

2020 – v1

**JOHN HUMPHREY & CO.,
SHIPBUILDERS,
UPPER DOCK, ABERDEEN,
1865 TO 1875.**



STANLEY BRUCE

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Cover photograph: the 3-masted ship '**Bundaleer**' drying her sails at Port Adelaide, Australia, 1869, arriving on her maiden voyage.

(Photographer unknown, from the A. D. Edwardes Collection, courtesy of the State Library of South Australia (SLSA) Ref: PRG 1373/19/1).

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 John Humphrey & Co. 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.

I can be contacted at bardofthebroch@yahoo.com

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

JOHN HUMPHREY & CO., SHIPBUILDERS.

Dedicated to the two Ann's, my wife and mother-in-law.

Completed May / July 2020 during lockdown due to Covid-19.

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2020.**

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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.

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BY

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Abbreviations

GRT	Gross Registered Tonnage.
HP	Horsepower.
LRS	Lloyds Register of Shipping.

Introduction

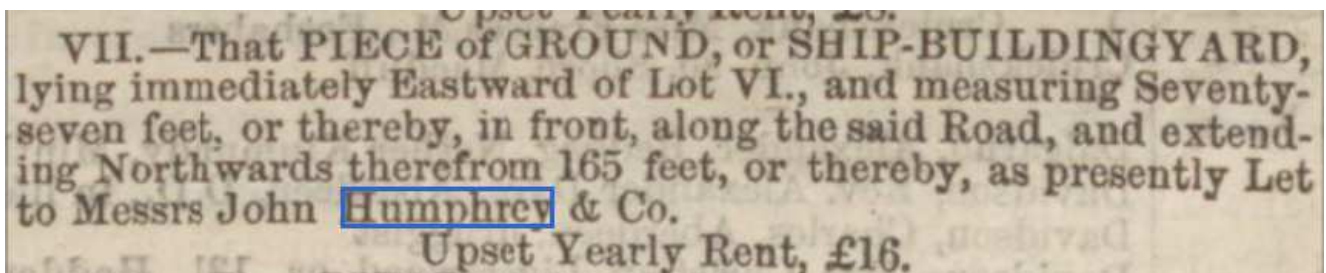
The aim of this book is to highlight and record the vessels built by John Humphrey & Co., Shipbuilder, Upper Dock, Inches, (now Provost Jamieson's Quay), Aberdeen, and make this part of Aberdeen's maritime history available to a wider audience.

The company built a wide range of vessels ranging from a relatively small 95 ton steamer '**Alert**' built in 1872, to their largest vessel built, the 3-masted barque '**Invercauld**' (1,311 tons) built in 1874, she sailed to the other side of the world on several occasions.

The last vessel built in Humphrey's shipyard was the 3-masted barque '**Cleopatra**' (408 tons) completed in 1876 under the management of Richard Cannon & Co., her ultimate owner. As far as I can tell she was the last vessel built at the Inches (Upper Dock).

I have included as far as known principal dimensions, owners, tonnages, sailing rigs, Lloyds classification, and details of loss. Also included is any significant information on the history of the vessels including an appendix concerning the Board of Trade enquiry into the loss of the 3-masted ship '**Carnaquheen**' (825 tons).

John Humphrey (c1820 to 1884) was employed as chief draughtsman for a German, named John Smith (originally Schmidt) who owned this shipyard at the Inches, Upper Dock, Aberdeen from c1862 to 1867. Smith was nicknamed 'Yankee Smith'. John Humphrey took over the lease of the shipyard of John Smith & Co. after John Smith & Co. were declared bankrupt in April 1867. However, John Humphrey was leasing land at the Inches from Aberdeen Harbour Board at least one year earlier than this, as shown in the Aberdeen Press and Journal, 27th February 1867:



Aberdeen Press and Journal, Land For Let Advertisement.

(27th February 1867).

(£16 pa is equivalent to £1,800 pa in 2019).

The 1847 Aberdeen Railway Act saw the coming of the railway, and it was followed by the 1848 Aberdeen Harbour Act. The Railway Act meant the Harbour Board were ultimately forced to sell the land where the Aberdeen Railway Station now stands to the Aberdeen Railway Company, however the Harbour Board used the revenue derived from the sale to pay for improvement work at the harbour, such as the formation of the quays and deepening of the Upper Dock.

The shipyards at the Inches (Upper Dock) formerly stood between Market Street and the current berth for the North Isle Ferry and sited conveniently aside the shipyards were several timber merchants, sawmills, and blacksmiths, all providing much needed services to the shipbuilders. This area was historically referred to as the Upper Dock or the Harbour West-End. John Humphrey had one slip in the centre of the shipyards shown on the map below, other shipbuilders at this location were William Duthie Jnr. who operated between (1855 to 1870) who had two slips to the west, and David Burns & Co. (c1857 to c1866) who had two slips to the east.



Upper Dock, Aberdeen, 1869 map.

Two of the vessels built by John Humphrey & Co, were part owned by John Humphrey, these were the brig '**Ferryhill**' (248 tons) built in 1868 (Part of a

John Humphrey & Co., Shipbuilders, Upper Dock, Aberdeen, 1865 to 1875. Stanley Bruce 2020-v1.

consortium of 8 shares), and the screw steamer **'Volant'** (160 tons) built in 1873 (24 shares). It is thought that John Humphrey also owned or part-owned the screw steamer **'James Macpherson'** (97 tons). Vessels at this period were owned in shares of 64, and it was commonplace for shipbuilders to purchase shares in vessels they built, especially during lean times.

c1875 John Humphrey lived in Ruthven House, Ruthrieston, this was a grand building which showed his status in the community, William Hall (1806 to 1887), of **Hall, Russell & Co.**, Shipbuilders, Footdee, lived a little further west at No. 74 Riverside Drive, in a similar sized mansion. However, by 1876 John Humphrey was living in a flat at No. 2 Trinity Quay. Sometime later he moved to Dundee, and in 1884 he is thought to have committed suicide by jumping off the paddle steamer the **'Marquis of Bute'** whilst it sailed along the River Clyde.

The company of John Humphrey & Co. like most of the Aberdeen shipbuilders, was known for their generosity and on several occasions donated money to the Aberdeen Royal Infirmary funds, and for their workers funded an annual picnic.

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

Former shipbuilder,

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

Timeline

1865, 18th December: The Harbour Board Commissioners Committee at a meeting considered an application, made some weeks prior, by Mr John Humphrey, requesting a lease of the ground of the ballast bank for a shipbuilding yard.....They further resolved that the ground now used as a depot should be levelled, and the temporary use of it granted to Mr Humphrey for a building yard, on terms similar to those paid by the adjoining shipbuilders until the usual period of letting comes round.

1866: John Humphrey lived in St. Clement Street, Footdee.

1866, 7th December: the Dundee Advertiser reported as follows: *“ANOTHER SERIOUS FIRE AT ABERDEEN. SHIPBUILDING PREMISES DESTROYED— £4,500 DAMAGE. On Wednesday morning one of the most serious and extensive fires took place in Aberdeen that has occurred in the city for upwards of twenty years. It is rather a remarkable fact that, within the recollections of our oldest citizens, no large fire ever took place here without its being followed one or two others. This observation has been again verified this week, for on Monday morning an extensive and destructive fire occurred on the premises of the Northern Agricultural Company, Waterloo Quay; and Wednesday morning fire broke out one of the shipbuilding yards at the Inches, whereby property to the value from £4,500 to £5,000 was totally destroyed. (£540,00 to £600,000 in 2019). About five o'clock, fire was observed issuing from the roof of the sawmill and ship-fitting shed of **Mr Humphrey, shipbuilder**. The building contained a quantity of wood and an engine and boiler, from which it supposed the fire originated. The wind at the time the flames were first observed was blowing pretty strongly from the south-west, and assisted very materially in spreading the fire. The roof of the building and of those adjoining being all of wood, and covered with tar, rendered the material more combustible. The flames quickly reached the building occupied by Mr Duthie, shipbuilder (to the east of **Mr Humphrey's**), for the preparation of masts, spars, etc., for vessels. There was also a large quantity of cabin furniture of very considerable value in the place, which was totally destroyed, as was also the whole building. The fire next took hold of Mr Burn's shed, which contained a large quantity of timber, and which was also burned to the ground. The stabling of Mr Smart, railway carrier, in which there were number of horses, was also destroyed by the fire. The horses*

however, got out without being at all injured. Mr Paterson's wood yard, to the east Mr Duthie's premises, was also overtaken by the flames, and the whole of the wood almost entirely destroyed. The old oak tree, which has stood on the opening to the river Dee directly opposite Marischal Street for a great number of years, has also been damaged very considerably. The fire entered its core, and the paling by which was protected was completely burnt, but after great exertion the tree was partially saved and still standing. As soon as the fire was observed in the sheds, information was sent to the Police and the whole of the fire-engines and Brigade - under the direction of Mr Duthie Superintendent of the Police, and Mr Cruickshank, the Inspector — were speedily on the spot. The engines were promptly set to work - water being obtained in abundance from the Dee and from the Harbour. Besides the engines, a hose from one the building yards was also put in active operation. Notwithstanding the strenuous endeavours of the firemen to extinguish the fire, the flames were carried to the other side of the street to the building yard the **Messrs. Duthie**. It started in the gable of one of the sheds in which the building of a new ship was being proceeded with. Luckily at this time the wind veered a little further to the west, and with three engines playing upon the shed, the flames were there extinguished before any damage had been done to the ship or any other part of the building except the gable of the shed, which was nearly burnt down. In the premises Messrs Catto, Aiken, & Co., on the opposite side, some forty barrels of tar were deposited, and were in great danger. Had the flames reached them it must have accelerated the extension of the fire very considerably. About six o'clock, the fire had reached its height, and the blaze attracted much attention over the whole city; so much so, in fact, that we are told a person could have seen the hours upon any of the public clocks through the town. In Mr Paterson's woodyard, as we have said, the property consisted almost exclusively of timber, while in the others there were engines, which were partially destroyed, and a large quantity of workmen's tools, mostly all which were lost. The damage, on the whole, is estimated at about £4,500 to £5,000. Mr Paterson's property is, we learn, uninsured; and that of the others only partially. About half-past seven, the flames were almost entirely subdued, and the scene was one of demolition and destruction. The whole of the buildings we have mentioned were burned to the ground, and in the forenoon large piles of half burnt wood, and the brick work protecting the engines,

were only to seen. The ashes continued to smoulder till the afternoon, up to which time several of the engines continued working. Great credit is due to Mr Duthie, the Superintendent of Police, for the efficient manner in which he conducted the arrangements at much personal risk, and also to his assistants, who certainly did everything in their power to extinguish the flames and also to prevent their extension. Captain Balfour, of the Winchester, and his men, also deserve the greatest praise for the able assistance rendered by them. About fifty of the soldiers in the depot battalion were also turned out, and were of great service in the operations. Although the fire was of great magnitude, it is very fortunate that it did not get a proper hold on the shipbuilding yards the opposite side of the street, otherwise the consequences would have been far more serious than what they were, in all probability the ships in the harbour would not have escaped untouched. A great number of spectators were present, but we are glad to state that no accidents have taken place."

1867 /1868: the home address of John Humphrey was No. 30 Ferryhill Place. (Abd PO Dir).

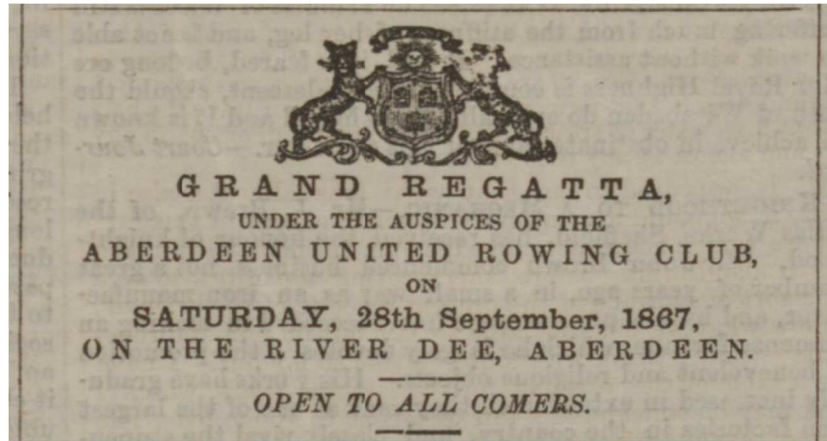
27th February 1867: an advertisement in the Aberdeen Press and Journal offered for let at roup (auction) for 3-years from the 1st of June; Timber, Stone, and Other Yards, at Provost Blaikie's Quay, and the Inches belonging to the Aberdeen Harbour Commissioners. This included "*Upset Yearly Rent, £16. VII. – That piece of ground, or ship-building-yard, lying immediately eastward of lot VI., and measuring Seventy-seven feet, or thereby, in front, along the said road, and extending northwards therefrom 165 feet, or thereby, as presently let to **Messrs John Humphrey & Co.**"*

(£16 pa is equivalent to only £1,800 pa in 2019, which seems to be a very cheap annual rent).

The same advertised offered for lease the yard next door (to the west) presently let to **John Smith** for an upset yearly rent of £8, it measured 40 feet by 165 feet.

These roups (auctions) seem to have been how Aberdeen harbour land was let at this period. Despite this, the cost of the rents seem rather low.

1867, 28th September: A Grand Regatta was held on the River Dee by the Aberdeen United Rowing Club. According to the long subscription list in the Aberdeen Press and Journal 28th August, John Humphrey subscribed 5 shillings (£30 in 2019).



Aberdeen Press and Journal, 28th August 1867.

1867, 6th November: The Aberdeen Press and Journal reported as follows:

Footdee Public School, Subscriptions to the Building Fund, amongst these was £5, 5s (£592) donated by **John Humphrey & Co., Shipbuilders.**

Other shipbuilders who also donated were as follows:

James and William Hall	£30. (£3,384).
John Duthie	£50. (£5,640).
Alexander Duthie	£10. (£1,128).
Robert Duthie	£10. (£1,128).
Walter Hood & Co.	£50. (£5,640).
Cornelius Thompson (of W. Hood & Co.)	£10. (£1,128).
Hall, Russell & Co.	£20 (£2,256).
Blaikie Bros, Footdee Iron Works	£20 (£2,256).

There were many other donations listed from shipowners, merchants and business, in all totalling £416 14s (£47,000).

(Values in bracket equivalent amount in 2019).

1868, 1st January: The Aberdeen Press and Journal reported subscriptions, donations, and collections to Hospital funds, this included; **Messrs John Humphrey & Co., Shipbuilders** donation of £2, 2 shillings (£252) to the Aberdeen Royal Infirmary.

Messrs Richard Connon & Co's "Hospital Box", donated £5, 5s. (£640).

(2019 approximate equivalent value shown in brackets).

John Humphrey & Co., Shipbuilders, Upper Dock, Aberdeen, 1865 to 1875. Stanley Bruce 2020-v1.

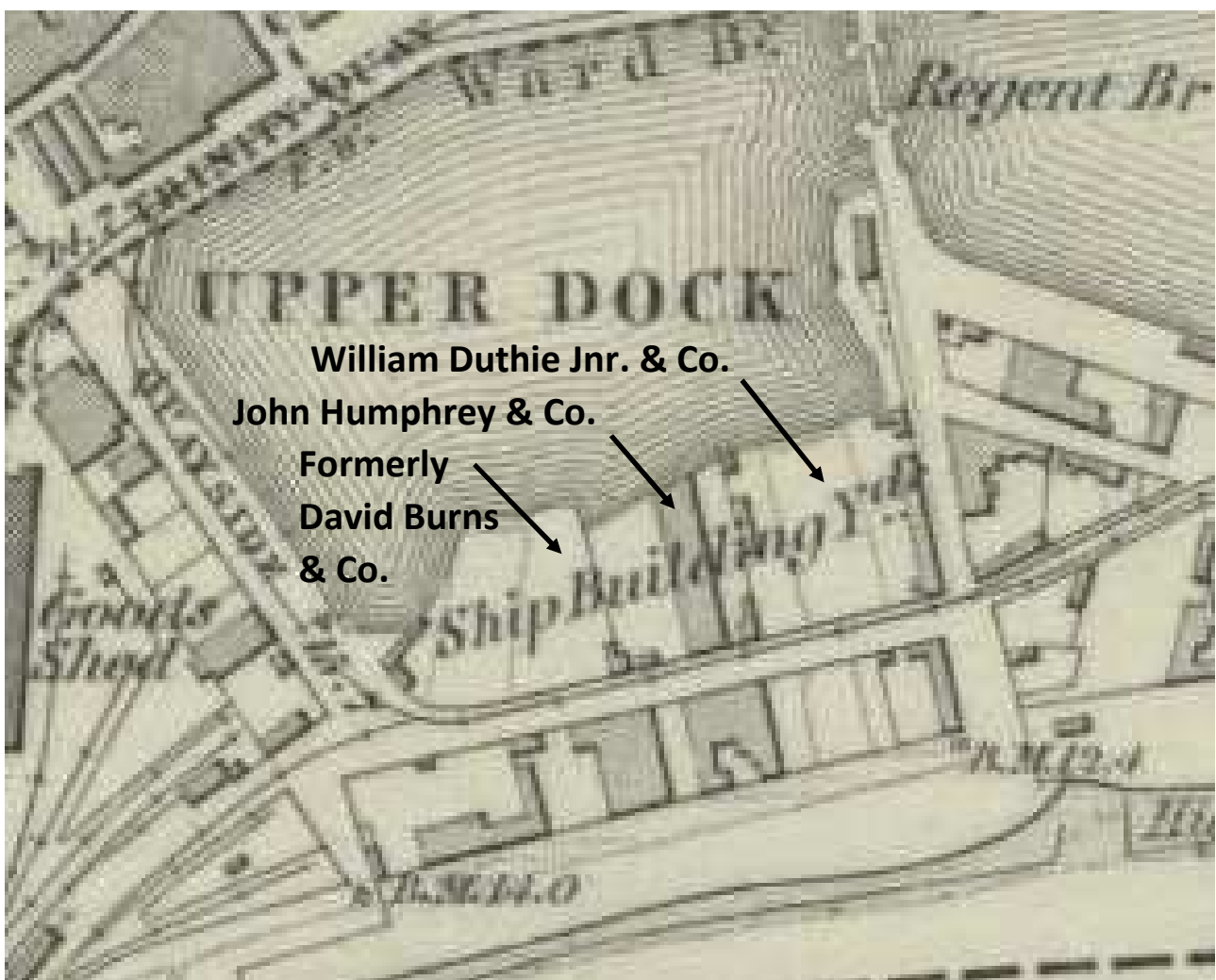
1869, 7th January: The Dundee Courier reported subscriptions, donations, and collections to Hospital funds, Dec 1868, this included; **Messrs John Humphrey & Co., Shipbuilders** donation of £2, 2 shillings (£252) to the Aberdeen Royal Infirmary.

Amongst the other donations were:

- John Cardno Couper Esq. of Craigiebuckler (Co-owner of **Hall, Russell & Co.**), £5. (£600).
- Messrs Richard Cannon & Co's "Hospital Box", £5, 5s. (£640).
- Her Majesty the Queen, per Dr Robertson, £25. (£3,000).

(2019 approximate equivalent value shown in brackets).

1869 / 1874: the home address of John Humphrey was No. 25 Ferryhill Place.
(Abd PO Dir).



Close-up of Upper Dock shipyard area, 1869 map.

1869, 22nd June: The Aberdeen Free Press, reported as follows: *“ANNUAL PIC-NIC. — The employees of Messrs John Humphrey & Co., shipbuilders, held their annual Pic-Nic on Saturday in the beautiful policies of Seaton House, granted by the kind permission of Alexander Pirie, Esq. The day was all that could be desired, and the workmen, along with their wives and sweethearts, turned out in full force and the beat of spirits all prepared to enjoy themselves. In omnibusses provided for the occasion they started from Castle Street at 2.30 p m., and proceed to the grounds, where after having partaken of a sumptuous tea provided by Messrs-Lockhart and Salmond, dancing, racing, aunt Sally, and other games, were engaged in and kept up with much spirit until evening. During the afternoon, Mr Humphrey, the managing partner of the firm, accompanied by a number of friends, joined in the various amusements and distributed a number of prizes to the successful competitions in the games. At dusk all winded their way homewards having spent a very pleasant afternoon, and all highly satisfied with the proceedings.”*

1869, 24th June: the Dundee Courier, reported as follows: *“Mr John Humphrey, shipbuilder, Inches, Aberdeen, has received provisional protection for six months for Improvements in the construction of iron keelsons, and in the application thereof to wooden ships and vessels.”*

Keelson: a longitudinal primary structural member fitted above (internally) and fastened (attached) to the keel of a vessel in order to stiffen and strengthen its framework.

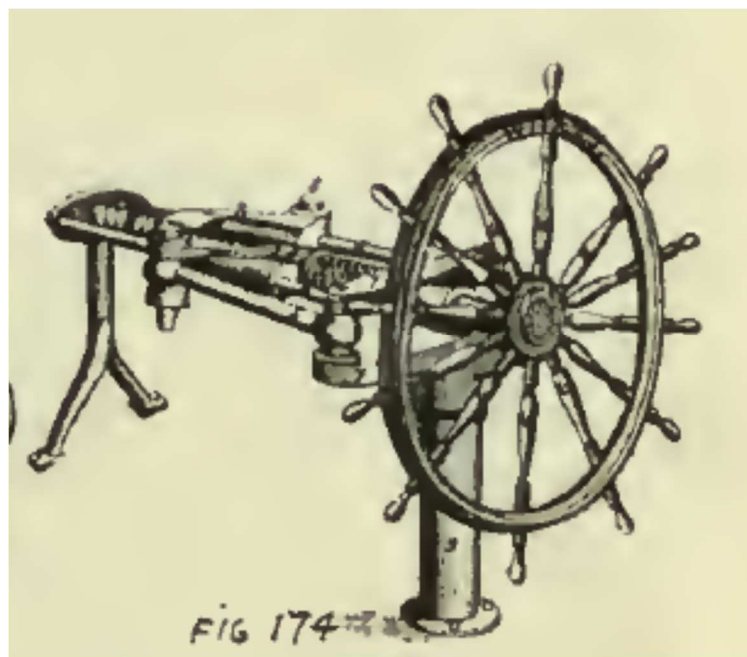
1869, 7th July: John Humphrey & Co. was amongst a long list of supporters of the Town Council purchase of Torry Farm.

