

2022-v1

Brands & Scorgie / Alexander
Scorgie, Shipbuilders, Inches,
Aberdeen, 1853 to 1856.



STANLEY BRUCE

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

Cover painting – Typical 19th century Brig. (Artist unknown).

This book has been published on an entirely non-profit basis and made available to all free of charge as a pdf. The aim of the book is to make the history of vessels built by **Brands & Scorgie / Alexander Scorgie** available to a wider audience. There is much available on the internet, especially on www.aberdeenships.com but unfortunately what's currently available is scattered and doesn't give the full picture.

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

I can be contacted at bardofthebroch@yahoo.com

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

**BRANDS & SCORGIE /
ALEXANDER SCORGIE,
SHIPBUILDERS,
INCHES, ABERDEEN,
1853 TO 1856.**

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2022

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

Please treat all dimensions as approximate.

**BRANDS & SCORGIE /
ALEXANDER SCORGIE,
SHIPBUILDERS,
INCHES, ABERDEEN,
1853 TO 1856.**

**BY
STANLEY BRUCE**

Contents	Page
Introduction.	6
Timeline.	7
Vessels Built List.	8
BRANDS & SCORGIE.	8
ALEXANDER SCORGIE.	8
✠ Built Under Special Survey.	8
Carvel Built.	8
Vessel Rigs.	9
Brig.	9
Schooner.	9
Other shipbuilders at the Inches, Aberdeen.	9
Footdee Shipbuilders at this Date.	9
1866 Map of Upper Dock Shipyards.	9
Earl of Carlisle (1853).	10
Cynthia (1854).	12
Margarets (1856).	13
Bibliography.	14
Websites.	14

Introduction.

The shipbuilding business of **Brands & Scorgie (Andrew Brands and Alexander Scorgie)** was short-lived at circa 2-years, and that of **Alexander Scorgie** even shorter at only 1.5-years. During this time three relatively small wooden-hulled vessels were built.

The shipyard was located at the Inches, at the south side of Aberdeen Harbour Upper Dock, now known as Provost Jamieson's Quay. I could not establish exactly which yard was occupied by them however I'm inclined to think it was the same yard that **William Duthie Junior & Co.** leased, as it was leased to Duthie around the same date that **Alexander Scorgie** gave it up.

The shipyard was a dangerous place to work, a carpenter named Munro in the early days of this shipyard suffered 'severe wounds' to his head. There wasn't the same importance given to health and safety as there is today. In the 1980's when I worked in the shipyards, accidents happened daily, I recall eye injuries was the most common injury. **Hall Russell** employed their own full-time nurse, and she had her own surgery within the yard.

Shipbuilding was a risky business, shipowners were ruthless with their finances, an estimated price given to build a ship was too often too low, prices of timber and other equipment could go up in price, improvements in ship design came at a cost, and before you know it the yard makes a loss, and the shipbuilder ends up bankrupt.

Unfortunately, I could not find any paintings or photographs of the three vessels built, I hope someone reads this and has them, as it would be historically good to include them.

This may be a small volume; however, it is still an important part of Aberdeen's shipbuilding heritage.

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

Former shipyard employee,

Hall Russell Ltd., York Place, Footdee, Aberdeen, (1980 to 1991).

Timeline.

1853, 20th July: The Aberdeen Press and Journal reported as follows: *“**ACCIDENT.** - On Monday (18th inst.) a carpenter named Munro, employed at **Messrs Scorgie & Brand's** yard, on the Inches, whilst carrying a plank, slipped his footing, and the piece of wood striking his head with violence, inflicted very severe wounds upon it. His condition is somewhat critical.”*

1853, 17th November: Launch of the brig **“Earl of Carlisle”** (192 tons) for **Thomas Wright**, timber merchant, Aberdeen.

1853, 10th December: The Aberdeen Herald and General Advertiser reported as follows: *“**HARBOUR COMMISSIONERS.** - Plans and Works Committee.....An application for a piece of ground on the Inches, by Messrs. **Brands & Scorgie**, was remitted to the same committee.”*

1854, 9th September: Launch of the brig **“Cynthia”** (235 tons) for Andrew Reid, merchant, Aberdeen.

1855, 8th February: Notice was published in the Aberdeen Press and journal 21st February that the Copartnery carried on by the Subscribers, under the firm of **Brands & Scorgie**, Shipbuilders, Aberdeen was dissolved by mutual consent. Signed **Andrew Brands** and **Alexander Scorgie**, witnesses James Bate and William Milne.

