle unsurmountable. A confidence which those six days at Glenmore Lodge have given them. It will be some time before we can assess to what extent a course of this kind benefits the girls who attend. That employers have found the course worthwhile is illustrated by the number of firms who sent girls last year and who have repeated the experiment. One such firm is **Hall, Russell and Co., Ltd.**, Aberdeen, who have as in previous years, have sponsored two employees at Glenmore. Today is "open day", and **Mr John Wright, managing director** of the company and himself very keen on the open-air activities Glenmore offer, will be one of over twenty representatives of Scottish firms calling at the Lodge to see how the course is run.*

Profitable: Another Aberdeenshire visitor will be Dr James Clark, Manse Cottage, Monymusk, formerly of ICI, who have Glasgow employees at Glenmore this year. **Mr Wright's** firm must have proved beyond doubt that it is profitable to send their young women on this character-building course. Nineteen-year old **Wyn McLeod**, 10 Jasmine Place, Aberdeen, completing her third year as a **tracer** with the firm and attending Glenmore for the second time, and **Moira Still** (23), 38 Abbotswell Crescent, Aberdeen, a **secretary**, are both convinced that their experiences during the past week will help them in their work.

Married. **Moira** is the only married woman on the course – an indication of just how much confidence **Hall, Russell and Co.** have in sponsoring girls. Another employee of the firm **Myra Kelly** (20), 25 St Clement Street, Aberdeen, is paying her own way on this her third visit to the Lodge – does this enterprise stem from the initiative gleaned on previous occasions? A fourth Aberdeen girl is 25-year old Rosemary Cattanach, 39 Auchinyell Gardens, employed as a supervisor with Scottish Agricultural Industries Ltd."

(The article included a photograph, which included **Myra Kelly** with two other Aberdeen girls Rosemary Cattanach and Pauline Rennie).

1961, 15th September: The Aberdeen Evening Express reported as follows: "**Greater Skill in Shipbuilding.** Ships now being built in Aberdeen are becoming more and more and more complicated and require greater skill and effort to build. This point was made by **Mr John Wright, managing director** of **Hall, Russell and Co., Ltd.**, speaking at the company's annual prize-giving. **Mr Kenneth Brown, general shipyard manager**, handed over the awards won by apprentices and young workers.

Prize winners: -

Naval architecture (endorsement) – Second Prize, **Peter Strachan**; Stage A2-2 **Arthur Lees, Richard Henderson, Ronald McIntosh**; S1-2 **Ray Gordon**.

Plumbing (third year) – 1 **Brian Bothwell**.

Mechanical Engineering (S3) – 2 **James Cheyne, James Bruce**; S1 – **Michael Bowie**.

Sheet metal work (second year) – 1 James Adams.

Industrial (preparatory) – 1 Ian Murray, Ian Fraser; 2 Robert W. Cumming, 3 Douglas Burnett.

Commercial (Preparatory) – 2 Agnes Esson; second year – 3 Frances Martin.

1961, 11th October: The Aberdeen Evening Express reported as follows: **“URGENT PLEA FOR MORE WORK.** With the possibility of further lay-offs from Aberdeen shipbuilding yards, Aberdeen Trades Council have sent out an urgent call to halt the rising unemployment trends in the yards. Taking up their plea, Mr Hector Hughes, M.P., has made immediate approaches to the Admiralty, the Board of Trade, the Scottish Office and Ministry of Labour. He has pointed out to the Admiralty that contracts should be fairly divided between Scotland’s shipbuilding yards, but has also suggested that more orders should be sent to Aberdeen firms which had problems. At the Board of Trade and Scottish Office, Mr Hughes also asked what steps had been taken since August 1 to bring new industries to Aberdeen and to extend industries already there. He also asked the Ministry of Labour for figures relating to unemployment in the city and county of Aberdeen, giving sexes and industries affected. Trades Council secretary, Mr James Milne, in a letter to Mr Hughes stressing the urgency of the problem, said that there had been further pay-offs at **Hall, Russell and Co.**, and that there had been a small pay-off at **John Lewis and Co.** “We believe it is possible that further lay-offs will occur,” States Mr Milne. He adds: “While it is true that the general employment position in Aberdeen is showing some small improvement, we are rather worried about the situation and by the fact that we still have fairly large numbers of people unemployed who have little chance of securing employment for any length of time.”

1961, 2nd November: The Aberdeen Evening Express reported as follows: “For some time, ship repair work, like orders for new ships, has been scarce. It is encouraging to see that **Hall, Russell and Co., Ltd.**, Aberdeen, have been able to secure several repair jobs recently. They have just finished a survey of the small Orkney Islands steamer ‘**Earl Thorfinn**’, which, incidentally, they built a number of years ago, and completed repairs to the Aberdeen Harbour dredger, ‘**Annie W. Lewis**’. The firm also carried out repairs to the coaster ‘**Roselyne**’, and to the Granton trawler, ‘**Granton Merlin**’. The trawler ‘**Star of Lathallan**’ had tail-shaft repairs and the ‘**Ferryhill**’ propellor repairs. This week a fair-sized, white painted vessel arrived at the firm’s fitting-out berth. She is the ‘**Penelope**’, which is in for a part refit and alterations to her refrigerated department. The ‘**Penelope**’, which is the former ‘**Skogaland**’, of the Svenska-Orient Line of Gothenburg,



‘Earl Thorfinn’ (345 tons),
launched 22nd March 1928.

*has just changed hands and **Hall, Russell** have secured the work of fitting her out for her new owners' special trade."*

1961, 14th November: The Aberdeen Evening Express reported as follows: *"**Served company for 36 years.** An Aberdeen man, who was an engineer superintendent of the British Indian Steam Navigation Company in Calcutta, has died at his home, 2 Northcote Road. He was **Mr George Knox Cruickshank** (62), who retired five years ago after thirty-six years with the company. **Mr Cruickshank** served his apprenticeship with **Hall Russell's** and started work with the BISN company as a junior engineer at sea. He was appointed a junior superintendent in 1939 and served for eight years as engineer superintendent for the company in the East before retiring. **Mr Cruickshank** is survived by his wife and a married daughter."*

The next article coincidentally is about a younger man with the same name, also from Aberdeen, who also served his apprenticeship at **Hall Russell**, I guess they could be related, but I have not researched any of their family history to confirm it.

1961, 15th November: The Aberdeen Evening Express reported as follows: *"**Shore job.** An Aberdonian who was the last man to leave the British cargo liner, '**Dara**' before it sank in the Persian Gulf earlier this year with a loss of 200 lives, has been promoted to a job on shore in Bombay. He is **George Knox Cruickshank** (32), who was chief engineer on the ill-fated ship and who has travelled thousands of miles around the world in ships owned by the British India Steam Navigation Co. **Mr Cruickshank's** home is at 96 Union Grove, Aberdeen, and his parents live at 36 Kincorth Place. His new job as Assistant Superintendent with the B.I. Steam Navigation Company, and he will be based in Bombay. After the '**Dara**' went down **Mr Cruickshank** joined another of the company's ships and sailed on a trip to Japan – and had to delay taking over his new job for a month. Before he started globe-trotting eleven years ago, **Mr Cruickshank** served his apprenticeship with the Aberdeen firm of **Hall Russell's** as an **engineer**. His wife is already living in India where her husband was based during a two and a half year contract with the company. **Mr Cruickshank** and Captain Chris Elsen were the last to leave the '**Dara**' after she went down in sixty feet of water after a fire and three mystery explosions."*

1961, 10th November: The Aberdeen Evening Express reported as follows: *"**Government 'new jobs' criticised.** The Government's efforts to bring new industries into the Aberdeen area as a result of which 170 new jobs have been or will be provided, have been condemned as "completely inadequate" by Aberdeen Trades Council secretary, Mr James Milne. The "new jobs" statistics are contained in a letter from the Scottish Secretary, Mr John Maclay, to Mr Hector Hughes, M.P., who is concerned with the deteriorating unemployment conditions in the area. According to Mr Maclay,*

*Aberdeen now has the lowest percentage of wholly unemployed among the Scottish development districts. Since the Local Unemployment Act came into force in April last, the Board of Trade had offered £108,000 to projects in the Aberdeen, Inverurie and Stonehaven area, and some 170 new jobs had been, or will be, provided as a result. Commenting on the statistics, Mr Milne said: "It would have been a different matter if the 170 jobs had been "new jobs," but one has to bear in mind the number of jobs which has been lost, taking **Hall, Russell** as an example."*

JOBS LOST. *"The figure revealed by the Scottish Secretary wouldn't have covered the number of jobs which have been lost." Mr Charles H. Taylor, secretary of the Aberdeen Chamber of Commerce, said, however, that they should not be "too critical" of the Government effort. "After all the position is governed by the number of firms which apply for grants and loans under the Act." One project to be financed by grants from public funds is the building of the new Royal research ship, the contract for which has been placed in Aberdeen. This says Mr Maclay, is a tribute to the quality of Aberdeen craftsmanship, and should prove valuable in providing employment in shipbuilding in Aberdeen."*

1961, 30th November: The Aberdeen Evening Express reported as follows: *"The refrigerated cargo vessel 'Penelope', which was being refitted by **Messrs Hall, Russell and Co., Ltd.**, has now sailed. Formerly the 'Skogaland', of the Svenska - Orient Line, Gothenburg, this vessel recently changed hands. Her new owners are putting her on their South American trade and for this she required a lot of alterations. In spite of keen competition from foreign yards. **Messrs Hall, Russell** were able to secure the contract It says much for the firm that they were able to do this. With few orders going for new vessels the firm is out to capture as much repair work as they can in order to keep their workers employed."*

1961, 7th December: The Aberdeen Evening Express reported as follows: **"ABERDEEN BUILT.** *Featured on TV the other night was a vessel which was built at Aberdeen. She is the Norwegian cargo ship 'Borrie' which brought a large Christmas tree from Norway for London. The 'Borrie' was one of three sister ships built by **Messrs Hall, Russell and Co. Ltd.**, Aberdeen, for the Fred Olsen Line, of Oslo. The other two vessels are the 'Bolt' and the 'Barok'. In addition to these, **Hall, Russell** have constructed other ships for the Norwegian company, one of these being the 'Binna', which was sunk in collision in Oslo Fjord when setting out on her second voyage. After lying on the sea bottom for two years, the 'Binna' was raised and is sailing again for her owners. When the vessel went down, her master, Captain Holmen, lost many of his possessions, including a book which he valued very much as it was a gift from friends in Scotland. When the vessel was raised he recovered his belongings, including the book, which was practically undamaged despite the time it had been at the bottom of the Fjord."*

1961, 14th December: The Aberdeen Evening Express reported as follows: *“The all-freeze diesel trawler which **Messrs Hall, Russell and Co., Ltd.**, are building for J. Marr and Sons, Ltd., Hull, is expected to be launched in February. The vessel is to be named ‘Junella’, thus taking over the name of a smaller trawler which undertook freezing of fish at sea on an experimental scale.”*

1961, 22nd December: The Newcastle Evening Chronicle reported as follows: *“**A New Order.** A new vessel which is coming to the Tyne instead of going away from it is the motor vessel ‘Gosforth’, which will be the third vessel to bear that name and sail under the house flag of the Burnett Steamship Co., Ltd., Newcastle. Due at South Shields early in the second week of January, the new ‘Gosforth’ has been built by **Hall, Russell and Co., Ltd.**, Aberdeen. With a deadweight of about 7,550 tons, she follows contemporary lines. Engines and all accommodation are situated aft. A single-deck bulk carrier, with four clear holds and large steel hatches she has been constructed to conform completely with Great Lakes trading conditions. ‘Gosforth’ is the ultimate in design for comfort for officers and crew having single-berth rooms, plastic lined throughout in modern style with decorative veneers in the master’s and officer’s suites. Her navigational aids include radar and radio telephone systems. A Swiss-built, turbo-charged Sulzer engine is designed to give the vessel a speed of about 14 knots.”*

1962

1962, 11th January: The Aberdeen Evening Express reported as follows: *“**Liner carries hopes of more orders.** In recent years, many fine ships from trawlers to cargo liners have sailed from Aberdeen shipyards and all have been a credit to their builders. Among the best is a bulk and general carrier which set sail for the Tyne at the weekend. She is the ‘Gosforth’, constructed for the Burnett Steamship Co., Ltd., of Newcastle-on-Tyne, by **Hall, Russell and Co., Ltd.** The largest ship to be built at Aberdeen last year – she has a deadweight of about 7,580 tons – the ‘Gosforth’ ran her trials towards the end of December. She is a splendid model of a up-to-date cargo carrier and was much admired as she lay at her builder’s fitting-out berth. Although similar in design to the ‘Holmside’, built for the same owners, and which went into service in 1959, the new vessel is larger and more powerful. To meet the exacting nature of her owners’ trade, the ‘Gosforth’ has been designed to carry a large variety of cargoes, such as iron ore, cement, bauxite, sugar, grain, esparto grass and timber. She is also equipped with special equipment to navigate the St Lawrence Seaway. A feature of the vessel is the high standard of accommodation provided for the officers and crew. Like most modern bulk cargo carriers, the machinery, navigating bridge and crew’s quarters are situated*

in the after end of the ship. The cabins are beautifully decorated and fitted out in order to provide the maximum comfort for the men who will sail in her. Cargo holds are served by eight derricks arranged to take five-ton lifts. 'Gosforth' is certainly a well-equipped ship, admirably suited to meet the fierce present-day competition. It is also hoped that she will prove such a good advertisement for Aberdeen shipbuilders that she will be the forerunner of many more orders."

She may have been a good advertisement, however it was five years later before any similar, but considerably smaller cargo ships were built, these were the sister ships '**Duburg**' (2,649 tons), '**Glucksburg**' (2,649 tons) and the '**Troyburg**' (2,652 tons) all for German owners.

1962, 16th January: The Aberdeen Evening Express reported as follows: "**Back home...** Back in Aberdeen for the first time since he emigrated to Canada nearly thirty-nine years ago is **Mr Ernest Bowles**, of Woodvale Avenue, Toronto. Married to a Dundee girl he met in Canada, **Mr Bowles** was a **welder** with **Hall Russell's** before he emigrated."

1962, 23rd January: The Aberdeen Evening Express reported as follows: "**Ship model gift for Art Gallery.** A model of one of Aberdeen's old steamships the '**Hogarth**' – built by **Hall, Russell and Co., Ltd.**, in 1893 for the Aberdeen Steam Navigation Company – has been given to Aberdeen Art Gallery. It has been donated by Mrs Tess Crombie, 27 Brimond Place, Torry, whose late husband, Mr Robert Crombie, received the model when he retired after fifty years' service as a clerk with the owners of the vessel. The '**Hogarth**' was sunk in World War I with the loss of all hands apart from one gunner. She served on the Aberdeen Steam Navigation Company's run from Aberdeen to London, and it is understood that she also ran for a time to the Mediterranean."

1962, 24th January: The Aberdeen Evening Express reported as follows; "Aberdeen man dies in S. Africa. A retired mining engineer, **Mr Thomas Skea**, a former pupil of Robert Gordon's College, Aberdeen, has died at Grahamstown, Cape Province, South Africa. He was seventy-four. **Mr Skea** served his apprenticeship with **Hall Russell Ltd.**, Aberdeen, and later took a course in mining engineering at Glasgow. He worked in Colorado, U.S.A., before World War I., during which he served with the Royal Engineers. He went to South Africa thirty years ago after working in Mexico for a spell. **Mr Skea**, who retired from his post with the Northern Trust Co., Ltd., Johannesburg nine years ago, was unmarried. He is survived by a brother who lives in Aberdeen."

1962, 5th February: A one-day token strike was held nationally by engineering and shipbuilding workers in support of a wage increase of £1 per week and a reduction in the working week from 42 hours to 40 hours.

1962, 7th February: The Belfast Telegraph reported as follows: ***“John Kelly place order for colliers. By our Shipping Correspondent. John Kelly, Ltd., the Belfast coal importers, have placed an order with Hall, Russell & Co., Ltd., Aberdeen, for the construction of two 2,000 ton deadweight colliers. They will be of the self-trimming type with diesel propelling machinery. The company stated today that the orders have been placed at very competitive prices following the receipt of tenders from many shipbuilders specialising in this type of vessel. Since the war John Kelly Ltd., have largely replaced their fleet with modern colliers.”***

These vessels were the **‘Ballyrush’** (1,575 tons) and the **‘Ballyrory’** (1,575 tons) both launched later in 1962.

1962, 8th February: The Aberdeen Evening Express reported on the arrival of the **‘Silverfell’** (7,843 tons) owned by the Silver Line, as she had carried one of the largest cargoes of phosphate to Aberdeen for some time. They also reported that she was to have repair work carried out by **Hall, Russell & Co., Ltd.** This vessel caught my eye as my wife’s grandfather Jack Taylor (1904 to 1965) amongst other companies, sailed on the **‘Silveryew’** (6,373 tons) also owned by the Silver Line in 1935 as 3rd Engineer.

1962, 8th February: The Aberdeen Evening Express reported as follows ***“Two-ships order for Aberdeen yard. The Aberdeen shipbuilding firm of Hall, Russell and Co., Ltd., today announced an order for two 2,000-ton motor colliers. The order comes at a time when there were fears of a pay-off at the yard. A spokesman for the firm said that the orders would enable them to retain their present staff. If they had not received them there would have been a pay-off at an early date, he added. Construction of the vessels will start soon. Messrs John Kelly & Co., Ltd., Belfast, who placed the order, say they received tenders from a number of firms. The order price was competitive. Mr James Milne, secretary of Aberdeen Trades Council, said: “This is the most heartening news we have heard for shipbuilding in Aberdeen for some time – and we hope there will be more to come.”***

1962, 22nd February: The Aberdeen Evening Express reported as follows: ***“Aberdeen yard’s trawler launch makes history. An important launching is scheduled for early next month at Aberdeen. The vessel that will take the water is the ‘Junella’, an all-refrigerated diesel-electric stern trawler which Hall, Russell and Co., Ltd. are building for J. Marr and Son of Hull. She is the first of her kind to be constructed for the British fishing industry. Her estimated cost is £500,000, and she is expected to revolutionise deep-sea fishing in this country. In view of the fierce competition for orders Hall, Russell have to be congratulated in securing this contract. Plans for the vessel are the result of months of co-operation by the staffs of owners and builders. When completed and put into commission she will be the largest fishing vessel operating from Hull.***

Some years ago world-wide interest was taken in the construction of the 'Fairtry', which was also Aberdeen built and he first factory trawler. Since she went into commission other nations have gone in for factory trawlers. The new vessel's refrigerated fish-room will have a capacity of 300 tons of frozen fish and further capacity will be available for blast freezing large fish such as halibut. There will be special arrangements for the catch to be quickly deposited between decks, where processing will be carried out under sheltered conditions. There will be accommodation for a crew of thirty-five."

1962, 1st March: The Aberdeen Evening Express reported as follows: *"Although shipbuilding firms are having a rather difficult time, Aberdeen is to have two launches next week. Messrs Hall, Russell and Co., Ltd., are to launch on Tuesday the all-refrigerated stern trawler 'Junella' for a Hull firm, and on Thursday Messrs John Lewis and Sons, Ltd., will launch the trawler 'Ben Strome', the last of the series for Messrs Richard Irvin and Sons, Ltd."*

1962, 1st March: The Aberdeen Evening Express reported as follows: *"SKIPPER CHARLES DREVER, of Hull, who was last year's winner of the Silver Cod Trophy, has been selected skipper of the 'Junella', the first all-freeze trawler to be built in this country. The vessel is to be launched on March 6, from the yard of Messrs Hall, Russell and Co., Ltd., Aberdeen. She will be the largest fishing vessel operating from the Humber and is expected to revolutionise fishing in this country. She will fish mainly off the west coast of Greenland and the Davis Strait. Skipper Drever, who was born in Aberdeen is meantime skipper of the Hull trawler 'Northella'."*

1962, 6th March: The Aberdeen Evening Express reported as follows: *"A trawler with all the latest. A vessel which may well revolutionise fishing in this country was today launched from the shipyard of Messrs Hall, Russell and Co., Ltd., Aberdeen. She is the all-refrigerated diesel-electric stern trawler 'Junella', which has been built to the order of Messrs J. Marr and Son Ltd., Hull. She was named by Lady Chick, wife of Sir Louis Chick, chairman of the White Fish Authority. The 'Junella', 240 ft., will be the largest operating out of Hull. The main features of her revolutionary design is that she will fish over the stern and not over the side. Fish will be gutted and washed under cover in the 'tween decks', and quick frozen in special vertical plate freezers. There will be ideal working conditions for the crew who will not have to pull the nets over the side of the vessel by hand nor carry out gutting and washing on the exposed deck. The vessel will operate mainly off Greenland and Newfoundland."*

1962, 13th March: The Aberdeen Evening Express reported as follows: *"LONG TOW. An 80ft steel caisson weighing about 100 tons will be towed from the Aberdeen shipyard of Hall, Russell and Co., Ltd., to Burntisland in May."*



Hall, Russell & Co., Ltd. Outfitting Quay and cranes ≥ 1962. The trawler berthed at the quay was probably in for repairs. (Photographer unknown).

The grey 65-ton crane (centre) was painted yellow as I remember it in the 1980's. The other two cranes in the photograph were both gone by 1980, replaced by a large mobile crane, of what tonnage I can't recall.

1962, 29th March: The Aberdeen Evening Express reported as follows: **“COLLIER ORDER No. 3 FOR YARD.** The Aberdeen firm of **Hall, Russell & Co., Ltd.** have received another order to build a motor collier – the third in two months. The new order for a 1,050-ton ship for the local coaling firm of Ellis & McHardy Ltd. follows orders by a Belfast firm for two similar boats of 2,000 tons. But a spokesman at **Hall, Russell's** said that the latest order is not likely to result in more workers being taken on. The trawler **‘Junella’**, which is being fitted out at the yard, is due to leave soon, he said, and another vessel, the **‘Orcadia’** was being launched on Tuesday. The new collier will replace the steamer **‘Spray’**, which was built about thirty years ago by **Hall, Russell.**”

1962, 5th April: The Aberdeen Evening Express reported as follows: **“Around the Docks with A.C.D. LATEST.** At a luncheon following the launching on Tuesday of the motor passenger and cargo vessel **‘Orcadia’** from the shipyard of **Hall, Russell and Co.,** Mr M. Campbell, secretary of the Department of Agriculture and Fisheries for Scotland, stated that she had been specially designed for Orkney waters. He also intimated that the two vessels meantime performing the service which the **‘Orcadia’** would take up,

were the last coal-burning passenger vessels in British waters. This means that our older citizens have seen the passing of two types of vessels – the end of “The Glorious Age of Sail” and the passing of the coal-burning vessels which succeeded the stately clippers. Not only that, they have seen the entry of the oil-burning steam vessels, the motor ships and now ships driven by nuclear-power, for the first merchant ship of this type has just completed her sea trials.”

1962, 19th April: The Aberdeen Evening Express reported as follows: *“The well-known Aberdeen collier ‘**Spray**’, belonging to Messrs Ellis and McHardy, coal merchants, is shortly to be replaced by a modern motor vessel. An order has been placed with **Messrs Hall, Russell and Co., Ltd.**, Aberdeen. Many people will be sorry to see the ‘**Spray**’ go, for without doubt, she is one of the best colliers at the port and she has carried many tons of coal in all sorts of weather conditions to keep Aberdeen fires burning. It was about thirty years ago that **Hall, Russell** built the ‘**Spray**’. The firm had just completed building the ‘**Thrift**’ for the Northern Co-operative Society when they started on the ‘**Spray**’. Now it is Messrs Ellis and McHardy who are leading the way, but so far there is no word of the Co-op placing an order for a replacement for the ‘**Thrift**’. When the ‘**Spray**’ goes there will only be two steam colliers left at the port, the ‘**Thrift**’ and the little ‘**Mount Battock**’ belonging to **Messrs John Lewis and Sons Ltd.**”*

1962, 20th April: The Aberdeen Evening Express reported as follows: *“**Aberdeen visit for top official.** Mr Alan Green, Parliamentary Secretary to the Ministry of Labour will visit Scotland next week. He will arrive in Aberdeen on Tuesday night. During his visit Mr Green will have informal talks with the Aberdeen Chamber of Commerce. Undertakings to be visited during the tour include the Royal Aberdeen Asylum for the Blind; Messrs MacFisheries, Ltd., Aberdeen and **Messrs Hall, Russell and Co.**, shipbuilders, Aberdeen.”*

1962, 2nd May: The Aberdeen Evening Express reported as follows *“**Shipyard strikers stand fast.** Strikers at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.**, have taken a strong line in their dispute with the management. Three hundred men are now out of work because of the stoppage, but at a meeting today **welders** from the Footdee yards decided to make no approach to the management and stay out. The strike was sparked off on Monday when the firm took on four men recently paid off from Dounreay. The striking **welders** went to the meeting at Boilermakers Social Club in King Street; hoping to hear from the management about restarting. “We got no word so no development,” said Mr P. Forbes, secretary of the Boiler Makers Society. **Mr K. A. Brown, shipyard manager at Hall, Russell’s**, said that an approach had been made to the **welder’s** union about a resumption of work by the men. “We consider the men ought to be back. We have not heard from them or their union and there has been no development today,” he added. Work at the yard is being held up on vessels including*

an Admiralty oceanography ship and, the all-electric stern trawler, 'Junella', which is due to leave Aberdeen next week. Another meeting will be held by the welders tomorrow, in an attempt to break the deadlock."

1962, 8th May: The Aberdeen Evening Express reported as follows **"Shipyard strike over.** *It was back to normal at the Aberdeen shipyard of **Hall, Russell and Co., Ltd. today.** The 150 workers who came out on strike on Monday last week over a dispute with the management, have returned to work. They have done so in order that discussions can take place between the men's representatives and the management. The dispute began when four men were employed from the Labour Exchange after they had been discharged a week earlier from Dounreay. The men claimed that preference should have been given to men who had been longer on the unemployed list. **Mr K. A. Brown, shipyard manager,** said "The four are being suspended and their jobs held vacant until after discussions with the men"."*



Ivan Allan.

1962, 29th May: The Aberdeen Evening Express reported as follows: *"Protest over boat grants. Aberdeen had its strangest-ever "strike" today when workers at two shipyards downed tools half-an-hour early. The men employed at the yards of **John Lewis and Sons, Ltd., and Hall, Russell and Co., Ltd.,** hope their half-hour stoppage will help the EMPLOYERS as well as themselves. The men used their extra half-hour off to march through the streets of Aberdeen to protest against the Government's intention to extend loan and grant aid to foreign shipyards who build British boats. They marched a mile from the two shipyards to the Market Stance to be addressed there by a union speaker. One of the men organising the protest, **Mr Ivan Allan,** convener of the shop stewards of the Confederation of Shipbuilding and Engineering Unions at **Lewis's** yard, told the "Evening Express" today: "This is a spontaneous move by the men themselves – it is not official". "We hope this will draw attention to the threat to our livelihood. As shipyard workers we are, of course, directly concerned, but the whole of Aberdeen will suffer if this foreign-aid plan goes through. "Aberdeen shipyards are already feeling the pinch. A year ago there were about 500 men employed here at **Lewis's.** Now we have lost roughly 60% through redundancy, as a direct result of foreign competition. "And it is this foreign competition that Mr Christopher Soames, Minister of Agriculture, Fisheries and Food, wants to encourage.*

EXAMPLE. *Giving an example of how redundancy at shipyards was already affecting outside interests in Aberdeen. **Mr Allan** said that a year ago three corporation buses were needed to take the men home. Now only one was provided. "So even in such a thing as the loss of bus fares Aberdeen has been affected by this", said **Mr Allan.** Mr*

James Thom, district secretary of the Amalgamated Engineering Union, said that the protest had been organised by the shop stewards and the men themselves and he knew nothing about it from the official union point of view. "People in all walks of life are bitterly opposed to this decision by the Government and if the men feel so wrought up about something which vitally affects their livelihood. I for one can't blame them," said Mr Thom. "They have my sympathy, even if I can't condone their actions officially."

DISAGREED. *The management of both shipyards have also made strong representations to the Government about the decision. On Monday, first, **Mr Andrew Lewis, head of John Lewis and Sons,** will be one of a deputation of British shipbuilders who will meet Mr Soames in London. Local MPs, too, have disagreed with Mr Soames that the Government decision would be of benefit to the industry. Mr Hector Hughes, MP, plans to raise a question on it in the House tomorrow. Pointing out that the "hidden subsidies" given by many foreign countries to their shipyards placed British yards in an unfair position, he also claims that some foreign-built boats are below the standard of British ones."*

1962, 31st May: *The Aberdeen Evening Express reported as follows: "**Minister should visit our 'slump' shipyards.** If Mr Christopher Soames, Minister of Agriculture, Fisheries and Food, would take a tour of some of the shipbuilding yards in the North-east of Scotland he might think again about giving grants and loans for fishing vessels to be built in foreign countries. The other day I went through the shipyard of **Messrs John Lewis and Sons Ltd.** and was shocked by what I saw. All the building berths were vacant, there were hardly any workmen to be seen, and the whole place had a forlorn and deserted appearance. Yet this same yard only a few years ago was a hive of industry with vessels in various stages of construction in every berth. Most of these workmen are now walking the streets unemployed, yet the Government is to give British taxpayers' money to have ships built by foreign labour. But **John Lewis and Sons'** yard is not the only one. The same conditions prevail in many other yards in the North-east. No wonder, therefore, that the town councils of many of the smaller towns have been called upon to combine in a united protest. Aberdeen Town Council should take similar action. While British shipyards are idle and their employees walking the streets, foreign shipbuilders are already getting busy to attract customers in this country. At least one Aberdeen firm, I am told, has received a letter from a foreign shipyard offering to quote for the construction of fishing vessels at very competitive terms."*

"Disaster, say yard bosses. (From page 1). *Provost Robert Henry, Macduff, said today: "I didn't expect Mr Maclay to do anything. I feel the North-east is being sacrificed by Government policy in order to get into the Common Market. We must get together and examine the whole question of industry and the future of communities in this area. Provost William Smith, Banff, was still hopeful that concerted action by town councils*

*from Peterhead to Inverness might succeed where the M.P.'s had failed. "We must support our home boat-builders," he emphasised. A leading citizen who wished to remain anonymous said: "This decision is going to make the already serious unemployment situation in the North-east very much worse." "The tragedy is that the decision was taken without apparently any consultation whatsoever with either the boat-building industry or the fishing industry." A very disappointed man is **Mr John Wright, managing director of Hall, Russell and Co. Ltd.**, the Aberdeen shipbuilders. "Naturally we are very worried and disappointed that there has been no sign of the Government changing their mind on this very important issue," said **Mr Wright.**"*

CONVINCING? *"I will be going to London next week as one of a deputation of shipbuilders to meet Mr Christopher Soames, the Minister of Agriculture, Fisheries and Food. I hope we can convince the Government to change their mind. "I can't disclose what arguments I am to use, as I have some confidential figures to present to Mr Soames. I hope they will convince him." Mr James Thom, district secretary of the Confederation of Shipbuilding and Engineering Unions, said today that a meeting of the Aberdeen district would be held next Thursday, when the matter would be discussed. "I wouldn't be surprised if it was decided to take some further action on this," he said. "It is most disappointing that the Government are apparently determined to force this through despite opposition from all sides. "This seems to be a case where all sides are united in their protests."*

It seems it wasn't only Aberdeen shipbuilders who were affected, North-east boat-builders whose majority of work came from the fishing industry were also struggling.

The same newspaper also reported that the last two steam-driven trawlers owned by Richard Irvin and Sons had been towed to shipbreakers, Scrapping Co. Ltd. in Antwerp, one of them was the '**Abergeldie**' (200 tons) built by **Hall, Russell and Co., Ltd.** in 1915, she had been in service for 47-years.

1962, 1st June: The Aberdeen Evening Express reported as follows: **"BOAT GRANTS: PROTESTS PAY. Fiery words to fly in debate.** *Out of the blue today the Government announced that there will be a debate in the House of Commons next week on their decision to give loans for British fishing vessels built abroad. Angry speeches are expected. The criticism of a large number of M.P.'s on both sides of the House looks like building up to a showdown with the Government. Aberdeen and North-east shipbuilders and officials who have joined in the storm of protest over the Government's decision, welcomed the announcement that there is to be a debate on the subject. And, like the M.P.'s they are hoping that it will reveal some change by the Government. Said **Mr John Wright, managing director of Hall, Russell and Co.**, the Aberdeen shipbuilders: "I think it is absolutely correct that this should be debated in the House, because up until now the decision has been made without any discussions with*

anyone." "I am hoping that all the representations that are being made and will be made to the Government within the next week will make them seriously consider changing their minds." **Mr Wright**, who will be in a deputation which will meet a senior member of the Government on Monday about the decision added: "I hope the announcement of the debate is a sign that they are prepared to reconsider the decision." Provost Lewis Bain, Cullen, said: "The whole facts will come out now, I hope it is possible for the meeting of North burghs called by Buckie to protest against the Government's decision to take place before the debate. "It would then be possible for their views on the matter to be communicated to the M.P.'s in London." (Continued on page 9).

United front in boat protest. A North-East delegation was in London today in the latest stage of the battle to reverse the Government's decision to give loans for British fishing vessels to be built in foreign yards. An Aberdeen union official said today in a letter to the "Evening Express" that the North-east is "witnessing a remarkable display of unity between managements and workers in the fight to retain the right to build British ships under the Loans and Grants Scheme." In London to see the Minister of Transport today are **Mr John Wright, managing director of Hall, Russell and Co.; Mr Andrew H. S. Lewis, of John Lewis and Sons, Aberdeen;** and Mr P. W. Miller and Provost J. J. Mackenzie, Findochty, representing the fishing Boat Builders Association. There is to be a debate on the subject in the House of Commons on Friday which will be initiated by Mr James Hoy, Labour M.P. for Leith.

COMMON-SENSE. In his letter to the "Evening Express", Mr D. Martin, president of the Aberdeen branch of the AEU, says: - "At the present time we are paying out money to keep shipyard workers standing idle, while other governments are subsidising their shipbuilding firms so that they can compete for our ships." Mr Martin added that if the pressure on the Government is maintained this week, they will be forced to withdraw and a notable victory would be won for common-sense and security."

1962, 14th June: The Aberdeen Evening Express reported as follows: "**New research ship's 'date'**. The new oceanographic research ship being built at Aberdeen by **Messrs Hall, Russell and Co., Ltd.** will go on an expedition to the Indian Ocean next year. She will join forces with ships of other thirteen nations, including the United States and Russia, to study the effect of the wind on currents, among other things. No name has so far been chosen for the new British research ship, but '**Discovery III**', is the favourite and most logical choice. The two ships she is succeeding were the '**Discovery**' and the '**Discovery II**'. She will be of 3,200 tons and will be launched on July 3."

1962, 26th June: The Aberdeen Evening Express reported as follows: "N. Isles steamer on trial. The '**Orcadia**', a new cargo-passenger vessel for the northern isles service began her sea trials in Aberdeen Bay today. She is the first vessel built for the Secretary

*of State for Scotland under the Highlands and Islands Shipping Services Act. Powered by a diesel engine, the 'Orcadia' is 164 feet in length and will be handed over by the builders, **Hall, Russell and Co. Ltd.**, tomorrow, and will sail for Kirkwall on Thursday.*

STRETCHER CABIN. *Specially designed for the islands service, she will be chartered to the Orkney Islands Shipping Co. Ltd., and be capable of carrying passengers, vehicles, cattle and cargo. The 'Orcadia' is the first of two vessels which will replace the old steamers 'Earl Thorfinn' and 'Earl Sigurd'."*

1962, 29th June: *The Aberdeen Evening Express reported as follows: "Delay ship is due to sail... The new passenger-cargo ship 'Orcadia' is expected to sail tonight – 24 hours after the last-minute cancellation of her maiden voyage from Aberdeen to Kirkwall. A Government official has waited at **Hall, Russell and Co., Ltd.**, the builders, all day for the vessel to be officially handed over. A spokesman for the Scottish Home Department told the "Evening Express" today that the vessel's departure was delayed because some data and a document had not been received from the Ministry of Transport at London. The vessel had completed her sea trials successfully but had not been handed over by the builders.*

DENIED. *A Ministry of Transport spokesman denied in London that the delivery of the 'Orcadia' was held up because sailing papers had been mislaid. "There is no question of the Ministry of Transport in London having forgotten to post ship's clearance papers or not knowing where they are," the spokesman said. "The necessary certificate could not be issued because we were still awaiting important data regarding stability and passenger accommodation. However, in order to save time we are trying to arrange for the necessary certificate to be flown to Aberdeen today. Less than an hour before the 'Orcadia' was due to sail last night it was announced by officials: "There has been a technical hitch. The vessel will not sail after all". A reception was due to be held on board the ship on its arrival at Kirkwall and among those invited were the Lord-Lieutenant of the County, Lt.-Col. H. W. Scarth, and the Provosts of Kirkwall and Lerwick. The vessel has been chartered by the Orkney and Islands Shipping Co. and is specially designed to carry passengers, cargo, vehicles, and livestock."*

1962, 3rd July: *The Aberdeen Evening Express reported as follows: "Lady Hailsham puts 'Discovery' afloat. Being launched at the yard of **Hall, Russell and Co., Ltd.**, today was the Royal research ship 'Discovery', designed to probe the secrets of the world's oceans. Performing the launching was Viscountess Hailsham, wife of the Minister of Science, Viscount Hailsham, who was among the distinguished guests who attended the launching ceremony. Also present were Mr C. I. Orr-Ewing, Civil Lord of the Admiralty, who is chairman of the National Oceanographic Council; Dr G. E. R. Deacon, director of the National Oceanography; and Rear-Admiral E. G. Irving, Hydrographer of the Navy. Built to the order of the National Institute of Oceanography, the 'Discovery'*

will follow the long tradition of research and exploration carried out by vessels bearing that name. The first recorded 'Discovery' was built in 1602 and the new vessel is the ninth to engage in this work. Carrying many special features the 'Discovery' will be one of the most versatile research ships afloat, providing at least eight fully-equipped laboratories for the scientists, which together with the ice-strengthened hull, will enable the ship to operate in any part of the world. The diesel generators of the 'Discovery', which has a length of over 260 feet and a breadth of 46 feet, will have enough power not only to provide the main propulsion, but also to provide as much power as would serve a small town. The accommodation for the scientific and operating crew to fully air conditioned for work in tropical areas and steam-heated for Arctic and Antarctic regions. In its first major task, the 'Discovery' will spend about fifteen months in 1963 and 1964 taking part in the International Indian Ocean Expedition, and will also play a leading part in surveying the Arabian Sea."

1962, 3rd July: The Aberdeen Evening Express reported as follows: **"EVERYTHING HAPPENED TO THE V.I.P.s...!** *A train was late...a plane was delayed...and a ship's launching was put back today. The land, sea and air hitch happened at Aberdeen where the Royal Research ship 'Discovery' was launched from the shipyard of Hall, Russell and Co., Ltd. half-an-hour late. The overnight train from London, which was due at the Joint Station at 9.5 a.m., did not pull in until nearly three hours later because of an engine failure south of Edinburgh. On the train were several of the guests at the launching of the new vessel. Strong headwinds delayed the arrival at Aberdeen Airport of the plane with Viscount Hailsham, Minister of Science, and Viscountess Hailsham. Lady Hailsham launched the vessel. But because they were half-an-hour late in a Royal Navy Devon aircraft from Northolt, the whole programme had to be pushed back. With Lord and Lady Hailsham in the tiny aircraft was Mr C. I. Orr-Ewing, Civil Lord of the Admiralty, and Rear-Admiral E. G. Irving, Hydrographer of the Navy."*

1962, 7th July: The Aberdeen Evening Express reported as follows: **"Junella will revolutionise fishing.** *Members of the Aberdeen fishing industry have just had an opportunity to see over a new Aberdeen-built trawler which may revolutionise deep-sea fishing. The boat is the 'Junella' built by Hall, Russell and Company, Ltd., for J. Marr and Son. She is commanded by Skipper Charles Drever. Praise for the new vessel came from Mr Richard Irvin, chairman of Aberdeen Fishing Vessel Owners' Association, after he had seen over it. "She cannot fail to be a success," he said.*

FISHING TRIALS. *'Junella' as just completed her trials and will leave soon to carry out fishing trials off the North of Scotland before the starting on deep-sea fishing off Greenland or Newfoundland. She is handsomely fitted out, has excellent instrumentation, the accommodation is good and with a length of 240ft., will be the largest vessel operating out of Hull."*

1962, 7th July: The Aberdeen Evening Express reported as follows: **“BLEAK START.** *Twenty-six welders employed by Hall, Russell and Co., Ltd., the Aberdeen shipbuilders had a bleak start to their Trades holiday. They were paid off work. A union official said: “It was a pity the pay-off happened just before the holiday, but it was to be expected. The Royal Research ship ‘Discovery’ launched from the yard on Tuesday had a welded shell, but the next two boats on the stocks are more or less all riveted vessels.”*

1962, 13th September: The Aberdeen Evening Express reported as follows **“Jobs crisis.** *There are signs that Scotland’s unemployment problem is going to take a more serious appearance this winter.*

- 1. The Scottish T.U.C. has expressed the fear that the unemployment figure might reach the six-figure mark.*
- 2. Mr James Milne, secretary of Aberdeen Trades Council, has forecast that Scotland will be faced with fairly heavy unemployment.*
- 3. Mr John Wright, managing director of Hall, Russell & Co., Ltd., Aberdeen, has said that unless new orders are received, 800 workers in the shipyard may be out of work by the end of the year.*

All three points bring home a very grim message. Unfortunately, it is the kind of periodic gloom to which we have been accustomed.

Way out? *It is no less serious because of its familiarity. The question is: is there a way out of the slump, and, if so, where is the solution to come from? The Government has been rightly criticized for its lack of initiative in Scotland, particularly in the North and North-east. And the trades unions, on occasion, have been blamed for not facing up to realistic economic facts within certain industries. The time, however, is past for blaming one another. Scotland must not stay on the decline. It is going to take everyone’s co-operation – and goodwill – to find a remedy.”*

1962, 20th September: The Aberdeen Evening Express reported as follows: **“Aberdeen shipyard position desperate.** *People must have been shocked by the announcement of Mr John Wright managing director of Messrs Hall, Russell and Co., Ltd., Aberdeen, that unless his firm gets more orders soon, something like 800 workers will lose their jobs at the end of the year. Aberdeen’s shipyards have so far managed to keep going, but the position is now desperate. Messrs John Lewis and Sons, Ltd., have only one small trawler on the stocks, while Hall, Russell have just two boats fitting out and two colliers under construction. The managements of both firms have done their utmost to secure other work, but it is almost impossible in face of the fierce competition for the little available. At the moment Mr Wright is in Scandinavia trying to secure orders. A somewhat unusual suggestion has come from the Aberdeen fishing industry – namely that the Government should take some of the local trawlers and hand over to*

undeveloped countries and give the owners here further assistance to build larger vessels. The suggestion is rather staggering in view of the amount of assistance which the Government has already given to this industry. It is claimed that such a scheme would help shipbuilders and also the fishing industry. Practically the whole of the present Aberdeen fishing fleet has been built by the Government."

1962, 25th October: The Aberdeen Evening Express reported as follows "The Shipbuilding Conference announce that during the third quarter of 1962 only two substantial orders were booked by United Kingdom shipyards, these being for cargo vessels totalling 21, 750 tons gross. The remaining orders were for smaller vessels. The total for the quarter was twenty-one vessels of 34,000 tons. The two Aberdeen shipyards have got one vessel each on the stocks although **Hall, Russell and Co.** have three vessels fitting out. The vessel which this firm has on the stocks is a collier, but **John Lewis and Sons** have only a trawler. Only recently, **Mr John Wright, managing director of Hall, Russell,** completed a tour of Europe trying to book orders, and last weekend he left with some other builders for Israel to see if there is anything doing there, seeing that country has now established a merchant fleet."

1962, 20th November: The Aberdeen Evening Express reported as follows: "**Shipyard sacks 40 more.** Another forty Aberdeen shipyard workers employed by **Hall, Russell and Co., Ltd.,** Aberdeen were paid off tonight. This is the second pay-off within ten days, 30 men having been paid off last Friday night. As on Friday, the men dispensed of tonight are steel workers such as **welders** and **labourers**. The pay-offs are due to the shortage of work. Last Wednesday the firm launched the last ship on their order book, the motor collier '**Ballyrory**'. A spokesman for the firm said this afternoon they regretted very much having to pay off men especially at this time but with no more vessels to lay down they could not help themselves. The firm is trying its utmost to get new contracts, but with shipping in its present depressed state there are few new orders going. Even although the firm secured a new order it would make little difference to the labour position for some time. Meanwhile the labour position at the yard is being considered each day."

1962, 6th December: The Aberdeen Evening Express reported as follows: "**Aberdeen yards are 'too small'**. None of the Aberdeen shipbuilding yards is large enough to build tankers of the size required by P&O Steamship Company. This is the answer made by Sir Donald Anderson, chairman of the company, to Mr Hector Hughes, M.P., who had made an appeal for Aberdeen yards to be favourably considered when new vessels were required. Sir Donald points out that **Messrs Hall, Russell & Co.,** which has the largest capacity is limited to a ship of about 500 feet long or about 1,800 tons deadweight. The smaller of the particular tankers, orders for which have now been

placed, would be about 775 feet long and about 55,000 tons. "So there is no possibility of Aberdeen being able to build the ships," Sir Donald informs Mr Hughes. "I hope very much that your local yards may secure some new business before long, but I am afraid that there is a great shortage of new orders because of the international slump in shipping. When a yard gets an order now it has to cut its price to one which presumably covers its out of pocket expenses but probably makes little contribution to overheads."

SURPRISE. *Mr Hughes expressed surprise that the Aberdeen yards were too small. He indicated that he is to approach the Minister of Transport, Mr Ernest Marples to see if a way can be devised for the Government to aid financially some extension of the yards. "It would be a fine gesture," he said, "to a declining major industry in Aberdeen."*

1962, 11th December: *The Aberdeen Evening Express reported as follows: "**Port could prosper with big trawlers.** Aberdeen will have to build bigger trawlers than those at present operating from the port if the trawl fleet is to find its future prosperity in the distant fishing grounds. Harry Bowman, Aberdeen's top skipper told me he felt that what the port required was a number of large factory trawlers – vessels which could go to the distant fishing grounds, process the fish on board, and bring them home in prime condition. There is a touch of irony in the fact that the first real factory trawler ever to be built was constructed at Aberdeen. She is the '**Fairtry**' and she was laid down by **John Lewis and Sons. Ltd.,** Torry, following experiments carried out by her owners. Christian Salvesen, Leith, with a converted corvette, the '**Fairfree**'. Most maritime nations, including Russia, took a keen interest in the construction and progress of the '**Fairtry**' and it was not long before several nations were building similar ships. Messrs Christian Salvesen have since built two other similar ships. The advantage of the factory trawler is that it can go to the Greenland and Newfoundland Banks, process and pack and quick freeze the fish on board so that it is ready to go straight for retail. Not only that, the offal is also made into fish meal on board and the livers into oil, so that nothing is wasted as is the case with the orthodox fishing vessel.*

Compromise. *But this year another type of trawler was produced at Aberdeen, this time from the yard of **Hall, Russell and Co., Ltd.** This vessel, the '**Junella**' built to the order of J. Marr and Son, Ltd., Fleetwood and Hull, may be described as a compromise between the factory ship and the ordinary trawler. Built to operate in distant waters, the '**Junella**', like the '**Fairtry**' and other factory trawlers, fishes from the stern, but the fish are not processed on board. Instead, after being gutted and washed they are immediately frozen. They are thawed out and processed immediately the vessel returns to port. This type of vessel is also already proving popular, for one, the '**Hiram 1**', has just been completed in a French shipyard for the Hiram Fishing Co., Ltd. of Haifa, Israel. Thus, while these two advanced types of fishing vessels, which are being copied*

by other nations, have originated at Aberdeen, local owners have been unwilling or unable to benefit. Yet if Aberdeen's fishing industry is to keep its place among the leading fishing ports of the country there will have to be a further reconstruction of her catching power. What would be the ideal fleet for Aberdeen in view of the changing conditions? It has been suggested that it should consist of a few factory or semi-factory type trawlers fitted out with quick-freezing plant, a number of ordinary large type trawlers, a smaller fleet of middle water and a fair number of efficient near water boats.

Finance. *Of course, the greatest problem of all is who is to provide the money for these larger trawlers? In their present financial state few of Aberdeen's present owners could do so. And there are no large public owning companies at Aberdeen. In past years, Aberdeen trawler owners have been individualists. They have preferred to control their own small firms. Had there been a number of large public trawler-owning companies such as is the case on the Humber, conditions in the catching side of the industry here today might have been vastly different.*

English control. *From what I have been told, there is little doubt that local investors would have supported efficient owning concerns run as public companies. But little attempt has been made in recent years to attract outside capital to the industry. A few years ago powerful Hull interests began to pay attention to the industry at Aberdeen and today they are gaining more and more control of both the producing and distributive sides. It is not a good thing to see control of Scottish industries passing into English hands, but, so far as the Aberdeen fishing industry is concerned, these Humber interests may well prove its saviours. But no business concern of any kind would spend huge sums in providing big long-distance trawlers unless there was some guarantee that there was to be a market for the fish, and this raises another question. So far, the merchants have given no indication as to what their requirements are likely to be in coming years....."*

1962, 13th December: The Aberdeen Evening Express reported as follows: **"NEW FEDERATION INTERESTS ENGLISH.** *At long last the trawler owners in Scotland have formed their own federation so that they can speak with one voice on matters concerning the trawling industry on this side of the Border.*

'Discovery' to make study of Vibration. *The diesel-electric research ship 'Discovery', built at Aberdeen by Hall, Russell and Co., Ltd., will make her "shake-down" cruise in the New Year. She will sail on a five-week trip from Plymouth on a series of experiments for the British Ship Research Association (BSRA). Equipment has been installed on the ship to induce vibration, and enable comparisons to be made of the different effects of using four and five-bladed propellers. Prior to running trials the new vessel will make propellor tests with a four-bladed propellor before going into drydock*

to have a five-bladed one fitted. Vibration tests will also be made while the ship is at anchor and underway at various speeds. The 'Discovery' is scheduled to make a voyage to the Indian Ocean in Spring next year. When she returns to the United Kingdom in 1964 the BSRA hope to conduct more experiments in the vessel."

When I worked in Hall Russell's in the 1980's the yard took vibration very seriously, as far as I can recall there were clauses in the contracts regarding the amount of vibration considered acceptable to the owners.



Aberdeen Evening Express, 17th December 1962.

1962, 17th December: The Aberdeen Evening Express reported as follows *"Brighter times lie ahead for these workers of **Hall, Russell and Co., Ltd.**, shipbuilders, Aberdeen, pictured today leaving the yard. Thanks to a £1,500,000 order, it will indeed be a merry Christmas."*

The newspaper continued as follows: *'**Shipyard's £1,500,000 Xmas box.** Welcome news for the hundreds of shipyard workers on the dole in Aberdeen and to those with the spectre of unemployment hanging over their heads is the landing of a £1,500,000 contract for three new ships by **Hall, Russell's** shipyard in Aberdeen. The vessels, new type vehicle ferries, which are to be built for the Scottish Secretary and to be chartered to Messrs David MacBrayne Ltd. will open up a new vista for hundreds of tourists who will now be able to take their cars to tour the Hebridean islands. Each ship is designed to carry 600 passengers and up to fifty-two cars which will be loaded by means of a hydraulic lift situated in the forepart of the ship. The vehicle space can also be used for conveying livestock. For the use of passengers there will be a cafeteria and smoke room and bar on the upper deck. Sleeping accommodation for fifty-five persons will be provided. **Mr John Wright, managing director of Hall, Russell's** said "It means work at the yard for some eighteen months, but it does not mean that all the sacked men will be taken back on right away..."*

1962, 20th December: The Aberdeen Evening Express reported as follows: *"**Dockland welcome for ships order.** The announcement that **Messrs Hall, Russell and Co., Ltd.**, Aberdeen, had secured a £1,500,000 contract to build three diesel-engined vessels of 229ft. in length has given considerable satisfaction not only to those directly connected with the firm, but also to many others in the port. For the building of a ship does not only mean work for a large number of shipyard workers. Many other people in other*

*trades also benefit. Apart from the different materials used in the actual construction of the vessel, it is amazing the number of articles which go on board a new ship. There are all kinds of furnishings, linen, crockery, glassware, cutlery, and a host of other things, all of which provide work to people outside the actual shipbuilding industry. But for the workers of **Hall, Russell and Co.** this latest order must be more than welcome. It may not prevent further pay offs in the immediate future, for a lot has to be done before certain tradesmen will be required, but those who have already been suspended and those who are about to be, have the satisfaction of knowing that their spell of idleness may not be so long as was once feared.*

CREDIT. *Most of the credit for securing this order must go to **Mr John Wright, managing director of Hall, Russell and Co., Ltd.** He has been untiring in his efforts to secure fresh orders, and in recent months has spent many days away from home in his search for work. It is known that he is negotiating for other work, and I earnestly hope he is successful, so that his workers may be assured of many months of employment. Many orders have gone to foreign shipyards because British builders have been unable through strikes to deliver vessels on time. When a ship owner places an order for a new ship today it is essential that he gets it on the delivery date, as he frequently has a chartered agreement fixed. If the vessel is not delivered on time it means a big loss to the owner. This is why many ship-owners are reluctant to place orders in Britain. The same applies to repair work. More and more vessels are going to Continental firms for repairs. Some even go as far as to Italy, because the work of overhaul is completed there in the contracted time. Shipyard workers should understand that we are living today in a highly competitive world, and if they want to be sure of employment they must cut out unnecessary strikes. Only by so doing will they help their employers to secure orders."*

1962, 20th December: The Aberdeen Evening Express reported as follows: **"Discovery sails for Plymouth.** *The new research vessel 'Discovery', which has just been completed by **Hall, Russell and Co., Ltd.,** Aberdeen has sailed for Portsmouth. Built for the National Institute of Oceanography, the vessel is due to sail on a five-week shake-down trip early in the New Year. Then, in the spring, she will sail for the Indian Ocean, where she will carry out research work. 'Discovery' has already provided valuable information for a research programme of another kind. She has been used for special tests carried out by the British Ship Research Association – the central research organisation of the shipbuilding industry. The association installed scientific equipment on board the ship to induce vibration enabling comparisons to be made of different effects of using four and five bladed propellers."*

1963

1963, 28th January: The Nottingham Evening Post reported as follows *“So dolphins will go unseen... Britain’s latest “floating laboratory”, the new royal research ship, ‘Discovery’, will take part in an international scientific study of the Indian Ocean – without one of its most important scientific instruments. For lack of £3,000, ‘Discovery’, which has just been built at a cost of £800,000, will join 30 or 40 research ships of other nations without an underwater periscope. Among uses of the periscope would be the observation of underwater life, particularly the habits of dolphins, and study of the flow of bubbles.*

BUDGET. *“We have to work to a budget just like everyone else, and as the money did not go far enough the periscope had to go. It’s a great pity.” Dr. G. F. R. Deacon, director of the National Institute of Oceanography, which owns the ‘Discovery’, said today. The new ‘Discovery’, now in the Pool of London, is larger and more up-to-date than the old ‘Discovery’ which served the Admiralty and the institute for 33 years. She was delivered from her builder, **Hall, Russell and Co.** of Aberdeen, last December, and on Saturday she leaves the pool for the Canary Islands where all her new scientific equipment will be tested.”*

1963, 14th February: The Aberdeen Evening Express reported as follows: *“Aberdeen’s shipbuilding industry received a double boost today with the announcement of big orders for the city’s two main yards. From **Hall, Russell and Co., Ltd.**, came news of an order of about £500,000 to build what will be Britain’s largest trawler. And from **John Lewis and Sons Ltd.**, comes news of a £200,000 contract to build two coasters for the General Steam Navigation Co., Ltd. in face of opposition from fifteen other British and Continental yards. And there may be more orders on the way for the Aberdeen yards. Mr James Milne, secretary of Aberdeen Trades Council revealed today that there was a possibility of orders for Russian trawlers landing at Aberdeen now that the Government had accepted the idea of orders being accepted by British yards for Soviet ships.*

FOR HULL. *Mr John Wright, managing director of **Hall, Russell and Co., Ltd.** said that the £500,000 trawler had been ordered by J. Marr and Son, Ltd., Hull and was an all-refrigerated diesel-electric stern vessel of the ‘Junella’ type. Mr Wright said this super ‘Junella’ will have an overall length of 245ft 6in. which is 5ft. 6in. longer than the ‘Junella’ which was previously built by the yard also for J. Marr and Son. The fish-freezing equipment will have a capacity of thirty-seven tons of fish per day and the frozen blocks will be stored in a refrigerated hold of 370-tons capacity at a temperature of minus 20 deg. F. The ‘Junella’, which was completed at **Hall, Russell and Co., Ltd.** last year has created considerable interest in fishing circles not only in this country but also abroad. Announcing his firm’s order Mr Lewis said that he was particularly*

pleased because the contract had been won in the face of fierce competition from twelve British yards and three Continental yards.

YEAR'S WORK. *Mr Lewis said that the two coasters his firm were to build were not large vessels but would create work for almost a year. They are boats which will be used for carrying cargo between London and the Rhine and French and Dutch ports and will have holds specially designed to carry a specific type of container. The contract has come at a very opportune moment for the shipyard which has two trawlers almost ready to launch and only one more to lay down, according to Mr Lewis. "We hope to start work on the coasters within the next two months and the ships are to be ready for service in 1964" he added. While the order will not mean an increase in the labour force at Lewis's yards it does ensure steady employment for the workers there. "It is always something for the chaps working at the yard," Mr Lewis commented. "I know they were getting pretty well browned off with worry about the future, but this will make them feel a bit happier knowing that they are sure of steady employment for some time. (Cont'd on page 5). We are hoping that before the work on the coasters is ended we will have something else to take their place.*

1963, 15th February: *The Birmingham Daily Post reported as follows: "Aberdeen Firm's Trawler Order. The Aberdeen shipbuilding firm of Hall, Russell and Co. announced yesterday that it had received an order from J. Marr and Son, Hull, for an all-refrigerated diesel-electric stern trawler of the 'Junella' type. The firm claimed the vessel would be the largest trawler in Britain, with an overall length of 245ft. 6in."*

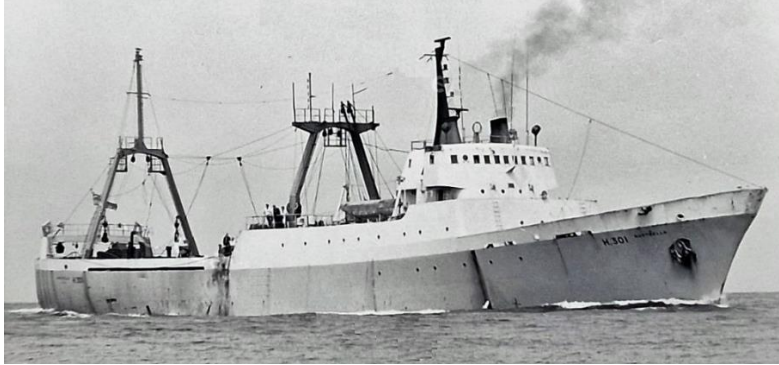
1963, 20th February: *The Aberdeen Press and Journal reported as follows: "Minister praises Aberdeen yards. The competitive efficiency of Aberdeen's two shipbuilding firms – Hall, Russell and John Lewis and Sons – is praised by Labour Minister Mr John Hare in a letter to Mr Hector Hughes, M.P. Replying to the M.P.'s appeal for more work for Aberdeen shipyards, Mr Hare points out that Lewis's have secured a contract to build two coasters, and Hall Russell one for a trawler in addition to those recently announced. "I think you will agree the position has now notably improved," writes the Minister, adding: "I understand that Lewis have won their contract in the face of competition from twelve British and three Continental yards, and I think we can take this and the Hall, Russell recent successes as encouraging evidence of their competitive efficiency."*

1963, 23rd February: *The Rugeley Times reported as follows: "Freezer trawler. The order valued at about £100,000 for the 2,100 S.H.P. single screw diesel-electric propulsion installation for the new freezer trawler to be built by Hall, Russell & Co. Ltd., for J. Marr & Son Ltd., has been awarded to English Electric. This is the second diesel-electric trawler for these owners which will have English Electric propulsion machinery.*

Hall, Russell & Co., Ltd., Shipbuilders, Footdee, Aberdeen, The 1960's. Stanley Bruce 2023-v1.

The engines will be built at the company's Vulcan works, Newton-le-Willows, the main electrical machines at Stafford, and the auxiliary machines at Bradford. The installation will be engineered by the company's marine department at Rugby, who are responsible for the contract."

This freezer trawler was the '**Northella**' (1,718 tons), launched 8th July 1964.



*Stern trawler H301, '**Northella**'. (Photographer unknown).*

1963, 27th February: The Aberdeen Press and Journal reported as follows: **"MEALS-FOR-ALL CITY CANTEEN.** *An Aberdeen shipyard canteen where trade has dwindled to nothing following pay-offs at the yard, may become the hub of a thriving new service to other workers in the city. In a "try anything" effort to keep his staff fully employed until the yard gets into top gear again canteen boss **Mr Herbert Martin** is offering to supply hot meals to building sites, factories, large business establishments and shops anywhere in Aberdeen and immediate suburbs. The meals would be delivered by vans specially insulated containers from the canteen at **Hall Russell's**. Said **Mr Martin**, a well-known city butcher, yesterday: "This is something new and it would be mostly hot lunches at 2/6 a head that we would be providing. We are already supplying about seventy lunches daily to a firm in Bucksburn."* **Mr Martin** took over the catering at **Hall Russell's** a year ago but as the pay-offs took effect it was feared the canteen would have to be closed. Rather than see this happen he decided to develop it, with the firm's blessing, into new fields to try and make it pay. "We have six of a staff, full-time and part-time, but if other firms take advantage of our new service, we will be able to increase them," he said."

Who would have thought, today's multi-million-pound industry of lunch-time deliveries may have started in **Hall, Russell's** canteen, Footdee, Aberdeen in 1963.

1963, 14th March: The Aberdeen Evening Express reported as follows **"Some yards were not so fortunate.** *The local shipyards of **Messrs Hall, Russell & Co., Ltd.,** and **John Lewis and Sons, Ltd.** were towards the end of last year, like many more in the country, in a somewhat serious position through lack of orders. Fortunately, through the un-tiring efforts of their managing directors, both were able to secure enough work to keep them going and are hoping before long to book more orders. Many shipyards,*

*however, have not been so lucky and during the past twelve months a few have had to go out of business. Now comes news of two more having to close down, both of which have built trawlers for Aberdeen. One is that of **P. K. Harris and Son**, Appledore, Devon, while the other is **T. Mitchelson, Ltd.**, Gateshead-on-Tyne. Both are owned by Seawork Ltd., who operate from an office in the City of London..."*

1963, 23rd March: The Aberdeen Evening Express reported as follows **"PLEA TO SPEED UP FISH HANDLING.** *There should be greater efficiency in the handling of fish at the ports of discharge and their conveyance to centres of population, says **Mr John Wright**, managing director of **Hall, Russell's**, the Aberdeen shipbuilding firm. **Mr Wright** was speaking to Aberdeen Mechanical Society on "Recent developments in trawler design". He said that whether it be frozen blocks or wet fish he was convinced that the next step forward was the provision of cargo handling equipment on board large trawlers at least equivalent to that currently used on merchant ships. With such equipment it would be at least possible to land quantities of one ton or more at a time in pallets instead of the present arrangement with baskets taking about one to one and a quarter cwts. **Mr Wright** mentioned when in Norway recently he found that three of the ships his company had built at Aberdeen for Norwegian owners had been converted to palletisation and semi-crane unloading which had resulted in the port turn-round time being reduced from five to one and a half days. He said "I put this suggestion forward in the hope that trawler owners will consider it, first to lower their costs of unload and secondly to ensure that the fish which have been won from the sea by much skill and arduous work from the crews still reach the table more quickly and in better condition."*

1963, 28th May: The Aberdeen Evening Express reported as follows **"Management break walk-out silence.** *The management of **Hall, Russell and Co., Ltd.**, Aberdeen, have broken their silence over the workers walk-out, giving their side of the story in a long statement. Claiming that there were inaccuracies in other statements the management say "We feel that the public should have the true facts which are as follows:*

- 1 There was not sufficient work available to employ all forty-five **welders** in our employment on Friday May 17, 1963.*
- 2 In conjunction with the **Welders** Committee a rota system of short-time working was introduced whereby approximately one quarter of the department would be off work for a week at a time. At the end of a four-week period the situation was to be reviewed. This scheme was put into operation and the first twelve **welders** were suspended on Monday May 20, 1963. As a condition of working this arrangement the **welders** were insistent that each man should have an equal time of suspension. On Friday May 24 eleven other **welders** were being suspended and the twelve*

*suspended on May 20 were expected to recommence work today. We were informed on Friday afternoon May 24 that the system agreed to the previous Friday and at present being operated must be cancelled and all the **welders** reinstated of the department would withdraw their labour. This was unacceptable to the management.*

- 3 *Every effort has been made to expedite work in hand by working overtime in departments where no additional labour was available, and by starting extra men in departments where no additional labour was available. These men are the **platers** to which the **welders** refer. Until preliminary work is prepared by other trades the final jointing of the plates by **welders** cannot be carried out.*
- 4 *No overtime has been worked by the **welders** or any other boilermaker trades on new construction since approximately May 1961. A certain amount of overtime has been worked on repairs to allow a quicker return of vessels to sea.*
- 5 **SHORT TIME.** *Other steel working trades are at present working a rota system of short time working similar to that agreed between the **welders** and the management.*
- 6 *Arrangements have been made today in conjunction with the other steel working trades that the men who would have been suspended due to the stoppage of **welders** have been incorporated into the various squads in order to advance work and allow the **welders** to be employed as soon as possible."*

1960, 30th May: The Aberdeen Evening Express reporting on Mr Frank Foulkes, Electrical Trades Union president speaking at a meeting at Hastings as follows *"...Speaking of wage claims, he said recent negotiations within nationalised industries had once again proved that they were completely dominated by the policies enunciated by the Government to keep wages down to bare subsistence level. Referring to the recent shipbuilding apprentices' strike he praised the "good behaviour, disciplines and conduct" of the apprentices. "We may not like werewolves in sheep's clothing, but we must encourage the cubs in apprentices' overalls," he said."*

1963, 3rd June: The Aberdeen press and Journal reported as follows: **"WELDERS GO BACK TODAY. Welders at the Aberdeen shipbuilding yard of Hall, Russell and Co., Ltd. who have been on strike for the past nine days, will report for work today. A union official said that over the weekend they had been able to reach most of the forty-five men out – all welding staff – to tell them to restart on Monday. "We will hear details of the settlement before we make a start" he added.**

45 Jobs. *The men stopped work a week past Friday when several **welders** were paid off, claiming that the management had gone back on their word to re-introduce full employment at the yard. A management spokesman said they had told the men's*

*union the Boilermakers' Society, that they were now in a position to re-employ forty-five **welders**. So far, they had not received a reply."*

1963, 6th June: The Aberdeen Press and Journal reported as follows: "**City shipyard bid for Lewis ferry contract.** The Aberdeen shipyard of **Hall, Russell and Co., Ltd.**, is one of six shipbuilding firms competing for the order of the proposed Stornoway-Ullapool ferry. This was announced yesterday by Mr Charles Alexander promoter of the proposed ferry when he flew into Stornoway after nine weeks on the mainland and the Continent. Mr Alexander said that he was awaiting quotations from the six firms for the new vehicular ferry which will be capable of carrying 100 cars and 500 passengers. **Mr John Wright, managing director of Hall, Russell's** last night declined to comment on the matter. Mr Alexander, a Stornoway businessman visited Denmark to see various types of vehicular ferries. He said the first one they had taken the option on had not been approved by the Board of Trade and it would have been too expensive to carry out modifications required. In the meantime he said "we have the option on a German vessel the '**Gottlanningen**', which was built only last year and can take seventy cars and 600 passengers. We have sent plans of this vessel to the Board of Trade and if they approve, it will be in operation in October. If, however, the '**Gottlanningen**' is not approved, then we intend to build a new ferry. I am at present awaiting quotations from six different firms including two Scottish shipbuilders, one in Troon and **Hall Russell's** of Aberdeen. I am expecting these quotations by the 24th of this month". Mr Alexander explained that if he had to build a ferry, it was his intention to charter a ship until the new ferry was completed."

1963, 22nd July: The Aberdeen Press and Journal reported as follows: "**Choir's former president dies.** A former president and secretary of **Hall Russel's Male Voice Choir, Mr Robert R. Wright**, formerly of 20 Forest Avenue, Aberdeen, has died in an Aberdeen hospital. **Mr Wright** retired twelve years ago after working for fifty-nine years on **Hall Russell's** clerical staff. He joined the choir in 1919, a year after its formation, and was its president for twenty-five years and secretary for twenty-eight."

1963, 27th July: the Aberdeen Press and Journal reported as follows: "**£1,000,000 ORDER. HALL, RUSSELL LAND NINE-TRAWLER SOUTH AFRICAN CONTRACT.** Joyous news for city shipyard. Tremendous news for Aberdeen and the North-east this morning...an Aberdeen shipyard has landed a £1,000,000 order. **Mr John Wright, managing director of Hall, Russell and Co., Ltd.**, announced in London last night a giant order for nine trawlers from Irvin and Johnson, Ltd., of South Africa. Seven of these will be side trawlers and two will be stern trawlers. The order was received following discussions at the shipyard this week with the owners and representatives of the firm and this contract was signed by the chairman of Irvin and Johnson, Ltd., Mr

*Stanley Milford, at a meeting in London last night. This order, said **Mr Wright**, indicates the value of reciprocal trade with South Africa and will ensure that continuous employment can be maintained for Aberdeen shipyard workers until the end of 1964. The massive contract will bring great joy and enormous benefits to a wide area. In a telephone interview with "The Press and Journal" **Mr Wright** said he was "delighted" at landing the order. "It is not the most valuable order we have had, but it will enable continuous employment at the yard until 1964."*

IMPRESSED. *"It will not mean an increase in the work force, but it will mean that we will keep going. The owners' representatives have seen the work we are doing in Aberdeen and I think they were quite impressed. Of course **Hall, Russell's** have already built the stern trawler '**Junella**' and have been responsible for the development of stern trawlers in recent years. Our experience in building these stern trawlers helped us in getting the contract."*

START SOON. *"The work will be starting very soon". In December, 1962, the company won a £1,500,000 contract in the teeth of fierce competition from nine other yards for building three vehicle ferry boats for the Western Isles services. In February of this year they gained another order for building what will be Britain's largest trawler, at a cost of about £500,000 for a Hull firm." (A similar story was printed in the Aberdeen Evening Express on the same day). The three ferry boats were the '**Hebrides**', **Clansman** and '**Columba**' (all 2,104 tons), and the trawler was '**Northella**' (1,718 tons) 214.5 feet long ordered by J. Marr and Sons, Hull.*

1963, 29th July: The Aberdeen Press and Journal reported as follows "**£1,000,000 ABERDEEN DEAL. Union man – 'This splendid order.** The £1,000,000 order for six (nine) trawlers received by **Hall, Russell and Co., Ltd.**, Aberdeen, was welcomed by **Mr Bill Ross** secretary of Aberdeen No. 1 Branch of the Boilermakers' Society, when he spoke at a moral Rearmament conference in London on Saturday. The news announced by Mr Lawson Wood, Aberdeen, who chairs the conference was received with loud applause by the 500 delegates from all over the world attending the conference. **Mr Ross** said "I would like to congratulate **John Wright**, our **managing director** on obtaining this splendid order. We would now like to meet him to discuss he we can co-operate so that together we can guarantee that the order will be finished on the date asked for."

Holiday work. He pointed out that on a previous order men had worked during their holidays to complete it on time. Mr Donald Fraser, former sub-convener of shop stewards at John Brown's, Clydeside, referred to the Cunard Q4 and said that should they get the order they would pledge themselves to work together with management to finish the ship in time. Commenting on the Aberdeen order, Mr Lawson Wood said the same spirit in all British yards would win badly needed orders."

In the following newspaper article, it seems that **John Wright, managing director** was at the end of his tether. He had made great efforts to bring in new work, and felt the workers were holding the management to ransom and he threatened to close down the yard if the striking workers didn't return to work.

1963, 8th August: The Aberdeen Press and Journal reported as follows: ***“Shock move at Hall, Russell’s – the yard with £3,000,000 of orders. CITY SHIPYARD CHIEF’S ULTIMATUM. ‘Unless strikers go back I close down tomorrow’. By GEORGE NESS. Aberdeen shipyard boss Mr John Wright last night threatened to close down Hall, Russell’s shipyard tomorrow night unless thirty-odd electricians now on strike return to work. And this morning, exclusively through the medium of the “Press and Journal”, he issues a dramatic appeal to all the workers at the shipyard. Mr Wright, who has flown thousands of miles in the past two years to get orders for his shipyard and at present has orders for ships totalling over £3,000,000, guaranteeing work for some time ahead hits out hard at what he calls “wildcat” strikes.***

ECONOMIC RUIN. “We cannot condone the idea which has been prevalent in the past that, immediately a firm gets a few orders, it should be held to ransom by its employees”, he declares. “Under present-day conditions, such attacks can only mean economic ruin for the company and the loss of jobs for its workers.” The electricians have struck for an extra 5d an hour on their bonus payments to bring them up to a 6/6 an hour rate, which will put them on a par with electricians on “up town jobs”. An official of the Electrical Trades Union last night told me that the **electricians** had come out on their own over their 5d an hour claim and that the apprentices had decided to support them. “From what I understand the strikers will not budge in their claim and it seems as if the employers likewise will not budge in an effort to meet it,” he stated. He explained that the electricians at the shipyard were paid 4/10 an hour plus a 1/3 per hour bonus, giving them a total of 6/1 an hour, while electricians employed on other work in the city or on “up town” work as they described it, got 6/6. ***“Russell’s electricians feel they are entitled to the same rate hence the action they are taking.”***

CHEERED. The area secretary of the union was out of Aberdeen on union business and could not be contacted. ***Mr Wright’s statement follows in full: To all employees of Hall, Russell and Company, Ltd. from their managing director. Many of Hall, Russell workers have been cheered by the news of the company’s success in obtaining contracts for new ships against very severe competition. The prices at which these contracts have been taken are based on building the ships with the highest efficiency at all levels of employment in the shipyard, coupled with an honest day’s work from each one of our employees. OTHERWISE THERE WOULD HAVE BEEN NO ORDERS. If the company are to continue building up the order book to provide more work for the future it is very necessary that prospective customers should feel confident that ours is***

a shipyard where management – men relations are good and that delivery promises will be honoured. To achieve this there must be no return to the chaotic wildcat strikes of the past which have done so much harm to the reputation of British shipyards.

REGRETTABLE. *I am sorry to say we are now experiencing our first wildcat strike for some considerable time. The electricians in our employment have decided to withdraw their labour without taking their claims which we consider unjustified, through the proper channels of procedure. If we conceded the claim for 8d an hour of 17/6 per week we would certainly not get any more contracts and the contracts we have already undertaken would show a considerable loss. It does not seem to be appreciated by many shipyard workers that shipyards must earn their living just like any other business and failure to do this can have the regrettable consequences which have occurred in other shipbuilding districts in recent weeks. It can happen here as well as there, if we do not face up to the economic facts of life.*

RANSOM. *No one disputes the right of the workers to go on strike, after all established procedure for the avoidance of stoppages have been exhausted. But we certainly cannot condone the idea which has been prevalent in the past that immediately a firm get a few orders they should be held to ransom by their employees. Under present-day conditions, such attacks can only mean economic ruin for the company and the loss of jobs for more workers. We intend to resist the present attack in the interests of all our workers and the company. It is therefore my unpleasant duty to make it known that it is our intention to suspend all work at the shipyard on Friday night, unless there is a complete resumption of work by the electricians before that time, or until such time as they decide to work. This may seem harsh to those loyal employees who have played the game but, when the future of everyone is at stake, such measures are essential. Today, the striking electricians who have arranged a meeting at the Trades Hall in the Adelphi will be confronted by **Mr Wright's** ultimatum in "The Press and Journal."*

OVERTIME. *Last night one of the workers claimed that the whole thing had started off with victimisation of one of the electricians. "There has been overtime going on and one of the foremen tried to put overtime before pleasure." He claimed. "One of our men was told by him to work overtime one night, but he said he would not as he was going out." The striker then told me that the man suggested that the foreman "lost the head" and threatened him with his books. "This started the whole thing up," he added. "We have had a wages claim under negotiation for some time and as we were getting nowhere a meeting was held and it was decided by a vote to come out on strike. The apprentices also took part in the vote and agreed to come out, in support of the men." He explained to me how the electricians in the shipyard were feeling aggrieved over the difference in wages at present. "**Hall, Russell** are under-taking outside contracts at present and some of our men are working on the Skene Street School and on the new houses at the Beach Boulevard," he said. "When they are on these jobs they are paid*

at the "up-town" rate of 6/6 an hour and yet the other electricians working in the yard only get 6/1 an hour.

SAME WORK. "We're all doing the same work and we feel strongly that we should be all getting the same rate." He added that the electricians were all feeling so strongly about it that there was a great likelihood they would stay out until the management made a move to consider their claim.

With worries of the electrician's strike on his mind, **Hall Russell's** boss **Mr John Wright** talked last night to two customers who have placed an order with the shipyard for what will be Britain's largest trawler...They have ordered, at a cost of £500,000, a bigger and better version of the '**Junella**'. Other orders landed by **Hall, Russell's** lately include one of £1,500,000, in the face of fierce competition, for three vehicle ferry boats for the Western Isles service and, only ten days ago, one of £1,000,000 for nine trawlers for Irvin and Johnston Ltd., South Africa."