1869, 8th September: The Aberdeen Press and Journal reporting on the Torry Farm Arbitration Case, reported as follows: *“.....a quarter of a mile below the Suspension Bridge. The docks, as they now exist, were formed between 1844 and 1850. Mr James Abernethy was engineer. The ground rendered available was about 34 acres, of which about 12½ acres were available for commercial purposes. It began to be let off about 1836; the last was let off about three years ago. There are three tenants — Mr W, Duthie, Mr John Humphrey, and Messrs R. Cannon & Co. It was fully let as shipbuilding yards*

till about three years ago; Duthie is not building any ships now, and part of his property is let for storage. There is no demand for ground for shipbuilding purposes at present. Whether there may be any in prospect will just depend upon the briskness of trade entirely. At Footdee there are three shipbuilding yards; none of the premises there is occupied for storage. Messrs Leckie & Co. have only built two hoppers for the Commissioners, as yet; but they are building a large vessel just now. I don't think the land at Torry likely to be taken for commercial purposes as it stands. It wants accesses — a bridge and good roads. The cost of building the quay wall at Market Street, and embanking a portion at the back of it, was about £8,000 (£911,000 in 2019). Cross-examined — It is well known to some parties that we have no ground to give for shipbuilding purposes."

1870, 5th January: The Aberdeen Press and Journal reported as follows: *"John Humphrey & Co. shipbuilders donated £2, 2s to Aberdeen Royal Infirmary Hospital Funds". (Equivalent to £252 in 2019). Richard Connon & Co.'s Hospital Box donated £5, 5s (Equivalent to £623 in 2019).*

1870: the home address of John Humphrey was No. 25 Ferryhill Place, a 1½ storey plus basement terraced house. (*Aberdeen PO Dir 1870*).



*Hand operated steering Gear.
Wooden ship-building by Charles Desmond (1919).*

ABERDEEN HARBOUR.

YARDS AT THE INCHES TO BE LET.

On THURSDAY, the 31st day of March current, at Two o'clock Afternoon, there will be Exposed to be Let, by Public Roup, within the BURGH COURT HOUSE OF ABERDEEN, on Leases of Two Years, from and after the 4th day of June next,

THE following SUBJECTS, belonging to the ABERDEEN HARBOUR COMMISSIONERS:—

I.—That PIECE of GROUND, or TIMBER YARD, on the South Side of the Road, at the Upper Part of the Harbour, measuring Eighty-nine feet or thereby, in Front, along the said Road, as presently occupied by Mr J. T. Willet.
Upset Yearly Rent, £16 10s.

II.—That PIECE of GROUND, or TIMBER YARD, immediately Eastward of Lot I., and measuring Fifty-two feet, or thereby, in Front along the said Road, as presently occupied by Messrs John **Humphrey** & Company.
Upset Yearly Rent, £9 10s.

III.—That PIECE of GROUND or TIMBER YARD, also on South Side of the said Road, measuring Fifty-three feet, or thereby, in Front, along the same, as presently under Lease to Mr Wm. Duthie, Jun.
Upset Yearly Rent, £9 15s.

IV.—That PIECE of GROUND or TIMBER YARD, also on the South Side of said Road, lying immediately Eastward of Lot III., and measuring Seventy-eight Feet, or thereby, in Front, along the said Road, as presently under Lease to Messrs A. & G. Paterson.
Upset Yearly Rent, £14 10s.

V.—That PIECE of GROUND or SHIP-BUILDING-YARD, lying on the North Side of the said Road, and to the Eastward of the Building-Yard, presently occupied by Messrs Richard Cannon & Co., and measuring 197 Feet, or thereby, in Front, along said Road, and extending northwards therefrom 160 Feet or thereby, as presently occupied by Messrs John **Humphrey** & Company.

Advertisement in the Aberdeen Press and Journal, 23rd March 1870.

1870, 4th May: *Aberdeen Press and Journal*, reported as follows: "TORRY FARM VALUATION, JURY TRIAL 27th April 1870.....**Mr John Humphrey, shipbuilder**, Aberdeen, said he had begun as a shipbuilder in Aberdeen in 1865. Sir Alexander Anderson had proposed to him to go to Torry for a building-yard; but after examining the ground all up and down, and calculating the outlay for cartages, great difficulty and risk launching, etc., even though he got workmen living lorry, he decided that it was impracticable to commence building at Torry. A vessel of over 600 or 700

tons could not be launched at Torry in the River Dee the class of vessels now building average from 1,000 to 1,500 tons....”

1870, 30th November, the Aberdeen Press and Journal: At the sale of shipbuilding plant belonging to the trustees on the sequestrated estate of **Leckie, Wood, & Munro**, sometime shipbuilders at Torry, John Humphrey & Co. bought the following equipment included in the list of principal sales:

- Plate-planing machine. £158. (£19,000 in 2019).
- Punching and shearing machine. £29, 10s. (£3,500 in 2019).

This equipment was used by **Leckie, Wood and Munro** to build iron vessels, was John Humphrey at the time thinking about building iron-hulled vessels? (*John Duthie, Sons & Co. shipbuilders, Footdee also bought some of the principal items, they did later build iron vessels*).

1871, 4th January: The Aberdeen Press and Journal reported as follows: *“John Humphrey & Co. shipbuilders donated £2, 2s to Aberdeen Royal Infirmary Hospital Funds”. (Equivalent to £250 in 2019). Richard Connon & Co.’s Hospital Box donated £5, 5s (Equivalent to £623 in 2019).*

1871, 24th June: The Dundee Advertiser reported as follows: *“FIRE IN A BUILDING YARD. — A fire occurred in the building-yard of Messrs John Humphrey & Co., Inches, on Thursday afternoon, which, had it not been for the appliances attached to the premises, and the promptitude and energy displayed by Mr Humphrey and his assistants, might have proved a very disastrous loss.”*

1871, 12th July: The Aberdeen Press and Journal reported as follows: *“MESSRS HUMPHREY & Co.’s PICNIC. — On Saturday afternoon, the employees of Messrs John Humphrey & Co., shipbuilders, Inches, along with their lady friends, to the number of eighty, held their annual picnic at Milltimber on a field, the use of which was granted by Mr Sinclair The party left the Joint Station for Milltimber about three o’clock, and on arrival marched in couples to the field. On reaching the ground, dancing was commenced for a short time to the strains of a string band. Tea was afterwards served, when the lads and lasses again started dancing. A*

*number of games and athletic sports were engaged in, for which there were prizes given. Mr Humphrey was present and contributed in no small degree to the enjoyment of the company. Messrs Hay and McDonald acted as masters of ceremonies. Before leaving the ground, Mr Dinnet, on behalf of the company, called for three cheers to Mr Sinclair for the use of his field; a similar compliment was heartily given to **Mr Humphrey** for his presence and liberality. The party arrived in the city about ten o'clock."*

1872, 10th January: the Aberdeen Press and Journal reported as follows: "**John Humphrey & Co.** shipbuilders donated £2, 2s to Aberdeen Royal Infirmary Hospital Funds". (Equivalent to £251 in 2019).

28th May 1872: the Dundee Courier reported as follows: "*SHIPBUILDING. — Aberdeen has long been recognised as a large and successful shipbuilding port, and it is gratifying to learn that trade is in a very prosperous condition at the present time. During this month no less than four vessels have taken the water from our shipbuilding yards, and four others are on the eve of being launched. Great preparations are being made in the building yard of the well-known and enterprising firm of **Messrs John Humphrey & Co.** for the launch of very large vessel which has been some time the slip, and has just been sold. Messrs Humphrey & Co. have another vessel on the stocks which will be ready in a few weeks.*" The very large vessel was the '**Monaltrie**' (1,048 tons) and the other vessel was the '**Alert**' (95 tons).

1873, 1st January: the Aberdeen Press and Journal reported that John Humphrey & Co. shipbuilders donated £2, 2s to Aberdeen Royal Infirmary Hospital Funds (Equivalent to £230 in 2019).

1873, 8th January: The Aberdeen Press and Journal, reported as follows: "*SHIPBUILDING IN ABERDEEN. — During the past year the total number of vessels built in Aberdeen was seventeen, representing a gross tonnage of 11,419. Of these seventeen, nine, having tonnage of 8,763, were built of iron, and eight, representing a tonnage of 2,696, were built of wood. Two steamers and a sailing vessel were built by Messrs John Duthie, Sons, & Co.; one sailing vessel by Messrs Walter Hood & Co.; three steamers and two sailing vessels by Messrs A. Hall & Co.; four steamers by Messrs Hall, Russell, & Co.; and one steamer and three sailing vessels by **Messrs John Humphrey***

& Co. *The prospects in this branch of industry for the year now entered upon are very satisfactory."*

1873, 5th March: The Aberdeen Press and Journal reported as follows: *"An application from **Messrs John Humphrey & Co.**, as to extending their ship launching ways about ten feet, in order to accommodate a new vessel of larger dimensions than any they have yet built, was remitted to the New Works Committee with powers."* This vessel was the largest they built, the 3-masted barque **'Invercauld'** (1311 tons) launched in 1874.

1873, 2nd April: The Aberdeen Press and Journal reported subscriptions, donations, and collections to Aberdeen Royal Infirmary Hospital funds, 1st April 1872 to 31st March 1873, this included;

Messrs John Humphrey & Co., Shipbuilders donation of £2, 2s. (£230).

Amongst the long list of donations were:

- Surplus from the shipbuilders fifty-one hours demonstration, £2, 2s, 6d. (£233).
- Messrs Blaikie and Sons, Footdee, being fine recovered for Employee deserting service, £1. (£110).
- Messrs Richard Cannon & Co.'s "Hospital Box", £5, 5 shillings. (£575).
- Her Majesty the Queen, £25. (£2,750).

(2019 approximate equivalent value shown in brackets).

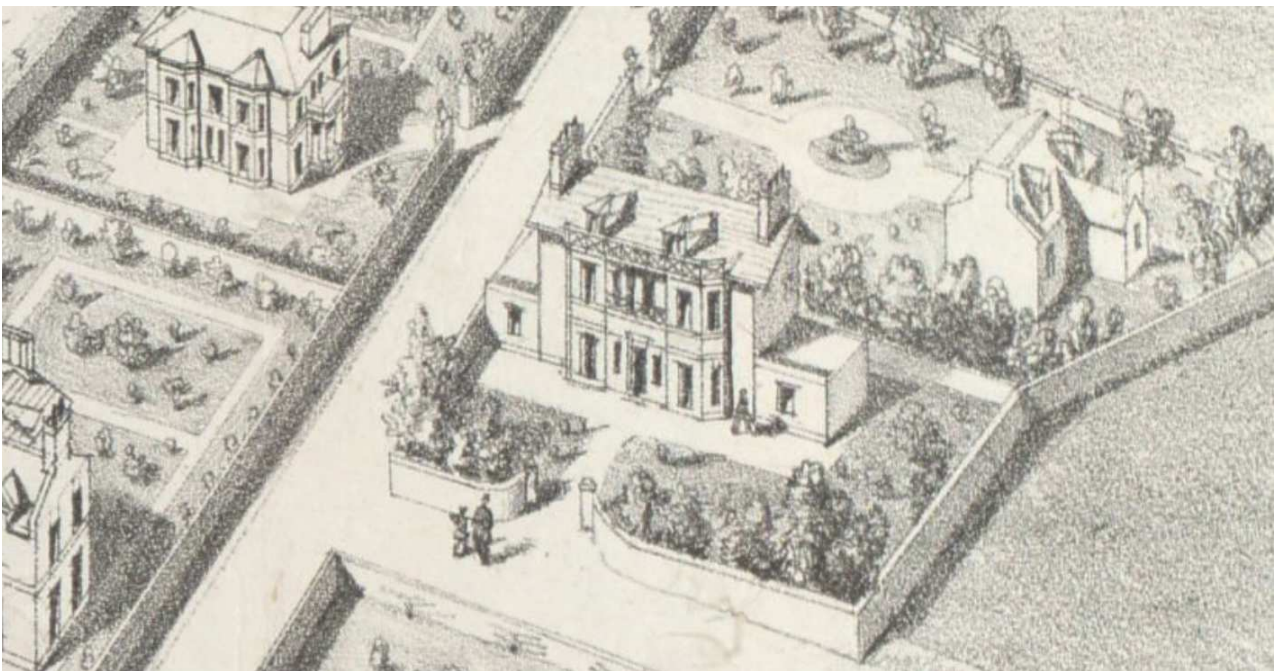
(The fifty-one hours movement was an industrial workers movement with its aim to reduce the working week to 51 hours. The Aberdeen Press and Journal 24th January 1872 reported that the working week in Aberdeen at that date was 57 hours).

9th April 1873: The Aberdeen Press and Journal, reported as follows: *"HARBOUR GROUNDS. The Maintenance of Works Committee reported that they had entered into arrangements with their tenants at the west end of the docks, whereby there should be no sub-letting at present, but that those presently sub-tenants should hold their ground directly from the Commissioners. The rents of the various yards were fixed at the uniform rate of 9d per sq. yard. The Committee also had under consideration the re letting*

*of the ground on the south side of the road at the upper part of the Inches, and resolved to re-let the same formerly. An application from **Messrs J. Humphrey & Co.**, for leave to extend their ship-launching ways, was recommended to be granted.”*

1873, 16th December: A gale of unusual severity occurred, the Aberdeen Press and Journal - Wednesday 17th December 1873, reported: *“Several vessels in the harbour, however, broke away from their moorings and did some damage. The barque, **Florida**, in the Upper Dock, came in contact with the **s.s. Volante**, belonging to Messrs John Humphrey & Co., and stove in her bulwarks. A quantity of glass was blown out of the roof of one of Messrs Humphrey & Co.'s building sheds.”*

1874, 7th January: *the Aberdeen Press and Journal reported as follows: “John Humphrey & Co. shipbuilders donated £2, 2s to Aberdeen Royal Infirmary Hospital Funds”. (Equivalent to £251 in 2019).*



Right - unusually designed Former home of John Humphrey - Ruthven House built c1865, (aka No. 10 Crathie Gardens West), as depicted on the Feuing Plan of the estate of Ruthrieston by James Forbes Beattie & Son, surveyors. (Lithographed by Keith & Gibb, Aberdeen, 1875).

1875 / 1876: the home address of John Humphrey was Ruthven House, Ruthrieston. (Abd PO Dir). (This building was formerly Category C listed by Historic Scotland, but 20th March 2019 it was removed from the register, reason – “The building has been demolished”). This was a grand building of

similar proportions to many of the other Aberdeen shipbuilders of the period.

1875, 3rd March: The Aberdeen Press and Journal, reported as follows: *“Mr John Humphrey applied for a site for a new shipbuilding yard on the reclaimed ground to the east of the wooden bridge across the old channel. Mr James Milne said that they had disturbed Mr Humphrey in his occupancy of his present yard, and it would be a very good thing if they could deal leniently with him in taking up a yard on the new ground. The matter was remitted to the New Works Committee.”*

1875, 7th April: The Aberdeen Press and Journal reported subscriptions, donations, and collections to Aberdeen Royal Infirmary Hospital funds, which included;

Messrs John Humphrey & Co., Shipbuilders donation of £2, 2s. (£255).

Amongst the long list of donations were:

- Messrs Alexander Hall & Co., shipbuilders, £5, 5s. (£630).
- The workmen in the employ of Alexander Hall & Co, £21. (£2,440).
- Mr Robert Duthie, shipbuilder, £5 annual subscription. (£600).
- Messrs Blaikie Brothers, Iron founders, £5, 5 shillings annual subscription. (£630).
- Her Majesty the Queen, £25. (£2,900).

Note: 2019 approximate equivalent value shown in brackets.

1875, 1st November: the company of John Humphrey & Co. was dissolved. The Aberdeen Press and Journal, 10th November 1875, reported as follows: *“DISSOLUTION OF CO-PARTNERY THE CO-PARTNERY carried on by the Subscribers, sole surviving Partners thereof, under the Firm of JOHN HUMPHREY & COMPANY, Shipbuilders in Aberdeen, was DISSOLVED on 1st November, 1875, and it has been arranged that Mr Cannon shall settle the Liabilities of, and receive and discharge the Debts due to, the said Company. JOHN HUMPHREY.”*

1876, 8th March: The Aberdeen Press and Journal reported as follows: *“ENGINEER’S REPORT. - The usual report of the Engineer was submitted, showing that, during the four weeks ending 23rd February, there had been dredged from the dock 9,188 tons, 7,200 tons of which were utilized in*

*embanking the old bed of the river and Inches. The dredging of the berths at Provost Blaikie's Quay is nearly completed, and it is intended immediately to dredge the berths at the Waterloo Quay. An offer made to **Mr John Humphrey** for feu on the reclaimed ground immediately east of the temporary bridge, to be used as a shipbuilding yard, was withdrawn by that gentleman."*

1876, 5th July: The Aberdeen Press and Journal reported as follows: "LETTING OF YARDS. The Finance Committee reported that they had agreed to let the lot of ground on the Inches marked 122 on the plan, at 4½d per square yard of annual rent to **Mr John Humphrey, shipbuilder**. The committee further agreed to let yard 119, at the same rent to Mr G. Murray, 52 Leadsides."

1876 / 1879: the home address of John Humphrey was No. 2 Trinity Quay. (Abd PO Dir.) (1876 / 1877 described as late shipbuilder). This was a considerably less extravagant home compared to his former villa 'Ruthven House', Ruthrieston, Aberdeen.

1876, 25th April: a 3-masted barque later named the 'Cleopatra' (408 tons) was launched from the yard. As far as I can tell she was the last vessel built at any of the Upper Dock shipyards. She was completed by Richard Connon & Co., who took over the lease of the yard, completed her, and used the yard for ship repair and maintenance of his vessels. (Richard Connon was one of the first Colonial Traders, and including this one, had seven vessels built by John Humphrey & Co.).

Heyl's Patent Anti-Fouling Composition.

THE above COMPOSITION was adopted by the Austro-Hungarian Lloyds in 1874, and is now used by them exclusively, upon their 70 Steamers, and by other large Continental Companies and Owners. Being now Manufactured in England, it is being adopted by the Principal Ship-owners and Companies of the United Kingdom.

While incomparably the best Anti-Fouling Medium, it is not much more costly than the most Ordinary Coatings. It protects the Iron from corrosion, and can be applied in one day. The Proprietors Manufacture an excellent Anti-Corrosive Paint for Iron and Wood-Work.

AGENT FOR ABERDEEN:—
JOHN HUMPHREY, MARINE STORE, Inches.
CLYDE AGENTS:—
MR JOHN WILKIE, 33 RENFIELD STREET.
And MESSRS ROSS & CO., 19 WATERLOO STREET, Glasgow.

Advertisement in the Aberdeen Press and Journal, 20th September 1876.

1876: With more and more iron-hulled vessels being built, they needed a lot of paint especially anti-fouling paint. John Humphrey by 1876 operated in business as an agent for Heyl's Patent Anti-Fouling Composition.

The closure of John Humphrey & Co., was felt in Aberdeen, the following article in the Aberdeen Weekly Journal 14th December 1878, looking back on the year, mentions the number of vessels built, tonnages and employment:

"THE SHIPBUILDING TRADE IN THE NORTH. - Like every other branch of industry, the shipbuilding trade in the north of Scotland during this year has been in a very depressed condition, and just now there seems to be no prospect of improvement. Indeed, it is believed that for many years there have not been so few men employed in the Aberdeen yards as at present. Every week for the last month or two hands have been paid off in considerable numbers, and the men have been obliged either to leave the town in search of employment or go about idle. Unfortunately, the builders' returns show that there has been no increase in the number of vessels built at the port. There has indeed been no decrease in the number launched, but the gross tonnage is more than 1,000 less, and the aggregate burden of the ships on the stocks at present is 3,000 tons below that at the corresponding date last year. Ten vessels have been launched at Aberdeen since December, 1877, all of iron, the gross tonnage being about 7,283 tons. Of these, only two were sailing vessels, the others, with the exception of two paddle tugs, being screw-steamers. At present there are on hand four vessels, two sailing ships, and two steamers, having an aggregate tonnage of nearly 5,000. Last year the number of ships launched at Aberdeen was ten, five steamers and the rest sailing vessels, the tonnage of which amounted to 9,477." It was at this date that iron had finally taken the place of wood.

1884, 21st April: John Humphrey a resident of Dundee, died at Greenock, after either falling or jumping off the ship '**Marquis of Bute**' into the River Clyde between Dunoon and Innellan, he was 54 years old according to the Glasgow Evening Post. See Appendix F, for more details.

Ship Classification.

At this period classification symbols used by Lloyds Register of Shipping were as follows:

For the hull - A, Æ, E & I. (With A being the highest and I the lowest)

For equipment - 1 & 2. (With 1 being the highest).

Preceded by the number of years that class could be held.

The vessels '**Monaltrie**' (1872) and '**Invercauld**' (1874), both built by John Humphrey & Co. had symbols of classification as 12A1.

Meaning class could be held for 12-years.

The hull symbol 'A' is the highest hull symbol.

The equipment symbol '1' is the highest equipment symbol.

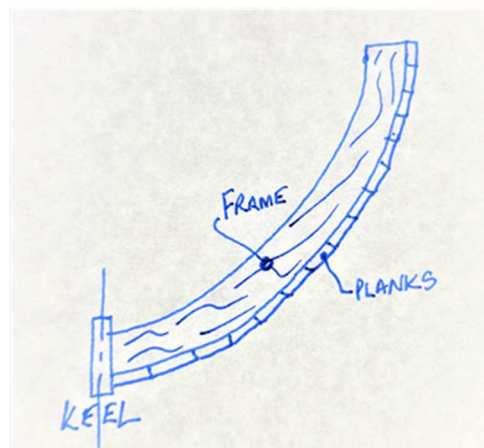
Most of the vessels built by John Humphrey & Co. were given a high Classification by Lloyds Register of Shipping.