The notice further read *“In reference to the above dissolution, **ANDREW BRANDS**, intends to carry on the SHIP JOBBING, in all its Departments. Spars, Blocks, Pumps, and Boats made and repaired. Old Premises - PROVOST BLAIKIES QUAY, south side of the Bridge.”*

1856, 21st June: Launch of the schooner **“Margarets”** (96 tons) for Peter Beveridge, manufacturer, Aberdeen.

1856, 13th August: The Aberdeen Press and Journal reported as follows: *“**THE Creditors of ALEXANDER SCORGIE**, shipbuilder in Aberdeen, are requested to meet at the Office of Mr Morrice, Advocate, 34, Marischal Street, on Friday the 15th inst., at Twelve o'clock Noon. Dated: Aberdeen, 12th August, 1856.”*

1883, 25th August: The Aberdeen Weekly News reported as follows: *“**DEATHS** – At 16 Cotton Street, Aberdeen, on the 17th inst., **Alexander Scorgie**, late ship carpenter.”*

1891, 12th May: The Aberdeen Free Press reported as follows: *“**DEATHS** – At 26 Regent Quay, on the 8th inst. **Isabella Forbes**, widow of the late **Alexander Scorgie**, ship carpenter, aged-72.”*

Vessels Built List.

This list was prepared from scratch, based on information found in local newspapers. I only found three vessels that they built.

BRANDS & SCORGIE.

Date	Name	Rig	Tons	Owners	LRS	L x B x D
1853	Earl of Carlisle.	Brig.	192	Thomas Wright, timber merchant, Aberdeen.	6A1	92.8' x 21.6' x 13.3'
1854	Cynthia.	Brig.	235 NM	Andrew Reid, merchant, Aberdeen.	✠ 7A1	104'4" x 22'8" x 13'1"

ALEXANDER SCORGIE.

NM - New measurement.

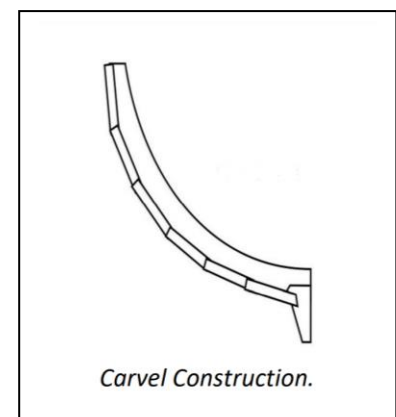
Date	Name	Rig	Tons	Owners	LRS	L x B x D
1856	Margarets.	Schooner.	96 NM	Peter Beveridge, manufacturer, Aberdeen	6A1	76.2' x 18.9' x 11'

✠ Built Under Special Survey.

All three vessels above were classed by Lloyds Register of Shipping (LRS), however the brig 'Cynthia' (235 tons) was also subject to LRS Special Survey, meaning her construction was overseen by surveyors of the society, and this signified that she was constructed of the highest marine quality. This was identified in Lloyds Register of Shipping with a Maltese Cross aside the vessels entry. Lloyds offered this service from 1853.

Carvel Built.

All the vessels above were built of wood and carvel built. This means their hull planks were fitted aside one another, edge to edge, not over-lapping as in a clinker-built vessel. The gap between the planks was then caulked by hammering oakum (recycled rope fibres) or caulking cotton into the gaps between the planks. Older methods involved covering this with tar. When the vessel enters the water, the fibres expand and contribute to the watertightness of the hull.



Vessel Rigs.

There are only two vessel rigs mentioned in this book, descriptions as follows:

Brig A two-masted square-rigged sailing vessel, typically having an additional lower fore-and-aft sail on the gaff and a boom to the mainmast. (Early 18th century abbreviation of brigantine).

Schooner A sailing vessel with at least two masts, and as much as seven masts, fore and aft rigged, usually with the mainmast taller than the foremast.

Other shipbuilders at the Inches, Aberdeen.

At this date, the following shipbuilders were building at the Inches:

Thomas Wright c1855 to c1858.

George Milne & Co. c1855 to c1858.