1963, 9th August: The Aberdeen Press and Journal reported as follows: "**SELF-HELP IN 'YARDS.** Cautionary counsels have prevailed, and Aberdeen's leading shipyard will not stop work. There will be no strike. No close down. And that is very welcome news at a time when some of the very foremost of British shipyards are threatened with the fate that has befallen Denny's at Dumbarton. To the outsider, some details in the statements from both sides in the **Hall, Russell** dispute are hard to reconcile. What is clear to everyone, however, is that shipbuilding – of all the long-established industries in which Britain has traditionally excelled – must at this critical time be spared internal strife. The call is for the highest level of efficiency judged by the most exacting modern standards.

Competition. Without the guarantee of an honest day's work from everyone warned **Mr John Wright, managing director of Hall, Russell,** the competition would be impossible. As he spoke, members of thirty-seven shipbuilding and engineering unions were discussing, on the eve of their conference in York, how to negotiate the best possible redundancy in the event of close-downs. It was reported to the unions' confederation that after their recent call for Government action on unfair competition in the shipbuilding industry the Chancellor of the Exchequer has the matter "under active consideration." An inquiry is possible. How active is the Government's consideration? In the great shipbuilding areas, it is pointed out that although the Government's £80,000,000 credit scheme is a step forward the impact on the industry over the country as a whole is slight. Now is the time, they say, when so many slipways are empty, for the Government to place their orders. Elsewhere, it is being objected that while the Government have a duty to help and industry over a lean period it is not in the national interest to bolster up industries in decline.

Modernisation. *Fortunately, British shipbuilding is by no means in decline. Nor is self-help unknown. Modernisation proceeds apace, in spite of much competition from subsidised foreign yards and in some cases lack of support from British shipowners. The British industry is spending more than £1,000,000 a year on research, apart from expenditure by individual firms, through the British Ship Research Association. To utilise to the full the new means of increasing productivity, it has been urged that flexibility of labour, which gives foreign shipbuilders an advantage, must be accepted here. Meanwhile, questions of the division of labour apart, **Mr John Wright** properly insists that “management-men relations” must be harmonious if our shipbuilding is successfully to fight back. While shipbuilding cannot isolate itself from the general pattern of British industry, a realistic assessment of what is possible and what is impossible is called for. And happily, Aberdeen can boast of a more widespread appreciation of the necessity than some other centres.”*

Modernisation costs a lot of money, and most UK shipyards didn't have the money to invest, especially when they were competing on price with foreign yards where the cost of labour was far less than that in the UK. Some of the machinery still used in the yard in when I worked there in the 1980's was very old indeed. I can even recall old welding pots in use on the quayside of the Outfitting Quay which I was reliably informed were filled with whale oil and had been so for many years.

1963, October: It was reported that the **riveters** in **Hall, Russell and Co., Ltd.** went on strike over a wage dispute.

1963, 9th October: The Aberdeen Press and Journal reported as follows: **“Conveyor belt fish trade.** *South Africa's fish distribution system tremendously impressed Aberdeen shipbuilding chief **Mr John Wright** of **Hall, Russell and Co., Ltd.**, who has just returned from a flying business trip to the country. “Out there the fish, from the time they are caught are all handled by automation, including automatic processing right to the time they are distributed, often right in the heart of Africa,” he said. **Mr Wright** went to meet representatives of a South African firm who had placed a £1,000,000 order with **Hall Russell's** for nine fishing vessels.*

Plenty room. **Mr Wright** said that there was plenty room for expansion in the South African fishing industry. “No doubt the nine trawlers we are to build here in Aberdeen will help a great deal in that respect”. He said that **Hall Russell's** were steadily getting busier and employing more men to work on three vehicle ferries for the Western Isles, and to make a start on other ships on order.”

1963, 24th October: The Aberdeen Evening Express reported as follows: **“Ship with a famous name takes to sea.** *The first of the three ferries meantime under construction at **Hall, Russell and Co., Ltd.**, Aberdeen, for the Scottish Office, is due to be launched on*

Monday week, November 4. Among those who will be present at the launching will be Mr Michael Noble, the Scottish Secretary. He will see his wife, Mrs Noble performing the naming ceremony and christen the vessel m.v. 'Hebrides'. The other two vessels will also bear names well known on the Scottish west coast - 'Clansman' and 'Columba'. When the ferry bearing the name of 'Clansman' goes into commission there will have been three vessels of that name in the Hutcheson, MacBrayne's fleet.

BEST KNOWN. *The first and second, both of which were on the Glasgow to Stornoway run, were built in 1855 and 1870 respectively. The previous 'Hebrides' was a steamship built by the Ailsa Craig Shipbuilding Co. in 1888, and was owned by the MacCallum, Orme Shipping Co., which was taken over by MacBraynes in 1948. 'Columba' is probably the best known of all the MacBrayne names. It was borne by a much-loved paddler, which was built at Clydebank in 1878 and broken up at Dalmuir in the mid 1930's."*

1963, 29th October: *The Aberdeen Evening Express reported as follows: "No sign of break in city strike. The strike of 300 workers at the Aberdeen shipyard of Hall, Russell and Co., Ltd. continues. There were no new developments today in the dispute which has led to the suspension of a further 150 men. The management have said that a further pay-off involving a small number of workers may be necessary if the strike goes on much longer. The men will hold another mass meeting on Thursday.*

1963, 2nd November: *The Aberdeen Press and Journal reported as follows: "Hall, Russell's dispute settled. YARD STRIKE OVER – BACK GO 450. The strike at Hall, Russell's shipyard in Aberdeen, which has made more than 450 men idle is over. The men are to return to work on Monday. Actually, last night's decision by the men to go back to work ends two strikes at this yard which scuppered the launch of the first of three car ferry boats for the Western Isles service. There was the six-week dispute between riveters and management and the walk-out two weeks ago of many men connected with other trades. Last night Mr William Johnston, convener of the shop stewards told me: "The men, at a mass meeting this afternoon, agreed to go back to work and plans were finalised later in the evening. We have been in touch with the bosses, and they have accepted the situation. Mr Johnston said that the management had agreed to reinstate the two platers who had been dismissed and the men had agreed to go back so that negotiations to overcome the dispute can start. Commenting on the situation last night, Mr John Wright, managing director said: "I feel as I have always felt about these things. Nothing can be achieved when the men are on the street. Negotiations must start some time and the fact that they are out does not help them or the firm".*

SORRY. *Mr Wright admitted that he was sorry the strikes ever happened at all. "This was something over which we have no control," he added. "We have said all along we*

were willing to continue negotiations and it was the men who broke off these negotiations." **Mr Johnston** and Mr T. Fitzgerald secretary of No. 2 branch of the Boilermakers' Society, said that meetings between the unions and the management would commence as soon as the men started to work next week.

UNANIMOUS. "The decision to go back to work on Monday was a unanimous one," **Mr Johnston** stated. The fourteen **riveters** who downed tools six weeks ago did so over a wage dispute which they claimed had been dragging on for too long. But it was only two weeks ago when two **platers** were dismissed after refusing to do some of the **riveters** work, that more men came out.

SUSPENSION. Others came out in support and the management were forced to suspend another 150 workers as a result. At that time the management stated that they "would not tolerate unofficial strikes which would prejudice the future of the yard and its ability to maintain employment for its work-people". At the end of last week the firm announced that the launch of the first of the three new ferries under construction for the Scottish Office had had to be cancelled because of the strike. No new date for the launching of this vessel, to be named m.v. '**Hebrides**', has been announced."

Demarcation of trades was always an issue in the shipyards, it was common for tradesmen to refuse to do work of other trades. Most **platers** to my mind were probably capable of doing riveting work, or at least double-up with a **riveter** and do the work. I could never understand why not, I was always looking to learn as much as possible, and during my time in the yard, I worked in the drawing office, out-fitting managers, steelwork, ship-repair, in the planning office and for some months back in the drawing office when there was not much happening in the yard. All of which stood me in good stead later in my career.

1963, 8th November: The Aberdeen Press and Journal reported as follows "**Bonus-bid trouble at Hall, Russell's.** After a dispute between Aberdeen shipyard workers and **Hall, Russell and Co., Ltd.**, had been settled yesterday, the threat of fresh trouble loomed over the management of the yard. It is understood that time-working tradesmen involving eight unions intend to down tools, walk out and hold a mass meeting on the Links today. The meeting has been convened to consider a refusal by East Coast shipyard employers to make a substantial increase in bonus payments. The men also want a fixed bonus payment to be introduced. This latest grievance of Aberdeen yard men erupted yesterday immediately after the settlement of an incentive bonus dispute, following a meeting between representatives of the Amalgamated Engineering Union and the management of **Hall, Russell's.** The settlement ended a day long stoppage by over eighty engine-shop workers. Mr James Thom, district secretary of the A.E.U. at Aberdeen, said last night that the men in the fitting and machine shop had claimed

parity with outside fitters. "The offer made by the employers satisfied their claim," he added. **Hall, Russell's** yard was brought almost to a standstill a fortnight ago when men from certain trades walked out and the management had to suspend 150 other workers. As a result, the launching of a ferry for the Western Isles service was postponed."

1963, November: The Aberdeen Evening Express 13th November 1964 reported that in November 1963 "Engine shop workers staged a one-day strike over incentive bonus claim. Three days later 300 workers walked out to hold talks on the Links".

1963, 9th November: The Aberdeen Press and Journal reported as follows: "**Hall, Russell's boss angry. 330 walk out of yard for talks – 'Back on Monday'**. Over 300 men walked out of trouble-hit **Hall, Russell's** shipyard, Aberdeen, yesterday, to hold talks on the Links. But later shop stewards described the meeting as "Informal discussions" and said that the men would be at work as usual on Monday. While 250 time-working employees, representing eight trade unions, discussed an incentive bonus scheme, nearly eighty **welders** had a meeting nearby. They claimed to have been locked out of the yard while discussing relations between the management and the men. The stoppages came under fire from **Mr John Wright, managing director of Hall, Russell and Co.**, who declared that the position in the future, as far as they in the shipyard were concerned was very serious. Deploring the men's action, he added: "If these stoppages for meetings continue the work we have undertaken will not be able to be completed in time". "They should remember we have to satisfy customers on whom we depend for our future work".

Improvement. "The management have already told the shop stewards they will have a meeting to discuss improvement in relations between workers and management after the **riveters** business is settled. "The **riveters** returned to work on Monday and the management are fully occupied in discussions with them. "Util this is cleared up the management cannot meet the shop stewards, but they have had a promise that we will meet them to discuss ways and means of improving relationships", he added. The walk-outs followed six weeks of strikes at the yard, the last of which was settled only on Thursday with a satisfactory settlement of an incentive bonus between representatives of the Amalgamated Engineering Union and the management. The time-working employees are members of the "finishing trades" and include **joiners, shipwrights, woodcutting machinists, plumbers, electricians and painters**. Their discussion was on the refusal of the East Coast shipyard employers to make them a substantial increase of incentive bonus. The men also want a fixed bonus payment introduced in East Coast yards. An official of one of the trade unions involved said that the time-workers had asked for a substantial increase to their present 1/3 an hour bonus. The bosses had offered 2d but this was rejected. A spokesman for the **welders**

said they had been holding a meeting at one o'clock when they were told by the management that if they continued they would be put out for the rest of the afternoon. "We are trying to get closer relations between the management and the men, but the whole position is fraught with difficulty," he said. "The management are not prepared to tolerate any meetings, not only ours, but by the other men. We discussed the position at the Links and will be returning to work on Monday." Commenting on the **welders, Mr Wright** said it was not in the interests of the company that men should stop whenever they liked during working hours to have meetings.

Naive. "It is not in the interests of the workers or the company either that this should happen because immediately they stop to hold a meeting all who are working with them and require their services are prevented from getting on with their own work," he said. "It is a rather naïve way of putting it that they were holding a meeting to try to improve relations". "If they want to have these meetings there is a proper way of going about it and they don't have to withdraw their labour when discussing how they should do it." **Mr Wright** added that the management had offered facilities to the workers on numerous occasions for holding meetings outside working hours to discuss these matters."

1963, 26th November: The Aberdeen Press and Journal reported as follows "**OVERTIME BAN: YARDS AWAIT OUTCOME.** The overtime ban by Britain's 3,000,000 engineers in workshops and shipyards began yesterday – but firms in the North and North-east felt it was too early to say what effect the ban would have. The ban in support of the engineers claim for more wages and shorter hours, has been ordered by the 38 unions in the Confederation of Shipbuilding and Engineering Unions. It is in protest at the outright rejection of the claim by the Shipbuilding Employers' Federation and what the unions regard as a meagre offer of from 5/- to 6/- a week from the Engineering Employers' Federation. Both groups of employers turned down the idea of increases on a long-term contract basis which the unions argued would give both sides a degree of stability and assist forward planning.

Too early. An official of the Amalgamated Engineering Union in Aberdeen said that work in the city would be affected, but it was too early to say to what extent. "I don't think it will have very much effect on us", said a spokesman for the



Left to right - **Mr J. J. Hunter, Mr Frank Rae** and **Mr William Walker.** (Aberdeen Journals).

shipbuilding firm of **John Lewis and Sons Ltd.** "It will have most effect on repair work. It may delay some of the trawlers getting away. We don't expect it to have much effect otherwise." An Official of **Hall, Russell and Co., Ltd.** said that it was too early to say what effect the overtime ban might have on the yard. "We would like to see how it develops first, before saying anything," he added. Mr Robert L. Garden, manager of Inverurie Loco Works, said that the overtime ban did not affect the railway works. The Inverness engineering firm of A. I. Welders Ltd., Rose Street, will not be affected by the ban at present. A spokesman said they were not working overtime now and would not be doing so for some time yet.

1963, 28th November: The Aberdeen Press and Journal reported as follows: "**Shipyard honours retiring engineer.** Nearly 50 years' service with the Aberdeen shipbuilding firm, **Hall, Russell and Co., Ltd.**, came to an end yesterday for 70-year-old **Mr William Walker**, 1 Hillhead Terrace, who is pictured receiving a gold watch from **Mr J. J. Hunter**, general engineering manager, on behalf of the company. **Mr Walker**, an engineer received an electric blanket and a wallet and notes from his colleagues, handed over by foreman turner, **Mr Frank Rae**, who is also in the picture. The presentations were made in the firm's York Street clubrooms. Apart from four years' service with the minesweeping division in the Royal Navy Reserve during World War I., **Mr Walker** had worked at the firm since 1914. He intends to spend his retirement in a cottage in Auchinblae. He has a married son, living outside Toronto, Canada, and a married daughter in Aberdeen."

1963, 2nd December: The Aberdeen Press and Journal reported as follows "**Ski club praise for big 'gamble'.** With ski-ing in the North-east increasing in popularity every year, the Aberdeen Ski Club's Journal for 1963-64 provides plenty of topics for discussion among enthusiasts. In a chairman's letter, Mr Campbell Cannon discusses the problem of too many interests being after too few ski sites, and the new development at Mar Lodge. He describes the development as "a bold and imaginative financial gamble" and feels it was one which few British financiers would have had the courage to take. **Managing director of Hall, Russell and Co., Ltd., Mr John Wright**, president of the club for the second time, refers to the steady increase in club membership. "I think we can say with pride that no other ski club has progressed so far in such a short time", he says. He hopes that before his term of office ends, that membership – which last year stood at 600 – will reach 1000."

1963, 14th December: The Aberdeen Press and Journal reported that Aberdeen fisherman **Andrew Cockburn** (18) 20 Kingsford Road, Mastrick, a former apprentice welder at **Hall, Russell and Co. Ltd.**, was saved with six other crew members by the Caister Lifeboat after the Lowestoft registered trawler '**Loch Lorgan**' went aground on

a sand bank, off Caister, near Great Yarmouth on 13th December. (Andrew broke his apprenticeship to go fishing).

The same newspaper also published an article that stated that 1,225 men were employed at Hall, Russell and Co. Ltd / Alexander Hall and Co., Ltd.

1963, 21st December: The Aberdeen Press and Journal reported as follows *“A Happy New Year – with an effort! Shipyard chief’s message to men. An Aberdeen shipyard boss appealed to his workers yesterday to keep up production in the yard by making a little extra effort and cutting out “wasted time”. The appeal came from **Mr John Wright, managing director of Hall, Russell and Co., Ltd.,** in a New Year message to his men. In his message, **Mr Wright** recalls that last year at this time, not a single ship was on the building berths and many workers were without a job. But this Christmas and coming New Year, the outlook was much more cheerful. **Mr Wright**, however, follows up with a warning that “because of events of which you are all aware, some ships have fallen behind the promised contract dates.*

Goodwill. *“I therefore appeal to you to give that little extra effort and co-operation in the New Year which will make it possible to bring our delivery times back on schedule and maintain the goodwill of our customers,” he says. “While goodwill can create the conditions under which shipowners are prepared to discuss further contracts. It cannot in itself ensure that these contracts are obtained. “Only by submitting the keenest possible process, the best technical specifications and designs and the quickest deliveries, can any shipbuilder hope to obtain new orders in these difficult days.” **Mr Wright** adds that he is prepared to travel to the “ends of the earth” if necessary to try and get new orders and is prepared to see that the firm get as many modern machines as can be afforded to bring down production costs.*

Lost days. *However, he needed the men’s help in carrying out the work as efficiently as possible, in cutting out those few lost days from time to time which disrupted production. What did the employees get out of this? “My reply,” states **Mr Wright**, “is security of work, which is something that many shipyard workers throughout the country would be glad to have at this moment.” **Mr Wright** concludes that in the past there have been disruptions of work due to misunderstandings, but a joint works committee have now been constituted, at which workers and management can discuss problems affecting the shipyard.”*

This article is interesting, as this is the first mention I’ve seen of a Joint Works Committee, I guess this was a direct result of all the strikes of the early 1960’s, and it’s good to see a formal route for staff communication and an attempt at better industrial relations being established.

1963: The **Hall Russell Recreation Club** moved premises to No. 31 York Street and became a Social Club.

1964

1964, May: The Aberdeen Evening Express 13th November 1964, reported that in January 1964 *“shipyard workers put a ban on overtime in support of a claim for improvements in their incentive bonuses.”*

1964, 15th January: The Aberdeen Press and Journal reported as follows *“Yard boss argues case for more mobility of labour. The need for a greater mobility of labour was argued yesterday by Mr John Wright, managing director of the Aberdeen shipyard of Hall, Russell and Co., Ltd. Mr Wright speaking after the naming of the car ferry ‘Clansman’ said they were doing everything possible to provide the three car ferries for the Western Isles at the earliest possible date. A member of his staff was in Belfast trying to recruit some of the 100 joiners paid off at a yard there. His firm were in desperate need of an increase in the number of men for particular purposes. Every firm in the country could undertake more work if they could depend on an adequate supply of labour, Mr Wright went on.*

Move Home. *“I think something should be done to make it easy for a man to move his home to another district for six or 12 months to help industry in that district. He also thought trade unions must make it easier for employers by giving more flexibility of labour. If the country was to survive as a shipbuilding nation, one or other of these problems had to be solved.*

MORE WORKERS are also being sought by a North-east boat-building yard, who only ten months ago were faced with a pay-off because of lack of work. This was confirmed by James Noble, a director of James Noble, Fraserburgh Ltd. who said the yard needed at least four more shipwrights.

Use more. *“We have taken on quite a few more men in the last week or two and we could still use a few more”, he said. At present, the yard are at work on two ferry boats scheduled for delivery in spring – a 80ft. eight-car ferry for Corran-Ardgour and a 55ft. six-car ferry for Ballachulish. The firm also have several substantial repair jobs in hand and Mr Noble has high hopes of securing new orders shortly. He said “There is nothing definite yet but there are several on the move just now.”*

SLIPWAY HITCH IN FERRY LAUNCH. *The guests gathered on the launching platform and Lady Robinson, wife of Sir William Robinson, vice-chairman of David MacBrayne Ltd. was ready to crash the traditional bottle of champagne against the ship’s side when: A man ran up and shouted “This launch is off”. Consternation... then*

*consultation on the platform. And Lady Robinson, with a hefty swing, struck the bottle against the boe saying "I name this ship 'Clansman'." But the vessel stayed on the stocks. It happened yesterday at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.** later, a spokesman said the launching had to be put off because the tide had damaged the slipway. The 'Clansman' is the second of three car ferries for the Western Isles. She will carry 600 passengers and 52 cars, and will go into service in the late spring between Mallaig and Armadale, Skye."*

1964, 31st January: The Aberdeen Press and Journal reported as follows "**Pilgrim's progress.** The motor yacht 'Pilgrim', just completed by **Hall, Russell and Co., Ltd.** ran her trials in Aberdeen Bay yesterday. 'Pilgrim' built for Gen. Johnson, head of the large American Johnson Baby Powder concern, was launched last November, and can accommodate nine passenger-guests and has a crew of nine. Her first cruise will be to New Zealand via Alaska, Hawaii and Tahiti."

1964, 22nd February: The Press and Journal reported as follows "**Anger over Aberdeen Town Council's 'boycott' decision. £2,000,000 BOMBSHELL. Aberdeen faces big loss if South Africa cancels orders by George Ness.** Orders totalling well over £2,000,000 which have been placed by South African firms in Aberdeen are in jeopardy because of Aberdeen Town Council's decision, over a week ago, to boycott South African goods and is to condemn that country's policy of apartheid. Bosses of the firms concerned told me last night they were alarmed and shocked by the council's decision and by the immediate reaction in South Africa, where a leading member of the Opposition party in the South African Parliament has urged cancellation of a £1,000,000 contract for nine trawlers placed with **Hall, Russell and Company.** Last night a spokesman for the South African Embassy in London said: "It is quite possible we will cancel this contract." But far more than this £1,000,000 trawler contract may be at stake for Aberdeen. South African politicians are incensed by Aberdeen Town Council's action, which local industrialists described to me as "damned stupid" and "threatening much of the economy of the city."

WHAT IS AT STAKE. Exactly what is at stake may be gauged from the following position in Aberdeen at the moment:

- The city's largest firm of engineers, John M. Henderson and Co., Ltd. are engaged in a pilot order for South Africa for overhead line equipment worth £50,000, with the prospect of much larger orders to follow.
- Mr George Cassie, of George Cassie and Son, Ltd., engineers, has just returned to the city from South Africa with a substantial order for machinery.
- Over £500,000 worth of processed fish products are exported from Aberdeen to South Africa every year, a figure which is increasing yearly.

● *Harrott and Company, knitwear manufacturer, have a steady trade with South Africa in knitwear garments and goods.*

The bosses of these firms are alarmed at the threat to their business and trade with a country where they hope to increase business in the near future. The matter was brought to flashpoint yesterday when Major Pieter Van Der Byl, United (Opposition) Party M.P, and former Cabinet Minister. In a letter in the "Cape Argus," urged cancellation of the trawler contract in retaliation for Aberdeen Town Council's boycott of South African goods.

ECONOMIC TEETH. *He suggested the South African Government should approach the company concerned to cancel the order unless work had already started and undertake to recompense it in the event of legal proceedings being taken because of the cancellation. "I do this not in a spirit of pique or revenge, but simply to show that we also have economic teeth and that foolish emotional action taken for the sake of political publicity by a few councillors, can have reactions," he wrote. He expressed sorrow for the "innocent workers of Aberdeen" who might suffer as a result, but added: "I have greater sympathy with the workers here, especially the non-Europeans, who will be the first to bear the brunt of such a boycott." A letter expressing the feelings of the South African firms concerned about the town council's action fell into my hands last night. It was from the firm of Irvin and Johnson (Tvl.) Ltd., of Johannesburg, who placed the order for the trawlers with **Hall Russell's**. They wrote to Dr Francis Clark, of Claben Ltd., one of the largest North-east firms of fish curers and merchants, who export a major part of their products to South Africa and are Irvin and Johnson's agents in Scotland. The letter says: "I feel most upset to notice a report in our Press to the effect that Aberdeen City Council had decided to boycott South African goods. "I do not know to what extent our goods are sold in Aberdeen, but this is beside the point, and it is the principle involved, of people taking action on matters of which they know absolutely nothing at all. "This sort of stupid action, in my opinion, which is based entirely on lack of knowledge of the position in this country, can do a great deal of harm and I sincerely trust that you, who have been out here, will do your part to put South Africa in a better light." From **Mr John Wright, managing director of Hall, Russell** came this reply to the Council's decision. "While I am sure the banning of South African goods by the corporation will have little or no effect on the South African Government, there is no doubt whatsoever that this decision will have a very adverse effect on all Aberdeen businessmen in their endeavours to obtain contracts from South Africa, which will in turn provide employment for Aberdeen workers.*

IN CLOUDS. *"It would appear to me that the Aberdeen Corporation have their heads in the clouds on matters such as these and I think it is high time they realised that the industries of Aberdeen are directly or indirectly providing most of their revenue in the form of rates paid by the companies themselves and their employees. I would point out*

that we the company and the shipbuilding workers of this city would be in a far less fortunate position if this were not the case.” There are many countries in the world today, which have far more harmful policies than that of South Africa as far as the rights of the individual is concerned. I think it would be much more beneficial for the Aberdeen Corporation to reverse their decision now, rather than to find at a later date that a very valuable customer has been lost.

What goods do Aberdeen Corporation buy from South Africa? Said Councillor Arnold Horns. “If the bill comes to £150 a year, I’ll be very surprised, the only thing they can purchase from South Africa at most be tinned trout and the Beach Ballroom and restaurant cannot pay a lot for all they use of that commodity. Mr Byron Bellamy well-known exporter of processed fish products said this was doing a considerable harm to the city. Aberdeen Chamber of Commerce alarmed at the implications of the councillor’s motion are to discuss the matter further at their council meeting on Monday.

1964, 22nd February: The Aberdeen Press and Journal reported as follows **“Aberdeen man’s £1,500 claim is dismissed.** *An action for £1,500 damages by an Aberdeen man was dismissed by Lord Kissen in his judgement following legal debate on the relevancy of the action. Mr George Watt Sullivan, 16 Auchmill Road, Bucksburn, Aberdeen, sued Hall, Russell and Co., Ltd., shipbuilders, York Street, Aberdeen. Mr Sullivan said he received back injuries when he fell over a piece of loose piping, lying in the firm’s wood yard. The wood yard was an open-air yard with an earthen surface. Mr Sullivan said that the accident was caused by a breach of the Factories Acts, which provided that floors should be of sound construction and free from obstruction. The firm claimed the earth surface of the yard was not a floor in terms of the statutory provision. Lord Kissen said the crucial question was whether or not the unmade earthen surface of the yard could be a floor for the purpose of the statutory provisions.*

No case. *He said: “Before there can be a floor, which is not in an enclosed space, I think that its surface must be constructed or adapted for people to walk or stand on, or to hold objects.” He did not think the un-made earthen surface of the yard which, on the pleadings, had nothing done to it to adapt it for any specific use, could be said to be a floor. There had been no case where an earthen surface, on which no work had been done and which was in the open air had been held to be a floor.”*

1964, 29th February: The Aberdeen Evening Express reported as follows: **“SOUTH AFRICAN BAN CONDEMNED.** *Aberdeen’s largest shipyard, Hall, Russell and Co. Ltd., could be put out of business and 1,300 men would be unemployed as a result of Aberdeen Town Council’s decision to boycott South African goods.* *This was the grim warning given to more than 400 people at a public meeting in the Music Hall, Aberdeen, by the company’s managing director, Mr John Wright. The meeting passed a*

resolution by Councillor Frank Magee dissociating themselves from the political action of the Town Council and demanded that the Council reverse their decision to boycott South African goods. Councillor Magee said that from time to time the corporation had assumed the right to pronounce on foreign policies and defence and now on race hatred and foreign trade. They must wonder if the councillors in the Town House were firstly occupied with the welfare of Aberdeen and whether they were so well informed on these matters that they could by-pass their own representatives in Parliament. As the chairman, Mr George Jamieson, called for those in favour of the motion to raise their hands there were cries of protest from parts of the hall.

DEMANDS. *About half a dozen members of the audience leapt to their feet and demanded the right to ask questions and move an amendment to the resolution. Addressing the meeting **Mr Wright** said: "The greatest effort must be made to obtain contracts from every part of the world regardless of the internal policies of those countries," he said. "We cannot afford to lose one single customer." He said to reverse their decision would be a difficult thing for the town council to do and would require guts on the part of some members to change their views. He sincerely hoped that the welfare of the shipyard workers who had elected them into office would be of more concern to them than the needless and unwarranted interference with the internal affairs of a foreign country. Another city industrialist Mr Richard Spain, managing director of John M. Henderson Ltd. engineers described the town council's decision as "most stupid and ill-considered."*

SURPRISE. *He surprised the audience when he told them that Councillor Robert Hughes, who moved the ban at the council meeting was employed by a firm who were trading with South Africa. "By a curious twist of fate at this very moment there is on the high seas a vessel bound for South Africa and carrying a cargo of printing machinery made in the works of his firm C. F. Wilson & Co., Ltd., Constitution Street. Dr Francis Clark of Claben Ltd., who spoke of the possible effects of the ban on the fishing industry asked: "Are we to assume from Councillor Hughes' motion that as businessmen we should only trade with countries which have the express approval of the town council?" "I say No," he added. A trade unionist, **Mr Duncan J. Jamieson**, a draughtsman in **Hall, Russell's** said he was incensed last Friday to find his job in jeopardy because of the action of the town council. As the protest meeting was being held, Councillor Robert Hughes was again urging that the council's decision should be approved. He was speaking at a "Town and Gown" debate in the city chambers. Councillor Hughes supported by Nigerian student Mr Akim Fajemiyo, was speaking against a motion that the town council's decision to boycott South African goods should be deplored. This was moved by Mr Stanley Low, of the Aberdeen Chamber of Commerce, and student Sandy Martin. No hard and fast decision was taken last night, Lord Provost John M. Graham, chairman, declared the voting a tie."*

It's interesting to note that the workforce at this period was 1,300.

1964, 21st April: The Aberdeen Press and Journal reported as follows **“Aberdeen trawler firm place engine order. Hall, Russell and Co., Ltd., Aberdeen, have placed an order with the English Electric Co., Ltd, for a 2,100 S.H.P. single-screw diesel-electric propulsion installation for a trawler of the ‘Junella’ type which is being built at Aberdeen for J. Marr and Son, Hull. This is the third diesel-electric trawler installation which Hall, Russell’s have ordered from English Electric. The machinery will be a repeat of the equipment already supplied for the trawler ‘Northella’, which is now reaching the launching stage. The main engines will be built at English Electric’s works at Newton-Le-Willows, Lancashire, and the electrical installations at Bradford and Stafford.”** The third stern trawler built for J. Marr and Son was the **‘Kirkella’**.

1964, May: The Aberdeen Evening Express 13th November 1964, reported that in May **“welders staged a lightning one-day strike, but no reason was disclosed”**.

1964, 10th June: The Aberdeen Press and Journal reported as follows: **““TWO CITY SHIPYARDS WIN A SHARE. £1,000,000 trawl order boost for Aberdeen. Aberdeen’s two shipbuilding yards have landed a £1,000,000 share of a £3,000,000 contract, for six new trawlers which has come to Scotland. Hall, Russell and Co., Ltd., and John Lewis and Sons, Ltd., will each build one of the new distant-water, all-freezer stern trawlers at a cost of £5000,000 each for Associated Fisheries Ltd. The other four will be built by Yarrow and Co., Ltd., Glasgow. News of the orders has been welcomed in Aberdeen by employers and workers alike. In the case of Lewis’s yard, it will mean continuous employment until 1966.**

Pleased. **“We are very pleased indeed to land this order,”** said **Mr John Wright, managing director of Hall Russell.** **“This will help to keep our men working in the spring and summer of next year. “The fact that all the trawlers are being built in Scotland is very good indeed.”** **Mr Andrew H. Lewis,** whose firm are building the prototype of the new trawlers, said: **“I am more than satisfied – first of all that the orders for the entire six have come to Scotland, and secondly that two will be built here in Aberdeen. “We now will have more or less continuous work for our yard men well into 1966.”** The prototype all-freezer trawler being built in **Lewis’ yard** is due for delivery in February.

First stage. A spokesman for Associated Fisheries said last night the orders, which are still subject to the White Fish Authority grant being available, represented the completion of the first stage of the company’s extensive fleet reconstruction and modernisation, which had already involved scrapping of more than 20 vessels. The fleet, he said, was based on the ports of Hull, Grimsby and Fleetwood and the new

vessels would be allocated to Hull and Grimsby as they were completed. The first would sail out of Grimsby."

The article also showed an artist impression of the new prototype vessel, but the copy I had was too poor to reproduce. £1 million in 1964 is equivalent to approx. £14.3 million in 2021.

1964, 16th July: The Aberdeen Evening Express reported as follows: *"Although the Aberdeen shipyards are closed for a fortnight for the summer vacation, skeleton staffs are on duty at both yards. At **Hall, Russell's** quite a number of men are working, the majority on the third and last of the motor ferries for the West of Scotland service. The '**Columba**' is meantime in the North Lock undergoing various tests before leaving for the West Coast."*

1964, 20th October: The Aberdeen Press and Journal reported as follows **"TWO SNAGS BEFORE TRAWLER IS LAUNCHED.** *Two unexpected incidents meant a double delay in the launching of the South African trawler '**Hibiscus**' at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.**, yesterday. Incident No. 1 struck as an obstinate block of wood refused to budge despite workmen's repeated attempts and resulted in an unceremonious wait for the platform party. It had appeared as though everything was set for Mrs J. M. Russell, wife of a director of the Cape Town owners of the vessel, to press the button and send the trawler on her way. But the block refused to move and eventually **Mr K. A. Brown, shipyard manager**, had to assist.*

Across path. *Incident No. 2 arose when, just as the launch signal was about to be given, a Faroese fishing boat sailed from the Albert Basin across the path of the launch into the Upper Dock. The '**Hibiscus**' 140ft. long, is the second of two diesel tern trawlers, and the sixth built at the yard for the Cape Town company. Lying not far from the '**Hibiscus**' was the partly-built trawler, '**Ixia**', which is being built for the same company, Irvin and Johnson. She was also scheduled to be launched yesterday along with the '**Hibiscus**' but, because of a dispute at the yard the launch had to be postponed.*

The article also showed two photographs, but these were not good enough quality to reproduce. One showed the '**Hibiscus**' launch party standing in front of the bow of the vessel. The other showed the '**Ixia**' still sitting on the launchway.

1964, 20th October: The Aberdeen Press and Journal reported as follows **"ABERDEEN PAY-OFF FOLLOWS WELDERS' WALK-OUT.** *Union stays silent as 150 lose shipyard jobs. Officials and members of the Boilermakers' Society last night kept a solid barrier of silence after the news that 150 men had been paid off at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.** Those paid off include **platers, caulkers, riveters and burners.** The pay-off is claimed to be a direct result of a strike by 70 of the yards' **welders**, whose union is the Boilermakers' Society. Last night an official at the Boilermakers'*

*Social Recreation Club in King Street, Aberdeen, said it would be too dangerous to make any statement at this stage. He refused to divulge the names of any trade branch secretaries for comment. Later, another spokesman at the club said that officials were unwilling to make any public statements. He denied any emergency meeting of the society had been held or called. The **welders'** dispute involves their union and two **welders** still working at the yard. It is believed that it was a failure by these two **welders** to contribute to a subscription scheme which led to the walk-out.*

Scoffed. *Said a management spokesman yesterday; "The men will not work alongside these two. The trouble is affecting others at the yard. We can't do our work until they come back." Late last night **Mr K. A. Brown, shipyard manager**, said he knew of no further developments as far as the Boilermakers' Society were concerned. **Mr Brown** scoffed at a suggestion – made earlier by a worker – that the two **welders** would be placed in other employment. "They are purely **welders**." He emphasised. "There is no other work for them." At the time of the walk-out, **Hall, Russell's** stated: "Although we are not directly involved in the question at issue, we have taken all possible steps to try to overcome the difficulty – without success."*

Delayed. *The shipyard also warned that suspensions would be necessary if the strike continued. Aberdeen district secretary of the Confederation of Shipbuilding and Engineering Unions Mr J. Thom said that the confederation had not been asked to intervene in the strike. The strike delayed the launching - scheduled for yesterday – of the trawler '**Ixia**', built for the Cape Town company of Irvin and Johnson. The vessel was unfinished. A dual-launching with another trawler for the same company, the '**Hibiscus**', had been planned. The '**Hibiscus**' took the water alone."*

1964, 23rd October: The Aberdeen Press and Journal reported as follows "**NO CHANGE IN SHIPYARD SUSPENSIONS.** There was "no change" yesterday in the strike position at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.** **Shipyard manager Mr K. A. Brown** confirmed last night that because of the unofficial stoppage last week by 70 **welders**, 350 men have had to be suspended. The **welders** – members of the Boilermakers' Society – are maintaining a strict vow of silence on the affair. The strike is understood to have started because two **welders** refused to pay a voluntary subscription towards a delegation. There is no dispute between management and workers.

Special meeting. *Mr W. L. Ross, secretary of Aberdeen branch of the society, said yesterday a special meeting of the **welders** would take place today. "A statement will be issued in due course," he said. "This is a domestic thing, it doesn't concern anybody else."*

1964, 26th October: The Aberdeen Press and Journal reported as follows "**Strike shipyard plight 'is desperate'**. With no fresh developments over the weekend there is little prospect of an early return to work by the **welders** involved in the un-official strike

at **Hall, Russell's shipyard**, Aberdeen. Mr W. L. Ross, Aberdeen branch secretary of the men's union – the **Boilermakers' Society** – said yesterday that the **welders** were not due to meet again until next Friday. At the moment it looked as if there would be no developments until then, he said.

Vital. But **Mr K. A. Brown**, the **shipyard manager**, who described the situation at the yard as "desperate", said they would make every effort to get the **Boilermakers' Society** to look further into the position. "A return to work is absolutely vital for the ultimate well-being of the firm, the men and the community," said **Mr Brown**. A statement issued by the strikers claimed that the 14-day-old dispute "has been forced on us by the fact that two members refused to abide by one of the basic principles of good trade unionism that is the majority ruling of the department on all decisions."

Peculiar. Said **Mr Brown**: "It does seem a most peculiar trade union principle that every subscription is a majority-vote decision. Surely the individual has some rights, even in trade unions. "And, it seems a really peculiar trade union principle to cripple a firm and put 100 fellow members out of work, when they have a trade union through which grievances can be taken up."

Welders' strike wins praise. Support for the strike action of the **welders** at **Hall, Russell's** shipyard, Aberdeen, was voiced last night by Aberdeen Young Socialists. At their weekly meeting they unanimously passed a resolution praising "the militant stand of the **welders** in their fight for solidarity." "We realise that the strength of the working class lies in their united action. Attempts to break this unity must be met with firm resistance from the whole labour movement," the motion went on.

1964, 28th October: The Aberdeen Press and Journal reported as follows "**Men lifting cards to find other jobs, they claim. Still-at-work welders accuse strikers.** The two **welders** still working at **Hall, Russell and Co., Ltd.**, Aberdeen, said yesterday that some of the **welders** on strike at the shipyard have lifted their cards to get other jobs. But **Mr**

K. A. Brown, shipyard manager, said he was not aware that any of the **welders** had sought jobs elsewhere. The two working **welders, Mr Charles Brown and Mr Bert Gillies**, said: "We now find that individual **welders** are slipping down to the yard and asking for their cards – presumably to take up other jobs. "Are they abiding by the basic principle of good trade unionism - the majority vote in all decisions – that



Charles Brown
(Aberdeen Journals).



Robert Gillies
(Aberdeen Journals).

we are alleged to have broken? "If the majority vote carries, surely these **welders** should stay on strike and not violate the principle they are supposed to be fighting for."

No pay-offs. *The welders have now been out 16 days. There were no pay-offs last night. Mr Brown said that the situation at the yard was still "extremely desperate." More than 100 men from the yard's welding department are involved in the strike, which has thrown 356 men out of work because, it is claimed, the two working welders refused to pay voluntary subscriptions. Mr J. Thomson, the East of Scotland district delegate of the Boilermakers' Society, the welders' union, said the men were acting in defiance of their union.*

Hall Russell's was what is often referred to as a 'Closed Shop', which means all the workers were members of a trade union. If you didn't join the union, the other workers would refuse to work with you, so you had no choice but to join.

1964, 31st October: The Aberdeen Press and Journal reported as follows **"SHIPYARD BID TO END 19-DAY STRIKE. DEFIANT TWO SACKED. Shocked men say: We'll fight this.** *The two defiant Aberdeen shipbuilding workers – around whom the 18-day unofficial strike at the yard of Hall, Russell and Co., Ltd., has centred – have been sacked. This shock move came last night after a day-long meeting of the 109 striking welders had decided the strike would GO ON. The two men Mr Robert Gillies (43), 180 Kincorth Circle, and Mr Charles Brown (23), 25 Burnbrae Crescent, Mastrick, who have continued to work at the yard during the strike, were given a month's notice when they stopped work yesterday. The management of the yard said they had been forced to take this decision because the other welders refused to work with the two men. The striking welders, who heard of the two men's dismissal after their meeting yesterday, will hold another meeting today at 10 a.m. to discuss the position. Mr John Wright, managing director of the firm, said last night it was still up to the union to settle "this thing." He added: "If the men don't go back soon there will be no place for them to go back to."*

LEGAL ACTION. *Soon after arriving at their homes last night Mr Gillies and Mr Brown – both shocked by the news – told "The Press and Journal" they intended "to take legal action and fight this." Mr Gillies, who has worked with the firm since 1950, said the dispute had been simmering since May or June. "I intend to work my month's notice, so it would appear that the welders will be on strike for another month because they will not work with us. "We fully realise the position the firm are in, but Charlie and I will have to discuss the matter fully before we make our next move. I don't feel bitter towards the welders. I don't hate anybody".*

VICTIMISATION. *Mr Gillies, married with three teenage daughters added: "I am a welder and a shipbuilder and I would not consider working in any other type of work." Mr Brown, who became a welder two years ago after serving his time at the yard said "It is the only place I have worked. I am going back to work my month's notice and let the members look me in the eye if they can. No member of the Boilermakers' Society*

*can be proud after this.” He claimed the dismissal of **Mr Gillies** and himself was the result of victimisation and “mob rule.” **Mr Brown’s** mother who was upset at the turn of events, said: “This is a disgrace. All I wanted was the men to go back and settle it fairly through the union.” His father, who is assistant foreman at the welding section of the yard, said he was disappointed at the action of the men and he thought other steps could have been taken to avoid the dispute. In a statement announcing their decision, the management of the yard said: “As we have been informed by officials of the Boilermakers’ Society that they are unable to resolve the dispute among the **welder** employees we have no options but to give notice of termination of employment to the two **welders** who have been working in this establishment.*

SURPRISED. *“This decision has been forced on the company because the **welders** refuse to work with the two men. Unless an immediate resumption of work is obtained, we hold out no prospect of maintaining work for our employees and obtaining much-needed new contracts.” One of the **welders**, who attended yesterday’s meeting at the Boilermakers’ Club in King Street, said last night the news of the dismissal of the two men had come as a “surprise to us”. He added: “We found out after the meeting when we went down to the yard to collect our tax rebates.” Asked if this move would mean a return to work, he said: “I suppose it does make a lot of difference. We don’t know all the facts yet but we will be discussing them tomorrow.” Only comment made after the strikers’ meeting was to announce that the **welders** had discussed every aspect of the dispute and, by a substantial majority, had agreed to remain on strike. An official said: “The meeting was addressed by Mr John Chalmers, executive council: and Mr J. Thomson, district delegate, and a detailed report will be sent in the executive council headquarters in Newcastle.” He added that a statement would be made today to the public.*

SUBSCRIPTIONS. *At no time have the strikers made any statement as to what the dispute is about. But statements by the two men now under notice claim the reason for the strike is their refusal to pay voluntary subscriptions amounting in all to 3-. According to the two, **Mr Brown** refused to pay 2- subscription to help make up wages of apprentices involved in a stoppage. This was raised at a district meeting of the union in Dundee. Then **Mr Gillies**, who was travelling there to speak for **Mr Brown** was asked to contribute 1- towards the expenses of other delegates to that meeting. He refused. Both men claim nothing was resolved at the Dundee meeting and that on October 12, the other welders held a meeting and decided not to work with **Mr Brown** or any member who worked with him.*

THIS IS NOT JUSTICE. *It is scandalous that the two **welders** around whom the dispute at an Aberdeen shipyard has centred, have had to be given notice of dismissal by their firm in order to pave the way for a resumption of work. No one would deny that the employers are in a difficult position. The yard had been crippled. Hundreds of men*

have been thrown out of work because of a principle affecting two. Nevertheless, we believe the firm should have resisted this blackmail by the two men's fellow-welders acting, as far as can be seen, without the backing of their own union."

Majority. *Might is right. A "voluntary" levy, apparently, becomes compulsory because of the branch of a union say so. No one should be deprived of the opportunity of making a living at his trade because he has the courage to stand up to other union members, particularly in a tuppence-ha'penny dispute of this kind. Fortunately, as is clear from recent events, the two men can seek redress through the courts. We wish them luck."*

1964, 13th November: The Aberdeen Press and Journal reported as follows "**N.E. TWO STEP UP. CHOSEN FOR TOP SHIPPING POSTS.** Two North-east men who are well-known in the Scottish shipbuilding industry were yesterday elected to high posts at the annual meeting of the Central Board of the Shipbuilding Employers' Federation. **Mr George H. Houlden** was appointed president of the central board, while **Mr Gordon S. Milne** shipyard general manager of **John Lewis and Sons Ltd.**, Aberdeen was made chairman of the conference and works board. **Mr Houlden** who is chairman of **Vickers-**



George H. Houlden.
(Aberdeen Journals).

Armstrong Shipbuilders Ltd. was born at Savoch, Aberdeenshire and received his technical education at Robert Gordon's Technical College, Aberdeen. He served his apprenticeship with **Hall, Russell and Co., Ltd.**, Aberdeen and joined **Vickers Ltd.** at Barrow in 1924. He was appointed assistant to the shipyard manager in 1933.

Transferred. In 1943 he was transferred to the **Walker Naval Yard** as personal assistant to the general manager and became deputy general manager in 1948 And general manager in 1950. In 1953 he was appointed to the board of **Vickers-Armstrong Ltd.** and in the following year he became managing director of **Vickers-Armstrong (Shipbuilders) Ltd.** **Mr Houlden** is a vice-president of the Royal Institution of Naval Architects and a member of the executive board of the Shipbuilding Conference and the executive committee of the Dry Dock Owners' and Repairers' Central council.

Scholarship. **Mr Gordon Milne** was born in Aberdeen and educated at Robert Gordon's College. He served his apprenticeship with **Hall, Russell and Co., Ltd.**, Aberdeen. In 1934 he was awarded a **Vickers-Armstrong** scholarship and graduated B.Sc. with first-class honours in Naval Architecture at Glasgow University in 1939. He was for a short time **assistant shipyard manager** with **Caledon Shipbuilding and Engineering Co., Ltd.**, Dundee, and then joined **Lloyd's Register** as a ship surveyor, serving in London, Belfast, Falmouth, Glasgow, Aberdeen, and Sunderland."

1964, 13th November: There were so many strikes and industrial disputes in the shipyard that the Aberdeen Evening Express published a large ½ page article titled: **“TROUBLE IN YARD – A SAD 10-YEAR RECORD.”** The article summarised the strikes or stoppages and the reporter attempted to identify the root cause and seems to point the finger at the **Welders** and the Boilermakers’ Union. All the strikes mentioned in the 1960’s I have already included, so haven’t detailed them here, however this is a summary:

Date	Trade	Reason for strike
March 1960	50 engineers.	Bonus claim.
April 1960	Apprentices.	Wages increase.
June 1960	Carpenters.	Unknown.
May 1962	80 welders.	Employment of men from Dounreay.
May 1963	Welders.	Pay-off’s.
August 1963	Electricians.	Parity with town electrician wages.
September 1963	Riveters.	Wages claim.
October 1963	Platers.	Demarcation row.
November 1963	Engine shop.	Incentive bonus dispute.
January 1964	All.	Incentive bonus dispute – ban on overtime.
May 1964	Welders.	Unknown.

The article went on to read “NEWSPROBE understands that at this stage the average workers were disturbed by the seeming inevitability of the strikes, and it is believed that they had reached some form of agreement on “strike restraint” with the management. For a short period a kind of peace reigned in the yard, with production being maintained satisfactorily...”

A photograph of an empty slipway at **Hall, Russell and Co. Ltd**, accompanied the article, but the copy I had wasn’t good enough quality to reproduce.

1964, 18th November: The Aberdeen Press and Journal reported as follows: **“Aberdeen union men cancel ban on colleagues – then shipyard reprieve sacked men. WELDERS KEEP JOBS. Happy to have gained their point, but still shunned by workmates. Aberdeen’s two “sacked” welders – Mr Robert Gillies and Mr Charles Brown – have been reinstated in their jobs at the Aberdeen shipyard of Hall, Russell and Co. Ltd. The men were told the news yesterday afternoon, only nine days before their one-month notice of dismissal expired. They said last night they had been called into the office of Mr K. A. Brown, shipyard manager, shortly before they finished work for the day, to be told that following an approach from other welders at the yard, they were getting their jobs back. The two men were given notice earlier this month, following a three-week**

unofficial strike at the yard by 100 welders – the result of a domestic quarrel within the union about the payment of voluntary contributions. Some 400 men were suspended because of the stoppage.

War of nerves goes on. *But although the two men knew yesterday that their jobs were safe, there were no signs that their welder colleagues were letting up on the war of nerves that has been going on at the yard since the dispute started. “None of the welders have been speaking to us during the dispute and it was no different tonight”, 43-year-old Mr Gillies said last night at his home at 180 Kincorth Circle. “When we went to collect our jackets at the end of the afternoon, none of the welders said anything about us getting our jobs back. “We have not even been approached by the union and told that we have been reinstated”. Mr Charles Brown, who is 23 years old, said last night, at his home at 26 Burnbrae Crescent, Mastrick, that he thought the other welders might try to ostracise Gillies and him. “There was no sign today that any change of heart was in the air,” he said. “When we went to our place at work today, there was a notice some wag had put up which said “Only nine days to go.”*

TURNED AWAY: *“The welders had a meeting in the forenoon which we went to but were asked to leave. “Any attitude the other welders take now won’t worry me too much. It is a relief to know that we have got our jobs back. If we had been put out of the yard we would have had great difficulty in getting back and would probably have been blacklisted in the city. “I am certainly pleased that we have been reinstated, but this was not our battleground. We didn’t want to make a public fight of it and wanted to keep the matter in the union. “I think it was due to the union that we got our jobs back, but I don’t think they have all that much to be proud of in this.”*

FIRM PLEASED. *Yesterday’s news that the men were to get their jobs back followed an afternoon meeting between the welders’ floor committee and the management. “At that meeting we were informed that the welders were prepared to work with the two sacked men,” Mr K. A. Brown said last night. “We then informed the two men that the notice terminating their employment had been withdrawn. I said to the welders and the two men that I was very pleased that this whole thing had been sorted out.” The management had all along made it clear that if approached by the welders they would give the two men their jobs back.*

NO STATEMENT. *Mr Dan McGarvey, general secretary of the two men’s union, the Boilermakers’ Society, had been contacted by the men’s solicitor, Mr M. Mulligan, in a bid to get their jobs back. Mr John Chalmers, a member of the union’s executive council, journeyed north from head office in Newcastle, and addressed a meeting attended by over 100 members in the Boilermakers’ Club in King Street on Monday of this week. But no hint was given that the men would soon be reinstated. And there was still no statement forthcoming on the matter from leading union officials in the city last night. Neither Mr John Thomson, district delegate, nor Mr W. L. Ross, also a union*

official had anything to say. The circumstances of the dismissal of the two men will come before the nation on Tuesday of next week, when it will be discussed in the House of Commons. Lady Tweedsmuir, Unionist MP for South Aberdeen, has succeeded in getting an adjournment debate on that day, and Mr Ray Gunter, Minister of Labour, is expected to reply.

CELEBRATION. *But thoughts of the debate were far from the minds of the two men last night – they were only too pleased that they had got their jobs back. And for **Mr Gillies** it is to be a weekend celebration for his wife Margaret and daughters Laura, Carole and Arlene. “I don’t know where we will go, but we will definitely have some celebration.” He said. “It is a load off all our minds to know that I have got my job back.”*

1964, 19th November: *The Aberdeen Press and Journal reported as follows “**Union men quit – no difference to reinstatement. Shipyard strike aftermath.** The resignation of union officials from a **welders’** committee at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.**, will not affect the reinstatement of the two “sacked” **welders**. Mr J. Thomson, district delegate of the Boilermakers’ Society, said last night; “We knew that they resigned before our meeting on Monday.” “It makes no difference to the position. The whole thing, we hope, is now more or less settled and finished with.” And one of the central figures in the recent Dispute, **Mr Charles Brown** (23) who has been told that he has been reinstated, said “As far as I know there have been no further developments.”*

Ignored. *“The firm told me that I was getting my job back, but I have heard nothing at all from the union.” The officials who have resigned from the yard committee were behind the recent three-week strike of **welders**. Despite their reinstatement, the two men are still finding that the rest of the welders are ignoring them. “We are still being pointedly ignored by the rest of the blokes,” said **Mr Brown**.*

No mention. *He attended a union meeting last night. “It was just a straightforward meeting, and no mention at all was made about **Mr Gillies** and myself. The meeting just dealt with ordinary business.” About the resignation of the officials, he said that he understood the whole yard committee had resigned, including a **shop steward**, but that two of the committee had later withdrawn their resignations.”*

1964, 21st November: *The Aberdeen Press and Journal reported as follows “**Aberdeen yard dispute – union men to meet strikers.** Union officials from Edinburgh will travel to Aberdeen tomorrow to meet 120 **shipwrights** who have started an unofficial strike. The dispute has arisen because two days ago, four men from Glasgow were given jobs at the yard of **John Lewis and Son, Ltd.**, Aberdeen. This goes against a local union decision – taken only last week – that **shipwrights** from outside the city should not be employed in Aberdeen, which was to be regarded as a “closed” port. The 42*

shipwrights from Lewis's yard have been joined by about 50 colleagues from **Hall, Russell and Co., Ltd.**, Aberdeen, and 20 men from smaller ship-repairing firms in the city.

No approach. But last night Mr **Andrew Lewis**, managing director of the firm, said that he was unaware of the reason for the stoppage. "We have never had any approach from our *shipwrights* regarding this," he said. "They have not discussed this with us. They have gone out on strike and have not come back. How can you carry out negotiations under these circumstances?". Mr **Lewis** felt that the action of the *shipwrights* was "rather stupid" – especially in view of the fact that these days everybody wanted to do the best they could for the country. "I think it is wrong for these chaps to go on strike without going through the proper machinery. "At our yard we have a pretty level-headed lot of *shipwrights* and I am certain that any action has been pushed on them from outside." A spokesman for **Hall, Russell and Co. Ltd.**, also confirmed that his management had not been approached by the *shipwrights*.

In Edinburgh. Although it was not on the agenda the dispute was discussed at a meeting in Edinburgh yesterday between union representatives and members of the East Coast Shipbuilders' Association. Mr William Brown, local secretary of the Shipwrights' Association of the Amalgamated Society of Boilermakers, Shipwrights, Blacksmiths and Structural Workers who attended the meeting said that preliminary negotiations had fallen through. The next step would be taken tomorrow when union officials from Edinburgh would travel North to Aberdeen to meet the men. "At the moment the strike is unofficial, but it could be made official" he said. Mr Brown claimed that the **Lewis** management were fully aware of the union decision that outside men should not be employed as *shipwrights* in local yards. "They have done this and we were left with no alternative." He added. Mr Brown denied that the strike action had been taken because the men from Glasgow were being paid more than the local men. "This has got nothing to do with it" he said."

1964, 21st November: The Aberdeen Press and Journal reported as follows "**Big new inquiry into shipyards...AND COMPARISON FROM OVERSEAS.** An independent committee of inquiry into the shipbuilding industry is to be set up, an announcement from 10 Downing Street said last night – and Mr Roy Mason, Minister of State, Board of Trade, is to visit foreign shipyards to see how they compare with Britain. Mr Mason, who has special responsibility for shipping and shipbuilding industries, intends to go to Sweden next month and he will visit Japan in the new year. Japan has a long lead over Britain as the world's main shipbuilding country. Sweden and West Germany are catching up on Britain's lead over them. The inquiry committee is intended by the Government to be set up "with the object of establishing how the industry can be best equipped and organised to make it fully competitive in the world conditions of today,

and what action can be taken by management, trades unions and the Government to this end”.

Why...? *Mr Mason said last night that he wanted to see whether countries abroad competed with British yards because of managerial efficiency, better technique, hidden subsidies, or if steel prices played an important part. A spokesman for the Shipbuilding Conference said last night “We were informed of the setting-up of the inquiry this evening. We will co-operate in any way we can. This is an entirely independent move by the Government.” Mr Daniel McGarvey, secretary of the Boilermakers’ Society, the biggest craft union in the industry, said: “This is a bolt from the blue. Of course, we’ll co-operate as trade unionists, but we must know the terms of reference first. It is to be hoped that the employers won’t take advantage of this inquiry to make the unions the scapegoat for their handling of the industry.” A Board of Trade spokesman said: “The idea is that the inquiry will apply to medium and large shipyards, not the small boat-builders and those building fishing vessels – roughly those kinds of ships not excluded from the import levy under the Budget.”*

1964, 23rd November: *The Aberdeen Press and Journal reported as follows “**Shipwrights and repairmen call off strike. YARD BACK-TO-WORK. WAY NOW CLEAR FOR ABERDEEN PEACE TALKS.** The **shipwrights** and repair men at Aberdeen who came out on strike on Thursday decided yesterday to go back to work. But the dispute, which originated in the shipbuilding yard of **John Lewis and Sons Ltd.** is not settled. About 150 men were involved in the strike, including **shipwrights** from both **Lewis’s** yard and **Hall, Russell and Co., Ltd.** as well as repair men from smaller firms. Yesterday’s meeting of Aberdeen branch of the Shipwrights Association in Aberdeen Trades Hall lasted for three and a half hours.*

Statement. *And it was agreed that the repair men should resume work immediately and the **shipwrights** from today. The men were addressed earlier by their district delegate, Mr W. Tweedie, who travelled from Edinburgh for the meeting. Afterwards he gave a statement about the decision of the men to return to work he said that the repair men had started immediately to get ships off the pontoon dock. “The **shipwrights** will return to work tomorrow and negotiate a settlement of the matter with the employers.*

Willing. *“The employers indicated at a meeting in Edinburgh on Friday that they were quite willing to negotiate, provided the men returned to work”. The trouble started at **Lewis’s** yard when a job was sub-contracted out to another firm who sent four Glasgow **shipwrights** to work at the yard. This was “in defiance” of a local union decision that **shipwrights** from outside the city should not be employed in Aberdeen. The Aberdeen **shipwrights** want the Glasgow men taken off the job.*

This is an example of how a strike in one shipyard could spill over and affect other shipyards.

1964, 30th November: The Aberdeen Press and Journal published an advertisement for Kelvin Hughes Division titled *"Britain's largest trawler relies on Kelvin Hughes"* this in relation to the Kelvin Hughes Humber Fish Detection System fitted on the newly built stern trawler '**Northella**'. The advertisement stated the system was *"Sensitive enough to detect a single fish at 200 fathoms"*. It also stated that Kelvin Hughes had supplied two radars, an echo sounder and other items for the '**Northella**'.

1964, 28th December: The Aberdeen Press and Journal reported on a break-in at the **Hall, Russell Recreation Club** in York Street. A 19-year-old, unemployed fish worker, Aberdeen, admitted breaking into the club *"forcing open the bar and stealing a quantity of spirits and 650 cigarettes"*.

It's interesting to note that the **Hall Russell Recreation Club** was in York Street at this date. It had moved from South Constitution Street to No. 31 York Street in 1963, and in 1968 moved again to No. 4 Shiprow, where it remained until it closed 17th May 1992.

1964, 31st December: The Aberdeen Press and Journal reported as follows *"Mr Nicol retires – just short of 65! HONOURED AFTER 50 YEARS AT YARD. It will be farewell to the Aberdeen of Hall Russell and Co., Ltd., today for Mr Charles Nicol, head foreman driller, when he retires after being nearly 50 years with the firm. And to mark the occasion he was presented yesterday with a gold watch by Mr John Wright, managing director, on behalf of the company. Mr Nicol, 23 Fernhill Drive, also received a number of gifts from his colleagues at the yard. He received an armchair from the yard foremen and staff, which was presented by Mr K. A. Brown, shipyard manager. A mirror for his work as secretary of the foreman's holiday fund was presented by Mr Stanley Littlejohn, assistant shipyard manager. And a travelling case from his colleagues in his department, presented by Mr Angus Campbell, shop steward. Mr Nicol joined the firm as an apprentice driller in 1915. He was appointed assistant foreman driller in 1943 and took up his present appointment in 1950. He plans to visit a daughter in Canada this summer along with his wife."*

This article was accompanied with a photograph, which unfortunately wasn't good enough quality to reprint.

1965

1965: Hall, Russell 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.

1965, 5th January: The Aberdeen Press and Journal reported as follows **"NEW TAXES WILL HIT NE YARDS.** *One of Britain's most struggling industries today is shipbuilding, but instead of giving it a helping hand, the Government has added to its difficulties with the recent 15% import duty and increased tax on petrol and oil, writes A.C. Dempster. Aberdeen shipyards and North-east boatbuilders will be hard hit by the new taxes because not only have much of the materials they require to be imported, but the extra charge on fuel oils will increase transport charges.*

Competition. *To secure a contract for new tonnage today is a major achievement in view of the limited number of orders available and the fierce competition not only from firms in this country but also from foreign yards, especially Japan, where overhead costs and wages are much lower. In contrast to a few years ago when there was nothing but gloom over the decision of the White Fish Authority to stop giving grants and loans for new fishing boats except in the case of replacements, there is now a keen-ness to search for work in order to keep the industry alive.*

Boat Show. *When orders for fishing vessels became almost impossible to obtain, many of the smaller boatbuilding firms turned their attention to other types of craft such as cabin cruisers and sailing yachts. They built on spec and exhibited their models at the annual boat show at Earls Court in London. Soon orders began to come in and today most of the yards are quite busy with boats of different classes. Most of the yards, however, find repair work most profitable and there is healthy rivalry for this. In spite of some unfortunate trade disputes, **Hall, Russell and Co. Ltd.** of Aberdeen, have completed a lot of work. Earlier in the year they built and delivered three fairly large motor ferries for service on the West Coast of Scotland and also two very fine motor yachts, the '**Pilgrim**' and the '**Patra**'. They also launched and completed the large refrigerated stern trawler '**Northella**' for Messrs J. Marr and Son, Ltd., Hull.*

Headway. *The firm have also made considerable headway with their £1,000,000 contract for nine trawlers for South Africa. Seven of the trawlers are of the side-operating type and two are stern trawlers. So far the firm have launched five of the side-operating vessels and the two stern ones. Three trawlers, the '**Begonia**', '**Dahlia**', and '**Hawthorn**' have already sailed to join Messrs Irvin and Johnson's fleet at Cape Town. Another two are expected to be completed soon. **Hall, Russell** have also on their order book contracts for another two large stern trawlers and a side-operating one for a local firm.*

Fair year. *Messrs **John Lewis and Sons, Ltd.**, have also had a fair year at their Torry shipyard. They built and delivered two small cargo vessels, the '**Ortolan**' and the '**Saint Fergus**', in addition to a motor tug, the '**Flying Demon**'. The '**Saint Fergus**' and the*

'Flying Demon' were for Glasgow owners (Clyde Shipping Company) and the 'Ortolan' for the General Steam Navigation Co., Ltd., London. Recently the firm launched and are now fitting out the large stern trawler 'Victory', the first of two which they are constructing for Hull owners. They are also busy building two more short sea traders for the General Steam Navigation Company, Ltd. In addition to new work, both the Aberdeen shipyards completed quite a lot of repairs during 1964."

1965, 8th January: The Aberdeen Evening Express reported as follows: **"Aberdeen yard's £500,000 order.** The Aberdeen shipyard of **Hall, Russell & Co. Ltd.** have received a £500,000 order from the P and O Company. It is for the construction of a supply vessel to serve the drilling barge **'Ocean Prince'** now being built at Smith's Dock, Middlesburgh for use by the Burmah Oil-ICI Murphy Petroleum – Ocean Exploration Group in North Sea drilling operations. The new vessel will be about 188ft, in overall length and have a total deadweight of 700 tons with a service speed of 12 knots. She will be a twin-screw vessel with two Lister Blackstone engines giving a total of 1,600 h.p. and will be used to carry tubular goods, fresh water, drilling mud, cement, stores and fuel to the barge.

AT MIDDLESBURGH. She will be operated by the General Steam Navigation Co., Ltd., another member of the P & O group and will be based initially at Middlesburgh. The order will be welcomed by **Hall, Russell and Co.,** as their present work is running out. At present they are more than half through the South African trawler order for Messrs Irvin and Johnson, Cape Town. The only other contracts on their order books are for two stern trawlers and a side operating trawler for local owners."

The Aberdeen Press and Journal published the same day, reported *"A P&O spokesman said yesterday it was their policy not to go abroad with their orders."*

The Belfast Telegraph published the same day, reported that P&O were intending ordering another three similar supply vessels and that Mobil Producing North Sea had contracted a similar vessel, but it didn't say who was to be the builder.

It's interesting to note that the **'Lady Alison'** was initially to work out of Middlesburgh. In 1965, oil exploration in the UK was in its infancy, and hadn't had much impact on Aberdeen at this point in time. Hard to imagine when we now see it as the 'oil capital of Europe'.

1965, 13th January: The Aberdeen Evening Express reported as follows: **"INDUSTRY BLUEPRINT FOR N.-EAST BY SPRING. Ross - good news on visit to city.** THE special Government study of future development prospects in Aberdeen and the North-east should be ready by the spring, said Scottish Secretary, Mr William Ross, during his first official visit to Aberdeen today. The study would have to be set alongside others being carried out in Scotland and with the Central Scotland Plan so that they could achieve a coherent Scottish Plan. He emphasised that this was the first time they had sat down to have a look at the possibilities and resources of Scotland so that they could fit the need for expansion into a plan for the whole British economy. He praised Richards Ltd.,

and **Hall Russell's** – the two firms he visited this morning – for their work in the export field. In one case exports made up about 30% of their output and in the other was even higher. “This is tremendously valuable,” said Mr Ross. “It shows a certain measure of industrial courage that they seek new ideas and new materials and find them.”

PUBLICITY. He had been very impressed by the salesmanship efforts of both firms...”

1965, 14th January: The Aberdeen Evening Express reported as follows: “**P&O – Order welcome – but more needed.** The announcement that the P and O-Orient Lines had placed a contract with **Hall, Russell and Co., Ltd.**, Aberdeen, for the building of a supply ship, is good news for local shipyard workers. At present **Hall, Russell** have only orders for two stern trawlers and one side operating trawler – the latter for local owners – plus the remainder of the South African trawler contract which they should complete in the next few months. They will, therefore, require more orders to keep them going. Although welcome, the latest order is, unfortunately, not for a very large vessel, as she will only be 188ft. overall and have a deadweight of 700 tons. The **Burntisland Shipbuilding Company, Limited**, Burntisland, and associate of **Hall, Russell and Company**, have also secured another order – a vessel of 5,000 tons deadweight for a Copenhagen firm. The local yard could do with an order for two of that kind to keep them really busy.”

Hall, Russell & Co., Ltd. in 1942 was owned by the **Burntisland Shipbuilding Co., Ltd.** In 1951 both companies were owned by the **Scottish & Mercantile Investment Co.**

1965, 9th February: The Aberdeen Press and Journal reported as follows “**Contract worth about £1,000,000. ABERDEEN YARD SECURE NEW TRAWLERS ORDER.** Contracts to build two large all-refrigerated trawlers have been secured by **Hall, Russell and Co. Ltd.**, Aberdeen, from the Boston Group of Fishing Companies. Both vessels are scheduled for delivery early in 1966. The value of the order for the two ships has not been disclosed. But the cost of stern trawlers recently built in Aberdeen yards is believed to be about £500,000 apiece. This latest order will be welcome news for the workers at **Hall, Russell's** shipyard. On Tuesday of last week, the firm launched the ‘**Rochea**’, the last of the nine trawlers which they are building for Irvin and Johnston, Cape Town. Four of the trawlers have already been delivered, and a fifth, the ‘**Iris**’, due to run her trials on Thursday, will also be sailing soon for South Africa. This leaves only four trawlers fitting out to complete the order. The only other contracts on the firm's books are for two stern trawlers – one of which is almost framed – and one side-operating trawler for local owners.

Quick-freeze factory. – Each of the new vessels will be 232.5ft. overall length, 41ft, in breadth and 26.5ft. in depth. They will be specially constructed with strengthening against ice, and will have a factory deck equipped for quick-freezing the largest catches within 24 hours. The refrigerated fishhold will have a capacity of 450 tons of frozen fish, which will be maintained at minus 20 degrees F. Propulsion will be by diesel engine, and electric power for ship services and the trawl winch generator will be provided by

two generators. This latest contract by the Boston Group brings the number of stern trawlers built or on order from **Hall, Russell's** to eight and is the fifth new design which they have developed."

1965, 11th February: The Aberdeen Evening Express reported as follows: "**News of orders encouraging.** The announcement that **Hall, Russell and Co., Ltd.**, have secured contracts from the Boston Group of Fishing Companies for the construction of two large all-refrigerated stern trawlers is good news not only for the workers of the firm but also for the city. In these days when competition is so fierce for the few orders available for new vessels it is really encouraging to hear of such an order coming north. With their South African work wearing towards completion, and only three other orders on their books, the outlook was not too bright until the latest contracts were secured."

1965, 19th February: The Aberdeen Press and Journal reported as follows: "**Two retire after 80 years of service.** Two employees at **Hall, Russell and Co., Ltd.**, were honoured to mark their retirement after more than 80 years' service between them. **Foreman fitter Mr James Aitken**, 56 Duthie Terrace, Aberdeen, resigned because of ill health after 47 year's service. He is pictured receiving a gold watch from **Mr J. J. Hunter**, **general engineering manager**. Retiring as **safety officer** after nearly 34 years' service, **Mr Kenneth Brown** (second right), 12 South Square, Footdee, Aberdeen, is presented with a barometer and wallet and notes by **Mr K. A. Brown**, **shipyard manager**. **Mr Aitken** began his career with **Alexander Hall and Co., Ltd.** **Mr Brown** was a **shipwright** with the firm for eight and a half years before going to America, where he stayed for 17 years before returning to Aberdeen in 1939. A member of the Institute of Industrial Safety Officers for 23 years, he has been **safety officer** at **Hall, Russell's** for 25 years. **Mr Brown's** retirement severs a lengthy family connection with the firm. His father, the late **Mr John F. Brown**, was **chief model maker** for about 40 years. Two brothers, **George** and **William** served their engineering apprenticeship in the works, and another brother, **John** in the **ship drawing office**."



Left - **Mr J. J. Hunter**, general engineering manager presents **Mr James Aitken**, foreman fitter, and right – **Mr Kenneth Brown**, safety officer receives his gift from **Mr K. A. Brown**, shipyard manager. (Aberdeen Journals).

1965, 25th February: The Aberdeen Evening Express reported as follows: *“Aberdeen’s £800,000 ship order. The Aberdeen shipbuilding firm of **Hall, Russell and Co., Ltd.**, have been given an £800,000 order for a heavy load ship by a Barrow-in-Furness firm. The ship will be of a “roll on, roll off,” stern-loading design, and a hydraulic platform will be fitted to help in the loading of heavy electrical equipment. It will be able to carry loads of up to 400 tons. Delivery date is August, 1966, and the ship will afterward be chartered to the Central Electricity Generating Board on a long-term basis. The overall size of the ship will be 280ft x 55 x 12 and it will be powered by a twin-screw diesel-electric engine. Announcing this order today a **Hall, Russell** spokesman said that the company’s order book now stood at £2,500,000 and included orders for four trawlers and a supply ship to serve an oil drilling barge.”*

This vessel was at her launch 6th May 1966 named the ‘**Kingsnorth Fisher**’ and was designed with huge under-deck stiffening to take the heavy loads anticipated.

1965, 11th March: The Aberdeen Press and Journal reported as follows: *“Gifts of a gold watch and a fountain pen were presented yesterday to **Mr Kenneth A. Brown, shipyard manager with Hall, Russell and Co., Ltd.**, to mark his departure from the firm after 20 years’ service. **Managing director Mr John Wright** handed over the gifts....**Mr Brown**, who has been shipyard manager for the past eight years, is to take up a new appointment as **shipyard manager with Caledon Shipyard, Dundee**. The gifts were from the directors, managers, foremen and staff.*

***Draughtsman first. Mr Brown**, who lives at Queen’s Road, Aberdeen, joined the firm in 1945 as a **draughtsman**. He was appointed head draughtsman seven years later and in 1956 he was appointed shipyard manager with **A. Hall and Co**. When the two firms were linked up a year later he took over his present position. **Mr Brown** is very interested in swimming and was a vice-president of Northern Counties Amateur Swimming Association for five years and was also president of the Scottish Amateur Swimming Association in 1960. He is also a keen badminton enthusiast and assisted in forming the Friendly Badminton League in Aberdeen.”*

The newspaper article included a photograph, but the quality of the copy I had wasn’t good enough to reproduce.

1965, 7th April: The Aberdeen Press and Journal reported as follows *“Shipyard men seek talks with bosses. Aberdeen strike may end soon. The strike by a group of men in the fitting shop at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.**, over a demarcation dispute is likely to end this week. About 20 men went on strike last Friday. After a long meeting between the men and the local district committee of the AEU last night. Mr James Thom, AEU district secretary said: “We are going to try to arrange a meeting with the management on Thursday to see if we can find some final solution to the whole question.” He added that this could well mean a return to work tomorrow.”*

1965, 8th April: The Aberdeen Press and Journal reported as follows: *“**ABERDEEN STRIKE GOES ON**. The strike of about 20 men in the fitting shop at the Aberdeen*

*shipyard of **Hall, Russell and Co., Ltd.**, which has been in progress since last Friday, is unlikely to end this week after all. It was hoped a meeting between the management and union officials could be arranged for today, but now this will take place on Monday. The strike followed a demarcation dispute. The men will have a meeting in the Adelphi on Saturday morning."*

1965, 21st April: The Aberdeen Evening Express reported as follows **"LAST TRAWLER LEAVING FOR SOUTH AFRICA** by Arthur Middleton. *The last of nine trawlers under a £1,000,000 order for a South African firm will be handed over tomorrow by her builder, **Hall, Russell and Co., Ltd.**, Aberdeen. She is the side trawler '**Rochea**', 340 tons gross, and is expected to sail for Cape Town tomorrow evening. Mr Henry Abram will receive the vessel from **Hall Russell's** on behalf of the delivery agents, Henry Abram Ltd., Glasgow.*

SKIPPER. *Skipper for the trip is 30-year-old Captain J. A. Martin of Jedburgh. This will be his fourth trip delivering the trawlers to Cape Town to their owner Irvin and Johnson Ltd. Chief engineer will be Mr D. A. Cameron an Argyll man who is making his third trip with Captain Martin. The trip will last 26 days, via Las Palmas. Reports reaching Aberdeen indicate that the owners of the trawlers are very pleased with the maintenance and overall condition of the vessels when they reach their destination. "We regard the trip as a normal one and look after the vessel accordingly," said Capt. Martin. The '**Hibiscus**', also built under the huge South African contract, reached Cape Town today. Another of the trawlers the '**Ixis**' is still on passage. Capt. Martin said that two days after arriving at Cape Town the trawlers are operational."*

1965, 6th April: The Aberdeen Press and Journal reported as follows: *"Mr J.Thom, Aberdeen district secretary of the Amalgamated Engineering Union, said yesterday that the 20 **fitters** on strike at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.**, had been involved in a demarcation dispute with **brass finishers** at the yard. "The dispute involved work allocated by the management," he said. "We hope to have it settled when representatives of the **fitters** and **brass finishers** attend a district meeting on Tuesday." **Mr John Wright**, managing director of the yard, has said that the strike does not involve any dispute with the firm."*

1965, 12th April: The Aberdeen Press and Journal reported as follows: **"Fitters back at work today.** *Ten **fitters** at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.**, who went on strike just over a week ago, will be back at work today. They have agreed to resume work after learning that a meeting between management and members of their union, the AEU, will be held today. The dispute started after the **fitters** alleged that **brass finishers** at the yard were getting some of their work to do."*

1965, 11th May: The Aberdeen Evening Express reported that **Hall Russell Rovers** beat Bon-Accord Rangers by eight goals to nil, E. Clark scored five and T. Clark scored two, the other goal-scorer wasn't mentioned.

1965, 14th May: The Aberdeen Press and Journal reported as follows: **“SHIP-REPAIR MEN RETURN TO WORK-TO-RULE.** By Jim Kinnaird. Aberdeen ship-repair engineers decided last night to re-introduce their work-to-rule campaign from today in support of their claim for a better wage deal. The men suspended working to rule three weeks ago to enable negotiations to proceed, but last night's two-hour meeting of engineers in Aberdeen Trades Hall rejected the employer's latest offer. The offer – to introduce a repair allowance of 17/6 a week for skilled men, with proportionate increases for other workers – was made at national level on Wednesday. Mr James Thom, Aberdeen district secretary on the men's union, the Amalgamated Engineering Union, said after last night's meeting: “The men rejected the employers offer as completely unrealistic and, meantime have decided to re-introduce working to rule. “The men have said they will not settle for less than an increase of 50% of their consolidated rate of £10/11/8”. The dispute in Aberdeen's ship-repair industry – five firms are involved – has been dragging on for months. In addition to working to rule and banning overtime the men have already taken strike action in support of their claim.

Honour for city man. Mr John Wright, managing director of Hall, Russell and Co., Ltd., Aberdeen was appointed **senior vice-chairman** at yesterday's annual meeting in Edinburgh of the Dry Dock Owners and Repairers Central Council...”