☩ Built Under Special Survey.

At least nine of the vessels built by John Humphrey & Co. were '*Built under special survey*'. These surveys were carried out by surveyors employed by Lloyds Register of Shipping from 1853. In the Lloyd's Register these vessels were given the symbol of the Formee or Maltese Cross ☩. This signified the highest marine quality.






Carvel Construction.

In this method of shipbuilding, the keel is laid, the frames erected, then the planks fitted to the frames. The planks are fitted side-by-side and caulked in between.



Vessels Built by John Humphrey & Co.







I have prepared the following list from scratch and put the vessels in chronological order as far as my knowledge allowed, so hopefully I have included all the vessels built by John Humphrey & Co., my apologies if not. (Please feel free to get in touch if you know of any others).

Vessel Name	Rig	Date Built	GRT Tons	LRS	Owners	L x B x D (feet/inches)
Kagosima	Ship	1866	394	 8A1	Glover Brothers, (Aberdeen) Shipbrokers Ltd,	143'4" x 26'5" x 15'7"
Fairy Queen	Brig	1867	249	7A1	McLauchlan, & Stephen, both Aberdeen.	119'9" x 24'5" x 8'9"
Carnaquheen	Ship	1867	825	 10A1	Richard Connon & Co., Aberdeen.	187' x 33' x 19'
Aven	Brig	1867	241	8A1	William Knox & Co., Aberdeen.	102'3" x 25'1" x 15'7"
Ferryhill	Brig	1868	248	8A1	John McLauchlan & Co., Aberdeen.	121' x 24'1" x 14'
Mary Davidson	Barque	1868	272	8A1	William Knox & Co., Aberdeen.	125'6" x 24'4" x 14'
Perseverance	Brig	1868	224	 7A1	Stephen & Co., Aberdeen.	112'3" x 24' x 13'7"
Bundaleer	Ship	1869	921	 10A1	Richard Connon & Co., Aberdeen.	196'4" x 34'1" x 20'1"
Craigendarroch	Ship	1870	1005	 11A1	Richard Connon & Co., Aberdeen.	208'3" x 34'6" x 21'
Lunan	Brig	1870	268	10A1	J. Morris, London.	121'5" x 24'3" x 14'

Continued...

L = Length, B = Breadth, D = Depth.

Vessels Built by John Humphrey & Co. (Continued).

Vessel Name	Rig	Date Built	GRT Tons	LRS	Owners	L x B x D (feet/inches)
Loch Bulig	Schooner	1871	333	10A1	Richard Connon & Co., Aberdeen.	136'2" x 25'2" x 14'4"
Alert	Steamer	1872	95	5A	Presslie & Co., Aberdeen.	81' x 19'3" x 9'4"
Monaltrie	Ship	1872	1048	 12A1	Richard Connon & Co., Aberdeen.	211'10" x 34'10" x 20'10"
Portsoy	Schooner	1872	121	 8A1	W. McRobbie, Portsoy.	93'9" x 20'3" x 10'1"
Crystal	Barque	1872	274	 10A1	W. & J. Smith, London.	127'5" x 26' x 12'9"
Volant	Screw Steamer	1873	160	 7A1	John Humphrey & Co., Aberdeen.	118' x 20'2" x 10'
Heath	Schooner	1873	187	 7A1	A. R. Dyer, Aberdeen.	119' x 21'7" x 10'10"
James MacPherson	Screw Steamer	1873	97	Unknown	Estate of James MacPherson / John Humphrey & Co.	65'6" x 19' x 10'2"
Invercauld	Ship	1874	1311	 10A1	Richard Connon & Co., Aberdeen.	222'1" x 36' x 21'
Cleopatra	Barque	1876	408	11A1	Richard Connon & Co., Aberdeen.	130' x 28' x 18'10"

L = Length, B = Breadth, D = Depth.

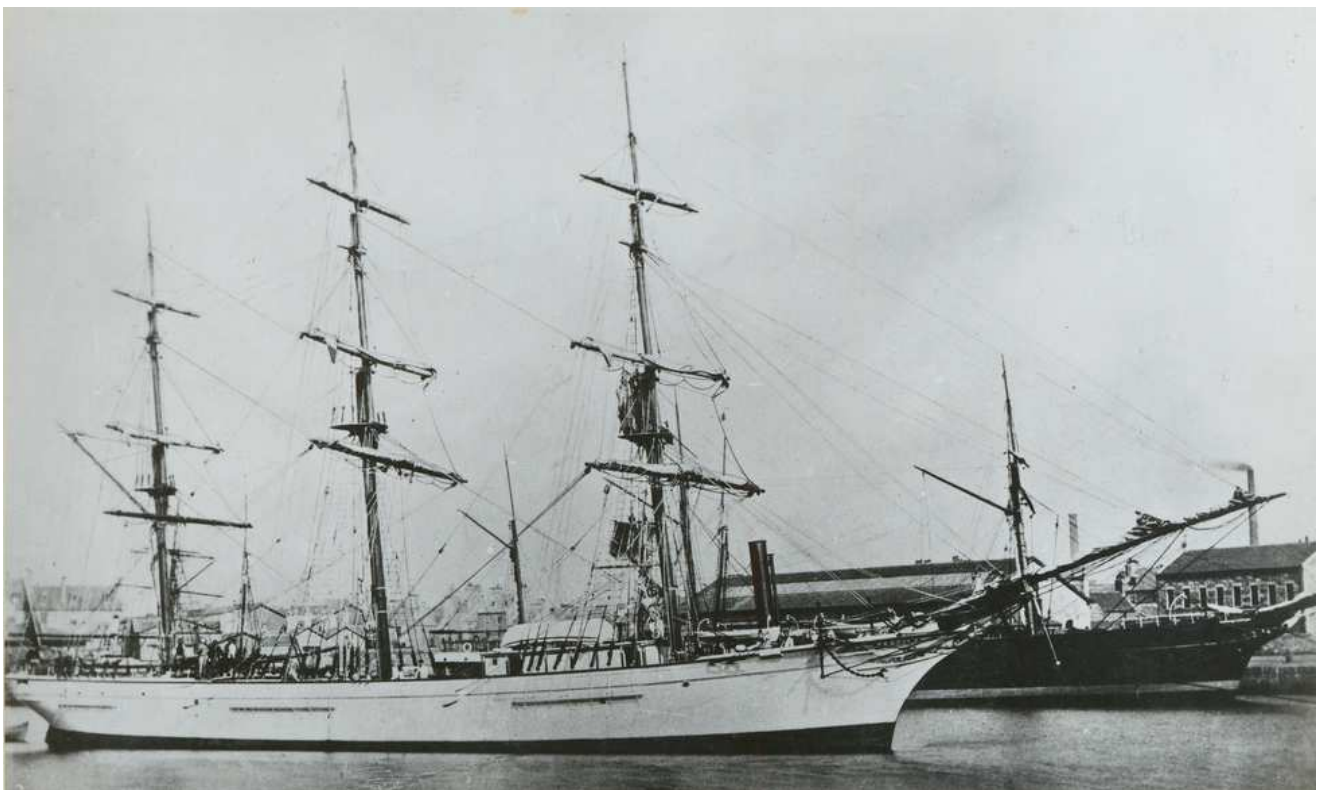
All the above vessels built by John Humphrey & Co. were made of wood and of carvel construction.

Kagosima (1866).

Looking at the dates, it's probably safe to assume that her build was started by **John Smith & Co.** and she was completed by John Humphrey & Co. after Smith was declared bankrupt.

She was built for trade between Japan and China and was named after Kagoshima a city in Japan. Between 1864 and 1867 the Glover Brothers sold twenty vessels to Japan including the '**Kagosima**'. Her master on her maiden voyage to Japan is recorded as William Jacob Glover (1832 to 1877), brother of James Lindley Glover (1833 to 1867) and Charles Thomas Glover (1830 to 1877).

The Dundee Courier, 16th August 1866, reported as follows: *"ABERDEEN. LAUNCH. — On Tuesday there was launched from the building-yard of Messrs John Humphrey and Co., a fine clipper ship, of 394 tons N. N. M., and 460 tons builders' measurement. She is to class 8 years A1 at Lloyds; is the property of Messrs Glover Brothers of Aberdeen and Japan, and is to trade between Japan and China. She was gracefully named the "**Kagosima**" by Miss Donnell of Manchester, and is to be commanded by Captain Glover."*



*3-masted ship '**Kagosima**' in Dundee Harbour (Photographer unknown), from the A. D. Edwardes Collection, courtesy of the State Library of South Australia, (Ref: PRG 1373/19/32).*

Kagosima (1866). (Continued).

She was a fine-looking vessel with an Aberdeen bow and her hull was painted white. “...she was a state-of-the-art merchant ship... of which any nation could be proud”⁵.

Vessel Name(s)	Kagosima.
Rig	Ship, 3 masts, 2 decks (Main and poop), and a standing bowsprit.
Launch Date	14 th August 1866.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Glover Brothers, (Aberdeen) Shipbrokers Ltd, No. 19 Marischal Street, Aberdeen (64). <i>(James Lindley Glover (1833 to 1867) and Charles Thomas Glover (1830 to 1877)).</i>
Registered Port	Aberdeen. Official No.: 53255.
GRT	394 tons
Length	143 feet, 4 inches (43.69m).
Breadth	26 feet, 5 inches (8.05m).
Depth	15 feet, 7 inches (4.75m).
Construction	Wood, carvel construction. Her hull was sheathed in felt and yellow metal (F+YM).
Figurehead	Dragon.
Classification	Lloyds Register of Shipping. Class 8A1. ☒ Built under special survey. A&CP: anchors and cable proved at a public machine.
Other information	15 th October 1868: Fraserburgh born Thomas Blake Glover (1838 to 1911), merchant, Nagasaki, Japan, was empowered to sell the ship for a sum not less than £500 sterling (£57,000 in 2019) at any port in China or Japan within 12 months. <i>(Seems rather cheap for a state-of-the-art merchant ship).</i> 1869: she was sold to a foreigner, details unknown.
Date Scrapped / Lost	Unknown.

☒	Kagosima	S	W.Glover	394	143·0	26·3	15·6	Aberdn	1866	J.Glover	Aberdn
								Humphrey & Co.			


Extract from Lloyds Register 1868.

Fairy Queen (1867).

She was built as a general cargo carrier and is known to have traded at Aberdeen, London and the Baltic.

The Shipping and Mercantile Gazette, 19th July 1867, reported as follows:

*“On the 18th inst. from the yard of **John Humphrey and Co.** at Aberdeen, a clipper brig of the following dimensions: - Length, 120 feet; breadth 25 feet; depth, 14 feet; 250 tons register. 330 tons builders measure. The vessel is named the ‘**Fairy Queen**’, the property of John McLauchlan, Esq., shipowner of Aberdeen. She will be commanded by Captain Stephen, and is intended for the Mediterranean and Baltic trades.”*

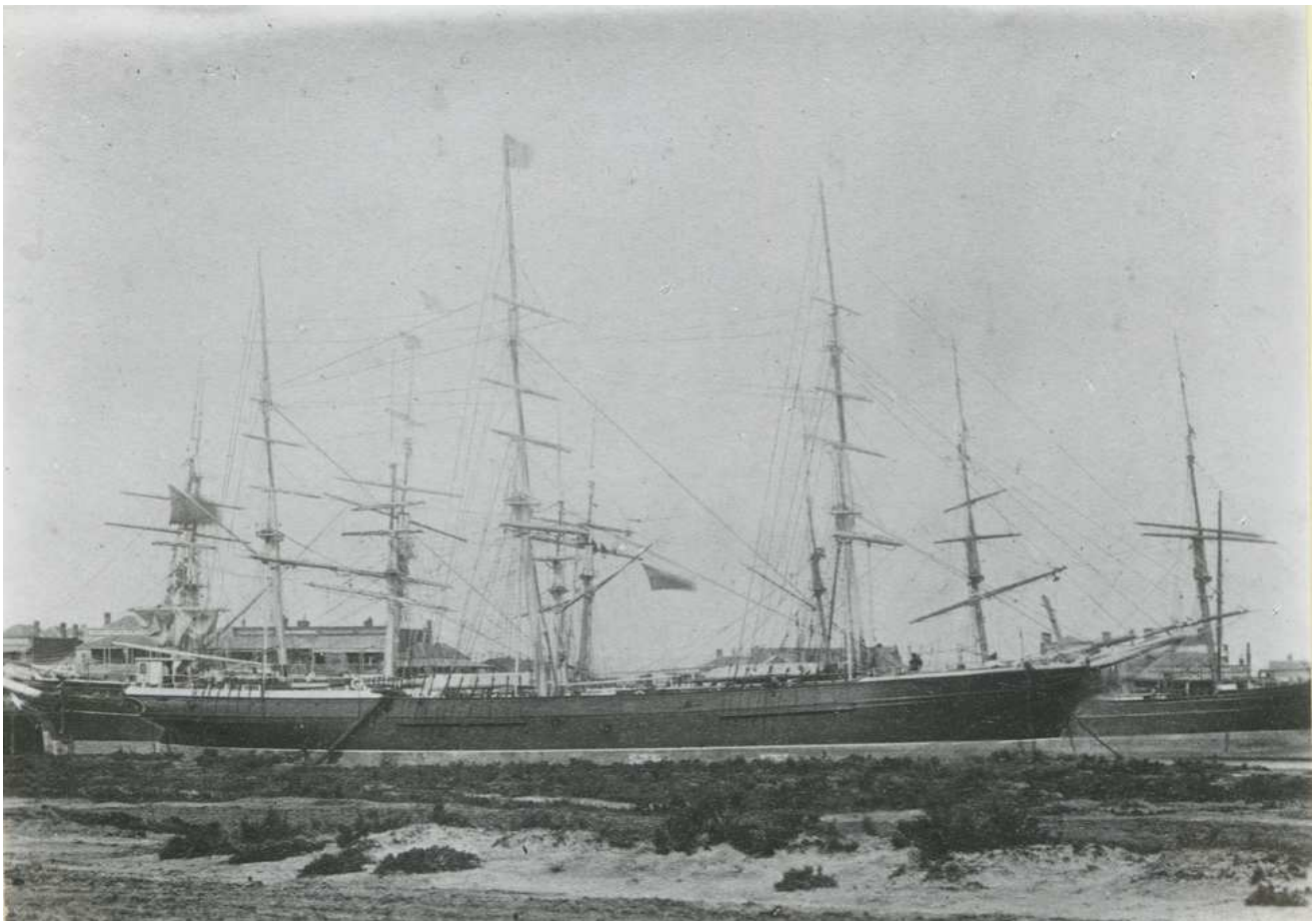
Vessel Name(s)	Fairy Queen.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	18 th July 1867.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John McLauchlan , (43), and Robert Stephen , shipmaster, (21), both Aberdeen.
Registered Port	Aberdeen. Official No.: 56607.
GRT	249 tons.
Length	119 feet, 9 inches (34.5m).
Breadth	24 feet, 5 inches (7.44m).
Depth	14 feet (4.27m).
Construction	Wood, carvel construction. Her hull was sheathed in felt and yellow metal.
Figurehead	Female (full size).
Classification	Lloyds Register of Shipping. Class 7A1.  Built under Special Survey. A&CP -Anchors and cables proved at a public machine.
Other information	1880: owned by J. J. Wallace, and registered in London, her tonnage is recorded as 261 tons.
Date Scrapped / Lost	Unknown.

Carnaquheen (1867).

She was built as a general cargo carrier, but she also carried immigrants, and was a regular trader to Australia.


The Dundee Courier,^{9th} April 1867, reported as follows: *“LAUNCH. — On Saturday afternoon, there was launched from the building-yard of **Messrs Humphrey and Co.**, Inches, splendid now clipper ship, named the ‘**Carnaquheen**’, of the following dimensions: - Length, 200 feet; breadth, 33 feet; depth, 19 1/2 feet; tonnage. 950 B.M. The vessel is the property of Messrs Richard Connon and Co., and is to be commanded by Captain Philips. She is for the Australian trade.”* She was named by Mrs Captain Philips, Captain Philips late of the *‘City of Dunedin.’*

The Express and Telegraph, Adelaide, SA, 27th September 1872, reported as follows: *“The **Carnaquheen**.....was built by **Humphrey & Co. in four months...** Arrived here in September of the same year, after 90 days’ passage. Mr Ramsey, present master of **‘Bundaleer’**, was her chief officer.”*



*The 3-masted ship ‘**Carnaquheen**’ at Port Adelaide, (Photographer unknown) from the A. D. Edwardes Collection courtesy of the State Library of South Australia (Ref: PRG 1373-19-15).*

Carnaquheen (1867). Continued.

Vessel Name(s)	Carnaquheen.
Rig	Ship, 3 masts, 1 deck, an elliptical stern, and a standing bowsprit.
Launch Date	6 th April 1867.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Richard Connon & Co. Richard Connon and Alexander Rhynd Dyer (46), John Cargill (2), Robert Phillips, master (8), all Aberdeen, and bailie James Wood, merchant, Banff (8).
Registered Port	Aberdeen. Official No.: 56603.
GRT	825 tons. (950 tons builder's measurement).
Length	187 feet (57.00m).
Breadth	33 feet (10.06m).
Depth	19 feet (5.79m).
Construction	Wood, carvel construction, with part iron beams. Her hull was sheathed in felt and yellow metal (F&YM).
Figurehead	Demi (half) male.
Classification	Lloyds Register of Shipping. Class 10A1.  Built under special survey. A&CP: Anchors and cable proved at a public machine.
Other information	19 th May 1879: after the death of part ship-owner Richard Connon (Died 3 rd June 1878), all Aberdeen shareholders sold out to Isaac & Frederick Jacobs, London. 13 th September 1872: she was stuck hard and fast on Tipara Reef (Spencer Gulf) which she struck at 6 knots (master captain Colville). Water was pumped out of her and over 100 tons of coal from her cargo of 1,100 tons of coal was unloaded to lighten her, and a steamer ' Lubra ' sent from Adelaide pulled her off at high water. At the subsequent Court of Enquiry Captain Colville's Certificate of Competency was suspended for 3-months. 1880: owned by Mr. John J. Jacobs, of No. 6 Billiter Street, London, and others, and registered in London. (Jacobs John & Co. Ltd. (Associated Oil Carriers Ltd., Page Shipping, Shipping Syndicate Ltd.), London).

Carnaquheen (1867). Continued.

	1881, 29 th December: on passage from Antwerp to Adelaide, her decks were swept by a hurricane and she was nearly lost.
Date Scrapped / Lost	16 th February 1883: she left Newport, Wales for Montevideo with a cargo of 1,200 tons of railway rails. 14 th March 1883: due to a navigation error by captain James Simpson she ran aground a little north of St. Cyprian's Bay 100 miles north of Cape Blanco on the West Coast of Africa. The vessel and cargo were totally lost, but all crew members made it to shore in the small boats. 26 th March 1883: the 19 crew members were rescued at sea by the Portuguese vessel ' Harmonia ' and landed in São Vicente, Cape Verde Islands. 30 th April / 1 st May 1883: A Board of Trade Investigation was held, and a Wreck Report made. For more details see Appendix.

The South Australian Advertiser, 13th April 1870, reported as follows: *"GREAT PERIL OF THE **CARNAQUHEEN**. The '**Darra**' is not the only one of our wool ships that has narrowly escaped destruction, as will be seen by the following extract from a letter by Mr. Clisby, late of Rundle-street: "The other day I went on board the '**Carnaquheen**' (from Adelaide last October). Such a sight met my view I never wish to see again. It appears that having no passengers, and wishing to make a quick passage, so as to be the first for the February wool sales, the captain decided to go by way of Cape Horn. One morning, while off the Cape, the ship was struck by a tremendous head sea, that forced in the whole of the front of the saloon, carried away the whole of the state rooms and fittings, and entirely destroyed everything. The looking-glass that ornamented the mast is entirely stripped off, and the mast left quite bare. The wineglasses, swing trays, &c, were forced by the rush of air through the skylight. The captain (who was in his cabin at the time) was forcibly propelled by the vast volume of water to the end of the saloon, and only saved his life by catching hold of the brass rail that sustained the swing trays, etc., and which was broken by his endeavours to save his life. The cabin table, seats,*

Carnaquheen (1867). Continued.

and sleeping-berths are entirely destroyed, and so complete is the wreck that none of the occupants of the saloon slept in a bed for nine days. The captain's gold watch was washed away through the after cabin windows, which being forced out no doubt saved the stern of the ship from being forced out. Two of the ship's boats were smashed to pieces, and a portion of the bulwarks carried away. A day or two before this accident a boy was lost overboard. I understand £1,000 will not cover the cost of repairs."*

**Equivalent to approximately £113,000 in 2019.*

She is known to have carried immigrants, and an example of this was detailed in the Evening Journal (Adelaide, South Australia) 27th October 1876, when she carried the following 20 single men as follows:

Name	Age	Occupation
G. Altdorfer	21	Pump-maker.
E. Booth	20	Carpenter.
F. Barson	20	Labourer.
C. Deis	22	Agricultural Labourer.
W. Dessve	21	Labourer.
J. Franke	23	Carpenter.
C. Gunther	24	Saddler.
H. Gorbracht.	23	Agricultural Labourer.
R. Heun.	30	Carpenter.
H. Lederrey	18	Agricultural Labourer.
A. Meyer.	25	Railway Labourer.
W. Newman	23	Labourer.
M. Palmer.	25	Ligherman.
R. Ross.	18	Hammerman.
C. Reichardt.	21	Gardener.
R. Schsad.	25	Agricultural Labourer.
W. Scotche.	20	Labourer.
E. Willmott.	22	Blacksmith's Labourer.
R. Wydler.	19	Agricultural Labourer.
C. Weibel.	30	Watchmaker.

Aven (1867).

She was built as a coaster to carry general cargo, but is known to have sailed to Boston (USA), and to the Baltic including Riga (formerly in Russia, now in Latvia), and although a relatively small vessel she was built to carry heavy cargoes such as coal.