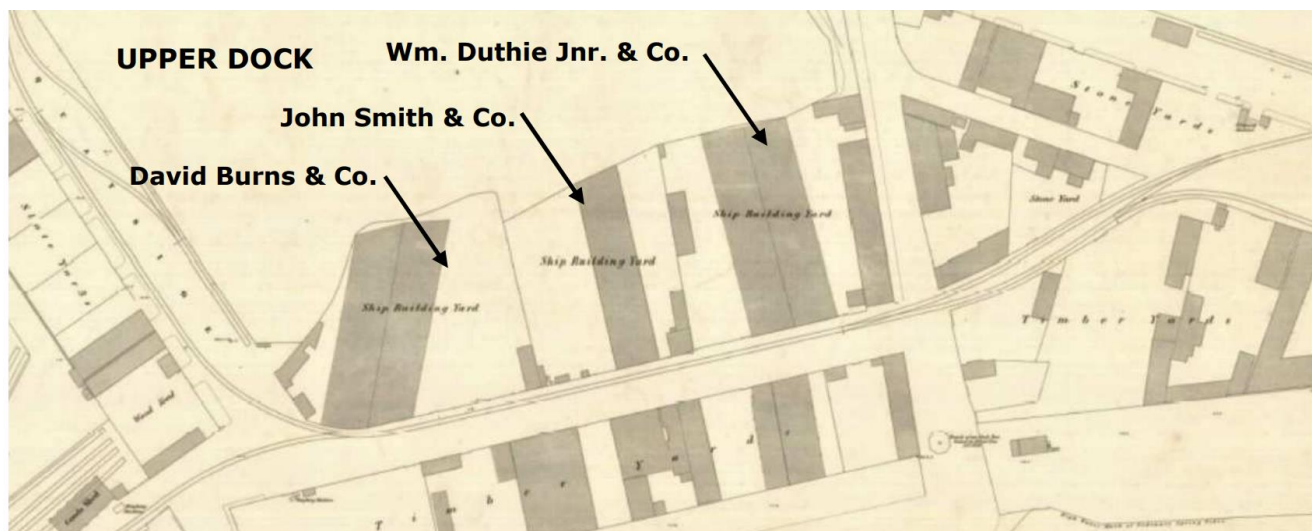
Footdee Shipbuilders at this Date.

Alexander Hall & Co. (1811 to 1957).

Walter Hood & Co. (1838 to 1881).

Alexander Duthie & Co. (1838 to 1861).

1866 Map of Upper Dock Shipyards.



1866 map showing the shipyards at the southern side of the Upper Dock.

The Brands and Scorgie shipyard, is possibly the same yard as later leased by **William Duthie Jnr. & Co.**, if not it is one of the other two.

Earl of Carlisle (1853).

She was built to carry general cargo and is known to have traded at Aberdeen, the Baltic, London, and the Cape of Good Hope (South Africa). She is also recorded as a London coaster.



Typical 19th century Brig. (Artist unknown).

1853, 23rd November: The Aberdeen Press and Journal reported as follows: **“LAUNCH.** — *On Thursday afternoon a more than usually large concourse of people assembled on the Inches, to witness the launch of a vessel named the ‘Earl of Carlisle’, from the building yard of Messrs Brands & Scorgie. The ground on which the vessel was constructed being considerably above the level of the tide, and the gradient of the ways steeper than usual, a good deal of interest was manifested concerning her reaching her future element in safety. Exactly at high water, everything being ready, the vessel glided gracefully and safely down, and was saluted by the assembled crowd with a round of cheers. The ‘Earl of Carlisle’ is, we believe, the property of our townsman, Mr T. Wright, and is intended for the Baltic trade. She is the first craft built by Messrs Brands & Scorgie, the draft and plans having been supplied by them also, and, judging from her excellent lines and general symmetry, she will, no doubt, do ample justice both to her builders and to the port at which she is built. She is 192 tons register, and is to be rigged as a brig. We believe Messrs Brands & Scorgie intend laying down other keels in her place immediately.”*

Earl of Carlisle (1853). (Continued).

Vessel Name(s)	Earl of Carlisle.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	17 th November 1853.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Thomas Wright , timber merchant, Inches, Aberdeen. (Home address, Marywell-Bank, Aberdeen).
Registered Port	Aberdeen. Official No.: 8474.
GRT	192 tons.
Length	92.8 feet. (28.29m).
Breadth	21.6 feet. (6.58m).
Depth	13.3 feet. (4.05m).
Construction	Wood. Carvel built. Oak and Larch with part Iron bolts.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	1853-57: Master J. Smith, owned by Thomas Wright, Aberdeen. 1858-59: Master W. Wood, owned by Thomas Wright. 1859: A roundhouse was erected on deck, gross tonnage now increased to 207 tons. (LRS) 1861-69: Master A. Gordon, owned by J. Hulbert, London. 1870, 1st October: The Ipswich Journal reported that Captain Pitt of brig ' Earl of Carlisle ', which arrived here from Memel, reports that one of his crew, a native of Sweden named Olav Anderson, about 22-years, was washed overboard during a gale from SW, and was never seen afterwards.
Date Scrapped / Lost	Unknown: >1870.

Thomas Wright c1855 established his own shipyard at the Inches, Aberdeen, it closed c1858.

Cynthia (1854).

She was built to carry general cargo, and is known to have traded at Aberdeen, Liverpool, London, Riga in the Baltic, the Mediterranean, Rio de Janeiro (Brazil), and Montevideo (Uruguay).