1965, 8th September: The Aberdeen Evening Express reported that **Mr William Laing**, No. 17 Hilton Terrace, Aberdeen, a founding member of the **Hall, Russell Male Voice Choir** had died.

1965, 9th September: The Aberdeen Press and Journal reported as follows: “All-freezer launched. Aberdeen double champagne splash. A new 1700-ton all-freezer stern trawler was well and truly launched from the Aberdeen yard of **Hall, Russell and Co., Ltd.** yesterday – with a double splash of champagne. Splash No.1 came when Mrs P. J. Duffen who christened the ship **‘Conqueror’** swung the be-ribboned bottle against the vessel's bow. The bottle broke at the neck on impact and fell, still holding some of the champagne.

Tulip bulb bow. Splash No. 2 came as the big ship gathered way. A yard foreman had picked up the neckless bottle. His aim was sure as it shattered against the **‘Conqueror's’** “tulip bulb” bow – a feature of the new ship, one of six freezer trawlers built in a £3,000,000 investment programme by Associated Fisheries, Ltd. The “tulip bulb” bow, which incorporates the bulbous-bow hull form successfully introduced in earlier large stern trawlers built by **Hall, Russell's** has been developed along with a new above-water form which is tulip-shaped – the result of extensive testing in rough-water conditions at the National Physical Laboratory testing tank at Feltham. The new bow form has been developed in collaboration between the laboratory and **Hall, Russell's**. In Aberdeen for the launching ceremony were the chairman of Associated Fisheries, Ltd., Lord Fraser of Allander, and other directors of the company. Mrs Duffen, who named the ship is the daughter of Associated Fisheries director Mr A. J. Llewellyn. **‘Conqueror’** named after one of Lord Nelson's famous battle fleet, following the pattern set for the company's other freezer trawlers, is due to enter service early next year. She will be operated out of Grimsby by Northern Trawlers Ltd., a subsidiary of Associated Fisheries.

At Grimsby she will join **'Victory'** – also built at Aberdeen by **John Lewis and Sons, Ltd.** – which made a record maiden trip when she entered service earlier this year.

Equipment. A five-barrelled electric trawl winch, controlled from a central console cabin immediately above, will be installed on **'Conqueror'** for handling the stern-trawling equipment. The factory deck will be equipped with two washing machines and 10 vertical plate freezers capable of freezing 35 tons of fish over 24 hours. There will also be a halibut freezing room. The refrigerated fish-room will have a capacity for more than 500 tons of fish. Diesel powered **'Conqueror'** will be fitted with a Mirrlees KLSSMR Mark II. 8-cylinder unit. When completed within the next 18 months, the six new trawlers together with the existing freezer trawlers **'Lord Nelson'** and **'Victory'**, will represent one of the most formidable freezer fishing fleets in Western Europe."

'Conqueror's' fishing registration number was CY1364. (CY – Castlebay).

1965, 29th October: The Aberdeen Press and Journal reported as follows **"To probe market for small liners, car ferries, trawlers: SHIPYARD CHIEF ON MISSION TO GREECE.** Representing Aberdeen on a four-man mission from the British shipbuilding industry to Greece is **Mr John Wright, managing director of Hall, Russell and Co. Ltd.** The mission led by **Mr J. F. Stephen, chairman of Alexander Stephen and Sons Ltd., Glasgow,** left for Athens yesterday and will return on Wednesday. They are visiting Greece to investigate the market for small cruise liners, car ferries and distant-water trawlers. One purpose of the visit will be to examine the conditions under which these vessels operate but longer-term prospects for selling large ships will also be studied. The British shipbuilding industry have built many large ships for Greek owners in the past but now want to study this comparatively new market for smaller vessels.

Experience counts. In his speech in Athens **Mr Stephen** said that UK Yards have a wealth of experience in the construction of smaller vessels. Trawlers and ferries of advanced design were being built for service under widely differing conditions ranging from North Sea to New Zealand routes. "We build good ships in Britain and we have the backing of research and financial facilities equal to none," said **Mr Stephen.** "We hope that in the future we will build many more ships to sail under the Greek flag."

Mr J. Stephen's ancestors formerly had a shipyard at Footdee from 1793 to 1830, and their roots in shipbuilding can be traced back to Burghead as early as 1750. For more on the Stephen shipbuilders see my book published on the **'Shipbuilders of Aberdeen'** webpage on www.electricscotland.com in 2019.

1965, 11th November: The Aberdeen Evening Express reported as follows: **"Aberdeen shipyard men go back.** Several hundred shipyard workers who stopped work at the Aberdeen yard of **Hall, Russell and Co. Ltd.,** yesterday, were back today. The men claim they staged their mass walk-out in protest against the management's action in carrying out a job normally done by shipwrights. The yards 50 shipwrights in dispute with the management had been given notice which took effect from lunchtime yesterday."

1965, 18th November: The Birmingham Daily Post reported as follows: *"...The Aberdeen shipyard of **Hall, Russell and Co., Ltd.**, has won an order for three cargo ships from a German firm. It is believed to be the first order placed with a British shipyard by German owners since before World War Two. The contract is for three vessels each of 6,000 tons deadweight for the Hamburg firm of H. Schuldt. Delivery of the ships is scheduled for 1967. It is understood that the order has been placed in Britain as part of the West German Government's agreement to buy British exports and so contribute towards the cost of maintaining the British Army of the Rhine. Apart from certain machinery which will be supplied by the owners, this contract has a value of about £2,000,000 and will provide a year's full employment at **Hall Russell's.**"*

1965, 11th November: The Aberdeen Press and Journal reported as follows: *"**Row over launching – ABERDEEN SHIPYARD WALK-OUT.** Several hundred shipyard workers staged a mass walk-out from the Aberdeen yard of **Hall, Russell and Co., Ltd.**, yesterday – because they claimed management staff launched a ship. The men said they called the snap strike in protest against the management's action in carrying out a job normally done by **shipwrights**. Ship at the centre of the dispute is the '**Lady Alison**', the fetch and carry vessel built at Aberdeen for P&O Offshore Services Ltd., to service the North Sea oil rigs. She has completed fitting-out and was drawn up on the yard's repair slipway for bottom painting prior to trials.*

60 get notice. *One of the men who walked out said that the yard's 60 **shipwrights** in dispute with the management, had been given notice, which took effect, from lunch-time yesterday. The management, he continued, went ahead with arrangements to float off the '**Lady Alison**' without the **shipwrights** – and this led to the mass walk-out by other trades. He estimated that about 600 men had joined in the protest. Only the electricians had not, he claimed. After a mass meeting on the nearby Links, shop stewards met the management for talks. They said another mass meeting had been called for today. A management spokesman had "no comment at this stage".*

This happened when I worked in the yard 10th December 1989. The North Isles ferry '**St Ola**' (1,344 tons) was sitting in the drydock nearing completion after being fitted with new stability sponsons as a direct result of the Zeebrugge ferry disaster, and a general refit costing £700,000, when a dispute arose, and all the workers had an overtime ban. There were big penalties for not returning her to her owners on time. The yard management and foremen took her off the drydock and took her up to the Upper Dock, where we finished off the work on her. She was taken deliberately to the Upper Dock and not the Outfitting Quay, because this was out-with the yard. I recall painting her hull with **Sandy Henderson, Technical Director**. **Plater foremen** did plating work, **electrician foremen** did wiring, etc. '**St Ola**' was returned to her owners

on time. The workers went out on strike, however, there was no hurry for them to come back to work, as we had no work for them.

1965, 30th December: The Aberdeen Evening Express reported as follows: *“49 years in shipyards. Mr Harry Watt, assistant shipyard manager in charge of repairs at the Aberdeen shipyard of Hall, Russell and Co. Ltd., was presented with a wrist-watch by Mr John Wright, managing director, to mark his retirement. He has been 49 years in the shipbuilding industry, and also received an electric razor and a wallet and notes from his colleagues. He served his apprenticeship as a shipwright with John Lewis and Sons, and worked there as a journeyman until 1928. He also worked with Hall, Russell and Co., and A. Hall and Co. until 1957, when he was promoted to assistant shipyard manager with Hall, Russell's. Mrs Watt was presented with a silver tea service by Mr Wright on behalf of the directors.”*

1966

1966, 21st February: The Aberdeen Evening Express reporting on Influenza (Flu) raging across the city, that **Hall Russell's** had over 100 off sick with the virus, double the usual sick list for this time of year, and that 100 nurses were off work in Aberdeen.

1966, 24th February: The Aberdeen Evening Express reported as follows: *“Aberdeen firms in directory. Aberdeen's two shipbuilding companies Hall, Russell & Co. Ltd., and John Lewis & Sons Ltd., are prominently featured in a revised edition of “British Shipbuilding: Facilities and Services,” the official directory of British shipbuilders, marine engine builders and ship repairers. The directory presents in tabulated form reference information together with details of activities and facilities of each firm, major items of equipment and the various services available. The publication is divided into geographical sections, prefaced by maps showing the location of yards and engine-works. During 1965 ships for registration in 31 countries were ordered from U.K. yards, and it is the continuing aim of the British shipbuilding industry to maintain close contact with all clients and customers.”*

1966, 1st March: The Aberdeen Evening Express reported on a court case brought by **William Still, machine-man at Hall, Russell and Co., Ltd.** William Still sued his employer for £1,000 of damages claiming his dermatitis was caused by oil from a machine he operated in the Plater's Shed, and that **Hall Russell** had not provided protective clothing. Mr Still lost the case as it was not proven that the oil caused his dermatitis and had to pay expenses.

1966, 5th May: The Aberdeen Evening Express reported as follows *“Hall, Russell chief to head dry dock and repair council. Well-known Aberdeen businessman Mr John*

Wright, managing director of **Hall, Russell & Co., Ltd.**, was today appointed **chairman** of the Dry Dock Owners' and Repairers' Central Council at their annual meeting in Edinburgh. Born at Burntisland in 1913, **Mr Wright** served his apprenticeship with the local shipbuilding company. In 1939 he was appointed an **assistant shipyard manager**, with special responsibilities for the development of electric welding. He went to Karachi (Pakistan) in 1944 to manage a new shipyard and repair works set up by Alcock, Ashdown Co., Ltd. Returning to the Burntisland company in 1951 he was appointed **general shipyard manager**, and a director in 1953.

IN 1955: Two years later he joined the **Burntisland Group's** Aberdeen shipyard – **Hall, Russell & Co. Ltd.** – as **managing director**. In 1957 he was also appointed **managing director** of **Alexander Hall & Co. Ltd.**, and was responsible for integrating the trading activities of the two Aberdeen companies. **Mr Wright** has served on Shipbuilding Conference and Shipbuilding Employers' Federation committees. He is vice-chairman of the Scottish East Coast Shipbuilders Association."

1966, 27th May: The Aberdeen Evening Express reported as follows "**New Director. Mr A. E. Gordon** has been appointed to the **board of directors** of **Hall, Russell and Company Ltd.**, Aberdeen. **Mr Gordon** has been company **secretary** since 1964 and is also **director** and **secretary** of the associated company of **Alexander Hall and Company Ltd.**"

1966, 1st June: The Aberdeen Evening Express reported as follows: "...At **Hall, Russell and Co., Ltd.**, **Mr Alexander Angus**, **assistant chief shipyard draughtsman**, who is retiring, received three gifts at a presentation in their shipyard canteen. **Mr John Wright**, **managing director**, handed over a gold watch on behalf of the company and a canteen of cutlery from the shipyard office staff. An electrical drill was presented by **Mr J. J. Hunter**, **chief engineering manager**, on behalf of the shipyard and engine works outside staff. **Mr Angus**, 9 Redmoss Gardens, has been with the firm since 1941, when he took up his present post."

1966, 8th July: The Aberdeen Press and Journal reported as follows: "**GOODBYE GIFTS FOR FOUNDRY FOREMAN.** Leaving Aberdeen shipbuilders **Hall, Russell and Co. Ltd.**, because of the closure of the firm's brass foundry, **foreman moulder Mr William Wilkie** (right) is presented with a wallet and notes from foremen and supervisory staff by **Mr J. J. Hunter**, **general engineering manager**. **Mr John Wright** (centre) **managing director**, handed over a gold watch on behalf of the firm. **Mr Wilkie** (61), 35 Montrose Drive, Aberdeen, followed in his father's footsteps. He was also **foreman** of the brass foundry. **Idle.** **Mr Wilkie** joined the firm in 1919 when he was 14. In 1922, after a year idle because of the depression, he became an **apprentice moulder**. In 1939 he left the firm for the Army and attained the rank of regimental sergeant major. For 23 years **Mr Wilkie** was connected with the Royal Artillery, Medium Regiment (TA). At the end of

*World War II, he rejoined **Hall, Russell** as a **moulder** and in 1948 was appointed foreman. **Mr Wilkie's** father brought his family from Dumbarton in 1912."*



Mr J. J. Hunter (left) presents Mr William Wilkie (right) with retirement gifts. (Aberdeen Journals).

1966, 4th August: The Aberdeen Evening Express published the following job advertisement:

**HALL, RUSSELL & CO. LTD.
ENGINEER DRAUGHTSMAN**

Required for their Engine Drawing Office, preferably Qualified in machinery and pipework lay-out and general details for diesel installations. Consideration would be given to training men with suitable marine engineering experience and / or sea-going experience.

Apply in writing, in the first instance, to the **Chief Draughtsman, Hall, Russell & Co. Ltd.**, PO Box 36, Aberdeen.

1966, 29th October: The Aberdeen Press and Journal reported as follows *"**Sixty workers to lose jobs at Torry shipyard.** About 60 workers in various trades are being laid off at the Torry shipyard of **John Lewis and Sons Ltd.**, Aberdeen, because there is no work for them writes Jim Kinnaird. But some at least may only have to cross the Dee to find jobs. A spokesman at the Footdee yard of **Hall, Russell and Co., Ltd.** said "Without knowing the numbers affected in the different trades, it would be difficult to give any idea of how many we could absorb. However, there is in shipbuilding as there is in the building trade a shortage of skilled men in the out-fitting trades and we might well be able to take on some of these men."*

Trials. *Lewis's lay-off follows completion of the 1,700 ton freezer stern trawler 'Defiance', which sailed on her sea trials yesterday. The redundancies reduce the Torry yard's labour force to about 250."*

1966, 2nd December: The Aberdeen Evening Express published the following advertisement "**HALL, RUSSELL RECREATION CLUB. DANCE, FRIDAY, 2nd DECEMBER. At the Beach Ballroom.** Guest Group – **THE FACELLES.** Tickets – 8/6 Non-members. Tickets can be had at Information Offices and Club Rooms, 31 York Street. (Ticket Holders Only after 10 p.m.).

1966, 12th December: The Aberdeen Evening Express reported on a court case brought by **James Park (53), machine-man at Hall, Russell and Co., Ltd.** **William Still** sued his employer for £750 of damages claiming his dermatitis was caused by oil from a machine he operated in the Plater's Shed, and that **Hall Russell** had not provided protective clothing. Mr Still lost the case as it was not proven that the oil caused his dermatitis and had to pay expenses.

1966, 12th December: The Aberdeen Evening Express reported as follows: "**Aberdeen yard worker sues firm for £750.** *A man who fell and broke his ankle while working on a slipway at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.,** is suing the firm for £750 damages. The claim is being heard by Sheriff Aikman Smith and a jury at Aberdeen today. **Mr James Park (53), 81 Jute Street, Aberdeen,** said he slipped and fell while working on the stern of a ship which was pulled up on the slipway. The surface of the slipway between the rails on which the ship's cradle was pulled was very slippery. It was covered by about half an inch of grease and muck. **Mr Park** is claiming that the shipyard should have provided a safe place for him in which to work. **Mr Park** said he was off work for 11 weeks as a result of the fall. He still suffered twinges of pain from his ankle.*

THE WORST. *From his experience, he said some of the oil and grease lying on the slipway came from the vessel which was being repaired and some came in on the tide from the harbour. The condition of the slipway varied but on the day he broke his ankle, the slipway was "the worst I have ever seen it". **Mr Park** said a floating boom placed outside the seaward entrance to the slipway was meant to stop oil and driftwood coming into the slipway on the tide – but it was not very successful. He suggested that staging planks or mats could be used at the slipway to make it safe to walk on. He said the problem of grease on the slipway had existed for a number of years. The problem had become worse as the number of oil-burning boats increased. An 19-year-old **apprentice Matthew Allison, 111 Gradner Crescent, Aberdeen,** said he was working with Mr Park at the time of the accident, but did not see it happen.*

COMPLAINTS. *He saw marks where **Mr Park** slid before falling. He didn't think it was safe to cross the slipway because the oil and grease covered it to a depth of an inch or an inch-and-a-half. **Shop steward Mr John Hunter Walker (41), 159 Faulds Gate, Aberdeen,** said he worked as a **caulker.** As a **shop steward** he had received complaints from men working on the slipway about the oil and grease there. Attempts were made*

to do something. **Mr William Flett** (39), 57 Sheddocksley Road, Aberdeen, said he was a **welder** in the yard. He was also a **shop steward** and he said the question of grease on the slipway was discussed by a works committee a month before Mr Park's accident. This was still a problem on the slipway and had resulted in some men refusing to work there. **Mr Albert Dandeen** (54), 52 Loanhead Terrace, Aberdeen, said he was a safety officer at the shipyard. The problem of oil on the slipway was a recognised one which had become worse over the years. There were several causes for oil being in the harbour and depending on wind and tide, this could be brought up on to the slipway. The problem had not been solved and its solution was beyond him – except for washing and brushing which was already done. **Mr Dandeen** said he agreed that grease was a dangerous substance for men to walk on but felt that the mats or planks which had been suggested as a possible solution would not work. The case continues.”

1966, 13th December: The Aberdeen Press and Journal reported as follows: “**CITY MAN WHO BROKE ANKLE IN SHIPYARD AWARDED £200.** Damages of £200 were awarded to an Aberdeen man who fell and broke his ankle while working on a slipway at the shipyard of **Hall, Russell and Co., Ltd.**, Aberdeen. The action, which was heard at Aberdeen Sheriff Court, was the second within a month where a jury has been called. Previous to that a jury had not sat in a civil court case in Aberdeen for more than 20 years. And yesterday, the seven members of the jury retired to consider their verdict. At the civil action with a jury last month the case ended when a motion was sustained by the sheriff that there was no evidence to justify a jury finding. In the action yesterday, **Mr James Park** (53), 81 Jute Street, Aberdeen, sued the firm for £750.....A **former manager** at the shipyard, **Mr Kenneth Brown**, Dundee, said that during the times that conditions were bad on the slipway various methods of cleaning the slipway were employed. Different types of chemicals had been used to shift the oil and grease at various times. After retiring for some 20 minutes, the jury decided to uphold **Mr Park's** claim, but they did not award the full amount of damages claimed.”

£200 in 1966 is equivalent to approximately £3,000 in 2022., £750 is nearly £10,000.

The accident happened in January 1964, Mr Park also claimed that during his 11 weeks off work, he lost £108 in wages. Therefore all he received was £92 (Equivalent to approximately £1,372 in 2022).

1966, 16th December: The Aberdeen Press and Journal reported as follows: “**ABERDEEN SHIPYARD MEN GET GOLD REWARD.** Two Aberdeen men who between them have given more than 100 years' service to the Aberdeen shipyard firm of **Hall, Russell and Co., Ltd.**, yesterday received gold watches to mark their retirement. There are **Mr Robert Russell** (66), 3 Gilcomston Park, who is being presented with his gift by **Mr William Neale**, the yard manager, and **Mr Andrew Bain** (71), 12 Marischal Street, receives his watch from **J. J. Hunter**, the **general engineering manager**. In the centre is **foreman turner Mr Frank Rae**, who handed over a wallet of notes to **Mr Bain** on behalf of his workmates. **Mr Bain**, a bachelor, and drilling machine operator in the engine works, has been 52 years at the yard. **Mr Russell**, a **craneman**, began his career as a

*labourer in the foundry in 1916 and later transferred to the foundry dressing shop. He played football for **Hall Russell's Junior FC** from 1921-26 and was capped for Junior Scotland in 1926. He played professional football for Arbroath from 1926-30 and was reinstated as a junior in 1931."*

A photograph accompanied the article but wasn't good enough quality to reproduce.

1966, 31st December: The Aberdeen Evening Express reported as follows: "**Stroud still playing 'Down Under'**. Still taking an active part in football in New Zealand is **Arthur Stroud**, former **Hall Russell's**, Arbroath and Fraserburgh goalkeeper. He is now a fully qualified coach, but hasn't stopped playing. Since going "Down Under" he has played for North Shore, Mt. Wellington and Ponsonby, as well as being an automatic choice for the Auckland team. Earlier this season the Auckland side went to Australia, where they beat the New South Wales under-20 team and the "shadow" New South Wales senior side. **Stroud** was a member of the New Zealand FA party which undertook a world tour in 1964. The trip was most unsuccessful from a playing viewpoint, and several players gave up the game after returning home. In **Stroud's** view it was a badly organised tour, and for the greater part of it the visitors were playing out of their class."

1967

1967, 27th January: The Aberdeen Press and Journal reported on a car crash involving Norman Bray, 4 Moir Crescent, Aberdeen "A former Highland League soccer star". His injuries included a broken leg and a fractured pelvis. Bray played outside-left for Peterhead in the 1950's. He also played for **Hall Russell FC** and for Montrose. "During National Service in the Army he was a guest player with Lincoln City."

1967, 7th February: The following job advertisement was published in the Aberdeen Evening Express:



Norman Bray.
(Aberdeen Journals).

HALL, RUSSELL & COMPANY, LIMITED
SHIPBUILDERS, ABERDEEN
REQUIRE AN
ASSISTANT FOREMAN SHIPWRIGHT
with first-class experience of erection of fabricated units.
Contributory Pension Scheme.
Applications, giving full details of experience, etc., should be
addressed to:—
THE SHIPYARD MANAGER,
HALL RUSSELL & COMPANY, LIMITED,
P.O. BOX 36,
YORK PLACE, ABERDEEN.

1967, 13th February: The Aberdeen Press and Journal reported as follows: ***“APPRENTICE PLUNGES 16ft, INTO ENGINE-ROOM OF NEW BOAT. Aberdeen youth hurt in mystery fall at shipyard.*** *Mystery last night surrounded an Aberdeen shipyard accident in which a young apprentice marine engineer received head injuries and a broken pelvis. Richard Milne (19), 43 Kingshill Avenue, was taken to Aberdeen Royal Infirmary, Woolmanhill, after falling 20ft. into the engine-room of a cargo boat being fitted out at Hall, Russell and Co.’s yard. Richard was later transferred to Foresterhill, where his condition was stated to be “fair.”*

No details. *Last night, his parents had not heard how the accident happened. Mr John Wright, managing director of Hall, Russell’s said he had not received any details of the fall aboard the 345ft. ‘Duburg’, which is being built for a German firm. Mr Wright told the “Press and Journal” there would probably be a police investigation into the accident. “Until that has been done, I don’t think anyone would be prepared to make any statement.”*

Unconscious. *The injured boy’s father, teacher Mr Arthur Milne, said that when he and his wife reached the hospital their son had lapsed into unconsciousness and was unable to tell them what had happened. Someone from the yard went with him in the ambulance to hospital, but he was unable to tell us clearly what had happened. We tried to get information from the lad but all he could tell was that it was difficult to explain.”*

1967, 22nd February: The Aberdeen Evening Express reported as follows: ***“Major refit for dredger.*** *The Government dredger ‘St Giles’ is in Aberdeen for a major refit at the shipyard of Hall, Russell and Co., Ltd. A spokesman said today that after 12-week programme at Aberdeen she will proceed to Invergordon to carry out Admiralty work.”*

1967, 23rd February: The Aberdeen Evening Express reported as follows: ***“No change in yard dispute.*** *A spokesman for the management at the Aberdeen shipyard of Hall, Russell and Co., Ltd., said there was “no change” in the dispute position at the yard today. None of the 76 platers involved “clocked-in” for work today. The men did not turn up for work yesterday, but a shop steward at the yard said: “These men are adamant that they are not on strike.” The management refused to comment on the trouble and the shop steward would not say if the dispute concerned a wage claim. A number of platers’ helpers are believed to have been paid off as a result of the dispute.”*

1967, 11th March: The Aberdeen Press and Journal reported as follows: ***“DATA official accuses Aberdeen shipyard.*** *The management of Hall, Russell and Co., Ltd., one of the 70 British shipyards who have suspended labour by DATA members were last night accused of failing in their responsibility to their draughtsman apprentices. The attack came from Mr Roy Pirie, secretary of Aberdeen branch of the draughtsmen’s union, who claimed the apprentices’ training was suffering as a direct result of the “lockout” of their journeymen colleagues. He said: “The apprentices are beginning to experience*

difficulties in carrying out their work. In short, they are not getting their proper training.

Stagnating. *“The method of training apprentice draughtsmen is by working alongside the other men. If they are not there the lads training must suffer. “Virtually they are stagnating and the employers are not fulfilling their obligations to the apprentices.” The situation was not at present serious, he agreed, but it could be in the long term...if the “lockout” was protracted.*

No action yet. *Mr Pirie told “The Press and Journal” that fears about the apprentices’ training had been expressed at a meeting of the DATA men yesterday. But no action on the matter would be taken yet. “If the lockout continues, no doubt, we might consider making some approach about this because the management have a definite liability to the apprentices and cannot meet that without adult draughtsmen,” Mr Pirie declared. Last night a **Hall, Russell’s** spokesman refused to comment on the matter.”*

DATA: Draughtsmen's and Allied Technicians' Association.

1967, 18th March: *The Aberdeen Press and Journal reported as follows: “**Footdee shipyard workers threaten overtime ban.** Workers at the Footdee shipyard of **Hall, Russell and Co., Ltd.,** Aberdeen have threatened to ban overtime. It is a pressure move to try to hasten the raising of the suspension notices on 17 **draughtsmen** employed at the yard. The **draughtsmen** were suspended just over a week ago in the national dispute between the Shipbuilding Employers’ Federation and the Draughtsmen’s and Allied Technician’s Association. A spokesman for Aberdeen branch of DATA said yesterday that the approach had been made to management after a meeting of the Confederation of Shipbuilding and Engineering Unions and **shop stewards** of the Footdee yard.*

Serious effect. *The spokesman said that as a result of that meeting, the management had been told that unless something was done about the lock-out of **draughtsmen**, other trades would impose a ban on overtime. He added: “The **shop stewards** represented every section at the yard. They feel that from a long-term point of view, the lock-out will have a serious effect on the work at the yard.”*

1967, 13th April: *The Aberdeen Press and Journal reported as follows: “**Long-service shipyard men honoured.** Two long-serving employees at the Aberdeen shipbuilding yard of **Hall, Russell and Co., Ltd.** were honoured yesterday by their firm and colleagues. **Mr Robert K. Booth**, 4 Caledonian Place, Aberdeen, and **Mr James Reynolds**, 32 Tollohill Gardens, Aberdeen, both aged 65, are retiring after 40 and 32 years’ respectively in the firm’s service. **Mr Booth, cost accountant** with the company, joined them in 1927 as **chief cost clerk.** He was promoted to **office manager** in 1955 and three years ago was appointed to his present position. For 20 years he served as treasurer of **Hall Russell Recreation and Youth Welfare Club** and was honoured by members when he resigned several years ago.*

*In choir. **Mr Booth** was attached to the firm's male voice choir from 1926 to 1955 and held for several years the offices of president and secretary. He is a bowling enthusiast and was Hall Russell Bowling Club champion on two occasions. Yesterday he was presented with two armchairs – a gift from the directors of the company – by **managing director Mr John Wright**. From the staff he received a record player which was handed over by **Mr David Benzie, office manager**.*

***Footballer. Mr Reynolds, a foreman riveter-caulker**, began work with the firm in 1916 and served his apprenticeship as a riveter. In 1928 he joined the firm of **Alexander Hall and Co., Ltd.**, and returned to **Hall Russell** in 1957 to take up his present position. Football took up most of his leisure time – both as a player with the old Neptune club in the Granite City League and as a keen and constant supporter of the Dons. To mark his retirement, **Mr Reynolds** was presented with a gold watch by **Mr Wright** and from his fellow foremen and members of staff received an electric shaver and wallet of notes, which were handed over by **Mr S. Littlejohn, assistant manager (out-fitting)**.”*

*(A photograph of the two men and **managing director Mr John Wright** accompanied the article, but it wasn't good enough quality to reproduce).*

1967, 30th March: The Aberdeen Press and Journal reported as follows: **“Plea for support by draughtsmen. ABERDEEN SHIPYARD CALL TO ‘DOWN TOOLS’.** All workers at the shipyard of **Hall, Russell and Co. Ltd.**, Aberdeen, are being asked to down tools tomorrow forenoon in a fresh move in the three-week-old dispute between the Shipbuilding Employers' Federation and the Draughtsmen's and Allied Technicians' Association. Eighteen drawing office staff in Aberdeen – 17 at **Hall Russell's** and one at the **John Lewis** yard at Torry – are out of work because of an official strike by 167 DATA members at **Swan Hunter, Wallsend-on-Tyne**, over a wage claim. Aberdeen employers claim that the Tyne strike is a test case and a national issue, because if the claim there is met, it would soon be demanded for all British yards.

Mass meeting. At lunchtime tomorrow, Mr Archie McAlpine, one of DATA's two full-time Scottish organisers, will address a meeting of the Aberdeen draughtsmen. Yesterday, Mr James A. Lamond, Aberdeen DATA branch chairman, announced that all other workers at the yard were being asked to down tools and attend the meeting. “Mr McAlpine will be explaining our union's position in the dispute,” said Mr Lamond, “and how this affects the other workers at the yard. “I have today approached the shop stewards' committee at **Hall Russell's**. They have given us a lot of co-operation when we have made other requests in the three weeks since the dispute started.” In the past fortnight, in Aberdeen and throughout the country, the dispute has been simmering.

No-pay jobs. Each day the draughtsmen have reported for work and, on being told they may work – but without pay, have gone home. Aberdeen Trades Council are giving unanimous support to the draughtsmen. The dispute, which affects all yards in Scotland except **Fairfields, Govan**, has brought quoting for new orders to a stop, say the employers. Its effect on production varies from berth to berth, according to the

stage which vessels under construction have reached. A spokesman for the management said last night that a statement on the new move may be made today."

1967, 3rd May: The Aberdeen Press and Journal reported as follows: **"SHIPYARD MAN IS HONOURED. Machine-shop charge hand at Hall, Russell and Co., Ltd., Aberdeen, for the past 47-years, Mr James Scott, 82 ??? Road, Torry, is retiring. To mark his total of 47 years' service with the firm, he has been presented with a gold watch from the directors. Giving the presentation yesterday was the general engineering manager, Mr J. J. Hunter said that, apart from spells away from the yard when he was serving in the Gordon Highlanders in World War I., Mr Scott had worked with them since 1915."**

1967, 16th May: The Aberdeen Press and Journal reported as follows: **"DRAUGHTSMEN GO BACK. Nationwide lock-out and strike are over. The 14-week-old strike of 168 draughtsmen at Swan Hunter's Wallsend-on-Tyne Shipyard, which led to the national lock-out of 1,800 shipbuilding draughtsmen, is over. After daylong negotiations, the men decided last night to accept the offered pay increase, and to march back to work today at 8.45 a.m. behind their strike banner. The locked out draughtsmen, 18 of them in Aberdeen, resumed work yesterday after the lifting of the suspension imposed on March 8, by the Shipbuilders and Repairers National Federation. Mr George Doughty, general secretary of the Union, said in Wallsend last night that the terms agreed were an increase of 17/- to 29/- weekly for men aged 21 to 30, and an increase, proportionately larger, for senior draughtsmen and section leaders. Female tracers would get 10/- a week more at 19 to 22/- at 30. The increase for draughtsmen was also extended to include planning engineers. Throughout the 10-week lock-out the Draughtsmen's and Allied Technicians' Association paid the suspended men a high proportion of the salaries they were losing. It is estimated that the dispute cost the Union about £100,000 although, but for a levy on members who were still working and grants from other unions, it would have cost somewhere in the region of £250,000. In Aberdeen, 17 men at Hall, Russell's and one at the John Lewis Yard at Torry were affected."**

1967, 26th May: The Aberdeen Press and Journal reported as follows: **"TRIBUTES ALL ROUND AFTER 41 YEARS' SERVICE. Mr John Ord, 45 Burns Road, Aberdeen, who for 24 years has been foreman engineer with Hall, Russell and Co., shipbuilders, receives a clock from Mr John Wright, managing director, on behalf of the directors of the firm. Mr Ord also received electric power tools from Mr J. J. Hunter, general engineering manager, on behalf of the management staff and foremen, and a wallet and bowler's measure which Mr W. R. Malcolm handed over on behalf of the engine works employees. Mr Ord has been 41 years, in all with the firm."**

A photograph accompanied this article, but it wasn't good enough to reproduce.

1967, 16th June: The Aberdeen Press and Journal reported as follows: **"As work on first two goes on at Footdee. TANKER ORDER No. 3. More work for Aberdeen shipyard men. By Jim Kinnaird. The Aberdeen shipyard of Hall, Russell and Co., Ltd., have**

secured an order to build a third coastal tanker for the Shell-Mex and BP Group. Two similar tankers are at present building at the Footdee yard. The first is due to be launched in the autumn, when the ceremony will be performed by Mrs Robert S. Lennox, wife of Aberdeen's Lord Provost. The new order, announced today by Shell-Mex and BP Ltd., is for a coastal tanker of 2,000 cargo deadweight tons. She will be used for transporting all types of white petroleum products and also black oils around the British coasts. The contract date for delivery is August, 1968. The ship 249ft. long, will have a crew of 12, including the master.

Largest. *The ship due to be launched by the Lady Provost in the autumn is also of 2,000 tons capacity. She will be the largest addition to the fleet of 11 coastal tankers operated by the group. She will be employed taking the refined oil products of the group's refineries in the UK to coastal terminals for onward transmission. Since 1964, six similar vessels of 1,300 and 1,000 tons capacity have been built in Scotland.*

1967, 21st July: *The Aberdeen Press and Journal reported as follows: "**Aberdeen man to be honoured.** A native of Aberdeen, **Mr James Levie Macintosh**, has flown from Germany with his wife to receive the insignia of the OBE at a ceremony at Buckingham Palace. **Mr Macintosh** (57) has been working with the Blue Star Line for 25 years and is now a chief engineer. He started his apprenticeship in engineering with **Hall, Russell and Co., Ltd.**, Aberdeen. His mother, Mrs Mary Macintosh, lives at 168 King Street, Aberdeen."*

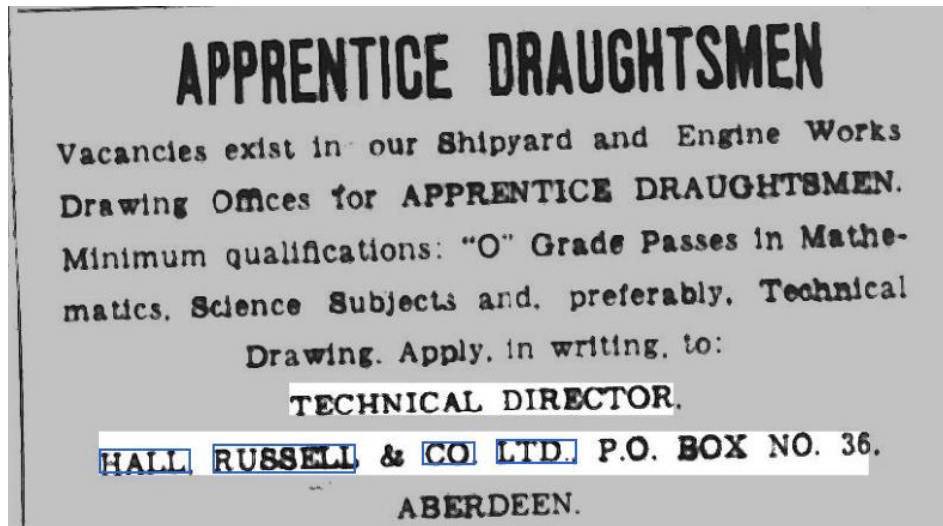
1967, 9th August: *The Aberdeen Press and Journal reported as follows: "**Spectators crowd at Aberdeen shipyard to see launching. GATES OPENED TO WORKERS' FAMILIES AND HOLIDAY VISITORS.** By **Jim Kinnaird.** A "Sunshine" launch yesterday drew the biggest yet crowd of spectators to the Footdee yard of Aberdeen shipbuilders **Hall, Russell and Co. Ltd.** It was the first time the yard had opened their gates to visitors and hundreds of folk, young and not-so-young, turned out to watch the 6,000-ton cargo liner '**Troyburg**' glide powerfully down the ways into the water. Delighted "oohs" and "aahs" testified that they were suitably impressed and there was no denying that the '**Troyburg**' made a memorable picture as she sped down to the sea. Said a yard spokesman: "With the holidays it was decided the men could invite their families and friends to see the launch. Obviously with today's turn-out, the idea is popular.*

Compliment. *The 374ft. '**Troyburg**', last of a £1,500,000, three-ship order from Hamburg Shipowners H, Schuldt, was named by Mrs Eva Jung, wife of a director of a Kiel merchant bank. The senior partner in the ship-owning firm, Mr Harald Schuldt, and Mrs Schuldt were also present with other guests from Germany. Mr Schuldt publicly complimented the shipyard workers on their craftsmanship before Mrs Jung was invited to perform the naming ceremony.*

Completed. *Like her sister vessel, '**Duburg**' and '**Glucksburg**' which were delivered earlier this year, the '**Troyburg**' is an all-welded, single-screw closed-shelter-deck cargo vessel. She is intended for Worldwide trading. Designed for the rapid handling of all*

types of cargoes, including containers and palletised units, she is due to be completed early in December. Her deck gear includes quick-operating derricks for loads up to 60 tons..."

1967, 29th August: The Aberdeen Evening Express published the following job advertisement for **apprentice draughtsmen**:



APPRENTICE DRAUGHTSMEN

Vacancies exist in our Shipyard and Engine Works Drawing Offices for **APPRENTICE DRAUGHTSMEN**.
Minimum qualifications: "O" Grade Passes in Mathematics, Science Subjects and, preferably, Technical Drawing. Apply, in writing, to:
TECHNICAL DIRECTOR.
HALL RUSSELL & CO LTD. P.O. BOX NO. 36.
ABERDEEN.

I found this advertisement interesting, because it highlights that mathematics and science subjects were more important than technical drawing to be an **apprentice ship draughtsman**. This was something the late Jimmy Fraser, **Chief Ship Draughtsman** told me during my interview for a job in 1980.

The same advertisement appeared in the Aberdeen Press and Journal the next day.

1967, 30th August: The Aberdeen Press and Journal reported as follows; *"Yard platers in bonus dispute. About 60 platers at the Aberdeen yard of shipbuilders Hall, Russell and Co., Ltd., did not report for duty yesterday. The men stopped work last Thursday over a bonus dispute. It had been hoped that normal working would resume after Monday – a holiday at all engineering works."*

1967, 2nd September: The Aberdeen Press and Journal reported as follows: *"Aberdeen shipyard platers return. About 60 platers who stopped work 10 days ago over a bonus dispute at the Aberdeen shipyard of Hall, Russell and Co., Ltd., will return to work on Monday a union official said last night. He added that both parties in the dispute were now apparently happy."*

1967, 15th September: The Aberdeen Press and Journal reported as follows *"ABERDEEN YARD CHIEF WARNS – JOBS IN DANGER. 200 FACE PAY-OFF. Unless Hall, Russell get new orders, by Innes Stephen. A long hard winter is in prospect for many workers at Hall, Russell & Co., Ltd., Aberdeen, with the possibility of up to a fifth of the labour force of about 1,000 being paid off in the coming months, unless any new orders are forthcoming. Yesterday 22 platers, helpers and other steel workers were paid off, and last night the managing director, Mr John Wright, warned that by the end of the year 200 men could be paid off. The rundown is due to shortage of work as far as the*

steelworkers are concerned, and a lack of new orders. There is still plenty work for men in other departments, **Mr Wright** emphasised. "But" he emphasised, "the future looks bleak". "We are trying to get some orders, but we don't have any specific hopes. We are always hoping to get some new work, but, if we don't there will be a big rundown before the end of the year". The rundown will mainly affect the steelworkers, as the yard will be busy fitting out until early in 1968. At the moment four ships are building in the yard and one will be launched next week, by the Lady Provost. Before yesterday's pay-offs were made, consultations went on between management and unions for some weeks, and it was agreed that there was no alternative to the present move.

UNIONS VIEW. But the unions do not take as serious a view of the future as **Mr Wright**. A **shop steward** at the yard said last night that he hoped the position would improve on the reorganisation of the industry and the implementation of the Geddes Report on the industry. "We feel that the firm would be in a better position to tender for new orders when the reorganisation is effective," he said. It is understood that agreements have already been reached between management and some of the employees about flexibility of labour, and more efficient use of manpower, and that talks have been in progress with



John Wright.
(Aberdeen
Journals).

the other men in the yard. The shop steward, however, gave a strong warning about future redundancies. "At the present time we are prepared to accept the position that redundancies will take place, but not under and consideration will we accept that redundancy is something that is inevitable. If there were to be many redundancies, he said, the unions would fight them with every means at their disposal. "It is demoralising to see young, fit men being put on to the labour exchanges. There is no alternative industry in the city, and they have to go away or take a job away from the trade. Many are first-class craftsmen who should never be allowed to go idle." The news was described as "very, very serious" by Mr James Milne, secretary of the Aberdeen Trades Council. The council, he said would be speaking to the management about the situation. He understood that the yard would still be requiring tradesmen, other than shipbuilders. "The position is that everything they have on their order books is on the stocks. By and large, work for the plating side of the yard is fairly well on, so that they will still be left with jobs for the finishing tradesmen. However, after the building side work is complete, the outfitting side will begin to feel the effects."

DISQUIET. Another who voiced disquiet at the situation was Councillor Norman Hogg, chairman of the North-east Consultative Group of the Planning Council. "We are doing our utmost to get work to the city and when we hear of a setback like this, it is a matter for great concern. "The group will definitely be giving consideration to this when they meet on September 27, but of course, it is difficult to know what one can do." The yard, one of the biggest on the East Coast, have a work force of almost 1,000 men. The most

recent order came in June this year, when they clinched a deal to build a third coastal tanker for the Shell-Mex and BP Group. The contract date for delivery is August 1968. The launching later this month is also a coastal tanker of 2,000 tons.

1967, 20th September: The Aberdeen Evening Express reported as follows: **"ABERDEEN HAS A LAUNCH AS WELL.** *By Arthur Middleton. Aberdeen had a launch of its own today – though somewhat smaller than the Q4. The 2,000-ton tanker 'Point Law' slipped down the ways at the Footdee shipyard of Hall, Russell and Co., Ltd., shortly after the super Cunard liner was safely in the water. The naming ceremony for the new tanker, one of three being built for Shell-Mex and BP at Hall, Russell's was carried out by the Lady Provost, Mrs R. S. Lennox.*

THIRTEEN. *The vessel has an overall length of 249ft. 2in. and is the first of her class to be built for the company. She was named after the company's terminal at Aberdeen and will have a crew of 13 including the master. She will carry products of her owners' refineries for distribution. She will have a speed of 11 knots." 'Q4' was named the 'Queen Elizabeth 2' and launched from John Brown's, Clydebank on the same day.*

1967, 21st September: The Aberdeen Press and Journal reported on the jobless in Aberdeen and reported that the unemployment rate in Aberdeen had *"rarely been better"* as it was about 3%, compared with 1.9% in Edinburgh, 3.2% in Dundee and 4.6% in Glasgow. James Milne secretary of the Trades Council sounded a warning that *"it had been estimated that by the end of the year upwards of 250 men would be paid off in the yard of Hall, Russell and Co. Ltd., he said, and by the spring there would be nothing more than a token force unless fresh work was won. Local officials of the Confederation of Shipbuilding and Engineering Unions are to meet John Wright of Hall, Russell's next week to discuss the situation, he said."*

1967, 28th September: The Aberdeen Press and Journal reported as follows: **"REPLY AFTER MR HUGHES PUTS MATTER TO MINISTRY. Watch kept on the jobs position at Aberdeen shipyards.** *The Ministry of Technology are keeping a watch on the unemployment situation at Aberdeen shipyards. So, Mr Hector Hughes M.P. has been told in a letter from Mr Gerald Fowler Joint Parliamentary Under-secretary of State, Ministry of Technology. Mr Hughes had raised the question with the Ministry following the report that about 200 of Hall, Russell and Co. Ltd.'s 1,000 strong labour force may be paid off by the end of the year. Mr Fowler said in his letter "I agree that the rate at which orders have been taken by the shipbuilding industry this year has been low and that this gives rise to some concern.*

Measures: *"I share this concern and we are keeping a close watch on the situation. Mr Fowler said a number of measures had been taken by the Government to aid the shipyards. "The future of the industry and those employed in it depend on the success of the reorganisation recommended by the Geddes Committee", his letter added. The co-operation of all those employed in the industry, management and labour is equally vital for success. Without it no Ministry or Government department would put the*

industry on its feet again. Mr Hughes said last night he had also been in touch with Mr Ray Gunter, Minister of Labour and the Board of Trade about the situation.

Questions. *"I have also several questions on the Order Paper for the Parliamentary session which begins in October", he added. **Hall Russell shop steward Mr Jim McArtney** who had written Mr Hughes about the threat of pay-offs said last night: "If the management of the shipyard are not in a position to get orders to keep workers wholly employed then the Government should try to direct some type of shipping orders here." The **shop stewards** he added would also have to consider approaching other bodies such as the Lord Provost's committee, Scottish Office and the Scottish Council Development and Industry to try to bring pressure on them to speed alternative industry to the city."*

1967, 24th October: The Aberdeen Press and Journal reported as follows **"NEW SHIPYARD MANAGER FOR HALL RUSSELL'S.** The new **shipyard manager** at the Footdee yard of Aberdeen shipbuilders **Hall, Russell and Co., Ltd.** took up duty yesterday. He is 31-year-old Glasgow graduate **Mr Fred M. Walker**, who joins the Aberdeen firm after a spell as a divisional production controller with **Fairfield**, the Clydeside shipbuilders. Glasgow born **Mr Walker** was educated at Hillhead High School, Glasgow, and served his apprenticeship with **William Denny and Brothers, Ltd.,** Dumbarton. He later took a degree in naval architecture at Glasgow University. He subsequently served in a managerial capacity in Clyde shipyards and West Africa and also as a naval architect in Denmark. **Mr Walker's** experience ranges over a wide variety of vessels, including fishing craft, a specialist line of the Aberdeen shipbuilders. **Mr Walker**, who is married and has a son, has an established link with Aberdeen. His brother, Mr William B. Walker took a degree in forestry at Aberdeen University two years ago. He is now county landscape officer for Norfolk."

*(The article also included a photograph of **Fred Walker**).*

1967, 11th November: The Aberdeen Press and Journal reported as follows: **"Contracts worth £380,000 for shipyard.** By Jim Kinnaird. Contracts worth £380,000 for two ships have been placed by the Government with Aberdeen shipbuilders **Hall, Russell and Co., Ltd.** But they have come too late to stave off the run-down of labour which began a few weeks ago at the Footdee yard. **Hall, Russell's managing director, Mr John Wright**, said after the contracts had been announced in Edinburgh by Scottish Secretary Mr William Ross: "Unfortunately it will not prevent the run-down which is taking place at the present moment." He added: "But we are going to try to mitigate the effect of that rundown by speeding up the construction of the present ships until such time as we have the plans and materials available for the new contracts."

RESEARCH. *In this way, the new ships, a fishery research vessel and a dredger, will ease the employment position at the Aberdeen yard, which had faced the prospect of a bleak winter. Mr Ross announced the placing of the orders at a meeting of the Scottish Economic Planning Council. Each vessel will cost about £190,000. The research ship,*

106ft. long, will replace the 22-year-old herring research vessel **'Clupea'**. Like the **'Clupea'**, she will be attached to the Marine Laboratory at Aberdeen, which is administered by the Department of Agriculture and Fisheries for Scotland. She will be one of a fleet of five research craft assigned to the laboratory and will be specially designed and equipped for herring research. In addition, she will be capable of carrying out hydrographic and other services and to assist with the development and testing of new fishing gears. A hydraulically-operated stern gantry will be fitted for towing a "submarine vehicle" from which scientists will be able to make underwater observations of fishing gear in action.

SCIENTIFIC. Other fishing and scientific equipment will include purse-seine and hydrographic winches. A single-screw, diesel-powered craft she will have accommodation for four scientists and a crew of 10. The new dredger will be one of two operated by the Department, serving fishery harbours around the Scottish coast. She will replace the **'Dragon'** which was built in 1939. The new dredger, 115ft. long, will be a twin-screw motor vessel with modern suction-grab equipment. By combining these two methods of dredging, she will be more efficient than the **'Dragon'** in the confined space of many of the inshore-fishery harbours. Work on both ships is expected to start in about six weeks."

The new research vessel at her launch 25th July 1968 was named **'Clupea'** (215 tons) and 11th June 1968, the dredger **'Shearwater'** (342 tons).

1967, 25th November: The Aberdeen Press and Journal reported as follows: "**Firemen are called to new tanker.** Aberdeen firemen were called to the new 2,000-ton Shell-BP tanker **'Point Law'** yesterday – but there was no emergency. They helped engineers to pump water ballast from the ship after she docked at the berth from which she draws her name – Point Law. A spokesman for shipbuilders Hall, **Russell and Co., Ltd.**, explained that the fire pump had been called to augment the ship's machinery in clearing the water ballast which had been taken aboard to simulate cargo during trials. There was a hurry to resume the trials programme because of the restricted period of daylight at this time of year, he said."

1967, 29th November: The Aberdeen Evening Express published an advertisement for the **Hall Russell's Dance** as follows:

HALL RUSSELL'S DANCE

Beach Ballroom, Friday 1st December 1967

Tickets 6/6.

Guest Group "The Rhubarb"

From 9 p.m. to 3 a.m.

Tickets holders only after 10 p.m.

Tickets from Information Bureau.

Willy's Book Shop and Club Rooms.

1967, 7th December: The Aberdeen Press and Journal reported as follows: “**£1,000,000 Merry Christmas at Footdee. N.E. SHIPYARD CHEER. Double order saves 200 jobs. By Jim Kinnaird.** It’s going to be a Merry Christmas after all for Aberdeen shipyard workers. Orders for two ships, worth nearly £1,000,000, were announced yesterday for the Footdee yard of **Hall, Russell and Co., Ltd.** They will stave off the rundown of the yard’s labour force. The big news broke at a reception to mark the launching of the 2,000-ton coastal tanker ‘**Inverness**’, the second of three similar ships building at Footdee for Shell-Mex and BP Ltd. First, Mr T. R. Grieve, vice-chairman and managing director of Shell-Mex and BP Ltd., announced that his company had placed a fourth tanker order with **Hall, Russell.** Then the shipyard’s **managing director, Mr John Wright,** disclosed that the Hull firm of J. Marr and Son Ltd. had ordered their fifth freezer trawler from the Aberdeen firm. (£1 million in 1967 is equivalent to approx. £14 million in 2022).

WELL-TIMED. The new orders, said **Mr Wright,** together with two specialist craft commissioned by the Scottish Secretary, would keep the yard going until well into the second half of next year. He said later that, without the orders, perhaps about 200 of the yard’s labour force of 950 would have been laid off by the New Year. About 100 had already gone, but they would be progressively re-engaged. **Mr Wright** told the guests at the reception that the tanker order was wonderfully timed because it would allow continuity of work at the yard. The two craft ordered by the Scottish Secretary – a fishery research vessel and a dredger – required a lot of design work and could not proceed immediately. The tanker, on the other hand, was a repeat order and building could start much sooner, with the result that redundancy would be slowed down and reversed much more quickly than would have been otherwise possible.

NEGOTIATING. **Mr Wright** said the new work would give them breathing space to try to implement the recommendations of the Geddes Committee. The yard were in the process of negotiating with the workers to remove many of the restrictive practices, which had been the subject of much fierce criticism of the industry in the past. By achieving this, they would enable the small shipyard to continue as a viable unit. Remarking that they were not looking for subsidies **Mr Wright** said: “We want to stand on our own feet and show the world we are still, after 100 years of existence, one of the good progressive shipyards in Europe.”

PROMPT. In announcing the order for a fourth tanker, Mr Grieve said: “We have experienced a high standard of workmanship in **Hall, Russell’s** shipyard, together with a very competitive price. “But it is very largely because **Hall Russell** have given us prompt delivery in the past and have promised the same good performance in the future that my company decided to place the order for this fourth ship.” The new freezer trawler, 246ft. long, will be the largest operating from Hull. She will join the ‘**Junella**’, ‘**Northella**’, ‘**Kirkella**’ and ‘**Criscilla**’, Marr’s other Aberdeen-built stern-operating ships. The hull will be to the builders’ standard design. A bulbous bow,

coupled with a specially – designed above-water form, will give the ship excellent sea-keeping qualities. The freezing plant will be capable of handling more than 600 kits a day.”

1968

1968, 13th January: The Aberdeen Evening Express reported as follows: *“Top engineers from the Aberdeen shipbuilding firm of **Hall, Russell Ltd.**, who boarded the Norwegian cargo boat ‘Perry’ as soon as it docked at Aberdeen today, begin their search of the funnel after reports that a woman had been trapped inside during the voyage across the North Sea. After satisfying themselves that no one was inside the engineers removed their equipment and left the vessel.”*

It seems the master of the vessel captain Thomas Skogland (42) of Haugesund had reported that his wife was trapped inside the funnel, however after the vessel had docked the agent for the vessel in Aberdeen reported that the captain’s wife was *“alive and well in Haugesund, Norway”*. The port doctor, Dr Leiper said the captain was ill and he was referred to hospital after he spoke to his wife on the telephone.

1968, 15th January: The Aberdeen Press and Journal published the following job advertisement:

HALL, RUSSELL & COMPANY LTD.
Shipbuilders, Aberdeen

Applications are invited for the following posts.

1. **ASSISTANT NAVAL ARCHITECT.** Applicants must have at least H.N.C. with experience of all ship and design calculations for vessels up to 400ft.
2. **PLANT MANAGER.** Applicants to be responsible for planned maintenance of all plant and buildings in shipyard, including the estimating and planning of capital projects. Mechanical Engineer with experience of building construction preferable.
3. **ASSISTANT IN PRODUCTION PLANNING OFFICE.** Experience in shipyard construction preferable. Good staff conditions including Contributory Pension and Life Assurance Scheme.

Applications with details of education, training, experience and salary expected to—

**THE SECRETARY,
HALL, RUSSELL & CO. LTD.,
YORK PLACE,
ABERDEEN.
AB9 8BT.**



‘Saflo’.

(Photographer unknown).

1968, 18th January: The Aberdeen Evening Express reported as follows: *“**Inverness may have trials soon.** The new 2,000-ton Shell-BP tanker ‘Inverness’, at present fitting out after building at the Aberdeen yard of **Hall, Russell and Co., Ltd.**, is expected to carry out sea trials early next month and be handed over to her owners at the end of the month. Her master is Captain Mair, a North-east man. ‘Inverness’s’ sister ship, the ‘Point Law’, is already in operation in the East Anglia and Thames areas. The ‘Point*

Law' was the first of four similar tankers built by the Footdee yard and the new class of taker is proving to be very successful, with excellent pump facilities and turn of speed."

1968, 2nd February: The Aberdeen Press and Journal reported as follows: *"Electricians on oil rig. Two electricians from Aberdeen shipbuilders Hall, Russell and Co., Ltd. spent last night 60 miles out in the North Sea on board the oil rig 'Staflo'. A spokesman for the firm said they had gone to carry out some minor electrical repair work and would be staying until the job was finished. They were taken out by BEA helicopter."*

'Staflo' was a semi-submersible oil drilling rig built by Furness Shipbuilding (Tyne) for Varf Stockholm, Sweden, and delivered in December 1967.

1968, 9th February: The Aberdeen Evening Express reported as follows: *"LENNOX LANDS IN UNION HOT SPOT. It's high-handed say shop stewards. Row over industry remarks. Angry shop stewards at the Aberdeen shipyard of Hall, Russell, hit out today at Lord Provost Robert Lennox for saying that he did not want to see heavy industry come to the city. "We think it is a high-handed attitude for a Lord Provost of Aberdeen to take and a Socialist Lord Provost in particular," said Mr James McArtney. "There has not been such high feeling among the shop stewards – and the men in general – about anything for many years as there has been about this." The matter has been discussed at a meeting of shop stewards and this was their view: "We in the boilermakers work in heavy industry only." Said Mr McArtney. "At present we have 100-120 men idle, consisting of welders, caulkers, burners, riveters, and platers. "These men have done nothing but heavy work all their lives and they are at the Labour Exchange now – rotting.*

TWO MP's. *"The shop stewards are not opposed to alternative science-based industry coming to Aberdeen, but if it is possible to get heavy industry to Aberdeen, then we would be prepared to work at it. "Just recently we saw the two MP's for the city and put forward the case for getting any type of industry to Aberdeen. They agreed with us on this. "At least Lord Provost Lennox should have had the common courtesy to consult the members of the trade union movement who are employed in heavy industry to get their feelings about this. We think the city certainly needs heavy industry." Lord Provost Lennox said today: "It is perhaps unfortunate that my remarks at the recent building trades prizes awards should be capable of misunderstanding. "When I referred to the influence of heavy industry it was in the context of a pen-sketch of the city skyline and was intended to arrest any further encroachment in this regard. "My reference to heavy industry was not intended to mean that I wished existing industry out of the city, for nothing is further from my mind. "When the question of industrial prospects was raised with me privately after I had spoken, I thought my attitude towards this subject was made perfectly clear... new light engineering and science-based industries similar to the expansion that has taken place in Dundee for example, over the past 5-10 years. Indeed, heavy industry in the sense in which I was thinking is a thing of the past, regrettably from the job prospect angle, particularly in other parts of Scotland – notably the Clydeside area.*

1968, 4th March: The Aberdeen Press and Journal reported as follows: *“Tech. Minister to tour shipyards. Torry Research Station and the shipyards of Hall, Russell and Co. and John Lewis and Sons will be visited today by Mr Gerald Fowler, Joint parliamentary Under-Secretary at the Ministry of Technology. The visits are the first on a two-day tour of Scotland Mr Fowler is making.”*

1968, 15th March: The Aberdeen Evening Express reported on the committee officials of the **Hall, Russell bowling club:**

President: **F. Rae.**

Vice-president: **G. H. Duncan.**

Secretary: **R. M. Cooper, 192 Ruthrieston Circle.**

Treasurer: **J. G. Smith.**

Committee: **G. Kelman, J. Reaich, and W. Livingstone.**

1968: The **Hall Russell Training Centre** was established in the former office building of **Alexander Hall & Co., Ltd.** in York Street. (Now demolished).



Former offices of Alexander Hall & Co. / Hall, Russell Training Centre, November 2006. (S. Bruce).

1968, 14th May: The Aberdeen Evening Express reported as follows: *“Welfare officer dies. Mr John C. R. Bennet, 135 Auchinyell Road, Aberdeen, welfare officer with Hall, Russell and Co. Ltd. since 1945, has died suddenly. He was 61. Before his appointment as a welfare officer, Mr Bennet had worked as a joiner with one of the company's associate firms. Mr Bennet who was a keen hillwalker, collapsed and died while walking along the coast from Balmedie to Aberdeen. He had begun a holiday on Friday night. He is survived by his wife, two sons and a daughter.”*

1968, 15th May: The Aberdeen Press and Journal published the following job advertisement:

SHIPBUILDING

Hall, Russell and Company Limited, Shipbuilders, Aberdeen, invite applications from male or female graduates in Mathematics for a position in their shipyard design office.

The work is of a varied and interesting nature and will deal with many aspects of naval architecture including preparation of data for processing by computer and design calculations relating to new and prospective contracts. Applications from students in their final year will also be considered.

A good salary and prospects of advancement are assured.

Apply in writing to The Secretary,
Hall Russell & Co. Ltd.,
P.O. Box 36,
York Place,
Aberdeen, AB9 8BT.

1968, 17th June: The Aberdeen Evening Express reported as follows: **“A £640,000 boost for city shipyard. By Arthur Middleton. The Aberdeen shipyard of Hall, Russell and Co., Ltd., have won another order, valued about £640,000. Mr John Wright, managing director of the firm, made this announcement from his office at the Footdee yard today. The order was placed by Wm. Brands (Leasing) Ltd. for a chemical tanker of 2,300 tons deadweight. The delivery date of the vessel is May next year. The tanker will be leased to Silver Chemical Tankers Ltd., London. The news of the latest order brings home strong efforts being made by the yard’s enterprising management to keep production flowing.**

MORE ORDERS. Last week **Mr Wright** announced the order for a Shell Mex and BP tanker and hinted then that more orders were to come.”

1968, 22nd June: The Aberdeen Press and Journal reported as follows **“NEW POSTS FOR ABERDEEN SHIPYARD BOSS. He is new chairman of three firms (By Jim Kinnaird).** Aberdeen shipyard boss **Mr John Wright** has been appointed **chairman** of three associated shipbuilding companies – **Hall, Russell and Co. Ltd.,** and **Alexander Hall and Co. Ltd.,** both of Aberdeen and the **Burntisland Shipbuilding Co. Ltd.** He succeeds **Mr John V. Woolham,** who has resigned from the boards of these companies. Burntisland born **Mr Wright** who is **managing director** of the two Aberdeen companies, now also

heads the firm with whom he set out on his successful career in shipbuilding. He served his apprenticeship at Burntisland and in 1939 was appointed an **assistant shipyard manager**. In 1944, he left Burntisland to manage a new shipyard and repair works at Karachi, set up to meet the increasing demand for facilities in the Indian Ocean area to repair Allied vessels.

MANAGER. Returning to Burntisland in 1951. **Mr Wright** became **general shipyard manager** and a **director** in 1953. Two years later, he joined the Burntisland group's Aberdeen shipyard, **Hall, Russell**, as **managing director**. In 1957 he was also appointed **managing director of Alexander Hall and Co.**, and was responsible for integrating the trading activities of the Aberdeen companies. **Mr Wright** has played a prominent part in shipbuilding's national organisations and is a member of **Aberdeen Harbour Board**."

1968, 1st July: The Aberdeen Evening Express published the following job advertisement:

**DRAUGHTSMEN AND
APPRENTICE DRAUGHTSMEN**

There are vacancies in our Engine, Ship and Electrical Drawing Offices for the following:—

1. DESIGN AND DETAIL DRAUGHTSMEN, preferably with at least O.N.C. Certificates or equivalent.
2. APPRENTICE DRAUGHTSMEN—minimum qualifications 'O' Grade passes in Mathematics, Physics or Applied Mechanics and Technical Drawing.

Applications with particulars of age, educational attainment, etc., to:—

**DIRECTOR AND GENERAL MANAGER,
MESSRS HALL, RUSSELL & CO. LTD.,
YORK PLACE,
ABERDEEN, AB9 8BT.**

1968, 23rd July: The Aberdeen Evening Express ran a story about council house rent rises and published the following photograph of **Hall, Russell** workers outside the yard signing a petition:

The paper also read as follows: "...Leading the



Hall Russell workers. (Aberdeen Journals).

campaign, with the full support of his colleagues at the city shipbuilders, **Hall, Russell and Company, Ltd.**, is **Mr James McCartney**, 17 Marchburn Road, Aberdeen, shop

steward of the **caulking** department and **boilermakers' convener**. **Mr McCartney** had already gained several hundred signatures when the "Evening Express" spoke to him outside **Hall, Russell's** main gates today, and he was in the process of handing out petition forms to workmates, among whom he claims are all 27 shop stewards at the works. "The Progressives convened a meeting and increased the rents by 34% - it was dirty tactics which were employed by them, knowing full well that the Labour councillors might not be there to fight against the motion. "Under no consideration are the workers at **Hall Russell's** going to accept this rent increase without a fight. The Progressive group are fanatically opposed to the working class," he added."

1968., 6th August: The Aberdeen Press and Journal reported as follows: "**Aberdeen shipyard men happy over £2,000,000 order.** Aberdeen's shipbuilding industry got a £2,000,000 boost from **Hall, Russell and Company, Ltd.**, yesterday. They announced they had received an order for three ships from Stephenson Clarke Shipping Ltd., London. Said a statement from the Aberdeen yard: "It is worth about £2,000,000. The order is part of their fleet replacement programme and consists of one ship of 8,600 tons deadweight and two of 2,900 tons deadweight each.

JOBS ASSURANCE. "It will maintain continuous employment for the work – people of our company until the end of 1969." The order, which comes close on the announcement last week by **Hall, Russell's** that they had secured a £500,000-plus contract to build a prototype freezer trawler for South African owners, will help alleviate fears among trade unionists in the city about a possible run-down of employment in shipbuilding. Said Mr James Milne, Aberdeen Trades Council secretary, last night: "Trade unionists will certainly be glad to hear the news. This is bound to mean continuity of employment into 1970 or so.

ELBOW ROOM. "This gives some elbow room and it will encourage the possibility of further orders." He added that the orders could mean the possibility of some of the "slack" in the industry – shipyard workers who had left their jobs to work out of town – being taken up. But he did not believe the orders would mean the employment of the same number of people as there had been in the past. No one was available at **Hall, Russell's** yesterday to enlarge on their initial announcement. But in June, when the firm won a £640,000 order for a 2,300 tons deadweight chemical tanker, statements then and in the following months indicated that orders were in the pipeline. At Stephenson Clarke no one was able to comment yesterday on the order."

£2 million is equivalent to approx. £24.7 million in 2021.

£640,000 is equivalent to £8 million in 2021.

1968, August: The Aberdeen Evening Express published the following advertisements:

HALL RUSSELL & CO., LTD.
Shipbuilders, Aberdeen
have vacancies for
APPRENTICES
in the following trades:
**Steelworking, Engineering,
Electrical, Plumbing and
Brass Finishing.**
Apply in writing to the
Training Officer.

5th August 1968.

Hall, Russell & Co. Ltd.
**Shipbuilders
Aberdeen**
require
**ELECTRICAL
DRAUGHTSMEN**
Applications are invited from
electricians with minimum
technical qualifications and
preferably marine experience
willing to train as Draughts-
men.
Apply in writing to Chief
Electrical Draughtsman.

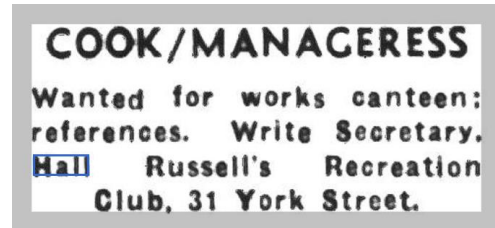
9th August 1968.

1968, 20th August: The Aberdeen Press and Journal reported as follows: **“THEY ARE OFF TO ‘BETTER PROSPECTS’ IN CALIFORNIA.** Looking forward to a new life in America are **Mr and Mrs Eric Welsh** and their six-year-old son Steven. Last night they left their Aberdeen home at 65 Strathmore Drive, Mastrick, and after being seen off from Aberdeen Station by many of their friends and relations, headed for Glasgow, and the start of their long flight to West Hollywood, California. **Mr Welsh**, who was a shipwright with **Hall, Russell and Co., Ltd.**, Aberdeen expects better prospects when he takes up a similar job in San Pedro, near Los Angeles. Mrs Welsh loved America when she went there on holiday, and is looking forward to meeting her three sisters who live in Los Angeles. **Mr Welsh** will miss his friends and relations in Scotland, but thinks he will make more money in America.”

1968, 18th September: The Aberdeen Evening Express published the following job advertisement:

HALL RUSSELL & CO. LTD.
require the following Staff IMMEDIATELY:—
**JOINERS
ELECTRICIANS
SHIP FITTERS**
For further particulars of wages and conditions
please Write or Telephone
**THE PERSONNEL MANAGER
YORK PLACE
ABERDEEN
Telephone 29244**

1968, 23rd September: The following job advertisement was published in the Aberdeen Evening Express:



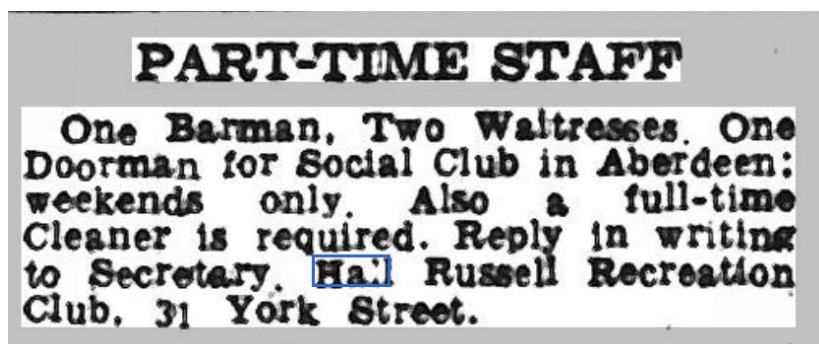
1968, 28th September: The Aberdeen Evening Express reported that the '**Time Office**' were **Hall Russell's Bowling Club (BC)** league champions. *"They beat the Riggers in a play-off for the title. Other trophy winners were: Singles – G. Low; runner-up – N. Mitchell. Pairs – R. Cumming, G. Low; runners-up – R. Morrice, J. Reaich. Scott Cup – Shipwrights; runners-up – Welders A."*

1968, 17th October: The Aberdeen Evening Express reported as follows: *"City ship men ban overtime. Finishing workers at Hall, Russell and Co., Ltd.'s Aberdeen shipyard have imposed a ban on overtime and repair work, the city's trades council were told. One of the union delegates said that the ban had been imposed to "speed up" the settlement of a bonus scheme."*

1968, 19th October: The Aberdeen Press and Journal reported as follows: *"Back to normal on Monday. ONE-DAY SHIPYARD STRIKE IN ABERDEEN. Over 250 finishing trade workers at Hall, Russell and Company, Ltd., Aberdeen, came out on strike yesterday over the implementation of a bonus agreement. But the position was discussed by the men at a meeting before they were due to start yesterday and they agreed to work normally on Monday morning. Mr James Milne, secretary of Aberdeen Trades Council, said that men in the shipyard's engineering, joinery, plumbing and electricians' department had stopped work but, had agreed to go back on Monday. "The issue is very complicated but it is mainly over a bonus agreement," he added."*

1968, 21st October: The Aberdeen Evening Express reported as follows: *"Resumption at Hall, Russell's. There was a full resumption of work at Hall, Russell's today after the walk-out of 250 finishing trades workers on Friday. A management spokesman said that negotiations were proceeding with the men over their grievances."*

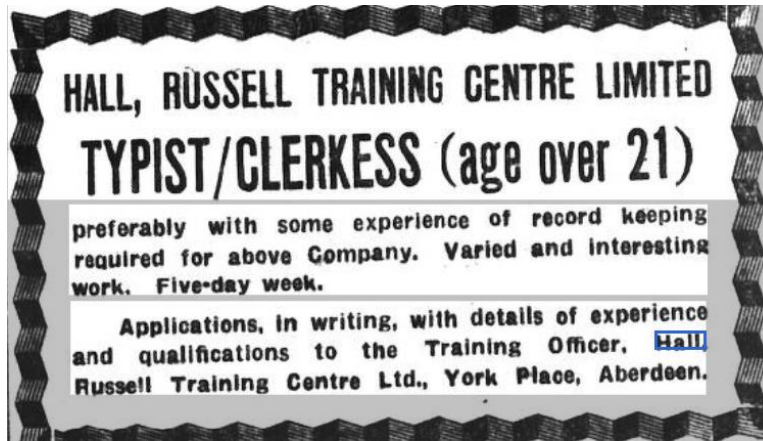
1968, 7th November: The following job advertisement for staff for **Hall, Russell Recreation Club** was published in the Aberdeen Press and Journal:



1968, 5th November: Aberdeen Press and Journal reported as follows: **“ORDERS ‘JUST IN TIME’.** *Happily orders have been popping up just in time to maintain continuity of employment in Aberdeen’s shipyards. Thanks to energetic management, craftsmanship and a new spirit of co-operation, Aberdeen has been able to attract some contracts in the highly-competitive world of shipbuilding. During 1968 British shipyards have seen a substantial improvement in their order books, but not all yards have been able to win a share. The trend in shipping today is to build big – and not too much work is available for comparatively small yards like those at Aberdeen, producing a variety of specialist craft from tugs to trawlers. A year ago the prospects at Aberdeen looked bleak, but much needed orders were placed in time to keep the yards going. With work on hand for about a year ahead, the Footdee yard of **Hall, Russell and Co. Ltd.** is at present the better placed of the two shipbuilders in Aberdeen.*

Plus repairs. *A trawler order placed only last month will, however, provide work until early 1969 at the Torry yard of **John Lewis and Sons Ltd.** In addition to new building, both yards have busy ship-repair programmes. Unquestionably, Aberdeen’s shipbuilding event of the year was the completion and commissioning of the three-masted, topsail schooner the **‘Malcolm Miller’**, built at Torry for the Sail Training Association. The schooner’s elegant lines are a tribute to the craftsmen who built her and a worthy reminder of Aberdeen’s link with the days of sail. Appropriately, the schooner was completed during the centenary of the launching of Aberdeen’s most famous sailing ship – the clipper **‘Thermopylae’**. The **‘Malcolm Miller’**, like her sister ship, the **‘Sir Winston Churchill’**, undertakes youth adventure cruises. At Footdee, where a coastal tanker-building programme was the mainstay of production, one of the most interesting craft launched was the new fishery research vessel **‘Clupea’**. The 106 ft. long **‘Clupea’**, which will serve the Aberdeen Marine Laboratory of the Scottish Department of Agriculture and Fisheries, is primarily designed for herring research. But she is also equipped for hydrographic and plankton surveys and the development and testing of fishing gear. She succeeds a wooden vessel of the same name which has been in commission since 1945. For greater manoeuvrability the new **‘Clupea’** is fitted with a bow-thruster propellor and an activated rudder. Her fishing and scientific equipment includes conventional trawling gear, purse-seine and hydrographic winches and a hydraulically operated stern gantry for towing. The ship, which was well equipped laboratories, has accommodation for five scientists and a crew of 10. The smaller Scottish boatyards specialising in traditional wooden craft have had a reasonably busy year...”*

1968, 7th November: The following job advertisement was published in the Aberdeen Evening Express:



I wonder why the applicants age had to be over 21-years.

1968, 21ST November: The Aberdeen Press and Journal reported as follows: *“New post for Aberdeen shipyard manager. By Jim Kinnaird. An Aberdeen man Mr Gordon S. Milne, has been appointed director and general manager of the Leith division of the recently merged Rob Caledon Shipbuilders Ltd. Mr Milne, at present shipyard general manager of John Lewis and Sons Ltd., Torry, takes up his new post on January 1. A former pupil of Robert Gordon’s College, Aberdeen. Mr Milne served his apprenticeship at the Footdee yard of Hall, Russell and Co. Ltd. In 1934 he was awarded a Vickers-Armstrong scholarship and graduated B.Sc. with first-class honours in naval architecture at Glasgow University in 1938.*

***SURVEYOR.** He was assistant shipyard manager with the Caledon Shipbuilding and Engineering Co. Ltd., Dundee, for a short period before he joined Lloyd’s Register as a ship surveyor in London, Belfast, Falmouth, Glasgow, Aberdeen and Sunderland. He took up his present post in 1953. Mr Milne served on the Patton Committee, who reported on the productivity of the British shipbuilding industry. In 1964, he was elected chairman of the conference and works board of the central board of the Shipbuilding Employers’ Federation.”*

1968, 5th December: The Aberdeen Press and Journal reported as follows: *“Farewell gifts for Aberdeen foreman plater. Foreman plater Mr David Taylor, 36 St Clement Street, Footdee, Aberdeen, who is retiring after more than 40 years’ service with A. Hall and Co., Ltd., and Hall, Russell and Co. Ltd., is presented with an automatic tea-maker on behalf of his workmates by Mr Fred M. Walker, shipyard manager. Chairman and managing director Mr John Wright presented him with a gold watch on behalf of the firm. PROMOTED. Mr Taylor, on leaving school at 14, joined the firm in 1917, but left two years later. He began work with A. Hall & Co. in 1928 as a member of the frame squad and shell squad and was promoted to foreman plater in 1956. Mr Taylor transferred to Hall, Russell in August 1957, as a foreman plater.”*



David Taylor.
(Aberdeen
Journals).

In 1957, **Alexander Hall & Co. Ltd.** merged with **Hall, Russell & Co. Ltd.** and the **Alexander Hall & Co.** name was gradually dropped. I say gradually as there seems to have been use of the name for several years after this date.

1968, 5th December: The Aberdeen Evening Express reported as follows: ***“New threat to our shipyards. Mr John Wright, chairman and managing director of Hall, Russell & Co., Ltd., says that a steel price increase is jeopardising the yard’s chances of an order for a number of ships. Speaking at a luncheon after the launching of a coastal tanker for Shellmex & BP Limited, Mr Wright announced that shipbuilders had been presented with price increases of up to £4/10/- per ton in the price of steel. He said: “I was negotiating for a particular order for a number of ships and this has prejudiced our case enormously.” He described the increase as a “Very serious escalation” in costs, which would apply up to 1972. And he revealed that the order could have gone to either the **Burntisland shipyard**, threatened with closure, or **Hall, Russell’s**. The shipbuilders were protesting very strongly about the price increase.”***

Seems to my mind, if the price of steel had increased, all the shipbuilders chasing orders would be affected the same. No other option than to pass on the additional cost to the shipowner. The increase stated above is equivalent to approx. £62 per ton in 2021. The largest vessel launched by **Hall, Russell** in 1969 was the bulk cargo vessel **‘Wilmington’** (5,689 tons), 8,975 tons deadweight. This increase in the price of steel would therefore have meant an increase in price of approx. £27,000, that is assuming about two thirds of the tonnage was the steel weight, equivalent to £371,000 in 2021, which is a considerable sum.

1968: The **Hall Russell Social and Recreation Club** was moved to No. 4 Shiprow, at the bottom end of Union Street. It had three floors, which included a bingo hall and a pool room.