The Stonehaven Journal, 16th May 1867, reported as follows: *“LAUNCH OF A CLIPPER BRIG. - On Wednesday afternoon week, a fine clipper brig, named the “Aven,” was launched from the building yard of Messrs John Humphrey & Co., Inches. The vessel is of the following dimensions: -Length, 102 feet; breadth, 25 feet; depth of hold, 15 feet; registered tonnage, 245 tons. Mr William Knox, grain merchant, is owner of the vessel, and the christening ceremony was gracefully performed by Mrs Knox. The brig, we understand, is intended for the Baltic trade.”*

Vessel Name(s)	Aven.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	8 th May 1867.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Knox & Co. , grain merchant, No. 63 Regent Quay, Aberdeen. (64).
Registered Port	Aberdeen. Official No.: 56606.
GRT	241 tons.
Length	102 feet, 3 inches (31.17m).
Breadth	25 feet, 1 inch (7.65m).
Depth	15 feet, 7 inches (4.75m).
Construction	Wood, carvel construction. Part iron bolts. Her hull was sheathed in felt and yellow metal (F&YM).
Figurehead	Billet.
Classification	Lloyds Register of Shipping. Class 7A1. A&CP: anchors and cables proved at a public machine.
Other information	Laid down by shipbuilder David Burns & Co. 1877/78: owned by McRobbie, Aberdeen.
Date Scrapped / Lost	29 th January 1883: she was abandoned in gale force 10 winds and sank off Great Yarmouth whilst on passage from Newcastle-upon-Tyne to Woolwich with a cargo of coal. The Master was recorded as J. Allen.

Ferryhill (1868).

She was built to carry general cargo, and is known to have sailed to France, the Baltic, and to the West Indies.

The Aberdeen Press and Journal - Wednesday 13th May 1868, reported as follows: *“LAUNCH OF A CLIPPER BRIG .- Saturday afternoon, there was launched from Messrs John Humphrey, & Co.’s building yard, Inches, a fine clipper brig of the following dimensions — Length of keel, 121 feet; breadth, 24 feet ; depth of hold, 14 feet; registered tonnage, 235 tons. She is classed A 1 Lloyd’s for eight years. The vessel was named the “Ferryhill” by Miss Jamieson, and took the water in fine style. She is owned by Mr John McLauchlan, and is intended for the West India trade, under the command of Captain Anderson.”*

9	Ferry Hill Bg	Anderson	248	118·0	24·0	14·0	Aberdn	1868	M'Lauchl'n	Aberd'n	Abn.Baltic	8	A 1
	F.&YM.68c.f.						Humphry	5mo.			(A.&C.P.)		5,68

*Extract for the **Ferryhill**, from Lloyds Register of Shipping 1869.*

In 1868, according to the Aberdeen Post Office Directory, John McLauchlan, coal, wood merchant, and shipowner, No. 1 James Street (Home address No. 8 Ferryhill Place) owned the following Aberdeen Registered vessels:

Vessel Name	Rig	Master	GRT	Date Built
Fairy Queen	Brig	Robert Stephen	249	1867
Harbottle Castle	Schooner	Simpson	102	1840
Thistle	Schooner	Unknown	46	1827

Ferryhill (1868). (Continued).

Vessel Name(s)	Ferryhill.
Rig	Brig, 2 masts, 1 deck, an elliptical stern, and a standing bowsprit.
Launch Date	9 th May 1868.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John McLauchlan & Co. , Aberdeen. John McLauchlan, ship-owner (32), Peter Jamieson, merchant (24), John Humphrey, shipbuilder , Richard Connon, and Alexander Rhind Dyer, both ship-owners (8-jointly), all Aberdeen.
Registered Port	Aberdeen. Official No.: 60683.
GRT	248 tons.
Length	121 feet (36.88m).
Breadth	24 feet, 1 inch (7.34m).
Depth	14 feet (4.27m).
Construction	Wood, carvel construction. Her hull was sheathed in felt and yellow metal.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 8A1. A&CP: Anchors and cables proved at a public machine.
Other information	1873: owned by Richard Connon & Co., Aberdeen. 1874, June: owned by Joseph Thomson, master mariner, Edinburgh.
Date Scrapped / Lost	20 th November 1875: The Montrose Standard, 26 th November 1875, reported as follows: <i>“BOULOGNE Sunday. - A ship, believed to be the ‘Ferryhill’, from Aberdeen, was lost with all hands close to Calais early yesterday morning. The body of a woman, with a dead child lashed to her, was washed ashore this morning. The ‘Ferryhill’ was a wooden brig of 248 tons, built in 1868 by Mr John Humphrey, Aberdeen, and owned till 1873 by Mr John McLauchlan, merchant. The brig was then purchased by Messrs Richard Connon & Company, of Aberdeen, and was sold by them in 1874 to Mr Joseph Thomson, Edinburgh, the present owner.”</i>

Mary Davidson (1868).


She was built as a general cargo carrier. Unfortunately, she had a very short life, being wrecked a little over 3-years from her completion.

The Peterhead Sentinel and General Advertiser for Buchan District, 5th June 1868, reported as follows: *“LAUNCH. — On Wednesday, there was launched from the building yard of **Messrs John Humphrey & Co.**, a fine clipper barque of the following dimensions - viz., length 125 feet, breath 24 feet 6 inches, depth of hold 14 feet, tonnage 280 tons reg. The vessel was named the **"Mary Davidson"**, is to be commanded by Captain McKenzie, and is the property of Wm. Knox, Esq., grain merchant, of this city (Aberdeen). She is intended for the West India and Mediterranean trades.”*

Vessel Name(s)	Mary Davidson.
Rig	Barque, 3 masts, 1 deck, a break deck, a round / elliptical stern, and a standing bowsprit.
Launch Date	3 rd June 1868.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Knox & Co. , grain merchant, No. 63 Regent Quay, Aberdeen. (64).
Registered Port	Aberdeen. Official No.: 60685.
GRT	272 tons.
Length	125 feet, 6 inches (38.25m).
Breadth	24 feet, 4 inches (7.42m).
Depth	14 feet (4.27m).
Construction	Wood, carvel construction.
Figurehead	Billet.
Classification	Lloyds Register of Shipping. Class 8A1.
Other information	--
Date Scrapped / Lost	23 rd / 24 th August 1871: on route from Liverpool (England) for Guayaquil (Ecuador), master Captain Mackenzie, she was lost at the Jason Islands an archipelago in the North West of the Falkland Islands. All the shipwrecked crew members made it to a desert island (50.59S, 61.28W), but all perished from exposure except three. 20 th September 1871 the survivors were picked up by the barque 'Florie' , by master Captain Hicks, and were taken to the port of Parangua (Brazil).

Perseverance (1868).

She was built as a general cargo carrier and is known to have sailed along British coastline and to the Mediterranean and the Baltic.

Vessel Name(s)	Perseverance.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	8 th February 1868.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Stephen & Co., Aberdeen. Robert Stephen (32), and George Stephen (9), both ship-owners, Boddam. Thomas Steven, shipmaster (9), Robert Stephen, shipmaster (9) and Alexander Davidson Junior, merchant (5), all Aberdeen.
Registered Port	Aberdeen. Official No.: 56612.
GRT	224 tons.
Length	112 feet, 3 inches (34.21m).
Breadth	24 feet (7.32m).
Depth	13 feet, 7 inches (4.14m).
Construction	Wood, carvel construction.
Figurehead	$\frac{3}{4}$ Female.
Classification	Lloyds Register of Shipping. Class 7A1.  Built under special survey.
Other information	13 th September 1878: The Daily News reported that the whaling schooner ' Helen F ' of New London, Connecticut, USA was wrecked in the Arctic Sea in October 1876. The crew made their way to the station at Penne's Harbour in December 1876 where they fished with fair success until 10 th July 1877 before being picked up by the ' Perseverance ' and subsequently landed at Peterhead (Scotland). The captain and first mate travelled via Liverpool, England to New York, USA. 25 th November 1880: all shares sold to Samuel Keith, ship-owner, Belfast, and she was registered in Belfast.
Date Scrapped / Lost	3 rd September 1883: On passage from South Shields to Galway with a cargo of coal, she foundered and was lost in wind conditions WNW Force 5, 1 $\frac{3}{4}$ miles SW of Sneuk Head, Hoy, Orkney. Master Edwards; owner S. Keith ⁴ .

Perseverance (1868). (Continued).

The Public Ledger and Daily Advertiser, 12th February 1868, reported as follows: *“On Saturday there was launched from the building yard of Messrs. John Humphrey and Co., Aberdeen, a fine clipper brig of the following dimensions: — Length 112 feet, breadth 24 feet, depth 14 feet, tonnage 245 N.M. The vessel is the property of Mr. Robert Stephen and others, will commanded Capt. Robert Stephen, and is intended for the Mediterranean trade. The vessel was named ‘Perseverance’ by Miss Davidson.”*

Bundaleer (1869).

DEVITT and MOORE'S AUSTRALIAN LINE of PACKETS.—The following high-classed VESSELS and avou rite passenger Ships will be dispatched as under:—

Port.	Ships.	Captains.	Docks.	To Sail.
Port Phillip ..	Elizabeth Dougall	W. Rowland	E.I.D.	March 25.
Port Phillip..	Clipper Ship	—	E.I.D.	April 25.
Port Phillip..	Lausdowne.....	D. B. Caryosso ..	E.I.D.	To follow.
Sydney	Rifleman	J. R. Longmuir..	E.I.D.	March 10.
Sydney	Agnes Rose	W. Purvis	E.I.D.	March 25.
Sydney	Commissary	F. Wagstaff.....	E.I.D.	April 10.
Sydney	Jason	J. R. Murray....	E.I.D.	April 25.
Sydney	Dunbar Castle ..	J. B. Swanson ..	E.I.D.	June 25.
Sydney	La Hogue	W. Goddard	E.I.D.	July 25.
Sydney	Parramatta.....	John Williams ..	E.I.D.	Aug. 25.
Adelaide	Carnaquheen....	Wm. Colville	L.D.	March 20.
Adelaide	Pekina	W. Orchard.....	L.D.	April 10.
Adelaide	City of Adelaide.	John Bruce.....	L.D.	May 10.
Adelaide	Bundaleer	R. Phillips	L.D.	June 10.
Adelaide	South Australian	David Bruce	L.D.	July 10.
Adelaide	St. Vincent.....	Alex. Louttit....	L.D.	Aug. 10.
Hobart Town	Runnymede (new	Robert Hay	E.I.D.	April 20.
Hobart Town	Ethel.....	H. Harmsworth ..	E.I.D.	June 10.
Hobart Town	Windward	G. A. Lulham ..	E.I.D.	July 20.
Launceston..	Westbury.....	Thomas Smith ..	W.I.D.	March 25
Launceston..	Araunah	T. Whittingham..	W.I.D.	May 25.
Brisbane	Harmodius.....	W. Deason	E.I.D.	April 10.
Brisbane	Wagoola	R. Hay	E.I.D.	May 10.
Brisbane	Alfred Hawley ..	W. B. Brown	E.I.D.	June 10.
Swan River..	G. H. Peake	John Grime	L.D.	Sailed.

For terms of freight or passage apply to Devitt and Moore, 9, Billiter-street.

Advertisement in the London Evening Standard - Monday 15th March 1869:

When the above was advertisement was placed the ‘Bundaleer’ wasn’t even launched, however Devitt and Moore’s Australian Line had her advertised for passage from London to Adelaide, Australia. She is advertised as leaving London 10th June 1869 on her maiden voyage.

Bundaleer (1869). (Continued).

She was built to carry cargo and passengers specifically for the London-Adelaide trade, and named after a sheep station in South Australia. In 1864, it was estimated that the Bundaleer Station, South Australia was carrying about 80,000 sheep.

The South Australian Register, Adelaide, 7th June 1869, reported as follows: *“The ‘Carnaqueen’. — A letter has been received from that old veteran Captain Phillips, who has relinquished the command of the ‘Carnaqueen’ to Mr. Ramsey, the chief mate. The latter took his departure in April from London, and may be expected to make a very good passage. Meanwhile, Captain Phillips is superintending the embellishment and fit-out of the ‘Bundaleer’, a handsome ship, with which he purposes doing something remarkable in the Adelaide trade.*

The Dundee Advertiser, 29th March 1869, reported as follows: *“LAUNCH OF A CLIPPER SHIP FOR THE AUSTRALIAN TRADE - On Saturday afternoon, there was launched from the shipbuilding yard **Messrs Humphrey & Co.**, at the Inches, a handsomely-designed clipper of about one thousand tons register. Having been christened the ‘**Bundaleer**’ by Miss Connon, the ship took the water in most splendid style amidst the hearty cheers of a large concourse of spectators, and the firing of a couple of small cannons from on board the vessel after she was fairly afloat. The ‘**Bundaleer**’ is intended for South Australian trade, and we understand that after being fitted here she will proceed to London and be placed on the berth there for passengers and goods. Her accommodation and whole internal arrangements are of such a character as to give assurance that she will be a comfortable ship to sail in, while her finely modelled lines lead the belief that she will maintain the fame of speed already acquired by Aberdeen clippers. The ‘**Bundaleer**’ measures 205 feet in length, 34 feet 3 inches breadth of beam, and 20 feet depth of hold. She has been built by **Messrs Richard Connon & Co.** After being launched, the ‘**Bundaleer**’ was towed down to near the sheer poles, where she will receive her masts and bowsprit in the course of a day or two.”*

1869, she left London 20th June, Captain Robert Phillips, start point 25th June, and arrived at Adelaide 17th September; 84 days, which was a relatively quick passage.


Bundaleer (1869). Continued.



*The 3-masted ship ‘**Bundaleer**’ drying her sails at Port Adelaide, after her maiden voyage, 1869. (Photographer unknown, from the A. D. Edwardes Collection, courtesy of the State Library of South Australia, Ref: PRG 1373/19/1).*

Vessel Name(s)	Bundaleer. Renamed ‘ Chilian ’ (late 19 th century).
Rig	Ship, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	27 th March 1869.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Richard Connon & Co., Aberdeen. Richard Connon and Alexander Rhind Dyer, ship-owners (32), George Milne, banker (8), and Robert Phillips, master mariner (8), all Aberdeen. Thomas Wood, merchant, Banff (8), and Alexander Lang Elder, merchant, London (8).
Registered Port	Aberdeen. Official No.: 60691.
GRT	921 tons.
Length	196 feet, 4 inches (59.84m).
Breadth	34 feet, 1 inch (10.39m).

Bundaleer (1869). Continued.

Depth	20 feet, 1 inch (6.12m).
Construction	Wood, carvel construction.
Figurehead	¾ male.
Classification	Lloyds Register of Shipping. Class 10A1.  Built under special survey.
Other information	<p>3rd July 1873: The Adelaide Evening Journal reported that second officer Mr. Castle was lost overboard.</p> <p>1879: on the death of Richard Connon all shares were sold to Joseph Wiggins, Ship-owner, Sunderland and she was registered in London.</p> <p>1879: owned by and Master Joseph Wiggins and registered in London.</p> <p>1883: owned by and Master J. M. Way and registered in Liverpool.</p> <p>1887: owned by R. Moore, and registered in Antofagusta, Bolivia.</p> <p>1897: owned by R. Moore of Port Corinto, Nicaragua.</p> <p>1897, 12th May: The Newcastle (New South Wales) Morning Herald reported: <i>“Barque ‘Bundaleer’ has reached Freemantle, West Australia, after eventful voyage from Puget Sound (USA). During a gale encountered soon after she left the sound, she sprang a leak. Large quantity of timber stowed on deck had to be thrown overboard. Damage was repaired and all was well till Cape Lewis, when heavy gale sprang up in which she lost her rudder. A jury rudder was rigged until she reached Rottnest Island, when this gave way, leaving her at the mercy of the waves. Distress signal was hoisted and the tug ‘Eleanor’ went to her rescue.”</i></p> <p>Late 19th century: owned by MacAuliffe of Coquimbo and renamed ‘Chilian’.</p> <p>1899: owned by W. E. Mighell, Port Corinto, Nicaragua.</p>
Date Scrapped / Lost	29 th June 1901: Wrecked off Coquimbo, Chile / details unknown.

Craigendarroch (1870).

She was built as a general cargo carrier and was a regular trader from London to Adelaide, Australia.




A model of the 3-masted ship 'Craigendarroch' photographed and modelled by Patrick Weir, June 1928.

(Courtesy of the State Library of South Australia, Ref: B 10526).

The Dundee Courier, 6th April 1870, reported as follows: *“LAUNCH OF A CLIPPER SHIP. - There was launched on Saturday last from the building yard of Messrs John Humphrey & Co., Inches, a clipper ship gracefully named by Mrs Cannon the 'Craigendarroch'. She is about 1,200 tons builders' measure, and 1,000 register, has a figurehead representing a noble Highland warrior clad in Invercauld tartan, and her dimensions and symmetry give promise of good sailing and carrying qualities. This fine vessel has iron beams and Humphrey's patent iron keelson, and on account of this and her otherwise superior construction, has been awarded by Lloyd's Committee for the shipping registry the highest class ever granted to any vessel of the same material. We understand the 'Craigendarroch' has been built to the order of our townsmen — Messrs Richard Cannon Co. — for the South Australian trade, and when fitted out will take her place in the Elder line of packets between London and Adelaide with her sister ships 'Carnaquehen' and 'Bundaleer', and will be commanded by Captain Robert Phillips late these vessel's.”*

Craigendarroch (1870). (Continued).

The Banffshire Journal and General Advertiser, 5th April 1870, reported similar to above, but also stated: *“LAUNCH. – A splendid clipper ship, the joint property of Messrs Connon & Co., Aberdeen, and Provost Wood, Banff,and will carry 2,000 tons of cargo..... The ceremony of christening the ‘Craigendarroch’ was performed by Mrs Connon.”*

Vessel Name(s)	Craigendarroch.
Rig	Ship, 3 masts, 2 decks, a poop deck, a forecastle deck, an elliptical stern, and a standing bowsprit.
Launch Date	2 nd April 1870.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Richard Connon & Co., Aberdeen. Richard Connon & Alexander Rhind Dyer, ship-owners (40), George Milne, bank agent (8), and Robert Phillips, master mariner (8).
Registered Port	Aberdeen. Official No.: 60703.
GRT	1,005 tons.
Length	208 feet, 3 inches (63.47m).
Breadth	34 feet, 6 inches (10.52m).
Depth	21 feet (6.40m).
Construction	Wood, carvel construction.
Figurehead	$\frac{3}{4}$ male.
Classification	Lloyds Register of Shipping. Class 11A1.  Built under special survey.
Other information	19 th June 1875: on the death of Alexander R. Dyer, Aberdeen 40 jointly held shares go to Richard Connon. 1880: owned by F. Spaight and Sons, and registered at Limerick, Ireland. 13 th January 1882: the Belfast Newsletter reported that: <i>“Auction of 2,000 fine boards, battens, rafters, firewood, etc., the above of best quality and has just arrived Belfast ex ship ‘Craigendarroch’ from Baltimore, America”.</i>
Date Scrapped / Lost	24 th October 1882: she was reported as lost by Lloyds Register. She was wrecked in a typhoon at Manila, Philippines. The Aberdeen Weekly Journal 11 th January 1883 reported that 13 vessels including the ‘Craigendarroch’ were driven ashore due to a hurricane.

Lunan (1870).

She is known to have regularly sailed to Shanghai, China, and Nagasaki, Japan, from Aberdeen and London.

The Montrose, Arbroath and Brechin review; and Forfar and Kincardineshire advertiser, 1st July 1870, reported as follows: *“LAUNCH OF A BRIG. — Last week there was launched from the building yard of Messrs John Humphrey & Co., Inches, a handsome clipper brig named the ‘Lunan’, of the following dimensions:— Length, 122 feet; depth, 14 feet; breadth of beam, 24 feet 6 inches — 270 tons register, and a carrying capacity of about 400 tons. The Lunan has been built to the order of J. W. Morrice, Gracechurch Street, London, for the China coasting trade, and will be commanded by Captain Cargill of Arbroath.”*

Vessel Name(s)	Lunan.
Rig	Brig, 2 masts, 1 deck, a round/elliptical stern, and a standing bowsprit.
Launch Date	28 th June 1870.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	J. W. Morris , Gracechurch Street, London. (64).
Registered Port	London. Official No.: 63618.
GRT	263 tons.
Length	121 feet, 5 inches (37.01m).
Breadth	24 feet, 3 inches (7.39m).
Depth	14 feet (4.27m).
Construction	Wood, carvel construction. Hull sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 10A1.
Other information	1873: owned by Morris, Lewis & Co., and registered in Shanghai, China.
Date Scrapped / Lost	Unknown.

Lochbulig (1871).

She was built as a general cargo carrier and is known to have sailed at China and Taiwan. She had a very short life, being lost in a gale at only 4-years old.

Loch Builg is a remote loch in the Cairngorms.

The Shipping and Mercantile Gazette, 14th June 1871, reported as follows: *“JOHN HUMPHREY & Co., ABERDEEN: — Nearly ready, Clipper three-masted SCHOONER, wood, to class ten years A1. Length, 135 feet; 25 feet; depth, 14 feet; 333 gross register. 400 tons builder's.”*

The Montrose, Arbroath and Brechin review; and Forfar and Kincardineshire advertiser, 14th July 1871, reported as follows: “LAUNCH OF A CLIPPER SCHOONER. — There was launched from Messrs John Humphrey & Co.’s building-yard, on Wednesday week, a fine three-masted clipper schooner the following dimensions: — Length, 135 feet; breadth, 25 feet 1 inch; depth of hold, 14 feet; she is 400 tons builders’ measurement. She was gracefully named the ‘Lochbulig’ by Mrs Humphrey, and is to be commanded by Captain Hughes, late of the ‘Racer’, of Montrose. She is to be employed on the coast of China, and Messrs Richard Connon & Co., are the managing owners.”