1854, 13th September: The Aberdeen Press and Journal reported as follows: *“LAUNCH. - On Saturday last, there was launched from the building-yard of Messrs Brands and Scorgie, at the Inches, a brig named the "Cynthia," of 186 tons N.M. The "Cynthia" belongs to local owners, and is designed for general trade, coasting or foreign. She is a very handsome vessel. The launch was highly successful, and was witnessed by many spectators.”*

Vessel Name(s)	Cynthia.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	9 th September 1854.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Andrew Reid , merchant, Aberdeen (64).
Registered Port	Aberdeen. Official No.: 14333.
GRT	235 tons. N.M. 186 tons O.M.
Length	104 feet, 4 inches. (31.80m).
Breadth	22 feet, 8 inches. (6.91m).
Depth	13 feet, 1 inch. (3.99m).
Construction	Wood, oak & larch, carvel built. Fitted with wire standing rigging.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 7A1. ✠ Built under Special Survey.
Other information	1865, 30th October: Andrew Reid sold 32 shares to John Forbes White, grain merchant, Aberdeen. 1866, 20th November: Andrew Reid sold 16 shares to Anne Elsmie, widow of Edinburgh, and 16 to Mary Mathew. John Forbes White sold 16 shares to James Elsmie, Aberdeen, and 16 to William Harty, merchant, Sunderland. 1856-58: Owned by Muir & Co.; master A. Walker. 1859-60: Owned by Charles Wilson; master W. Burgess. 1861-72: Owned by Andrew Reid & Co.; master W. Burgess. 1873-76: Owner J. E. Lawrie; master W. Burgess. 1876, 11th September: She was sold to a Norwegian owner.
Date Scrapped / Lost	Unknown: > 1876.

ALEXANDER SCORGIE.

8th February 1855: The partnership of **Brands & Scorgie**, Shipbuilders, Aberdeen was dissolved by mutual consent. Andrew Brands continued work on general ship-repair work, however **Alexander Scorgie** went on to build the schooner '**Margarets**' (96 tons) before he went bust.

Margarets (1856).

She was built to carry general cargo and intended for the Baltic trade, she is also known to have traded at Leith, Cadiz (Portugal).

1856, 28th June: The Aberdeen Herald and General Advertiser reported as follows: *"On Saturday, another vessel was launched- viz., the "**Margarets**" from **Mr. Scorgie**' s yard. She is a clipper schooner of very neat build, and measures 96 tons new, and 120 tons old measurement. The "**Margarets**" belongs to local owners, and is intended, we learn, for the Baltic trade."*

Vessel Name(s)	Margarets.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	21 st June 1856.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Peter Beveridge , manufacturer, Aberdeen (64).
Registered Port	Aberdeen. Official No.: Unknown.
GRT	96 tons. NM 120 tons OM.
Length	76.2 feet. (23.23m).
Breadth	18.9 feet. (5.76m).
Depth	11 feet. (3.35m).
Construction	Wood. Carvel built. Oak, Larch and Elm.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	1856-64: Owned by Peter Beveridge, master P. Ross. 1862: Owned by Peter Beveridge, master Craig.
Date Scrapped / Lost	1870, 15th March: wrecked 3 miles north of Sunderland. The Saunders's News-Letter - Thursday 17 th March 1870, reported as follows: <i>"The Schooner 'Margaret', of Aberdeen, which left Sunderland, on Tuesday, went on shore on the Whitburn Steel, and has become a total wreck."</i> (A vessel of this name was wrecked 24-3-1870 at Spittal Point, Wigtownshire).



Typical British 2-masted schooner. (Oil painting by Robert Sanders).

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www.electricscotland.com

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www.aberdeenships.com

Information on >3,000 Aberdeen built vessels.

www.clydeships.co.uk

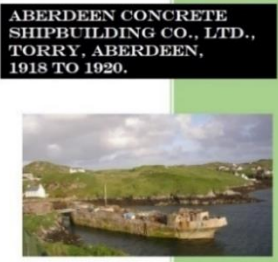





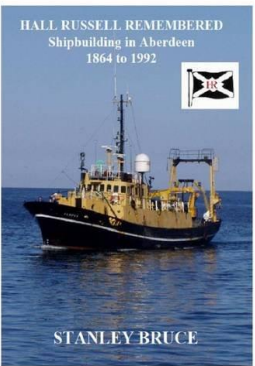
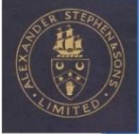
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Other Books in this Series.

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Further Books in this Series.

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

Brands & Scorgie/Alexander Scorgie, Shipbuilders, Inches, Aberdeen, 1853 to 1856. Stanley Bruce, 2022-draft.

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

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