1969

1969: The **Burntisland Shipyard** founded in 1918 closed. A contract to build the cargo liner '**Ohrmazd**' (11,046 tons), for the East & West Steamship Company of Karachi, Pakistan was a disaster for the yard. Ironically this vessel was funded by foreign aid money to Pakistan by the British Government. Disagreements regarding the contract terms and the specification between the yard and the shipowners led to delays in completing the vessel, which in turn led to financial penalties which led to the yard going into liquidation in December 1968, a month after the '**Ohrmazd**' had been completed. The Burntisland shipyard built two further vessels after the '**Ohrmazd**', these were the '**Christiane Bolten**' (5,143 tons) completed in April 1969, and the '**Helen Miller**' (5,222 tons) completed in July 1969, 800 men were then made redundant.



'Ohrmazd' (Photographer unknown).

John Wright wasn't the only shipbuilder complaining about the rising cost of steel, others I found in the press were **Dr Denis Rebbeck** managing director of **Harland and Wolff, Belfast**, **Sir John Hunter**, chairman of the **Swan Hunter Group**, **Mr Tom McIver**, deputy chairman of **Swan Hunter and Tyne Shipbuilders Ltd.**

1969, 9th January: The Aberdeen Evening Express reported that fifty-two men out of a staff of 800 from **Hall, Russell & Co., Ltd.** were off sick with the flu since the beginning of the week. A spokesman from the yard said the average sick list for the yard was usually around twenty.



1969, 10th January: the following advertisement for an office girl appeared in the Aberdeen Press and Journal.

1969, 16th January: The Aberdeen Evening Express reported as follows: **"FORMER SEAGOING MATE RETIRES.** A former seagoing mate who came

ashore 30 years ago retires today as head storeman at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.** **Mr Ned Moore** was employed in the Admiralty Stores at the yard from 1940 to 1946 before transferring to the yard's general store. In 1949 he took up his present post. He returns to the yard today to receive farewell gifts from the company and colleagues. **Mr Douglas Paul**, a

HEAD STOREKEEPER AT YARD HONOURED



Ned Moore, Douglas Paul and Fred Walker.

(Aberdeen Journals).

director and general manager, will present him with a watch on behalf of the company, and Mr Fred Walker, shipyard manager, will hand over a wallet and notes on behalf of Mr Moore's colleagues. Mr Moore's home is at 233 North Anderson Drive. He is an accomplished artist, specialising in nautical etching and sketching, and intends pursuing his hobby more fully during his retirement."

1969, 22nd January: The Hull Daily Mail reported as follows: "**SOUTHELLA TOPS THE LOT...** Britain's biggest all-freezer trawler, re 246ft. '**Southella**', which has just been built by **Hall, Russell and Co.** of Aberdeen, for J. Marr and Son is expected to arrive in Hull on Friday week. Mr G. Allan Marr, a director of the owning company, and Commodore Skipper Charlie Drever are going to Aberdeen next week to join the vessel on the delivery voyage. Already Marr's have six freezer trawlers – five sailing from Hull and the other from Fleetwood. '**Southella**', which is a couple of feet longer than any such vessels, is expected to be more than £500,000."

1969, 8th February: The Aberdeen Evening Express reporting on the Inter-club Darts Association league competition and the table showed **Hall, Russell's** top of the league with 36 points after playing 22, winning 14, drawn 8, lost nil, 65 points for, and 23 against. Amongst the other clubs was the **Boilermakers** with 13 points.

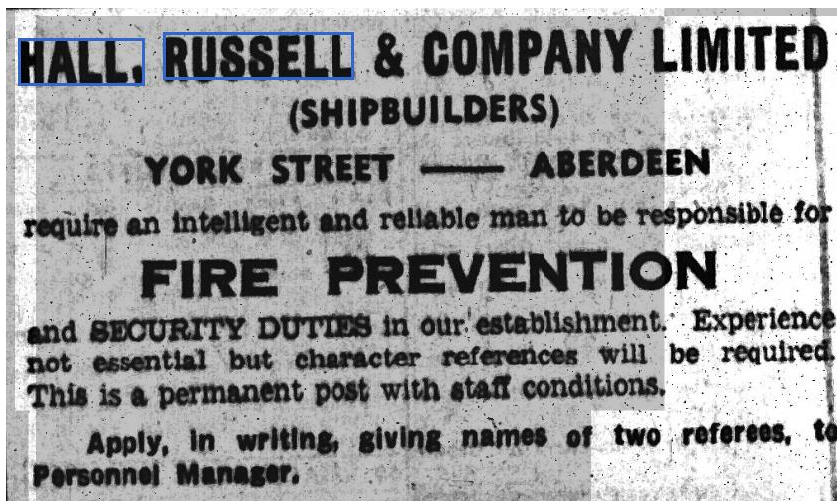
1969, 10th February: The Aberdeen Evening Express reported as follows: "**Big tanker order for city yard.** The Aberdeen yard of **Hall, Russell and Co. Ltd.** has won an order worth more than £1,000,000 for the construction of a chemical tanker. The 6,250-ton vessel is due to be delivered at the end of May, 1970. The order was placed by Ship Mortgage Finance Co. Ltd., who will charter the vessel to Silver Chemical Tankers Ltd., London. The announcement was given in an agreed statement by the interested parties. **LEASE.** The Aberdeen yard is at present building another chemical tanker which will be used by Silver Chemical Tankers Ltd. It was placed by Messrs Wm. Brandts (Leasing) Ltd., last June and they will lease it to the London firm. Value of the order was £840,000. Delivery date of the vessel is in May of this year."

1969, 15th February: The Aberdeen Evening Express reported as follows: "**Shipyard man retires.** After 44 years with **Hall Russell and Co., Ltd., Mr William Leys**, 35 Fowler Avenue, Aberdeen, has been presented with a gold watch on behalf of colleagues by **shipyard manager, Mr F. M. Walker**, to mark his retirement. **Mr Leys** started work with **A. Hall and Co.** in 1918, and apart from service in the Royal Engineers during World War II continued as a **boilermaker** with the merged firm, being promoted to chargehand in 1960."

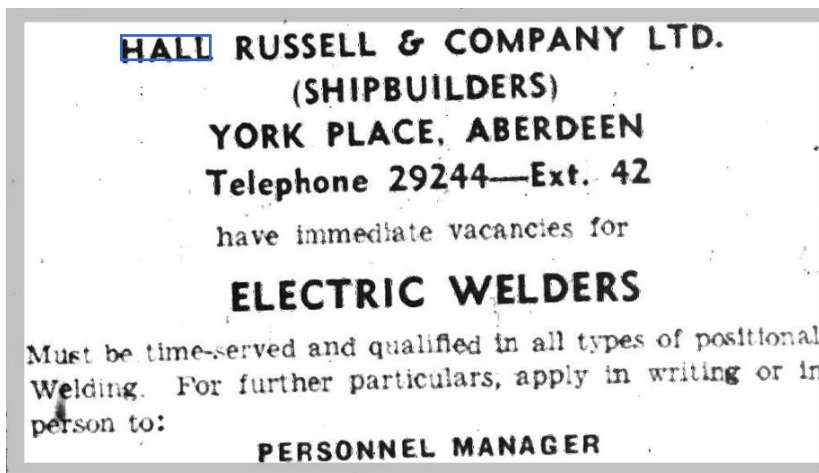
1969, 15th February: The Aberdeen Press and Journal reported as follows: "**Former city apprentice wins award.** A former **apprentice draughtsman** with **Hall, Russell and Co., Ltd., Aberdeen**, who is now planning and production control manager of **Lithgows, Ltd., Port Glasgow**, has won a Churchill Fellowship. **Mr Frank S. Grant** (33), 6 Firth Crescent, Gourrock, formerly of 117 Oscar Road, Torry, Aberdeen, hopes to leave for a three-month trip to Japan in July to study Japanese shipbuilding techniques and the attitude of the Japanese worker. **Mr Grant** left **Hall, Russell** in 1957 to study naval

architecture at Durham University. He joined **Lithgows**, a member of the **Scott Lithgow** shipbuilding group in 1961, and was appointed to his present post in 1967. His parents emigrated from Aberdeen to Arizona five years ago, where **Mr Grant, sen.**, a former **foreman joiner** with **Hall, Russell**, is a joiner. **Mr Grant** is married with two young daughters."

1969, 6th February: the following advertisement appeared in the Aberdeen Evening Express: (A month later the same newspaper reported that the position had been filled).

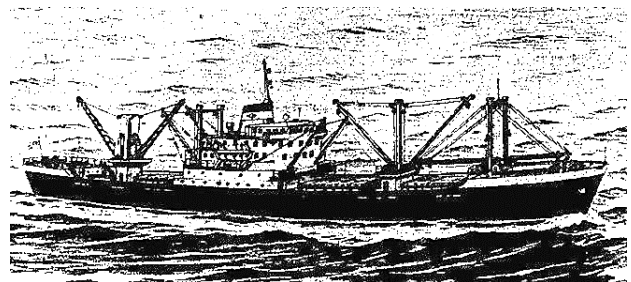


Advertisement (Aberdeen Evening Express 6th February 1969).



Advertisement (Aberdeen Evening Express 26th February 1969).

1969, 28th February: The Aberdeen Press and Journal reported as follows: "**10,500 TON CARGO LINER FOR Dutch owners will help provide jobs for another two years. CITY YARD'S BIG ORDER. Largest yet for Aberdeen. PART OF STREET TO BE FENCED OFF WHILE BOW IS BEING BUILT ON 468ft. VESSEL.** By Jim Kinnaird.



Artist impression of 'Thameshaven'.

An 18-knot cargo liner ordered from Aberdeen shipbuilders **Hall, Russell and Co., Ltd.** will be the largest vessel yet to be built at the North-east port. In fact, she will be so big

that part of York Street, Footdee, which flanks the shipyard, will have to be fenced off while the bow is under construction. This will be necessary to safeguard passing traffic while the final stages of the bow are being completed, said the builders yesterday in a statement announcing the contract. Eight years ago, Aberdeen Corporation gave permission in principle to the shipbuilders to close York Street if necessary to allow longer and larger ships to be built. This was to enable the shipyard to tender for a wider range of ships. To accommodate the big ship there will be no need to close the street completely, however, only a section of it.

DELIVERY. The new order – the second to be announced this month – has been placed by Dutch shipowners Havenlijn of Rotterdam. Its value is not being disclosed, but the builders say that with other work on hand, it will provide continuity of employment at the yard for about a further two years. Delivery is scheduled for early 1971. Other work includes a coastal tanker, two chemical tankers, a large bulk carrier, two smaller cargo vessels and a freezer trawler for South Africa. The Dutch cargo liner, which will carry 10,500 tons deadweight, has been designed by the owners' consultant naval architect, Mr Bryan K. Urwin, London, to suit the owners' special requirements for trade between Europe and South America. The 486ft. long ship will have special hatch arrangements to allow containers to be carried. The aftermost holds will carry refrigerated cargo."

1969, 1st March: The Aberdeen Evening Express reported as follows: *"Aberdeen shipbuilders **Hall, Russell and Co., Ltd.** announced an order for an 18-knot cargo liner from the Dutch shipowners Havenlijn of Rotterdam. It will be the largest vessel yet to be built at the port, and part of York Street, Footdee, which flanks the shipyard, will have to be fenced off while the bow is under construction."*

This vessel when launched on 28th January 1971 and named the 'Thameshaven' (8,992 tons), became the largest vessel ever built at Aberdeen.

1969, 8th March: The Aberdeen Press and Journal reported as follows: *"**ARCHIE AT ARCADE TO RETIRE.** Retiring later this month is **Mr Archibald E. Murray**, 12 Kirk Brae, Cults, whose general merchant's business has over the last 30-plus years become widely known as "Archie's shop at The Arcade." He took over the shop in 1936 and apart from a break during World War II, when he worked at **Hall, Russell's** has run the business ever since. His son George (25) joined him at the shop on leaving school and now **Mr Murray** is handing over to him."*

*It's good to read that **Archie** worked in **Hall, Russell's** during the war, however I wonder what work **Archie** did in the yard.*

1969, 8th March: The Aberdeen Press and Journal reported as follows: *"**MOVE OVER S.A. GOODS DISMAYS YARD HEAD.** The following letter from **Mr John Wright**, chairman and managing director of **Hall, Russell and Co., Ltd.**, shipbuilders and ship repairers, Aberdeen, has been received by the Editor of "The Press and Journal".*

SIR, - I have read with dismay the statement in this morning's "Press and Journal" that the Aberdeen Finance Committee yesterday recommended that the town council reimpose their ban on the purchase of goods from South Africa. I would like to point

out that the decision of this finance committee, which I trust will not be implemented by the town council, is likely to have a very detrimental effect on the amount of business which can be obtained by Aberdeen industry for that country.

IN 1964. *As you will no doubt recall, the ban was imposed in February, 1964, shortly after **Hall Russell** obtained an order for nine trawlers from a South African firm. These vessels provided employment for the shipyard workers of this city for over one year, but because of the ban by the town council at that time it was almost impossible to contract for further tonnage and, as everyone knows, there was a fairly heavy run-down in the employment of shipbuilding workers only about 18 months ago. Since then, my company have been able to prevail upon South African owners to place an order for a large freezer trawler which will be the prototype for many more to be built in South Africa. We would hope that we may also share in further orders for vessels of this type, but the publicity which is created by foolish actions concerning South African goods will certainly not help the shipyard workers in Aberdeen. I trust that common-sense will prevail in the Council Chamber – **John Wright.**”*

1969, 24th March: The Aberdeen Evening Express published the following job advertisement:



ASSISTANT BUYER
required for large Shipbuilding and Engineering Works. Industrial experience preferred. Good salary and conditions. Pension scheme. Five-day week.

— ALSO —

EXPERIENCED CLERK
required for Commercial Office. Good salary and conditions. Pension scheme. Five-day week.

Reply, with full particulars of age and experience, to:—
OFFICE MANAGER,
HALL RUSSELL & COMPANY LIMITED,
YORK PLACE, ABERDEEN, AB9 8BT.

1969, 28th March: The Aberdeen Press and Journal reported as follows: **“LABOUR PEER BACKS CITY’S REJECTION OF TRADE BAN.** *A socialist Minister has come out bluntly in support of the progressive members of Aberdeen Town Council against the Labour councillors who tried to re-impose the trade ban on South African goods. In a letter to Mr Hector Hughes in reply to protests against the proposed ban by **Mr John Wright, managing director of Hall Russell’s Ltd.,** Aberdeen. Lord Brown Minister of State, Board of Trade, says about the decision of Aberdeen Town Council against reimposing the ban: “I am sure this is the right decision. South Africa is one of our four largest export markets and also makes a considerable contribution to our supplies of essential food-stuffs and raw materials.*

POLITICAL. *“We do not see eye to eye with South Africa in some matters, but international trade is a suitable method of trying to resolve political differences with a foreign country. “In selling British goods to the South African market we have to face keen competition from other major trading nations. A ban or a threat of a ban, like*

that rejected by Aberdeen Town Council, could lose orders not only for local industry but also for industry elsewhere in the UK without having any effect in South Africa.”

Seems Aberdeen Town Council saw common-sense and dropped the ban on South African goods. This was a good result for **Hall Russell & Co., Ltd.** because between 1970 and 1973 the company built seven vessels all circa 800 tons for Irvin and Johnson (South Africa) Limited.

1969, 3rd April: The Aberdeen Press and Journal reported as follows: **“Get-together of old workmates.** An annual North-east reunion, which was started two years ago after the appearance of an item in this column, will soon bring together old workmates of an Aberdeen firm for the third time. All were **apprentice engineers** with Footdee shipbuilders **Alexander Hall and Co., Ltd.**, - now amalgamated in **Hall, Russell and Co., Ltd.** – some before World War 1. The reunions were started by **Mr William F. Johnston**, now managing director of a city stationery business, when he noticed in the column that former workmate **Mr Murray Spark**, who had a motor engineering business in Aberdeen in latter years, was retiring to live in Rhodesia. The first get-together, hurriedly organised before **Mr Spark** and his wife left Aberdeen, was attended by 25 old apprentices. Now, says **Mr Johnston**, they are looking forward to the third reunion, on Friday, April 18, and there will be a special welcome for any “new blood” among the turnout.”

1969, 19th April: The Aberdeen Press and Journal reported as follows: **“BATMAN’S BRAVERY REMEMBERED ON FORMER GORDON COLONEL’S WILL.** The bravery of an Aberdeen batman who carried his wounded colonel to safety during the battle of Ypres in World War I. has been remembered in the will of the man whose life he saved. Col. Charles Reid, a chartered accountant in London, and a former commanding officer of Aberdeen University company of the Gordon Highlanders has left £500 equally between the children of the batman, **Mr Duncan Maclean.** **Mr Maclean**, who died nearly two years ago lived at 124 Lang Stracht, Aberdeen.

BENEFIT. His three children who benefit under the will are: - Mr Duncan Maclean, 118 Arnage Drive, Aberdeen; Mrs Mary Rae, 6 Glenhead Crescent, Hargate, Clydebank; and Mrs Nan Robertson, 21 Maybole Road, Ayr. His widow Mrs Mary Maclean lives with her daughter at Clydebank. Col. Reid, who left £111,394 gross, refers to Mr Maclean in his will as the batman in the 4th Battalion Gordon highlanders, who carried him out of action at Ypres on September 25, 1915 “when I was severely wounded during an attack.” **Mr Maclean** was awarded the Military Medal for his bravery.

FRIENDSHIP. Yesterday his daughter-in-law, Mrs Greta Maclean said at her home in Arnage Drive: “They kept up their friendship since 1915. Col. Reid was a very nice man but



Hall Russell WW1 Memorial.

*we never dreamt of anything like this.” Mr Maclean who was 84 when he died, worked with **Hall, Russell & Co., Ltd.**, Aberdeen. Col. Reid left the remainder of his property mainly to his wife and daughters. Probate was granted to his brother, Mr E. Birnie Reid and nephew Mr Alexander H. Reid, chartered accountants, both of 6 Golden Square, Aberdeen.”*

£111,394 and £500 in 1969 are equivalent to approx. £6,000 and £1.3 million in 2021.

Duncan Maclean was just one of 471 **Hall Russell** workers who gallantry served in the forces in WW1. I'm so happy I found this article, as inside the main office block at **Hall Russell's** there was a wooden memorial to the workers who lost their lives during WW1, it can now be seen on display in the Aberdeen Maritime Museum. The memorial has the names of 40 men on it, eighteen of them served in the Gordon Highlanders. 21 of the 40 men who died are recorded as being apprentices.

1969, 14th May: The following job advertisement appeared in the Aberdeen Evening Express. After all the redundancies in the early 1960's, it's good to see the yard taking on apprentices who were to complete their first year of training in the new Training Centre opened in 1968.

Job advert in the Aberdeen Evening Express - Wednesday 14th May 1969.

1969, 17th May: The Aberdeen Evening Express reported as follows: *“Links will miss veteran Davie. Aberdeen Links golf lost one of its oldest personalities with the death this week of **Davie Mathewson**, a life member of the Northern club, who played in veteran competitions until a few years ago. Father of well-known Links and Hazlehead golfer Ernie Mathewson, Davie was also prominent in local junior football circles. He was a founder-member and player of Hall, Russell's when they started in the Aberdeen Amateur League during World War I., and he maintained his connection with the club as a committee member until they went defunct.”*

Hall Russell FC established in 1915, went 'defunct' in 1958, however was re-established in 1968.



Advertisement (Aberdeen Evening Express, 21st June 1969).

1969, 9th July: The Aberdeen Press and Journal reported as follows: **ABERDEEN MAN DIES IN ZAMBIA.** *An Aberdeen man who served as a marine engineer with Hall, Russell and Co., Ltd., Aberdeen and later ran a contractor's business in Zambia has died there, aged 43. Mr Albert K. Walker whose mother lives at 43 Hutcheon Street, had been in Zambia for 13 years. He died of a heart attack. After leaving Hall, Russell's, Mr Walker joined the Merchant Navy and later worked in Nigeria. Mr Walker, a former pupil of King Street School, Aberdeen, is survived by his wife and 16-month-old daughter."*

Albert Walker is just one example of a **Hall, Russell apprentice** who left the yard and went on to have a successful career either here in the UK or abroad.

1969, 12th August: The Aberdeen Evening Express reported as follows: **"Here's GOOD news for the port. Order on way for two stern trawlers.** By Arthur Middleton. *An Aberdeen shipyard firm's order book could be boosted shortly by a contract to build two 200ft stern trawlers for a South African firm. According to Lloyd's of London today it is likely that Hall Russell & Co., Ltd., will receive the order for the two trawlers from Irvin & Johnson Ltd., Cape Town. Reports say that the two vessels are part of an order for five placed with the Barens shipyards at Durban last year. But, because of financial troubles, the indications are that Barens will concentrate on ship repairing and treat ship building as a secondary consideration. One trawler, a prototype of the stern versions likely to be built in Aberdeen, is already in course of erection, but the need for an early delivery of the craft has necessitated other South African yards passing over the contracts."*

1969, 18th August: The Aberdeen Evening Express reported as follows: *"The chairman of the Shipbuilding Industry board, Sir William Swallow, will be in Aberdeen later this month. The reason for Sir William's visit is to open the Hall Russell Training Centre at 49 York Street, Aberdeen on August 28."*

1969, 17th September: The Aberdeen Press and Journal reported as follows: *“Blaze at berth. A drum of paint cleaner caught fire at berth No. 2 of Hall, Russell and Co., Ltd. ship-building yard at York Street, Aberdeen yesterday, but the blaze was extinguished before the firemen arrived. Welding equipment was damaged.”*

1969, 16th October: The Aberdeen Press and Journal reported as follows: *“Splash on Aberdeen launching. The launching last month of the 2,900-ton bulk-cargo vessel ‘Ferring’ from the Footdee yard of Aberdeen shipbuilders Hall, Russell and Co., Ltd., makes a whole-page splash in story and pictures in the October issue of the Powell Duffryn Group’s monthly newspaper. The ‘Ferring’, which is now fitting out at Footdee, was launched for Stephenson Clarke Shipping Ltd. – one of the companies within the group. The newspaper also features pictures of guests on board the company’s new ship ‘Wilmington’, also built at Footdee. A third ship for Stephenson Clarke is under construction at the yard.”*

The third vessel was named ‘Malling’ (1,596 tons) and was launched 26th November 1969.



Advertisement (Aberdeen Evening Express, 20th October 1969).

1969, 21st November: The Aberdeen Press and Journal reporting on an ongoing strike by the engineers in John Lewis and Sons, reported that the stoppage over the dismissal of two men, involving 300-400 workers of various trades was in its third day. In support of the strike, only the engineers at Hall, Russell and Co., Ltd. were out on strike.

1969, 28th November: The West Lothian Courier reported as follows: *“The last of three ships in a £2 million order, the 2,900-ton bulk carrier ‘Malling’, was launched at the Aberdeen shipyard of Hall, Russell and Co.”*

1969, 16th December: The Aberdeen Evening Express published the following advertisement which gives an insight into the training given in the lately established training centre. *“HALL RUSSELL TRAINING CENTRE LIMITED. The Centre is responsible for off-the-job training of all First Year Craftsmen and Technicians within the Shipbuilding and Ship-repairing Industry throughout North-east Scotland. Applications are invited for the post of ENGINEERING INSTRUCTOR. The successful applicant will be*

*required to work as a member of a team giving instruction to the Shipbuilding Industry Training Board's requirements. Previous experience of shipbuilding and teaching is not necessary. Training will be provided. Salary in accordance with experience and qualifications. Annual leave four weeks plus statutory holidays. Apply, with full details of experience and qualifications to the **TRAINING OFFICER, HALL, RUSSELL TRAINING CENTRE LTD., 49 YORK STREET, ABERDEEN, AB2 1DP.**"*

Over the years I have spoken to former apprentices who spent their first year in the **Hall, Russell Training Centre**, most of these were taken on by **Hall Russell** for a four-year apprenticeship and moved to the yard after their year in the training centre. There were others who were not employed by **Hall, Russell's**, examples being lads from **Wood and Davidson** and **John Lewis and Sons**.

1969, 18th December: The Aberdeen Evening Express reported as follows: *"**Barrage** bows out of service. A grand old lady of the seas ends her career with the Royal Navy this month. She is the Aberdeen-built boom defence vessel '**HMS Barrage**'. She was built at the Footdee yard of **Hall, Russell and Co., Ltd. in 1938** and finally pays off today. During World War II she served in Icelandic waters and later at Scapa Flow. She was a familiar sight in Scottish waters and for the past six years she has been based at Greenock. She was one of the last coal burners with a total capacity of 220 tons, 122 miles to the ton and her laid down speed was 11 knots. She recently averaged 8.5 over a 24-hour passage – a fast performance for a veteran."*

1969, 22nd December: The Aberdeen Evening Express reported as follows: *"**THURSDAY** As the Aberdeen shipyard strike spread to **Hall, Russell and Co., Ltd.**, there was no sign of settlement. The strike flared up over the paying-off of two men from the engineering department of **John Lewis and Sons, Ltd.**, Albert Quay. At a meeting at the links, near the Footdee yard, about 100 engineers from **Hall, Russell's** decided to support their colleagues at **Lewis's.**"*

Vessels Built by Hall, Russell & Co. in the 1960's.

67 vessels in total for the decade. Yard number in brackets is stated after the date of launch. All hulls were made of steel.

Date	Name	Rig	GRT Tons	Owners	L x B x D
1960 (878)	Colina	Cargo vessel	1,776	Donaldson Line Ltd., Glasgow.	271' x 44',7" x 26',1"
1959 (879)	Woodside	Launched 1 st October 1959.			
1960 (880)	Countesswells	Trawler	190	Aberdeen Near Water Trawlers Ltd., Aberdeen.	98',9" x 23',1" x 11'
1960 (881)	Maureen Croan	Trawler	234	Joe Croan Ltd., Aberdeen & Granton.	108' x 24',1" x 12'
1960 (882)	Boston Wasp	Trawler	300	St. Andrews Steam Fishing Co. Ltd. - Boston Deep Sea Fisheries Ltd., Lowestoft.	115',9" x 26',4" x 13',3"
1960 (883)	Princess Royal	Trawler	300	Carry On Fishing Company Limited.	114',5" x 26',1" x 13'
1960 (884)	Malcolm Croan	Trawler	234	Joe Croan Ltd., Aberdeen & Granton.	108' x 24',1" x 12'
1960 (885)	Aberdeen Venturer	Trawler	298	Aberdeen Motor Trawlers Ltd., Aberdeen.	115',9" x 26',4" x 13',3"
1960 (886)	Granton Merlin	Trawler	235	Croan Trawlers Ltd.	108' x 24',1" x 12'
1960 (887)	Star of the Isles	Trawler	226	Walker Steam Trawl Fishing Co. Ltd.	106',6"x 23',10" x 12'
1960 (888)	Star of Scotland	Trawler	226	Walker Steam Trawl Fishing Co. Ltd.	106',3"x 23',10" x 12'
1960 (889)	Glengairn	Trawler	228	Wood & Bruce Ltd., Aberdeen.	108',5" x 24',1" x 12'

Vessels Built by Hall, Russell & Co. in the 1960's. (Continued).

Date	Name	Rig	GRT Tons	Owners	L x B x D
1961 (890)	Letitia	Cargo vessel	4,499	Donaldson Line Ltd., Glasgow.	385',11" x 58',2" x 26',5"
1960 (891)	Admiral Drake	Trawler	306	Parbel-Smith Ltd.	114' 5" x 26'1" x 13'
1961 (892)	Admiral Jellicoe	Trawler	306	Parbel-Smith Ltd.	115',9" x 26',4" x 13',3"
1961 (893)	Admiral Hawke	Trawler	225	Aberdeen Motor Trawlers Limited.	114',10" x 26',1" x 13'
1961 (894)	Gosforth	Cargo vessel	5,675	Burnett Steamship Co. Ltd., Newcastle.	383',11" x 56',4" x 31'
1961 (895)	Cancelled				
1961 (896)	Coloso	Tug	176	Servicios Maritimos S. A., Iquique, Chile.	91',3" x 25' x 12',6"
1961 (897)	Admiral Burnett	Trawler	391	Parbel-Smith Ltd.	138' x 28' 1" x 14'
1961 (898)	Mannofield	Trawler	226	Aberdeen Near Water Trawlers Ltd., Aberdeen.	106'3" x 23'10" x 12'
<u>1962</u> (899)	Discovery	Research Vessel	2,665	National Environment Research Council, London.	235',7" x 46',1" x 18',1"
<u>1962</u> (900)	Junella	Stern Trawler	1,435	J. Marr & Son Ltd., Hull.	208',6" x 38',6" x 26',3"
<u>1962</u> (901)	Orcadia	Passenger / cargo vessel	896	Orkney Islands Shipping Company Limited.	150',4" x 36',1" x 13',6"
<u>1962</u> (902)	Ballyrush	Collier	1,575	John Kelly Ltd., Belfast.	240',7" x 39',1" x 15',9"

Vessels Built by Hall, Russell & Co. in the 1960's. (Continued).

Date	Name	Rig	GRT Tons	Owners	L x B x D
<u>1962</u> (903)	Ballyrory	Collier	1,575	John Kelly Ltd., Belfast.	240',7" x 39',1" x 15',9"
<u>1962</u> (904)	Spray	Collier	890	Ellis & McHardy Ltd., Aberdeen.	180',5" x 33',1" x 14',4"
1963 (905)	Prince Philip	Trawler	442	Premier Steam Fishing Company Limited, Fleetwood.	135',2" x 29',1" x 15'
1963 (906)	Walanka	Motor Yacht, Twin Screw	170	Hall, Russell & Co., Ltd.	110',6" x 23',1" x 11',6"
1963 (907)	Tyger	Auxiliary Twin Screw Ketch	115	Myles Wyatt.	83' x 21' x 15'
1964 (908)	Pilgrim	Yacht	311	Pilgrim Bermuda Co. Ltd	122',10" x 26',1" x 18',10"
1964 (909)	Northella	Stern Trawler	1,718	J. Marr & Son Ltd., Hull.	214',6" x 40',6" x 26',6"
1964 (910)	Hebrides	Passenger Ferry	2,104	Secretary of State for Scotland, Leith.	220',7" x 43',7" x 13'
1964 (911)	Clansman	Passenger Ferry	2,104	Secretary of State for Scotland, Leith.	220',7" x 43',7" x 13'
1964 (912)	Columba	Passenger Ferry	2,104	Secretary of State for Scotland, Leith.	220',7" x 43',7" x 13'
1964 (913)	Patra	Yacht	196	A. Cayzer.	101',3" x 22',1" x 6'

Vessels Built by Hall, Russell & Co. in the 1960's. (Continued).

Date	Name	Rig	GRT Tons	Owners	L x B x D
1964 (914)	Hawthorn	Stern Trawler	589	Irvin and Johnson (South Africa) Limited.	119',4" x 31',1" x 14',5"
1965 (915)	Hibiscus	Trawler	589	Irvin and Johnson (South Africa) Limited.	119',4" x 31',1" x 14',5"
1964 (916)	Begonia	Trawler	340	Irvin and Johnson (South Africa) Limited.	121',10" x 26',7" x 13',9"
1964 (917)	Dahlia	Trawler	340	Irvin and Johnson (South Africa) Limited.	121',10" x 26',7" x 13',9"
1965 (918)	Erica	Trawler	340	Irvin and Johnson (South Africa) Limited.	121',10" x 26',7" x 13',9"
1965 (919)	Iris	Trawler	340	Irvin and Johnson (South Africa) Limited.	121',10" x 26',7" x 13',9"
1965 (920)	Lupin	Trawler	340	Irvin and Johnson (South Africa) Limited.	121',10" x 26',7" x 13',9"
1965 (921)	Ixia	Trawler	340	Irvin and Johnson (South Africa) Limited.	121',10" x 26',7" x 13',9"
1965 (922)	Rochea	Trawler	340	Irvin and Johnson (South Africa) Limited.	121',10" x 26',7" x 13',9"
1965 (924)	Kirkella	Stern Trawler	1,714	J. Marr & Son Ltd., Hull.	214',6" x 40',6" x 26',6"
1965 (925)	Conqueror	Stern Trawler	1,157	Northern Trawlers Ltd., Grimsby.	200',6" x 41',1" x 19'

Vessels Built by Hall, Russell & Co. in the 1960's. (Continued).

Date	Name	Rig	GRT Tons	Owners	L x B x D
1965 (926)	Aberdeen Explorer	Trawler	425	Aberdeen Motor Trawlers Limited.	134'10" x 29',1" x 15'
1965 (927)	Lady Alison	Supply vessel	854	P & O Offshore Services Ltd, London.	175',5" x 37',1" x 15'
1966 (928)	Sir Fred Parkes	Stern Trawler	1,033	St Andrews Steam Fishing Company Ltd.	205',9" x 41',1" x 26',7"
1966 (929)	Lady Parkes	Stern Trawler	1,033	St Andrews Steam Fishing Company Ltd.	205',9" x 41',1" x 26',7"
1966 (930)	Kingsnorth Fisher	Heavy Lift Vessel.	2,355	James Fisher & Sons Ltd, Barrow.	261' x 53' x 20',7"
1966 (931)	Criscilla	Stern Trawler	952	J. Marr & Son Ltd., Hull.	161',5" x 36',1" x 15',6"
1967 (932)	Duburg	Cargo vessel	2,649	H. Schuldt, P.H.S. Van Ommerren, Hamburg.	345' x 52',9" x 20'
1967 (933)	Glucksburg	Cargo vessel	2,649	H. Schuldt, P.H.S. Van Ommerren, Hamburg.	345' x 52',9" x 20'
1967 (934)	Troyburg	Cargo vessel	2,652	H. Schuldt, P.H.S. Van Ommerren, Hamburg.	345',10" x 52',9" x 20',10"
1967 (935)	Point Law	Coastal Tanker	1,529	Shell Mex and BP Ltd.	235' x 40',8" x 16',10"
1968 (936)	Inverness	Coastal Tanker	1,529	Shell Mex and BP Ltd.	235' x 40' x 16'

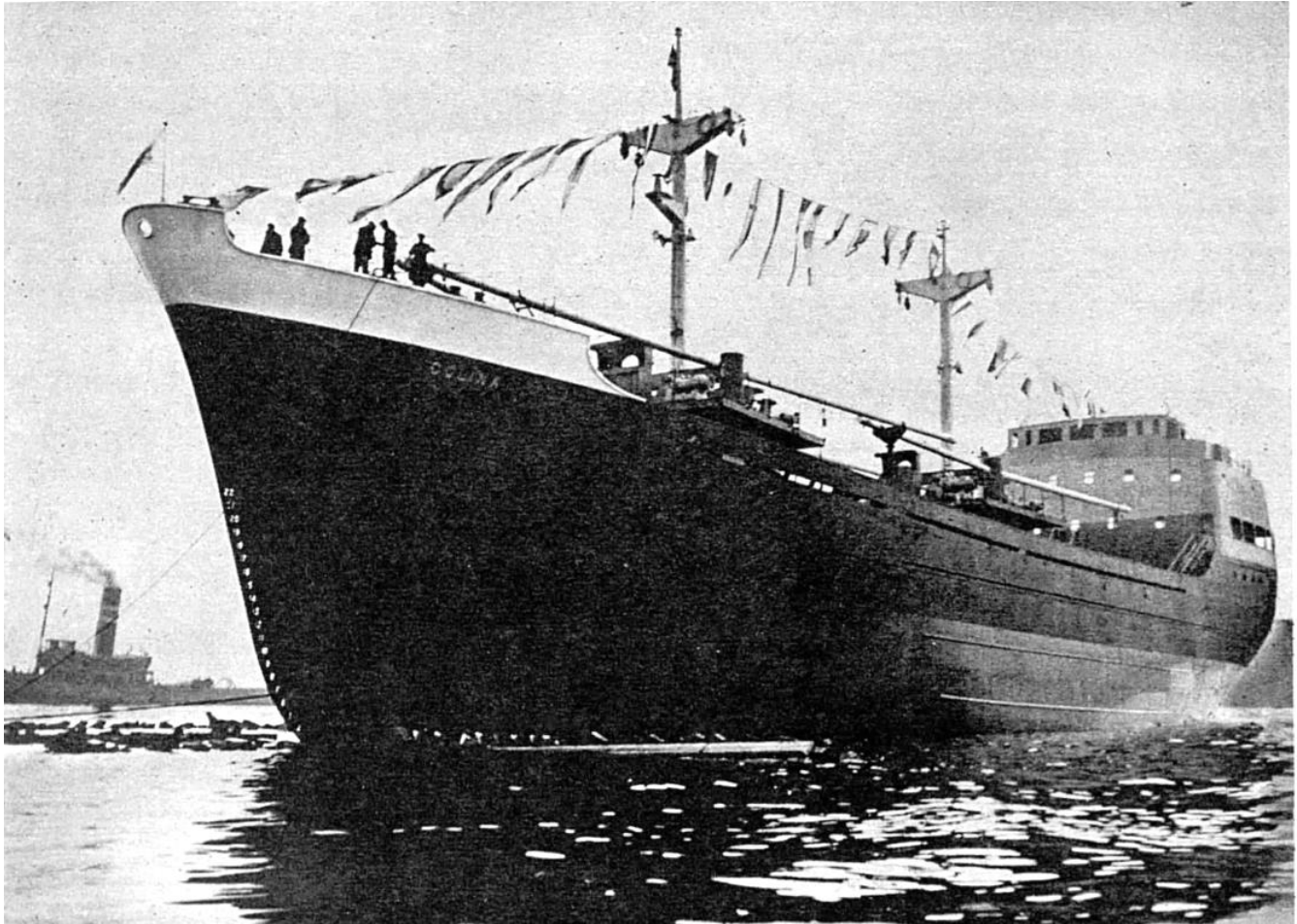
Vessels Built by Hall, Russell & Co. in the 1960's. (Continued).

Date	Name	Rig	GRT Tons	Owners	L x B x D
1968 (937)	Ardrossan	Coastal Tanker	1,529	Shell Mex and BP Ltd.	235' x 40' x 16'
1968 (938)	Grangemouth	Coastal Tanker	1,529	Shell Mex and BP Ltd.	235' x 40' x 16'
1968 (939)	Shearwater	Dredger	342	Dept of Agriculture & Fisheries for Scotland.	112',3" x 28',7" x 10'
1968 (940)	Clupea	Fishery Research Vessel	215	Dept of Agriculture & Fisheries for Scotland.	90',3" x 26',1" x 13',6"
1968 (941)	Southella	Stern Trawler	1,144	J. Marr & Son Ltd.	246',7" x 41',7" x 26',7"
1969 (942)	Wilmington	Bulk Cargo Vessel	5,689	Stephenson Clarke Ltd., London.	384',5" x 54',6" x 32',7"
1969 (943)	Silvereid	Chemical Tanker	1,596	Silver Line Ltd.	281' x 40',1" x 19'
1969 (944)	Dublin	Coastal Tanker	1,077	Shell Mex and BP Ltd.	214',9" x 37',2" x 14',7"
1969	Ferring	Cargo Vessel	1,596	Stephenson Clarke Ltd., London.	266' x 43',2" x 21'
1969	Malling	Cargo Vessel	1,596	Stephenson Clarke Ltd., London.	266' x 43',2" x 21'

*Displacement tonnage.

Colina (1960).

She was built to carry general cargo and for trade in the North Atlantic, the St Lawrence waterway and the Great Lakes. By general cargo we mean mixed cargo contained in bales, barrels, boxes, crates, bundles, packages, and on pallets. Cargo holds were forward of the engine room and her accommodation aft. She was fitted with special landing booms for putting seamen ashore for lock operations.



Launch of the 'Colina'. (The Sphere, 20th February 1960).

1960, 1st February: The Aberdeen Evening Express reported as follows: *“‘Colina’ launched. The ‘Colina’, the newest ship for North Atlantic and St Lawrence Seaway trading, was launched this afternoon from the yard of Messrs Hall, Russell and Co. Ltd., Aberdeen. Built to the order of the Donaldson Line Ltd., Glasgow, the vessel is a sister ship to the ‘Santona’, which was completed recently for the same firm for the same owners. The ship was named by Miss Mhairi Donaldson, daughter of Mr F. A. Donaldson, the owners’ chairman.”*

In 1966 she was lengthened by Barclay Curle and Co., Glasgow, an additional hold was fitted, and a central mast was fitted as shown in the photograph below. The lengthening was because she was considered too small for Atlantic trade.

Colina (1960). (Continued).

'Colina' (As lengthened by Barclay Curle in 1966. (Photographer unknown).

Vessel Name(s)	Colina. Renamed: 'Andrew C. Crosbie' (1967) and 'Aktian' (1977).	
Yard Number	876.	
Rig	General Cargo.	
Engine(s)	Diesel Oil, 2SA, 5-cylinder (500mm x 700mm), 2,000 bhp by British Polar Engines Ltd., Glasgow, single screw.	
Launch Date	1 st February 1960.	
Owner(s)	Donaldson Line Ltd., Glasgow.	
Registered Port	Glasgow.	Official No.: 301410.
GRT	1,776 tons.	Deadweight: 2,500 tons.
Length	271 feet (82.60m).	LOA: 294 ft 6 in (89.79m).
Breadth	44 feet, 7 inches (13.59m).	
Depth	26 feet, 1 inch (7.95m).	Draught: 17 ft 11 in (5.46m).
Construction	Steel.	
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.	
Other information	Equipped with deep tank forward for carrying vegetable oil. 1966: Lengthened to 108.3/100.8m, 2,222 tons GRT / 3,491 tons deadweight. 1967: Owned by Chimo Shipping Ltd., St Johns, Newfoundland and renamed 'Andrew C. Crosbie' . 1977: Owned by the Government of the Republic of Cuba and renamed 'Aktian' . 1977: Owned by Carrick Marine Enterprises Corp., Piraeus, Greece. 1983: Owned by Empresa de Nav. Mambisa, Havana, Cuba.	
Date Scrapped / Lost	1987: She was broken up at Bahia Honda, Cuba.	

Countesswells (1960).

She was built as a trawler for Aberdeen owners. Although **Alexander Hall & Co., Ltd.** was amalgamated with **Hall, Russell & Co., Ltd.** in 1957 the local press was still referring to **Alexander Hall & Co.'s** yard.



*Trawler A366, 'Countesswells' passing the pilot's house, Aberdeen Harbour.
(Photographer unknown).*

1959, 27th November: The Aberdeen Evening Express reported as follows: ***“Trawler built in less than a month. Three-and-a-half weeks after the first section was placed on the slips, the inshore trawler. ‘Countesswells’ was launched to-day from the yard of Alexander Hall and Co., Aberdeen. The ‘Countesswells’, which is to the order of Aberdeen Near Water Trawlers, was named by Mrs Basil Parkes, wife of Mr Basil Parkes, Hull, a director of the owning company. A sister ship to the ‘Woodside’, which ran her sea trials on Tuesday and her fishing trials yesterday, the ‘Countesswells’ is 109 ft. overall length with a beam of 23ft. The depth to the flush upper deck is 11ft.***

PREFABRICATED. The ‘Countesswells’ has been built to the builders’ Hall-Economy design of hull, developed after extensive tank tests of a new form with transom stern. Extensive prefabrication methods have been used in her construction and this has made it possible for her to be built so quickly. ‘Countesswells’ has been designed for near-water fishing and a novel feature for a vessel of this type is the fitment of a variable-pitch propellor with control from either bridge or engine-room. All bridge controls are grouped together in a centralised panel in a control console. The fish-room is of 5,200 cubic feet capacity and is served by three hatches. Main propelling machinery consists of a single National 6-cylinder, 4-cycle turbo-charged diesel engine, clutch coupled to the variable-pitch propeller tail-shaft at one end and operating the drive for a belt-driven trawl winch at the fore end.”

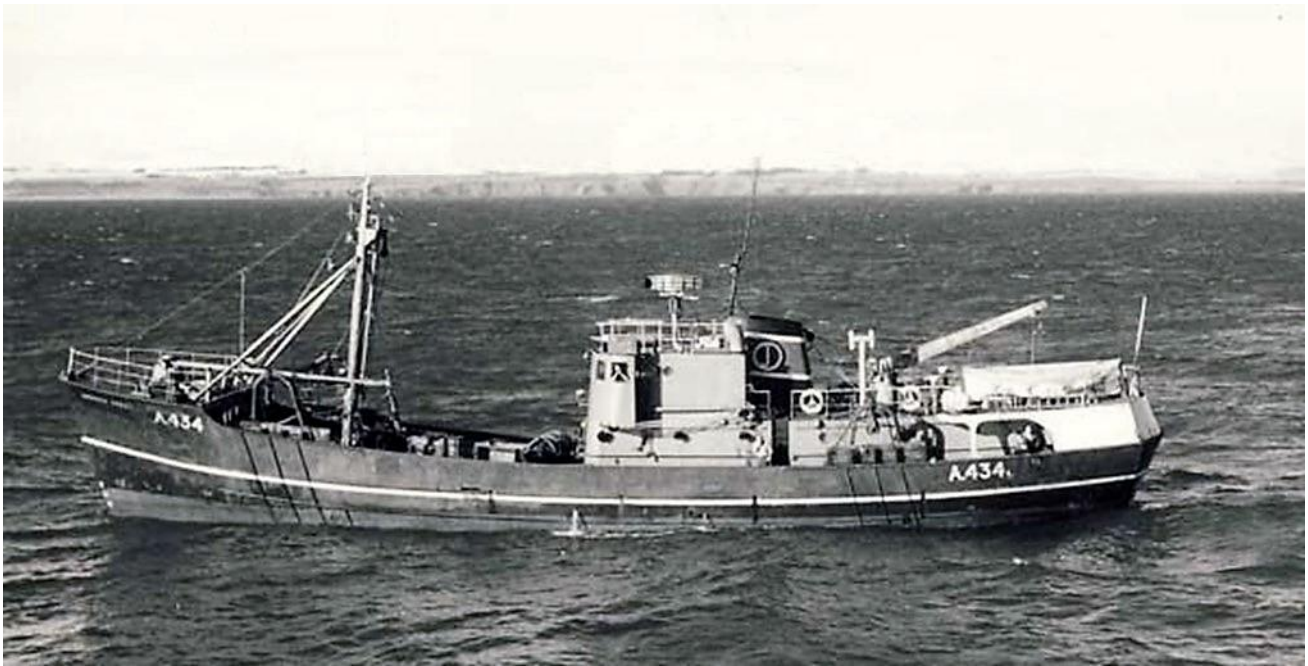
Countesswells (1960). (Continued).

Claiming she was built in less than one month, seems a bit of an exaggeration to my mind, as I imagine at least the same amount of time would have been spent in the fabrication bays assembling and welding the 'sections', or 'units' as we called them in the 1980's, and at least the same again, probably longer, procuring materials, and fitting-out after her launch.

Vessel Name(s)	Countesswells. Renamed: 'Gullborg' (1971).
Yard Number	880.
Rig	Trawler.
Engine(s)	Oil 4SA, 6-cylinder (12in. x 15in.), 500bhp, single screw by National Gas & Oil Engine Co. Ltd., Ashton under Lyne. Controllable pitch propellor.
Launch Date	27 th November 1959.
Owner(s)	Aberdeen Near Water Trawlers Ltd., Aberdeen.
Registered Port	Aberdeen. Official No.: 301587.
GRT	190 tons.
Length	98 feet, 9 inches (30.10m).
Breadth	23 feet, 1 inch (7.04m).
Depth	11 feet (3.35m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	By 1966: Owned by George Craig & Co. Ltd., Aberdeen. 1971: Owned by Captain Jacob N. Th. Nielsen (32) and partner, Partrederi, Faroe Islands and renamed ' Gullborg '.
Date Scrapped / Lost	1971, 19th December: She sank in 90 seconds after an engine-room explosion, approx. 50 miles SW of Lerwick, Shetland Islands. The crew of five spent 47-hours in their liferaft and capsized four times before being picked up by the Banff Registered fishing boat ' Morning Star ' owned by Mr Harold Napier, No. 8 School Street, Whitehills. In 1973, Harold Napier was awarded a medal and an address of commendation – signed by the Faroese Parliament – praising the great courage and seamanship of the ' Morning Star's ' crew.

Maureen Croan (1960).

She was built as a side fishing trawler for Aberdeen and Granton owners.



A434, trawler **'Maureen Croan'**. (Johnleif Jenson, Faeroe Islands).

1960, 25th April: The Aberdeen Evening Express reported on the twin launch as follows: *"The sister motor trawlers **'Maureen Croan'** and **'Malcolm Croan'** were launched from the shipyard of Messrs Hall, Russell and Co., Ltd., Aberdeen, by two sisters to-day. Built for the well-known firm of Messrs Joe Croan Ltd., Granton and Aberdeen, the **'Maureen Croan'** was launched from the builder's slipway completely finished and ready to proceed on sea trials, while the **'Malcolm Croan'** entered the water in orthodox fashion from the building berth, but with main engine aboard ready for Installation work to proceed. A strong family Interest was shown in the proceedings, Miss Josephine Croan (above left) naming the **'Maureen Croan'** and Miss Madeleine Croan (above right) naming the **'Malcolm Croan'**. Both vessels are Identical in size, being 108ft. 6in. in registered length, with beams of 23ft. 9in."*



Miss Josephine Croan and Miss Madeleine Croan.
(Aberdeen Journals).

Maureen Croan (1960). (Continued).

Vessel Name(s)	Maureen Croan.
Yard Number	881.
Rig	Fishing Trawler.
Engine(s)	Oil, 5-cylinder (12.5in. x 14.5in.), 670 bhp, by Ruston & Hornsby Ltd., Lincoln, single screw.
Launch Date	25 th April 1960.
Owner(s)	Joe Croan Ltd. , Aberdeen & Granton, Edinburgh.
Registered Port	Aberdeen. Official No.: 310595.
Fishing Reg. No.	A434.
GRT	234 tons. 77 tons net.
Length	108 feet (32.92m).
Breadth	24 feet, 1 inch (7.34m).
Depth	12 feet (3.66m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1967: Owned by Carnie & Croan Ltd., Granton, Edinburgh (William Carnie manager). 1969: Owned by Croan Trawlers Ltd., Granton, Edinburgh, (Joe Croan manager). 1970: Owned by British United Trawlers (Scotland) Ltd., Granton, Edinburgh.
Date Scrapped / Lost	1976: Sold to T. W. Ward Ltd. and was broken-up at Inverkeithing.

Boston Wasp (1960).

She was a sister trawler to the '**Princess Royal**' launched 11th May 1960.

The **Burntisland Group** Journal, Vol. 26, No. 4, April 1961, p114-5, published the following photographs of her:

- i) Mrs Cecil Smith smashes the traditional bottle over the bows of the '**Boston Wasp**'.
- ii) The '**Boston Wasp**' leaves port and the deckhands examine the fishing gear.
- iii) Preparing to shoot the trawl on the '**Boston Wasp**'.
- iv) Full ahead for the fishing grounds.



*Trawler GY639 'Boston Wasp' berthed at Hall, Russell & Co. Ltd. Outfitting Quay 1960.
(Photographer unknown).*

1960, 14th March: The Aberdeen Evening Express reported as follows: "**Hall, Russell trawler for Fleetwood.** The '**Boston Wasp**', a motor trawler built to the order of the St Andrew's Steam Fishing Company, Ltd., of Fleetwood, was launched this afternoon from the yard of **Messrs Hall, Russell and Co., Ltd.**, Aberdeen. Of 128ft. in overall length, 26ft. in breadth, and 13ft. 3in. in depth, the '**Boston Wasp**' is of the **Hall economy** transom tank tested design. Her fish room has a capacity of 7,800 cubic feet, while she will have accommodation for a crew of fifteen. Propelling machinery consists of a six-cylinder Mirrlees diesel engine. The vessel was named by Mrs Cecil Smith."

Boston Wasp (1960). (Continued).



*Mrs Cecil Smith performing the naming ceremony of the Motor trawler 'Boston Wasp'.
(Aberdeen Evening Express, 14th March 1960).*

Vessel Name(s)	Boston Wasp.
Yard Number	882.
Rig	Fishing Trawler.
Engine(s)	Oil, 4SA, 6-cylinder, (15" x 18"). 760 bhp, by Mirrlees, Bickerton & Day Ltd., Stockport, single screw.
Launch Date	14 th March 1960.
Owner(s)	St. Andrews Steam Fishing Co. Ltd. -
Registered Port	Grimsby. Official No.: 301829.
Fishing Reg. No.	GY639.
GRT	300 tons. 101 tons net.
Length	114 feet, 5 inches (34.87m).
Breadth	26 feet, 1 inch (7.95m).
Depth	13 feet (3.96m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1968: Owned by the Boston Deep Sea Fishing Ltd., Grimsby. 1970: Owned by the Boston Deep Sea Fishing Ltd., Lowestoft, fishing registration number LT238. 1979: Owned by Onward Fishing Co. Ltd. 1981: Owned by B. G. Evans. Early 1980's: Sold on to Honduran owners.
Date Scrapped / Lost	1989: She was wrecked on the Honduras coast.

Princess Royal (1960).

She was a trawler, rigged for side fishing, sistership to the **'Boston Wasp'** (Launched 14th March 1960). At her launch on 11th May 1960, she was named by Mrs J. R. D. Murray. The **Burntisland Group Journal**, Vol. 26, No. 4, April 1961 has photographs of Mrs J. R. D. Murray and the vessel entering the water.

Vessel Name(s)	Princess Royal. Renamed: 'Admiral Nelson' (1963.) and 'Grampian Admiral' (1982).
Yard Number	883.
Rig	Side Fishing Trawler.
Engine(s)	Oil, 4SA, 6-cylinder (15in. x 18in.), 760bhp, by Mirrlees, Bickerton & Day Ltd., Stockport, single screw.
Launch Date	11 th May 1960.
Owner(s)	Carry On Fishing Company Limited, Aberdeen.
Registered Port	Aberdeen. Official No.: 301599.
Fishing Reg. No.	A469, A40.
GRT	300 tons.
Length	114 feet, 5 inches (34.87m).
Breadth	26 feet, 1 inch (7.95m).
Depth	13 feet (3.96m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1962: Owned by the Don Fishing Co. Aberdeen. 1963: Renamed 'Admiral Nelson' and owned by Aberdeen Motor Trawlers Ltd. (Reg. No. A469). 1981: Owned by J. Craig Ltd., Aberdeen. Converted for use as a stand-by safety vessel for service at offshore installations. 1982: Owned by Aberdeen Motor Trawlers Ltd. and renamed the 'Grampian Admiral' (Reg. No. A40). 1986: Owned by The John Wood Group and George Craig & Sons Ltd., it was reported that she still had her original engines. c1987: Modified to a side trawler. 1988: Owned by Importing Ltd., Aberdeen. 1991: Owned by James Rodrick, Aberdeen. 1994: Owned by Crossvend, Ltd., Aberdeen. 2002 / 2010: Owned by Fondo Fishing Ltd., (International Marine Services Ltd.), Aberdeen (Reg No. A40), fishing out of Spain, her owners resided in Spain.
Date Scrapped / Lost	Unknown.

Malcolm Croan. (1960).

She was launched at the same time as her sister ship '**Maureen Croan**', she was a very successful trawler. See the earlier '**Maureen Croan**' page for local press launch article.

Vessel Name(s)	Malcolm Croan.
Yard Number	884.
Rig	Motor Trawler.
Engine(s)	Oil, 5-cylinder (12.5in. x 14.5in.), 670 bhp, by Ruston & Hornsby Ltd., Lincoln, single screw.
Launch Date	25 th April 1960.
Owner(s)	Joe Croan Ltd. , Aberdeen & Granton. (Joe Croan manager).
Registered Port	Aberdeen. Official No.: 301598.
Fishing Reg. No.	A444.
GRT	234 tons.
Length	108 feet (32.92m).
Breadth	24 feet, 1 inch (7.34m).
Depth	12 feet (3.66m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1966: Winner of the " <i>Golden Haddock Award</i> " for the highest earning Near / Middle Water Trawler. (Skipper John Banyard). 1967: Owned by Carnie & Croan Ltd., Granton, Edinburgh (William carnie manager). 1969: Owned by Croan Trawlers Ltd., Granton, Edinburgh (Joe Croan manager). 1969: Winner of the " <i>Golden Haddock Trophy</i> " for the highest earning Near / Middle Water Trawler. (Skipper John Banyard (52)). 1970: Owned by British United Trawlers (Scotland) Ltd., Granton, Edinburgh.
Date Scrapped / Lost	1976, 19th January: T. W. Ward Ltd., Inverkeithing commenced breaking her up.

1966, 29th December: The Belfast Telegraph reported as follows: "**RECORD CATCH.** A Scottish trawler, the '**Malcolm Croan**', of Granton, has claimed a British trawler record for catches over the past year, with fish worth £100,000. The captain, Mr. John Banyard (52) said: "We have been exceptionally lucky in finding the fish, and the record has been a great morale booster for my men."

£100,000 in 1966 is equivalent to approx. £1.3 million in 2021.

Malcolm Croan. (1960). (Continued).

A444 trawler 'Malcolm Croan'. (Captain Walter Lyle Hume, Isle of Wight).

1968, 13th January: The Aberdeen Press and Journal reported that the '**Malcolm Croan**' was the runner-up at the Golden Haddock awards. It reported that she was last years winner with a catch of £102,989, her skipper was John Banyard and the value of her catch this year was £90,147, equivalent to approx. £1.59 million in 2022).

1970, 20th March: The Aberdeen Evening Express reported as follows: "**Trophy for top skipper.** Scotland's top skipper, Mr William Campbell, will receive the Gold Haddock Trophy at a ceremony in Edinburgh tonight to mark his boat, the '**Ajax**', being Scotland's top white fish seiner in 1969. The '**Ajax**' grossed £60,007 for her year and the trophy winner's brother, skipper Andrew Campbell, of the '**Argosy**' was third in the seiner section at £44,739. The brothers come from Lossiemouth. The trophy will be handed over by Mr Joe Croan, a leading personality in the Scottish fishing industry, who instituted the award four years ago. The winner of the trawler section for the third time is the '**Malcolm Croan**' of Granton. The Aberdeen trawler '**Glenisla**', was runner up in the trawler section with a gross of £89,511."

The Aberdeen registered trawler A282 '**Glenisla**' (279 tons) was built for Wood & Bruce Ltd., Aberdeen, by **John Lewis and Sons Ltd.** in 1959 and scrapped in 1977.

Aberdeen Venturer (1960).

She was built as a side-fishing trawler to the 'Hall-Economy' design.

1960, 6th June: The Aberdeen Evening Express reported on her launch as follows: *"Sudden strike leaves new ship high and dry...The champagne bottle smashed against the side of the ship...the platform party of guests applauded, but the ship remained stationary on the stocks. It happened to-day at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.** The motor trawler '**Aberdeen Venturer**' was to have been launched at 11:45, but a strike by about seventy ships carpenters at the yard only two hours previously prevented the vessel from taking to the water. The men, including several apprentices, are believed to have walked out over a bonus wage claim. The majority of them went home, but between twenty and thirty went to the Links, where they held a meeting but made no statement afterwards.*

PLAYED FOOTBALL. *Following the meeting, they passed the time playing football before going home for lunch. A spokesman for the firm said that they would be willing to meet the men at any time. "The vessel will be launched as soon as the dispute is settled" he added. The vessel, built to the order Aberdeen Motor Trawlers Ltd was named by Mrs C. E Miller, wife of one of the directors. The sixth vessel to be launched from the yard in the last three months, the '**Aberdeen Venturer**' is the latest in the highly successful "Hall-Economy" series of trawlers. She has registered length 115 ft 9in., moulded breadth of 26ft. and moulded depth of 13ft 3in. The fishroom has a capacity about 7,900 cubic feet.*

1960, 9th June: The Aberdeen Evening Express reported on her launch as follows: *"**Launched without a hitch.** The launch of the motor trawler '**Aberdeen Venturer**', which was postponed on Monday because of a strike of seventy carpenters at the shipyard of **Hall, Russell and Co., Ltd.** shortly before it was due to take place went through without a hitch today. The men returned to work today on the promise that a local conference will be held next Tuesday, when a representative of another firm will be in the chair. Many of the guests who attended Monday's "launch that never was" naming ceremony were again present today. They included Mrs C. E. Miller, wife of one of the directors of the owners Aberdeen Motor Trawlers Ltd. and Mr Byron S. Bellamy, chairman of the company. At the ceremony today, Mrs C. E. Millar, who named the trawler on Monday, rang a bell which gave the all-clear and the vessel slid swiftly into the water."*

A photograph of **John Wright**, managing director congratulating Mrs C. E. Millar accompanied the article but wasn't good enough quality to reproduce.

The following photographs can be seen in the **Burntisland Shipbuilding Group Journal**, Vol. 26, No. 4, (April 1961):

- (a) Mrs. C.E. Miller, naming the vessel,
- (b) Launch of the vessel,
- (c) '**Aberdeen Venturer**' entering Aberdeen Harbour after her first fishing trip.

Aberdeen Venturer (1960). (Continued).

1960, 6th October: The Aberdeen Evening Express reported on her maiden catch, reporting that she had the second largest catch landed. She landed 1,064cwt. caught during a 12-day trip to Faroe, it grossed £3,457. Her skipper was the commodore skipper of the company fleet, Mr Alex. Elder.

£3,457 is equivalent to approximately £63,500 in 2022.

Vessel Name(s)	Aberdeen Venturer.
Yard Number	885.
Rig	Trawler.
Engine(s)	Oil, 4SA, 6-cylinder (15in. x 18in.), 760 BHP, by Mirrlees, Bickerton & Day Ltd., Stockport, single screw.
Launch Date	9 th June 1960. (Named 6 th June 1960).
Owner(s)	Aberdeen Motor Trawlers Ltd., Aberdeen.
Registered Port	Aberdeen. Official No.: 302224.
Fishing Reg. No.	A488.
GRT	298 tons. 100 tons Net.
Length	115 feet, 9 inches (35.28m).
Breadth	26 feet, 4 inches (8.03m).
Depth	13 feet, 3 inches (4.04m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	She carried a wireless operator and had an automatic steersman. 1973: Owned by Aberdeen Near Water Trawlers, Aberdeen (part of John Wood Group). 1976, 31st August: The Aberdeen Press and Journal reported that she collided with the ' Ben Tarbet ' outside The Bay of Refuge, Peterhead. Two members of the ' Ben Tarbet's ' crew were lost, and the skipper of the ' Aberdeen Venturer ' was charged with culpable homicide, although he denied the charges.
Date Scrapped / Lost	1979, 2nd November: She arrived at Bo'ness for breaking by Bo'ness Shipbreakers & Scrap Merchants.

Granton Merlin (1960).

Built as a 'Hall-Economy' side trawler for Granton owners.



*Trawler CN72, 'Granton Merlin' launch party, pre-launch.
(Aberdeen Journals 25th May 1960).*

1960, 25th May: The Aberdeen Evening Express reported as follows: “Yet another trawler of the well-known **“Hall Economy”** tank tested design was launched from the Aberdeen shipyard of **Hall, Russell and Co. Ltd.**, today. She is the **‘Granton Merlin’**, built to the order of William Cairnie Ltd., of Granton...Intended for near and middle water fishing, the vessel has an overall length of 117ft. 6in., breadth moulded 23ft. 9in., and depth moulded of 12ft. The fish-hold has a capacity of about 7,200 cubic feet and accommodation is provided for a crew of thirteen. The propelling machinery consists of a single screw, five-cylinder Ruston and Hornsby four stroke diesel engine. The naming ceremony was carried out by Mrs William Carnie wife of a director of the owning company.”

Hall-Economy Design.

My understanding is that the 'Hall-Economy' design was a standard design that could be constructed at a known cost in a relatively short period of time, since all the design and engineering work had already been carried out. Changes could be made, but at additional cost.

Granton Merlin (1960). (Continued).

GN72 trawler 'Granton Merlin'. (Edinburgh Evening News).

Vessel Name(s)	Granton Merlin. Renamed: 'Umberleigh' (1978) and 'Merlin G' (1980).
Yard Number	886.
Rig	Fishing Trawler.
Engine(s)	Oil, 4SA, 5-cylinder (318mm x 368mm), 655bhp, by Ruston & Hornsby Ltd., Lincoln, single screw.
Launch Date	25 th May 1960.
Owner(s)	Croan Trawlers Ltd. , Granton. Managers – William Carnie, Granton.
Registered Port	Granton. Official No.: 300604.
Fishing Reg. No.	GN72.
GRT	235 tons.
Length	108 feet (32.92m).
Breadth	24 feet, 1 inch (7.34m).
Depth	12 feet (3.66m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1980: She underwent a huge conversion to a yacht and was renamed 'Merlin G' and was unrecognisable as a former trawler.
Date Scrapped / Lost	Unknown: May still be sailing.

Star of the Isles. (1960).

Trawler, built for side-fishing, launched 28th July 1960, and named by Mrs John Mitchell. She is said to have had: "*comfortable crew accommodation, heated by hot water radiators*", what a luxury. "*Bulkheads and linings throughout the accommodation are plastic faced*", this would be as opposed to varnished wood.

Further photographs and drawings can be found in The Burntisland Group Journal, Vol. 26, No. 4, (April 1961).



'Star of the Isles' launch party. (Hall Russell).



A441, 'Star of the Isles' launch, 28th July 1960. (Hall Russell).

Star of the Isles. (1960). (Continued).

Trawler '*Star of the Isles*' as GY1366 '*Syerston*'. (Photographer unknown).

Vessel Name(s)	Star of the Isles. Renamed: ' <i>Admiral Ramsey</i> ' (1963), ' <i>Syerston</i> ' (1965), and ' <i>Arctic Viking</i> ' (1973).
Yard Number	887.
Rig	Trawler.
Engine(s)	Oil, 2SA, 4-cylinder (340mm x 570mm), 700bhp, by British Polar Engines Ltd, Glasgow, controllable pitch propellor, single screw.
Launch Date	28 th July 1960.
Owner(s)	Walker Steam Trawl Fishing Co. Ltd. , Aberdeen.
Registered Port	Aberdeen. Official No.: 302232.
Fishing Reg. No.	A441.
GRT	226 tons. 71 net tons.
Length	106 feet, 3 inches (32.38m).
Breadth	23 feet, 10 inches (7.26m).
Depth	12 feet (3.66m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1963: Still owned by the Walker Steam Trawl Fishing Co. Ltd., Aberdeen but renamed ' <i>Admiral Ramsey</i> ' registration number GY1366. 1965, November: Owned by Peter Sleight Trawlers Ltd., Grimsby and renamed ' <i>Syerston</i> ', Fishing Reg. No.: GY1366. 1973, September: Owned by William Liston (Aberdeen) Ltd. (part of the Boyd Line group) and renamed ' <i>Arctic Viking</i> '. 1977: Converted for use in the North Sea as a stand-by safety vessel for offshore installations.
Date Scrapped / Lost	1980 / 1981: No longer listed in Lloyd's Register of Shipping, possibly scrapped.

Star of Scotland. (1960).

She and her sister ship '**Star of the Isles**' were diesel-driven vessels built specifically to replace the owners older steam-driven trawlers. They fished from the starboard side.



A442, Aberdeen registered trawler '**Star of Scotland**'. (Hall Russell).

1960, 8th December: The Aberdeen Evening Express reported as follows: *"Round the Docks... with A.C.D. The Walker Steam Trawl Fishing Co., Ltd., who have a fleet of modern motor trawlers built at different shipyards have two "Hall – Economy" vessels, the '**Star of the Isles**' and the '**Star of Scotland**'.*

ECONOMICAL. Said Mr Andrew Walker, head of the firm, *"If I could, I would have all my ships like the '**Star of the Isles**' and the '**Star of Scotland**'. They look like being very economical and they tow as well, if not better, than any of the other ships we have. I am very pleased indeed with them. Mr Walker said these trawlers have several new features. The winch generator is driven off the fore end of the main engine, an arrangement which, he feels, will reduce fuel consumption considerably. His trawlers fish off the starboard side only and, here again, there is a saving in gear and equipment, while this arrangement increases accommodation considerably. There is also a winch house which according to the crew, was of great benefit particularly at this time of year. Mr Walker said the had also carried the whaleback back to the mainmast, giving considerably more protection for the crew. Mr Albert Scouller, skipper of the '**Star of the Isles**', was loud in his praise of the vessel. "She is a capital sea boat in every respect and grand for the West Side. I would not like to leave her." He added. Mr David Wood, who owns the '**Glengairn**', another "Hall-Economy" class trawler, said he was also very pleased with her as was his skipper. He had been out in that very stormy weather recently and was one of the first to run the bar at Aberdeen Harbour. His skipper stated that the '**Glengairn**' was one of the best sea boats he had ever been on. The announcement..."*

Star of Scotland. (1960).

1960, 29th September: The Aberdeen Evening Express reported as follows: *“**Star of Scotland.** The new motor trawler ‘**Star of Scotland**’ launched from the yard of **Hall, Russell and Co.** is the twenty-first trawler which those builders and their associate company have built for the Walker Steam Trawl Fishing Co. This was announced **by Mr John Wright** at a gathering after the launch. The vessel bears the name of an earlier trawler which was the first diesel-engined trawler to operate from Aberdeen.”*

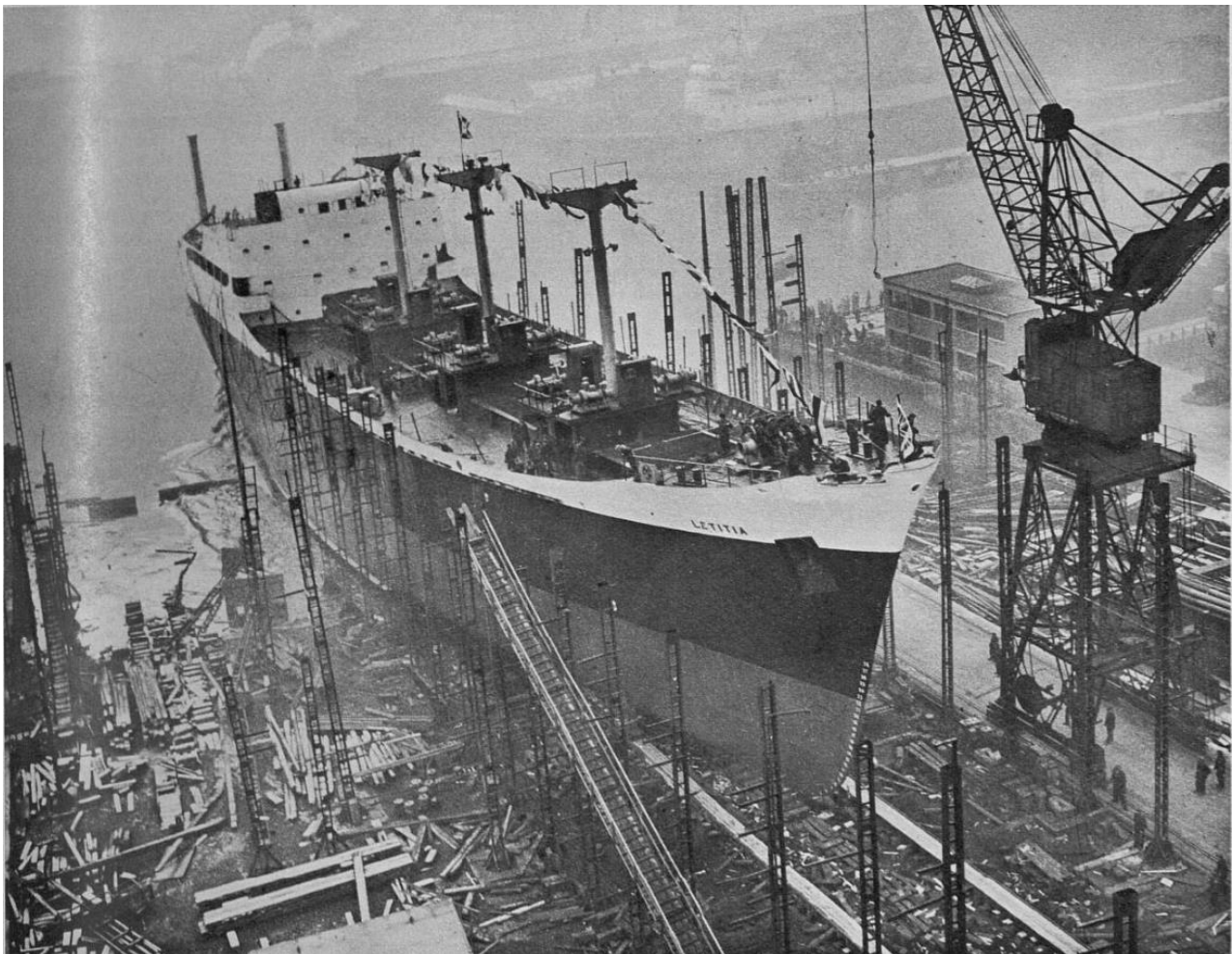
Vessel Name(s)	Star of Scotland. Renamed: ‘ Admiral Cunningham ’ (c1961); ‘ Kirmington ’ (1965); ‘ Arctic Attacker ’ (1973), and ‘ Mediterranean Attacker ’ (1979).
Yard Number	888.
Rig	Fishing trawler.
Engine(s)	Oil, 2SA, 4-cylinder, (340mm x 570mm), 700BHP, by British Polar Engines, Glasgow. Single screw. Controllable pitch propellor.
Launch Date	27 th September 1960.
Owner(s)	Walker Steam Trawl Fishing Co. Ltd.
Registered Port	Aberdeen. Official No.: 302233.
Fishing Reg. No.	A442.
GRT	226 tons. 71 net tons.
Length	106 feet, 3 inches (32.38m).
Breadth	23 feet, 10 inches (7.26m).
Depth	12 feet (3.66m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ LMC, Lloyd’s Machinery Certificate. Surveys overdue, Class suspended 6 th February 1981.
Other information	1961: Still owned by the Walker Steam Trawl but renamed ‘ Admiral Cunningham ’. 1963: Owned by skipper A. R. Eldar. 1965: Owned by Peter Sleight Trawlers Ltd., Grimsby and renamed ‘ Kirmington ’, given fishing reg. no.: GY1367. 1973, September: Owned by William Liston, Grimsby and renamed ‘ Arctic Attacker ’. 1979: Owned by Dimitrios Palmos, S/A, Greece and renamed ‘ Mediterranean Attacker ’. 1982 / 1983: Owned by Seagreen Compania Naviera S.A., Panama.
Date Scrapped / Lost	Unknown.

Letitia (1961).

She was a medium sized cargo liner with accommodation for a total of sixty-seven including twelve passengers. The Burntisland Shipbuilding Group Journal, Vol. 26, No. 4, stated *"the crew are in two-berth cabins, but there is also one three-berth cabin for cattle-men"*. She was the third vessel **Hall, Russell & Co., Ltd.** had built for the Donaldson Line since 1959, the other two being the cargo vessels **'Colina'** (1,776 tons) in 1960, and the **'Santona'** (1,769 tons) in 1959.

According to the Belfast Telegraph, 17th January 1961, **'Letitia'** was named after the sister-ship of the **'Athenia'** (13,876 tons) which was torpedoed at the beginning of WW2.

1961, 19th January: The Aberdeen Evening Express reported as follows: *"LETITIA. Keen interest was taken in the launching of the motorship 'Letitia' from the yard of Hall, Russell and Co., Ltd. The vessel, for the Donaldson Line, is designed to carry 6,800 tons deadweight and is fully equipped for North Atlantic, St Lawrence Seaway and Great Lakes trading. She is the third vessel to bear the name of 'Letitia'. The first was built in 1912 and was lost during World War I. The second 'Letitia' was a passenger and cargo carrier of 13,878 gross tons and was well known on the North Atlantic for many years..."*



*Launch of the 'Letitia'. (The Sphere, 11th February 1961).
(Note the 65-ton crane at the Outfitting Quay is not erected yet).*

Letitia (1961). (Continued).

1961, 16th January: The Aberdeen Evening Express reported as follows *“The third Letitia. The largest vessel launched at Aberdeen for some time was sent down the slips today from the shipyard of her builders, Messrs Hall, Russell and Co., Ltd. Constructed to the order of the Donaldson Line Limited, Glasgow, the vessel was named ‘Letitia’ by Mrs Grace Donaldson. This vessel the third to be built by Hall, Russell and Co. for the Donaldson Line, is also the third to bear the name ‘Letitia’. The new ‘Letitia’ launched today is a smart little cargo liner designed to carry about 6,500 tons deadweight as an open shelter-decker and is fully equipped for North Atlantic, St Lawrence Seaway and Great Lakes trading.”*



Mrs Grace Donaldson, wife of one of the directors of the Donaldson Line Ltd., Glasgow, gets ready to launch their new vessel, the ‘Letitia’. (Aberdeen Journals).

The **Burntisland Shipbuilding Group** Journal, Vol. 26, No. 4, has more photographs, as follows:

- 1) Her naming ceremony,
- 2) ‘Letitia’ entering the water,
- 3) ‘Letitia’ after the launch,
- 4) A drawing of her completed profile.

1961, 25th April: The Aberdeen Evening Express reported as follows *“New cargo liner leaves Aberdeen. The fine new cargo liner ‘Letitia’, which successfully ran her trials in Aberdeen Bay last week, sailed from Aberdeen today for the Clyde. Built by Hall, Russell and Co., Ltd., for the Donaldson Line, Ltd., Glasgow, the vessel is to enter the North Atlantic and Great Lakes service of her owners and is due to sail on her maiden voyage early in May.”*

Letitia (1961). (Continued).