Vessel Name(s)	Lochbulig.
Rig	Schooner, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	5 th July 1871.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Richard Connon & Co., Aberdeen. (64). Richard Connon, Alexander Dyer, merchants and shipowners (52-jointly), and Susan Flockhart or Hughes, wife of James Hughes of Montrose, shipmaster (12).
Registered Port	Aberdeen. Official No.: 65077.
Signal Letters	KLTS.
GRT	333 tons. (400 tons builder’s measurement)
Length	136 feet, 2 inches (41.50m).
Breadth	25 feet, 2 inches (7.67m).
Depth	14 feet, 4 inches (4.37m).
Construction	Wood, carvel construction.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 10A1.

Lochbulig (1871). (Continued).

<p>Other information</p>	<p>1873: owned by J. Morris and registered in Birkenhead. 1873, 27th May: Lloyd's List reported as follows: <i>"SHANGHAI, 10th April — The 'Lochbulig', McPherson, which arrived here, 3rd April, from Chefoo, is now in dock for repairs to bottom, having been aground when coming but of Newchwang."</i> 1874: owned by Morris, Lewis & Co.; and registered in Shanghai, China. 11th October 1875: The Shipping and Mercantile Gazette, 23rd November 1875, reported <i>"Amoy 11th October 1875, 'Lochbulig', 8,400 piculs, hence for Samarang \$3,100."</i> (A picul is a Chinese unit of weight, 1 picul is approximately 60kg, therefore 8,400 piculs = 504 tons).</p>
<p>Date Scrapped / Lost</p>	<p>15th October 1875: she was lost at Lambay Island, off Formosa, Taiwan, after being driven near the shore during a heavy gale, and subsequently driven ashore by strong current and heavy swell. No hands were reported lost.</p>

Alert (1872).

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

Aberdeen Press & Journal, 15th May 1872, reported as follows: *"LAUNCH. — There was launched from the building-yard of Messrs John Humphrey & Co., on Saturday afternoon, in presence of a large number of people in the yard and on the opposite quay, a wooden screw steamer of the following dimensions Length, 85 feet; breadth, 19 feet; depth 9½ feet; gross tonnage, 97 tons. The vessel has a neat appearance, and is built on a new principle, very much suited for taking dry harbours. The vessel is fitted with pair of diagonal surface condensing engines of 30 horse-power, capable of being worked to 80. On taking the water, the vessel was gracefully named the "Alert" by Miss Humphrey, the builder's daughter. She is the property of local owners, and is intended for general coasting purposes, for which she is*

Alert (1872). (Continued).


well adapted. Messrs Humphrey have another steamer of the same construction, which will be ready for launching in a few weeks, and also a vessel of large dimensions, intended for the Australian trade, expected to be ready in about six weeks.” (Reference is to the ‘**Monaltrie**’ (1,048 tons)).

Vessel Name(s)	Alert.
Rig	Cargo Steamer, 2 masts.
Engine	Steam, pair of diagonal surface condensing engines of 30HP, by Pressley & Leys, Engineers, Aberdeen.
Launch Date	11 th May 1872.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Presslie & Co., Aberdeen. (James Presslie & J. Gash, both Aberdeen). (64-jointly).
Registered Port	Aberdeen. Official No.: 65087.
GRT	97 tons.
Length	81 feet, (24.67m).
Breadth	19 feet, 3 inches (5.87m).
Depth	9 feet, 4 inches (2.84m).
Construction	Wood, carvel construction.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class: 5A.
Other information	1874: owned by J. Whitney, Aberdeen. 1876: owned by Esau. Hanson, Halifax, Yorkshire and registered in Liverpool. By 1890: owned by William Pitts, Leeds and registered at Falmouth. 1890: she was rebuilt at Falmouth. 1903: she had a new 30HP steam engine, and a new boiler fitted. August 1913: she was sold by Mr Walter Foster of Leeds, new owners unknown. 1917: Registered at Grimsby. By 1920: owned by the Belfast Marine Salvage Co. Ltd., Belfast.
Date Scrapped / Lost	Unknown.

Monaltrie (1872).

She was built to carry cargo and passengers, and was regular trader from London to South, Australia. She is known to have carried wool on her return passages.

Aberdeen Press and Journal - Wednesday 26th June 1872, reported as follows: *“LAUNCH. — There was launched on Saturday from the building yard of **Messrs John Humphrey & Co., Inches**, a beautifully modelled and finely finished clipper ship of 1,082 tons register. She was gracefully named the **“Monaltrie”** by Miss Cannon. The vessel is the largest that has been launched from the Inches. She is classed 12 years’ A 1 at Lloyds. The **“Monaltrie”** has been built to the order of Messrs Richard Cannon & Co., and is specially designed for the South Australian trade. She is a sister ship to the **Carnaquheen**, the **Bundaleer**, and the **Craigendarroch**, built by the same firm. As soon as she is fitted out, which she will be with all the latest improvements, she will proceed to London to take her berth on the Elder Line of Packets between London and Adelaide, under the command of Capt. Robert Phillips, formerly of the **Craigendarroch.**”*

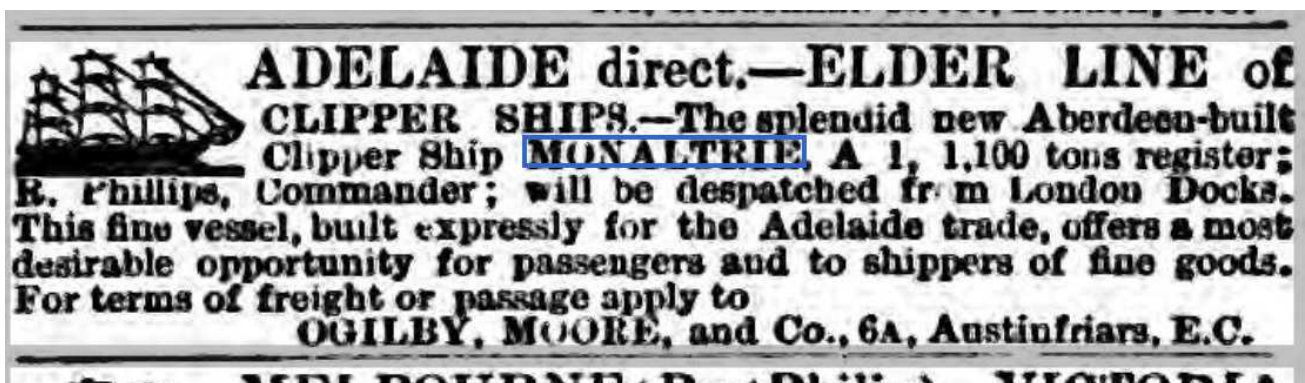
Vessel Name(s)	Monaltrie. 1882/3 renamed ‘ J. M. Gildemeister ’.
Rig	Ship, 3 masts, 2 decks, a poop and forecastle deck, a round stern, and a standing bowsprit.
Launch Date	22 nd June 1872.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Richard Cannon & Co., Aberdeen. Richard Cannon and Richard Dyer (32), George Milne, banker (8), and Robert Phillips, shipmaster (8), all Aberdeen. James Wood, merchant, Banff (8), and Alexander Lang Elder, merchant, London (8).
Registered Port	Aberdeen. Official No.: 65088.
GRT	1,048 tons. (1,260 tons builder’s measurement).
Length	211 feet, 10 inches (64.57m).
Breadth	34 feet, 10 inches (10.62m).
Depth	20 feet, 10 inches (6.35m).
Construction	Wood, carvel construction, with iron hold beams and keelson.
Figurehead	¾ size male.
Classification	Lloyds Register of Shipping. Class 12A1.  Built under special survey.

Monaltrie (1872). (Continued).

Other information	<p>1874, January: under Captain Phillips she served as the flagship for a regatta at Port Adelaide, South Australia. Captain Simpson presented him with a cup and salver.</p> <p>1875, 20th March: the South Australian register (Adelaide), reported: <i>“17 March - John Errickson, seaman, pleaded guilty to deserting ship ‘Monaltrie’ (warrant issued before departure of ship) fine £1 (£116 in 2019) and costs or 1-month hard labour.”</i></p> <p>1877, 26th October: the South Australian Advertiser reported: <i>“Police Court, Port Adelaide, 25 Oct. Lawrence Shakesby, William Burns and William Mehan, seamen of ship ‘Monaltrie’, charged with disobeying lawful demands of their superior officer on 23 Oct. First two (who pleaded guilty) sentenced to 2 weeks gaol, third (who pleaded not guilty) 1 month.”</i></p> <p>1877, 30th October Lloyds List reported as follows: <i>“ADELAIDE, 19th Sept.— The ‘Monaltrie’, when being towed to her berth in harbour, and whilst in charge of a pilot, grounded in a shallow part of the harbour, and at low water canted over considerably; she. however, only remained in that position for one tide, and was towed off the following day apparently without damage.”</i></p> <p>1877, 11th September: under tow by tug ‘Sophia’ the wind strengthened, and she ran aground in shallow water near Maclaren Wharf, Port Adelaide, but was later floated off with little damage.</p> <p>1880: owned by J. Aiken Junior & Co. and registered in Aberdeen.</p> <p>1881, 20th January: The South Australian Register reported: <i>“‘Monaltrie’, the last wool ship for the season, was towed out today by tug ‘Flinders’. She took South Australian produce consisting of 980 bags copper ore, 564 bags flour, 1,224 bags wheat, 3,480 bales greasy wool and 653 bales scoured wool. Total declared value of the cargo £65,875” (£8 million in 2019).</i></p>
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Monaltrie (1872). (Continued).

<p>Other information (Continued).</p>	<p>24th June 1881: her certificate was cancelled, when she was sold to German owners.</p> <p>1882/3: bought by G. Gildemeister and A. Ries and renamed 'J. W. Gildemeister', and registered in Bremen, Germany.</p>
<p>Date Scrapped / Lost</p>	<p>3rd October 1891: she ran aground and was wrecked; all hands were saved. Location unknown.</p>




Shipping and Mercantile Gazette Advertisement, 13th September 1872.

The Express and Telegraph (Adelaide, South Australia), 10th Dec 1872, reported as follows: *“THE ‘**Monaltrie**’ is another of the Elder line of light draught clippers which has been recently launched, and is now overdue at Port Adelaide. She has been built under the immediate superintendence of Captain R. Phillips, whose previous experience is somewhat extensive, he having supervised the construction of the ‘**Carnaquheen**’, ‘**Bundaleer**’, and ‘**Craigendarroch**’; and it is worthy of note that, as each ship has increased in tonnage, on his previous commands, so the facilities of Port Adelaide have given greater draught of water to his vessels.”*

Portsoy (1872).

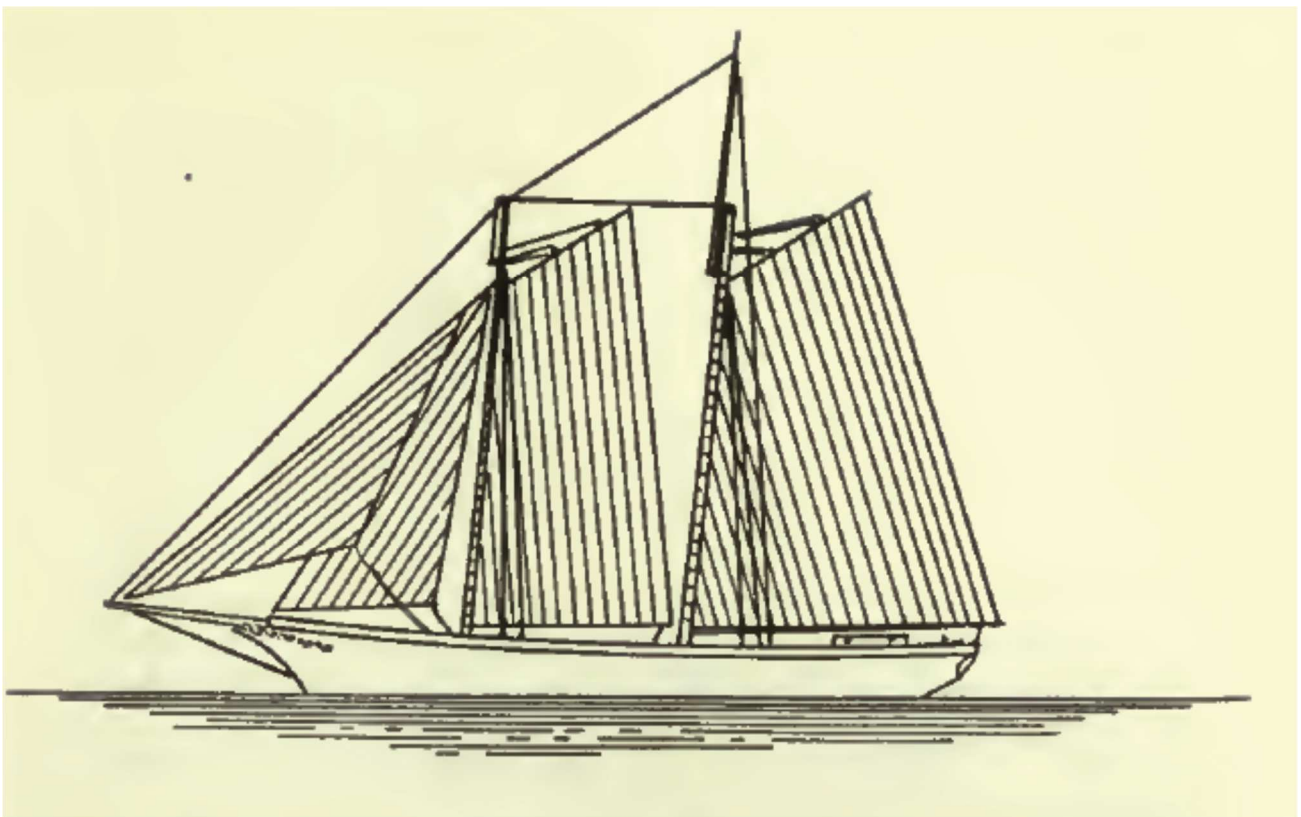
She was built to carry general cargo and is known to have traded across the Atlantic including Brazil, and to Spain.

The Aberdeen Press and Journal, 6th November 1872, reported as follows: *“LAUNCH. – On Saturday afternoon there was launched from the building yard of **Messrs John Humphrey & Company**, Inches, a handsomely-modelled schooner of the following dimensions, viz.: - length, 98 feet; breadth, 20 feet; depth, 10 feet; tonnage 180 tons. The vessels took the water beautifully, and was gracefully named the ‘**Portsoy**’ in the usual form by Mrs McRobbie, wife of one of the owners. The ‘**Portsoy**’ is the property of Mr McRobbie, Portsoy and Captain Baxter. This is amongst the first vessels built by an Aberdeen firm going to a north firm, and it is to be hoped that the ‘**Portsoy**’ will give her owners such satisfaction as will induce other firms from the north to come to Aberdeen for vessels. Captain Baxter, who is to command her, is a gentleman who has had long experience in the Newfoundland and fruit trade, for which the vessel has been specially built.”*

Vessel Name(s)	Portsoy.
Rig	Schooner, 2 masts, 1 deck, a square stern and a standing bowsprit.
Launch Date	2 nd November 1872.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	W. McRobbie, Portsoy, and Captain Baxter. (64).
Registered Port	Portsoy. Registered No. 62461.
GRT	121 tons. (114 tons LRS).
Length	93 feet, 9 inches (28.58m).
Breadth	20 feet, 3 inches (6.17m).
Depth	10 feet, 1 inch (3.07m)
Construction	Wood, carvel construction.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 8A1.  Built under special survey.
Other information	1880 / 1881: registered in Banff. 1881 / 1882: sold to owners in Greece.
Date Scrapped / Lost	Unknown.

Portsoy (1872). (Continued).

The Banffshire Reporter, 29 November 1872, reported as follows: *“ABERDEEN. Thursday. Some time ago, as most of your readers will be aware, there was launched from the yard of **Messrs Humphrey & Co.**, ship builders here, a neat clipper ship, called the ‘**Portsoy**’, and which I understand is to belong to Portsoy owners. This craft I have this week had the pleasure of seeing, and I wish to corroborate the high eulogium passed upon her by the press in general, by saying that, without exception, she is one of the tidiest little schooners that has gone out of our famous building yards for some time. She lies at present in the centre of the Upper dock, alongside of the large unwieldy-looking “**Clyde**,” and, as she is quite light in the water, presents a very striking contrast to that cumbersome-looking vessel. The model, to our uninitiated eyes, seems perfect, and we trust her success may be such as may induce her energetic owners to add many more such as she to your port. Of a few such as she Portsoy might justly be proud.”*




*Typical ‘Fore-and-Aft’ schooner.
(From wooden shipbuilding by Charles Desmond (1919)).*

Crystal (1872).

She was built to carry general cargo trading at the West Indies and is known to have traded at London and Berbice, Guyana, South America.

The Buchan Observer and East Aberdeenshire Advertiser, 5th January 1872, reported as follows: *“LAUNCH.—There was launched from the building yard of Messrs John Humphrey & Co., Aberdeen, on the 1st January, 1872, a fine clipper barque of about 300 tons, for a London firm, to be employed in the West India trade, and to be commanded by Captain Scott, of Peterhead, late of the ‘Conoid’, who has had long experience as shipmaster. She was gracefully named the ‘Crystal’ by Mrs Humphrey, and is intended to carry crystallised sugar in the aforementioned trade. By the symmetry of the vessel in the water, she promises to be one of the fastest in the line.”*

Vessel Name(s)	Crystal.
Rig	Barque, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	1 st January 1872.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	W. & J. Smith. (64).
Registered Port	London. Registered No. 65655.
GRT	274 tons.
Length	127 feet, 5 inches (38.84m).
Breadth	26 feet (7.92m).
Depth	12 feet, 9 inches (4.19m)
Construction	Wood, carvel construction. Her hull was sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 10A1.  Built under special survey. A&CP: Anchors and cables proved at a public machine.
Other information	1876: owned by W. M. Ross. 1877 / 1878: owned by W. & J. Smith. 1881 / 1882: registered in Glasgow. 1883: owned by J. Smith. 1898: owned by C. Dauban, and registered in Port Louis, France.
Date Scrapped / Lost	Unknown.

Volant (1873).

She was built as a coaster to carry general cargo, especially coal.

Shipping and Mercantile Gazette - Friday 31 January 1873:

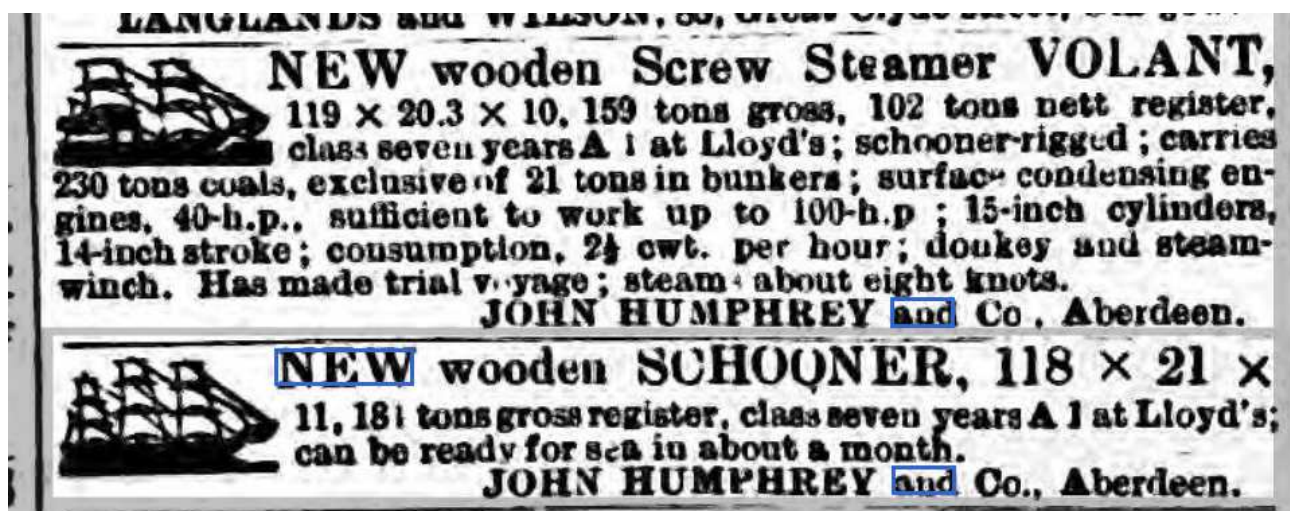
“On the 27th Inst, there was launched from the building, yard of Messrs. J. Humphrey and Co., Aberdeen, a steamer of 160 tons register. Her dimensions are: — Length 119 feet, breadth of beam 20 feet 3 inches, depth of hold 10 feet. She is intended for the Coasting Trade. At present she is the property of the builders, and has been named temporarily the ‘Volant’.”

Five months later she was still for sale.

The Shipping and Mercantile Gazette, 27th June 1873, reported as follows:

*“New wooden Screw Steamer **VOLANT**, 119 x 20.3 x 10, 159 tons gross, 102 tons net register, class seven years A1 at Lloyd's; schooner-rigged; carries tons coals, exclusive 21 tons bunkers; surface condensing engines, 40-h.p., sufficient work up to 100-h.p.: 15-inch cylinders, 14-inch stroke; consumption, 2½ cwt. per hour; donkey and steam winch. Has made a trial voyage; steams about eight knots.”*

Shipping and Mercantile Gazette, 26th & 27th June 1873, advertisement:



LANGLANDS AND WILSON, 55, GREAT STREET, ABERDEEN.

NEW wooden Screw Steamer VOLANT,
119 x 20.3 x 10, 159 tons gross, 102 tons nett register,
class seven years A 1 at Lloyd's; schooner-rigged; carries
230 tons coals, exclusive of 21 tons in bunkers; surface condensing en-
gines, 40-h.p., sufficient to work up to 100-h.p.; 15-inch cylinders,
14-inch stroke; consumption, 2½ cwt. per hour; donkey and steam-
winch. Has made trial voyage; steams about eight knots.
JOHN HUMPHREY and Co., Aberdeen.