Vessel Name(s)	Letitia. Renamed: 'Bibi' (1967), 'Tepic' (1977), and 'Tepora' (1984).
Yard Number	890.
Rig	Cargo Liner.
Engine(s)	Oil, 2SA, 7-cylinder (720mm x 1250mm), 5,400bhp, by Sulzer Brothers Ltd., Winterthur, single screw.
Launch Date	16 th January 1961.
Owner(s)	Donaldson Line Ltd. , Glasgow. (Manager: Donaldson Brothers & Black Ltd.).
Registered Port	Aberdeen. Official No.: 301443.
GRT	4,499 tons.
Length	385 feet, 11 inches (117.63m).
Breadth	58 feet, 2 inches (17.73m).
Depth	26 feet, 5 inches (8.05m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate. ✠ Lloyds RMC. DTf – Vegetable Oil. (Deep Tank forward).
Other information	1964, January: It was reported that while loading at St John's, New Brunswick her cargo of rubber caught fire and spread to crates of apples, fortunately she suffered little damage. 1967: Owned by William Brandts (Leasing) Ltd., Glasgow, managed by Denholm Maclay Co. Ltd., renamed 'Bibi' and registered in Liberia. 1975: Owned by Mercury Ltd., Monrovia. Managers Denholm Maclay Co., Ltd. 1977: Owned by Transportation Maritima Mexicana S.A., Mexico and renamed 'Tepic' . 1984: Owned by Wesser de Inversiones S.A., renamed 'Tepora' and siled under Honduras flag.
Date Scrapped / Lost	1985: According to Lloyd's Casualty Returns for this year the 'Tepora' , built c.1961, 4,499 tons, caught fire approx. 450 miles South of New Orleans and sank whilst in tow. (Position: 24.16.48N - 89.01.18W).

Admiral Jellicoe. (1961)

She was built as a motor driven side trawler for local owners, named after Admiral of the Fleet, John Rushworth Jellicoe (1859 to 1935) 1st Earl Jellicoe, GCB, OM, GCVO, DL, SGM. Amongst other achievements he commanded the Grand Fleet at the Battle of Jutland in May 1916 during the First World War.





*Admiral J. R. Jellicoe.
(George Grantham
Bain Collection).*



*Launch of the motor trawler A515, 'Admiral Jellicoe', 23rd November 1960.
(Hall Russell).*

1960, 23rd November: The Aberdeen Evening Express reported as follows: *"The 'Admiral Jellicoe', the second of four motor trawlers on order at Hall, Russell and Co. Ltd.'s shipyard, Aberdeen, for Parbel-Smith Ltd., Aberdeen, was launched this afternoon. The naming ceremony was performed by Mrs Duncan Smith, wife of a director of the owning company....Constructed to the builders' now familiar and well-proved "Hall-Economy" design with transom stern, the 'Admiral Jellicoe' has a distinctive appearance which feature a quadpost mast. The adoption of this type of mast results in greatly improved forward visibility for the helmsman and allows a much larger working space on deck. The vessel is arranged for fishing from both sides. The 'Admiral Jellicoe' is 130ft. in overall length with a beam of 26ft. Her fishroom, which will be fitted out with aluminium posts and shelves, has a capacity of 7,900 cubic feet. Accommodation is provided for a crew of sixteen. The skipper's cabin is abaft the wheelhouse and is adjacent to a separate combined chart and wireless room."*

Admiral Jellicoe. (1961). (Continued).

Vessel Name(s)	Admiral Jellicoe.	
Yard Number	892.	
Rig	Side-trawler fishing vessel.	
Engine(s)	Oil, 4SA, 6-cylinder (381mm x 457mm), 810 BHP, by Mirrlees, Bickerton & Day Ltd., Stockport, single screw.	
Launch Date	23 rd November 1960.	
Owner(s)	Parbel-Smith Ltd., Aberdeen	
Registered Port	Aberdeen.	Official No.: 302238.
Fishing Reg. No.	A515.	
GRT	306 tons.	
Length	115 feet, 9 inches (35.28m).	130 feet (39.62m) overall.
Breadth	26 feet, 4 inches (8.03m).	
Depth	13 feet, 3 inches (4.04m).	
Construction	Steel.	
Classification	Lloyds Register of Shipping. Class: +100A1.  Built under Special Survey.  LMC, Lloyd's Machinery Certificate.	
Other information	1965: Owned by Mannofield Fishing Co., Ltd., Aberdeen. 1967: Owned by George Craig & Sons Ltd., Aberdeen. 1972: Owned by H. K. F. Trawlers Ltd., Aberdeen, and managed by George Craig. 1978: Owned by North Star Fishing Co. Ltd., Aberdeen and renamed ' Grampian River '. She operated as Stand-by Safety Vessel. 1998 / 1999: Owned by Ramsden Trading Ltd. and registered at Aberdeen.	
Date Scrapped / Lost	Unknown.	

1961, 19th January: The Aberdeen Evening Express reported as follows *“On Tuesday, the new trawler ‘Admiral Jellicoe’, built for the recently formed Parbel-Smith concern, successfully ran her trials in Aberdeen Bay. She encountered rather rough seas and some of those who went out on the trials were “under the weather” and had to be brought ashore.”*

This reminds me of the time we went out on sea trials with one of the Mooring and Salvage Vessels, a gale arose and many of the workers were sick, lucky for me I wasn't, and I never have been seasick, felt a bit squeamish a couple of times, but a few minutes on deck looking at the horizon with some fresh air and I was fine.

Admiral Jellicoe. (1961). (Continued).



Trawler 'Admiral Jellicoe'. (Photographer unknown).

Admiral Hawke. (1961).

She was built as a motor driven side trawler for local owners, named after Admiral Edward Hawke, 1st Baron Hawke, KB, PC (1705 to 1781).



Admiral Edward Hawke (Painted by George Knapton (1698 to 1778)).

1960, 21st December: The Aberdeen Evening Express reported as follows: ***“Aberdeen launch. The ‘Admiral Hawke’, the third of four vessels under construction at Hall Russell's for Parbel-Smith Ltd., was launched from the company's Aberdeen shipyard to-day. Mrs C. E. Miller, wife of a director of the owning company, performed the naming ceremony. The ‘Admiral Hawke’, which has an overall length of 117 feet, has accommodation for a crew of thirteen.”***



Guests at the launch of the ‘Admiral Hawke’. (Hall Russell). John Wright managing director of Hall, Russell & Co., Ltd. is noticeable directly behind to the left of Mrs C. E. Miller holding the bouquet of flowers.

Admiral Hawke. (1961). (Continued).



Trawler 'Admiral Hawke' launch with the harbour tug 'Danny'. (Hall Russell).



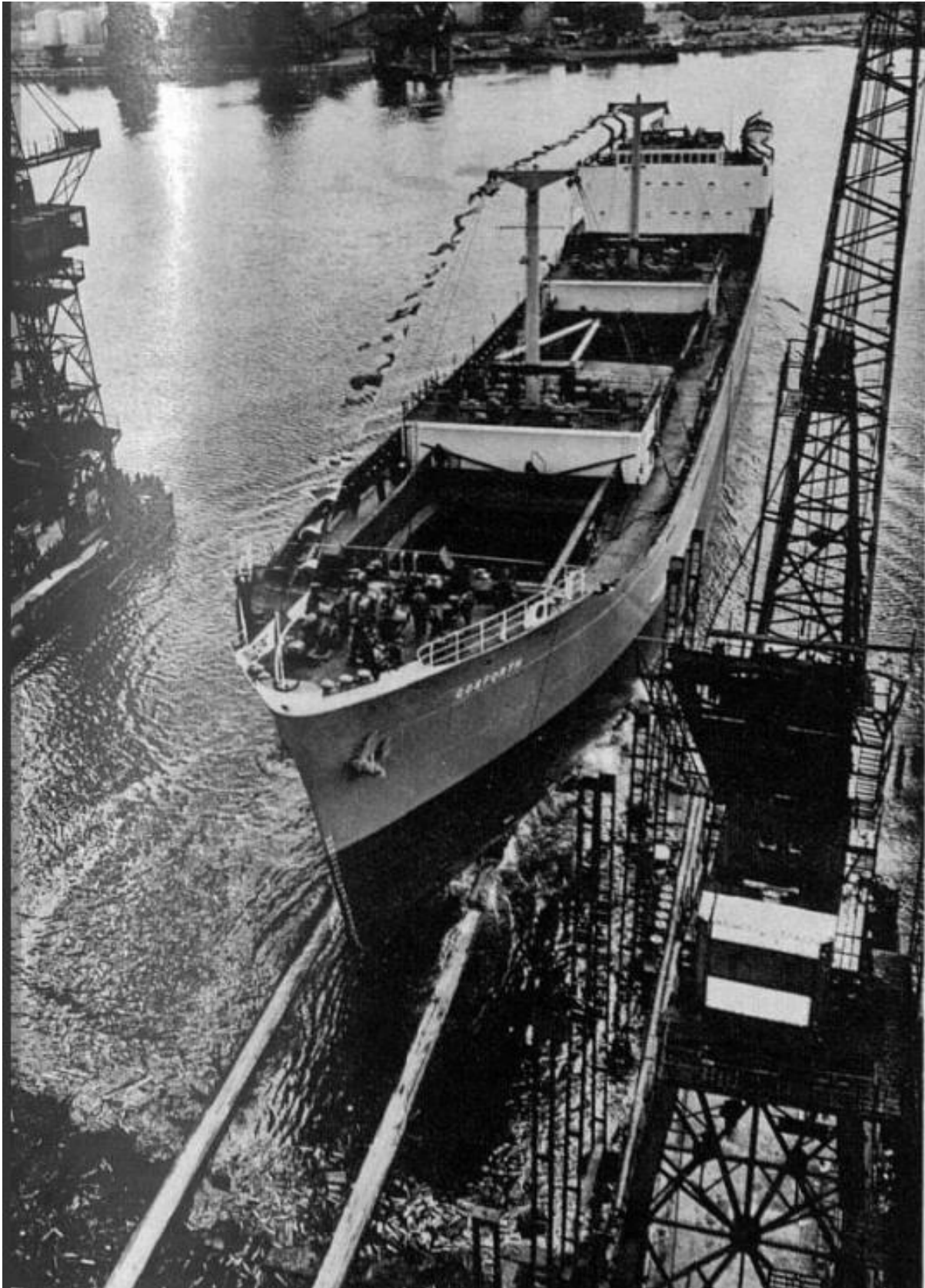
A520, Trawler, 'Admiral Hawke' at sea. (Aberdeen Evening Express, 30th March 1961).

Admiral Hawke. (1961). (Continued).

Vessel Name(s)	Admiral Hawke. Renamed: ' Diane Elizabeth ' (1983) and ' Breydon Eider ' (1984).
Yard Number	893.
Rig	Side-trawler fishing vessel.
Engine(s)	Oil, 4SA, 5-cyl (305mm x 381mm), 670bhp, by National Gas & Oil Engine Co. Ltd., Ashton under Lyne, single screw.
Launch Date	21 st December 1960.
Owner(s)	Aberdeen Motor Trawlers Limited.
Registered Port	Aberdeen. Official No.: 302244.
Fishing Reg. No.	A520.
GRT	225 tons.
Length	114 feet, 10 inches (35.00m).
Breadth	26 feet, 1 inch (7.95m).
Depth	13 feet (3.96m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1965: Owned by Mannofield Fishing Co., Ltd., Aberdeen. 1967: Owned by Aberdeen Motor Trawling Ltd., Aberdeen. Owned later by Bruce's Stores Ltd., Aberdeen. 1977: Owned by Hewett Fishing Co., Ltd., London. 1983: Her fishing registration was transferred to Lowestoft, new number - LT43, and she was later renamed ' Diane Elizabeth '. 1984: Owned by Breydon Marine Ltd., Lowestoft and renamed ' Breydon Eider ' and converted for us as a stand-by safety vessel for offshore installations.
Date Scrapped / Lost	1992: Sold for breaking up.

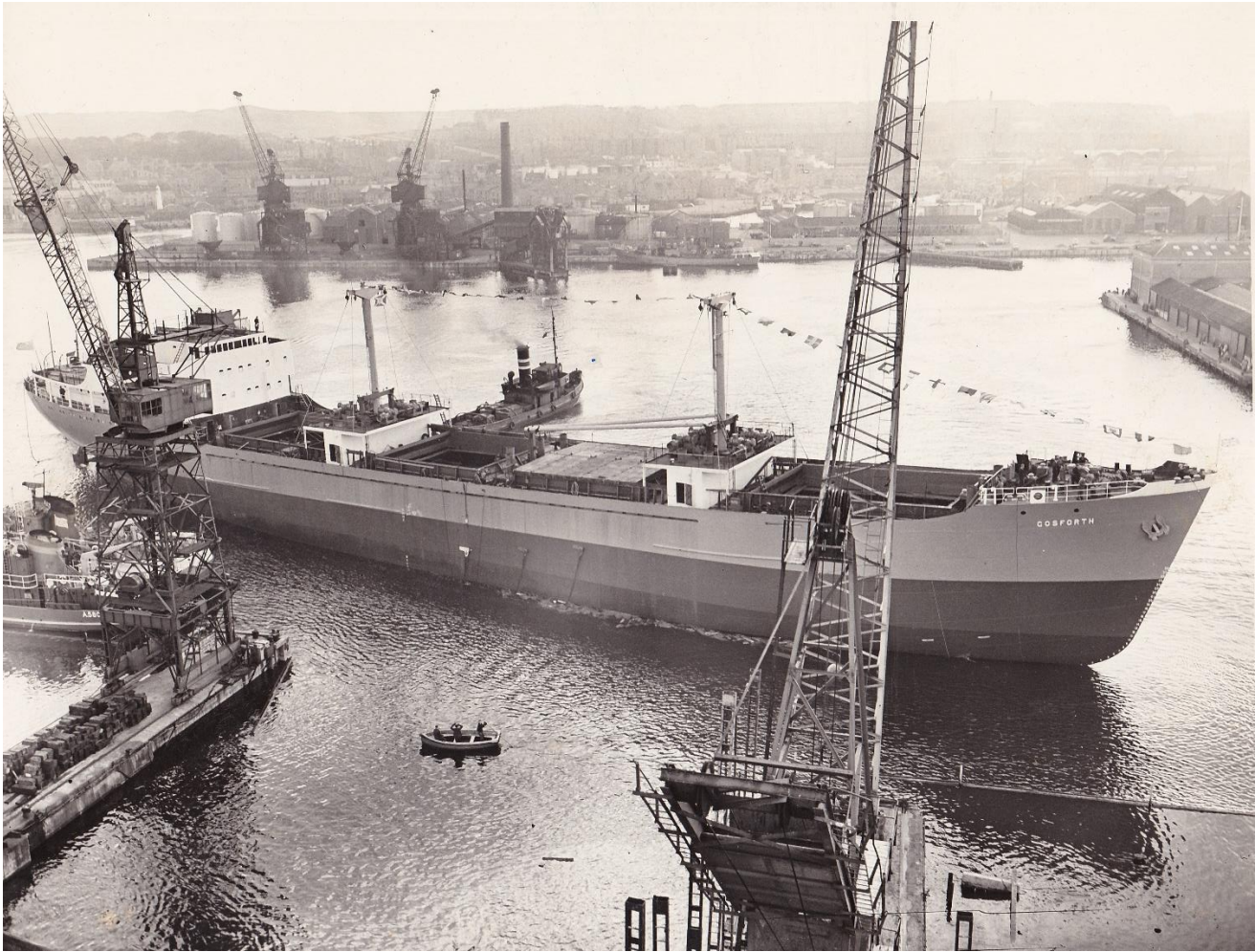
Gosforth (1961).

She was built to carry general cargo, in Lloyds Register it states she was “*strengthened for heavy cargoes*”. Although built for Newcastle owners she ended up working in the Great Lakes in Canada.



*A birds-eye view of the Launch of the 'Gosforth'.
(The Sphere - Saturday 4th November 1961).*

Gosforth (1961). (Continued).



Launch of the 'Gosforth'. (Hall Russell).

1961, 27th September: The Aberdeen Evening Express reported as follows: ***“Cargo ship launched.*** A vessel which has aroused a lot of Interest as she took shape on the stocks at the shipyard of **Messrs Hall, Russell and Co., Ltd.**, Aberdeen, was launched this afternoon. She is the **‘Gosforth’**, a bulk cargo carrier of 7,500 tons deadweight. The vessel is a sister ship to the **‘Holmside’**, built for the same owners, the Burnett Steamship Co., Ltd., Newcastle-on-Tyne, by **Hall, Russell and Co.**, in 1959. As she left the ways the vessel was named by Mrs S. M. Johnson.”

‘Holmside’ (5,034 tons) was **Hall Russell** yard number 867 and Launched 21st May 1959.

Gosforth (1961). (Continued).

Vessel Name(s)	Gosforth. Renamed: 'Thorold' (1972), 'Catherine Desgagnes' (1985) and 'Catherine III' (2015).
Yard Number	894.
Rig	General Cargo Ship.
Engine(s)	Oil, 2SA, 6-cylinder (600mm x 1040mm), 4,100 bhp, by Sulzer Brothers Ltd., Winterthur, single screw.
Launch Date	27 th September 1961.
Owner(s)	Burnett Steamship Co. Ltd. , Newcastle.
Registered Port	Newcastle. Official No.: 186922.
GRT	5,675 tons. Deadweight: 7,500 tons.
Length	383 feet, 11 inches (117-02m).
Breadth	56 feet, 4 inches (17.17m).
Depth	31 feet (9.45m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1968: She underwent major work and her deadweight increased from 7,580 tons to 8,350 tons. 1972: Owned by Quebec & Ontario Transportation Co. Ltd., St. Catherines, Canada, and renamed 'Thorold' . 1981: Owned by Trico Enterprises Ltd., St. Catherines, Canada. 1985: Owner by Les Armateurs du St Laurent Inc., St Catherines, Canada, and renamed 'Catherine Desgagnes' . 1987: Owned by Transport Desgagnes Inc., Quebec, Canada.
Date Scrapped / Lost	Unknown, was still sailing in 2015 at Canada as 'Catherine III' .

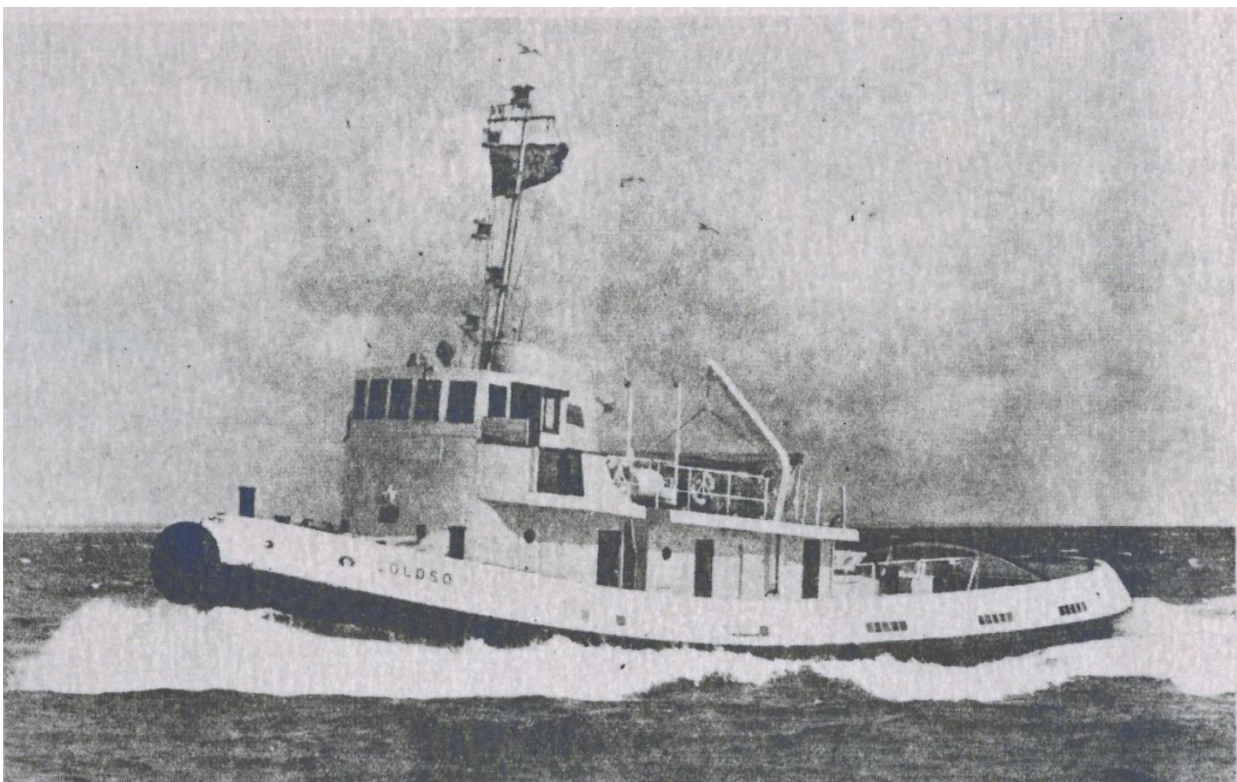
Coloso (1961).

She was built as a coastal and harbour tug for use in the port of Iquique in Chile. She was the 11th tug built by **Hall, Russell**, however it was **Alexander Hall & Co.** who had quite a reputation for building tugs, they built 52 off them.

1961, 22nd March: The Aberdeen Evening Express reported as follows: ***"CHILEAN GIRL LAUNCHED TUG. A CHILEAN typist launched a Chilean tug in Aberdeen today. Attractive Miss Elena Peralta is on a year's exchange visit to the Liverpool office of the Pacific Steam Navigation Company, where she works as a typist. As the launching date for the company's tug, the 'Coloso', which is to operate in Chilean waters, drew near, it was decided that it would be appropriate for the vessel to be named and launched by the company's only Chilean representative. She told the "Evening Express" to-day: "This is the first time I have ever launched any vessel. I have four months of my year's visit to complete in Liverpool, then I will return to the company's Chilean office in Antofagasta." Miss Peralta lunched in the Station Hotel to-day with two representatives of her company, and **Mr John Wright**, the **managing director of Hall, Russell and Co., Ltd.** The 'Coloso', built by **Hall, Russell's**, is a small harbour tug.***



*Miss Elena Peralta.
(Aberdeen Journals).*



Tug 'Coloso'. (Hall Russell).

Coloso (1961). (Continued).

Vessel Name(s)	Coloso. Renamed: 'Ultramar IV' (1976) and 'Koyam' (2002).
Yard Number	896.
Rig	Coastal and Harbour Tug.
Engine(s)	Four stoke diesel, 4SA, 8-cylinder, (10.5" X 14.5"), type 8VEBCM, 970 BHP at 200rpm by Ruston and Hornsby, Lincoln. Reverse Reduction Gearbox, directional propellor.
Launch Date	1961, 22 nd March. Completed: May 1961.
Owner(s)	Servicios Martimos, S.A., Valparaiso, Chile.
Registered Port	Iquique Chile. Official No.: 2889.
GRT	176 tons. 54 tons net. 64 tons deadweight.
Length	91 feet, 3 inches (27.81m). 90 feet (27.43m) B.P.
Breadth	25 feet (7.62m).
Depth	12 feet, 6 inches (3.81m). Draft aft: 12 feet, 6 inches (3.81m).
Construction	Steel, welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	Speed: 11 knots. 1976: Owned by Ultramar Agencia Maritima, Valparaiso, and renamed 'Ultramar IV' . 1988: Owned by Sociedad naviera Ultragas Ltda. 2002: Her name was changed to 'Koyam' , and was registered at Caldera, Chile.
Date Scrapped / Lost	Unknown, may still be in service.

Admiral Burnett (1961).

She was built as a trawler for side-fishing from the starboard side only, specifically designed for long-distance fishing in Icelandic waters for two weeks at a time. Her port side superstructure was built out the side allowing for more crew accommodation.

1961, 17th May: The Aberdeen Evening Express reported as follows: *“**Top line trawler launched.** Scotland’s most powerful trawler was launched at the Aberdeen yard of **Hall, Russell and Co. Ltd.**, today. She is the ‘**Admiral Burnett**’, built for a local firm, Parbel-Smith, Ltd. The ‘**Admiral Burnett**’ is the latest and largest **Hall-Economy** trawler to be built at Aberdeen and was launched by Lady Burnett, widow of the late Admiral Sir Robert L. Burnett, first chairman of the White Fish Authority. The vessel is larger than the normal trawler operating out of Aberdeen port. Her overall length is 152ft. 9in. She is powered by a Mirrlees seven-cylinder turbo-charged four stroke cycle, direct reversible, marine diesel engine of 1,022 B.H.P. directly coupled to bronze propeller. A feature of the vessel is that she has been arranged to fish from the starboard side only, thus providing spacious accommodation for the crew of nineteen.”* (The article also included a photograph of the launch party at the bow of the vessel).



A574 trawler ‘Admiral Burnett’. (Photographer unknown).

1961, 20th July: The Aberdeen Evening Express reported as follows: *“**Admiral Burnett is largest of her class.** The new Aberdeen trawler ‘**Admiral Burnett**’, recently completed by **Hall, Russell and Co., Ltd.**, Aberdeen, for Parbel-Smith Ltd., returned this week from her maiden voyage. The vessel, which is commanded by Aberdeen-born Skipper George Cormack from Hull, was at the Icelandic fishing grounds and had a catch of 1,300 boxes. Unfortunately, prices for deep water fish were low when she landed. The ‘**Admiral Burnett**’ is the last of four “**Hall Economy**” trawlers ordered by Parbel-Smith from **Hall, Russell’s** and is the first No. 5 size of this standard range of trawlers. *Continued**

Admiral Burnett (1961). (Continued).

She is much larger than the normal vessel operating from the port. Her overall length is 152.9ft., while she has a beam of 28ft. and a depth of 14ft. to the upper deck. The fishroom has a capacity of 10,500 cubic feet and is fitted with aluminium posts and shelves. Like the three other vessels built for Parbel-Smith, the 'Admiral Burnett' is fitted with a quadpod mast giving improved visibility forward for the helmsman and a larger clear working area on deck. A rather unusual feature for a vessel of this size is that she has been arranged to fish from the starboard side only. Spacious accommodation is provided for the crew of nineteen. The trawler's Mirrlees, 7-cylinder turbo-charged four-stroke diesel engine of 1,022 bhp gives her a good turn of speed. The first fish offered for sale from the 'Admiral Burnett's' maiden catch was an 8 stone box of jumbo haddocks which realised £15 10/-. The buyer was Mr J. T. Everett, jun., and he qualified for the traditional new hat." (Equivalent to approx. £243 in 2021).

Vessel Name(s)	Admiral Burnett. Renamed: ' Boston Lightning ' (1968); and ' St Luke ' (1977).
Yard Number	897.
Rig	Trawler.
Engine(s)	Oil, 4SA, 7-cylinder (15" x 20"), 1,022 BHP by Mirrless Bickerton & Day, single screw.
Launch Date	17 th May 1961.
Owner(s)	Parbel-Smith Ltd. Managers: Don Fishing Co., Aberdeen.
Registered Port	Aberdeen. Official No.: 303204.
GRT	391 tons.
Length	138 feet (42.06m).
Breadth	28 feet, 1 inch (8.56m).
Depth	14 feet (4.27m).
Construction	Steel. Built in units, see film on www.aberdeenships.com
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1961, 28th June: She carried out her sea trials in Aberdeen Bay. 1961/1963: Owned by the Mannofield Fishing Co. Ltd., Aberdeen (Reg. No. A574). 1966: Owned by St Andrews Steam Fishing Co. Ltd., Hull. 1968: Owned by Boston Deep Sea Fisheries Ltd., Hull (Manager - B. A. Parkes) and renamed ' Boston Lightning ', transferred to Fleetwood and given fishing registration No. FD14. 1977: Owned by Dagon Fishing Co., Ltd., Lowestoft and renamed ' St Luke ', fishing boat registration number LT132.
Date Scrapped / Lost	1978, 18th May: She sank after an explosion, which was presumed to be a mine, 160 miles east of the Tyne.

Mannofield. (1961).

She was built as a motor driven side trawler for local owners.



*A580, Trawler 'Mannofield' as 'Admiral Vian' entering Aberdeen Harbour.
(Photographer unknown).*

1961, 31st July: The Aberdeen Evening Express reported as follows: *“Mannofield launched. The latest addition to Aberdeen’s near water trawling fleet, the ‘Mannofield’ was launched this afternoon from the shipyard of Messrs Hall, Russell & Co., Ltd. Built to the order of Aberdeen Near Water Trawlers Ltd., the vessel was named by Mrs G. Craig, wife of one of the directors of the owning company. Like her two sister ships the ‘Woodside’ and the ‘Countesswells’, the ‘Mannofield’ is of the builders “Hall-economy” tank-tested design with transom stern. She is slightly larger than the first two. Another trawler for the Aberdeen fleet, the ‘Kinellan’ was due to be launched later to-day from the shipyard of Messrs John Lewis & Sons Ltd.”*

Mannofield. (1961). (Continued).

Vessel Name(s)	Mannofield.	Renamed: 'Admiral Vian' (1962).
Yard Number	898.	
Rig	Motor Trawler.	
Engine(s)	Oil, 4SA, 5-cylinder (305 x 381mm), 670bhp, by National Gas & Oil Engine Co. Ltd., Ashton under Lyne. Single screw. Controllable pitch propellor.	
Launch Date	31 st July 1961.	
Owner(s)	Aberdeen Near Water Trawlers Ltd. , Aberdeen.	
Registered Port	Aberdeen.	Official No.: 303207.
GRT	226 tons.	74 tons net.
Length	106 feet, 3 inches (32.38m).	
Breadth	23 feet, 10 inches (7.26m).	
Depth	12 feet (3.66m).	
Construction	Steel.	
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.	
Other information	1962: Owned by the Mannofield Fishing Co. Ltd., Aberdeen and renamed ' Admiral Vian '. (See below). 1967: Owned by Aberdeen Motor Trawlers Ltd., Aberdeen.	
Date Scrapped / Lost	Unknown.	

1962, 5th April: The Aberdeen Evening Express reported as follows: *“Around the Docks with A.C.D. The other day a vessel berthed at Aberdeen Fish Market with the name of ‘Admiral Vian’ on her bows and stern. She was not a stranger vessel, but one of the port’s modern trawlers with a new name. Actually, she is the former ‘Mannofield’ which formed part of the fleet of the now defunct Aberdeen Near Water Trawlers Ltd. The trawler was taken over by Parbel-Smith Ltd. and as all this firm’s vessels bear the names of admirals, she was named ‘Admiral Vian’.”*

Admiral of the Fleet Sir Philip Louis Vian (1894 to 1968), GCB, KBE, DSO & two bars, was a Royal Navy officer who served in both World Wars.



*Admiral Philip Vian.
(Oswald Birley).*

Discovery (1962).

She was built for the National Oceanographic Council, to explore the oceans around the World, and at the time was the largest general purpose oceanographic research vessel in use in the United Kingdom.

Launched 3rd July 1962, and named by Viscountess Hailsham, wife of the UK Minister for Science. Her first task was to take part in the International Indian Ocean Expedition in 1963 for about fifteen months where she played a leading role in survey of the Arabian Sea.



'Discovery'.



Viscountess Hailsham.



'Discovery' launch party, 3rd July 1962. (Hall, Russell).

Discovery (1962). (Continued).



Launch of 'Discovery', 3rd July 1962. (Hall Russell).



'Discovery'. (Hall Russell).

Discovery (1962). (Continued).

Onboard her laboratories were well-equipped, and fully air-conditioned. She also had amongst other areas, a workshop, cinema, library, and a net room.

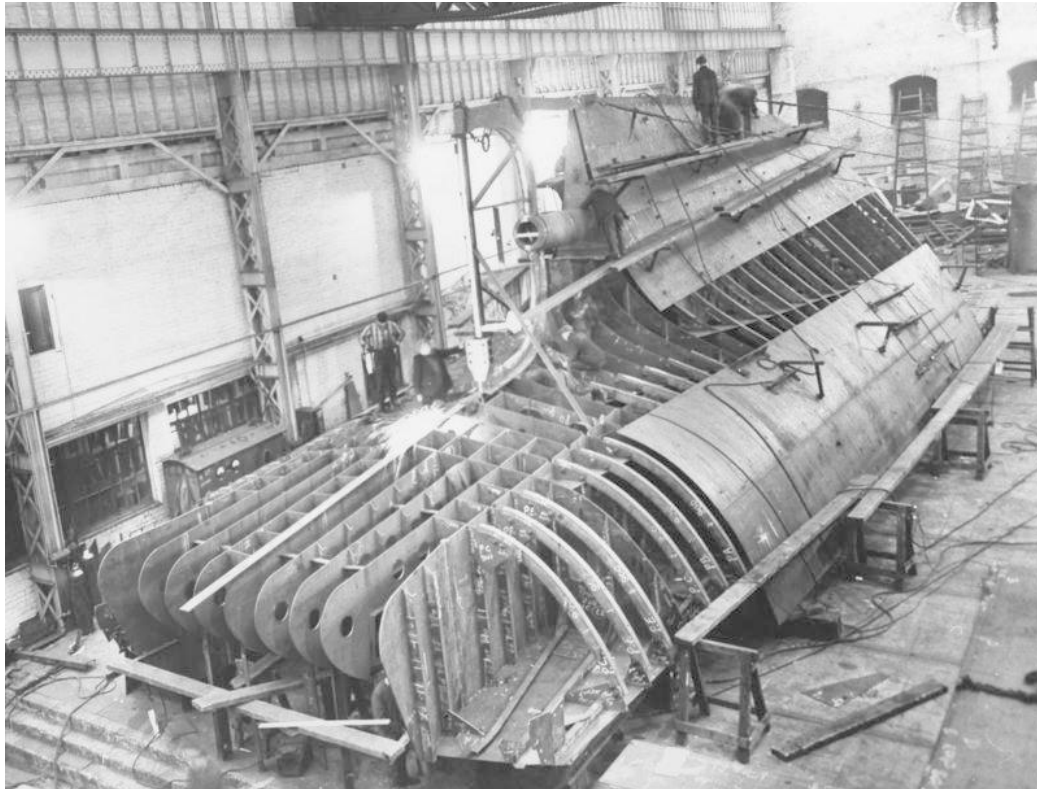
Vessel Name(s)	Discovery.
Yard Number	899.
Rig	Research Vessel.
Engine(s)	3 off oil engines 4SA, each 6-cylinder (12.5" x 14.5") 3,645 BHP, by Ruston and Hornsby. Diesel-electric propulsion by A.E.I., Rugby. Bow thruster forward.
Launch Date	3 rd July 1962.
Owner(s)	National Environment Research Council, London.
Registered Port	Aberdeen. Official No.: 304401.
GRT	2,665 tons.
Length	235 feet, 7 inches (71.81m).
Breadth	46 feet, 1 inch (14.05m).
Depth	18 feet, 1 inch (5.51m).
Construction	Steel, welded. Superstructure and funnel made of aluminium riveted and welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate. Ice Class 2.
Other information	Build cost - £800,000 (Equivalent to approx. £13.7 million in 2022). 1991 / 1992: Her superstructure was removed and rebuilt, 7 new diesel-electric engines installed, 5 cranes (130-ton, 75-ton and 3 x 30-ton) installed, two 'A' frames (20-ton and 15-ton) installed and lengthened by 10m.
Date Scrapped / Lost	2013: Scrapped at Gallo Recycle Yard, Ghwent, Belgium.

1961, 18th July: The Coventry Evening Telegraph reported as follows: *"A.E.I. to Power New Ship. A.E.I. Ltd., have been given the contract to provide diesel-electric equipment for a new research ship for the National Institute of Oceanography, it was announced today. Most of the electrical equipment the company said would be made at the A.E.I. Rugby works. The firm will supply the whole of the diesel-electric propulsion machinery, auxiliary generator sets and electric drives for the winches. Ruston and Hornsby engines will drive the main and auxiliary generators..."*

Her name lives on in a new vessel which replaced her, built in Spain in 2013 for the National Environment.

Junella. (1962).

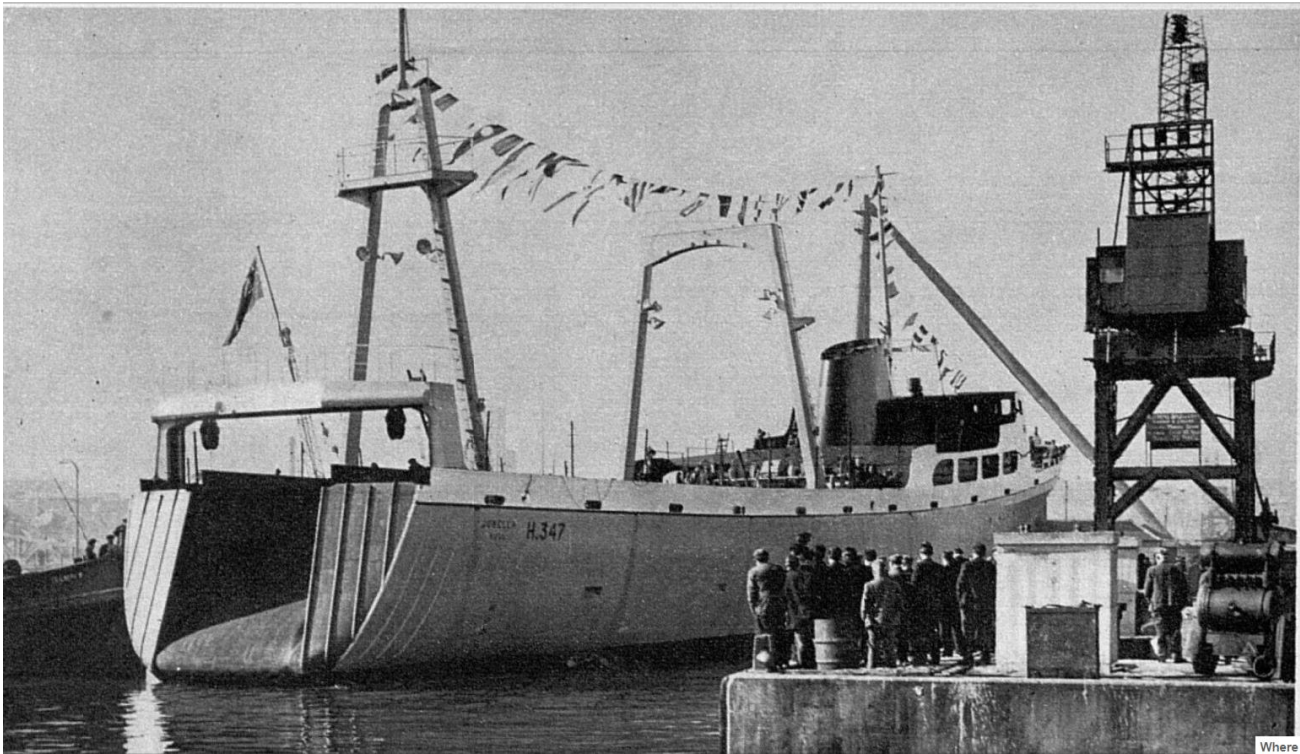
She was the first stern trawler built by **Hall, Russell**, which also had freezing capabilities.



Construction of the stern section of the stern trawler 'Junella' in one of Hall Russell's Fabrication Bays. (Hall Russell).

As you can see from the above photograph the unit is being constructed upside-down. In this position all down-hand and vertical welds would be performed. Once the unit was turned over the remaining welds would be performed in the down-hand position, thereby negating the need for the more difficult overhead welding. The welding processes used in the 1960's were stick welding (SMAW), and submerged arc welding (SAW) which was used on deck seams.

1962, 6th March: The Aberdeen Evening Express reported on her launch as follows: "A trawler with all the latest. A vessel which may well revolutionise fishing in this country was to-day launched from the shipyard of **Messrs Hall, Russell and Co., Ltd.**, Aberdeen. She is the all-refrigerated diesel-electric stern trawler '**Junella**', which has been built to the order of Messrs J. Marr and Son Ltd., Hull. She was named by Lady Chick, wife of Sir Louis Chick, chairman of the White Fish Authority. The '**Junella**', 240 ft., will be the largest operating out of Hull. The main features of her revolutionary design is that she will fish over the stern and not over the side. Fish will be gutted and washed under cover in the tween decks, and quick frozen in special vertical plate freezers. There will be ideal working conditions for the crew who will not have to pull the nets over the side of the vessel by hand, nor carry out gutting and washing on exposed deck. The vessel will operate mainly off Greenland and Newfoundland."

Junella. (1962). (Continued).

'Junella', about to be launched, 6th March 1962. (The Sphere, 31st March 1962).

1962, 8th March: The Aberdeen Evening Express reported as follows: ***"New company formed to market 'Junella's' catch. The 'Junella', the all-refrigerated trawler which has aroused so much interest in fishing circles throughout the country, has at last been launched. She went into the water with all main engines, funnel, etc., installed. This is something new in shipbuilding at Aberdeen at any rate, particularly in a vessel of the size of 'Junella'. No wonder Mr John Wright, managing director of Hall, Russell & Co. Ltd. was an anxious man just before launch. But the vessel slid gracefully into the water. It is to be hoped that this will be a good omen for the future success of the vessel. As Sir Louis Chick said after the launching, the firm of J. Marr & Son Ltd., Hull in building 'Junella' have done a great service to the fishing industry and from the industry's point of view, it is most important that the 'Junella' should be a success. Although not the first stern trawler built at Aberdeen – the first of modern design was the 'Fairtry' – the 'Junella' however, all the fish caught will be frozen on board in their whole state, without any processing being carried out apart from gutting and washing. When the vessel arrives back from the fishing grounds her fish will not be sold on the market like the catches of most other trawlers. I am told that a new company is being formed in order to take over the vessel's catches. This firm will defrost the fish, process them and then sell them to the public. This is a departure which will be watched with keen interest by all sections of the industry. If the 'Junella' enterprise is a success, and it is sincerely hoped that it will be in view of the huge amount of money involved, it may well revolutionise fish processing and distribution methods in this country..."***

Junella. (1962). (Continued).



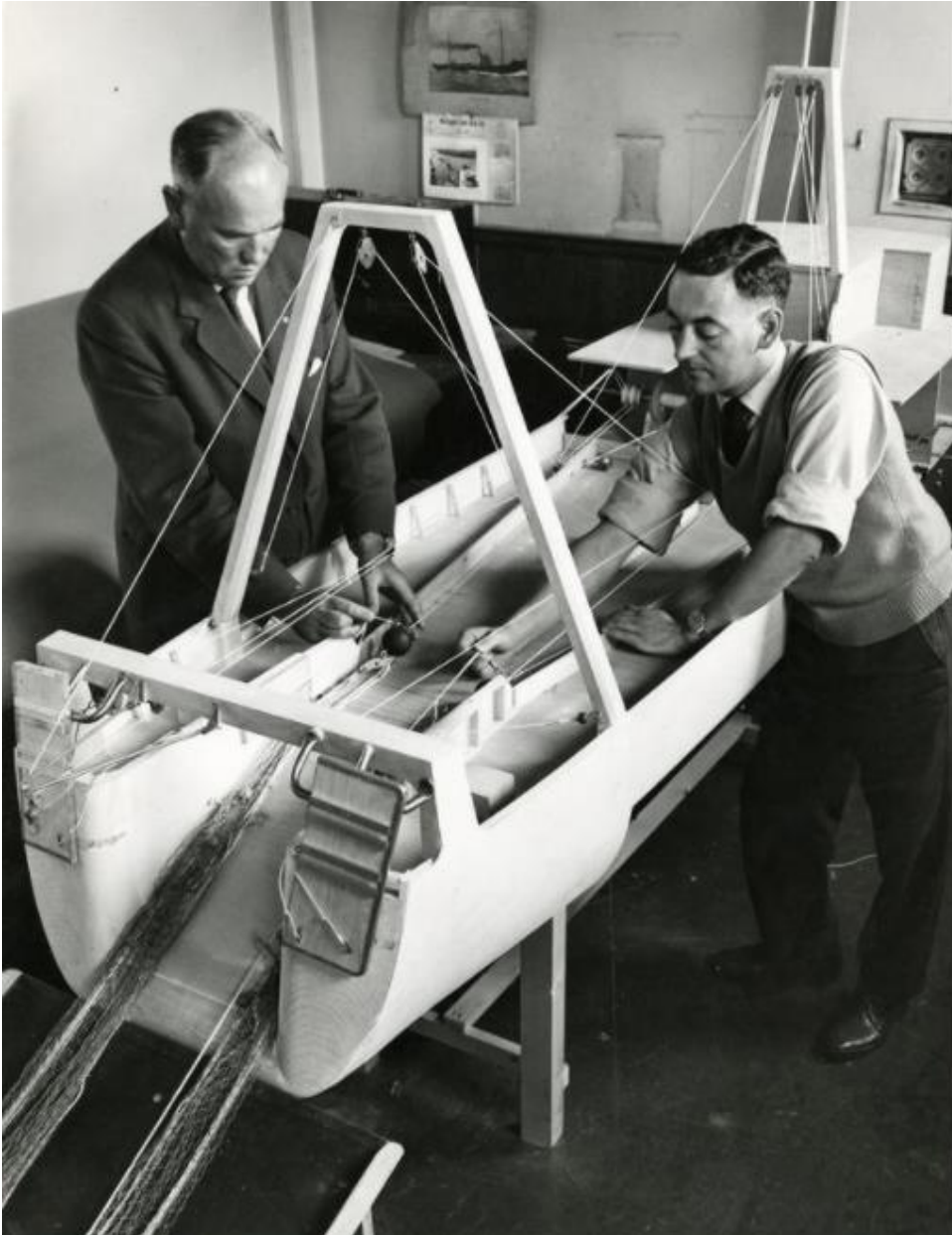
Launch of the stern trawler 'Junella', 6th March 1962. (Hall Russell).

On the far left of the above photograph you can see the Outfitting Mangers office, the upstairs window was the shipyard managers office, the office I shared in the 1980's, was next door. Note the 65-ton crane isn't there, as it was erected a little later.



Stern Trawler 'Junella'. (Hall Russell).

Junella. (1962). (Continued).



John Wright, managing director (left) and Alastair Davidson (right) with a model of the stern trawler 'Junella' c1961. (Hall, Russell).

John Wright, CBE (c1913 to 1997) became **managing director** in 1955, and **Alastair Davidson** later became the Planning Director. **Alastair Davidson** still worked in the yard in the 1980's when I worked there, and I remember him well, but **John Wright**, MBE retired in 1978, two years before I joined the company, he died in 1997 aged 84-years.

I remember during my time in the Shipyard Drawing Office (SYDO as we used to call it) making a model of the supporting structure for the crane on the deckhouse of the Mooring and Salvage Vessels (MSV) in the 1980's, it was my first attempt at model-making other than the occasional Airfix kit in my youth. It wasn't a particularly good model; however, it served its purpose. **Alastair Davidson** is wearing his tank top, we still wore them in the 1980's, usually with a short-sleeved shirt, it saved you constantly getting holes in the arms of your jumper due to leaning while drawing.

Junella (1962). (Continued).

Vessel Name(s)	Junella. Renamed: 'Bluefin' (1973), and 'Southern Ranger' (1977).
Yard Number	900.
Rig	Stern Trawler with freezer capacity.
Engine(s)	Diesel-electric. 3 off oil 4SA, each 8-cylinder (10" x 12"), 3,237BHP, driving 3 generators each 560kw, 303V d.c., by English Electric, Newton-Le-Willows.
Launch Date	1962, 6 th March.
Owner(s)	J. Marr & Son Ltd., Hull.
Registered Port	Hull. Official No.: 301685.
Fishing Reg. No.	H347.
GRT	1,435 tons.
Length	208 feet, 6 inches (63.55m). Approx. 240 ft. (73.15m) overall.
Breadth	38 feet, 6 inches (11.73m).
Depth	26 feet, 3 inches (8.00m).
Construction	Steel, welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	Master: Charles Drever (An Aberdonian). 1962, 30th August: It was reported in the Aberdeen Evening Express that she caught 30 tons of fish on her 33-day trip. 1964, 17th August: Her spare hand Herbert Rollerson (49) father of five, Hampshire Street, Hull was lost overboard while fishing at Newfoundland. (<i>Aberdeen Press and Journal 18th August 1962</i>). 1966, November: She was reported to have run aground during a White Sea (Russia) fishing trip. After 36-hours aground she was refloated with no damage, however she headed to Honningsvåg, Norway for minor repairs to an air compressor. (<i>Aberdeen Evening Express 17th Nov. 1966</i>). 1973: Owned by Atlantic Trawling Pty Ltd., South Africa, and renamed ' Bluefin '. 1977: She was renamed ' Southern Ranger '. (Same owners). 1987 / 1988: Owned by South Atlantic Fishing Co., Georgetown, Caymen Islands. 1988: Owned by the Atlantic Fishing Enterprises (Pty) Ltd., Cape Town, South Africa.
Date Scrapped / Lost	1993, June: She was broken-up at Alang Scrapyard in India. Aka "The World's Largest Ship Graveyard".

Junella (1962). (Continued).

1962, 12th July: The Aberdeen Evening Express reported as follows: ***“REMARKABLE SHIP.** The new all-refrigerated stern trawler ‘Junella’ which is expected to revolutionise deep-sea fishing, left Aberdeen yesterday for her home port of Hull. The vessel, which has been designed and built by **Hall, Russell and Co., Ltd.**, should be a fine advertisement for the firm and it will be surprising if they do not receive orders for other vessels of her type. The members of the Aberdeen fishing industry who inspected the ‘Junella’ last Friday were impressed by the vessel. Another visitor was Viscount Hailsham, Minister of Science, who was in Aberdeen in connection with the launching of the research vessel ‘Discovery’. Of the ‘Junella’ he said – “It is the most remarkable ship I have ever seen. It is far ahead of anything in Germany or any other country and it will certainly revolutionise fishing”.*

1962, 16th March: The Aberdeen Evening Express reported as follows: ***“Top skipper looks over new command.** Britain’s top skipper, Aberdeen-born Charles Drever, looked round his new command, the revolutionary stern-trawler, ‘Junella’ at **Hall Russell’s** Shipyard, Aberdeen, for the first time today, and said: “It’s just out of this world.” Thirty-seven-year-old Mr Drever, who left Aberdeen when he was eight, was paying a flying visit to Aberdeen from his home port of Hull to see the 240 ft. ‘Junella’ the first British built ship of her class, which was launched ten days ago. The all-refrigerated, diesel-electric trawler, built for the Hull firm of J. Marr and Son Ltd. may revolutionise British fishing methods. Her catches will be gutted and washed undercover tween decks and then quick frozen in special vertical plate freezers. That, said Mr Drever, would mean a tremendous improvement in working conditions for the crew who will not have to handle nets over the side or gut and wash fish on an exposed deck in severe weather. “I expect to take over the ‘Junella’ at the end of May,” said Mr Drever who is married with three children. After that, there will be extensive trials, including fishing trials, including fishing trials probably off Flugga or the Faroes near the depth of water in which the ‘Junella’ will eventually operate off Greenland and Newfoundland. Before ‘Junella’ sails on her first fishing voyage, Mr Drever will make a trip on a German trawler of similar design to gain experience in stern trawling. “It’s difficult to tell how stern trawling compares with ordinary trawling until we have had some experience,” he said. Mr Drever won the Silver Cod Trophy for 1961, awarded by the British Trawlers’ Federation to the skipper landing the most fish during the year. One of the runners-up was his Orkney-born father, who landed the third highest total.”*



Silver Cod trophy.

Orcadia. (1962).

She was built specifically to serve the Orkney Islands as an inter-island ferry. She was multi-purpose and designed to carry cars, passengers, cattle, sheep, and general provisions for the inhabitants of the Orkney Islands.

1962, 3rd April: The Aberdeen Evening Express reported as follows: ***“ORKNEYS ROUTE; FOR NEW SHIP.*** *A New passenger-cargo ship, the ‘Orcadia’, was launched to-day at Aberdeen by Mrs W. Gilmour Leburn, wife of the Parliamentary Under-Secretary of State for Scotland. Built by Hall, Russell and Co. Ltd., the ‘Orcadia’ was ordered by the Scottish Secretary, and will be operated by the recently formed Orkney Islands Shipping Co. Ltd., between the mainland and the Orkneys. The vessel designed for the carriage of vehicles, cattle, cargo, and passengers, and is 164 ft. in overall length, with a moulded breadth of 36ft, and a depth moulded to vehicle deck of 13.6 ft. While engaged in normal trading the ‘Orcadia’ will carry 160 passengers, the number being increased to 250 when on excursion trips.*

DERRICK. *The vehicle deck is arranged to carry 100 cattle or 600 lambs, access from either port or starboard sides being by means of a cattle-walk from the shore through sliding shell doors and hinged deck flaps. Cars and cargo are to be loaded and discharged by means of a five-ton derrick through a hatch fitted with steel single pull covers. A small hatch fitted with the same type of covers is arranged on the vehicle deck to give access to the hold. First class accommodation consists of observation lounge, saloon and cafeteria and six two-berth cabins on the upper deck. The lounge and bar is fitted below the vehicle deck.*

TRADITION. *The ‘Orcadia’ will be propelled by a two-stroke direct reversing marine diesel engine of British Polar manufacture developing 1,230 b.h.p. and capable of driving the ship at a speed of twelve knots in service. A long tradition of building vessels for the specialised conditions encountered in island trading lies behind the launching of the ‘Orcadia’. The Orkneys trade is at present carried out by the steamers ‘Earl of Sigurd’ and ‘Earl Thorfinn’, both of which were built by Hall, Russell’s.”*

2006, 6th February: The Irish Independent reported as follows: ***“Gun gang arrested over treasure theft.*** *By Graham Keeley in Madrid. Treasure hunters armed with rifles who had stolen relics from ships that sank in the Battle of Trafalgar have been arrested off the coast of Spain. Original bullets taken from ships that fought in the 1805 battle off Cadiz were among a haul worth hundreds of thousands of euros found when police raided the gang’s ship, ‘Louisa’ and its HQ. Canon balls from 17th century galleons, three Roman anchors from two centuries before the birth of Christ and the remains of a Phoenician vase were among the haul. One piece of recovered treasure was valued at 600,000 euros. Police also found a substantial arsenal, including five loaded M-16 rifles,*

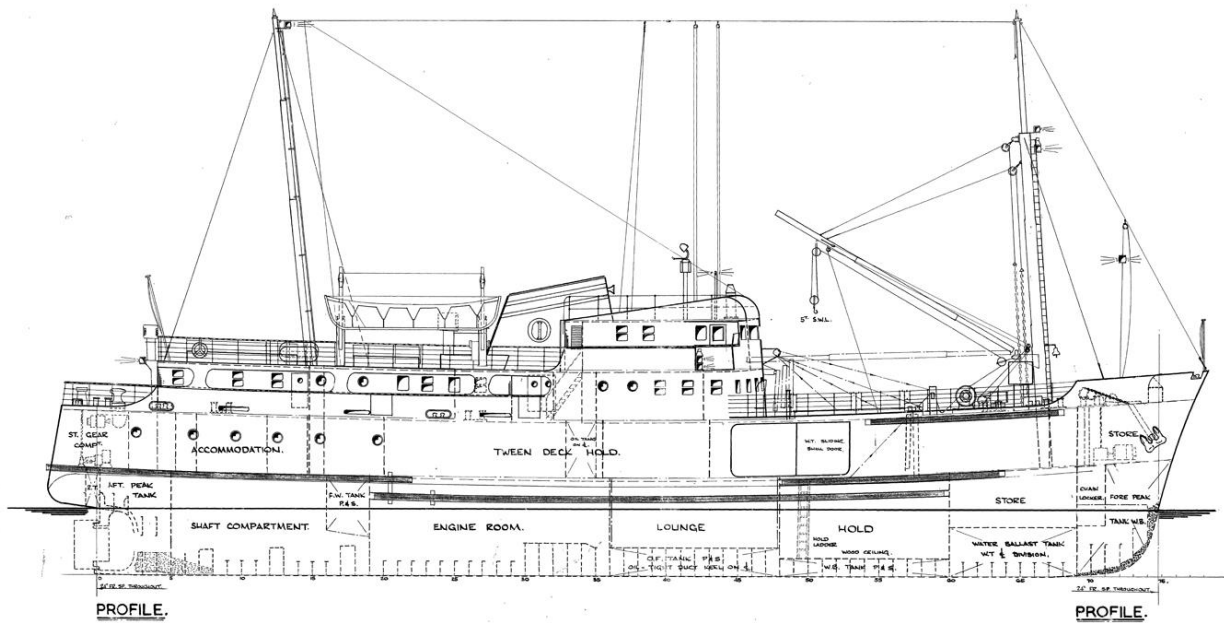
Orcadia. (1962). (Continued).

a semi-automatic rifle and large amounts of ammunition. Colonel Antonio Dichas, of Spain's Civil Guard, said: "This was a dangerous and sophisticated gang. It seems clear they had the arms to defend what they had taken from the sea." A pirate flag, bearing a skull-and-crossbones motif, was among the large amount of equipment found in the gang's headquarters in the town of El Puerto de Santa Maria. One American woman and two Hungarian men have been detained. A search for the sunken treasure is the subject of an international dispute among Britain, Spain and the US, because an American salvage company is conducting a search for the treasure with the permission of the British Ministry of Defence (The Times, London)."



Orcadia' berthed at Kirkwall in 1990. (Arnie Furniss).

Orcadia. (1962). (Continued).



'Orcadia' profile. (Hall, Russell).

Vessel Name(s)	Orcadia. Renamed: 'Louisa' (1999).
Yard Number	901.
Rig	Passenger / cargo vessel.
Engine(s)	Oil, 2SA, 6-cylinder (340mm x 570mm) 1230bhp, type MN16S, by British Polar Engines Ltd., Glasgow, single screw. Service speed: 12 knots.
Launch Date	3 rd April 1962.
Owner(s)	Secretary of State for Scotland. Managed by the Orkney Islands Shipping Company Limited.
Registered Port	Aberdeen. Official No.: 303462.
GRT	896 tons.
Length	150 feet, 4 inches (45.82m).
Breadth	36 feet, 1 inch (11.00m).
Depth	13 feet, 6 inches (4.11m).
Construction	Steel, welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	Build cost: £230,000, equivalent to approx. £3.6 million in 2021. 1982, Nov.: Chartered to P&O and withdrawn from service in 1990. 1994: Owned by Trans Channel Ltd., Kirkwall. 1999: Owned by LGFTH Louisa Ltd. and renamed ' Lousia '. Registered at Kingstown, St Vincent & the Grenadines Islands, Caribbean. 2004, October: Owned by El Puerto, and was used for sailings on the Cadiz coast, Portugal.
Date Scrapped / Lost	Unknown.

Ballyrush. (1962).

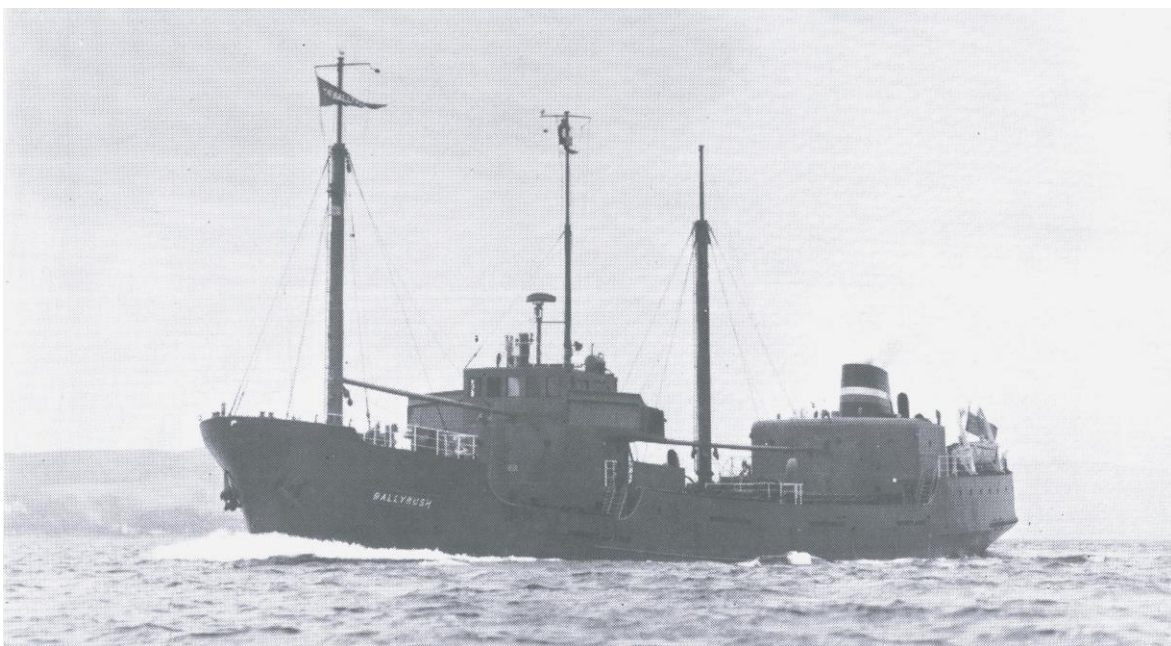
She was one of two self-trimming colliers / general cargo vessels built for John Kelly Ltd., Belfast for general coastal service. Her sistership was the **'Ballyrory'** launched 14th November 1962. **Hall, Russell & Co., Ltd.** also built two similar sisterships for John Kelly Ltd. in 1958, the **'Ballyloran'** and the **'Ballylesson'** (1,092 tons).

According to the Aberdeenships website the **'Ballyrush'** and the **'Ballyrory'** were the last two ships with the frame and shell riveted in the yard, but with the plate edges welded. It further states; *"they were also the last to have the mid island design incorporated with engine and crew accommodation at the aft end and bridge, Captains, Mates cabins forward (the modern coaster has everything at the aft end)."*

1962, 13th September: The Aberdeen Press & Journal reported on her launch as follows: *"...The vessel, was launched by Mrs E. W. P. King, wife of the chairman of the owning company..."*



'Ballyrush' launch. (Hall, Russell).



Collier 'Ballyrush'. (Hall Russell).

Ballyrush. (1962). (Continued).



Launch of the collier 'Ballyrush'. (Hall, Russell).

Ballyrush. (1962). (Continued).

Vessel Name(s)	Ballyrush. Renamed: 'Otterburn' (1985); 'Stina Star' (1986); 'Polly C.' (1988); 'Polly Anna' (1989); 'Med Prince' (1991); 'Karim' (1992); 'Haidar 3' (1995); and 'Haidar S' (2003).
Yard Number	902.
Rig	Self-trimming Collier.
Engine(s)	2 cycle diesel, 4SCSA, 8-cylinder, (340mm bore x 570mm stroke), 1,520 BHP, by Nohab Polar. Single screw. Auxiliaries: electrically operated.
Launch Date	12 th September 1962.
Owner(s)	John Kelly, Limited, Belfast. (Douglas Watson, manager).
Registered Port	Belfast. Official No.: 5034915.
GRT	1,575 tons. 751 tons Net. Deadweight: 1,990 tons.
Length	256 feet (78.03m). Length B.P.: 240 feet (73.15m).
Breadth	39 feet, 5 inches (12.01m).
Depth	15 feet, 9 inches (4.80m).
Construction	Steel, riveted and welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate. 22 nd Nov. 1986: Class withdrawn.
Other information	Speed 12.5 knots. Cubic capacity: 99,190 cu. ft. grain. 1985: Owned by Seapoint Ltd. (J. F. Marshall & Sons Ltd., Sunderland) and renamed 'Otterburn' . 1986: Owned by Radlett Marine Ltd. (Sorek Shipping Gibraltar) and used as general cargo carrier. 1987: Owned by Oxley Marine Services Ltd. and renamed 'Stina Star' . 1988: Renamed 'Polly C' , for same owners. 1989: Owned by Motor Tramp Ltd., Valletta, renamed 'Polly Anna' , and registered in Valletta, Malta. 1991/1992: Renamed 'Med Prince' . 1991/1992: Owned by Nobus Ltd., (Fayza Shipping Company Ltd.), Kingstown, St. Vincent & Grenadines, and renamed 'Karim' . 1995: Owned by Sohil Othman (Delta Marine Transport), Lattakia, Syria and renamed 'Haidar 3' . 2003: Renamed 'Haidar S' for same owners.
Date Scrapped / Lost	1998, September: Delivered to an unspecified shipbreaker in Latakia, Syria for breaking up.

Ballyrory. (1962).

Like her sistership the '**Ballyrush**', she was a self-trimming collier built for general coastal service.

1962, 15th November: The Aberdeen Press & Journal reported as follows: *"The '**Ballyrory**', a self-trimming motor collier and the last vessel on the order books of **Hall, Russell & Co. Ltd.**, Aberdeen, was launched yesterday afternoon. With the launching of this vessel Aberdeen's shipyards are almost denuded of construction work, as **John Lewis & Sons Ltd.**, have only two small trawlers on their books, one of which is already well in hand. **Hall, Russell and Company** have still a good list of fitting out work, but apart from the two trawlers **Lewis** are already having to depend on repair work, and the immediate outlook for new contracts is bleak. Although **Hall, Russell & Co.** have no other orders it was stated yesterday that there would be no immediate big pay-off. The '**Ballyrory**', named by Mrs J. S. Kennedy, wife of the managing director of the owning company, is the second of the identical vessels built to the order of John Kelly Ltd., Belfast. Designed as a self-trimming collier and as a general cargo carrier for coastwise trading between the North of Ireland, British ports and on the short international runs, the '**Ballyrory**' will eventually follow into service the '**Ballyrush**', which completed loaded trials on the Clyde last week. The '**Ballyrory**' will have a total deadweight capacity of about 2,000 tons and the machinery will be arranged aft. There are three cargo holds. The '**Ballyrory**' makes a towering background for the picture of the platform party before the launching."*



Collier '**Ballyrory**'. (Photographer unknown).

Ballyrory. (1962).

Vessel Name(s)	Ballyrory. Renamed: ' Samos Luck ' (1983); ' Luck ' (1984); ' Trust ' (1992); ' Souha ' (1992).		
Yard Number	903.		
Rig	Self-trimming collier.		
Engine(s)	Oil, 4SCSA, 8-cylinder (340mm x 570mm), 1,520 bhp, by Nydqvist & Holm A/B, Trollhattan, Sweden, single screw.		
Launch Date	14 th November 1962.		
Owner(s)	John Kelly Ltd. , Belfast.		
Registered Port	Aberdeen.	Official No.: 300064.	
GRT	1,575 tons.	751 tons Net.	Deadweight: 1,990 tons.
Length	246 feet (74.98m).	Length b.p.: 240 feet (73.15m).	
Breadth	39 feet (11.89m).		
Depth	15 feet, 9 inches (4.80m).		
Construction	Steel.		
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.		
Other information	1983: Owned by Fairload Shipping Ltd., Limassol, Cyprus and renamed ' Samos Luck '. 1984: Owned by Weymouth Shipping Company Ltd., Limassol, Cyprus and renamed ' Luck ' 1992: Owned by Trust Shipping Company, Tripoli, Lebanon and renamed ' Trust '. 1992: Renamed ' Souha '. 1998: Owned by Mohamed Hussein Jindi, Phnom-Penh, Cambodia.		
Date Scrapped / Lost	c2010: Deleted from register, fate unknown, probably scrapped due to her age.		

Spray (1962).

She was built as a coaster chiefly to carry coal (collier). The Aberdeen Evening Express, 27th June 1968 reported that she was about to reach a total of ½ million tons of coal carried when completing her next trip. It also reported that her master, Captain Joe Andrews, an Aberdonian, had been in command of her since the day she was built. Ellis & McHardy sold her in 1973 due to the decline in the coal trade.

1962, 1st October: The Aberdeen Evening Express reported as follows: *“New collier launched. The motor collier ‘Spray’ was launched from the shipyard of Hall, Russell & Co. Ltd., Aberdeen, this afternoon. Built to the order of Ellis & McHardy Ltd., the ‘Spray’ was named by Mrs J. R. Leith, wife of the chairman of the owning company. The new vessel is intended to replace the existing steamship ‘Spray’, built by Hall, Russell & Co. in 1932, and will be engaged in carrying coal from the mines in Fife and the North-east of England to Aberdeen.”*



*The collier ‘Spray’ on the pontoon, Aberdeen. (Photographer unknown).
(Note the Wood & Davidson Ltd. van).*

Spray (1962). (Continued).

Guests and the collier '**Spray**' prior to her launch. **(Hall Russell)**.

Vessel Name(s)	Spray. Renamed: ' Yasin ' (1973) , ' Satwah ' (1979) and ' Sattar I ' (1988).
Yard Number	904.
Rig	Collier.
Engine(s)	Oil, 4SA, 6-cylinder (15in. x 18in.), 900bhp, by Mirrlees, Bickerton & Day Ltd., Stockport, single screw.
Launch Date	1 st October 1962.
Owner(s)	Ellis & McHardy Ltd. , Coal Merchants, Aberdeen.
Registered Port	Aberdeen. Official No.: 303214.
GRT	890 tons.
Length	180 feet, 5 inches (54.99m).
Breadth	33 feet, 1 inch (10.08m).
Depth	14 feet, 4 inches (4.37m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1973: Owned by Rasheed Enterprises Ltd., Sharjah, United Arab Emirates, and renamed ' Yasin ' and used as a general cargo carrier. 1979: Same owner but registered at Dubai.
Date Scrapped / Lost	1988, 17th March: She arrived at what was at the time the largest shipbreaking facility in the world at Gadani Beach, Pakistan (30,000 employees) and was broken-up by Abdul Noor Mohammad & Co.

Prince Philip. (1963).

She was built as a motor fishing trawler, however in 1986 she was converted for use as an oilrig standby safety vessel.

At the time of the Piper Alpha disaster in 1988, 162 of the possible 187 offshore standby safety vessels were former fishing vessels.



Trawler 'Prince Philip', FD400. (Photographer unknown).

1963, 24th May: The Aberdeen Press and Journal reported as follows: *"It's launching day in the North-east. The motor trawler 'Prince Philip' built by Hall, Russell & Co., Ltd., Aberdeen, for The Premier Steam Fishing Company Limited, Fleetwood, was launched yesterday afternoon. It was the second launch in two days from the shipyard, the auxiliary ketch 'Tyger' taking the water on Wednesday. The 'Prince Philip' which was named by Mrs A. B. Wilbraham of Hull is 133.9ft. long with a beam of 29ft. and a depth moulded to upper deck of 19ft. The fishroom which has a capacity of about 11,500 cubic feet will be fitted out with aluminium posts and shelves. A feature of the vessel is that she is fitted with a quad-ped mast giving improved visibility forward for the helmsman and a larger clear working area on deck. The vessel has been arranged to fish from the starboard side only, thus enabling more spacious accommodation to be provided for the crew of twenty"*.

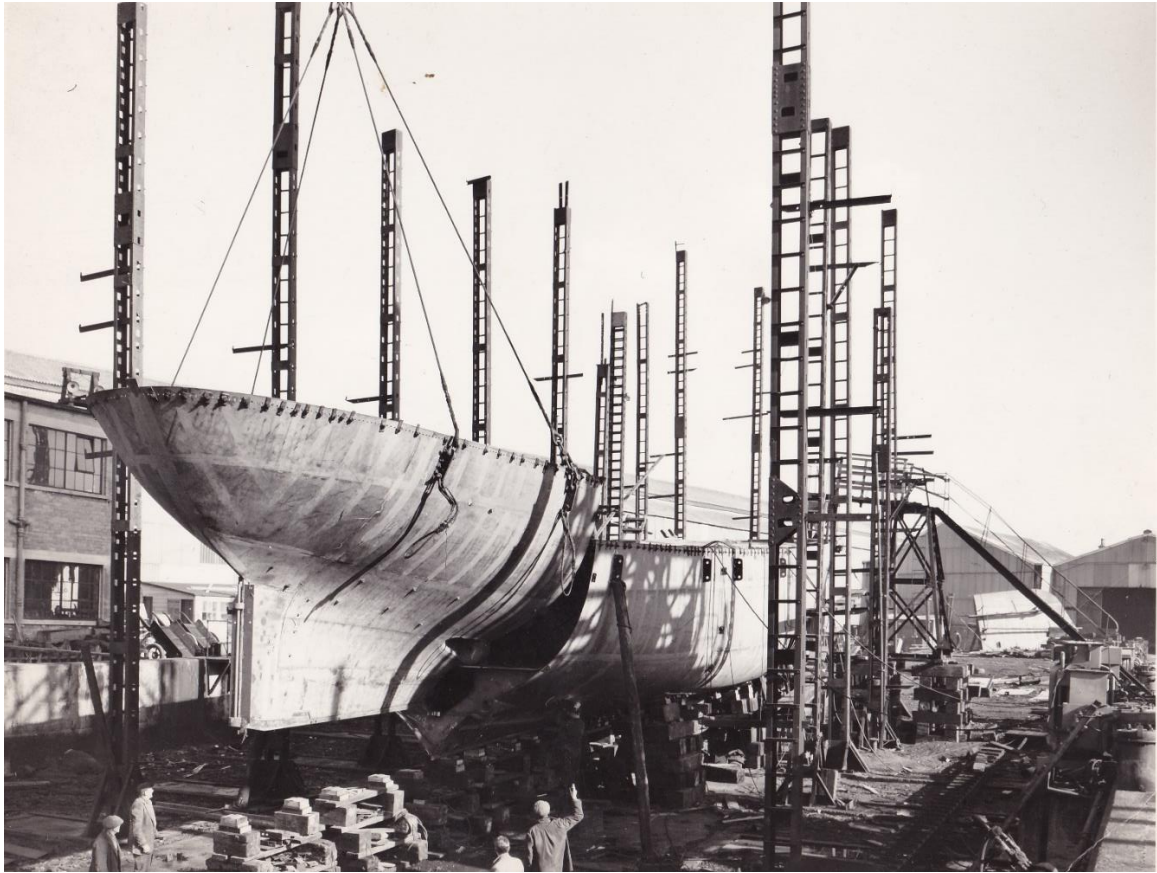
Prince Philip (1963). (Continued).

Vessel Name(s)	Prince Philip. Renamed: 'Colne Hunter' (1986).
Yard Number	905.
Rig	Starboard side fishing trawler.
Engine(s)	Oil, 4SA, 6-cylinder, (390mm x 680 mm), 1,145 BHP, Werkspoor by C. D. Holmes & Co. Ltd., Hull. Single screw.
Launch Date	23 rd May 1963.
Owner(s)	Premier Steam Fishing Company Limited, Fleetwood.
Registered Port	Fleetwood. Official No.: 303784.
Fishing Reg. No.	FD400.
GRT	442 tons. 148 tons net.
Length	135 feet, 2 inches (41.20m).
Breadth	29 feet, 1 inch (8.86m).
Depth	15 feet (4.57m).
Construction	Steel, welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	Twenty crew members. 1965/1967: Owned by Parbel Smith Ltd., Fleetwood. 1968, September: Fishing registration number GY138. 1971: Owned by by Parbel Smith Ltd., Grimsby. 1973: Owned by Boston Deep Sea Fisheries, Grimsby. 1979: Owned by Onward Fishing Co. Ltd., Grimsby, and was converted for use as a standby safety vessel. 1984: Owned by Drifter Trawlers Ltd., Lowestoft. 1986: Owned by Colne Shipping Co. Ltd., Lowestoft for use as a standby safety vessel and renamed ' Colne Hunter '.
Date Scrapped / Lost	1991, 30th July: She was at Rainham, England for breaking-up by Masterman Iron & Steel.

Walanka (1963).

Luxury yacht, built speculatively and first registered to **Hall, Russell & Co., Ltd.** She had accommodation for eight passengers and eleven crew members.

There is a film of her launch and more photographs at www.aberdeenships.com



Erecting the stern section of the 'Walanka' on the slip, 1963. (Hall Russell).

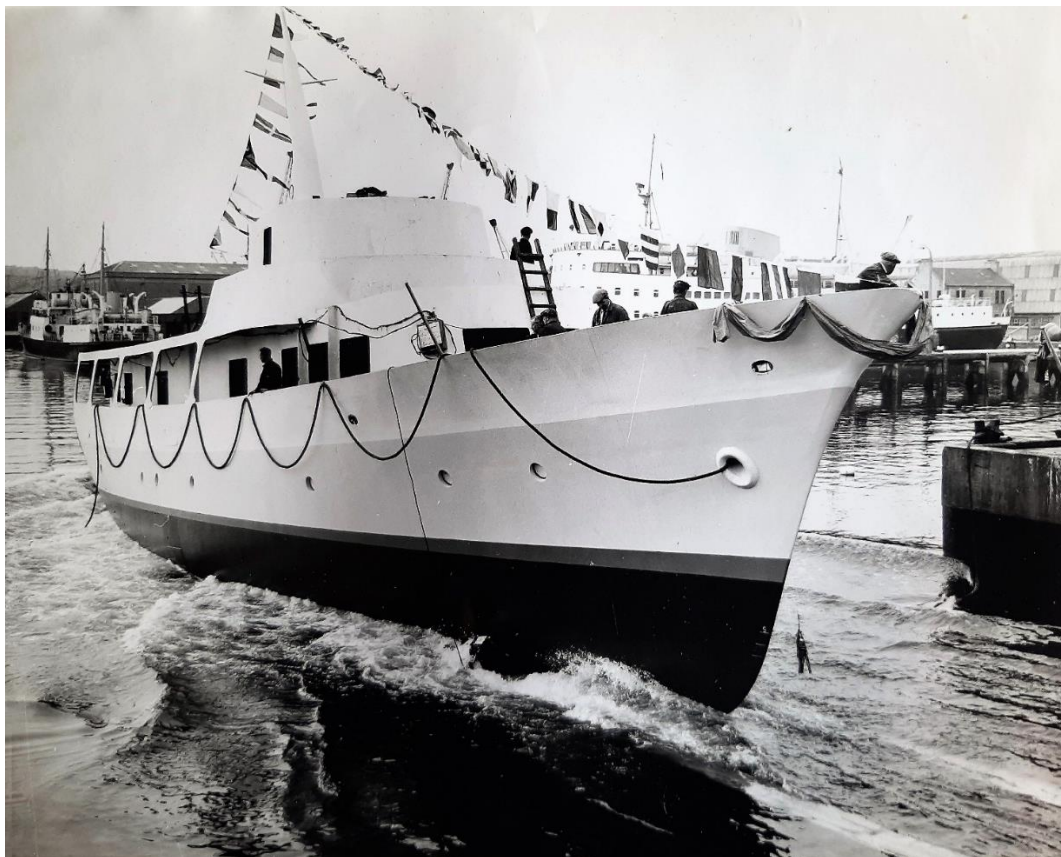


Yacht 'Walanka' on the slip, pre-launch 1963. (Hall Russell).

Walanka (1963). (Continued).



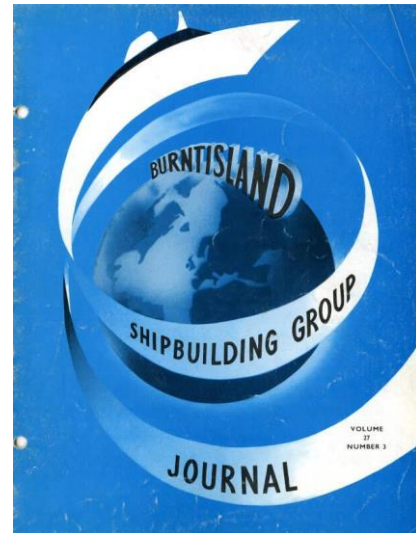
*Yacht 'Walanka' launch party, pre-launch, 4th July 1963. (Hall Russell).
(John Wright, Hall Russell M.D., front row 2nd from left).*



Launch of the yacht 'Walanka', 4th July 1963. (Hall Russell).

Walanka (1963). (Continued).

The Burntisland and **Hall Russell** Group Journal, Vol. 27, no. 3, p80-81, has additional photographs as follows: a) her sponsor Mrs W. H. Salomon, b) **Mr. John Wright, managing director of Hall Russell**; c) the interior of the yacht and of plans. The journal reads that she is *"luxuriously appointed and particularly suitable for worldwide pleasure cruising... air conditioning installed in the owner's and guests' cabins... and in the Captain's cabin... stabilisers are also fitted..."*



I believe she was renamed many times, names are listed below, but I couldn't find the dates or owners names.

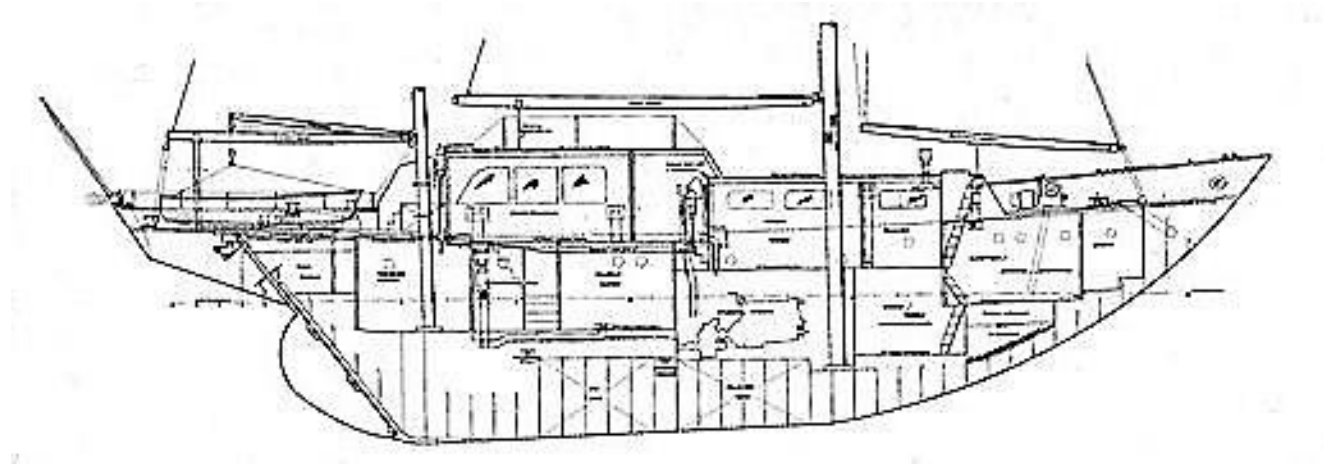
Vessel Name(s)	Walanka. Renamed: 'Sea Crest', 'Miss Evie', 'Mi Gaea', 'Seawise', 'Alissa', 'Lady Castlemain', 'Walanka', 'Gin Tonic' (2011), and 'Jura II'.	
Yard Number	906.	
Rig	Motor Yacht.	
Engine(s)	2 x Oil engines, each 8-Cylinder, 4SA, (6½in. x 7¼in.), 320 bhp, by Bergius-Kelvin Co., Ltd., Glasgow, twin screw.	
Launch Date	4 th July 1963.	
Owner(s)	Hall, Russell & Co., Ltd., Aberdeen.	
Registered Port	Aberdeen.	Official No.: 303217.
GRT	170 tons.	
Length	110 feet, 6 inches (33.68m).	LOA: 120 feet (36.58m).
Breadth	23 feet, 1 inch (7.04m).	
Depth	11 feet, 6 inches (3.51m).	
Draught	7 feet,3inches (2.2m).	
Construction	Steel.	
Classification	Unknown.	
Other information	By 1972: Owned by W. H. Salomon, London, home port Poole. 2011: Renamed 'Gin Tonic'.	
Date Scrapped / Lost	2022, December: Available for charter, tonnage 210 GRT.	

The slipway where she was launched was later levelled off and became an outside steel plate storage area, which had a crane that ran on two rails, one rail at each side of the area, and it had magnetic grabs for lifting plates horizontally.

Tyger (1963).

She was built for **Sir Myles Wyatt** (1903 to 1968), Admiral of the Royal Ocean Racing Club (RORC) and a member of the Royal Yacht Squadron, who in 1963 became chairman of the **Burntisland Shipbuilding Group**. **Hall, Russell & Co. Ltd.** were part of this group from 1942.

She was designed by Camper & Nicholson's Ltd. however more detailed drawings would have been drawn by the yards draughtsmen in order to construct her.



'Tyger' General Arrangement Profile. (Hall, Russell).

The **Burntisland Shipbuilding Group** Journal Vol. 27, No. 3, reported on her launch as follows: *"Designed by Camper & Nicholson's Ltd., the 'Tyger' is 88'4.5" overall in length, 21'4" in breadth, 11'6" draft and 134 tons Thames Measurement. Constructed to the requirements of Lloyd's for yachts to Class 100A.1, the hull is of mild steel and the deckhouse of marine quality aluminium. Main and mizzen masts are of aluminium and all standing rigging of stainless steel. A full complement of terylene sails is carried."*



'Tyger' as seen for sale on Yachtworld in 2015.

Tyger (1963). (Continued).

There is a film of her launch at www.aberdeenships.com.

In the film you can see her hull is painted black or perhaps dark blue, not white like most yachts and as-painted in the 2015 photograph shown. In the film you can also see that her deckhouse is made of aluminium, used to keep the weight down based on aluminium being approximately 1/3rd the weight of steel.

Vessel Name(s)	Tyger. Renamed: “Islander of Polruan” (by 1980), and ‘Mephisto’ (c1988), and at a date prior to 2015 back to ‘Tyger’ .
Yard Number	907.
Rig	Auxiliary Twin Screw Ketch.
Engine(s)	2 x oil engines, both 6-cyl. (4¾in. x 6in.) 165 BHP, by Gardner Engines Ltd., Manchester. Twin Screw; cruising speed 8 knots, top speed 10 knots.
Launch Date	22 nd May 1963
Owner(s)	Myles Wyatt , Admiral of the Royal Ocean Racing Club.
Registered Port	Aberdeen. Official No.: 303216.
GRT	115 tons. 134 tons Thames Measurement.
Length	83 feet (25.30m). Length overall: 88 feet, 4 inches (26.92m).
Breadth	21 feet, 4 inches (6.50m).
Depth	15 feet (4.57m). Draught: 11 feet, 6 inches (3.51m).
Construction	Steel hull, aluminium deckhouse and masts, stainless steel rigging and teak decks.
Classification	Lloyds Register of Shipping. Class: 100A1.
Other information	By 1972: Owned by East Winds Shipping S.A. c/o Windward Shipping (London) Ltd., London. By 1980: Owned by Richard Strauss, Southampton and renamed ‘Islander of Polruan’ . c1988: Refitted and renamed ‘Mephisto’ . 2013, August: Reported afloat and up for sale at Shelburne, Nova Scotia, Canada. 2015: In the photograph shown she has ‘Tyger’ on her stern, must have had her name changed back prior to this date.
Date Scrapped / Lost	Unknown.

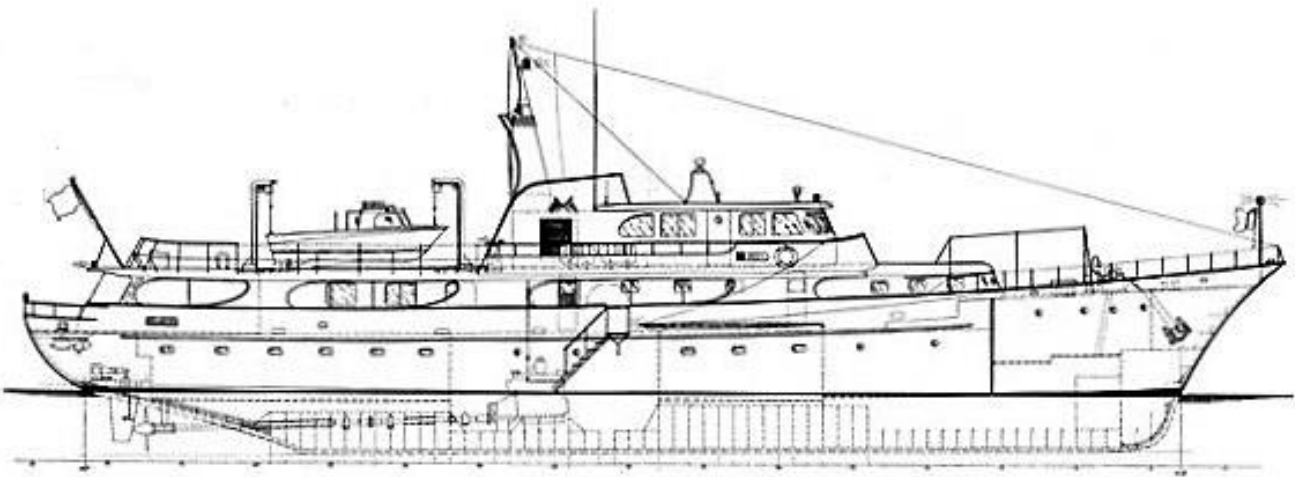
Thames Measurement, aka **Thames Tonnage**, (A variation of Builders Old Measurement) introduced in 1855 by the Royal Thames Yacht Club, was a system to calculate port fees for small vessels, such as yachts. (It was also used in some early handicapping systems for yacht racing).

Pilgrim (1963).

She was a luxury motor yacht built for the head of Johnson & Johnson pharmaceuticals. She was deigned to carry nine crew members plus eleven passengers.



Yacht 'Pilgrim' as 'Lady Goodgirl'. (Boat International 2022).



'Pilgrim' General Arrangement Profile view. (Hall, Russell).

If you compare the above drawing to the photograph on the previous page, you will see some differences. The main difference is the additional superstructure aft of the bridge and the more inconspicuous funnel.

Pilgrim (1963). (Continued).

1963, 6th November: The Aberdeen Press and Journal reported as follows *“An ocean-going luxury yacht – built for a prominent American businessman – was launched from Hall, Russell’s yard at Aberdeen yesterday. The twin screw, 300-ton, motor yacht, named ‘Pilgrim’, is 140ft. long and is capable of a top speed of just over fifteen knots. It has been built for General Johnston, head of a large American concern which has several British subsidiaries. The ‘Pilgrim’, and all-welded vessel, was launched yesterday by Mrs A. G. Hamilton, wife of the captain, ex-Naval Commander Peter Hamilton of Stirling. Seven North-east men are included in the nine-man all-Scots crew. The vessel is expected to leave for America around Christmas after her final trials are completed. Nine passenger-guests can be accommodated on the vessel, and it is understood that the first cruise will be to New Zealand – via Alaska, Hawaii, and Tahiti.”*

1963, 5th November: The Aberdeen Evening Express reported as follows: *“Aberdeen shipyard hit again. Hall Russell’s shipbuilding yard in Aberdeen, was hit today by another strike, only a day after the return to normal after nearly two weeks stoppage. This time between eighty and ninety engine-shop workers downed tools over an incentive bonus dispute. Mr J. Thom, local secretary of the Amalgamated Engineering Union said today: “We are meeting the men involved in an endeavour to get them to resume work, so that the dispute can be resolved. “If the employers will give a date for a meeting between them and the men, then they will go back”.*

STOPPAGE. *This is the third strike to hit Hall, Russell’s in the past eight weeks. The first involved sixteen riveters who walked out over a wage dispute. Two weeks ago men from other trades walked out. Because of the strikes the management had to suspend another 150 workers and the launch of the first of three car-ferries for the Western Isles service had to be cancelled.*

...but a launch goes on. *The 140ft.-long, twin screw motor yacht ‘Pilgrim’, which has been built for an American owner, was launched from Hall, Russell’s yard in Aberdeen today. This well-appointed vessel, which can carry nine passenger guests and has been built for cruising in any part of the world and is capable of long ocean voyages, has a beam of 26ft. and a draught 12ft. 9in. It was launched by Mrs A. G. Hamilton, wife of the captain, ex-Naval Commander Peter Hamilton, of Stirling.*

CREWMEN. *When the ‘Pilgrim’ sails for Lisbon and the Canary Islands before making the crossing to the eastern seaboard of the U.S.A. around Christmas there will be seven North-east sailors among the crew. Owner of the ‘Pilgrim’ is Gen. Johnston, head of a large American concern which has British subsidiaries. The ‘Pilgrim’s’ first cruise is likely to be to New Zealand, via Hawaii and Tahiti.”*

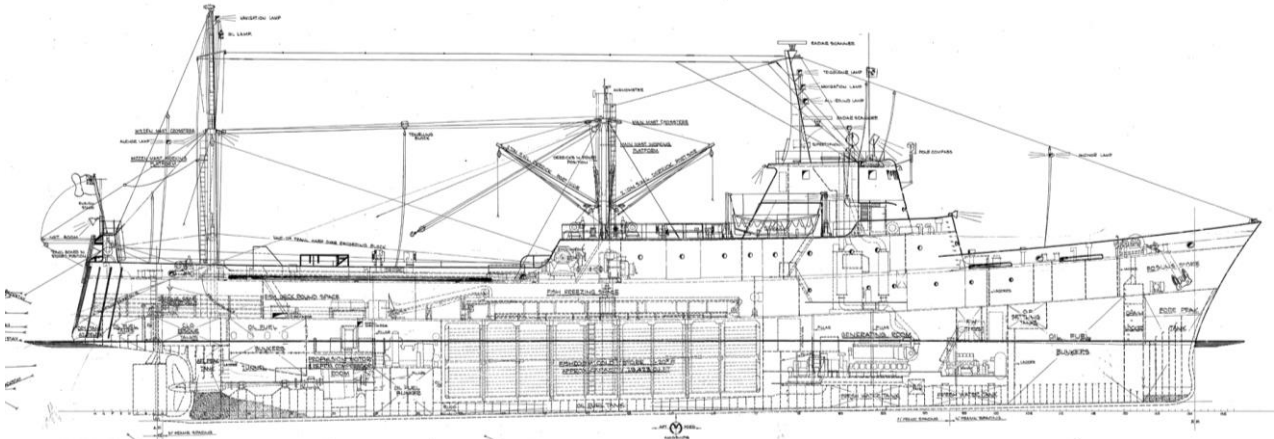
Pilgrim (1963). (Continued).

Vessel Name(s)	Pilgrim. Renamed: 'Lady Alicia', 'Les Amis', 'Imperator', 'Avante Dos', 'Lady Angela', Current Name: 'Lady Goodgirl'.
Yard Number	908.
Rig	Motor Yacht.
Engine(s)	2 off 8-cylinder (6¼" x 8") oil, 4SA, 650 BHP by Caterpillar Inc., Peoria, Illinois, USA. Twin screw.
Launch Date	5 th November 1963.
Owner(s)	Pilgrim Bermuda Co. Ltd. , Bermuda. (Robert Wood "General" Johnson, USA, head of Johnson & Johnson pharmaceuticals).
Registered Port	Nassau, Bahamas. Official No.: 303216.
GRT	311 tons. 164 tons NRT.
Length	122 feet, 10 inches (37.44m). LOA: 140 feet, 1 inch (42.89m).
Breadth	26 feet, 1 inch (7.95m).
Depth	18 feet, 10 inches (5.74m).
Draft (max.)	7 feet, 10 inches (2.4m).
Construction	Steel, welded.
Classification	Unknown.
Other information	She was going to be named ' Freedom ' but was renamed prior to her launch. By 1972: Owned by Channel Enterprises Ltd., New York, renamed ' Les Amis ' and registered at Nassau, Bahamas. 2009, December: Offered for sale at \$7.58 million. 2010, August: Sold by Michael White, asking price reduced to \$6.95 million.
Date Scrapped / Lost	2022, December: Still sailing as ' Lady Goodgirl ', and for sale at €8,950,000, can carry ten passengers.

1965, 4th February: The Aberdeen Evening Express reported as follows: *"It's really amazing the uses which plastic materials can be put to. The other day noticed in the yard **Hall, Russell and Co. Ltd.**, a corner which was covered over with plastic sheeting a sort of roofing to keep out the rain. The whole of the open deck of the motor yacht '**Pilgrim**', meantime berthed at Blaikie's Quay, has also been encased with plastic sheeting. The vessel meantime laid up, and besides keeping off the rain, the sheeting keeping the decks clean."*

Northella (1964).

She was built as a stern trawler with freezing capacity and at the time of her launch was Britain's largest trawler.



Profile drawing of the stern trawler 'Northella'. (Hall Russell).

1964, 9th July: The Aberdeen Press and Journal reported as follows: **"N. E. LAUNCHES BIGGEST TRAWLER.** Launched yesterday from the shipyard of **Hall, Russell and Co., Ltd.,** Aberdeen, was Britain's largest trawler, the 245ft. 6in. all-refrigerated diesel-electric stern trawler **'Northella'**. The naming ceremony was carried out by Mrs G. Allan Marr, wife of a director of the owners, J. Marr and Sons, Ltd., Hull. **'Northella'** is 5ft. 6in. longer than the **'Junella'** previously built for the Hull firm by **Hall, Russell and Co.** Main features of the design are that the vessel will fish over the stern, and the caught fish will be gutted and washed under cover in the tween decks. Afterwards they will be quick frozen in special plate freezers.

Equipment. The freezing equipment will have a capacity of 37 tons of fish per day, and the frozen blocks will be stored in a refrigerated hold of 370 tons capacity at a temperature of -20 deg. F. For the rapid transfer of gutted fish to the freezers, and the loading and unloading of frozen blocks, extensive use has been made of mechanical handling equipment. The three-generator propulsion unit will provide a total of 2,700 b.h.p. for all conditions of operation. The launching was free of trouble, but once in the water the **'Northella'** was caught by the wind. Tugs spent about 15 minutes struggling to bring her out of the main channel."

1964, 30th November: An advertisement in the Aberdeen Press and Journal read as follows: **"Britain's largest trawler relies on Kelvin Hughes.** The Kelvin Hughes HUMBER Fish Detection System fitted on **'Northella'** provides a 'steady echo presentation regardless of the vessels vertical movement and changes in depth. This is a vitally important feature when searching for fish echoes adjacent to the seabed. Sensitive enough to detect a single fish at 200 fathoms, the HUMBER System is the most advanced, most powerful, and most comprehensive echo sounding equipment ever offered to the Fishermen.

Northella (1964). (Continued).

Other equipment supplied to **'Northella'** by Kelvin Hughes includes two Type 14.9T Radars, MS35 Echo Sounder, Sal pressure-operated log and a battery of Pneumercator Gauges serving twelve oil fuel tanks."



Stern trawler, 'Northella'. (Hall Russell).

Vessel Name(s)	Northella. Renamed: 'Yellowfin' (1973); 'Southern Ranger' (1978); and 'Southern Fighter' (1988).
Yard Number	909.
Rig	Stern Trawler.
Engine(s)	Diesel-electric
Launch Date	8 th July 1964.
Owner(s)	J. Marr & Son Ltd. , Hull.
Registered Port	Hull. Official No.: 305762.
Fishing Reg. No.	H301.
GRT	1,718 tons.
Length	214 feet, 6 inches (65.38m).
Breadth	40 feet, 6 inches (12.37m).
Depth	26 feet, 6 inches (8.08m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1966, 14th January: On passage for Newfoundland she started taking water in her engine room after striking the Regent Oil Jetty at Killinghome and being holed. To avoid her sinking she was deliberately run on the beach approx. 1.5 miles from Immingham, Lincolnshire. Two of the 26 crew members ended up in hospital. 1973: Owned by Atlantic Trawling Pty Ltd., South Africa and renamed 'Yellowfin' . 1978: Owned by the same company but renamed 'Southern Ranger' . 1982: Owned by Pomona Fishing Co. Pty. Ltd., Cape Town, South Africa. c1986 / c1988: Owned by South Atlantic Fishing Co. Ltd., Georgetown, Cayman Islands and rename 'Southern Fighter' . She was altered from stern fishing to side fishing. 1991: Owned by Atlantic Fishing Enterprises Pty. Ltd., Cape Town.
Date Scrapped / Lost	1992: Reported to have caught fire, and was subsequently broken up at Table Bay, Western Cape, South Africa.

Hebrides (1964).

She was the first of three sister-ships, built for car ferry and passenger services to the Western Isles of Scotland - The other two being the '**Clansman**' (2,104 tons) and '**Columba**' (2,104 tons). For her first 21-years she served the Western Isles (1964 to 1985) on the Uig (Skye) / Tarbet (Harris) / Lochmaddy (North Uist) service. She also made livestock sailings, to Oban - from Lochboisdale, Castlebay, Lochmaddy, Tiree, Coll and Colonsay.



*Launch of '**Hebrides**', tug '**Sea Griffon**' at her bow and '**Sea Trojan**' at her stern. (Hall Russell). In this photo you can clearly see the gap in her hull where the side-loading car ramp is still to be fitted.*

Her launch was postponed for two weeks due to strikes ongoing at the yard.

1963, 21st November: The Aberdeen Press and Journal reported as follows: ***"New ship will give W. Isles closer link with mainland. Good communications, as last week's White Paper on Central Scotland emphasised, are regarded as a primary economic tool, and the new ferry vessel '**Hebrides**' will pioneer a reorganised and more concentrated group of sea routes in the West of Scotland. This was stated by Mr J. A. Stodart, M.P. Joint Scottish Under Secretary, at a gathering in the Station Hotel, Aberdeen which followed the launching yesterday of the twin-screw '**Hebrides**' from the shipyard of Hall, Russell and Co. Ltd. Mr Stodart was deputising for the Scots Secretary, Mr Michael Noble, who was unable to be present. The new vessel is the first of three similar ships being built for the Department of Agriculture and Fisheries for Scotland (Shipping Division) and she was named by Mrs Michael Noble, wife of the Scottish Secretary.***

Hebrides (1964). (Continued).

Excellent. Mr Stodart who was replying to the toast to the new ship proposed by **Mr Howard Johnson, managing director of the Burntisland Shipbuilding Company Ltd.,** of which **Hall, Russell** are a subsidiary, said the Scottish Office had had excellent service from **Hall, Russell & Co.** in the past and they were happy to build the new ferries at Aberdeen. The launch of the '**Hebrides**' would be followed by that of her sister ships the '**Clansman**' and the '**Columba**'. It was fitting, he said, that they were beginning with the ship that would link the most far flung of the Western Isles with Skye in the completely new pattern of services which would transform the North-western seaboard. The '**Hebrides**' was built to a completely new concept of sea travel and was very different from the vessels which had done such yeoman service for MacBrayne's over the last thirty years.

Adaptable. For one thing she would carry more passengers, vehicles and cargo much faster across a shorter sea route. The capacity of the '**Hebrides**' would make her very adaptable to seasonal trade and tourist requirements on the three-cornered route between Uig in Skye, Tarbet in Harris and Lochmaddy in North Uist. Mr Stodart said Harris and North Uist could now have a daily connection with the mainland instead of as previously, three trips in the week. Mull, Morven and Skye will have several direct connections each day with the mainland centres of Oban and Mallaig. The most spectacular advance, he felt, would shortly be in the closer identification of the Western Isles with the mainland and with the tourist industry.

Memento. In proposing the toast of the new vessel, **Mr Howard Johnson** spoke of the close link which **Hall, Russell and Co.** had had with the North Isles of Scotland over the years and now with the Western Isles. **Mr John Wright, managing director of Hall, Russell and Co.,** presented Mrs Noble with a beautiful brooch as a memento of the occasion. Mrs Noble thanked **Mr Wright** and said she would like to give the new ship a present. When the old '**Hebrides**' had been broken up the ship's bell had been presented to Lord Strathcona. She had now been asked to present the bell from the old ship to the new '**Hebrides**'. Sir John Denham chairman of David MacBrayne Ltd. who are to manage the three new ferries also spoke.



MV '**Hebrides**' launch party.
(Aberdeen Journals).

Hebrides (1964). (Continued).

Latest. *The 'Hebrides' is 235ft long. She is of the very latest design and will be capable of carrying 600 passengers, touring buses, lorries and cars. Provision will also be made for the carriage of mail and cattle. About 52 cars will be accommodated. They will be loaded forward by way of a vehicle lift, which will enable the vessel to be operated at the piers at all states of the tide. Accommodation will include a smokeroom, cafeteria, and cabins. The vessel will be powered by two supercharged diesel engines, will have a lateral thrust propeller unit in the bows to aid tethering at piers and will have stabilisers to reduce roll in a seaway."*

The article also included a photograph of the launch party in front of the '**Hebrides**' prior to her launch, including Mrs Michael Noble wife of the Scottish Secretary holding a large bouquet of flowers.

1963, 29th November: The Wishaw Press reported as follows: **"Vehicle Ferry for Western Isles Service. The M.V. "Hebrides"**. *The first ship of the three for the new Western Isles vehicle ferry services, the M.V. "Hebrides" was launched last Wednesday (November 20) from the Aberdeen yard of Hall, Russell & Company, Ltd. The "Hebrides" has been built to the order of the Secretary of State under the powers given him by the Highlands and Islands Shipping Services Act, 1960. She will be chartered to David MacBrayne Ltd. and will operate on the short sea crossing between Uig in Skye, Tarbert in Harris and Lochmaddy in North Uist. Mrs Noble, wife of the Secretary of State, performed the launching ceremony. The "Hebrides", which will be able to carry 600 passengers and 52 motor cars, is due to go into service in the late Spring. Her sister ships are due to be launched shortly from the same yard. The "Clansman" will operate mainly between Mallaig and Armadale and the "Columba" Oban, Mull and Morven. The new vessels will provide fast services over short sea crossings. The creation of an entirely new pattern of routes is expected to greatly benefit the tourist industry and be a stimulus to general economic development. More frequent services can also be arranged during peak periods. Tourist cars and bus traffic will be able to reach hitherto in-accessible islands. The new routes will enable full use to be made of pier and road works recently completed, now in hand or proposed. These include the existing North Ford causeway and the South Ford ridge (which links the islands of South Uist, Benbecula and North Uist). The "Hebrides" will have a service speed of 14½ knots. The main deck will be used for carrying cars and lorries and buses which will be loaded forward by way of a vehicle lift, which will enable the vessel to be operated at the piers at all states of the tide. Part of the garage deck will be adaptable for the carriage of livestock. On the upper deck, there will be a lounge bar, a bureau and shop and a cafeteria, as well as officers, and stewards' and crew's mess rooms. On the promenade deck, there will be a lounge and an open area given over to seating.*

Hebrides (1964). (Continued).

On the lower deck, there will be a number of two-berth cabins and a few one-berth. These cabins will be forward and aft of the engine room and will accommodate 51 passengers. There will also be two, two-berth special cabins on the upper deck. The decoration and furnishing of the public accommodation have been designed with guidance from the Glasgow School of Art. The vessel will have a lateral thrust propeller unit in the bows to aid berthing at piers and will have stabilisers to reduce roll in a seaway. When the vessels come into service in the Spring of next year, the services provided by the "Lochearn" and "Lochmor", the Mull and Outer Islands Services. will be withdrawn."

Vessel Name(s)	Hebrides. Renamed: 'Devonium' (1985) and 'Illyria' (1993).
Yard Number	910.
Rig	Passenger Ferry.
Engine(s)	2 off oil, 2SA, 8-cylinder (10.5" x 13.5"), 2,400 BHP, by Crossley Bros. Ltd., Manchester. Twin screw. Bow thruster forward.
Launch Date	20 th November 1963.
Owner(s)	Secretary of State for Scotland, Leith. Managers: Caledonian MacBrayne, (aka CalMac) Glasgow.
Registered Port	Leith. Official No.: 305301.
GRT	2,104 tons.
Length B.P.	220 feet, 7 inches (67.23m).
Breadth	43 feet, 5 inches (13.23m).
Depth	13 feet (3.96m).
Construction	Steel, welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ⚡ Built under Special Survey. ⚡ LMC, Lloyd's Machinery Certificate.
Other information	1981: She lost a rudder and was towed to Greenock, Glasgow for repairs. A replacement had to be manufactured which took about a month to fabricate and fit, she returned to service 1 st July. 1985, 13th November: She made her last sailing for CalMac and was sold to Torbay Seaways for planned service from Torquay to Channel Islands and renamed ' Devonium '. 1993: Owned by Illiria Lines (Greece) and renamed ' Illyria ', she traded between Italy and Albania. 1998: Reported working out of St. Vincent and the Grenadines in the Caribbean. 1999: She caught fire in Eleusis Bay, Greece, and was laid up due to the damage.
Date Scrapped / Lost	2003, July: Sold to Turkey for breaking up. 2003, September: Broken up in India.

Hebrides (1964). (Continued).

1977, 16th June: The Aberdeen Press and Journal ran an article stating conversion of the 'Hebrides' for Ro-Ro services was not an option, and the cost of a replacement vessel would be £3,500,000. A further £2,000,000 would be required to be spent on the terminals at Uig, Tarbet, and Lochmaddy for such a service.

1963, 20th December: The Aberdeen Press and Journal reported as follows *"For over 200 years Footdee and the Parish of St Clements have been the home of shipbuilding in Aberdeen. It was from the Footdee yards that, in the last century, the famous Aberdeen clippers emerged to win the China tea run and win back for Britain pre-eminence in the days of sail. Today important pioneering work in ship construction is still being done here in the yards of Hall, Russell and Company, Ltd., and Alexander Hall and Company who, jointly, give work to 1,225 Aberdeen folk. Seen here with Hall, Russell's shipyard behind is the new ferry vessel 'Hebrides', launched last month. It was pointed out then that the 'Hebrides' had been built to a completely new concept of sea travel. The story of Footdee, its white fishers and its shipyards will be told in "This is My Country" in "The Press and Journal Week-end Review" tomorrow."*

In September 1980, 'Hebrides' carried from Lochmaddy to Uig the grizzly bear Hercules (born in the Highland Wildlife Park, Kingussie in 1975), who had escaped for 24-days, during filming of the 'Big Softy' in the Kleenex advertisements in North Uist. Hercules later became famous for having a role in the James Bond film 'Octopussy' (1983) and also had several other smaller roles.

1968, 14th December: The following advertisement appeared in the Aberdeen Press and Journal:



This drawing shows how cars got on board the MacBrayne ferries.

Hebrides (1964). (Continued).

1985, 4th October: The Aberdeen Press and Journal reported as follows *“Nine show interest in ferry built in Aberdeen. Caledonian Macbrayne’s car ferry ‘Hebrides’, built 21 years ago by Hall, Russell’s in Aberdeen, will almost certainly be sold by the end of the month according to Glasgow shipbrokers Turner and Hickman. There is a chance though, despite Greek and Far East interest the ship may still sail in West Highland waters. Shipbroker Derek Crombie, of Turner and Hickman, said they have been approached by a person who does not yet want to be named and who is attempting to form the ‘Hebrides’ Preservation Society. Another person, a West Highland Hotel owner wants to buy the ship and convert her into a cruise liner based on the West Coast. He has already inspected the ship which is still in service between Uig, Tarbert and Lochmaddy. There are nine interested parties including representatives of Greek shipowners who inspected the ‘Hebrides’ yesterday. The “Heb” is to end her career when sister ship ‘Columba’ takes over after annual refit, the crew then transferring to her £5,500,000 replacement, ‘Hebridean Isles’, now nearing fitting-out at Cochrane Shipbuilders in Yorkshire. This new bigger capacity drive-through ship is expected to make a first appearance in her home waters at the end of next month and go into service initially on the Ullapool/Stornoway service while the ‘Suilven’ is on annual refit.”*

1989, 16th February: The West Briton and Cornwall Advertiser reported as follows *“Devonium on her way to dry dock. Monday sees the arrival at Falmouth Docks of a vessel that enjoys special status among Britain’s ferries. The ‘Devonium’ (1,420 gross tons) provides Alderney’s only marine link with the mainland following Sealink’s withdrawal of its Channel Islands service during 1986-87. Owned and operated by Torbay Seaways, the Torquay-based ferry also regularly visits Guernsey and Jersey. She is now 25 years old, but in many respects – including raked funnel and cruiser stern – has an air and appearance of a much older ship. As the ‘Hebrides’ the ‘Devonium’ originally served in the Western Isles, having been built by Hall, Russell and Co. Ltd. of Aberdeen, and was a popular carrier of passengers, vehicles and livestock. She was sold to Torbay Seaways in 1985, when she assumed her present name. Today the vessel is licensed to carry 300 passengers and can accommodate around 50 cars. Her car deck is served by an unusual hoist forward of the superstructure, it is equipped with turntables and raised by four hydraulic ramps. Her passenger accommodation includes much oak panelling and leather settees in the public rooms. The ‘Devonium’ is the ninth ferry drydocking contract to be secured by Falmouth Shiprepair this winter.”*

Clansman (1964).

She was the second of three sister-ships, all built for car ferry and passenger services to the Western Isles of Scotland. She had the capacity for 600 passengers. Like her sister ships, she had side loading ramp doors on her forward deck with a 14-foot diameter turntable that led vehicles onto a vehicle lift down to the car deck, which had the capacity to take 50 cars. The other two sisters were the '**Hebrides**' (2,104 tons) and '**Columba**' (2,104 tons). A unique feature of their design was that they were fitted-out to serve as floating nuclear shelters, in the event of a national emergency. For ten years the '**Clansman**' sailed on the Mallaig to Armadale, Skye route.

1964, 14th January: **The Aberdeen Evening Express reported as follows** "**STICKY TIME ON THE SLIPWAY...** All was ready at **Hall Russell's** shipyard today for the launching of the MacBrayne ferry '**Clansman**'. The guests were on the launching platform, and Lady Robinson, wife of one of MacBrayne's directors, was all set to swing the traditional bottle of champagne. Then came the shock, delivered by a blushing official. "WE CAN'T LAUNCH HER" HE SAID "THE TIDE HAS DAMAGED THE SLIPWAY." Which meant that Lady Robinson had to "launch" the '**Clansman**' in name only. The vessel is expected to be slipped quietly into the water tomorrow.

SECOND. *The '**Clansman**' is the second of the three twin-screw passenger-vehicle ferries ordered by the Scottish Secretary for the Department of Agriculture and Fisheries for Scotland. She is for service on the West Coast and will be managed by MacBrayne's..."*

Clansman (1964). (Continued).

Vessel Name(s)	Clansman. Renamed: 'Tamira' (1985), 'Al Hussen' (1986) and 'Al Rasheed' (1986).
Yard Number	911.
Rig	Passenger Ferry.
Engine(s)	2 off oil, 2SA, 8-cylinder (10.5" x 13.5"), 2,400 BHP, by Crossley Bros. Ltd., Manchester. Twin screw. Bow thruster forward. Speed – 14-knots.
Launch Date	15 th January 1964.
Owner(s)	Secretary of State for Scotland , Leith. Managers: Caledonian MacBrayne, (aka CalMac), Glasgow.
Registered Port	Leith. Official No.: 305302.
GRT	2,104 tons.
Length B.P.	220 feet, 7 inches (67.23m).
Breadth	43 feet, 5 inches (13.23m).
Depth	13 feet (3.96m).
Construction	Steel, welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1972/1973: Owned by David MacBrayne Ltd., Glasgow. At Troon, she was lengthened by being cut in half and a new 36-foot-long mid-section added. Her side doors and lift were removed and plated over, an additional deck was fitted, and a new bow and stern doors were fitted making her a Ro-Ro ferry. GRT increased to 1,707 tons. She then operated on the Stornoway, Isle of Mull and Arran route. 1984: Owned by Torbay Seaways and intended for a new service to the Channel Islands. The failure to construct a linkspan, led to her sister ship, 'Hebrides' running the service. 1985: She was taken out of service and sold to Mira Shipping of Malta and renamed 'Tamira'. 1985/1986: She was sold to Euch Zammit & Son of Malta and renamed 'Al Hussen'. 1986: Owned by Baaboud Trading & Shipping Agencies, Valletta, Malta, used for trade in the for Red Sea and renamed 'Al Rasheed'. By 1991: Owners as above, but in Jeddah, Saudi Arabia. 1989: New engines fitted – 2 off Koninklijke Machine Fabriek Stork & Co, Netherlands.
Date Scrapped / Lost	Thought to have been scrapped circa 2010.

Clansman (1964). (Continued).



'Clansman' in drydock. (Photographer unknown).

Columba (1964).

She was the third of three sister-ships, built for car ferry and passenger services to the Western Isles of Scotland - The other two being the '**Hebrides**' (2,104 tons) and '**Clansman**' (2,104 tons). During her life she made sailings to most of the west of Scotland ports and St Kilda.

1964, 13th March: The Aberdeen Press and Journal reported on her launch as follows: *"Columba – the friendly ferry. The motor vessel '**Columba**' was launched from the yard of **Hall, Russell and Co., Ltd.**, Aberdeen yesterday – and collided with a sister ship before the tugs could get control of her. She took the water from the builder's yard slips at speed and although she slowed down her bow came into contact with the starboard side of her sister ship, '**Clansman**', berthed at **Hall, Russell's** fitting-out berth. Little damage was done. The '**Columba**' was launched by Lady Craigton, wife of Lord Craigton, Minister of State for Scotland. At a luncheon after the launching **Mr John Wright, managing director of Hall, Russell** said the '**Columba**' was the third of the three ferries ordered by the Scottish Secretary for service on the West Coast. Speaking of delivery dates, he said it was time something was done to stop irresponsible people thwarting the efforts of those planning for the good of the country. He suggested a Royal Commission should be created to look into these matters.*

Too easy. *It was too easy for people to go on strike and it was time someone looked into why a man earning £1,000 a year could claim national assistance three weeks after he had gone on strike, he said. Mr A. J. Agien, deputy secretary for the Ministry of Agriculture and Fisheries said the '**Columba**' and her sister ships the '**Hebrides**' and the '**Clansman**' would introduce a new era in the services to the Inner and Outer Hebrides. One of the reasons they were introduced was to cater for the tourist traffic. They would take tourists in their own cars over the water to the islands – so far virtually closed to this kind of traffic.*

Gaps. *The '**Columba**' would be used on the service to Mull and Morven from Oban and would provide a regular route for travellers to Iona. Mr Frank Robertson, a director of David MacBrayne Ltd., said the company did not look upon the completion of the three ferries as the last step into the future. These points of the West Highlands not served by "the triplets" had noticed there were gaps and there were obviously openings ahead. Lady Craigton was presented with a brooch. The '**Columba**' has been built for the Department of Agriculture and Fisheries for Scotland. She is 235ft. long with a beam of 43.3ft. There is accommodation for 600 passengers and she will also be able to carry a number of touring buses and lorries or about 50 cars."*

When a vessel is launched, she sits very high in the water, (see the photograph of '**Hebrides**' after her launch) giving the wind a huge surface area to push against. Sometimes making it difficult for the harbour tugs to hold her.

Columba (1964). (Continued).

Vessel Name(s)	Columba. Renamed: 'Hebridean Princess' (1988).
Yard Number	912.
Rig	Passenger Ferry.
Engine(s)	2 off oil, 2SA, 8-cylinder (10.5" x 13.5"), 2,400 BHP, by Crossley Brothers Ltd., Manchester. Twin screw. Bow thruster forward.
Launch Date	12 th March 1964.
Owner(s)	Secretary of State for Scotland, Leith.
Registered Port	Leith. Official No.: 305306.
GRT	2,104 tons.
Length B.P.	220 feet, 7 inches (67.23m).
Breadth	43 feet, 5 inches (13.23m).
Depth	13 feet (3.96m).
Construction	Steel, welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1973: Owned by Caledonian MacBrayne Holdings Ltd., Glasgow and registered at Glasgow. 1988, October: Owned by Hebridean Island Cruises Ltd., Skipton, Yorkshire and intended for European trading and Mediterranean Sea and renamed ' Hebridean Princess '. She underwent a £1.5 million refit at Great Yarmouth. 1991, November: She underwent a £200,000 overhaul at A&P Appledore, Tyneside. Work included an engine overhaul and upgrading of accommodation. 1993/4: Her car hoist was removed. 2009: Owned by All Leisure Holidays Ltd., Market Harborough – managed by Andrew Weir Shipping Ltd., London. 2016: Owned by HP Shipping Ltd., Skipton.
Date Scrapped / Lost	2019: Still operating summer cruises around the Hebrides.

Patra. (1964).

She was built as a luxury motor yacht and had accommodation for eight passengers and six crew members, to the design of Frederick R. Parker.



Yacht 'Patra'. (Photographer unknown).

1964, 23rd June: The Aberdeen Evening Express reported on her launch as follows: ***"No fuss for yacht launching.** Without any official ceremony, the 196-ton yacht, 'Patra' is to be launched from the slipways at **Hall, Russell, Aberdeen.** The typhoid epidemic held up the completion and launching of this trim craft, and her owner, Mr Anthony Cayzer, brother of Lord Rotherwick and deputy chairman of the British and Commonwealth Shipping Coy., has instructed the shipyard to put the yacht in the water without any official naming ceremony. Delivery is to be late summer, instead of spring, as originally intended.*

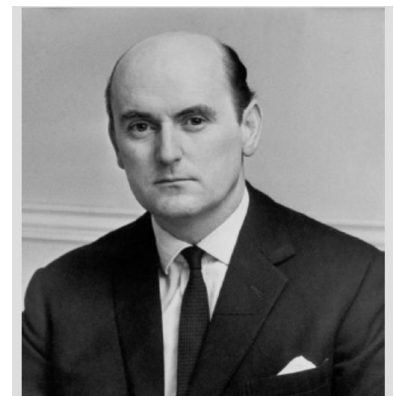
UNIQUE. *The 'Patra' is built on unique lines. "We have gone all out for efficiency and comfort – but not for luxury." Mr Cayzer said. She will have two Rolls-Royce engines, each of 600 h.p., and a range of 3,200 miles. She is air conditioned throughout, is fitted with stabilisers, has the latest radar, radio and automatic pilot, and can distil her own fresh water. **Hall, Russell** obtained the contract by a competitive bid, which was £20,000 below other firms. The yacht has accommodation for eight passengers and eight crew."*

During her life she was renamed several times, I found the names, but not the dates the name changed.

Patra. (1964). (Continued).

Vessel Name(s)	Patra. Renamed: ' Patra Primo ' (unknown); ' Patra ' (unknown), and ' Patra of London ' (unknown),
Yard Number	913.
Rig	Motor Yacht.
Engine(s)	2 off Rolls Royce engines 600 BHP each. Twin screw. Top speed – 12 knots. Cruising speed – 10 knots.
Launch Date	6 th July 1964.
Owner(s)	Anthony Cayzer.
Registered Port	London. Official No.: Unknown.
GRT	196 tons.
Length	101 feet, 3 inches (30.86m). Length Overall: 111 feet, 3 inches (33.9m).
Breadth	22 feet, 1 inch (6.73m).
Draught	6 feet, 6 inches (1.98m).
Construction	Steel, part aluminium superstructure, and teak deck.
Classification	Lloyd's Register of Shipping.
Other information	Date unknown: Renamed: ' Patra Primo '. Date unknown: Renamed ' Patra ', back to her original name. Date unknown: Renamed ' Patra of London '.
Date Scrapped / Lost	2022, December: Still sailing, up for sale at €2,700,000.

(Michael) Anthony Rathborne Cayzer (1920 to 1970) was a shipowner, aviation executive and chairman of the National Maritime Museum from 1977 to 1987. He went by Anthony rather than his first name Michael.



*Anthony Cayzer.
(Photographer unknown).*

Hawthorn. (1964).

She was the first stern trawler from an order of seven conventional side trawlers and two stern trawlers for Irvin and Johnston, Cape Town, South Africa, for fishing in the seas around South Africa. Her sister ship was the 'Hibiscus' (589 tons), both were small stern trawlers if compared to the earlier 'Northella' (1,718 tons), built in 1964 for J. Marr & Son Ltd., Hull. Unfortunately, I could not find photographs of these nine South African trawlers. Immediately aft of her deckhouse was her 4-barrel trawl winch, tucked-in under the boat deck, which gave the operator complete protection from the sun and bad weather. The skipper on the bridge had a clear view both fore and aft, and had the latest technology in navigational aids and fish finding equipment including a reflector type standard compass, an auxiliary compass, a Marconi radio-telephone, direction finder, and echo sounder.

At her stern, a gantry carries the hanging blocks, and other gear for shooting the trawl. She had two masts, the forward mast was used for hauling the nets up the stern ramp, and the aft mast used for spilling the catch in the net down through the power-operated deck hatch into the working space on the lower deck below where the fish were gutted and headed, and then passed through a washing tank and a conveyor chute straight into the insulated fish hold below fitted out with aluminium shelving and posts.

The accommodation for the skipper, owner, officers and crew mess rooms and galley are all in the forward end of the vessel and all mechanically ventilated to deal with tropical environments. The engine room is also at the fore end of the vessel. A tunnel carries the engine shaft aft under the fish hold. Ballast tanks and fresh water tanks were fitted port and starboard of the tunnel.

1964, 6th August: The Aberdeen Evening Express reporting on her launch published an article titled "*The one that got away*" as the Viscountess Stonehaven was about to name her, she slid down the ways. She was then taken to the Outfitting Quay and the naming ceremony was performed.

1964, 11th August: The Coventry Evening Telegraph reported on her launch as follows: "*Stern trawler launched. The first of two diesel stern trawlers, the 'Hawthorn' for Irvin and Johnson of Cape Town, has been launched from Hall, Russell's Aberdeen shipyard. The naming ceremony was performed by the Viscountess Stonehaven. This is the first stern trawler which the owners have ordered and could rank as a prototype for the British middle-water trawler fleet. The performance of this vessel is expected to create considerable interest in all fishing circles.*"

Hawthorn. (1964). (Continued).

A very busy aft deck of a typical stern trawler. (Hall Russell).

It is reported that the **'Hawthorn'** and her sister ship **'Hisbiscus'** both had extended sea trials, which included actual fishing trials prior to handover to their owners. **'Hawthorn's'** fishing trials which lasted several days are reported as being carried out north of the Shetland Isles in gale force weather. Shooting and hauling of the nets were carried out *"with the greatest of ease"* by a crew of five in water depths up to 300 fathoms (approx. 550m). The **'Hawthorn'** was reported as having *"performed excellently"* during her fishing trials. On board were Mr. A. Kay, Marine Superintendent of the Owners, Mr. Andrew Marr of J. Marr & Son, Hull, and Skippers George and Sanders from South Africa, all of whom were said to have been very impressed with the performance of the vessel.

It is said that representatives of **Hall, Russell & Company Limited** made a trip to Cape Town, South Africa to carry out research onboard her during a fishing trip to the South African grounds. This study of the vessel in-service was used to enhance the design.

Hawthorn. (1964). (continued).

Vessel Name(s)	Hawthorn. Renamed: ' Ocean Dawn ' (1989) and ' African Star ' (2002).
Yard Number	914.
Rig	Stern Trawler.
Engine(s)	Oil, 4SA, 8-cylinder (325mm x 370mm), 1,250 bhp, by W. H. Allen, Son & Co. Ltd., Bedford, single screw, clutch coupled through a Lohmann & Stolterfoht marine reduction gear to a Liaaen controllable pitch propeller. On the gearbox, two layshafts are fitted to drive the winch generator and a 40 kW D.C. auxiliary generator. Speed – 13 knots.
Launch Date	6 th August 1964.
Owner(s)	Irvin and Johnson (South Africa) Limited. Manager: Richard Irvin, Cape Town, South Africa.
Registered Port	Cape Town. Official No.: 350403.
GRT	589 tons.
Length	140 feet, 6 inches (42.82m).
Breadth	31 feet, 1 inch (9.47m).
Depth	14 feet, 5 inches (4.39m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: 100A1, motor trawler. Classed LR until July 1966, withdrawn at owners' request.
Other information	Auxiliaries comprised of a 5-cylinder Ruston & Hornsby diesel engine, coupled to a 40 kW generator and a Hamworthy compressor of 18.5 cubic feet per minute capacity. A small diesel driven Hamworthy air compressor was also fitted. The main pumps in the engine room were by Hamworthy and the smaller pumps by Mono. 1989: Owned by Natal Ocean Trawling Ltd., Cape Town, South Africa, and renamed ' Ocean Dawn '. 1994: Owned by Mariner Trawling Pty. Ltd., Cape Town, South Africa. 1997: Owned by Spradbrows Boatyard, Durban, South Africa. 1999: Owned by Deskar Distributors C.C., Durban, South Africa. 2002 / 2003: Renamed ' African Star 2 ', compartment holds were created to carry shrimp.
Date Scrapped / Lost	Unknown: Probably scrapped due to age.

Hibiscus (1964).

Second trawler built from an order of nine. Stern trawler, and sistership of 'Hawthorn'.

1964, 20th October: The Aberdeen Press and Journal reported on her launch as follows: *"TWO SNAGS BEFORE TRAWLER IS LAUNCHED. Two unexpected incidents meant a double delay in the launching of the South African trawler 'Hibiscus' at the Aberdeen shipyard of Hall, Russell and Co., Ltd., yesterday. Incident No. 1 struck as an obstinate block of wood refused to budge despite workmen's repeated attempts and resulted in an unceremonious wait for the platform party. It had appeared as though everything was set for Mrs J. M. Russell, wife of a director of the Cape Town owners of the vessel, to press the button and send the trawler on her way. But the block refused to move and eventually Mr K. A. Brown, shipyard manager had to assist.*

Across path. Incident No. 2 arose when, just as the launch signal was about to be given, a Faroese fishing boat sailed from the Albert Basin across the path of the launch into the Upper Dock. The 'Hibiscus', 140ft. long, is the second of two diesel stern trawlers, and the sixth built at the yard for the Cape Town company. Lying not far from the 'Hibiscus' was the partly-built trawler, 'Ixia', which is being built for the same company, Irvin and Johnson. She was also scheduled to be launched yesterday along with the 'Hibiscus' but, because of a dispute at the yard, the launch had to be postponed."

Vessel Name(s)	Hibiscus. Renamed: 'Ocean Wave' (1989) and 'African Spirit' (2002/2003).
Yard Number	915.
Rig	Stern Trawler.
Engine(s)	Oil, 4SA, 8-cylinder (325mm x 370mm), 1,250bhp, by W. H. Allen, Son & Co. Ltd., Bedford. Controllable pitch propellor.
Launch Date	19 th October 1964.
Owner(s)	Irvin and Johnson (South Africa) Limited.
Registered Port	Cape Town. Official No.: 350428.
GRT	589 tons.
Length	140 feet, 6 inches (42.82m).
Breadth	31 feet, 1 inch (9.47m).
Depth	14 feet, 5 inches (4.39m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: 100A1, motor trawler. Classed LR until 10/66, withdrawn at owners' request.
Other information	1989: Owned by Natal Ocean Trawlers Ltd., Cape Town, South Africa and renamed 'Ocean Wave', used for shrimp fishing. 1994: Owned by Mariner Trawling Pty. Ltd., Cape Town. 1997: Owned by Spradbrows Boatyard, Durban. 2002 / 2003: Owned by Deskar Distributors, Durban, South Africa and renamed 'African Spirit'. (Listed until 2008 Lloyd's Register).
Date Scrapped / Lost	Unknown.

Begonia. (1964).

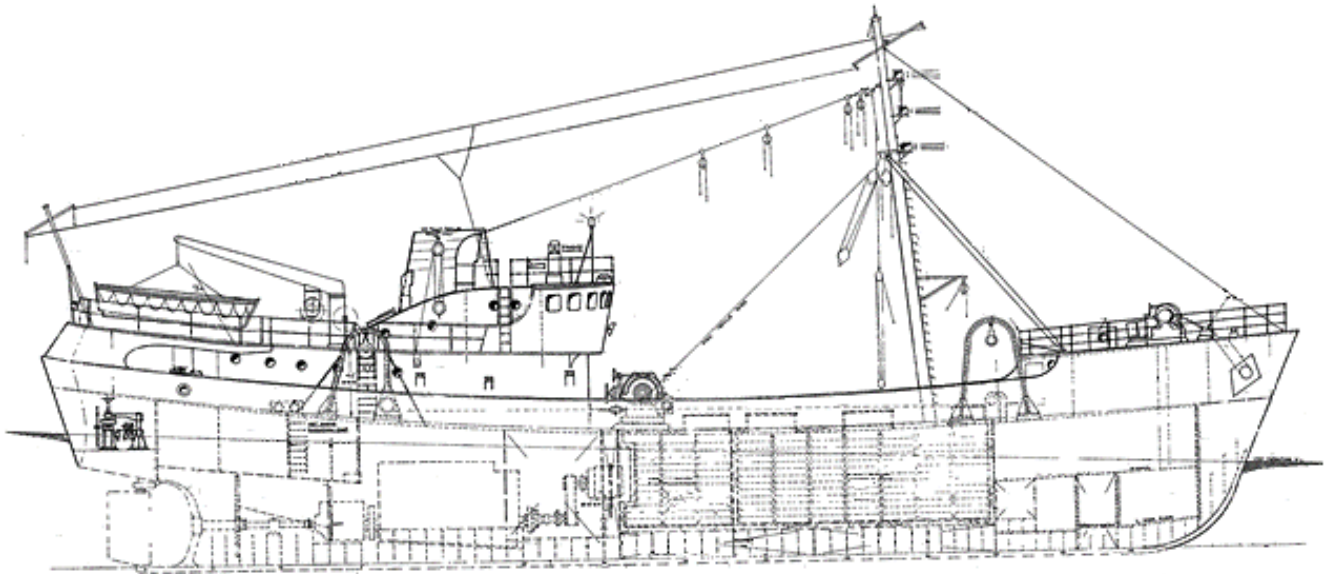
Third trawler of a nine-trawler order. She was a conventional side trawler that fished from the starboard side, she was the first built of seven sisters.

1964, 24th June: The Aberdeen Press and Journal reported on her launch as follows *“Rude awakening for a kitten! A black kitten in the Aberdeen shipyard of Hall, Russell and Co., Ltd. almost lost one of its nine lives yesterday. The kitten, one of several in the Yard, had been sleeping peacefully unnoticed on the cradle where a new trawler stood. How was it to know the trawler, the ‘Begonia’, was about to be launched Mrs H. C. Drayton, London, smashed a bottle on the trawler's bows and down the slipway went the vessel. When it struck the water, the cradle broke up, throwing the kitten into the sea. Somehow the little black cat managed to pull itself on to a wooden beam where its pitiful cries attracted the attention of workers and guests who were waiting see the launching of second trawler, the ‘Dahlia’. Harbour boatmen sped to the rescue and the kitten was taken to the porter's office to be dried.”*

Vessel Name(s)	Begonia.
Yard Number	916.
Rig	Conventional Side Trawler.
Engine(s)	Type 497-31 VO, 7-cylinder, 2SCSA (310mm dia. x 490mm stroke) marine diesel engine, 840 b.h.p. at 310rpm, by Alpha Diesel A/S, Frederikshavn, Denmark, engine number 9357, with hydraulic isolating clutch and hydraulically operated mechanism to the controllable pitch propeller (Reversible). Top speed – 13 knots.
Launch Date	23 rd June 1964.
Owner(s)	Irvin and Johnson (South Africa) Limited.
Registered Port	Cape Town. Official No.: 350394.
GRT	340 tons.
Length	121 feet, 10 inches (37.13m). Length Overall: 139 feet, 6 inches (42.52m).
Breadth	26 feet, 7 inches (8.10m).
Depth	13 feet, 9 inches (4.19m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: 100A1, motor trawler. ✠ Built under Special Survey. 1966, May: Class dropped.
Other information	--
Date Scrapped / Lost	Unknown.

South African Side Fishing Trawlers (1964 / 1965).

Begonia, Dahlia, Erica, Iris, Lupin, Ixia, Rochea.



Profile of the South African side-fishing trawlers. (Hall Russell).

Some of the common features of all seven side fishing trawlers:

Electric trawl winch by Holmes / Lektron.	Two barrels, each with a capacity of 1,160 fathoms (2,121m) of 2-3/4" (70mm) dia. wire. Driven by a generating set which is driven from a forward extension from the main engine crankshaft.
Lifeboat.	18ft. long class C, fitted on the boat deck with a single-arm mechanically driven davit.
Life rafts.	Three off fitted, capable of carrying 12-persons each.
Engine room auxiliaries.	Electrically operated, except from those driven off the main engine.
Electricity.	Provided at 110 volts d.c. by a 40 kW diesel generating set and from a 25 kW generator which is belt driven off the main engine.
Fish room.	Capacity 8,600 cubic feet. Fully insulated and fitted-out with aluminium shelving.
Crew members.	24.

Dahlia. (1964).

Fourth trawler of a nine-trawler order. She was a conventional side trawler that fished from the starboard side.

She was launched on the same day as her sistership '**Begonia**', see launch article on the '**Begonia**' page.

At her launch, she was named by Mrs. May Allen of London.

Vessel Name(s)	Dahlia.
Yard Number	917.
Rig	Trawler.
Engine(s)	Type 497-31 VO, 7-cylinder, 2SCSA (310mm dia. x 490mm stroke) marine diesel engine, 840 b.h.p. at 310rpm, by Alpha Diesel A/S, Frederikshavn, Denmark, engine number 9357, with hydraulic isolating clutch and hydraulically operated mechanism to the controllable pitch propeller (Reversible). Top speed – 13 knots.
Launch Date	23 rd June 1964.
Owner(s)	Irvin and Johnson (South Africa) Limited.
Registered Port	Cape Town. Official No.: 350400.
GRT	340 tons.
Length	121 feet, 10 inches (37.13m). 139 feet, 6 inches (42.52m) overall.
Breadth	26 feet, 7 inches (8.10m).
Depth	13 feet, 9 inches (4.19m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1, motor trawler. ✠ Built under Special Survey. 1966, August: Class dropped.
Other information	---
Date Scrapped / Lost	Unknown.

I couldn't find much history on this vessel; her Lloyds Class was dropped at only 2-years old, so never found much at Lloyd's.

Erica (1965).

Fifth trawler of a nine-trawler order and was a conventional side trawler that fished from the starboard side.

1964, 6th August: The Aberdeen Press and Journal reported as follows: **“ANOTHER S. AFRICAN TRAWLER LAUNCHED.** *The third of nine trawlers being built by Hall, Russell and Co., Ltd., Aberdeen, for Irvin and Johnston, Ltd., Cape Town, was launched yesterday. The vessel was named ‘Erica’ by Mrs Gertrude Hersov, who is from South Africa. The ‘Erica’ is similar to the ‘Begonia’ and ‘Dahlia’, which were sent into the water in June. She is a side-operating type of vessel 130.6ft. in overall length and 26.8ft. in moulded breadth.*

More space. *Fishing will be carried out from the starboard side, enabling the accommodation to be extended on the port side. This will mean more space for comfortable accommodation for the crew of 24. The vessel’s fibreglass-insulated fishroom has a capacity of about 8600 cu. ft., and will be fitted out with aluminium alloy posts and shelves. Propelling machinery will consist of a Burmerister and Wain Alpha type seven-cylinder, two stroke marine diesel engine, developing 840 bhp.”*

A film of her launch can be viewed on www.aberdeenships.com

Vessel Name(s)	Erica. Renamed: ‘Scorpio’ (1982).
Yard Number	918.
Rig	Side-trawler.
Engine(s)	Type 497-31 VO, 7-cylinder, 2SCSA (310mm dia. x 490mm stroke) marine diesel engine, 840 b.h.p. at 310rpm, by Alpha Diesel A/S, Frederikshavn, Denmark, engine number 9357, with hydraulic isolating clutch and hydraulically operated mechanism to the controllable pitch propeller (Reversible). Top speed – 13 knots.
Launch Date	5 th August 1964.
Owner(s)	Irvin and Johnson (South Africa) Limited.
Registered Port	Cape Town. Official No.: 350401.
GRT	340 tons.
Length	121 feet, 10 inches (37.13m). 139 feet, 6 inches (42.52m) overall.
Breadth	26 feet, 7 inches (8.10m).
Depth	13 feet, 9 inches (4.19m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: 100A1, motor trawler. 1966, June: Her class was withdrawn at the owner's request.
Other information	1977: Owned by Kuttelfish S.W.A. Pty Ltd., Cape Town. 1982: Owned by South African Sea Products Ltd., Cape Town, and renamed ‘Scorpio’ . 1983: Owned by Stirling Fisheries & Cold Storage Pty. Ltd., Cape Town.
Date Scrapped / Lost	1997: Removed from registers, possibly scrapped due to age.

Iris (1965).

Sixth trawler of a nine-trawler order. She was a conventional side trawler that fished from the starboard side. She was named at her launch by the Countess of Perth. A photo of the launch party standing in front of the vessel was published in the Aberdeen Press and Journal, 23rd September 1965, but the copy I had wasn't good enough quality to reproduce here. She sailed for 36-years.


1965, 22nd September: The Aberdeen Evening Express reported on her launch as follows *“Trawler for S. Africa launched. The ~~fifth~~ sixth of the nine trawlers under construction by **Hall, Russell and Co., Ltd.**, Aberdeen, for Messrs Irvin and Johnson Ltd., Cape Town, South Africa, was launched this afternoon. The vessel a side-operating trawler was named ‘**Ixia**’ by the Countess of Perth. Of the four vessels already launched, one of which is expected to be handed over by the end of the month, three are side operating and one a stern trawler. They are the ‘**Begonia**’, ‘**Dahlia**’, ‘**Hawthorn**’ and ‘**Erica**’. The ‘**Iris**’ is 139ft. 6in. in overall length, with a beam of 26ft.6in., and is arranged for operating from the starboard side. This will enable the crew’s accommodation to be extended on the port side, thus providing more space for comfortable accommodation for the crew of 24. The fibre glass insulated fish-room has a capacity of about 8,600 cubic feet and will be fitted out with aluminium alloy posts and shelves.”*

Vessel Name(s)	Iris. Renamed: ‘Sagitta’ (1976).
Yard Number	919.
Rig	Trawler.
Engine(s)	Type 497-31 VO, 7-cylinder, 2SCSA (310mm dia. x 490mm stroke) marine diesel engine, 840 b.h.p. at 310rpm, by Alpha Diesel A/S, Frederikshavn, Denmark, engine number 9357, with hydraulic isolating clutch and hydraulically operated mechanism to the controllable pitch propeller (Reversible). Top speed – 13 knots.
Launch Date	22 nd September 1964.
Owner(s)	Irvin and Johnson (South Africa) Limited.
Registered Port	Cape Town. Official No.: 350422.
GRT	340 tons.
Length	121 feet, 10 inches (37.13m). 139 feet, 6 inches (42.52m) overall.
Breadth	26 feet, 7 inches (8.10m).
Depth	13 feet, 9 inches (4.19m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: 100A1 Trawler. 1966, September: Her class was withdrawn at the owner's request.
Other information	1976: Owned by South African Sea Products Ltd., Cape Town, South Africa, and renamed ‘ Sagitta ’. 1983: Owned by Stirling Fisheries & Cold Storage Pty. Ltd., Cape Town, South Africa.
Date Scrapped / Lost	1998: Scrapped.

Lupin (1965).


Seventh trawler of a nine-trawler order. She was a conventional side trawler that fished from the starboard side.

1964. 18th November: The Aberdeen Press and Journal reported as follows: ***“Trawler for South Africa.** Another side-operating trawler for South Africa was launched yesterday from the Aberdeen shipyard of **Hall, Russell and Co., Ltd.** The vessel, ‘**Lupin**’ is one of nine which the firm were contracted to build for Irvin and Johnston, Ltd., Cape Town. The ‘**Lupin**’ was named by Lady Hampden.”* She was Rachel Leila Seely (1929 to 2012) spouse of Thomas Henry Brand (1900 to 1965), 4th Viscount of Hampden.

Vessel Name(s)	Lupin.
Yard Number	920.
Rig	Trawler.
Engine(s)	Type 497-31 VO, 7-cylinder, 2SCSA (310mm dia. x 490mm stroke) marine diesel engine, 840 b.h.p. at 310rpm, by Alpha Diesel A/S, Frederikshavn, Denmark, engine number 9357, with hydraulic isolating clutch and hydraulically operated mechanism to the controllable pitch propeller (Reversible). Top speed – 13 knots.
Launch Date	17 th November 1964.
Owner(s)	Irvin and Johnson (South Africa) Limited.
Registered Port	Cape Town. Official No.: 350427.
GRT	340 tons.
Length	121 feet, 10 inches (37.13m). 139 feet, 6 inches (42.52m) overall.
Breadth	26 feet, 7 inches (8.10m).
Depth	13 feet, 9 inches (4.19m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100 A1 Motor trawler.  Built under Special Survey. 1966, August: Her class was withdrawn at the owner's request.
Other information	--
Date Scrapped / Lost	Unknown.

Ixia (1965).

8th trawler of the nine-trawler order. She was a conventional side trawler that fished from the starboard side.

Vessel Name(s)	Ixia. Renamed: 'Southern Crusader' (1977).
Yard Number	921.
Rig	Side trawler.
Engine(s)	Type 497-31 VO, 7-cylinder, 2SCSA (310mm dia. x 490mm stroke) marine diesel engine, 840 b.h.p. at 310rpm, by Alpha Diesel A/S, Frederikshavn, Denmark, engine number 9357, with hydraulic isolating clutch and hydraulically operated mechanism to the controllable pitch propeller (Reversible). Top speed – 13 knots.
Launch Date	19 th January 1965.
Owner(s)	Irvin and Johnson (South Africa) Limited.
Registered Port	Cape Town. Official No.: 350629.
GRT	340 tons.
Length	121 feet, 10 inches (37.13m). 139 feet, 6 inches (42.52m) overall.
Breadth	26 feet, 7 inches (8.10m).
Depth	13 feet, 9 inches (4.19m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: 100 A1 Motor trawler.  Built under Special Survey. 1966, November: Class dropped at owner's request.
Other information	1977: She was renamed ' Southern Crusader '. 1980/81: Owned by Kuttelfish S.W.A. (Pty) Ltd., Cape Town. 1982/83: Owned by Oceanpac (Pty) Ltd., Cape Town. 1987/92: Owned by South Atlantic Fishing Co. Ltd., Georgetown, Caymen Islands.
Date Scrapped / Lost	Unknown, but still in Lloyds Register in 2008.

1965, 19th January: The Aberdeen Evening Express reported as follows: *"The 'Ixia', the eighth of the nine trawlers ordered from Hall, Russell and Co. Ltd., Aberdeen by Messrs Irvin and Johnston, Cape Town, South Africa, was launched from the builder's yard this afternoon. She is a side operating trawler of 139.8ft. in overall length with a beam of 26.6ft. and a depth moulded to flush main deck of 13.9ft. As with the other side-operating trawlers built for Messrs Irvin and Johnson, the 'Ixia' is arranged for fishing on one side only. The fibreglass insulated fishroom has a capacity of about 8,600 cubic feet, and will be fitted out with aluminium alloy posts and shelves. Propelling machinery will consist of a Burmeister and Wain Alpha, seven-cylinder, two stroke marine diesel engine, developing 840 b.h.p. and driving a controllable pitch propeller. As the 'Ixia', which was named by Lady Harvie-Watt, wife of Sir George Harvie-Watt, chairman of Consolidated Goldfields and other companies, took the water, the 'Erica', a sister ship was handed over today. Three vessels of the order, the 'Begonia', 'Dahlia' and the 'Hawthorn', have arrived at South Africa. The 'Hawthorn', the first of the stern-type trawlers, arrived on Sunday."*

Ixia (1965). (Continued).

1965, 21st January: The Aberdeen Evening Express reported as follows **“One more to go and South African trawl order for 9 is met. With the launching of the trawler ‘Ixia’, Hall, Russell and Co., Ltd., Aberdeen, have only one more vessel to launch to complete the South African order for seven side operating trawlers and two stern ones – from the appearance of the ninth it should not be long before she, too, will be going down the slips. Just before the ‘Ixia’ was launched, the ‘Erica’, another trawler in the same order, was handed over to the delivery contractors and she should be setting out soon for Cape Town. Last Sunday, the ‘Hawthorn’, the first of the two stern trawlers arrived at Cape Town. Always thorough with their investigation into a new type of vessel, Hall Russell’s conducted extensive fishing trials with the ‘Hawthorn’ to satisfy themselves that the vessel would handle and perform efficiently before she was handed over to her owners. The trials were in an area north of the Shetlands, and shooting and hauling tests were carried out in varying depths of up to 300 fathoms. The vessel performed well and the builders are satisfied that she will cope with the difficult conditions in South African waters, where fishing is at great depths and frequently in very heavy seas. TRAWL SHOT.** To ensure that the ‘Hawthorn’ was given a thorough and fair trial, the builders obtained the services of a skipper and crew from the firm of J. Marr & Sons, Ltd., Hull, with whom they had already co-operated in building the stern trawlers ‘Junella’ and ‘Northella’. Although the skipper had never previously handled a stern trawler, and only the mate had been on board a stern trawler before, the trawl was shot and hauled in the difficult conditions prevailing with the greatest of ease by a crew of five. Incidentally, when the ‘Ixia’ was about to be launched and Lady Harvie-Watt, wife of Sir George Harvie-Watt, chairman of Consolidated Gold Fields of South Africa Ltd., sent the bottle against the ship’s bow, it failed to break. It was retrieved and Lady Harvie-Watt made no mistake the second time. Later, she said that fish-and-chips had become a popular dish among workers in South African gold fields. The fleet of trawlers built in Aberdeen, she mentioned, had made an important contribution to the South African fishing industry and had helped to give the 380,000 workers in the gold fields a balanced diet.

VERY CHEAP. Lady Harvie-Watt surprised everyone when she said that the fish landed from the trawlers was distributed to points up to 2,000 miles inland, and that despite this it was remarkably cheap – cod and hake could be bought for 3d a lb. No doubt many housewives in this country will ask how this is possible. In addition to the ninth trawler for South Africa, **Hall, Russell and Company** are also constructing another large stern trawler – the third – for Messrs J. Marr & Son Ltd., Hull. The Aberdeen firm, who were the pioneers in stern trawler construction in this country, are becoming such specialists in this type of vessel, that it will not be surprising if more orders do not come their way soon.”

Rochea (1965).

Last trawler built of a nine-trawler order. She was a conventional side trawler that fished from the starboard side.

1965, 4th February: The Aberdeen Evening Express reported as follows: *“On Tuesday, Hall, Russell and Co., Ltd., launched the trawler, ‘Rochea’ the last of the nine built for Irvin and Johnston, Cape Town. The ‘Rochea’ and six others were of the side-operating type, while the two others were stern trawlers. This small fleet could well be named the “Flower Fleet” for every one bears the name of a flower including ‘Begonia’, ‘Dahlia’, ‘Iris’, ‘Hawthorn’, etc.”*

The naming ceremony was carried out by Mrs G. C. Ridley.

The owners paid a lot of money to get this vessel and the other eight into Class with Lloyds Register but dropped it after only one year. It seems to my mind that they used Lloyds as a third-party during construction to contribute towards the quality of the vessel.

Vessel Name(s)	Rochea.		
Yard Number	922.		
Rig	Conventional Side Fishing Trawler.		
Engine(s)	Type 497-31 VO, 7-cylinder, 2SCSA (310mm dia. x 490mm stroke) marine diesel engine, 840 b.h.p. at 310rpm, by Alpha Diesel A/S, Frederikshavn, Denmark, engine number 9357, with hydraulic isolating clutch and hydraulically operated mechanism to the controllable pitch propeller (Reversible). Top speed – 13 knots.		
Launch Date	2 nd February 1965.		
Owner(s)	Irvin and Johnson (South Africa) Limited.		
Registered Port	Cape Town.	Official No.: 350430.	South Africa flag.
GRT	340 tons.	100 tons net.	
Length	121 feet, 10 inches (37.13m). 139 feet, 6 inches (42.52m) overall.		
Breadth	26 feet, 7 inches (8.10m).		
Depth	13 feet, 9 inches (4.19m).		
Construction	Steel.		
Classification	Lloyds Register of Shipping. Class: 100A1, Motor Trawler. 1966, November: Class withdrawn at owner's request.		
Other information	--		
Date Scrapped / Lost	1984, 9th August: Reported as scuttled, location 33.29S - 15.47E.		

Kirkella (1965).

She was the third stern trawler with freezers ordered by J. Marr & Son Ltd., Hull, the other two being the '**Junella**' (1,435 tons, built in 1962) and her sister-ship the '**Northella**' (1,718 tons, built in 1964). These vessels were designed for fishing for cod at Greenland or Newfoundland, at sea for up to 2-months at a time. As the name suggest the nets at shot and recovered from the stern. Once the net is hauled up the stern ramp, a hydraulic door on the deck at the top of the ramp opens and the catch falls down the chute to the factory floor where it is washed. Filleting machines are used to efficiently process the fish which are then quick-frozen and then stored in the 500-ton capacity freezer fish hold.

1965, 29th April: The Aberdeen Evening Express reported as follows ***"Kirkella will leave slip on Monday. The all-freeze trawler 'Kirkella' will be launched from the Aberdeen shipyard of Hall, Russell and Co., Ltd., on Monday...Mrs G. E. Marr will perform the naming ceremony..."***

The article went on to read as follows: *"Three other stern trawlers are being built by Hall, Russell. One is for the Northern Trawlers Ltd., Grimsby and two are for the Boston group of companies. A conventional side boat for a local owner is also nearing the launching stage. The Footdee yards also have an oil rig supply vessel for P&O Offshore Services Ltd., London: and a heavy lift vessel for James Fisher and Sons, Ltd., Barrow-on-Furness, in preparation."*

Six other orders work-in-progress, this was a total contrast to the lack of orders and pay-offs at the yard in the early 1960's.

1965, 4th May: The Aberdeen Press and Journal reported as follows: ***"KIRKELLA SPEEDS DOWN WAYS – INTO THE FOG. New stern giant takes water – on day for brollies. Brollies were the order of the day when a new ship took the water at Aberdeen yesterday. But the official party and shipyard workers who accepted a drenching were rewarded with a memorable sight as the £500,000 all-refrigerated diesel-electric stern trawler 'Kirkella' sped down the ways to be swallowed in the fog. "The 'Kirkella' is the third Junella-type stern trawler to be built by Hall, Russell and Co., Ltd., Aberdeen for Hull trawler owners, J. Marr and Son, Ltd. Mrs G. E. Marr, wife of the chairman of the owning company, performed the naming ceremony. 'Kirkella', which is 246ft 6in. long, shares with the 'Northella' the distinction of being the largest trawler in Britain."***

Under cover. Her catch will be gutted and washed under cover in the 'tween decks and then quick-frozen in vertical plate freezers. The capacity of the freezing equipment will be around 45 tons of fish a day. The refrigerated hold will be capable of storing about 500 tons at a temperature of minus 20 deg. F. Mechanical handling equipment, specially designed and manufactured by the builders, will be used to transfer the gutted fish to the plate freezers and in the loading and unloading of frozen blocks. The ship, which was manoeuvred by tugs into her fitting-out berth after the launching, will be powered by English Electric diesel-electric propulsion machinery."

The Burntisland Shipbuilding Group, Journal No. 28 contains the following photographs: (a) 'Kirkella', (b) Her sponsor, (c) Her factory-deck showing her vertical plate freezers, (d) Her wheelhouse, (e) Three drawings of her layout.

Kirkella (1965). (Continued).

H367, stern trawler 'Kirkella'. (Daily Telegraph).

Vessel Name(s)	Kirkella. Renamed: 'Seaboard Implacable' (1984); 'Hornbeck Implacable' (1995); 'Tidewater Implacable' (1998); 'Seaway Implacable' (1998); 'Eide Implacable' (1999).	
Yard Number	924.	
Rig	Stern Trawler (With freezing capacity).	
Engine(s)	Diesel-electric - Powered by 3 oil 4SA, 8-cylinder (10" x 12"), 2,715 BHP driven by 3 generators each 560KW, 303V D.C. Motors were supplied by English Electric Co., Vulcan Works, Newton-Le-Willows.	
Launch Date	3 rd May 1965.	
Owner(s)	J. Marr & Son Ltd., Hull.	
Registered Port	Hull.	Official No.: 305792.
GRT	1,714 tons.	
Length	214 feet, 6 inches (65.38m).	245 feet, 6 inches overall.
Breadth	40 feet, 6 inches (12.34m).	
Depth	26 feet, 6 inches (8.08m).	
Construction	Steel, rivetted and welded.	
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate. Classed with Lloyds Register of Shipping until 24 th Feb. 1984.	
Other information	1984: Owned by Starboard Offshore Ltd. (Inverness) and converted for use as a Standby Safety Vessel for offshore installations, with fire-fighting capabilities. 1995: Owned by Tide Water Marine Services (Inverness) and renamed ' Hornbeck Implacable '. 1998: Her name was changed to ' Tidewater Implacable '. Later in 1998: Her name was changed to ' Seaway Implacable ', same owners - Tide Water Marine Services (Inverness). 1999: Owned by Eide Marine Services, Bergen, Norway and renamed ' Eide Implacable '.	
Date Scrapped / Lost	Unknown.	