NEW wooden SCHOONER, 118 x 21 x
11, 18½ tons gross register, class seven years A 1 at Lloyd's;
can be ready for sea in about a month.
JOHN HUMPHREY and Co., Aberdeen.

Also advertised above is the 3-masted schooner ‘Heath’ which was launched 13th September 1873.

Volant (1873). (Continued).

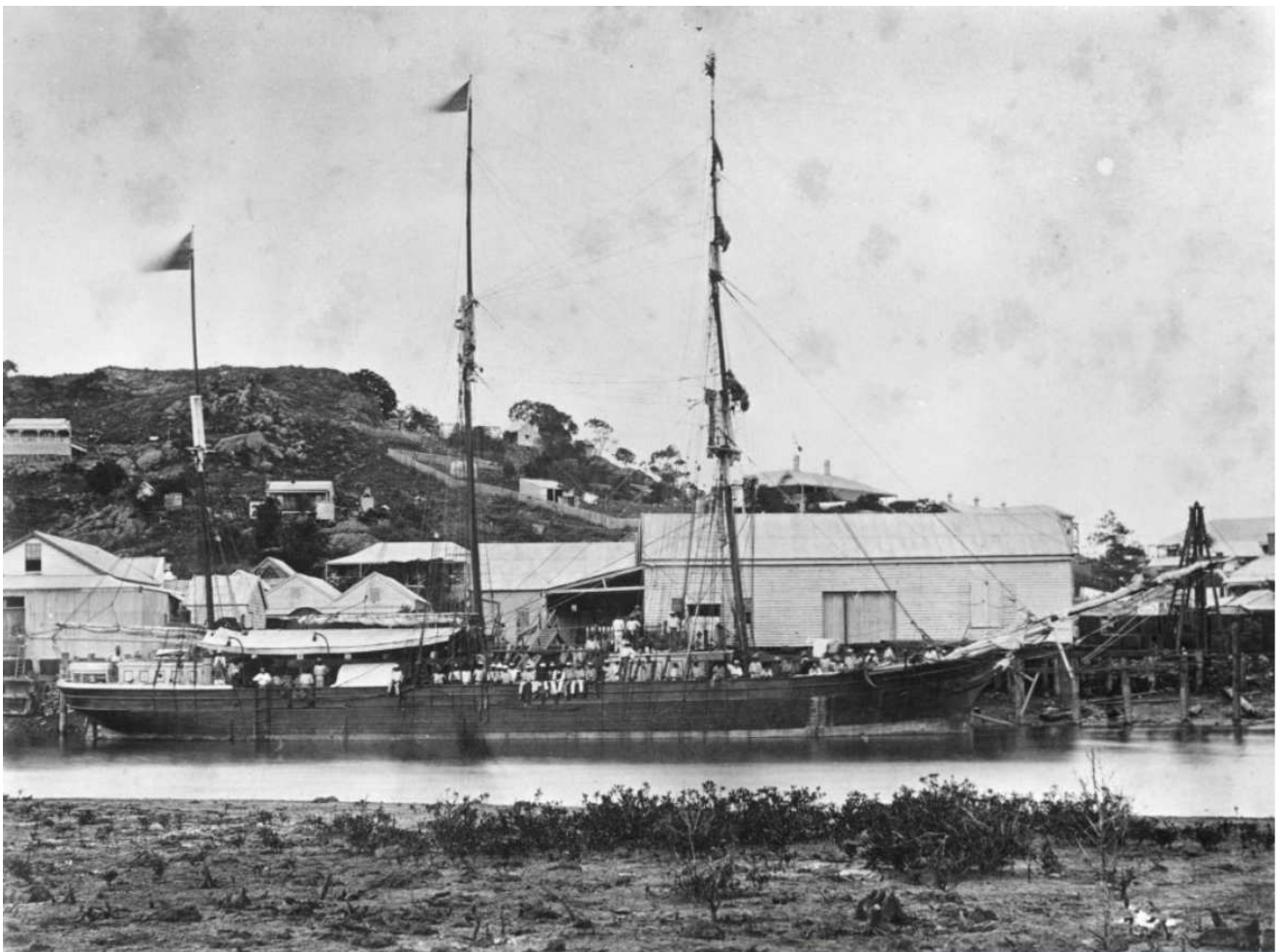
Vessel Name(s)	Volant.
Rig	Screw Steamer. Schooner rig, 1 deck, and 2 masts.
Engines	Two diagonal surface condensing engines by Presslie & Leys, Aberdeen. (40HP).
Launch Date	27 th January 1873.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Humphrey & Co. , Aberdeen. Richard Connon, (20), Alexander Rhind Dyer, (20), John Humphrey, shipbuilder (24) , all Aberdeen.
Registered Port	Aberdeen. Official No.: 65091.
GRT	160 tons.
Length	118 feet (35.97m).
Breadth	20 feet, 2 inches (6.15m).
Depth	10 feet (3.05m).
Construction	Wood, carvel construction.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 7A1. ☒ Built under special survey.
Other information	23 rd October 1875: owned by Robert Thomson and registered in London. (Thomson bought 20 shares belonging to Alexander R. Dyer after his death). 1876: owned by A. N. Reed and registered in London. 1877 to 1882: owners unknown, but she was registered in Spain.
Date Scrapped / Lost	Unknown.

Heath (1873).

She was built to carry general cargo and is known to have traded chiefly at the ports in Australia.

The Shipping and Mercantile Gazette, 19 September 1873, reported as follows: *“LAUNCHES. the 13th Inst, there was launched from the building yard of Messrs. John Humphrey and Co., Aberdeen, a three-masted schooner 247 tons B.M. (Builders measurement). The vessel was named ‘Heath’. She is to be under the command of Captain Milne, late of the ‘Nina’. She is the property of the firm of Messrs. Richard Connon and Co., and is intended for the intercolonial trade Australia, for which she is admirably adapted account of her expected speed, light draught of water, and carrying qualities.”*

(Original owners were A. Dyer and John Humphrey).



The 3-masted schooner ‘Heath’ at Ross Creek, Townsville, Queensland, c1878. (Photographer unknown, courtesy of the State Library of Queensland).

Heath (1873). (Continued).

Vessel Name(s)	Heath.
Rig	Schooner, 3 masts, 1 deck, probably a round stern, and a standing bowsprit.
Launch Date	13 th September 1873.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	A. R. Dyer , Aberdeen. Alexander Rhind Dyer, ship-owner and merchant (40), and John Humphrey , shipbuilder (24), both Aberdeen.
Registered Port	Aberdeen. Official No.: 65096.
GRT	187 tons.
Length	119 feet (36.27m).
Breadth	21 feet, 7 inches (6.58m).
Depth	10 feet, 10 inches (3.30m).
Construction	Wood, carvel construction.
Figurehead	½ female.
Classification	Lloyds Register of Shipping. Class 7A1. ✠ Built under special survey.
Other information	30 th June 1874: registered anew at Sydney, NSW., Australia by Thomas Elder, Merchant, Adelaide. Bought for circa £3,230 (£368,000 in 2019). 1876-7, 1877-8, 1880-1: owned by W. Clifton, and registered in Sydney. 1881-2: owners Clyton and Aplin Brothers, registered in Sydney, Australia. 1882: owned by W. V. Brown. 1885: owned by B. Byrnes, wood and coal merchant, Sydney, Australia.
Date Scrapped / Lost	4 th January 1889: whilst sailing under Captain Theodore Bastholm, from Sydney to Newcastle she ran onto a reef at Cape Three Points, Broken Bay, NSW, Australia, and was wrecked. Two members of the crew drowned, and one was injured.

Heath (1873). (Continued).

The Sydney Morning Herald, 8th January 1889:

*“MARINE BOARD. - THE SCHOONER **HEATH**. An investigation was held by the Marine Board yesterday afternoon into the circumstances attending the loss of the schooner **Heath**, which was wrecked off Cape Three Points, on the northern coast, on Friday morning last. There were present Captain Hixson (president), Captain Broomfield, Captain Robertson, Captain 'Moodie, Captain McLean, and the secretary, Commander Lindeman. The first witness called was the master of the schooner, Theodore Bastholm. He deposed that he held a coasting certificate, as master, from the board; he had held command of the schooner for about a month and a half; she was a three-masted vessel of 197 tons, and was owned by Mr. B. Byrnes, coal merchant, of Sydney; the **Heath** was well found, and was not more than 16 years old; he believed the vessel was partly insured; witness left Sydney with the schooner for Newcastle on Friday, the 28th December; he had a crew of seven, all told; the wind was blowing from the south, but after they had been out a short time the weather became squally, and they had to run into Broken Bay for shelter, and reached there about 6 o'clock on the Sunday morning; they remained there until Thursday, the 3rd instant, and being favoured with a good wind on the evening of that day they set sail again for Newcastle; the tide was somewhat against them; at 10 o'clock that night they had arrived abreast of **Barranjoey** the wind was then very strong, and it was raining, and they could see neither lights nor land; they were steering an easterly course, and continued to do so until the vessel struck on a reef when the weather cleared witness ascertained that the vessel had struck on the eastern reef near Cape Three Points; it was then 1 o'clock, thus making it three hours from the time they were abreast of Barrenjoey; the vessel had no sooner struck the reef than the rocks went through her, and she filled with water; witness did not think it advisable to take to the boat before daylight; the foremast was cut away and the anchor was let go; one seaman (Peter Olhsen) - got into the boat and let himself adrift, thus leaving them without any means of safety; he could not say whether Olhsen did it purposely or accidentally; the schooner began to break up, und witness, noticing that the deckhouse would be washed bodily off the vessel, got all the men on the top of it, and in a few minutes it floated off into the sea; witness was washed off the deckhouse,*

Heath (1873). (Continued).

and had a hard struggle to swim to the shore, but he managed to reach land in safety day was then breaking, and he saw the deckhouse with the men on it being washed in to the shore: one man, Charles Swenson, was washed off the house and was drowned; the others managed to get ashore; they afterwards found the boat in which Olhsen had got adrift, but did not see anything of Olhsen, and witness believed he was drowned; one seaman named Rosenberg had his foot crushed very badly, and was now in the hospital; the schooner broke up altogether, and there was nothing to be seen of the wreck at daybreak; witness thought the vessel was 12 miles off the land when she struck; Swenson, the man who was drowned, was on the look-out when the vessel struck.

Corroborative evidence was given by Harold Molvig, mate of the schooner.

Hilder Christenson, seaman, deposed that at about 11 o'clock on the night of the disaster he relieved the captain at the wheel, and received instructions to steer an easterly course, and he did so; at 12 o'clock the wheel was taken by Peter Olhsen, who was also ordered to steer the same course. L. Newman deposed that he was cook on board the schooner; on the night in question he went below at about 9 o'clock the weather was then squally and it was raining. The captain (Theodore Bastholm) recalled said: There were two compasses on board and both of them were correct; the only way he could account for the vessel getting where she was wrecked was through drifting with the current, which was very strong. This completed the evidence, and the board reserved its decision until Monday."

Evening News, Sydney, 7th January 1889:

'Wreck of the Schooner Heath.

TWO OF THE CREW DROWNED AND ONE INJURED.

THE SURVIVORS GET LOST IN THE BUSH.

RESCUED BY A FARMER.

Heath (1873). (Continued).

A terrible shipping disaster occurred on Friday morning, off Cape Three Points, about twenty - miles from Sydney on the northern coast, which was attended with terrible hardship, suffered by the crew. It will be remembered that on Thursday night last, Sydney, as well as along the coast, was visited by a terrific hurricane, by which a number of vessels were reported to have been either lost or dismasted. Among the disasters of that fearful night to sailors was one which befell the three-masted schooner 'Heath', bound from Sydney to Newcastle, with ballast. The vessel grounded on a 'surf rock,' off Cape Three Points, called the northernmost Bomboler, when the crew, which numbered seven all told, had a desperate struggle to gain the shore, which was about two miles distant from 'where the vessel struck. In their efforts to master the angry waves two of the crew were lost, and one severely injured. After suffering terrible privations — viz., floating about in the water for two hours, and walking barefooted for over twenty miles through the bush without food or water — they managed to reach Sydney on Saturday evening about 6 o'clock in an extremely exhausted condition. On their arrival they were interviewed by a representative of the Evening News, when they related the tale of the shocking disaster, and which went to show how acute must have been the sufferings they endured during the previous twenty-four hours.

THE MASTER'S STATEMENT.

The skipper, Theodore Bastholm - who is a married man, and resides at No. 5, Frost-buildings, Pyrmont-street, Pyrmont, made the following statement: 'We left Sydney laden with ballast for Newcastle on Friday, December 28, and ran down to within ten miles of Newcastle under a full set of canvas, up to Saturday night. All went well till then, having beautiful weather all the way, when suddenly a strong northerly wind sprung up. There was too much wind then for us to carry all sail, and we had to run back to Broken Bay, where we stayed till the Thursday night. At 8 o'clock I gave orders to weigh the anchor, and at 10 o'clock we cleared the bay. After we had got well out, I made a straight course for Newcastle, when it commenced to rain and blow very strongly. I was at the wheel, and the weather was so thick that I was unable to see anything ahead of me. We had all sail set, and was travelling at the rate of from eight to ten knots per hour. The wind began to increase in its fury, and the sea became more wild. Knowing that I could not see ahead, I

Heath (1873). (Continued).

starboarded the helm, and, to make sure, steered a course of east by east. There was a strong undercurrent, and the ship rolled considerably. All went well till about 1 o'clock on Friday morning, when our vessel 'suddenly struck the northernmost Bomboler, at "surf rock",' off Cape Three Points. We struck broadside on, and she at once began to fill. The wind was still blowing very strongly, accompanied with a thick misty rain. I at once gave orders for the two boats to be set off, and while this was being done, one of them was smashed up, and it was with considerable difficulty that the remaining one was made fast. The storm then appeared to be abating, and I thought it would be advisable to stay by the ship till daylight, as I was in total ignorance as to where we were, in consequence of the continued darkness. I then gave instructions for the crew to remain, and told one of the crew, William Rosenberg, to let go the anchor, as by doing so I thought it would steady the vessel and prevent her drifting ashore. Rosenberg went forward to carry out my instructions, when a large coal box that had been lying near the galley was swept along the deck by a heavy sea, struck Rosenberg, and jammed his right foot again the fore-cabin. He was of course disabled, and it was with considerable difficulty that we prevented him from being washed overboard. Then to my surprise I saw our only boat drifting astern of us with one of the crew, Peter Olsen, who had, I afterward ascertained, unknown to any of us, cut the painter and took the boat away. As near as I can remember, it was then about 3 o'clock in the morning, and the vessel commenced to break up. Shortly after the deckhouse was carried away, and we all clung on to it, as also did my faithful dog. In this predicament we drifted closer to shore, and when about half a mile I should think from the shore, myself and my dog were swept off the deck house, and eventually I was washed ashore more dead than alive. I then lay down on the rocks for some time, when the house drifted ashore with only four of the crew, one of them, Carl Swinsten, having been washed off shortly after I was, and drowned. Those remaining of the crew were Hilder, Mulholland, Louis Newman, Rosenberg and myself. We were then on the shore at Cape Three-points, after having been in the water for about two hours. We remained there till daylight, thinking that we might find our two comrades. We searched all around, but could not see any sign of them, and eventually found the broken up remains of the boat in which

Heath (1873). (Continued).

Olsen had left. Shortly after sunrise we started to walk and get assistance, and as Rosenberg was unable to walk, in consequence of the injured foot, we took it in turns to carry him, and, my word, we did have a walk. We travelled through thick scrub, and in many cases had to lie down and crawl through, while our disabled comrade had to be dragged through after us. We went up hill and down dale, and over high mountains. The worst of it was we were all barefooted and only clothed in our shirts and trousers, and had to suffer the heat of the broiling sun. I think we had walked about fourteen miles, and had not the slightest notion of where we were, as there was not a house of any kind to be seen anywhere. Rosenberg now became so exhausted, and his comrades were so tired of carrying him, that they were unable to proceed any further. I then told them to lie down and rest themselves while I went for assistance. I think I had walked about another 12 miles, when to my joy, as I was feeling very thirsty and hungry, having been without food for twenty-four hours, I saw a house in the distance, and which I reached at about 2 o'clock on Friday afternoon. This place turned out to be a farm at Cockle Creek, near Brisbane-water, where resided a Mr. James Mullens and his two daughters. Here I was most hospitably received, and supplied with plenty of food. I then related my experiences to them, and Mr. Mullens kindly lent me a horse, and in company with two gentlemen we returned by a short track to where I had left my comrades. On reaching there Rosenberg was placed on the horse and all returned to Mr. Mullens' residence. After a short time, the mate, myself, and two gentlemen went down to the beach, which was distant about seven miles, to see if we could see anything of the bodies of the two lost men. We could see nothing but wreckage, which was strewn all over the beach and rocks, and very little remained of the vessel, which had almost disappeared. We returned again to Mr. Mullen's place, and found that the daughters had dressed Rosenberg's foot as best they could. Every attention was then paid to us, and we were allowed to stay there all that night. I shall never forget the kindness shown 'o us by Mr. Mullen's and his two daughters, and I am sure had it not been for them we should have died in the bush. At 6 o'clock on Saturday morning Mr. Mullens and myself again returned to the wreck to see if any bodies had been washed ashore, but we could see nothing of them, and the vessel was in small pieces. We returned to the house at 10

Heath (1873). (Continued).

o'clock, and manufactured a stretcher. We then placed Rosenberg on the stretcher, and after thanking Mr. Mullens from the bottom of our hearts, we carried Rosenberg down to the water got in a boat, and pulled 2 ½ miles to Blackwall. At 2 o'clock we took the steamer 'Gosford' from there, and here we are, as you see us now. I have not yet referred the matter to the Marine Board, but will do so as soon as I possibly can. I sent a telegram from 'Gosford' to the owner of the vessel, informing him of the disaster, and also to my wife.'

The 'Heath' was owned by Mr. B. Byrnes, wood and coal merchant, of Circular Quay, and was 487 tons register. She was built in Aberdeen in 1878, and was 118 feet in length and 21 feet in breadth, with a 10ft 6in hold. At one time she was owned by Messrs, Burns, Philip, and Co.

On the arrival of the survivors on Saturday evening, they immediately took Rosenberg to the Sydney Hospital, where he was admitted by Dr A. Geddes Henry, who found that the poor fellow had an exceedingly bad foot. Nothing was saved from the wreck.

The Australian Star, Sydney, NSW, 22nd January 1889

"WRECK OF THE SCHOONER HEATH.

*In this case the board delivered its decision. The **Heath**, a three-masted schooner, was wrecked off Cape Three Points on the morning of January 4, whilst on a voyage from Sydney to Newcastle, in ballast. The hearing of evidence was concluded last Monday, when the board, having found that the wreck was caused by the wrongful act or default of Theodore Bastholm, the master, in steering a course whilst standing out of Broken Bay in ballast which did not clear the reefs at the entrance, and led to the wreck of the vessel, cited Captain Bastholm to appear on the following Monday to show cause why his certificate as master should not be cancelled or suspended. This afternoon the president informed Captain Bastholm that his certificate would be suspended for three months."*

James MacPherson (1873).

She was built to a novel design to carry general cargo at sea as a coaster and through the canals. Her hull form was designed by James Macpherson (c1811 to 1873) an Aberdeen comb-maker and a member of the Mechanical Institute. It is not known who paid for her build, but it is likely that James MacPherson and John Humphrey & Co. both had shares in her. She is later described as an 'ugly' vessel, this may be the reason she was difficult to sell, and she lay berthed in Aberdeen Harbour for 5½-years before being sold for a mere £400 (£48,000 in 2019). For comparison the wooden-hulled smack 'Robert Miller' (81 tons), and similar dimensions launched in May 1872 by Alexander Hall & Co., Footdee cost £1,338 (£146,000 in 2019) more than three times the price. From this comparison it is likely that the '**James MacPherson**' having a more complicated hull, and having a steam engine, probably cost around £1,800 (£200,000 in 2019) to build, about 4½ times what she was eventually sold for, so she was quite a considerable loss to the company.

Her complicated hull form would have been more expensive to build than a conventional hull, and this with the fact she did not sell probably contributed to the closure of Humphrey's yard in 1875, 2½ years later.

The Dundee Courier, 28th May 1873, reported as follows: "*LAUNCH OF A NEW KIND OF STEAMER AT ABERDEEN. There was launched yesterday from the shipbuilding yard of **Mr John Humphrey & Co.**, Aberdeen, a small steam vessel of the following dimensions Length, 66 feet; breadth, 19 feet; and depth, 10 feet, with registered capacity of 53 tons, and 120 tons burthen. The vessel is on an entirely new principle, being intended by its constructor to combine lightness of draught with large carrying capacity, and also to give stability at sea, or in the case of inland navigation to prevent the wash which is so destructive to banks when a steam vessel is passing along a canal. There are two keels, or rather the bottom is divided into two parts, each part forming a distinct bottom, while the lines are made far finer than could have been done in the ordinary course of construction. The space between the keels form an archal run which is rounded upwards at the bow and stern, in this run the propeller works being placed some 3 or 4 feet further forward than the position of the ordinary propeller. The vessel is entirely the idea of the late Mr James McPherson, combmaker, Aberdeen, a gentleman whose*

James MacPherson (1873). (Continued).

skill, ingenuity, and perseverance was the means of perfecting or inventing most of the machines which have made Aberdeen famous for that branch of industry. Mr McPherson retired from business some years ago, and had previous to his death, which occurred about two months since, occupied his time in various mechanical pursuits, and among others that of steam navigation had received his attention. From various working models made by him he believed that something like the present vessel would answer the abovementioned requirements. Since then we believe that the same idea has been adopted for vessels intended to be built for the Channel passage between Calais and Dover, when great things are expected both as regards stability and speed. The vessel on leaving the ways was named the 'James McPherson'. She is to have pair direct-acting engines with surface condensers of 30 nominal horse power, made by Messrs Presslie & Leys, engineers. The vessel, considering the difficulty of construction and general neatness of build, in every way worthy of the ability of Mr Humphrey as a shipbuilder."