Conqueror (1965).

She was an all-freezer distant-water stern trawlers, designated for fishing for cod in the waters of Greenland and Newfoundland. The fishing trips lasted 2 to 3 months. Her fish hold had a capacity of over 500 tons.

1965, 9th September: The Aberdeen Press and Journal reported on her launch as follows: ***"Aberdeen double champagne splash. A new 1,700-ton all-freezer stern trawler was well and truly launched from the Aberdeen yard of Hall, Russell and Co., Ltd. yesterday – with a double splash of champagne. Splash No. 1 came when Mrs P. J. Duffen who christened the ship 'Conqueror' swung the be-ribboned bottle against the vessel's bow. The bottle broke at the neck on impact and fell, still holding some of the champagne.***

Tulip bulb bow. *Splash No. 2 came as the big ship gathered way. A yard foreman had picked up the neckless bottle. His aim was sure as it shattered against the 'Conqueror's' "tulip bulb" bow, which incorporates the bulbous-bow hull form successfully introduced in earlier large stern trawlers built by Hall, Russell's, has been developed along with a new above-water form which is tulip-shaped – the result of extensive testing in rough-water conditions at the National Physical Laboratory testing tank at Feltham. The new bow form has been developed in collaboration between the laboratory and Hall, Russell's. In Aberdeen for the launching ceremony were the chairman of Associated Fisheries Ltd., Lord Fraser of Allander and other directors of the company. Mrs Duffen who named the ship is the daughter of Associated Fisheries director Mr A. J. Llewellyn. 'Conqueror' named after one of Lord Nelson's famous battle fleet following the pattern set for the company's other freezer trawlers, is due to enter service early next year. She will be operated out of Grimsby by Northern Trawlers Ltd., a subsidiary of Associated Fisheries. At Grimsby she will join 'Victory' – also built at Aberdeen by John Lewis and Sons Ltd. – which made a record maiden trip when she entered service earlier this year.*

Equipment. *A five-barrelled electric trawl winch controlled from a central console cabin immediately above will be installed on 'Conqueror' for handling the stern-trawling equipment. The factory deck will be equipped with two washing machines and 10 vertical plate freezers capable of freezing 35 tons of fish over 24 hours. There will also be a halibut freezing room. The refrigerated fish-room will have a capacity for more than 500 tons of fish. Diesel powered 'Conqueror' will be fitted with a Mirrlees KLSSMR Mark II, 8-cylinder unit. When completed within the next 18 months the six new trawlers together with the existing freezer trawlers 'Lord Nelson' and 'Victory', will represent one of the most formidable freezer fishing fleets in Western Europe."*

Her hull is almost identical to the stern trawlers 'Sir Fred Parkes' and the 'Lady Parkes', both built by Hall, Russell in 1966. The only difference being she had three extra frames added to midships making her 4 feet longer. A model of her hull was tested in a water tank because of her new designed "tulip shaped" bulbous bow.

She was reported to have "comfortable crew accommodation".

Conqueror (1965). (Continued).



The 'Conqueror' towers above the platform party before her launch at Aberdeen yard of Hall, Russell and Co., Ltd. In the centre of the party holding a bouquet is Mrs P. J. Duffen, who performed the naming ceremony. (Aberdeen Journals, 9th Sept. 1965).

Conqueror (1965). (Continued).

Stern trawler, 'Conqueror'. (Photographer unknown).

Vessel Name(s)	Conqueror.
Yard Number	925.
Rig	Stern Trawler (With freezing capabilities).
Engine(s)	Oil, 4SA, 8-cylinder (15" x 20") 2,350 BHP, by Mirrlees National Ltd., Stockport, flex coupling & SR Gearing. Controlled Pitch propellor.
Launch Date	8 th September 1965.
Owner(s)	Northern Trawlers Ltd. , Grimsby. Manager: John A. Butt, Grimsby.
Registered Port	Grimsby. Official No.: 307550.
Fishing Reg. No.	GY1364.
GRT	1,157 tons.
Length	200 feet, 6 inches (61.11m).
Breadth	41 feet, 1 inch (12.52m).
Depth	19 feet (5.79m).
Construction	Steel, welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	A unique feature of her design was a sealed, watertight, pipe with a search light mounted on the bow under the fore deck. 1976: Owned by British United Trawlers (Grimsby) Ltd., Grimsby. 1977: Owned by Hellyer Bros. Ltd., Grimsby.
Date Scrapped / Lost	1977, 27th December: During a storm she ran aground at Newlyn, ¼ mile from Penzance Point, South Cornwall. The wreck was subsequently sold to Eurosalve Ltd. On 30 th January 1978 she was declared a total loss. Nothing of the wreck is visible above water.

Conqueror (1965). (Continued).

1965, 20th December: The Aberdeen Press and Journal reported as follows: ***“ABERDEEN ADDITION TO GRIMSBY FLEET HANDED OVER. FREEZER TRAWLER IS READY AHEAD OF TIME.*** *The ‘Conqueror’, the first all freezer distant-water stern trawler to be built by Hall, Russell and Co., Ltd., for Northern Trawlers Ltd., Grimsby, a member of the Associated Fisheries group of companies has been handed over on completion of acceptance trials. This latest addition to the growing fleet of British freezer trawlers – she was launched in September – is being delivered ahead of the contract delivery date, February of next year, an achievement made possible by new production techniques at the yard. The vessel (1,157 gross tons) incorporates in her design the new tulip-shaped bulbous bow hull form developed by the builders to give improved seakeeping. On the fishing deck, a five-barrelled electric trawl winch by Robertsons of Fleetwood is installed for handling the stern trawling equipment. This winch is controlled from an enclosed cab at the aft end of the boat deck and over-riding controls are fitted in the bridge for shooting purpose.*

Crew room. *Tween decks, fish are gutted and then washed in two fish-washing machines. The freezers have a capacity which will enable them to freeze about 35 tons of fish per day. On completion of the freezing cycle, the fish blocks, each weighing about 100lb., are lowered into the refrigerated hold. This fish hold has a capacity of 500 tons. In addition, there is a special freezing room for large fish such as halibut. Considerable importance has been attached to providing comfortable accommodation for the crew, which includes a spacious recreation room which can be adapted for the showing of films. The engine and propeller pitch are controlled from two positions in the bridge, one for the normal operation and the other for the fishing operation.*

Equipment. *An extensive array of electronic and radio equipment is carried including two radars, VHF radio and fish-finding equipment. Special equipment is being prepared for directional echo sounding and this will be installed by the White Fish Authority at a later date. The vessel is due to sail from Grimsby after Christmas.”*

The Burntisland Shipbuilding Group Journal 28 (1) pages 12-13, had the following photographs of her:

- (1) Sponsor.
- (2) Launch party.
- (3) ‘Conqueror’.
- (4) Bridge.
- (5) Crew's mess.
- (6) Factory deck.
- (7) Spacious refrigerated fish hold.

Aberdeen Explorer (1965).

She was a conventional trawler designed for fishing from both port and starboard sides.

1965, 17th May: The Aberdeen Evening Express reported as follows: **Launching of 'Aberdeen Explorer'**. *A motor trawler, the 'Aberdeen Explorer', was launched at the Aberdeen yard of Hall, Russell & Co. Ltd. today. Built for Aberdeen Motor Trawlers Ltd., she was named by Mrs B. A. Parkes (Maisie) of Hull, wife of a director of the owning company. The Aberdeen Explorer, which has an overall length of 152 ft. 9in. is fitted for fishing from both port and starboard.*

INSULATED FISHROOM — *Her Insulated fishroom, which has a capacity of about 11,500 cu. ft. will be fitted with aluminium posts and shelves. There will accommodation for a crew of eighteen. The trawler will be propelled by a 1,100 b h p. diesel engine.*



'Aberdeen Explorer'. (Photographer unknown).

"ABERDEEN EXPLORER was built using the same hull design as the **PRINCE PHILIP**, Yard Number 905, with changes being made to the superstructure and fishing layout: On **PRINCE PHILIP** more accommodation was provided. The wheelhouse front on **PRINCE PHILIP** sloped from the bottom out and on **ABERDEEN EXPLORER** the wheelhouse sloped back inward." (www.aberdeenships.com)

I'm not surprised by this statement as my experience is that many vessels were designed based on earlier vessels but with new technology improvements incorporated. In **Hall, Russell's** shipyard drawing office, we had a plans room where drawings dating back many years were kept for reference, no point reinventing the wheel, it was a big enough job doing unique drawings for each design.

Aberdeen Explorer (1965). (Continued).

Three photos in the Burntisland Shipbuilding Group Journal 28 (1) p14-15.

Vessel Name(s)	Aberdeen Explorer. Renamed: ' Boston Explorer ' (1968); ' Grampian Explorer ' (1979).
Yard Number	926.
Rig	Trawler.
Engine(s)	Oil, 4SA, 7-cylinder (15in. x 20in.), 1,100 bhp, by Mirrlees National Ltd., Stockport, single screw.
Launch Date	17 th May 1965.
Owner(s)	Aberdeen Motor Trawlers Limited, Aberdeen.
Registered Port	Aberdeen. Official No.: 303221.
Fishing Reg. No.	A765.
GRT	425 tons.
Length	134 feet, 10 inches (41.10m).
Breadth	29 feet, 1 inch (8.86m).
Depth	15 feet (4.57m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1967: Owned by Saint Andrew's Steam Fishing Co. Ltd. (Manager B. A. Parkes). 1968: Owned by the Boston Deep Sea Fisheries Ltd., Fleetwood and renamed ' Boston Explorer ' fishing Reg. No. FD15. 1979: Owned by G. Craig, Aberdeen and renamed ' Grampian Explorer '. 1978: She was converted from fishing to standby work. 1999: Owned by World Ocean Shipping Ltd., Aberdeen. 2003: Owned by Kurt Linderhaus, Hamburg, Germany. 2008, September: At Wewelsfleth, near Peters Werft, Netherlands, listed for sale as an operational vessel for €99,000. 2010: Still owned by Kurt Linderhaus, Hamburg, Germany, and operating as a diving vessel. 2011: Converted to a private yacht.
Date Scrapped / Lost	2022: Thought to be still sailing.

Lady Alison (1965).

'**Lady Alison**' was the first of six oil supply vessels ordered by P&O Offshore Services Ltd., London. The smallest of the six, the '**Lady Edwina**' was also built in Aberdeen by **John Lewis & Sons, Ltd.** in Torry. The other four were built elsewhere.

'**Lady Alison**' has the honour of being the first Offshore Supply Vessel (OSV) built specifically for use in the North Sea oil industry.

To my mind she looks as if her design was developed from one of the larger tugs previously built by **Hall, Russell & Co., Ltd.** or **Alexander Hall & Co., Ltd.**

She was fitted with a 50-ton winch and had a large stern roller designed for lifting semi-submersible oil rig mooring anchors.

1965, 23rd September: The Aberdeen Press and Journal reported on her launch as follows "***Big thrill for Alison as oil-rig ship takes the water at Aberdeen.** By Jim Kinnaird. There was quite a thrill for 17-year-old Alison Brown, head girl at a Herts school, when she stepped from the coach carrying the official party to a launching ceremony at the Aberdeen shipyard of **Hall, Russell and Co., Ltd.**, yesterday. For Alison discovered only then that the ship she had come all this way to see her mother launch had been given her name – '**Lady Alison**'. "It was a tremendous thrill," said Alison who heard her mother say at a luncheon after the launching: "If the '**Lady Alison**' proves as gay and enthusiastic as her namesake she should be a very happy ship."*

First Launch. *Mrs Brown is the wife of Mr Alan Brown, chairman of P and O Offshore Services (UK) Ltd., the company for whom the '**Lady Alison**' first of six oil-rig supply vessels on order from various shipyards, is being built. Also present at the ceremony was Mrs Brown's 93-year-old widowed mother, Mrs Martha Davies who motored from their home at Heswell, Cheshire, to attend her first launch. She returned south with the official party on a charter flight from Perth because of the strike at Aberdeen Airport. The 70-ton '**Lady Alison**' will be used to service the drilling barge '**Ocean Prince**', which is now fitting out at Smith's Dock, Middlesburgh.*

*On time. She is due for delivery on November 15, and **Mr John Wright, managing director of Hall, Russell's**, told the luncheon guests that the firm, despite setbacks, were determined to be on time. Mr Brown said it was unfortunate the yard were not building any more of his company's vessels, and added: "When we do come into the market again, I am sure they will be one of the first whom we shall ask to quote." In beating the time factor, said **Mr Wright**, P and O had helped greatly by telling sub-contractors quite bluntly that any failure to deliver to deliver their goods would adversely affect their relations with P and O."*

The Burntisland Shipbuilding Group Journal 28, pages 20-21, and 25 has the following photographs:

- Almost afloat.
- Mr & Mrs Alan Brown, and their daughter Alison.
- Combined wheelhouse and chartroom.
- At sea.
- '**Lady Alison**' lying alongside and dwarfed by oil rig "**Ocean Prince**".

Lady Alison (1965). (Continued).

'Lady Alison' as the 'Sea King'. (Photographer unknown).

1965, 15th November: The Aberdeen Press and Journal reported as follows: *"Shipbuilders have the good ship 'Lady Alison' ready dead on time. **THE FIRST OIL RIG SUPPLY VESSEL.** The Aberdeen shipbuilding firm of **Hall, Russell and Company Ltd.** have delivered the first oil rig supply vessel to P & O Offshore Services Ltd. spot on time. The 700-ton '**Lady Alison**' is designed to service the drill rig '**Ocean Prince**', at present being built for the **Burmah Oil-ICI-Murphy Petroleum-Ocean Exploration Group.** The shipyard have delivered the '**Lady Alison**' exactly as they forecast when they received the order eleven months ago. A spokesman for **Hall, Russell** said: "This delivery is of great satisfaction both to the owners and builder, as it has been achieved in spite of the supply and labour difficulties so prevalent in the shipbuilding industry today."*

English base. – *The vessel will be operated by the General Steam Navigation Company Ltd., and it will be based initially at Middlesborough. Fully air-conditioned accommodation for 11 officers and crew has been provided and additional accommodation is also available for 12 passengers in three four-berth cabins. Among the structural features of the '**Lady Alison**' are twin-screw propulsion and bow propeller for operation close to the rigs, a 50-ton winch for the handling of drill rig anchors, and a self-discharging system for 200 tons of cement or barytes."*

Lady Alison (1965). (Continued).

Vessel Name(s)	Lady Alison. Renamed: 'Aberdeen Blazer' (1974); 'Suffolk Blazer' (1976); 'Dawn Blazer' (1987); 'Putford Blazer' (1994); 'Sea King' (1995); 'Lady Norma 1' (2010).
Yard Number	927
Rig	Supply Vessel.
Engine(s)	2 x 8-cylinder, 4 SCSA, diesel engines (8¾in. x 11½in.) with flex couplings, producing 1,600 BHP, by Blackstone & Co. Ltd., Stamford. Twin screw. Bow thruster forward. Speed 10.75 knots.
Launch Date	22 nd September 1965.
Owner(s)	P & O Offshore Services Ltd., London. Managers: International Offshore Services (UK) Ltd. Operators: P&O Offshore Services Ltd.
Registered Port	London. Official No.: 307975.
GRT	854 tons. 387 net tons. Deadweight: 713 tons.
Length BP	175 feet, 5 inches (53.47m). 188 feet (57.30m) overall.
Breadth	37 feet, 1 inch (11.30m).
Depth	15 feet (4.57m). Draft: 10.8 feet (3.29m).
Construction	Steel, welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1970: Owned by International Offshore Services Ltd. and registered at Hamilton, Bermuda. 1921, 1 December: International Offshore Services Ltd. was acquired by The Peninsular and Oriental Steam Navigation Company, re-registered at London. 1974: Sold to Sea Services Shipping Co. Ltd., London and renamed 'Aberdeen Blazer'. 1976, 14th January: Sold to Small & Co. (Lowestoft) Ltd. and renamed 'Suffolk Blazer'. 1977: Owned by Small & Co. (Lowestoft) Ltd., managed by Hobsons (Lowestoft) Ltd. 1983: Owners re-styled as Small & Co Ltd. 1984/1986: Owners re-styled as Suffolk Marine Ltd. 1987, 20 October: Owned by Warbler Shipping Ltd., Lowestoft and renamed 'Dawn Blazer'. 1994: Owned by Putford Enterprises Ltd. and renamed 'Putford Blazer' and used as a standby vessel. 1995: Owned by Seaquest Explorers (Africa) Ltd., and renamed 'Sea King'. Intended to be used for exclusive diving holidays to Zanzibar.

Lady Alison (1965). (Continued).

Other information	<p>1996: Seaquest Explorers (Africa) Ltd. went bust and she was laid up on the Rivel Fal.</p> <p>1998: Dry-docked and underwent a complete hull and machinery refit.</p> <p>1999 / 2001: Owned by Vesuvius Shipping Ltd. and registered in St Vincent.</p> <p>She lay idle at Penzance for many years.</p> <p>2010: Owned by Silver Ship Maritime Group, Malaysia, for use as a research vessel, and renamed 'Lady Norma 1'.</p> <p>2012: Sold to Ifactors SDN BHD and registered at Tarawa, Kiribati. Reported to have had two lifeboats removed, accommodation extended, and a stern gantry fitted for survey work.</p>
Date Scrapped / Lost	Thought to be still in service.



*'Lady Norma1' ex 'Lady Alison' berthed in Penzance Harbour 2012.
(Courtesy Nilfanion, Wikipedia).*

She looks a lot different in the above photograph with her white painted hull. You can see the stern gantry added for survey work, which was fitted in 2012.

Sir Fred Parkes (1966).

She was named after Sir Fred Parkes (c1881 to 1962) late managing director of the Boston Deep Sea Fisheries Ltd., Fleetwood. She was fitted with a bulbous bow and stabilisers to handle rough weather. Her accommodation had air-conditioning, and she could carry a crew of 33, accommodated in six four-berth cabins. and nine single berths for officers. Her cold store had storage space for 500 tons of frozen fish. She was built especially for working on the Labrador and Newfoundland fishing grounds.

1965, 10th December: The Aberdeen Press and Journal reported as follows: *“Mother braves illness and rain to launch ship (by Jim Kinnaird). A young mother of two daughters fought illness and braved a downpour to launch a ship at Aberdeen yesterday. As **shipwrights** at the Footdee yard of **Hall, Russell and Co. Ltd.** hammered away to free a stubborn wedge holding the ship, Mrs Angela Snelling, sheltering under an umbrella felt momentarily faint. But she stuck gamely on her post and swung the champagne bottle which sent the 1,700-ton all-freezer stern trawler ‘**Sir Fred Parkes**’, named after her late grand-father, down the launching ways and into the water. “Both my wife and our two daughters have been ill and even up to the last minute we thought she might have to call off”, said her husband, Mr Michael Snelling, a director of Boston Deep Sea Fisheries Ltd. one of the Humber-based Boston Group of companies, for whom the trawler has been built. The 240ft. trawler is the first of two similar vessels, together costing more than £1,600,000, which the Boston Group have ordered from the Aberdeen yard.*

Family. *The second, which is due to be launched in February, will be named ‘**Lady Parkes**’, in memory of his mother, announced Mr Basil Parkes, chairman of the Boston Group, the largest truly family fishing concern in the world, at a luncheon in Aberdeen’s Station Hotel to celebrate yesterday’s event. The decision to name the company’s first large freezer trawler after Sir Fred, said Mr Parkes, was a tribute which they were all proud to pay, for although Sir Fred was not the founder of the company, he had been the true architect of the growth, development and expansion. **Mr John Wright, managing director of Hall, Russell and Co., Ltd.,** paid tribute to the yard workers “from the management down to the office boy” for their efforts to maintain the yards reputation for delivering ships on time. Recently, he said they had held a series of discussions with their workers who now realised the difficult period facing international shipbuilding and were determined to help the management to keep the shipyard of **Hall, Russell’s** in business. “We are grateful for all the assistance they are giving us in keeping the wheels turning”, said **Mr Wright.** The ‘**Sir Fred Parkes**’, a part-factory ship as well as a freezer, will also be one of the first trawlers to incorporate a built-in stability system, giving a steady working platform in the furious seas. Her cold store of above 27,000 cubic feet capacity can be maintained at a temperature of minus 20 deg. F. and will hold about 500 tons of frozen fish.”*

The **Burntisland Shipbuilding Group** Journal No. 28 has the following photographs:

(a) Sponsor Mrs Michael Snelling, (b) & (c) Views of her factory deck, (d) '**Sir Fred Parkes**' at Sea.

Sir Fred Parkes (1966). (Continued).

Stern trawler, H385, 'Sir Fred Parkes'. (Photographer unknown).

Vessel Name(s)	Sir Fred Parkes. Renamed: 'Waveney Warrior' (1987), 'Corubion' (1991).	
Yard Number	928	
Rig	Stern Trawler.	
Engine(s)	Oil, 4SA, 8-cylinder (15in. x 20in.), 2,350bhp, by Mirrlees National Ltd., Stockport, controllable pitch propellor, single screw.	
Launch Date	9 th December 1965.	
Owner(s)	St Andrews Steam Fishing Company Ltd.	
Registered Port	Hull. Fishing Reg. No.: H385. Official No.: 308533.	
GRT	1,033 tons.	
Length	205 feet, 9 inches (62.71m).	
Breadth	41 feet, 1 inch (12.52m).	
Depth	26 feet, 7 inches (8.10m).	
Construction	Steel.	
Classification	Lloyds Register of Shipping. Class: +100A1. Ice Class 3. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.	
Other information	Build cost: £500,000. (Equivalent to approx. £7.5 million in 2022). 1968: Owned by Boston Deep Sea Fisheries Ltd., Hull. 1982, April: Owned by Boston Putford Enterprises Ltd., and converted for use as a standby vessel. 1987: Owned by SFP Atlantic Fisheries, renamed 'Waveney Warrior' returned to fishing (Fishing reg. No.: H39). 1991/1992: Owned by Pesquera Santa Elena, Puerto Deseado (aka Port Desire), Patagonia, Argentina, and renamed 'Corcubion' . 1997: Owned by Pesquera Santa Margarita S.A., Puerto Deseado.	
Date Scrapped / Lost	c2011: She is thought to have been scrapped, location / date unknown.	

Sir Fred Parkes (1966). (Continued).

1966, 12th March: The Hull Daily Mail reported as follows: ***“Newest Hull trawler out on trials.*** *Hull’s newest all-freezer stern trawler, the £500,000 ‘Sir Fred Parkes’, sailed out of Aberdeen this morning on a short fishing trial. The 1,700 ton vessel with 36-year-old skipper Bernard Wharam in command, will return to Aberdeen later today, but will put out again soon afterwards for three-day trials, she will call at another Scottish port before making her first trip proper to Newfoundland and Labrador.*

MEN REPLACED. *The trials were delayed for a day, but the owners, the Boston Group, denied that this was due to three members of the crew suffering from dental trouble. It had proved impossible to complete preparations for the trials, they stated. The three men concerned have left the ship and been replaced.”*

1966, 11th March: The Aberdeen Evening Express reported as follows ***“TOOTH TROUBLE DELAYS SIR FRED’S VOYAGE.*** *“Teething troubles” delayed the large all-freezer stern trawler ‘Sir Fred Parkes’ from sailing from Aberdeen on her maiden voyage today. The 1,700-ton vessel was due to leave the port this morning. Now her skipper, 36-year-old Bernard Wharam, hopes to get her to sea tonight. He said today that his ship had been held up because some of his crew had dental trouble and had “gone home to their mums.” His crew all come from Hull. It is understood that three replacements to her 31-man crew are travelling north by train to join the vessel berthed at Point Law. The vessel is owned by the Boston Group of Hull and Skipper Wharam supervised last minute preparations getting gear stowed.*

DELAY. *A spokesman for the owners said today that her delay cost £750 a day. Skipper Wharam had some of his own plans incorporated in the design of the ship which cost £500,000 to build. He said that the ‘Sir Fred Parkes’ will hold fishing trials off Aberdeen and the Butt of Lewis. One crew member who has been sailing with Skipper Wharam for a long time is the ‘Sir Fred’s’ wireless operator Leonard Hought. “I’ve been with him since 1963, He’s a great skipper,” he said.”*

1966, 30th December: In the Aberdeen Press and Journal it was reported that the ***‘Sir Fred Parkes’*** and the trawler ***‘Orsino’*** went to the assistance of the Hull trawler ***‘St Finbaar’*** which went on fire on Christmas morning off the coast of Labrador and twelve of the crew members died.

1968, 23rd May: The Aberdeen Press and Journal reported as follows: ***“Firemen save man from trawler blaze.*** *A 34-year-old Hull man was rescued unhurt from a blazing trawler at St Andrew’s Dock, Hull, yesterday. The fire aboard the Aberdeen-built ‘Sir Fred Parkes’ trapped joiner Mr Roy Storer in a cabin below decks. Firemen handed him breathing apparatus through a broken porthole as they cut a 2ft. sq. hole in the cabin superstructure. The fire, which severely damaged the trawler’s accommodation and bridge superstructure, was brought under control after two hours. Part of the docks was closed for nearly an hour as a safety measure. A spokesman said later that the docks were back to normal by early afternoon. Fifty firemen fought the blaze. The trawler, owned by Boston Deep Sea Fisheries, of Hull, had no crew on board. She was built by **Hall, Russell and Co. Ltd.**, Aberdeen, two years ago. The trapped man was one of the shore gang, said a docks police spokesman.”*

Sir Fred Parkes (1966). (Continued).



Skipper Bernard Charles Wharam. (Photographer unknown).

The Hull Daily Mail called skipper Bernard Wharam (1930 to 2109)– “one of Hull's greatest ever trawlermen.” In an article published just after his death they reported that at “one point earned him the equivalent of £400,000-a-year on the seas”...and £320,000 on an average year”. This was reportedly in the 1960's.

£400,000 p.a. in 1966 is equivalent to over £5 million p.a. in 2021. A huge amount for a fisherman to earn in one year. Based on this, it's clear that the stern trawlers built by **Hall, Russell and Co., Ltd.** were very successful vessels indeed.

Lady Parkes (1966).

She was built as an 'Ice Class' stern trawler, for fishing in Arctic waters, and her hull had a bulbous bow and stabilisers for use in rough seas. Her freezers had a capacity to hold 500-tons of frozen fish, and her accommodation was reported as being of a very high standard.

'**Lady Parkes**' made it into the Guinness Book of Records when she landed 4,169 tonnes of fish in 288 days (7 trips).

1966, 24th February: The Aberdeen Evening Express reported as follows: *"**The Lady Parkes to join freezers.** The launching at Aberdeen of the second of two 1,700-ton refrigerated stern trawlers the 'Lady Parkes for the Boston fishery group will ultimately bring with other additions the total of the freezer fleet at Hull to 17 – not counting the part-freezer the 'Lord Nelson'. The 'Lady Parkes' will be fitted out alongside her sister ship, the 'Sir Fred Parkes', which was launched at the same yard – **Hall, Russell and Co., Ltd.** during the latter part of last year. The 'Sir Fred' nears completion and will soon carry out proving trials. The first of the two vessels was named after the late founder of the Boston Deep Sea Fisheries Group who started out with a small farm. He mortgaged his farm to buy a trawler and his fleet grew until on his 80th birthday in 1961. Sir Fred estimated that he had interests in more than 100 ships – and at one time he owned 135 ships."*



Stern trawler, H397, 'Lady Parkes'. (Photographer unknown).

Further photographs were published in the **Burntisland Shipbuilding Group** Journal No. 28. (a) Mrs J. Ingle, (b) her bulbous bow, as she enters the water, (c) and (d) views of her factory deck.

Lady Parkes (1966). (Continued).

Vessel Name(s)	Lady Parkes. Renamed: 'Resolution' (1977), 'Odys Echo' (1985), 'Odyssee' (1987), and 'Odysee 1' (2000/2001).	
Yard Number	929.	
Rig	Stern Trawler.	
Engine(s)	Oil, 4SA, 8-cylinder (15in. x 20in.), 2,350bhp, by Mirrlees National Ltd., Stockport, controllable pitch propellor, single screw.	
Launch Date	22 nd February 1966.	
Owner(s)	St Andrews Steam Fishing Company Ltd.	
Registered Port	Hull.	Official No.: 308543.
Fishing Reg. No.	H397.	
GRT	1,033 tons.	
Length	205 feet, 9 inches (62.71m). 222 feet, 5 inches (67.79m) Overall.	
Breadth	41 feet, 1 inch (12.52m).	
Depth	26 feet, 7 inches (8.10m).	
Construction	Steel.	
Classification	Lloyds Register of Shipping. Class: +100A1. Ice Class 3. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.	
Other information	<p>1968: Owned by Boston Deep Sea Fisheries Ltd., Hull.</p> <p>1977: Owned by Societe Immobiliere du Val d'Oise, S.A. Compagnie de Navigation SA., France and converted to a siesmographic research vessel for work in the French Antarctic, GRT: 1,394 tons. Renamed 'Resolution'.</p> <p>1985: Owned by Nouvelle Compangie De Nav., Port aux Francais, Kerguelen Islands, renamed 'Odys Echo'.</p> <p>1987: Owned by Compagnie Generale de Geophysique, Port Aux Francais, Kerguelan Islands, renamed 'Odyssee'.</p> <p>1991: Owned by Raisa Shipping & Trading Pte Ltd., Singapore.</p> <p>1999: Registered at San Lorenzo, Honduras.</p> <p>2000 / 2001: Owned by Raisa Shipping & Trading PTE Ltd., renamed 'Odyssee 1' and registered in San Lorenzo, Honduras.</p>	
Date Scrapped / Lost	2012: She appears to be deleted from registers, probably scrapped, as she was 46-years old.	

1996, 26th July: The Hull Daily Mail reported as follows: "**All-freezer lands big catch.** The first fish were landed today from Hull's latest all-freeze trawler the 1,746-ton '**Lady Parkes**'. The trawler went direct from Aberdeen to Newfoundland and Labrador grounds after delivery by **Hall Russell's** and has spent 68 days on her maiden trip. It is estimated that the ship covered about 12,000 miles and that the turnout of fish, all frozen in the catching grounds will amount to about 550 tons. Skipper Peter Craven is delighted with the performance of the vessel, the first freezer-trawler he has commanded."

Kingsnorth Fisher (1966).

She was built as a roll-on, roll-off heavy lift vessel for the transport of heavy loads to the new generation of power stations that were being built around Britain.

The **Ailsa Ship Building Co.**, Glasgow built her sister-ship the '**Aberthaw Fisher**' also in 1966, she was of all welded construction.

I could not find a press launch report, however I did find this in the Aberdeen Press and Journal, 21st April 1966: "**Launching date fixed.** One of the first two ships in the world designed specially for the transport of heavy electrical plant is to be launched at the yard of **Hall, Russell and Co., Ltd.**, Aberdeen, on May 6. She is the '**Kingsnorth Fisher**' and she will be named by Mrs Owen Francis the wife of Mr Owen Francis, deputy chairman of the Central Electricity Generating Board. This is the second vessel specially designed to carry heavy indivisible items of plant for delivery to CEGB power sites."

There is a film of her launch on www.aberdeenships.com

1966, 24th October: The Aberdeen Evening Express reported as follows: "**CITY TRIALS FOR FIRST 'HEAVY'.** The heavy-lift vessel '**Aberthaw Fisher**', the first of her kind built will arrive at Aberdeen tomorrow to complete an operational trials programme. After berthing at the dockyard of **Hall, Russell and Co., Ltd.** she will be moved into Victoria Dock for her roll-on, roll-off tests. A spokesman for her agents at Aberdeen said the tests may start on Wednesday.

48-WHEEL TRAILER. **Hall, Russell's** built her sister-ship the '**Kingsnorth Fisher**' and successfully carried out her heavy lift trials on her in September. A special heavy-lift 48-wheel trailer carrying 300 tons of ingots will again be used. The '**Aberthaw Fisher**' was built at Troon where she carried out part of her lift trials."



Heavy lift vessel, '**Kingsnorth Fisher**'. (Hall Russell).

Kingsnorth Fisher (1966). (Continued).

1966, 14th September: The Aberdeen Press and Journal reported as follows: *“All set for the big lift...lined up and ready for winching on board the new Aberdeen-built heavy-lift vessel ‘Kingsnorth Fisher’ is this giant 128ft., 48-wheel low-loader, which has been assembled at Regent Bridge for this week’s test programme. The ‘Kingsnorth Fisher’, only the second vessel of her class in the world, has been built for the specialist job of ferrying heavy plant and equipment to the Central Electricity Generating Board’s power stations.”*

HIGH TIDES HOLD UP TRIALS. By Jim Kinnaird. *“Trials of the Aberdeen-built ‘Kingsnorth Fisher’, a new ship specially designed for heavy-lift cargo, were postponed at Aberdeen yesterday because the tides were higher than expected. Engineers in charge of the operation said that the level of water in the Victoria Dock – where the trials are due to be carried out – was an important factor in the loading of the vessel. Yesterday’s water level in the dock, however, was 18 inches higher than predicted – due, it is believed, to the influence of westerly winds – and the operation was postponed for suitable conditions. Crowds watched the ‘Kingsnorth Fisher’, built at the Footdee yard of **Hall, Russell and Co., Ltd.**, manoeuvre into a Regent Quay berth, where a special area has been barricaded off for the week-long trials programme. During the trials, which involve loading and off-loading heavy trailer-borne loads of up to 300 tons, Regent Bridge will remain closed to traffic and pedestrians. The 126ft., 48-wheel trailer used in the operation and the unusual lines of the ship herself, have created considerable interest among onlookers.”*

Her special features were noted as follows:

Hydraulic tilting platform for stern loading of 385-ton road trailers. Hydraulic lift for lowering 300-ton indivisible loads into main hold.

Cargo capacity of 121,524 cu, ft.

Fitted with two 50-ton derricks.

Kingsnorth Fisher (1966). (Continued).

Vessel Name(s)	Kingsnorth Fisher. Renamed: 'New Generation' (1990); and 'New Gen' (2001).
Yard Number	930.
Rig	Heavy Unit Load Vessel.
Engine(s)	2 off W.H. Allen type 6BCS37D diesel engines, each coupled to a propulsion generator of 610KW and 420KW ship's supply generator. 2 off propulsion motors each 750 SHP. Fitted with a bow thruster propellor. Twin screw. Top speed 12 knots. Auxiliaries: 2 off Lister 40KW, 220V, DC Harbour sets, and a Lister 7.5KW emergency set.
Launch Date	6 th May 1966.
Owner(s)	James Fisher & Sons Ltd., Barrow.
Registered Port	Barrow. Official No.: 309186.
GRT	2,355 tons. 835 net tons. 2,198 tons deadweight.
Length BP	261 feet (79.55m). 284 feet, 6 inches (86.73m) overall.
Breadth	53 feet (16.15m).
Depth	20 feet, 7 inches (6.27m). Draft: 14 feet, 8.25 inches (4.48m).
Construction	Steel, riveted and welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	Build cost - £800,000 (Equivalent to £10.5 million in 2021). 1990: She was renamed 'New Generation' . 2001: Sold to Accurate Investments Ltd. and renamed 'New Gen' .
Date Scrapped / Lost	2001, 19th December: She arrived at Alang, India to be scrapped.

1970, 18th May: The Aberdeen Press and Journal reported as follows: ***"Record load for Lerwick.** The heaviest load ever seen on Shetland roads was landed at Lerwick yesterday from the stern-loading ship **'Kingsnorth Fisher'** – a 50-ton diesel generator for the North of Scotland Hydro-electric Board. Mounted on a 100ft. long trailer, the total weight was over 80 tons. With the installation of the new generator, the Lerwick power station becomes the biggest diesel station in Scotland."*

1970, 30th December: The Aberdeen Press and Journal reported that she had delivered the first of four stainless 60 feet long, steel lined, 300-ton reactor vessels ordered from Babcock and Wilcox of Renfrew at Grangemouth. The cargo was loaded at Glasgow and transported around the North of Scotland.

Kingsnorth Fisher (1966). (Continued).

1972, 25th May: The Aberdeen Press and Journal reported as follows: *“**The Fisher is back – and heavy laden.** The Aberdeen built heavy-lift vessel ‘**Kingsnorth Fisher**’ is due to dock at Aberdeen today with a weighty delivery for the North of Scotland Hydro-electric Board – two 92-ton transformers. The equipment built by Ferranti at Manchester, is bound for the Cornhill electricity sub-station at Ashgrove Road West to provide a big supply reinforcement for that area of the city. A spokesman for the board said the transformers were being brought in by sea because the load was too heavy for sections of the approach roads to the city. Police have made special arrangements for the off-loading of the transformers to minimise interference with the flow of city traffic. The first transformer will move off from the harbour about 6 a.m. tomorrow. The second will not follow until 6 p.m. Each is expected to take about two hours to reach the Ashgrove site.”*

1974, 11th September: The Aberdeen Press and Journal reported as follows: *“The Aberdeen-built heavy-lift vessel ‘**Kingsnorth Fisher**’ made a return visit to the port yesterday – to deliver a 110-ton transformer. The transformer, secured on a giant transporter is bound for the North of Scotland Hydro Board’s sub-station at Kintore and is being installed to reinforce power supplies to the North-east.”*

1981, 18th June: The Aberdeen Press and Journal reported: *“**Radioactive fuel on its way from Caithness to Cumbria.**”* The article stated that two 20-tonne boxes of plutonium nitrate from the Dounreay nuclear plant were transported by lorry to Scrabster Harbour and then loaded on to the ‘**Kingsnorth Fisher**’. It further stated *“Britain’s first cargo of plutonium nitrate is due at Workington today after the sea journey on the ‘**Kingsnorth Fisher**’ from Scrabster, Caithness. The two 20-tonne boxes from the Dounreay atom station are to be reprocessed at Windscale in Cumbria and turned into new fuel elements before being returned to Dounreay.”*

This article was accompanied by three photographs, but their quality wasn’t good enough to reproduce.

1986, 18th August: The Aberdeen Press and Journal reported as follows: *“Plutonium nitrate is extracted from the experimental reactor at Dounreay and shipped from the nearby harbour at Scrabster on the ‘**Kingsnorth Fisher**’, down the dangerous west coast of Scotland to Cumbria. “Movement of the ‘**Kingsnorth Fisher**’ is kept a secret, and even the coastguards are unaware of the route taken.” The plutonium is reprocessed in England and flown north again, said Mr Jappy.”*

Criscilla (1966).

She was built as a stern trawler with freezers for J. Marr and Son, Ltd., Hull.



'Criscilla'. (Photographer unknown).

1966, 17th September: The Aberdeen Press and Journal reported as follows: **“BIG DAY FOR A SEVEN-YEAR-OLD AS SHE NAMES TRAWLER.** *It was a big day to a little English lass at Aberdeen yesterday when she launched a 950-ton stern trawler. Seven-year-old Elizabeth Hamer from Fleetwood performed the ceremony from a specially-raised platform and became the youngest person to have launched a ship at Aberdeen. Also in the platform party at the Footdee shipyard of **Hall, Russell and Co. Ltd.** were Elizabeth’s brother Michael (9) and sister Caroline (5). They are all children of Mr Mark Hamer who directs the Fleetwood operations of the trawling enterprise of J. Marr and Son Ltd. of Hull and Fleetwood.*

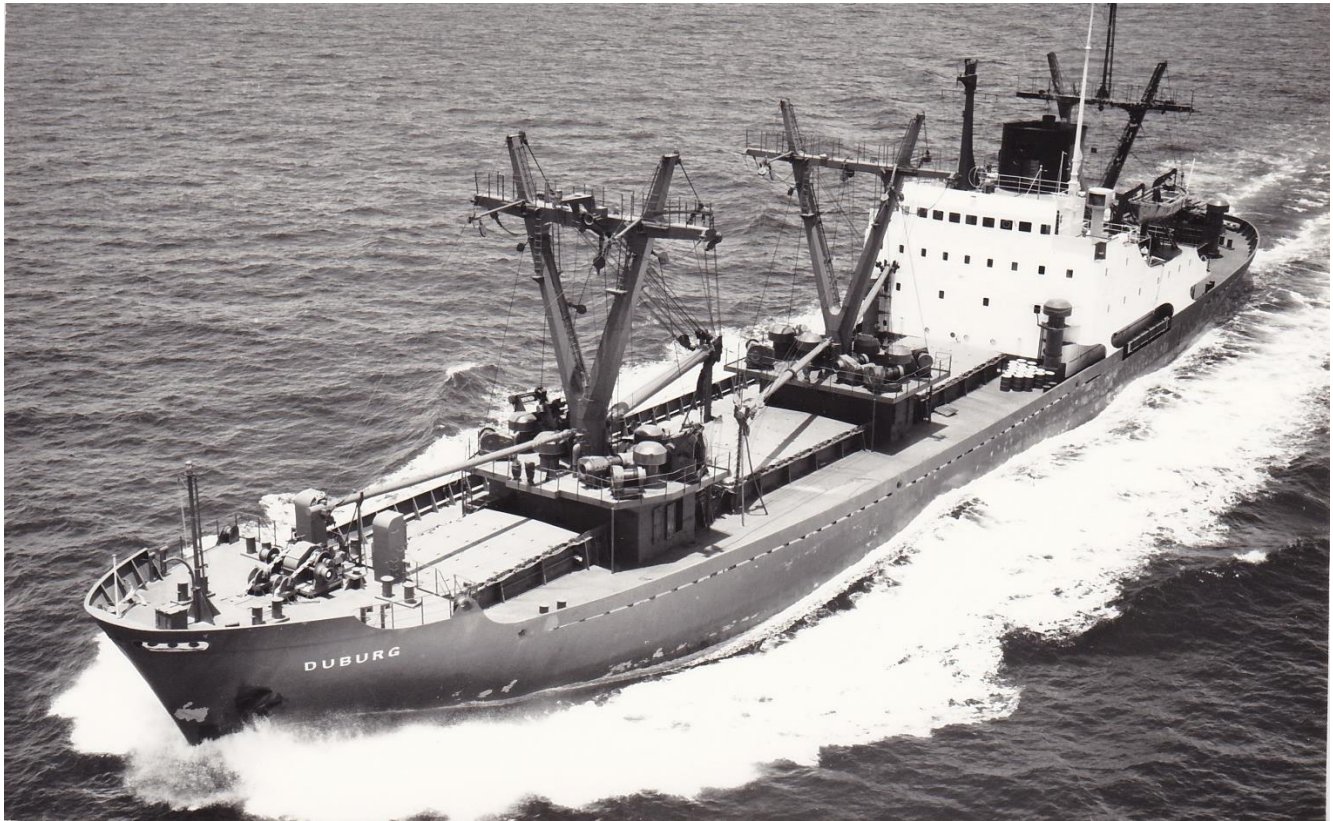
Largest. *The ‘Criscilla’ 185ft. 6in. long is the fourth stern trawler built for Marr’s by **Hall, Russell**, but she will be the first to operate out of Fleetwood. She is expected to be completed early in November – in advance of the contract date and will be the largest trawler operating out of Fleetwood. Her factory deck will accommodate two rows of 12 station plate freezers, which will be fed by belt conveyors specially designed by the builders. The frozen blocks of fish weighing up to 100lb. each will be mechanically transported into the 16,000 cubic feet refrigerated fish-room. There is accommodation for a crew of 23 officers and men.”*

Criscilla (1966). (Continued).

Vessel Name(s)	Criscilla. Renamed: 'Colonel Templer' (1979), RMAS 'Colonel Templer' A229 (2000), 'SD Colonel Templer' (2008), 'Seaway Endeavour' (2011), and 'Endeavour' (2015).
Yard Number	931.
Rig	Stern Trawler.
Engine(s)	Oil, Mirrlees National Type KSSMR, 4 stroke, single acting (4SA), turbo-charged, 7-cylinder, 381mm bore x 508mm stroke, 1,680 b.h.p. @ 400 r.p.m. Modern Wheel Drive/Hindmarch Type R single reduction gearbox to controllable pitch propeller.
Launch Date	16 th September 1966.
Owner(s)	J. Marr & Son Ltd. , Hull.
Registered Port	Hull. Official No.: 308713.
GRT	952 tons.
Length	161 feet, 5 inches (49.20m).
Breadth	36 feet, 1 inch (11.00m).
Depth	15 feet, 6 inches (4.72m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1979: Owned by the Ministry of Defence, Royal Aircraft Establishment, Farnborough and renamed ' Colonel Templer '. Named after Colonel James Templer (1846 to 1924), an early British military pioneer of balloons and superintendent of the Aldershot balloon factory. 1979: She was converted by Globe Ship-repairers, Hull to an acoustic research / survey vessel. 1990: She sank after a serious fire but was recovered and underwent a major rebuild. 1997: Refitted and converted to diesel-electric propulsion. 2000, November: RMAS, A229, ' Colonel Templer ' operated out of HMNB Clyde, Greenock under contract by Serco Denholm. Her hull was painted black and her deckhouse buff. 2001: Converted to support diving training with the Royal Navy. 2011: She was sold to a Swedish firm and renamed ' Seaway Endeavour '. Her hull was painted blue and her deckhouse white. 2015: Owned by Halstorm Investment Group and renamed ' Endeavour '. Used for worldwide survey work and based at Greenock.
Date Scrapped / Lost	2023: Still sailing, and for sale as a 'survey vessel' in Hamburg, Germany for \$700,000.

Duburg (1967).

She was built to carry general cargo and was the first vessel built in Britain for German owners since World War II. For a cargo ship this is a very aesthetically pleasing and superbly designed vessel, I like her very much.



'Duburg'. (Photographer unknown).

1966, 8th December: The Aberdeen Evening Express reported as follows: ***“RED FACES ON A RED LETTER DAY. New ship sticks on the slip.*** Today was a big day for Hall, Russell's shipyard in Aberdeen. The first German cargo ship to be built in Britain since the war – the ***'Duburg'*** – stood ready for launching. With the usual ceremony, Mrs Ursula Stolz, a daughter of a director of the owning firm, crashed a bottle against the ship. The 6,000-ton ***'Duburg'*** moved away towards the waves – and stopped after going six inches.

FAILED. Red-faced officials explained that the vessel failed to move any further because low overnight temperatures has affected the lubricants on the slipway. Then workmen started to work frantically to get the ship down the slips. But while they worked, two people were hurt. Mr Gunter Thomsen, marine superintendent for the owners Messrs H. Schuldt, of Hamburg, was struck on the head with a 9-inch piece of metal which fell from the ship. He was in the launching party waiting on the ceremonial platform 30 feet below the bows.

HURT. The other was a workman controlling the hydraulic system for releasing the vessel from the slipway. He was struck in the mouth with a “pin-head” piece of steel. A tug lay in the basin waiting to move the ship to her fitting out berth as workmen were called in to release the ship. As the launching party waited patiently and workmen watched, ***engineers and shipwrights*** moved to the part of the launching equipment which failed to operate. Extra pressure was put on to the releasing jacks to get the ship

Duburg (1967). (Continued).

*away, but the extra pressure snapped the steel bolts holding the gear. New bolts were driven into the steel but they sprung again. **Mr John Wright, managing director of Hall, Russell's** – after an inspection of the launching system – decided to cancel the launch. At a reception in the Station Hotel, **Mr John Wright** said that he was “very sorry” that the launch did not take place but told the owners that he hoped the ship would be launched tomorrow. He added that the workmen should be grateful for the order of the ‘**Duburg**’, which was one of three ships being built for the owners. **Mr Wright** said: “We are making every effort to launch her tomorrow.” “Building the ship has not been without difficulties but we are overcoming them and the experience of German Government regulations will be of inestimable value in building future ships,” said **Mr Wright**. “Our industry has been much criticised in the past and we have all sorts of reports telling us how we should go about our business and I would like to make one point that has been very apparent when we have been building these ships. “It is that our Government itself must help in making decisions.”*

A vessel sticking on the slipway is a shipbuilders worst nightmare. There is an enormous amount of organisation in order to launch a vessel. The invited guests of the launch party, hundreds, sometimes thousands of spectators, the local press, all there to witness the event. Classification Society advised, harbour tugs on standby, dinner at the hotel booked etc. I'm so glad nothing like this ever happened in the 1980's when I worked in the yard.

1966, 10th December: The Aberdeen Press and Journal reported as follows **“STUBBORN DUBURG STANDS FAST.** *The 6,000 ton cargo ship ‘**Duburg**’ the first British-built vessel for Germany since World War II., still refused to take to the water yesterday from the yard of her Aberdeen builders, **Hall, Russell and Co., Ltd.** A second attempt to launch the vessel, originally scheduled to go down the ways on Thursday, failed – and all a yard official would say was that the cause of the failure was being investigated. The effect of low overnight temperatures on the slipway lubricants was believed to have been the initial cause of the trouble – and to counteract frost conditions, a line of glowing braziers was set overnight between the ways before yesterday's attempt. But this, combined with a reinforcing of the hydraulic jack launching system, failed to budge the stubborn ship. The attempt was given up after 15 minutes and shipyard workers, who had gathered for the second time to cheer the ship on her way, returned to their jobs. The yard spokesman said it had not been decided when the next attempt would be made, but it was unlikely to be during the weekend.”*

1966, 17th December: The Aberdeen Press & Journal reported as follows **“Duburg Launched at Last.** *“The 6,000-ton cargo ship ‘**Duburg**’, which defied two launching attempts last week from the Aberdeen yard of **Hall Russell & Co. Ltd.**, took to the water without ceremony yesterday. Said a yard spokesman, “we took advantage of a favourable opportunity and there was no hitch this time. Everything went smoothly. The fact that it was a very mild day probably helped. The vessel is now at our fitting out berth for the process of completion.”*

Duburg (1967). (Continued).

I'm led to believe that in this instance a different grease was used on the ways (Perhaps a cheaper one, but certainly a different one to that normally used) and that the low overnight temperature had solidified the grease. Hence the reason why the vessel was stuck fast.

1967, 31st March: The Aberdeen Press and Journal reported as follows *“Duburg on first sea trials. The 6,000-ton cargo-liner ‘Duburg’ put to sea for the first time yesterday – on trials – only a day after the launching of her sister-ship ‘Glucksburg’. They are two of three identical ships being built for worldwide trading at Hall, Russell and Co., Ltd., Aberdeen for Hamburg owners.”*

The third vessel being the **‘Troyburg’** (2,652 tons), launched 8th August 1967.

Vessel Name(s)	Duburg. Renamed: ‘Christl Hermann’ (1974); ‘Arab Mazin’ (1982).	
Yard Number	932	
Rig	Cargo Vessel.	
Engine(s)	Oil, 2SA, 6-cylinder (600mm x 1050mm), 5,400bhp, by Maschinefabriek Augsburg-Nurnberg A.G., Augsburg, Germany, single screw.	
Launch Date	16 th December 1966.	
Owner(s)	H. Schuldt , P.H.S. Van Ommerren, Hamburg.	
Registered Port	Hamburg.	IMO No.: 6704062.
GRT	2,649 tons.	Deadweight: 6,000 tons.
Length	345 feet (105.16m).	
Breadth	52 feet, 9 inches (16.08m).	
Depth	20 feet (6.10m).	
Construction	Steel, all-welded.	
Classification	Lloyd’s Register of Shipping and See-Berufsgenossenschaft, Hamburg, West Germany.	
Other information	<p>1972: Owned by Otto Schilling, Hamburg, West Germany.</p> <p>1974: Owned by Helmut Hermann, Hamburg, West Germany and renamed ‘Christl Hermann’.</p> <p>1974: Registered at Panama.</p> <p>1980: Owned Helmut Hermann Shipping Co. Ltd., Limassol, Cyprus.</p> <p>1982: Owned by the Shipping Corporation of Saudi Arabia and renamed ‘Arab Mazin’.</p>	
Date Scrapped / Lost	1996, 17th April: She arrived at Balder shipbreakers at Alang, India for breaking up.	

1967, 20th April: The Aberdeen Press and Journal reported that she had successfully completed her sea trials and was handed over to her owners on 20th April 1967.

Glucksburg (1967).

She was a general cargo carrier and the second vessel of this design built for the same Hamburg owner.



'Glucksburg'. (Adapted from the 1973 Heilmann calendar).

1967, 30th March: The Aberdeen Press and Journal reported on her launch as follows: *"**'Glucksburg'** is Aberdeen yard's first launch of the year. As the 6,000-ton cargo ship '**'Glucksburg'** moved easily into the water at the yard of **Hall, Russell and Co., Ltd.**, Aberdeen, yesterday, workmen nearby were putting the final touches to her sister ship, '**'Duburg'**, launched three months ago. And on the other side of the '**'Glucksburg'**, the first hull sections of a third sister ship, as yet un-named, were being manoeuvred into place. **Hall, Russell's** first launching of the year was performed by Frau Regina Sievera the daughter of a partner in the owning firm, H. Schuldt of Hamburg. A large party travelled from Hamburg for the occasion and appeared well satisfied with progress on the three ships. Costing £2,000,000 the ships have provided a year's work at the yard. The successful launching of the '**'Duburg'** when technical hitches stopped the vessel short of the water. All three ships are of all-welded construction, single screw and are intended for worldwide trading. Power in each case is by 5,400 b.h.p. diesel, giving a 14-knot cruising speed."*

1967, 8th July: The Aberdeen Press and Journal reported as follows *"**DELIVERY DATE IS BEATEN BY MONTH.** Aberdeen shipbuilders **Hall, Russell and Co., Ltd.**, have beat the contract delivery date for a 6,000-ton cargo liner – **BY A MONTH.** The new ship, the 374ft. long, 15¼-knot '**'Glucksburg'** was handed over to her owners, the Hamburg firm of H. Schuldt, after she completed sea trials off Aberdeen yesterday. The '**'Glucksburg'**, second of three cargo liners ordered by the firm under the Anglo-German offset agreement, was launched from the Footdee yard only three months ago. Her completion so far ahead of the contract date reflects much credit on the builders and enhances the yards already healthy reputation for delivering ships on time. The '**'Glucksburg'**, an all-welded, closed shelter-deck motor cargo vessel with a raked stem,*

Glucksburg (1967). (Continued).

cruiser stern and forecastle, has four cargo holds – three forward of the machinery space and one aft. She is designed for world-wide trading and to the safety requirements of the German authorities. Particular attention, say the builders, has been paid to designing a vessel suitable for a wide range of operation and to comply with current trends in the handling of the diversified types of cargo likely to be encountered.”

Vessel Name(s)	Glucksburg. Renamed: 'Tourmalin' (1973); 'Sulu Bay' (1981); 'Fanaki II' (1986).
Yard Number	933.
Rig	Cargo Vessel.
Engine(s)	Oil, 2SA, 6-cylinder (600mm x 1050mm), 5,400bhp, by Maschinefabriek Augsburg-Nurnberg A.G., Augsburg, Germany, single screw.
Launch Date	29 th March 1967.
Owner(s)	H. Schuldt , P.H.S. Van Ommerren, Hamburg.
Registered Port	Hamburg. IMO No.: 6711895.
GRT	2,649 tons.
Length	345 feet (105.16m).
Breadth	52 feet, 9 inches (16.08m).
Depth	20 feet (6.10m).
Construction	Steel, all-welded.
Classification	Lloyd's Register of Shipping and See-Berufsgenossenschaft, Hamburg, West Germany.
Other information	1972: Owned by Beta Mediterranean Shipping Co., Liberia. 1973: Renamed 'Tourmalin' . 1981: Owned by Triton Pacific Maritime Corp., Philippines, and renamed 'Sulu Bay' . 1984: Owned by Leniz Nav. Co. Ltd., Cyprus (Managers - Transworld Bulklers Inc.). 1986: Owned by Leniz to Fanaki Maritime Co. Egypt and renamed 'Fanaki II' .
Date Scrapped / Lost	1988, July: She arrived at the Southern Shipbreaking Corporation at Mangalore, India for breaking up.

Troyburg (1967).

She was a general cargo carrier and the third vessel of this design built for the same Hamburg owner.



'Troyburg'. (Photographer unknown).

Vessel Name(s)	Troyburg. Renamed: 'Topaz' (1973); 'Samar Sea' (1981); 'Fanaki III' (1986); 'Khuzam' (1988).
Yard Number	934.
Rig	Cargo Vessel.
Engine(s)	Oil, 2SA, 6-cylinder (600mm x 1050mm), 5,400bhp, by Maschinesfabriek Augsburg-Nurnberg A.G., Augsburg, Germany, single screw.
Launch Date	8 th August 1967.
Owner(s)	H. Schuldt , P.H.S. Van Ommerren, Hamburg.
Registered Port	Hamburg. IMO No.: 6724751.
GRT	2,652 tons.
Length	345 feet, 10 inches (105.41m).
Breadth	52 feet, 9 inches (16.08m).
Depth	20 feet, 10 inches (6.35m).
Construction	Steel, all-welded.
Classification	Lloyd's Register of Shipping and See-Berufsgenossenschaft, Hamburg, West Germany.
Other information	<p>1972: Owned by Triton Mediterranean Shipping Co. Monrovia, Liberia.</p> <p>1973: Renamed 'Topz' (H Schuldt, Manager).</p> <p>1981: Renamed 'Samar Sea'.</p> <p>1983: Owned by Nazly Shipping Co. Ltd. Limassol, Cyprus.</p> <p>1985: Owned by Fanaki Maritime Co. Alexandria, Egypt and renamed 'Fanaki III'.</p> <p>1987, 24th November: She ran aground shortly after leaving Izmir for Famagusta.</p> <p>1987, 12th December: She was refloated.</p> <p>1988: Owned by United Developing Enterprises Co. United Arab Emirates and renamed 'Khuzam'.</p>
Date Scrapped / Lost	1990, 10th March: She arrived at S. S. Jain, shipbreakers, Bombay, India for breaking up.

Point Law (1967).

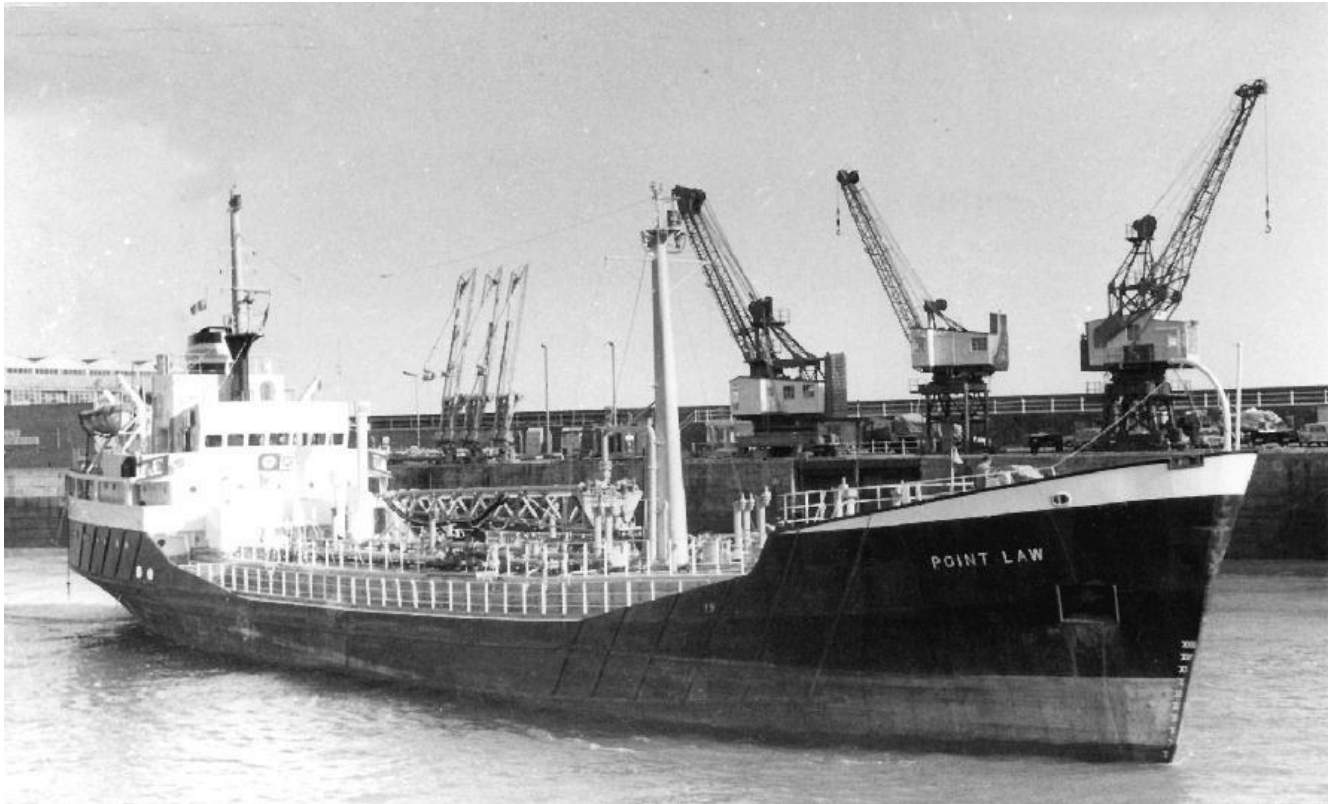
She was the first of four coastal oil tankers built for Shell Mex and BP Ltd., and was named after the Shell BP oil depot located at the bottom end of the old fish market dock in Aberdeen. The other three tankers were '**Inverness**', '**Grangemouth**' and '**Ardrossan**', they all had their machinery fitted aft.

1967, 21st September: The Aberdeen Press and Journal reported on her launch as follows: "**SHIPPING SECTION** by Jim Kinnaird. *Aberdeen's Lady Provost felt like a queen yesterday. For, like the Queen, she launched a ship. Nothing as glamorous as the ocean Queen of course. She was sponsoring a work-a-day oil tanker, the first of three ordered by Shell-Mex and BP Ltd., from Aberdeen shipbuilders **Hall, Russell and Co. Ltd.** And she gave the ship a name with a truly Aberdeen flavour – '**Point Law**', where the owning company's Aberdeen oil terminal is located.*

Cheers. *The Lady Provost, accompanied by Lord Provost Robert S. Lennox, touched off a chorus of cheers from the shipyard workers as she smashed the traditional bottle of champagne on the coastal tankers bows. One was mindful of events elsewhere, had chalked the words "Q4 HERE" on the ways from which the '**Point Law**' made a graceful slide into the water. Later, at a reception in the Station Hotel, the Lady Provost said she was proud to be associated with the craftsmen who built the ship and "happy to share this launching date with the Queen." The fact that the launching of the Cunard liner and the coastal tanker fell on the same day was pure coincidence, said the managing director of the Footdee shipyard, **Mr John Wright.***

Efficiency. *The launch date had been fixed about Christmas last year and they were proud to keep the date arranged. They planned to launch the second tanker in December and the third – due to be delivered in August next year – was expected to be completed two or even three months ahead of the contract date. **Mr Wright**, who referred to the disturbing employment position in the shipbuilding industry, said the crux of the whole problem was to achieve greater efficiency to compete with the shipbuilders of other countries. "I must repeat, repeat and repeat again that the way to obtain security of employment is to get rid of all the past bad practices, and to look at new ways of building ships and new ways of doing things." This would gain not only security of job but and increasing number of jobs, said **Mr Wright.** At **Hall, Russell's** said **Mr Wright**, a modernisation scheme was in process and a reorganisation of labour was being carried out. When settlement was reached with one final department, the yard would have complete flexibility of labour. The '**Point Law**', with a cargo capacity of 2,000 tons, is just over 249ft. Long and will be employed carrying the products of the Shell and BP refineries I the UK to the coastal terminals of the Shell-Mex and BP group for distribution. She will carry a crew of 13. Yesterday's launch was the last at Footdee to be supervised by the **shipyard manager, Mr William Neale.** After two and a half years at Aberdeen, Blyth-born **Mr Neale** moves next month to Wallsend, Northumberland, to become **shipyard manager** of Clelands. He formerly served there as an **assistant manager.** Before his Aberdeen appointment, **Mr Neale** was **yard manager** with **W. J. Yarwood and Sons Ltd.,** Northwich, Cheshire, for five years.*

(**W. J. Yarwood & Sons Ltd.**, shipbuilders were in business from 1896 to 1966).

Point Law (1967). (Continued).

Tanker, 'Point Law'. (Photographer unknown).

1968, 3rd July: Lilius Gourdie of the Aberdeen Press and Journal, reporting on a series about women behind men who have made their mark, reported that Mrs Evelyn Lennox wife of The Lord Provost Robert Lennox said that her proudest memory of all was the day she launched '**Point Law**'.

In the press article regarding the launch of the '**Grangemouth**', it states that the Lady Provost Evelyn Lennox said she was "*happy to share this launching date with the Queen.*" She is referring to the new Cunard liner built by **John Brown's** shipyard on the Clyde. It was launched on the same day by the Queen and was named the '**Queen Elizabeth 2**'. My former boss **Jim Sunley**, shipyard manager at **Hall Russell's** in the 1980's told me that he worked on the '**QE2**' during her build. Jim came to **Hall Russell's** in the 1970's and took up the position as **steelwork manager** before being promoted to **shipyard manager**.

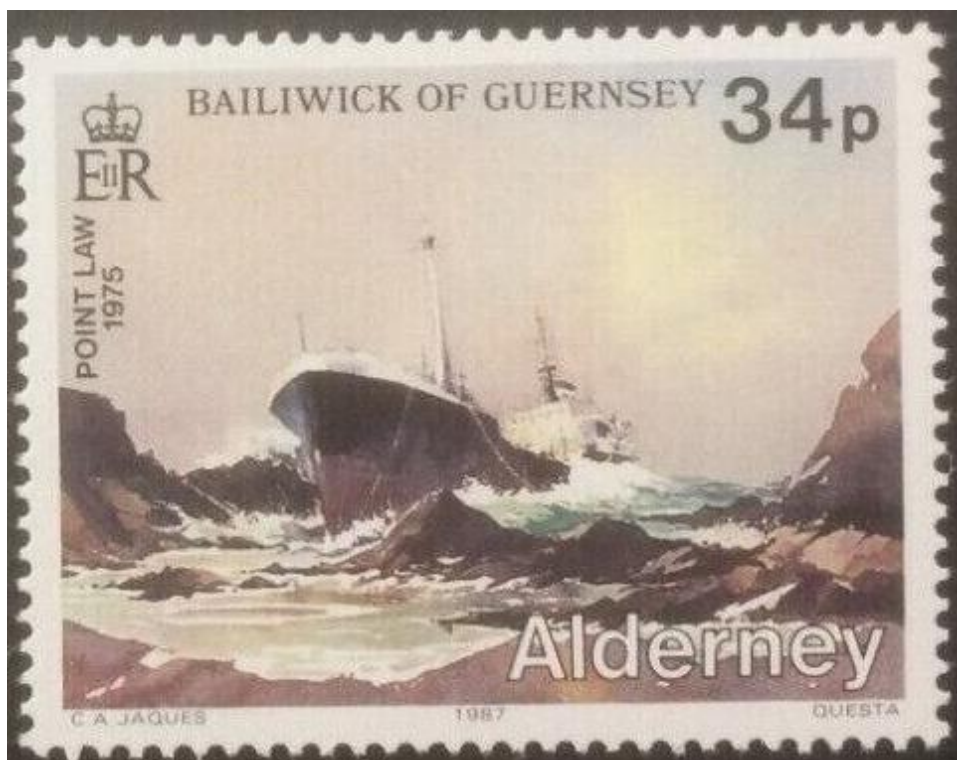


Jim Sunley.

(Photographer unknown).

Point Law (1967). (Continued).

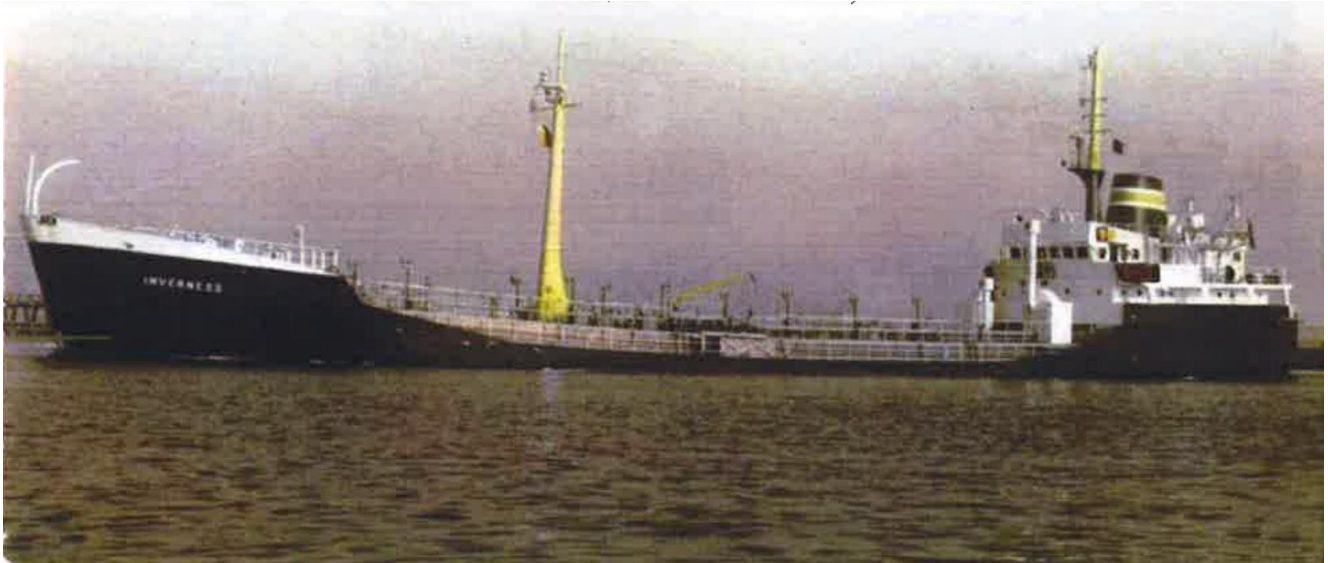
Vessel Name(s)	Point Law.
Yard Number	935.
Rig	Coastal Oil Tanker.
Engine(s)	Oil, 6-cylinder, 2 S.C.S.A. (340mm x 570mm), 1,280bhp, by British Polar Engines Ltd., Glasgow, single screw
Launch Date	20 th September 1967.
Owner(s)	Shell Mex And BP Ltd.
Registered Port	London. Official No.: 334704.
GRT	1,529 tons.
Length	235 feet (71.63m).
Breadth	40 feet, 8 inches (12.40m).
Depth	16 feet, 10 inches (5.13m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1967, 18th December: Delivered to her owners and sailed for Grangemouth.
Date Scrapped / Lost	1975, 15th July: On passage to Isle of Grain in ballast, whilst travelling at full speed, she was wrecked on Le Puis Jervais Rocks, Alderney. The RNLI St Peter Port lifeboat went out and all hands were lifted off by a French helicopter. A local salvage company bought the wreck after she broke in two.



The tanker 'Point law' is featured on this 1987, 34p Alderney stamp, from a set of five depicting shipwrecks.

Inverness (1968).

She was the second vessel launched of a contract to build four coastal oil tankers. The first vessel launched was the '**Point Law**' launched 20th September 1967.



'Inverness' (Courtesy of Bob Rait, ex ship's captain).

1967, 7th December: The Aberdeen Press and Journal reported as follows **"INVERNESS LAUNCHED – TWO SISTERS TO COME.** *The vice-chairman of Shell-Mex and BP. Ltd., Mr R. T. Grieve, said at the launching of the 2,000-ton coastal tanker 'Inverness' at Aberdeen yesterday that the company had placed an order for the building of a fourth tanker of her class with the builders, **Hall, Russell and Co., Ltd.,** Aberdeen. Mr Grieve added that it was the constant endeavour of his company to reduce operating costs in a highly-competitive industry. "As an example of this, it may not be generally realised that the price of petrol today after the deduction of tax is less than it was 10 years ago. Very few, if any, commodities have a similar record." The '**Inverness**' was launched by Mrs D. M. Gluckstein, wife of Mr Douglas Gluckstein, chairman of Normand Ltd., and a director of J. Lyons and Co. Ltd.*

To terminals. *With a cargo capacity of 2,000 tons, the '**Inverness**' is the second of this class of ship to be built for the company and will be employed carrying the products of the Shell and BP refineries in the United Kingdom to the coastal terminals of the Shell-Mex and BP group for distribution. She is named after the company's terminal at Inverness and will have a crew of 13, including the master. Among those at the launch were Provost W. A. Smith, Inverness and his wife. A third 2,000-ton capacity coastal tanker is also being built for Shell-Mex and BP by **Hall Russell.**"*

Also, on the same page of the newspaper:

"Container ships will be world leaders, says chamber chief. *The president of the Chamber of Shipping of the United Kingdom, Mr Anthony Cayzer.*

Unfortunately, container ships were too big to be built in the Aberdeen shipyards, however many of the vessels built in Aberdeen were fitted with ISO deck fittings to carry a limited number of ISO freight containers.

Inverness (1968). (Continued).

Vessel Name(s)	Inverness. Renamed: 'BP Battler' (1976); 'Border Battler' (1997).		
Yard Number	936.		
Rig	Coastal Oil Tanker.		
Engine(s)	Oil, 6-cyl. 2 S.C.S.A. (340mm x 570mm) geared to a controllable pitch propeller, 1,280bhp, by British Polar Engines Ltd., Glasgow, fitted with three generators, single screw.		
Launch Date	6 th December 1967.		
Owner(s)	Shell Mex And BP Ltd.		
Registered Port	London.	Official No.: 334765.	
GRT	1,529 tons.	762 tons net.	Deadweight 2,221 tons.
Length	235 feet (71.63m).		
Breadth	40 feet (12.19m).		
Depth	16 feet (4.88m).		
Construction	Steel.		
Classification	Lloyds Register of Shipping. Class: 100A1.		
Other information	<p>1975: Owned by BP Oil Ltd., BP House, Victoria Street, London.</p> <p>1976: Renamed 'BP Battler'.</p> <p>1987, November: New engines fitted – 8-cylinder 4 S.C.S.A. (225mm x 300mm) Alpha Diesel 8L23/30KV type by MAN-B&W Diesel AS Frederikshavn, West Germany, producing 1,468bhp, with a controllable pitch propeller.</p> <p>1989: Owned by BP Oil UK Ltd.</p> <p>1997: Managed by BP Shipping Ltd., and name changed to 'Border Battler'.</p>		
Date Scrapped / Lost	2005, May: At Santander, Spain, for scrapping.		

1968, 17th February: The Aberdeen Press and Journal reported as follows: *“Aberdeen-built tanker handed over to owners. The new 2,000-ton coastal tanker ‘Inverness’, built at the Footdee yard of Aberdeen shipbuilders **Hall, Russell and Co. Ltd.**, was handed over to owners Shell-BP Ltd. yesterday after completing a series of sea trials. The ‘Inverness’ is the second of four ships ordered by Shell-BP from the Aberdeen yard. She is named after the oil company’s Inverness terminal. The tanker will make her maiden cargo trip from Grangemouth to Aberdeen at the weekend.”*

Ardrossan (1968).

She was the third of a contract for four coastal oil tankers, all sisterships. She was remarkably launched three-months early. This was due to the yard having overcome any difficulties with building the first two ships, thereby the third vessel and fourth vessels being repeats of the first two, were built more efficiently. (I recall an order for five Peacock Class patrol craft in the 1980's, the man-hours per ton for steelworkers for the fifth vessel was half that of the first one).

1968, 1st March: The Aberdeen Press and Journal reported as follows: *"Tanker...three months ahead of schedule. Down the ways from the yard of **Hall, Russell and Co., Ltd.**, glided the 2,000-ton coastal tanker '**Ardrossan**' – the third of four sister ships ordered from the Footdee firm by Shell-Mex and BP Ltd. The yard's achievement in enhancing their already established reputation for early delivery drew complimentary references at a reception following the launching ceremony. The shipbuilding firm's **chairman Mr J. V. Woollam**, who said they were proud to have improved on delivery by 20 to 25%, said it was a first principle in shipbuilding that you could never hope to make a profit if you ran beyond delivery dates.*

***Anxious.** He also said they had given and were still giving a lot of anxious thought to the conclusion and implementation of productivity agreements with the unions. In these ways they were*

hoping to ensure a continuing flow of orders and more jobs at the yard.

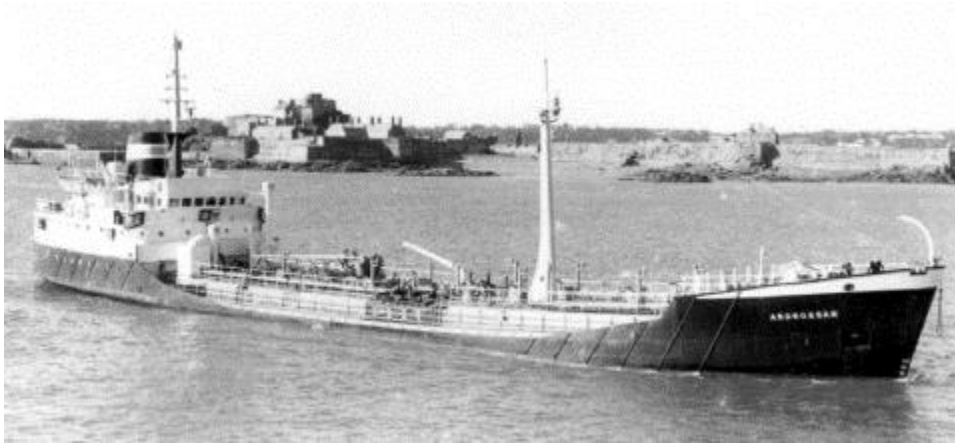


*Lady Cunningham
(Aberdeen Journals)*

*The '**Ardrossan**' was launched by Lady Cunningham, wife of Sir Knox Cunningham, M.P. for South Antrim. The tanker, which will have a crew of 13, will be employed in carrying the products of Shell and BP refineries to coastal terminals for distribution." Mr A. C. H. Houston, group representative for Northern Ireland of Shell and BP also attended the launch.*



'Ardrossan' launched. (Aberdeen Journals).