The Aberdeen Press and Journal, 28th May 1873, reported as follows: "LAUNCH. - here was launched on Tuesday, from the building yard of **Messrs John Humphrey & Co.**, Inches, a screw steamer of the following dimensions: - Length, 66 feet; breadth, 19 feet; depth, 10 feet; about 53 tons register, and about 120 tons burthen. She is constructed on a new style, has a double keel, and is built upon a principle which will ensure her possessing the essential qualities of a merchant vessel, fast sailing powers, and large carrying capacities, and being intended for the Forth and Clyde canals, she is built suitable for the locks. She was designed and patented by the late Mr James Macpherson of Mile-End, a man who was conspicuously eminent as an engineer, and who took active part in promoting the improvement of several local branches of industry. His plans have been excellently carried into effect by Messrs Humphrey & Co., the builders, and Messrs Presslie &, Leys, the makers of the engines, under the supervision of Mr B. Shaw, engineer. The vessel is fitted with a pair of direct acting engines of about thirty H.P. nominal, with surface condensers, and all the latest improvements. As she glided into her future element, she was gracefully named the '**James Macpherson**', by Mrs Macpherson, Mile- End."

James MacPherson (1873). (Continued).

The vessel was named after local businessman James Macpherson (c1811 to 1873) who was a member of the Mechanical Institute.

The Aberdeen Post Office Directory of 1870-1871, reads as follows:

"McPherson, James (of McPherson & Elrick), Mile-end House, Stocket."

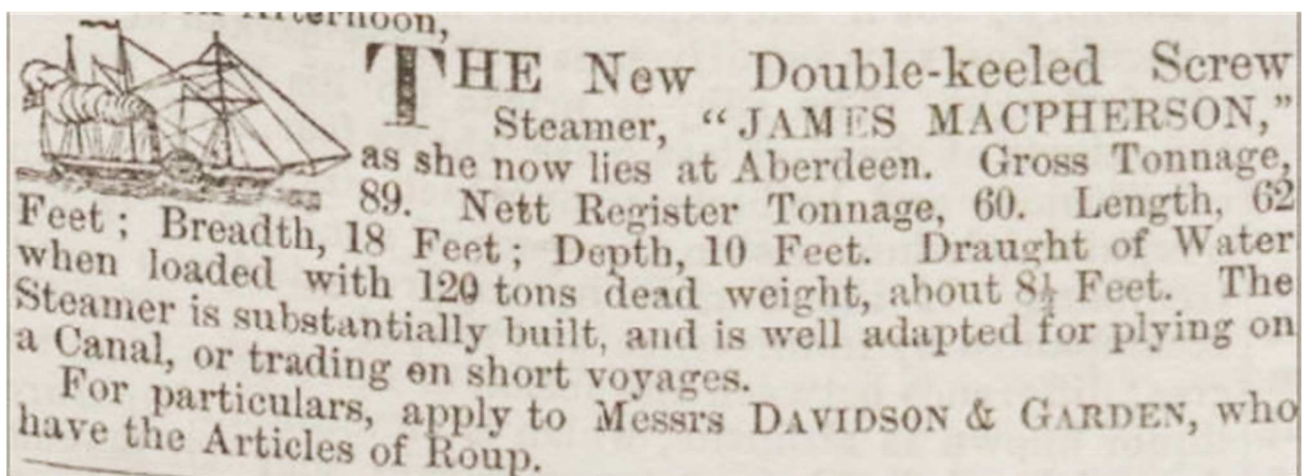
"Comb Manufacturers. McPherson & Elrick, Forbes Street."

The partnership at the comb-works was dissolved in August 1871, and he died at Mile End House, 30 Beechgrove Terrace, Aberdeen, on 28th March 1873, 2 months before the launch of the vessel with his name.

Mile End House, built c1825, (Category C listed) is one of only a few surviving early buildings in an area which was primarily developed in the second half of the 19th century, as Aberdeen expanded westwards following the introduction of the granite trade, the arrival of the railway, and the expansion of the harbour.

Mile End House was also the home of "Mary Esslemont 1891-1984 GP, Soroptimist and Free Burges of Aberdeen" (plaque on wall).

Mile End House is currently owned by the Aberdeen Soroptimist Housing Society.



Aberdeen Journal Advert for sale, 16th December 1874.

James MacPherson (1873). (Continued).

Vessel Name(s)	James MacPherson. Renamed: 'Nancy Lee' (1879).
Rig	Single screw Steamer. (Schooner rig; 2 masts, and 1 deck).
Engines	Steam, two off 14" cylinders with 14" stroke, inverted, direct acting, surface condensing, 30 n.h.p. by Presslie & Leys, Aberdeen.
Launch Date	27 th May 1873.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Possibly: James MacPherson , Mile End House, Aberdeen estate / John Humphrey & Co. (64).
Registered Port	Aberdeen. Official No.: 78095.
GRT	97 tons.
Length	65 feet, 6 inches (19.96m).
Breadth	19 feet (5.79m).
Depth	10 feet, 2 inches (3.10m).
Construction	Wood, carvel construction.
Figurehead	Unknown.
Classification	Unknown.
Other information	1878, December: owned by William H. Haynes, Liverpool, renamed 'Nancy Lee' and registered at Plymouth. (See below). 1887: owned by William J. Anderson and registered in Douglas, Isle of Man. 1887 / 1898: owned by the Douglas Harbour Commissioners, Isle of Man.
Date Scrapped / Lost	1904: scrapped.

1878, 7th December: the Aberdeen Weekly Journal reported as follows: *"We understand that the steamer **'James MacPherson'**, which has been lying in Aberdeen Harbour since she was built now some years ago, has been purchased for upwards of £400 by a Plymouth firm. Her name will be changed to **'Nancy Lee'**, and she will leave Aberdeen with a cargo of barley for Campbeltown as soon as possible." (She had been lying for 5½ years, and £400 is equivalent to approximately £48,000 in 2019).*

James MacPherson (1873). (Continued).

Shipping and Mercantile Gazette - Friday 20 April 1883:

*“SALES BY AUCTION - THE handy and useful wooden Screw Steamer **NANCY LEE**, 99 tons gross, 66 tons nett register; built at Aberdeen in 1873, and is fitted with surface-condensing engines of 30-horse power nominal, which are now in good order; boiler new 1882; carries 140 tons deadweight on a draught of 8 1/2 to 9 feet, and steams 6 to 7 knots; has steam winch and donkey engine. Dimensions: — Length, 66 feet; breadth, 19 feet; depth, 10 feet. Lying in the George's Dock, Liverpool.”*

1884, 23rd May: the following advertisement was placed in the Liverpool Mercury newspaper: *“The Screw Steamer **NANCY LEE**, of Plymouth now lying on the north-east side of the Great Float, Birkenhead (close by Poulson Bridge). This vessel was built of wood in Aberdeen in 1873; is 65 feet 5 inches long, 19 feet beam, and 10 feet 2 inches depth of old. She is fitted with two inverted direct-acting surface-condensing engines, cylinder 10in. by 14in. by 14in stroke, 30 horse-power nominal, net register 66 tons, gross 97 tons; carries about 120 tons on 8 feet 6 inches draught; has had a thorough overhaul recently at considerable expense. Together with her BOATS, RIGGING, TACKLE, FURNITURE, FIXTURES; also about 80 tons Coal, etc. For further particulars apply to the auctioneer, at his salerooms, 16 Cable Street, Liverpool.*



ON SALE BY PRIVATE TREATY.
Screw **Steamer**
NANCY LEE,
now lying at Great Float, Birkenhead, 97 ton gross and 66 tons net register. Built at Aberdeen in 1873, of wood; carries about 120 tons on 8 feet 6 inches; fitted with two inverted direct-acting surface condensing engines, cylinder 14in. by 14in stroke, 30 horse-power nominal. Length 65 feet 6 inches, breadth, 19 feet; depth of hold, 10 feet 2 inches. Recently thoroughly overhauled at considerable expense. — For further particulars apply to
12au19 J. V. DE VOOGD, 18, Chapel-street.

Liverpool Mercury Advertisement - Tuesday 12 August 1884.

Freeman's Journal, advertisement - Thursday 10 February 1887:

*“Sale of Ships in Liverpool.....Messrs John Hughes and Co. (Ship Salesmen and Auctioneers) also put up for sale the ship ‘**Canute**’, 1,391 tons register,*

James MacPherson (1873). (Continued).

built at St John, N B, in 1863; the Screw tug 'Enterprise', 18 tons register, built in 1873, and the screw steamer 'Nancy Lee', 97 tons register, built in 1873. The highest offer for the 'Canute' being £425, she was knocked down at that price; the other two not reaching the reserve figure were withdrawn."

Isle of Man Times - Saturday 30 April 1887:

"THE NANCY LEE. The 'Nancy Lee' is the name of a new steam barge, purchased by the Commissioners for the conveyance from the Battery Pier of the concrete blocks there constructed and to be used in the extension of the Victoria Pier. The Board authorised her being registered in the names of the Receiver-General and Mr Dalrymple as trustees."

Isle of Man Times - Saturday 28 May 1887:

"EXTENSION OF THE VICTORIA PIER. — The arrangements for the commencement of laying blocks in connection with this work are rapidly approaching completion. The screw steam barge 'Nancy Lee', which will convey blocks from the Battery pier to the Victoria pier arrived at Douglas on Thursday, having been towed from Liverpool by the Isle of Man, steamer 'Ellan Vannin'. She will carry 100 tons. The 15-ton crane placed on the Battery pier and which will lift the blocks out of the barge, has been overhauled and strengthened and is now ready for work, and the 15-ton crane which will take the blocks from the crane at the end of the Victoria pier and place them in situ will, it is hoped be erected by the end of next week, when the work of laying the blocks will be started."

Isle of Man Times - Saturday 03 September 1898:

Regarding the progress of sewer works in Douglas:

".....Between low water and Conister boring operations are being conducted by the divers to ascertain the nature of the ground through which the sewer will have to pass, and where rock is found it is being blasted away. The boring is done by the divers by means of a boring tool turned by a wheel by hand power; but lately the engineers have hired the 'Nancy Lee' from the Harbour Commissioners, and the steam power of that ugly but eminently serviceable craft is being made use of to work the drill....."

Invercauld (1874).

She was built to carry general cargo for trade with South Australia, and was **the biggest vessel built by John Humphrey & Co.**

23rd December 1874 the Brisbane Courier reported that: *“A splendid specimen of an Aberdeen clipper ship, the ‘Invercauld’, has been successfully launched from the building yard of Messrs John Humphrey & Co., into the Upper Dock... largest ever built at the west end building yards...therefore some anxiety was felt by the bystanders for safety of the colossal vessel as she glided down the ways... which was safely reached without a single hitch. When fairly clear of the building sheds and afloat, her fine symmetrical form was fully exposed to view and much admired by all observers. She has a finely-modelled figurehead, representing a stalwart highlander clad in Farquharson tartan. Built under Lloyd's special survey to class 12 years, has iron masts, keelson and hold beams and 2 decks which, with great height between them, makes her very eligible ship for emigrants. Has been built to order of Richard Connon and Co., and is intended for the Adelaide trade. Will be under command of Capt. Robert Philipps, long connected with that trade and will take her place in the elder line of Aberdeen clippers as sister ship to ‘Monaltrie’, ‘Carnaquheen’, ‘Craigendarroch’, and ‘Bundaleer’”.*

The Scotsman - Tuesday 29 September 1874, reported as follows: *“ABERDEEN — LAUNCH OF A CLIPPER. — Yesterday a fine clipper ship was launched from the building yard of Messrs John Humphrey & Co., Aberdeen. The vessel, which was named the ‘Invercauld’ by Miss Philips, the captain's daughter, is the largest ever built at the West-End Building Yards, if not the largest wooden or composite ship hitherto built at the port. Her length is 246 feet; breadth, 37 feet; depth, 21 feet; and her tonnage, according to builders' measurement, is 1,478 tons. She has been built to the order of Messrs Richard Connon, & Co., Aberdeen, and is intended for the Adelaide South Australian trade. She is to be commanded by Captain Robert Philips.”*

The reporter was perhaps getting a little bit carried away, Alexander Hall & Co. in 1855 built the wooden-hulled ship ‘Schomberg’ (2,284 tons), in 1866 the composite-hulled ‘Sobraon’ (2,131 tons), and in 1869 the wooden-hulled corvette ‘Jho Sho Maru’ (1,459 tons), however he was correct stating she was the largest ever built at the West-End Building Yards.

Invercauld (1874). (Continued).

Edinburgh Evening News - Tuesday 1st December 1874, reported as follows: *"...The large three-masted clipper **Invercauld**, from Aberdeen to London, put into the Forth through stress of weather, and in entering Leith Harbour this morning sustained serious damage coming in contact with the pier. Her topmasts were carried away during the gale, and the ship supposed to be strained."*



3-masted barque 'Invercauld' at Port Adelaide, (Photographer unknown), from the A. D. Edwardes Collection, courtesy of the State Library of South Australia (Ref: PRG 1373/2/14).

This '**Invercauld**' was the second vessel with this name built in Aberdeen, the first was a 3-masted barque (1,100 tons) built in 1863, by **John Smith & Co.** in this same shipyard, she was also owned by Richard Cannon & Co. She unfortunately had a very short life, being wrecked 10th May 1864 at the Auckland Islands, New Zealand.

Invercauld (1874). (Continued).

Vessel Name(s)	Invercauld. 1886: renamed: ' Orion '.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	28 th September 1874.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Richard Cannon & Co., Aberdeen. (64).
Registered Port	Aberdeen. Registered No. 70437.
GRT	1,311 tons.
Length	222 feet, 1 inch (67.69m).
Breadth	36 feet (10.97m).
Depth	21 feet (6.40m).
Construction	Wood, carvel construction, (Built under a roof). Her hull was sheathed with felt and yellow metal.
Figurehead	Highlander, clad in Farquharson tartan.
Classification	Lloyds Register of Shipping. Class 12A1. ✠ Built under special survey.
Other information	20 th Oct. 1876: the Kiarra Independent newspaper (NSW) reported that she was the first wool ship of the season and she was loaded with 6,000 bales of wool. 1880: owned by Aiken & Co., Aberdeen. 1882, April: she arrived in Dundee from Calcutta (passage of 111 days) with 9,400 bales of jute. (Aberdeen Weekly News 29 th April 1882). July 1883: her hull was sheathed in felt and yellow metal. 31 st March 1885: offered for sale, and bought in 1886 by owners in Arendal, Norway and renamed ' Orion '. 1900: sold to Rob. Mattson, Mariehamn, Russia. 1900: sold to owners in Finland.
Date Scrapped / Lost	October 1901: 2 nd October she left Flinders Bay in Western Australia loaded with timber on route for Newcastle, England. It is thought she sank without a trace in the Indian Ocean during a hurricane, all 15 crew members were lost.

Cleopatra (1876).

She was built to carry general cargo and was **the last wooden hulled sailing vessel built in Aberdeen, and the last vessel built at the Inches (Upper Dock), Aberdeen.**

The Dundee Courier, 28th April 1876, reported as follows: *“ABERDEEN. Launch. — There was launched on Tuesday from the shipbuilding yard, Inches, a finely modelled barque of the following dimensions: — Length, 138 feet; breadth, 28 feet; depth, 15 feet. The vessel is 408 tons register, and will be classed A1 for 11 years. She has been built for the China and colonial trades. Messrs Richard Connon & Co., shipowners, are owners, but the naming of the vessel has been deferred. She is intended for sale.”*

She unfortunately had a very short life, as she sailed for only a little over one year and was wrecked in March 1878 off the east coast of Brazil.

Vessel Name(s)	Cleopatra.
Rig	Barque, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	25 th April 1876.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Richard Connon & Co., Aberdeen. (64).
Registered Port	Aberdeen.
GRT	408 tons.
Length	139 feet. (42.37m).
Breadth	28 feet. (8.53m).
Depth	18 feet, 10 inches (5.74m).
Construction	Wood, carvel construction.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 11A1.
Other information	1877, 10 th January: The Aberdeen Press and Journal reported that a vessel of this description and tonnage was launched by John Humphrey & Co., but unsold. 1877: After not getting a buyer, Richard Connon & Co. put her into service, managed by themselves.

Cleopatra (1876). (Continued).

Date Scrapped / Lost	March 1878: on passage from London to Port Philip, Victoria, Australia (Captain Prothero) she ran aground and was wrecked at Ponta Pedras, on the east coast of Brazil. The 12 crew members all survived although they had a narrow escape from approximately 60 natives who armed with knives boarded the wreck, threatened and robbed the crew and plundered the vessel's cargo. 1878, 25 th August: the Aberdeen Weekly Journal reported that Captain Prothero had been detained by the natives for two days. The captain refused to attend a court martial twice but was later apprehended and brought to trial where he behaved in an eccentric manner as if suffering mentally. He was found guilty and had his masters certificate suspended for one year.
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Rise and Fall

Shipbuilders rose, and shipbuilders fell,
Sometimes prosperous, and other times hell.

New designs made and contracts chased,
Ships built 'on spec', when no orders placed.

Profits were made, and profits were lost,
Ships were launched, no matter the cost.

Yards closed, men made unemployed,
Management fallen from grace; livelihoods destroyed.

Stanley Bruce.

The above poem was inspired by the demise of John Humphrey.

Bibliography

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- 2 Lloyds Register of Shipping, Ship Registers (Various years).
- 3 Aberdeen Register of Shipping (Aberdeen City Archives).
- 4 Larn, Shipwreck Index of British Isles.
- 5 Scottish Samurai, Thomas Blake Glover 1838-1911 by Alexander McKay (1993), ISBN 0-86241-455-5.
- 6 Various newspaper articles as listed within the text.
- 7 Various Aberdeen Post Office Directories.

Acknowledgements

State Library of South Australia (SLSA) photograph of the **'Bundaleer'**.

Thanks to George Wood for help with the information gathered on the **'James Macpherson'** (**'Nancy Lee'**).

Websites

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| www.electricscotland.com | The Shipbuilders of Aberdeen. |
| www.aberdeenships.com | Information on >3,000 Aberdeen built vessels. |
| www.clydeships.co.uk | Information on >35,000 Scottish built vessels. |
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APPENDIX A

Aberdeen Ship-owners

We have read about the vessels built by John Humphrey & Co., however it seems appropriate to briefly mention the Aberdeen ship-owners John Humphrey & Co. built vessels for, as without them there wouldn't have been any vessels to build.

Richard Connon & Co., Aberdeen.

Coal Broker and Shipowner.

Richard Connon was a co-owner of John Humphrey & Co.

Address / Office: No. 58 Marischal Street, Aberdeen.

Vessels owned or part owned by Richard Connon:

1867: Ship, 'Carnaquheen' (825 tons).	46 shares, jointly with A. Dyer.
1869: Ship, 'Bundaleer' (921 tons).	32 shares, jointly with A. Dyer.
1870: Ship, 'Craigendarroch' (1,005 tons).	40 shares, jointly with A. Dyer.
1871: Schooner, 'Lochbulig' (333 tons).	52 shares, jointly with A. Dyer.
1872: Ship, 'Monaltrie' (1,048 tons).	32 shares, jointly with A. Dyer.
1874: Ship, 'Invercauld' (1,311).	64 shares.
1876: Barque, 'Cleopatra' (408 tons).	64 shares.

Ricard Connon died 3rd June 1878, and is buried in Nellfield Cemetery, Aberdeen. (ANESFHS MI - Stone: A253).

John McLauchlan & Co., Aberdeen.

Coal and wood merchant, and shipowner,

Address / office: John McLauchlan, No. 1 James Street, home address No. 8 Ferryhill Place. (PO Dir 1867/8).

Vessels owned or part owned by John McLauchlan:

1867: Brig, 'Fairy Queen' (249 tons).	43 shares.
1868: Brig, 'Ferryhill' (248 tons).	32 shares.

A. R. Dyer, Aberdeen. (Alexander Rhind Dyer).

Merchant and shipowner. (Employee / co-owner of R. Connon & Co.) and a Harbour Board Incorporated Trades' Commissioner.

Home Address: No. 13 Victoria Street West. (PO Dir 1867/8).

Vessels owned or part owned by A. R. Dyer:

1867: Ship, 'Carnaquheen' (825 tons).	46 shares, jointly with R. Connon.
1869: Ship, 'Bundaleer' (921 tons).	32 shares, jointly with R. Connon.
1870: Ship, 'Craigendarroch' (1,005 tons).	40 shares, jointly with R. Connon.
1871: Schooner, 'Lochbulig' (333 tons).	52 shares, jointly with R. Connon.
1872: Ship, 'Monaltrie' (1,048 tons).	32 shares, jointly with R. Connon.
1873: Schooner, 'Heath' (187 tons).	40 shares.

William Knox, Aberdeen.

Grain merchant. (Director of the Aberdeen Corn Exchange).

Address / Office: No. 16 King Street, Aberdeen.

Wm., Knox, grain merchant, No. 16 King Street, home address: Craigton, Cults.

Vessels owned or part owned by William Knox:

1867: Brig, 'Aven' (241 tons).	64 shares.
1868: Barque, 'Mary Davidson' (272 tons).	64 shares.

Presslie & Co., Aberdeen.

Pressly & Leys, engineers, blacksmiths, and machine makers.

Address / office: Inches. James Pressly, home address: No. 17 Jasmine Terrace. (PO Dir 1873/4).

Vessels owned or part owned by Presslie & Co.:

1872: Steamer, 'Alert' (95 tons).	64-shares, jointly.
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Glover Brothers (Aberdeen) Shipbrokers Ltd.

Address / office: No. 19 Marischal Street, Aberdeen.

James Lindley Glover (1833 to 1867) who had spent time in Japan with his older brother, Fraserburgh born merchant Thomas Blake Glover (1838 to 1911) returned to Aberdeen in December 1864.

Early in 1865, James and his older brother Charles Thomas Glover (1830 to 1877) established the company.

Vessels owned or part owned by the Glover Brothers:

1866: Ship, '**Kagosima**' (394 tons). 64 shares.