Ardrossan (1968). (Continued).*'Ardrossan'. (Photographer unknown).*

Vessel Name(s)	Ardrossan. Renamed: "Shell Craftsman" (1979), 'Achatina' (1993), 'Aptity' (1999), and 'Bonnie' (2001).
Yard Number	937
Rig	Coastal Tanker.
Engine(s)	Oil, 12-cylinder, 4 S.C.S.A. (250mm x 300mm) Polar vee type, 1,350bhp, by Nydqvist & Holm A/B, single screw. Service speed 11 knots.
Launch Date	29 th February 1968.
Owner(s)	Shell Mex And BP Ltd.
Registered Port	London. Official No.: 335716.
GRT	1,529 tons.
Length	235 feet (71.63m).
Breadth	40 feet (12.19m).
Depth	16 feet (4.88m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1979: Renamed ' Shell Craftsman '. 1991: She underwent a major refit, including being lengthened and had new diesel engines fitted – 6-cylinder 4 S.C.S.A. (280mm x 320mm) Alpha 6S28LU type, made in 1974 by B&W-Alpha Diesel AS, Frederikshavn, 1,591bhp, giving a top speed of 14.5 knots. 1993: Renamed ' Achatina '. 1999: Renamed ' Aptity '. 2001: Renamed ' Bonnie ', owners Fairseas Explorer Ltd., operator Ajax Offshore Bunkering Services Ltd. Registered at Cyprus. (Gross Tonnage 1,580 tons, length overall 84.33m, Beam 12.48m). 2017, January: Owned by Opera International Business Ltd., Malta (Acheon Akti Navigation Co. Ltd., Cyprus managers). 2018: Owned by Daha Oil & Gas Ltd., registered at Zanzibar, Tanzania.
Date Scrapped / Lost	Unknown.

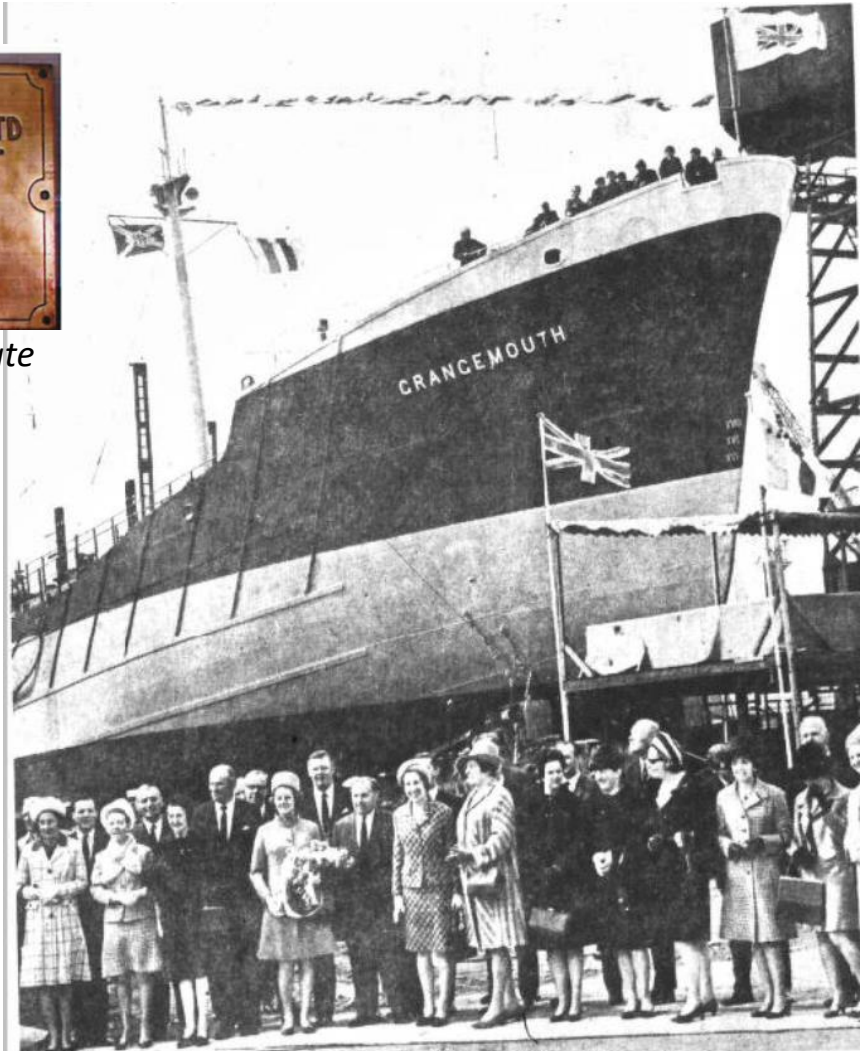
Grangemouth (1968).

She was named by Mrs K. D. Fraser, wife of chairman and managing director of a large Glasgow motor group. Mr D. Taylor, managing director of Shell BP Scotland Ltd. said *"these ships had been built by Hall, Russell's in the remarkably short time of 10 months. The 'Grangemouth', like her predecessor, the 'Ardrossan', will be completed well ahead of her contract date."*



*'Grangemouth' builder's plate
(Courtesy of Bob Rait).*

At the launch ceremony Mrs Fraser was presented with an oil painting. This painting she gifted back to the vessel and was proudly on display on the vessel until she was scrapped.



'Grangemouth' launch party, Mrs Kenneth Fraser (with bouquet) and John Wright, Hall Russell managing director on her right, on her left is her husband. (Aberdeen Journals).

1968, 26th April: The Aberdeen Press and Journal reported on her launch as follows **"HINT OF GOOD NEWS FOR SHIPYARD WORKERS.** A hint of good news soon for Aberdeen shipyard workers came from **Mr John Wright, managing director of Hall, Russell and Co., Ltd.,** yesterday. The hint was given after he had announced new flexibility agreements involving steel workers and out workers at the yard. The agreements, he said, enhanced the yard's prospects of new orders and he hoped to have "good news" within the next fortnight. **Mr Wright** was speaking after the launching of the 2,000-ton Shell-Mex BP coastal tanker **'Grangemouth'**. There was an image of the shipbuilding industry as one full of problems, strikes, demonstrations and disputes said **Mr Wright**. He added: "We have not had these problems in Aberdeen for the last few years and with these new flexibility agreements we should never have them in the future."

Grangemouth (1968). (Continued).

WELL AHEAD. *Mr D. Taylor, managing director of Shell BP Scotland Ltd., said that the 'Grangemouth' was the last of a class of four built by the Aberdeen yard for the group and had been completed well ahead of her contract date. he revealed that Shell and BP Scotland were planning in the near future to spend £1,000,000 in modernising and expanding the facilities at existing terminals. "Many of these are depots operated by our authorised distributors in the Highlands and Islands because we have been given tangible evidence in recent years of the growth of trade in these areas and are convinced that that growth will continue." As part of these developments they were building a new coastal-fed depot at Loch Carnan which would enable North Uist to receive their products in bulk. This was in addition to a large new terminal at Bishopbriggs which, when completed will have cost £1,500,000. Mr Taylor pointed out that the effect of the increases in road vehicle licences, fuel tax and the 50% additional to SET would mean that in a full year has company's operating costs would be increased by nearly £1,000,000 a year."*

Vessel Name(s)	Grangemouth. Renamed: 'BP Warrior' (1976) and 'Border Warrior' (1999)	
Yard Number	938.	
Rig	Coastal Tanker.	
Engine(s)	Oil, 4 stroke, single acting, 12-cylinder 'V' engine of 1,250 B.H.P. reverse reduction geared. Polar by Nydqvist & Holm A/B, Trollhatten, Norway. Controllable pitch propellor. Three generators.	
Launch Date	25 th April 1968.	
Owner(s)	Shell Mex And BP Ltd.	
Registered Port	London.	Official No.: 335821.
GRT	1,529 tons.	
Length	235 feet (71.63m).	
Breadth	40 feet (12.19m).	
Depth	16 feet (4.88m).	
Construction	Steel.	
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.	
Other information	1976: Owned by BP Oil Ltd., BP House, Victoria Street, London and renamed ' BP Warrior '. 1999: Owned by BP Oil Ltd. managed by BP Shipping Ltd. and renamed ' Border Warrior '. 1987, November: New engines installed, Alpha Diesel 8L23, 8-cylinder 4 stroke, single acting oil engine of 1468 B.H.P. Manufactured by MAN-B&W Diesel A/S, Frederikshavn, Denmark. Fitted with a controllable pitch propeller.	
Date Scrapped / Lost	2004: Scrapped in Santander, Spain.	

Grangemouth (1968). (Continued).



*'BP Warrior' refuels the 'Canberra'. (Courtesy of Bob Rait).
('Canberra' took the full load of 2,100 tons).*



'Border Warrior'. (Courtesy of Bob Rait).

Grangemouth (1968). (Continued).

Certificate of British Registry as the 'Border Warrior'.



CERTIFICATE *of* BRITISH REGISTRY

PARTICULARS OF SHIP

<i>Name Of Ship</i>	BORDER WARRIOR		
<i>Official Number</i>	335821	<i>Radio Call Sign</i>	GYMV
<i>IMO Number / HIN</i>	6814740	<i>Port</i>	LONDON
<i>Type Of Ship</i>	TANKER		
<i>Method Of Propulsion</i>	MOTOR		
<i>Engine Make & Model</i>	MAN B & W DIESEL		
<i>Total Engine Power</i>	1078.00 kW		
<i>Length</i>	71.63 metres	<i>Breadth</i>	12.40 metres
<i>Depth</i>	5.13 metres		
<i>Gross Tonnage</i>	1410.00	<i>Net Tonnage</i>	803.00
<i>Registered Tonnage</i>	0.00		
<i>Year of Build</i>	1968		
<i>Name Of Builder</i>	HALL RUSSELL & CO LTD		
<i>Country of Build</i>	UNITED KINGDOM		

This Certificate was issued on **12 March 1999** at **14:15:27**

This Certificate expires on **23 June 2002**

Signed 

For and on behalf of the Registrar
General of Shipping and Seamen



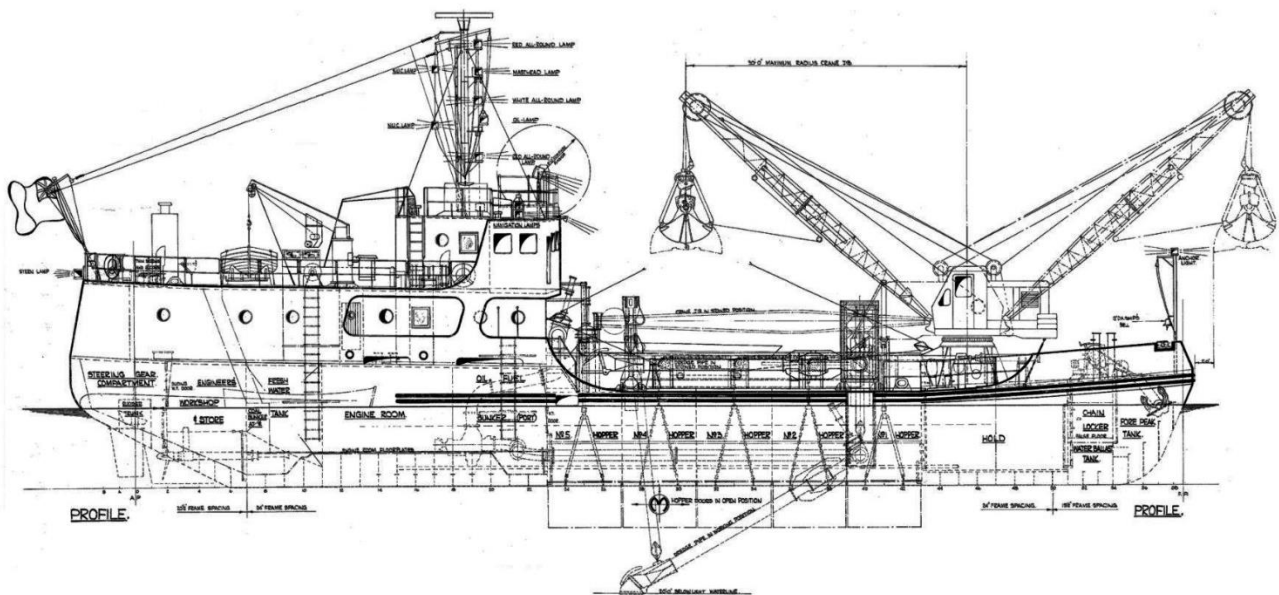
'Grangemouth' certificate of British Registry. (Courtesy of Bob Rait).

Shearwater (1968).

She was built specifically as a dredger and was part of a two-vessel order placed by the Department of Agriculture and Fisheries, the other vessel was the Fishery Research Vessel FRV 'Clupea' (215 tons). The 'Shearwater' was designed with a bucket grab and a suction pipe and was specifically built with a shallow draft for dredging in the small fishing harbours of North-East Scotland, I've seen her in Banff Harbour, now you need a shallow draft for that. Her Priestman crane with bucket grab fitted on the bow was easily recognisable. I've seen her working her crane many times, the bucket dropped into the harbour and emptied into her hold, once the hold was full, you could see her freeboard looking low. and off she would head out to sea where she dumped her load using the six hinged doors in the bottom of her hold. She also had a trailing suction pipe stowed on her main deck, this was lowered over the side, valve opened, pumps switched on and sandy shingle sucked up.



'Shearwater' / Priestman crane.
(S. Bruce).



'Shearwater' profile. (Hall, Russell).

1968, 11th June: The Aberdeen Evening Express reported as follows: *"Mrs Ross – just in time. Scottish Secretary William Ross's wife just managed to get to Aberdeen on time to launch a new dredger today. For Mrs Ross's plane was an hour and a half late leaving Glasgow Airport – because of weather conditions. A car was waiting to meet her at Aberdeen Airport and she came direct to the shipyard where the platform party was waiting. The big occasion was the launching at the Footdee yard of Hall, Russell and Co. Ltd. of the first dredger to be built at an Aberdeen shipyard for many years. The vessel – 'Shearwater' – was built to the order of the Secretary of State.*

Shearwater (1968). (Continued).

ACCOMMODATION – Intended primarily to operate in the smaller Scottish fishing ports, the ‘**Shearwater**’ is a twin-screw hopper dredger fitted with both grab and overside trailing suction pipe dredging equipment. One hundred and twenty feet long, it has accommodation for a crew of 11. Sir Mathew Campbell, secretary, Dept. of Agriculture and Fisheries for Scotland, said that the ‘**Shearwater**’ will be part and parcel of the Scottish Inshore fishing industry – “An industry which we are glad to see is in good shape.” The landings of the inshore fleet was £14,000,000 value last year. He added that larger demands on harbour space will be made as there is every indication that the trend towards bigger and better boats for the inshore fleet will continue.”



‘Shearwater’ on sea trials in her original colours. (Courtesy John Addison, Cullen).



‘Shearwater’ in her later colours, off Macduff, 30th April 2006. (S. Bruce).

Shearwater (1968). (Continued).

Moray Council sold her in 2012. At this date, she was 44-year-old, and was getting unreliable and costly to maintain. Moray Council awarded a contract to Macduff Shipyards to build them a new, but smaller one (25.7m length overall), she was launched at Buckie in 2016 and named 'Selkie'.

Vessel Name(s)	Shearwater.
Yard Number	939.
Rig	Grab and suction dredger.
Engine(s)	Oil, 4SA, 2 engines each 6-cylinder (165mm x 184mm), 360bhp, by Bergius-Kelvin Co., Ltd., Glasgow, twin screw.
Launch Date	11 th June 1968
Owner(s)	Department of Agriculture & Fisheries for Scotland.
Registered Port	Leith. Official No.: 335164.
GRT	342 tons.
Length	112 feet, 3 inches (34.21m).
Breadth	28 feet, 7 inches (8.71m).
Depth	10 feet (3.05m).
Construction	Steel.
Classification	Unknown.
Other information	Build cost: £20,000 – equivalent to approx. £247,000 in 2021. 1978: Owned by Grampian Regional Council (by 2003 owned by Moray Council) and used to dredge local harbours and occasionally further afield. 2012: Owned by Shearwater Dredging Ltd., Unit 12b, Barham Road, Forties Campus, Rosyth, Fife. c2012: Her trailing suction gear on her fore deck was removed (Former master reported that it was never used). By 2016: Her grab crane on her forward deck was replaced with a JCB crane. 2018: Owned by Northern Dredging Ltd., Edinburgh.
Date Scrapped / Lost	Still in service.

I remember being on board her for her 20-year survey, c1988/1989, when she was on the patent slip at **Hall Russell Ltd.** I remember taking ultrasonic thickness checks on her hull and being pleasantly surprised when I found that her hull and deck plating thicknesses were almost like when she was built, she had suffered no corrosion. This may be down to good maintenance or perhaps due to her plates being pickled as was the practice in the yard when she was built.

Shearwater (1968). (Continued).

The Shearwater

Fer thirty-seven years,
This wee dredger has bin aroon,
Dredging the hairbers,
O' a' the fishing toons.

Withoot her services,
Far wid wi be?
We widnae get ony fishing boats,
Oot tae the North Sea.

The harbours wid a' be silted up,
An' that's a guarantee,
If it wisnae fer the work,
O' this dredger!

Stanley Bruce (2005).

Clupea (1968).

She was built as a trawler for fisheries research work. Her main role was to support the research work carried out by the Marine Laboratory, Torry, Aberdeen. During her ownership by the Government, she was constantly updated with the latest equipment.

I first saw her in Fraserburgh Harbour when I was a wee boy, my grandfather Bob Bain (1910 to 1989) and my uncle Peter Bain, both drove tankers for Northern Engineering, Fraserburgh and regularly filled her up and many other fishing boats in the harbour with diesel. I've seen a photograph of her as **'Lifeline'** taken in 2018 and to be honest I didn't recognise her after her change of colours and modifications.

1968, 25th July: The Aberdeen Evening Express reported on her launch as follows ***"Research vessel launched at Footdee. The motor fishery research vessel "Clupea" was launched at the Aberdeen shipyard of Hall, Russell and Co., Ltd., today. The vessel was built for the Scottish Office and the naming ceremony performed by Mrs Norman Buchan, (Janey) wife of the Joint Parliamentary Under-secretary of State. The 106ft. 'Clupea' will replace the herring research vessel 'Clupea II'. The fishing and scientific equipment will include purse seine and hydrographic winches and a hydraulically operated stern gantry for towing. She is also fitted with a bow propulsion unit and an active rudder and has accommodation for four scientists and a crew of ten. The 'Clupea' is the second ship in successive months to be launched from the Footdee yard. Watching the launching were Sister Carmel and a party of girls from Dalbeth Girls' School, Bishopton, in Mr Buchan's constituency. The girls are at the school's annual camp at Rosemount School."***



*Janey Buchan.
(Hall Russell).*



*'Clupea' entering Fraserburgh Harbour, 2005.
(S. Bruce).*

'Clupea' after serving for circa 40 years was replaced by a new vessel, the 27m length overall **'Alba Na Mara'** (163.5 tons) she was built in 2008 at a cost of approximately £4 million by **Macduff Shipyards**.

Clupea (1968). (Continued).

Vessel Name(s)	Clupea. Renamed: "Sea Watch 2" (2016), 'Lifeline' (2017), and 'Al Nour II' (2021).
Yard Number	940.
Rig	Fishery Research Vessel (FRV).
Engine(s)	Oil, 8-cylinder, 4SA (8¾in. x 11½in.) 660 bhp, type Blackstone ERS8M, by Lister Blackstone Marine Ltd., single screw. Controllable pitch propellor. Bow thruster with controllable pitch propellor, forward. Top speed 11.75 knots.
Launch Date	25 th July 1968.
Owner(s)	Dept. of Agriculture & Fisheries for Scotland. Managers: Marr Vessel Management, St. Andrews Dock, Hull.
Registered Port	Leith. Official No.: 335167.
GRT	215 tons.
Length	90 feet, 3 inches (27.51m).
Breadth	26 feet, 1 inch (7.95m).
Depth	13 feet, 6 inches (4.11m).
Construction	Steel, welded.
Classification	Unknown.
Other information	2001: Owned by the Scottish Government (Marine Scotland) and managed by Marr Vessel Management Ltd., Pontefract, Yorkshire. 2009, March: Owned by East Coast Charters, Lowestoft. 2009: Converted to general-purpose research / survey ship. 2009, July: Owned by IDP International Ltd., Lowestoft. 2015: Owned by the Sea-Watch, Berlin, and converted to a search & rescue vessel. Refit works in Hamburg included the addition of a medical ward. Registered at Amsterdam. Used in the Mediterranean. for sea rescue services for refugees and migrants 2016, March: Renamed ' Sea-Watch 2 ' (231 tons) and used for search and rescue (SAR) missions. 2017, August: Owned by Mission Lifeline, Dresden and renamed ' Lifeline '. 2018: She was impounded by the Maltese authorities. 2021: Reported converted back to a fishing vessel, renamed ' Al Nour II ' and registered at Tripoli, Libya (not confirmed).
Date Scrapped / Lost	Still sailing.

Clupea (1968). (Continued).

'Clupea' berthed in the Balaclava Basin, Fraserburgh. (S. Bruce).

1968. 2nd November: Frances Horsburgh of the Aberdeen Press and Journal reported as follows: *"SOPHISTICATED SEINER. This herring boat's a scientist's dream. Those who frequent the harbours around the North of Scotland can expect to spy a new craft heaving to on their horizon any day now. It looks like "a kind of super seiner" but could be more accurately described as a floating laboratory loosely disguised as a stream-lined fishing boat. Packed with the latest sophisticated scientific and navigational equipment it is the most highly specialised craft of its kind in Britain. This is the 'Clupea', Aberdeen's newest fishery research vessel. Built by Hall, Russell and Co. Ltd., using modern prefabrication methods, it has now been handed over to serve the Aberdeen Marine Laboratory of the Department of Agriculture and Fisheries. Sidetrawling and purse seining are combined in one vessel in the 'Clupea', this being perfectly acceptable so long as major items of machinery are interchanged. The purse seine winch for example is removed during trawl or gill-net operations and for purse seining the aft trawl gallows and the gantry are removed.*

Clupea (1968). (Continued).

Track plotter. For its size the '**Clupea**' is an extremely elaborate craft. Its bulk has been deliberately restricted so that it will be able to use seine ports like Buckie, Fraserburgh and Peterhead and a fascinating array of scientific and navigational equipment has been compactly packed into its wheelhouse and the two laboratories which the sea-ging scientists will use. There is the navigator's ultimate dream, a track plotter which actually marks out on a chart the path which the ship is following. Norwegian sonar equipment, the most advanced in its field, and a pulse height analyser more commonly used in the field of atom physics. The use to which all these expensive items will be put is herring research. The ship has been specifically designed for service in this specialised field and her first assignment will be the tagging of herring off the West Coast of Scotland. Bearing in mind the problem of the reduced stocks of herring in the North Sea the scientists aboard the '**Clupea**' will be studying in particular the abundance and distribution of herring larvae. While weighing up the relative methods of bottom and mid-water-trawling they will be considering the best and most efficient method of catching the fish.

Sleuthing sprats. The movement of sprats will be studied in a similar way to that of herring and the scientists will also be touching on larger issues such as the ultimate productivity of the seas. The long clear deck which is such a surprising feature of the '**Clupea**' is achieved by building the superstructure towards the port side which also leaves ample space for the hydraulic winches which are actually remotely controlled from the wheelhouse. The boat's extraordinarily high degree of manoeuvrability is secured by having both a powered rudder and a hydraulically-driven propellor. A small boat of about 19ft. which has its own sonar equipment is also carried on deck, as is a fibre-glass pressurised fish tank for keeping live samples. Aft, there is space to stow the two-man submersible or mini-submarine which is being developed for the observation of fish and trawls. Finally, the problems of divided command can become very real aboard a vessel like this which is being used as a research tool.

Dialogue. The chief scientist is the leader of the expedition, while the captain is commander of his ship. A continuous dialogue between the two sides of the expedition is vital and to keep them in touch aboard the '**Clupea**' the scientists' instruments laboratory is located directly behind the bridge with immediate access aided by a wall hatch. "

Southella (1968).

She was the fifth stern trawler built by **Hall, Russell & Co., Ltd** at Footdee for J. Marr and Son and the largest stern trawler operating from Hull. Her hull was specially strengthened for ice for fishing in Arctic waters. She is known to have fished off Greenland and the Barents Sea for cod on trips typically of two months duration. She had freezers with a capacity of 32,000 cu. ft. for storing her cleaned catch of approximately 600 kits of fish per day.



Stern trawler 'Southella' as 'Celtic Horizon' berthed in Hull. (Courtesy Dave Walker).

1968, 25th September: The Aberdeen Evening Express reported as follows: *“**Launch at both Aberdeen yards.** There was a double launching at Aberdeen today. The first vessel to take the water was the large stern freezer trawler ‘**Southella**’ for J. Marr and Son of Fleetwood. She left the slip after the naming ceremony at the Footdee yard of **Hall, Russell and Co., Ltd.** The second ceremony was at the Torry shipyard of **John Lewis and Sons, Ltd.**, where the inshore trawler ‘**Strathelliot**’ was named by Mrs A. Simpson, wife of one of the owners. Commodore skipper of the Marr fleet, Mr Charles Drever (44) a native of Aberdeen, will take command of the ‘**Southella**’ when she is ready for sea...”*

She was named by Mrs Evelyn M. McKenzie a director of the owning company. The ‘**Southella**’ is 246 feet long and once she joins the Humber fishing fleet she was at the time the largest all-refrigerated stern trawler operating from Hull.

Southella (1968). (Continued).

1968, 7th November: The Aberdeen Evening Express reported as follows: ***“Southella ready to leave for the Humber before Christmas. ABERDEEN MAN TO SAIL NEW SUPER TRAWLER.** The new super stern freezer trawler ‘Southella’ now fitting out at the Aberdeen shipyard of Hall, Russell & Co., Ltd., will leave for the Humber just before Christmas. The skipper who will be in command, 44-year-old Aberdeen-born Charles Drever, said that after some final adjustments at Hull the vessel will make her maiden fishing trip around the 4th or 5th of January. Before skipper Drever, one of Humber’s most successful trawler masters left Aberdeen with his parents when he was eight years old, he attended Walker Road School. He is Commodore skipper of the large English trawler fleet of J. Marr & Son Ltd. and came ashore 18 months ago taking up an executive post with the company. At present he is attending a course of fish freezing at Torry Research Station, getting to know further some of the technical details involved in the complex process. He has also been passing on information to the scientists at the station and went on a trip on the fishery research ship ‘Sir William Hardy’. He feels that his new-found knowledge will be of immense value while conducting fleet operations at the company’s Humber HQ. Skipper Drever has taken out all the Marr stern freezers built at Aberdeen – ‘Junella’, ‘Northella’, ‘Kirkella’, and the ‘Marbella’ and ‘Swanella’ from Goole.*

NEW ROPE. *Skipper Drever won the Silver Cod Trophy in 1961 for catching the most fish during that year and he was made an MBE after his return from an exploratory voyage to South-west African grounds in command of the ‘Kirkella’ for the White Fish Authority last year. He has relatives in Aberdeen and his 65-year-old father William, an Orcadian and also a skipper, still makes four trips a year to distant grounds. When the ‘Southella’ sails, Mr Allan Marr, one of the company’s directors, may be on board, making another of his familiarisation trips. Tests with a new type of rope will be carried out by the Aberdeen trawler ‘Partisan’ owned by Peter and J, Johnstone Ltd. a subsidiary of Marr’s. This decision was made after Skipper John Bowman and executives of Peter and J. Johnstone Ltd., saw the film and demonstration of the de-icing equipment by ICI Fibres Ltd., who co-operated with British Aircraft Corporation and BTR Industries Ltd. in research work into the problem. Subsequent tests led to the development and introduction of ICI’s new Parafil rope. Skipper Bowman will command the ‘Partisan’ when she sails this week. He said that the new rope will be used for a 76ft. headline, normally wire or rope and wire. The headline takes the strain of the net and Skipper Bowman said that he thought the properties of the new materials would make an excellent expedient for the purpose.”*

Materials and equipment used in shipbuilding were constantly being further developed or new materials being introduced, the latest vessel built was packed with the latest new technology. This technology came at a price, and it was crucial for shipbuilders to account financially for this, otherwise there would be no profit, and in the worst-case big losses or closure.

Southella (1968). (Continued).

Vessel Name(s)	Southella. Renamed: 'Seisella' (1981), 'Falklands Desire' (1986), 'Southella' (1991), 'Falklands Desire' (1994), 'Northern Desire' (1998) and 'Celtic Horizon' (c2003).
Yard Number	941.
Rig	Stern Trawler with freezer capacity.
Engine(s)	Oil, 4SA, 8-cylinder (381mm x 457mm) 660 BHP, by Mirrlees Blackstone, geared to SC shaft, controllable pitch propellor. Bow thruster with controllable pitch propellor forward.
Launch Date	25 th September 1969.
Owner(s)	J. Marr & Son Ltd., Hull.
Registered Port	Hull. Official No.: 334106.
GRT	1,144 tons.
Length	246 feet, 7 inches (75.16m).
Breadth	41 feet, 7 inches (12.67m).
Depth	26 feet, 7 inches (8.10m).
Construction	Steel, welded.
Classification	Lloyds Register of Shipping. Class: 100A1.
Other information	She had a capacity to freeze approx. 600 kits of fish a day, and a storage capacity of more than 32,000 cubic feet. 1981: She was still owned by Marr, but renamed 'Seisella' , and worked as standby safety vessel. 1986: She was sold to Southella Ltd., (Marr Vessel Management), Hull, renamed 'Falklands Desire' and used as a patrol ship for the Falkland Isles and as a seismographic survey ship until 1990. 1991: Renamed 'Southella' . 1994: Renamed 'Falklands Desire' . 1998: Renamed 'Northern Desire' 2003, March: Owned by Hart Shipping, Bermuda, renamed 'Celtic Horizon' and registered at Hull.
Date Scrapped / Lost	Unknown.

Wilmington (1969).

She was designed to carry bulk cargo coastal, to the Baltic and to the continent. She had a three-hatch hold, but she didn't have any derricks or cranes. She could carry 410,365 cu. ft. of grain. Her bridge and crew accommodation were located aft. During her life she operated mostly as a collier carrying coal from the Tyne, Immingham and Newport to coal fired electric power stations. She however is also known to have traded at the Mediterranean carrying grain from Ipswich to Ravenna, Italy, and to Venice, Italy to load maize for Hamburg, Germany. When the power stations no longer needed coal, she was scrapped.

1969, 4th June: The Aberdeen Press and Journal reported as follows: **"BIG CARGO SHIP LAUNCHED AT ABERDEEN.** *The largest cargo vessel to be built in Aberdeen to date was launched yesterday from the Footdee yard of **Hall, Russell & Co., Ltd.** Built for Stephenson Clarke Shipping Ltd., a company in the Powell Duffryn group, the 410ft., 8,600-ton bulk carrier 'Wilmington' slid gracefully down the slip late in the afternoon. The naming ceremony was carried out by Lady Ogilvie, who was accompanied by her husband, Sir Alec, deputy chairman of Powell Duffryn.*

LARGEST. *The 'Wilmington' is one of three ships being built for the company by **Hall Russell** and will be the largest vessel in the 40-strong fleet of Stephenson Clarke. **Hall Russell** have been associated with Stephenson Clarke for nearly quarter of a century and though the ship has followed the Stephenson Clarke tradition of naming their vessels after Sussex towns and villages, she is a true Scot...built at Aberdeen with engines from the Greenock firm of J. G. Kincaid. The 'Wilmington' is designed to the company's own specifications and is fitted to carry all types of bulk cargo. She will trade throughout the Baltic and Continental seaboard, although she is fully equipped for world-wide voyages.*

FEATURE. *A special feature of the ship is her transverse bow thrust unit to increase manoeuvrability in restricted areas of operation. Manned by a crew of 24, she has a cargo capacity of about 8,000 tons, has four holds forward of the machinery space and crew quarters include hospital, electric gallery and two laundries. Among the prominent guests at the launch were Sir Henry Wilson Smith, chairman of Powell Duffryn Ltd. and Mr Geoffrey Jones, chairman of Stephenson Clarke Shipping Ltd." A film of her launch can be seen on www.aberdeenships.com.*

Hall Russell also built the 'James Rowan' (2,947 tons) in 1955, the 'Shoreham' (1,834 GRT) in 1957, and the sister-ships 'Ferring' & 'Malling' (2,835 GRT) in 1969-70 for the same company.



'Wilmington'. (Hall Russell).

Wilmington (1969). (Continued).

*The bulk cargo vessel, 'Wilmington' pre-launch. (Hall Russell).
(The shed next to the gate was the winch house for the Patent Slip).*

Vessel Name(s)	Wilmington.		
Yard Number	942.		
Rig	Single Deck Bulk Cargo Vessel.		
Engine(s)	Oil, 6-cylinder, 4SCSA (200mm x 1100mm) B&W type 6.50-VT2BF-110, 4,600 BHP at 176rpm, by J. G. Kincaid & Co. Ltd., Greenock, single screw. Vickers 300HP bow thruster.		
Launch Date	3 rd June 1969.		
Owner(s)	Stephenson Clarke Shipping Ltd., London.		
Registered Port	London.	Official No.: 337979.	
GRT	5,689 tons.	3,264 tons Net.	8,975 tons deadweight.
Length	384 feet, 5 inches (117.17m).		410 feet (125m) overall.
Breadth	54 feet, 6 inches (16.61m).		
Depth	32 feet, 7 inches (9.93m).		
Construction	Steel, welded.		
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate. Strengthened for ore cargoes.		
Other information	24 crew members. Speed – 14 knots. Fitted with three diesel driven alternator 250kw each.		
Date Scrapped / Lost	1986, May: She was scrapped by Bruges Schleepsloperij N.V. in Bruges, Belgium.		

Silvereid. (1969).

She was specifically designed to carry dangerous chemicals. This meant that her hull was designed with a double skin. If her bottom or outer hull plating was breached during an accident, then her hazardous cargo contained in her eight cargo tanks would still remain intact.

Silver Line Ltd. must have liked the work being carried out by **Hall, Russell** on the '**Silvereid**' as during her build they placed a further order for a similar, but bigger tanker named the '**Silver Harrier**' which was launched in 1970.

I was especially interested in this vessel and the '**Silver Harrier**' as my wife's grandfather Jack Taylor (1904 to 1965) in 1935 to 1937 sailed as 3rd Engineer on the '**Silveryew**' owned by Silver Line Ltd. All their vessel names were preceded with Silver.

1969, 30th April: The Aberdeen Evening Express reporter Arthur Middleton reported on her launch as follows "**Big tanker leaves city yard. The 2,300-ton tanker 'Silvereid' was launched from the Aberdeen shipyard of Hall, Russell & Co. Ltd. today. The christening ceremony was performed by Mrs Frank A. McCoy, wife of the manager of manufacturing and distribution of Ethyl International. Mrs McCoy and her husband made a special journey from their home in Thessalonka, Greece, for the ceremony. 'Silvereid' will be a dollar earning tanker and has been chartered from Silver Chemical Tankers Ltd. by the Ethyl International Division of Ethyl Corporation.**



*Mr and Mrs McCoy.
(Aberdeen Journals).*

PROPELLED. *The 300ft. ship will operate between Ethyl's Houston Texas plant, and the company's European terminals. Ethyl's terminals in the Carribbean and South America may also be served. The ship will be propelled by a main engine of 2520 b.h.p. and coupled through gearing to a controllable pitch propellor. Her crew of 17 will be housed aft in air-conditioned accommodation and this will be the first vessel to be built by Hall, Russell for operation by Silver Chemical Tankers Ltd. A contract for a larger vessel for the same operating company was placed with the shipyard a few months ago."*

The Aberdeen Evening Express, 30th April 1969, also published a photograph of 4th year pupils from Torry secondary school who had been invited to witness the launch. Unfortunately, the copy available to me wasn't good enough quality to reproduce here. The photograph was of sixteen people, not all pupils, and on the far right it looks like **Jim Shearer** from the **Hall Russell Training Centre**, perhaps he organised the visit.

Silvereid. (1969). (Continued).

Tanker, 'Silvereid'. (Photographer unknown).

Vessel Name(s)	Silvereid. Renamed: 'Eloiseid' (1975).
Yard Number	943.
Rig	Chemical Tanker.
Engine(s)	Oil, 4SA, 6-cylinder (381mm x 457mm) 2,520 bhp, by Mirrlees National Ltd., Stockport, fitted with a controllable pitch propellor, single screw.
Launch Date	30 th April 1969.
Owner(s)	Wm. Brandts (Leasing) Ltd. - Silver Chemical Tankers Ltd., London.
Registered Port	London. Official No.: 337862.
GRT	1,596 tons.
Length	281 feet (85.65m).
Breadth	40 feet, 1 inch (12.22m).
Depth	19 feet (5.79m).
Construction	Steel, welded.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate. Ice Class 3.
Other information	1975: Renamed 'Eloiseid'. 1981: Owned by Gatx-Oswego (UK) Ltd., London.
Date Scrapped / Lost	1983, 3rd June: She was towed out of Houston, Texas, USA, and scuttled 300 nautical miles south. She was unable to be scrapped because of health and safety reasons after carrying toxic cargoes.

A film of her launch can be seen online at www.aberdeenships.com

Dublin (1969).

She was the 5th coastal oil tanker built for Shell Mex and BP Ltd. since 1967. The other four being the larger 'Point Law', 'Inverness', 'Ardrossan' and 'Grangemouth', all sister ships of 1,529 tons and 235 feet long, compared to 'Dublin's' 1,077 tons and 214 feet, nine inches.



Tanker, 'Dublin'. (Photographer unknown).



'Dublin' as the 'Border Springer' berthed at Portree. (Courtesy of Bob Rait).

1968, 4th December: The Aberdeen Evening Express reported as follows: "**Oil tanker launched minus prop.** By Arthur Middleton. The Shell-Mex and BP coastal tanker 'Dublin' was launched from the Aberdeen shipyard of **Hall, Russell & Co., Ltd.** today – without her propeller. A yard official denied that this was because of a wages dispute with engineers.



Lady Killanin. (Aberdeen Journals).

Dublin (1969). (Continued).

The yard official said that there had been some difficulty with the propellers fitting and it was decided to launch her without it and fit it later when the ship was on the slip. Engineers said that there was a wages dispute and they had refused to work overtime and night shift. Today's naming ceremony was carried out by Lady Killanin, wife of Lord Killanin, a director of Irish Shell and B.P. Ltd. The vessel is the fifth successive coastal tanker to be built by the Footdee yard for the company. The 'Dublin' has a cargo capacity of 1,350 tons and will be employed carrying the products of Shell and BP refineries to the coastal terminals of the group for further distribution."

Vessel Name(s)	Dublin. Renamed: 'BP Springer' (1976), and 'Border Springer' (1997).
Yard Number	944.
Rig	Coastal Tanker.
Engine(s)	Oil, 8-cylinder, 4 S.C.S.A. (250mm x 300mm) MN16S type, 1,200bhp, by British Polar Engines Ltd., Glasgow, single screw.
Launch Date	4 th December 1968.
Owner(s)	Shell Mex and BP Ltd.
Registered Port	London. Official No.: 337105.
GRT	1,077 tons.
Length	214 feet, 9 inches (65.46m).
Breadth	37 feet, 2 inches (11.33m).
Depth	14 feet, 7 inches (4.44m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1975: Owned by BP Oil Ltd. c1975: Re-engined with a 6-cylinder, 4 S.C.S.A. (280 x 320) B&W type by Holeby Diesel Motor Fabrik, Holeby, geared to a controllable pitch propeller producing 1,590bhp. 1976: Renamed ' BP Springer '. 1988, November: Re-engined by Wear Dockyard Ltd., Sunderland: new engines were 8-cylinder, 4 S.C.S.A. (225mm x 300mm) Alpha 8L23/30 type by MAN-B&W Diesel A/S Frederikshavn, producing 1,468bhp. 1989: Owned by BP Oil U.K. Ltd. 1997: Managers BP Shipping Ltd., renamed ' Border Springer '.
Date Scrapped / Lost	2004, November: She arrived at Santander, Spain for breaking up.

Ferring (1969).

She was the 2nd of three bulk cargo vessels built for Stephenson Clarke Shipping Ltd., London. The other two were the **'Wilmington'** (5,689 tons) launched 3rd June 1969 and the **'Malling'** (1,596 tons) launched 26th November 1969.

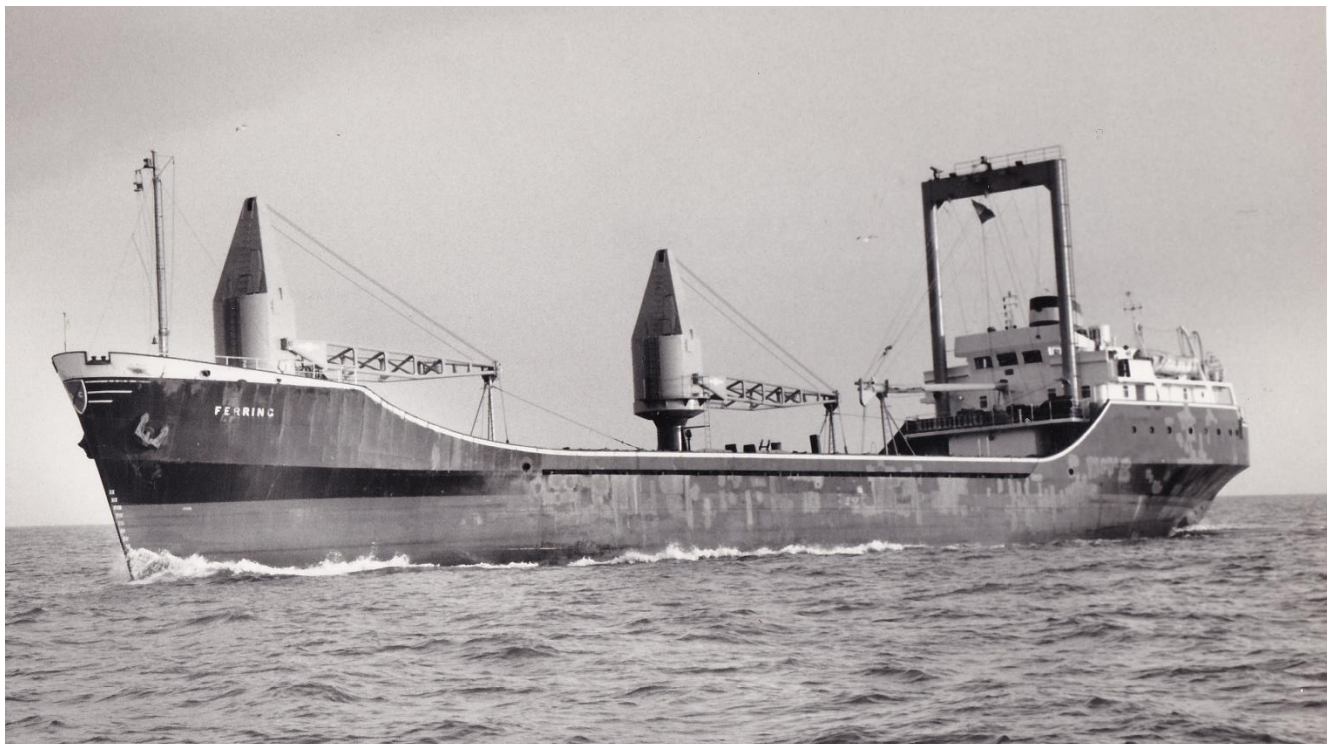
She had two deck cranes, one for loading / unloading each cargo hold, and the capacity to carry a limited quantity of containers.

1969, 25th September: The Aberdeen Evening Express reported as follows: *"Cargo ship takes to water. The 1,900-ton bulk cargo ship 'Ferring' was launched at the Aberdeen yard of Hall, Russell and Co. Ltd. today. The vessel is the 41st ship in the fleet of Stephenson Clarke Shipping, a member of the Powell Duffryn Group. The 'Ferring' is one of a three-ship, £2,000,000 order placed by Stephenson Clarke with the Aberdeen company. The first of the three vessels, 'Wilmington', completes her trials this week and the third in the same class as 'Ferring', is under construction. 'Ferring' is designed to be competitive in carrying a wide range of bulk cargoes and in the Stephenson Clarke tradition the ship is named after a Sussex village. Mrs Betty Stafford wife of Mr G. J. Stafford, a director of Stephenson Clarke Shipping, performed the launching ceremony."*



*Mrs Betty Stafford.
(Aberdeen Journals).*

£2 million in 1969 is equivalent to approx. £23.5 million in 2021.



Bulk cargo vessel, 'Ferring'. (Hall Russell).

Ferring (1969). (Continued).

Vessel Name(s)	Ferring. Renamed: ' Ronne ' (1987), ' Altea ' (1988), ' Fred ' (1989), and ' ERI S ' (1990).
Yard Number	945.
Rig	Bulk cargo vessel.
Engine(s)	Oil, 4SCSA, 6-cylinder (15in x 18in), 2,520bhp, by Mirrlees Blackstone Ltd., Stockport, single screw, max speed 12.5 knots.
Launch Date	25 th September 1969.
Owner(s)	Stephenson Clarke Ltd. , London.
Registered Port	London. Official No.: 338869.
GRT	1,596 tons. 992 tons net. 2,833 tons deadweight.
Length	266 feet (81.08m).
Breadth	43 feet, 2 inches (13.16m).
Depth	21 feet, 1 inch (6.43m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1986, October: Owners renamed Powell Duffryn Shipping Ltd. (managers Stephenson Clarke Shipping Ltd.). 1987, 2nd May: Owned by Medcoast Maritime Co. S.A. and renamed ' Ronne ', she sailed under the Honduras flag. 1988, 10th April: Owned by Altea Shipping Co. Ltd., Valletta, Malta and renamed ' Altea '. 1989, 25th October: Owned by Altea Shipping Co. Ltd., Valletta, Malta and renamed ' Fred '. 1990, 7th March: Owned by Eri Maritime Ltd., Valetta, Malta (Sacon Maritime Co. Ltd., Piraeus, Greece) and renamed ' ERI S '.
Date Scrapped / Lost	1992, 24th March: On passage from Jorf Lasfar, Morocco, with a cargo of fertiliser bound for Ireland, she suffered a cargo shift in heavy seas and foundered 6 miles west of Cabo Mayor, Northern Spain, location 43.33N - 04.00W.

Malling (1969).

Like her sistership **'Ferring'** she was built to carry general cargo in her two holds.

1969, 27th November: The Aberdeen Press and Journal reported on her launch as follows: *"Ship No.3 of a £2,000,000 order took to the water yesterday from the Footdee yard of Aberdeen shipbuilders **Hall, Russell and Co., Ltd.** And many of the shipyard workers watched the launching from the deck of ship No. 1 of another £2,000,000 order – from South Africa for trawlers. Down the ways yesterday slid the 2,000-ton bulk cargo ship **'Malling'**, built for Stephenson Clarke Shipping Ltd., a division of Powell Duffryn group. The naming ceremony was performed by Mrs Beth Lascelles, wife of Stephenson Clarke director Mr George Lascelles, who, as chief superintendent engineer, supervised the three vessels during construction. The new ship's twin sister, **'Ferring'**, launched two months ago and handed over last week, completed loading trials on the Tyne yesterday. The first of the trio, the 8,500-ton bulk carrier **'Wilmington'** was launched in June and is now in service. All three – like many of the 42 ships in the Stephenson Clarke fleet – are named after Sussex villages. The **'Malling'**, which is 285ft. long with three electro-hydraulic docking cranes, is designed to carry a wide range of bulk cargoes. Her two long holds and hatches are specially suited for carrying timber. Bridge control of the engine-room machinery will allow the engine-room to remain unmanned for up to 16 hours in each day. Among those attending the launch were Mr Geoffrey Jones, a director of Powell Duffryn and chairman of Stephenson Clarke Shipping and Mr G. J. Stafford, managing director of Stephenson Clarke Shipping."*

The article was accompanied by a photograph of the launch guests standing in front of the vessel prior to her launch, but unfortunately it wasn't good enough quality to reproduce.



'Malling' (Courtesy of Bob Scott).

Malling (1969). (Continued)

Vessel Name(s)	Malling. Renamed: 'Torland' (1991), 'Orlan' (1993), CIHAN (1996) and 'Condor' (2004).
Yard Number	946.
Rig	General cargo vessel.
Engine(s)	Oil, 4SA, 6-cylinder (15in. x 18in), 2,520bhp, by Mirrlees Blackstone Ltd., Stockport, single screw, controllable pitch propellor. Speed - 12.5 knots.
Launch Date	26 th November 1969.
Owner(s)	Stephenson Clarke Shipping Ltd., London.
Registered Port	London. Official No.: 338953.
GRT	tons.
Length	285 feet (86.87m).
Breadth	43 feet, 2 inches (13.61m).
Depth	21 feet, 1 inch (6.43m).
Construction	Steel.
Classification	Lloyds Register of Shipping. Class: +100A1. ✠ Built under Special Survey. ✠ LMC, Lloyd's Machinery Certificate.
Other information	1986, October: Owned by Powell Duffryn Shipping Ltd. but managed by Stephenson Clarke Shipping Ltd. 1991: Owned by Telmar Charterers Ltd., (managers Torbulk Shipping (U.K.) Ltd., Grimsby) and renamed 'Torland' . 1993: Owned by Mirror Navigation Inc. (Gerassimos X. Kavados), Piraeus, Greece and renamed 'Orlan' . 1996: Owned by Cihan Shipping Co. Ltd., Valletta, Malta and renamed 'Cihan' . 2004: Owned by Conway Shipping Ltd., Turkey, (Cihan Denizcilik Petrol) under Maltese flag and renamed 'Condor' .
Date Scrapped / Lost	2013, December: She arrived at Ghent, Belgium for breaking up by Van Heyghen.

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).

Acknowledgements

Thanks to Debbie Noble for encouraging her father **Bill Noble** to write the piece in Appendix A covering his time in **Hall Russell Engineering Drawing Office (EDO)**.

Thanks to my cousin-in-law Captain Robert (Bob) Rait for the photograph of the **'Grangemouth'** as the **'BP Warrior'** and photograph and registration certificate as the **'Border Warrior'**, and for a copy of the Fleet Fax used in Appendix D.



'Grangemouth' as the 'BP Warrior' (Courtesy of Bob Rait).

Websites

www.electricscotland.com

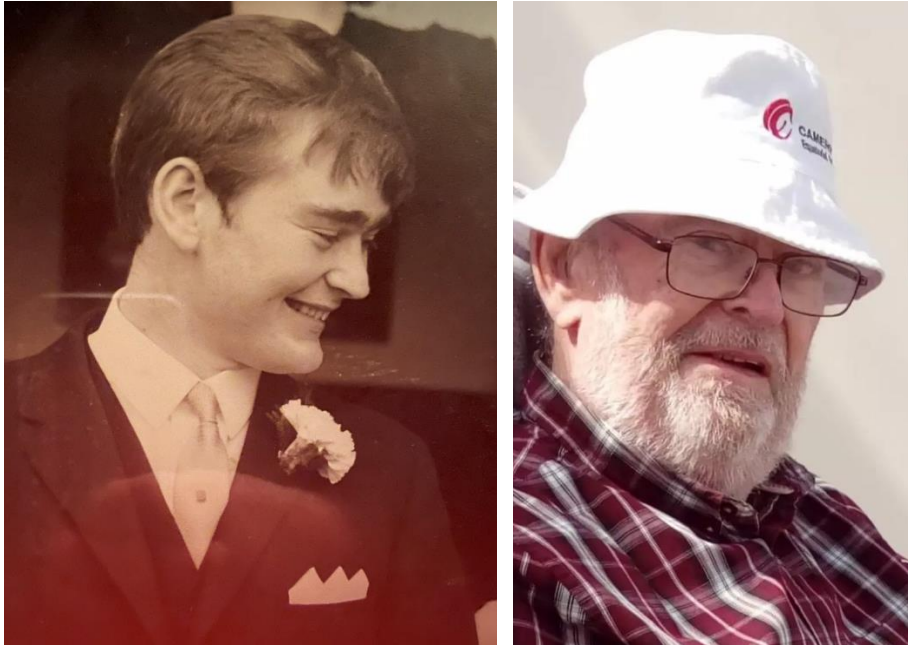
The Shipbuilders of Aberdeen. Free to download 21 volumes of Aberdeen shipbuilding books, videos, and shipbuilding poetry by the 'Bard of the yard' Stanley Bruce.

www.aberdeenships.com

Information on >3,000 Aberdeen built vessels.

www.clydeships.co.uk

Information on >40,000 Scottish built vessels.

APPENDIX A**William (Bill) Noble, dob 29 April 1947.****Marine Engineering Draughtsman.*****Bill Noble, then and now.***

Bill joined **Hall Russell's** on 22nd July 1963 when he was 16 years old, having just left school. His first wage was £1-19s-6d (Equivalent to £33 in 2022). As a 'war-baby' there were very few jobs available for school-leavers. He tried different areas but finally was offered an apprenticeship as a draughtsman in the Engine Drawing Office, **Hall Russell & Co., Ltd.**, York Place, Aberdeen. Part of the apprenticeship was being placed 'hands-on' in the outside fitting department to expand his experience of shipbuilding.

*"I remember that it was very important to be on time.", he says. "If you were late clocking on at the machine, even just 2 minutes, then you lost 15 mins pay for that day. If you were late more than twice in one week then you were sent 'up the road' for the morning and told to come back at 1pm. This meant losing half a day's pay. If you continued to be late you were told that your job was finished. The shame of losing a job was huge, but it also meant no income for you, as there was minimal benefit for the unemployed. Also, it was very hard to get another job as there was communication with the people at the other shipyard, **John Lewis & Sons** in Torry."*

Bill explains that he didn't realise how much he was supported as an apprentice in the Drawing Office where his work was always under the eye of an experienced draughtsman. As time passed, he became a journeyman and was given more and more responsibility. The outside fitting experience was a complete change of environment, where it was noisy, dirty, and dangerous, with no PPE expect steel toe-

capped boots. It also meant long cold days in the engine room of the vessels installing equipment.

The work included installing the main drive shaft from the engine to the stern tube (maybe 50 feet) and fitting of the propeller. Everything had to be lined-up and special bolts fitted to the shafts to ensure the rotating shafts did not tear themselves free from the journals (the main bearings supporting the shaft).

In the yard the camaraderie was good, but you had to keep an eye on your tools because you owned them yourself and if they were 'borrowed' by others they sometimes did not return. The noise from the hammering and riveting guns was deafening as ear protectors were not worn in those days, also, the cold was harsh especially in the winter as there was no form of heating.

Later in my apprenticeship hard hats were provided along with ear protectors and even later, safety glasses.

Bill remembers working on ships with numbers, 910, 937, 942, 944, these were later given names for launching as follows: passenger and vehicle ferry – '**Hebrides**', coastal tanker - '**Adrossan**', bulk cargo vessel - '**Wilmington**', and the coastal tanker - '**Dublin**'.

Like many young men at the time there was a chance to change jobs and work in the growing oil industry. This meant better conditions and much better pay, so Bill left the shipyard on 24th April 1970 to join Oceaneering and work as an Offshore Diving Systems Installer and Serviceman.

Bill is married to Vanda, and they have two children.

David works in the oil industry.

Debbie is a social practitioner.

They have four grandchildren,

Greg, Jack, Jamie, and Joe.

APPENDIX A (Continued)

The following copy of conditions of employment and reference I received from **Bill Noble**, very much appreciated as it gives an insight into Bill's time in the shipyard as an apprentice.

STATEMENT OF MAIN TERMS AND CONDITIONS OF EMPLOYMENT
PURSUANT TO SECTION 4
OF THE CONTRACTS OF EMPLOYMENT ACT, 1963
AS AT 6th JULY, 1964

DRAUGHTSMEN
APPRENTICES
ENGINEERING

NAME OF EMPLOYER HALL, RUSSELL & COMPANY LIMITED
NAME OF EMPLOYEE William Noble OCCUPATION Apprentice Draughtsman
Date Statement Issued 30th Sept., 1964 Date Employment Began 23.7.1963

Your employment as an Apprentice with this Company is subject Inter Alia to the conditions contained in paragraphs 9 and 10 of the scheme approved by the National Joint Apprenticeship and Training Committee appointed in accordance with the joint Memorandum of October, 1947, between the Engineering Employers' Federation and the Confederation of Shipbuilding and Engineering Unions.

REMUNERATION You are paid in accordance with the basis of payment agreed for apprentices in your trade in this establishment. A document containing particulars of the basis of payment can be seen on request to the Office Manager. The Company undertakes to ensure that any future change in the basis of payment will be entered up in this document, or otherwise recorded for reference, within one month of the change.

PAYMENT You are paid weekly.

HOURS OF WORK Your normal hours of work are as stated on the Company's staff notice board.

TERMS COVERING OVERTIME Overtime will be worked as required by the Management and the basis of payment for same will be as agreed between the Shipbuilding and Engineering Employers' Federation and your Union. The Company undertakes to ensure that any change in this basis of payment will be notified to you and recorded in the Office Manager's Records within one month of the change.

HOLIDAY ENTITLEMENT AND METHOD OF PAYMENT You are entitled to receive two weeks' annual summer holidays with pay plus six Statutory paid Holidays during the year. You are also entitled to receive a further week's holiday with pay at the discretion of the Company after one year from the date you were engaged as a Draughtsman.

SICK PAY AND PENSIONS (a) You are entitled to sick pay in accordance with the provisions of the Company's Sick Pay Scheme. A copy of the relevant document can be seen on request to the Office Manager.

(b) You are not contracted out of the National Insurance Graduated Pension Scheme.

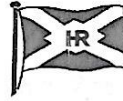
DATE OF EXPIRATION OF CONTRACT OF APPRENTICESHIP Date22.7.1968.....

Subject to alteration by the extent to which you may be required to make up lost time.

APPENDIX A (Continued)

P. O. BOX 36 · YORK PLACE
ABERDEEN · SCOTLAND
AB9 8BT

Telephone : STD 0224-29244
Telegrams : HALRUSSEL ABERDEEN
Telex : 73164



HALL RUSSELL & CO. LTD.
SHIPBUILDERS & SHIPREPAIRERS

JL/ME
Copy

24th April, 1970

TO WHOM IT MAY CONCERN:

Mr. William Noble

This is to certify that Mr. Noble has completed an apprenticeship as a Marine Engineering Draughtsman with this organisation, his apprenticeship history being as follows:-

Engine Drawing Office	-	From 22.7.65 To 14.1.67
Fitting Out Department	-	From 17.1.67 To 20.11.67
Engine Drawing Office	-	From 22.11.67 To 22.7.68

On completion of his apprenticeship he has up until the present day held a position as Junior Draughtsman engaged on general layout, detail and pipe arrangement work for diesel engine installations of various types. Throughout his service with us his work has always been to our satisfaction and he is a neat and conscientious worker.

Mr. Noble now leaves our employment of his own accord and our best wishes go with him for his future.

For Hall, Russell & Co. Ltd.

Chief Engine Draughtsman.

APPENDIX B

Fred Mosley Walker (1936 to 2020).



Fred M. Walker (Courtesy of The Herald, 21 Jan. 2021).

Fred Mosley Walker was born in Glasgow, 1st February 1936, and died 23rd November 2020.

He studied naval architecture at the University of Glasgow. The course was split 50/50 between university time and shipyard time, in his case he spent 50% of his time at **Denny Shipbuilders** of Dumbarton.

1967, aged 32-years, he was appointed **Shipyard Manager** at **Hall, Russell & Co. Ltd.** he remained employed by the yard until 1977.

c1977, he started work as a naval architect for the National Maritime Museum, Greenwich. He went on to become a much-respected lecturer and maritime historian.

He was the author of the following books:

Steel Ship Building (1981).

'The Song of the Clyde, A History of Clyde Shipbuilding (1984).

Co-author of Brunel's Ships (1999).

Contributor to A Manual of Maritime Curatorship (2002).

Ships and Shipbuilders: Pioneers of Design and Construction (2010).

Shipbuilding in Britain. (2013).

Also:

He wrote an appendix on the building of wooden whaleships in this book: The Arctic Whaling Journals of William Scoresby the Younger (1789–1857) - Volume III: The voyages of 1817, 1818 and 1820.

Arctic Whaling Journals Of William Scoresby The Younger / Volume I / The Voyages Of 1811, 1812 And 1813 (2009).

Hall, Russell & Co., Ltd., Shipbuilders, Footdee, Aberdeen, The 1960's. Stanley Bruce 2023-v1.

An appendix regarding the building of wooden whaleships such as the '**Baffin**' in The Arctic Whaling Journals of William Scoresby the Younger (1789–1857): Volume III: The voyages of 1817, 1818 and 1820.

I never met **Fred**, but I do remember my friend the late **Adam Leiper** mentioning him during at least one of our lunchtime chats. Just as I was about to try and make contact with him, I found that he had recently passed, shame as I'm sure we would have got along tremendously.

APPENDIX C

Mr Alexander Robertson

HONOURED BY ENGINEERS' ASSOCIATION

The following article was published in the Aberdeen Press and Journal - Monday 19th July 1965:

*"An Aberdonian has been elected chairman of the Association of Supervising Electrical Engineers for the 1965 – 66 session. He is **Mr Alexander Robertson**, who spent his early electrical career in the city. **Mr Robertson** now works with Crompton Parkinson Ltd., at their Manchester office.*

***Draughtsman.** He served his apprenticeship with Claud Hamilton (Aberdeen) Ltd. from 1940 to 1946 and then joined the shipbuilding firm of **Hall, Russell and Company, Ltd.**, as a **draughtsman**. In 1948 he took up an appointment with Alfred Holt and Company, shipowners, as an assistant to the electrical superintendent. After completing a City and Guilds course in electrical engineering in Aberdeen he subsequently taught electrical engineering subjects at continuation classes. He is a former secretary of Aberdeen Thistle Swimming Club."*

Appendix D

Border Warrior retires after 36 years, by Barry Gibbs.

Fleet Fax

Issue No. 07/04 JULY 2004

Page 7

Border Warrior retires after 36 years

In July 1968 the *MV Grangemouth* was delivered to BP having been built at Hall & Russell in Aberdeen; in July 1972 a young AB, Mr Bob Rait joined the *Grangemouth* for the first time; in July 2004 Captain Bob Rait skippered the vessel into Resyna Shipyard in Santander, which was to be the vessel's final port of call.

The vessel changed its name twice in its 36 year history, becoming the *BP Warrior* with the demise of Shell-Mex in 1976, and then later, around 1994, becoming the *Border Warrior*. Spending most of its life around Scotland, with the occasional trip to France, Belgium and The Netherlands, it undertook the longest sea passage of its life – 4.5 days – from Grangemouth to Santander in Northern Spain.

Usually carrying between 110 and 120 cargoes a year in some very harsh weather conditions, the vessel was expecting to have a cruise in the sunshine down to Spain. However, not only was there no sign of any sun, the old girl also suffered a series of setbacks on the way down, but she wasn't giving up without a fight.

Shortly after leaving Grangemouth the Mini-M satellite phone gave up the ghost and, with the keypad locked out, was unusable. Next, after passing Ouessant, one of the radars plunged into darkness. Still digging its heels in, in the Bay of Biscay, the three days of vibration had taken its toll on the Alphatronic CPP combinator and with the fuses having fallen out, control of the engine from the bridge was lost. In one last ditched effort to resist, the day before arrival at Santander the gas oil transfer pump threw its hand in and left the vessel with only one tonne in the service tank when it finally arrived at the berth. (The main engine was fed directly from the other tank.)



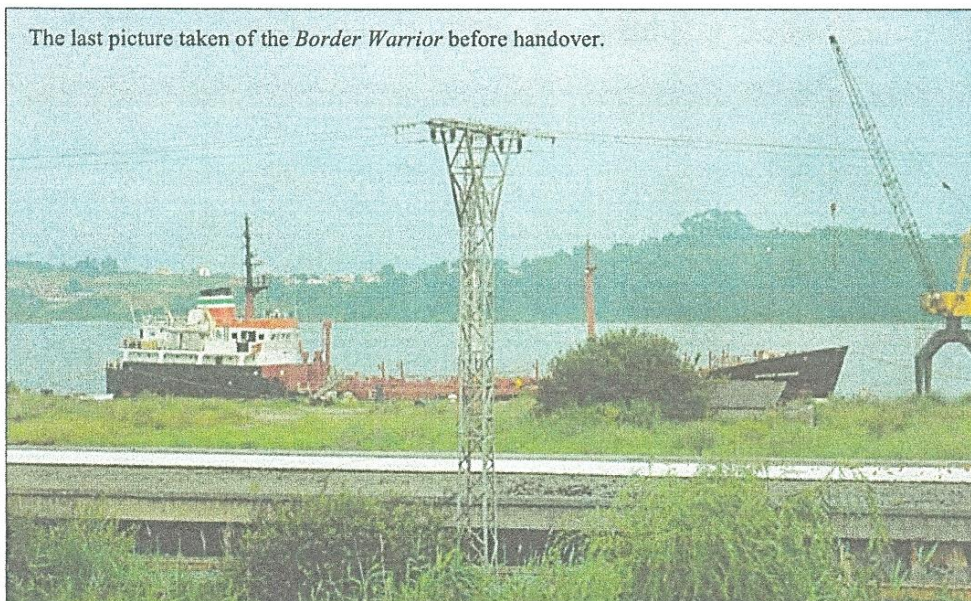
Border Warrior on arrival at the Santander Shipyard

With an extra 106.5 hours on the main engine, and having used 21 tonnes of gas oil, the *Border Warrior* was eventually tied up at 08:00 on the morning of 17 July, having arrived at the anchorage the previous night.

Usually, the Master is also the pilot and takes the ship in and out of the likes of Grangemouth, Sunderland and Scrabster unassisted. For the final leg, however, there were two tugs in attendance to bring the vessel from the anchorage to the yard to await its fate in line behind the other two shells that were already being dismantled.

The ship was finally handed over to its new owner at 16:30 GMT on 20 July.

The last picture taken of the *Border Warrior* before handover.



During its 36-year lifespan the vessel carried in excess of six million tonnes of cargo in 2100 tonne parcels – both clean and black oils – mainly loading at the BP refinery at Grangemouth for delivery to Scottish mainland and Island ports, with more than 16,000 port visits.

The vessel was DAFWC-free for the past 16 years; an astounding milestone. Gone but not forgotten, the vessel is immortalised in the Scotland section of mini-land at Legoland, Windsor, and is always on display from March to October!

By Barry Gibbs, Engineer Superintendent. (Courtesy of Bob Rait).

Appendix E.

John Duke – The Oldest Brass Founder in Aberdeen



1967, 29th September: The Aberdeen Evening Express reported as follows: ***“Whew! – He’s worked at the same job for sixty-four years. Try to consider the prospect of working for 64 years at the same job. Does it mean anything to you...64 years! I for one find it difficult to imagine working anywhere for SIX years, never mind 64! The sophisticated modern mind that can take in all the latest miracles of science without a tremor, boggles at the thought of working for 64 years. Yet, this morning 81-year old John Duke got up at 6.30 as he had done for so many years and prepared to go to work. But he will be going for the last time because today John Duke is retiring. But here the boggling mind boggles again. For John is being forced to retire because the firm he works for – H and J Byre, brass founders, 40 Upper Kirkgate is closing. And but for this, John Duke would have been working towards his century.***

Secret. In his 64 years as a brass founder, he has worked for only two employers. Born in Fittie in October 13, 1885, he started his apprenticeship with **Hall Russell’s** in 1903 at a weekly wage of 5’-. Twenty years later he was paid off – in the words of his reference – “on account of dullness of trade.” And so from **Hall Russell’s** he moved to H. and J. Bryce. “I am the oldest in the trade in Aberdeen,” he said. And it is a modest enough claim. **John Duke** must surely have been in the running, until today, for the honour of the oldest full-time working man in the city. **Mr Duke** looks in excellent health, ruddy faced and of burly build with huge meaty hands. How does he do it? How does a man work for 64 years with hardly a day’s illness? Would it be the story of abstinence – the sort of story that makes most of us shrug and make do with, at most, the three score and ten. It was! “I don’t smoke and I don’t drink,” he said. He looked over at his wife, Mary. “And I’ve been well looked after.” And then he began to talk of what has been almost a second career. “I have been a member of St Clement’s Church for over 60 years.” And the dates began to roll off his tongue: “I became an elder in 1920 and treasurer in 1921, a post which I held until 1965.” He has served six ministers and has seen many changes. “In the old days.” Said his wife, “there was no outside entertainment.” She laughed: “All your entertainment was in church. You went twice on a Sunday – there was nothing else to do.” Tomorrow **John Duke** will find himself in an age of leisure. I wonder how he will take it.”

Appendix F.

Some Shipyard Worker Death Notices.

The following death notices I came across during my research and I have included them here for family historians. Please note this is not an extensive list, it's only the ones I came across that made reference to **Hall Russell**.

ALEXANDER, Gordon, Mitchell – passed peacefully away at 20 Lime Street, Aberdeen, on January 5, 1960. **Watchman, Hall, Russell and Co., Ltd.**, aged 59 years, dearly beloved husband of the late Elizabeth Robertson. Funeral service at crematorium on Friday, January 8..." (Aberdeen Evening Express 11th January 1960.)

CRIGHTON, Philip late of **John Lewis and Sons** and **Hall, Russell and Co., Ltd.**, died suddenly at Foresterhill Hospital on 6th July 1968, aged 57-years, beloved husband of Rosella Rose, 18 Laws Road, Kincorth. Service at Crematorium. (Aberdeen Evening Express 8th July 1968).

GLASHAN, Francis (Frank) of **Hall, Russell and Co., Ltd.**, died suddenly 15th March 1969. Beloved husband of Muriel Clayton, 62 Braeside Terrace. Service at Crematorium. (Aberdeen Press and Journal 17th March 1969).

KLOKOW, Douglas: At Deaconess Hospital, Detroit, Michigan, USA, on July 30, 1968 (late of **Hall, Russell's**), beloved husband of Ina Johnston, dear father of Dorothy Roemer, and beloved grandfather of Kathleen Schneider, dear brother of Harry, of London, and Lilly and Violet, of 48 Louisville Avenue, Aberdeen. Home address: 3770 Woodman Drive, B'rm, Troy, Aera 48084, Michigan, USA. (Aberdeen Evening Express 6th August 1968).

McINTOSH, Duncan late of **Hall, Russell and Co., Ltd.**, died at Foresterhill Hospital on 27th March 1969, aged 57-years. Son of Mrs M. McIntosh, 23 Froghall Avenue, and of the late Robert McIntosh. Buried in the Trinity Cemetery. (Aberdeen Evening Express 29th March 1969).

MILNE, James: At 97 Craigievar Crescent, Aberdeen, on September 11, 1968, aged 62 years (**blacksmith**, late of **Hall, Russell and Co., Ltd.**), dearly loved husband of Williamina McCombie and eldest son of Mrs Milne, 3 Donald Place. Service at Crematorium. (Aberdeen Press and Journal 12th September 1968).

MORRICE, George Snowie (Buckie): At Woodend Hospital, Aberdeen, on January 25, 1960, rivetter, late of **Hall, Russell and Co., Ltd.**, aged 74 years, beloved husband of the late Elspeth Henderson, late of 37 Marischal Street and brother of Mrs Margaret Borthwick, 10 Summerhill Drive. (Aberdeen Evening Express, 26th January 1960).

Hall, Russell & Co., Ltd., Shipbuilders, Footdee, Aberdeen, The 1960's. Stanley Bruce 2023-v1.

PIRIE, Charles K. late of **Hall, Russell and Co., Ltd.**, died after a short illness at a Hospital in Sheffield on 19th July 1967, aged 44-years. Son of the late Mr and Mrs G. M. Pirie late of 27 York Place. (Aberdeen Evening Express 1st August 1967).

ROBERTSON, Andrew late of **Hall, Russell and Co., Ltd.**, died suddenly at Woodend Hospital, Aberdeen 16th July 1966, aged 58-years. Husband of Jessie Cowe, 3 Middle Row, Footdee. Service at Crematorium. (Aberdeen Press and Journal 18th July 1966).

STEPHEN, George: At Foresterhill, Aberdeen, on Wednesday, August 26, 1964, (**ship's carpenter, Hall, Russell, Ltd.**, and formerly of Craig's Stores). In his 61st year, eldest son of the late Mr and Mrs Alex. Stephen, 63 Menzies Road. Buried in Kirton Cemetery, Fraserburgh. (Aberdeen Press and Journal 28th August 1964).

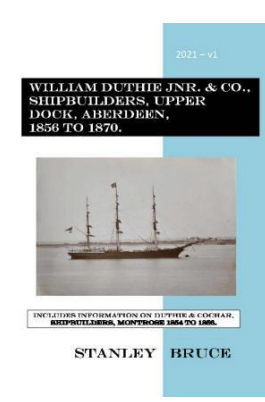
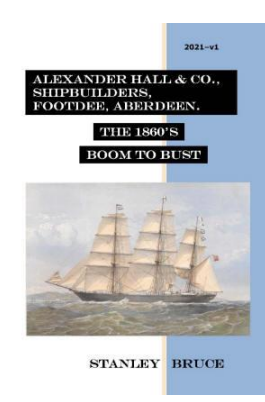
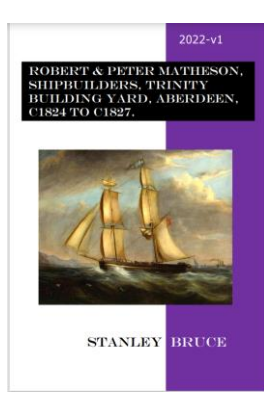

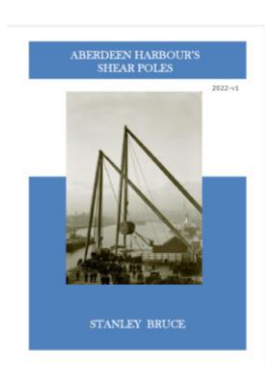
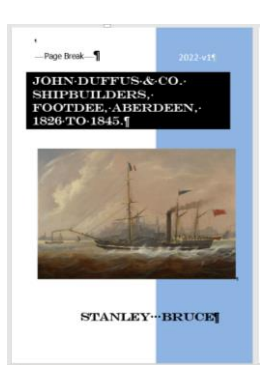
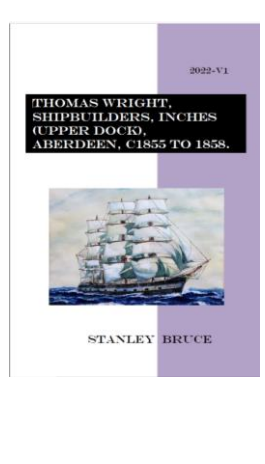
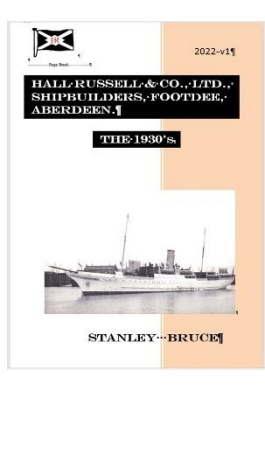
Wyness, John Nisbet: Died at Anchor Cottage, 5 Mugiemooss Road, Bucksburn, the residence of his son-in-law, dearly beloved husband of Mary Urquhart, 249 North Deeside Road, Culter, and dear father of Margaret. Buried in Peterculter Churchyard. (Aberdeen Evening Express 14th April 1960). Thanks to the management and staff of **Hall, Russell and Co.** (Aberdeen Evening Express 21st April 1960).

Other Titles.

A total of 2,079 pages of Aberdeen shipbuilding history available online to date:

<p>Aberdeen Concrete Shipbuilding Co., Ltd., Torry, Aberdeen, 1918 to 1920 (2018), 31 pages.</p> <p>Walter Hood & Co., Shipbuilders, York Street, Footdee, Aberdeen, 1839 to 1881 (2018), 220 pages.</p> <p>LESLIE: Ship-owners, Shipmasters, & Shipbuilders of Aberdeen (An Introduction) (2018), 150 pages.</p>	 <p>2018 - v1</p> <p>ABERDEEN CONCRETE SHIPBUILDING CO., LTD., TORRY, ABERDEEN, 1918 TO 1920.</p> <p>STANLEY BRUCE</p>	 <p>2021 - v2</p> <p>WALTER HOOD & CO., SHIPBUILDERS, YORK STREET, FOOTDEE, ABERDEEN, 1839 TO 1881.</p> <p>CELEBRATING THE 150-YEAR ANNIVERSARY OF THE LAUNCH OF THE THERMOPYLAE.</p> <p>STANLEY BRUCE</p>	 <p>2019-v1</p> <p>LESLIE: Ship-owners, Shipmasters, and Shipbuilders of Aberdeen, An Introduction.</p> <p>STANLEY BRUCE</p>
<p>John Smith & Co., Shipbuilders, Upper Dock, Aberdeen, c1862 to 1867 (2019), 47 pages.</p> <p>SS Intaba Built by Hall, Russell & Co., Ltd. York Place, Footdee, Aberdeen, 1910 (2019), 70 pages.</p> <p>Rifleman, 3-Masted Sailing Ship, Built in Aberdeen, 1860. (2019), 38 pages. <i>(Includes information on the unsolved Great Coram Street Murder of 1872).</i></p>	 <p>2019-v1</p> <p>JOHN SMITH & CO., SHIPBUILDERS, UPPER DOCK, ABERDEEN, C1862 TO 1867.</p> <p>STANLEY BRUCE</p>	 <p>2019-v1</p> <p>SS INTABA, BUILT BY HALL, RUSSELL & CO., LTD, YORK PLACE, FOOTDEE, ABERDEEN, 1910.</p> <p>STANLEY BRUCE</p>	 <p>2019-v1</p> <p>RIFLEMAN, 3-Masted Sailing Ship, built in Aberdeen, 1860.</p> <p>MURDERER ON BOARD</p> <p>STANLEY BRUCE</p>
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