Charles Thomas Glover, born at Fordyce, Banffshire, 18th April 1830, died 14th April 1877; buried in the Old Machar Churchyard, Aberdeen.

James Lindley Glover born at Fordyce, Banffshire, 26th June 1833, died 28th September 1867; buried at St Peter's Cemetery, Aberdeen.

Brother William Jacob Glover (1832 to 1877), served as master on the '**Kagosima**' on her maiden voyage to Japan. He died at Port Elizabeth, South Africa.

For a little more information on the Glover Brothers please read Appendix A of my book '**John Smith & Co., Shipbuilders, Upper Dock, Aberdeen, c1862 to 1867.**'

APPENDIX B

John Smith, Shipbuilder, Upper Dock, Aberdeen.

Since John Humphrey worked as Chief Draughtsman for John Smith prior to taking over the business after Smith was declared bankrupt in 1867, it's appropriate to add a list of vessels built by Smith here, as John Humphrey would have worked on many, or possibly all of the vessels on this list. This list was prepared from scratch, as I haven't seen a builders list, I found fifteen vessels. (If there are any missing please get in touch).

Date	Ship Name	Type	Tonnage	L x B x D (feet/inches)
1862	Star of Victoria	Barque	274 tons	126' x 25'6" x 12'6"
1862	Ann Mitchell	Brig	189 tons	100'3" x 23'6" x 13'4"
1863	I'll Try	Brig	151 tons.	97' x 21' x 12'
1863	Invercauld	Barque	1,100 tons	181'7" x 34'1" x 20'8"
1864	Umgeni	Ship	366 tons	138' x 26'1" x 13'3"
1864	Lily of the West	Screw Steamer	17 tons	51' x 10' x 5'
1864	Alexandrina	Ship	670 tons	176' x 30'3" x 18'
1865	Duke of Sutherland	Barque	1,047 tons	201'6" x 34'2" x 21'8"
1865	Pekina	Ship	720 tons	177' x 30'6" x 18'4"
1865	Owari	Ship	323 tons	132' x 25'6" x 14'3"
1866	Claverhouse	Barque	405 tons	140' x 29'3" x 15'6"
1866	Leander	Brig	237 tons	115'4" x 24' x 14'
1866	Wimmera	Barque	944 tons	203'7" x 36'7" x 19'8"
1867	Doggerbank	Lugger	30 tons	53'4" x 18'5" x 6'2"
1867	Pampero	Ship	911 tons	118'7" x 34'5" x 20'3"

All the above vessels were built of wood and of carvel construction.

APPENDIX C

Vessels built by and part-owned by John Humphrey, Aberdeen.

It was quite common at this period for shipbuilders to take shares in the vessels they built. Often in lean times, in order to retain the workforce, vessels were built speculatively with the hope of selling during construction or once complete. In general terms, many vessels at this period were owned by several shareholders and often a small share was taken by the shipbuilder. John Humphrey owned shares in the following vessels he built:

Date	Vessel Name	Type	Tons	Shares Held
1868	Ferryhill	Brig	248	8 shares held jointly with R. Connon & A. Dyer.
1873	Volant	Screw Steamer	160	24 shares.
1873	James MacPherson	Screw Steamer	97	Number not confirmed, but he is thought to have owned shares.

APPENDIX D

Board of Trade Inquiry into the Wreck of the 'Carnaquheen'.

(No. 1789)

"CARNAQUHEEN"

The Merchant Shipping Acts, 1854 to 1876.

In the matter of the formal Investigation held at the Sessions House, Westminster, on the 30th April and the 1st of May 1883, before H. C. Rothery, Esquire, Wreck Commissioner, assisted by Captain RONALDSON and Captain KENNEDY, as Assessors, into the circumstances attending the stranding and loss of the sailing ship "CARNAQUHEEN", near St. Cyprian Bay, on the West Coast of Africa, on the 14th of March 1883.

Report of Court.

The Court, having carefully inquired into the circumstances of the above-mentioned shipping casualty, finds, for the reasons annexed, that the stranding and loss of the said ship was due to negligent navigation thereof by James Simpson, the master, in having kept her for too long a time on the starboard tack heading for the land, he being at the time ignorant of the vessel's true position, not having obtained any observations either on the 12th and 13th, and not having taken any steps, either by a cast of the lead or otherwise, to ascertain that she was at a safe distance from shore.

For these wrongful acts, and defaults the Court suspends the certificate of the said James Simpson for three months.

The Court is not asked to make any order as to costs.

Dated this 1st day of May 1883.

(Signed) H. C. ROTHERY,
Wreck Commissioner.

We concur in the above report.

(Signed) A RONALDSON }
H. C. KENNEDY }Assessors.

Annex to the Report.

This case was heard at the Sessions House, Westminster, on the 30th April and the 1st May 1883, when Mr Meysey Thompson appeared for the Board of Trade, and Mr Baden Powell for the master of the "Carnaquheen". Seven witnesses having been produced by the Board of Trade and examined, Mr Meysey Thompson handed in a statement of the questions upon which the Board of Trade desired the opinion of the Court. Mr Baden Powell then addressed the Court on behalf of the master, and Mr Meysey Thompson having been heard in reply, the Court proceeded to give judgement on the questions on which its opinion had been asked. The circumstances of the case are as follows: -

The "Carnaquheen" was a wooden barque, belonging to the Port of London, of 825 tons gross and register. She was built at Aberdeen in the year 1867, and at the time of her loss was the property of Mr John J. Jacobs, of No. 6 Billiter Street, London and others. Mr. Jacobs being the managing owner. She left Newport, in Monmouthshire, on the 16th February last for Montevideo, with a crew of 19 hands all told, and a cargo of about 1,200 tons of railway materials; and at 8am of the 10th March following was off Palma Island, the most westerly of the Canary Islands, when the master determined to take the eastern route between the Cape de Verde Islands and the mainland, and with that view put her on a S.W. by S. course, the wind at the time being from the N.E. At noon of the 11th a good observation was obtained, which put the vessel in latitude 25° 49' north and longitude 19° 40' west, and she was kept upon the same course, heading S.W. by S., until the evening, when the wind having got more to the southward, she broke off to the westward, and at midnight was heading about W.S.W. to W. by S., the wind being at the time from the south. By 9am of the following morning, the 12th, the wind had got round to the S.W., and she was thereupon put on the starboard tack, and was kept, with the yards braced sharp up, under courses, topsails, jib and spanker, heading about S. by E. to S.S.E., varying a point or two either way, and making

from 4 to 5 knots an hour, Owing to the haziness of the atmosphere no observations could be obtained on either the 12th or the 13th, but at noon of the latter day it was estimated by dead reckoning that she was in about latitude 23° 19' north and in longitude 18° 16' west according to the chief officer, or 17° 46' west according to the second mate. She was accordingly kept on the same course, close hauled to the wind on the starboard tack, the atmosphere being still somewhat hazy on the horizon but clear above. At about 8pm the weather appeared to be a little clearer, although there was still a haze on the horizon; and the master having ordered the main topgallant sail and the outer jib to be set, went below at about 11pm, leaving the deck in charge of the chief officer, with orders to keep her braced sharp up on the starboard tack, and to call him if there was any change. During that watch we were told that she was heading from S. by E. to S.S.E., and that she made about a S. by E. ½ E. course. At midnight the second officer came on deck and relieved the first officer, and she was kept close hauled on the starboard tack, but heading apparently, if anything a little more to the east. At about 3am the second mate observed what he supposed to be land ahead, upon which he went down to the cabin and asked the captain if he expected to see land. The captain replied that he did not, and immediately got out of bed and came on deck with him, and as they reached the deck the vessel struck. Orders were at once given by the master to put the yards aback and to hard up the helm, but after paying off a few points to the eastward she began bumping in towards the shore until she became fast, and by that time she was in the middle of the breakers. Between 8 and 10am the second mate and 4 hands were sent away in one of the boats, and although the boat was upset in the breakers they all succeeded in reaching the shore in safety. And at about 5pm the master and the remaining hands left, and although their boat was upset, they were all rescued by the lifeboat. On the 16th the wind shifted to the N.E. and the sea went down, upon which they put off to the ship to get provisions and water. On the 23rd, having repaired their boats they put out to sea, and having on the 26th fallen in

with a Portuguese ship called the "**Harmonia**", and been taken on board, they were safely landed on the 29th at St. Vincent, one of the Cape de Verde Islands. The place where the vessel grounded was a little north of St Cyprian's Bay and about 100 miles to the north of Cape Blanco. The vessel and cargo were of course totally lost.

These then being the facts of the case, the Board of Trade have asked for our opinion upon the following questions:-

1. Whether safe and proper courses were set and steered after noon on the 11th of March, and whether due and proper allowance was made for tides, currents and leeway?
2. Whether proper measures were taken to ascertain and verify the position of the vessel at noon on the 13th March, and from time to time thereafter?
3. Whether safe and proper courses were set and steered after noon on the 13th of March, and whether due and proper allowance was made for tides, currents and leeway?
4. Whether the lead was used, and if not, whether its neglect was justifiable?
5. Whether a good and proper look-out was kept, particularly for shoal and discoloured water?
6. Whether the master was on deck at a time when the safety of the vessel required his personal supervision?
7. Whether when the land was seen ahead prompt and proper measures were taken to prevent the stranding?
8. What was cause of the casualty?
9. Whether the vessel was navigated with proper and seamanlike care?
10. Whether the master and officers are, or either of them is, in default?

It is added that "the Board of Trade are of the opinion that the certificate of the master should be dealt with.

In electing, as the master did, to take the eastern route between the Cape de Verde Islands and the mainland, it appears to us that he took neither the best nor the safest course.

The "Africa Pilot" is discussing the proper course for a sailing vessel to take between the English Channel and the Cape of Good Hope, says in part 1, page 2, "from longitude 10° or 12° west a course should be shaped to pass Madeira at any convenient distance. In the winter months it is preferable to pass westward of it, for the strong westerly gales, which occur in November, December, and January, produce eddy winds and heavy squalls eastward of the island. From Madeira the track recommended is to pass to the westward (and just in sight of) the Cape Verde Islands, as the winds are stronger and steadier to the westward than to the eastward of them. The Equator should be crossed at points varying according to the season of the year," which as page 3 of the same book is defined to be in February, March, and April between 25° and 28° of the west longitude. Practically the same advice is given by Horsburgh, who in his book of directions, which the master says he had, tells us that although the eastern route, that is to say, inside the Cape de Verde Islands, may be taken at certain seasons, the western route outside those islands is the more certain at all times. If then to pass outside the Cape de Verde is the best and safest course for the voyage from England to Montevideo. No doubt the course inside the islands is sometimes taken, and may under certain circumstances be taken with safety; but if the master chooses to take it, it is his duty to exercise the greatest care and caution to avoid, and on the one hand the Cape de Verde Islands, and on the other the coast of Africa.

Now we are told that at noon of the 11th they obtained a very good observation, which placed the vessel in 25° 49' north and 19° 40' west; from that time, however, no observation whatsoever was obtained, but at noon of the 13th the master estimated the position of the vessel by dead reckoning to be 23° 19' north and 18° 15' west according to the chief officer. It should, however, be observed that during this time she had been at first on a S.W. by S. course until the wind had gone to the southward, when she was obliged to keep away until at midnight she was on a W.S.W. and W. by S. course, and from 9 a.m. of the 12th she had been heading to the southward and eastward,

not being kept on any particular course, but with the yards braced sharp up on the starboard tack, the wind being from about S.W., varying occasionally a point or two either way. Now, Mr. Haden Powell has very properly observed that nothing is more difficult, when a vessel is on these varying courses, than to fix with any degree of accuracy her position, without having any observation by which to verify it. The master also told us that in fixing his position at noon of the 13th he had made no allowance for either current or leeway; he said that his chart showed him a current setting down the coast to the southward and westward, and he estimated that it would about balance the leeway which the vessel would make. But the Africa Pilot, Part I, page 12, tells us that, although from the Canaries to the Cape Verde Islands the current generally sets from S.S.W. to S.W. with a velocity of from 6 to 24 miles a day, it varies according to the direction, duration, and force of the wind, and it adds; "*Chronometric observations are, therefore, especially necessary in order to correct a vessel's position for the effects of the currents which prevail between the parallel of Cape Finisterre and that of Cape Verde Islands.*" Now, as the wind had been blowing ever since about 9 a.m. of the 12th from the S.W., it is reasonable to suppose that it would have affected the course of the current before noon of the 13th, so that the master's estimate of the vessel's position at that time must have been extremely uncertain, depending as it did partly on the courses steered, partly on the strength and direction of the current, and partly on the amount of leeway that she would make. It was in fact pure guess work; and yet the master acted as though he was quite certain of its correctness, putting the vessel on a course directly for land, and without taking any steps whatever to verify his position. He told us at 8 p.m. of the 13th he estimated his distance from the land to be about 75 miles, and at 11 p.m. when he went below and turned in he supposed that he was about 60 miles from it, and that he could therefore safely continue on that course until daylight; but if during the forty or more hours that he had been close hauled on the starboard tack, heading from S. by E. to S.S.E., he had been making a point of leeway, as

the second officer told us he was doing, it is obvious that she would have been much further to the eastward and much nearer therefore to the coast. It may be that at noon of the 13th the master had no means of verifying his position; but at either 8 p.m. or 11 p.m., if he had taken a cast of lead, he would have found himself in surroundings, for the chart shows us that on the course that he was steering, and making, as we are told she was, about 4 or 5 knots per hour, she must for nearly the last twelve hours before she took the ground have been in only from 20 to 30 fathoms of water. The neglect, therefore, to use the lead was in our opinion quite unjustifiable. Knowing too that the vessel was heading for the shore, and in ignorance of his distance from it, it was the master's duty either to have put the vessel about, or, if he chose to continue his course, to have been on deck prepared to give the necessary orders in case she should get into danger. The master has attributed the casualty to some unforeseen and unexpected current setting him to eastward; but there is no evidence of the existence of any such current. On the other hand, the leeway which the vessel must have made during the 44 hours that she was with their yards braced sharp up on the starboard tack, between 9 a.m. of the 12th and 3 a.m. of the 14th, when she went ashore, is quite sufficient to account for her having got to the eastward of her estimated position, and this, combined with her having been kept for too long a time on the starboard tack heading for the shore, is the true cause of the casualty.

To put a vessel on a course heading directly for the land, when in ignorance of the vessel's true position, and how far the land was off, and without taking any steps, either by a cast of lead or otherwise, to verify the vessel's position, was in our opinion neither a proper nor a seamanlike act; and for this the master is alone responsible. I have left it, as I always do, to the assessors to say whether or not under these circumstances his certificate should be dealt with. It seems that he has been a master

for 23 years, and that during all that time he has conducted himself to the satisfaction of his employers; at the same time he has by his negligent conduct caused the loss of a valuable ship and cargo, with imminent risk to the lives of all on board, and under these circumstances the assessors are of the opinion that his certificate should be suspended for three months.

No blame is attributable to the first mate; but as regards the second mate who was the officer of the watch, although we have no reason to suppose that he was not keeping a good look-out, we think that he is to blame for having left the deck and gone below to call the master; he ought, when he saw what he believed to be land ahead, to have remained on deck ready to give the necessary orders and should have sent one of the watch below to call the master; but we are not asked to deal with his certificate.

The court was not asked to make any order as to costs.

(Signed) H.C. Rothery,
Wreck Commissioner.

We concur.

(Signed) A. Ronaldson,
H. C. Kennedy, Assessors.

Appendix E

Timber Merchants at the Inches (Upper Dock) 1867 to 1875.

Building vessels at this period required a lot of timber, especially good quality timber such as oak or teak.

During the years when John Humphrey operated his shipyard, the following timber merchants had premises at the Inches:

Alexander Donald

Alexander Donald, home address No. 19 Skene Terrace (PO Dir 1865/74).

John Donald

Home address Boatley, Fetternear (Abd. PO Dir 1865/74).

A. & G. Paterson.

Joseph T. Willet· Bon Accord Saw Mills.

Home address No. 64 Dee Street (Abd. PO Dir 1865/66).

Home address No. 18 Regent Quay (Abd. PO Dir 1871 /72).

Appendix F

Death of John Humphrey, 21st April 1884.

The Glasgow Evening Post, Saturday 26th April 1884, reported as follows:

*“HUMPHREY – April 21st, accidentally drowned at Greenock, off the **“Marquis of Bute”** aged 54, **John Humphrey**, late shipbuilder, Aberdeen.”*

The Aberdeen Evening Express, Tuesday 22nd April 1884, reported as follows:

*“SUICIDE FROM A RIVER STEAMER. Yesterday afternoon, as the steamer **‘Marquis of Bute’** – Captain McLean – was proceeding on her downward run from Princes Pier to Rothesay, a respectable-looking man jumped overboard between Dunnoon and Innellan, and had both legs broken by the paddles. He was put ashore at Innellan, and taken to Greenock in the **‘Chevalier’**, medical gentlemen who were on board doing what they could to alleviate the unfortunate man’s sufferings. He died shortly after nine o’clock last night. It is ascertained that his name was John Humphreys, and that he belonged to Dundee.”*

The Glasgow Evening Post, Tuesday 22nd April 1884, reported as follows:
*“ATTEMPTED SUICIDE. Between four and five o’clock yesterday afternoon, while the steamer Marquis of Bute was near Innellan Pier, a man very much under the influence of liquor, jumped overboard. He was with difficulty rescued by the crew, and taken on board. He was afterwards transferred to the **‘Chevalier’**, and brought to Prince’s Pier, where he was carried ashore, and taken to the Infirmary in the carriage ambulance. It was found that in jumping overboard he had broken both his legs below the knees. He died in the course of the evening. It has been ascertained that his name is **John Humphreys**, and belonged to Dundee.”*

The Aberdeen Free Press, Wednesday 23rd April 1884, reported as follows: *“FATAL OCCURRENCE NEAR INNELLAN PIER. – Between four and five o’clock on Monday afternoon, while the steamer Marquis of Bute was near Innellan Pier, a man jumped or fell overboard. He was afterwards transferred to the **‘Chevalier’**, and brought to Prince’s Pier, where he was carried ashore, and taken to the Infirmary in the carriage ambulance. It was found that in falling overboard he had broken both his legs below the knees. He died in the course of the evening. He was identified as John Humphrey, who at one time carried on business in Aberdeen.”*

Appendix G

Richard Connon Obituary.

Died at No. 16 Carden Place, Aberdeen, on the 3rd June 1878.

The Aberdeen Press and Journal - Saturday 8th June 1878, reported as follows: *"THE LATE MR RICHARD CONNON. - We regret to record today the death of this much-respected citizen, which took place on Monday. Mr Connon was the head of the firm of Richard Connon & Company, shipowners and shipbrokers. He was brought up to business in Aberdeen, and for a good many years acted as a shipping agent on his own account in York Street. He afterwards took into partnership the late A. R. Dyer, and they became the managing owners of several vessels. The firm acted as agents in connection with the emigration to Canada which took place about twenty years ago, in which the Berbice, Brilliant, and other vessels were employed, and afterwards carried on extensive trade as importers of timber. They also held an Australian emigration agency. Subsequently, they held an important agency under the Government of Peru for the importation of guano, a trade which was carried on successfully for a number of years, till the introduction of artificial manures checked the demand for the article. Through their Australian connection vessels, most of which were built by **John Humphrey & Co.,** Inches, of which they were principals. Mr Connon was a man of retiring disposition, and took no active part in public affairs. In his business, as well as in his private relations, he was very highly respected, and he was frequently called upon to act as arbiter in shipping disputes. A few years ago, Messrs Connon and Company passed over to Her Majesty the Queen the timber of the Ballochbuie forest, which they had purchased from Colonel Farquharson of Invercauld for the purposes of cutting it down and thereby preserved one of the proudest features of the Balmoral amenities. Mr Connon was an elder in the West Parish Church. For some time past he has been in failing health, and his decease was not unlooked for by his friends. He had attained his sixtieth year. He was twice married; by his first marriage he leaves a son and daughter, the former succeeding him in his business, and by his second wife he is survived."*

Available online to date:

Aberdeen Concrete Shipbuilding Co., Ltd., Torry, Aberdeen, 1918 to 1920 (2018), 31 pages, no ISBN.

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

LESLIE: Ship-owners, Shipmasters, & Shipbuilders of Aberdeen (An Introduction) (2018), 150 pages, no ISBN.

John Smith & Co., Shipbuilders, Upper Dock, Aberdeen, c1862 to 1867 (2019), 47 pages, No ISBN.

SS Intaba Built by Hall, Russell & Co., Ltd. York Place, Footdee, Aberdeen, 1910. (2019), 70 pages, no ISBN

RIFLEMAN, 3-Masted Sailing Ship, Built in Aberdeen, 1860. (2019), 38 pages, no ISBN.

(Includes information on the Great Coram Street Murder of 1872).

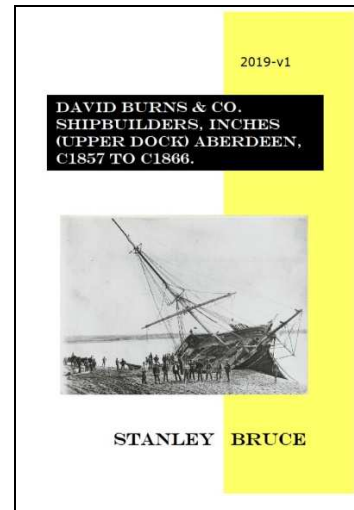
Hall Russell Remembered, Shipbuilding in Aberdeen 1864 to 1992, (2007), 36-pages, No ISBN.

William Stephen & Co. / William Stephen & Sons, / Alexander Stephen & Sons, Shipbuilders, York Street, Footdee, Aberdeen, 1793 to 1830. (2019). 75 pages, no ISBN.



Available online to date: (Continued).

David Burns & Co., Shipbuilders,
Inches (Upper Dock), Aberdeen,
c1857 to c1866. (2019). 47 pages,
no ISBN.



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.

Other Books by this Author.

Banff Roll of Honour - WW1 and WW2, (2014). No ISBN, *kindle version only*.

Banff Through the Years, Volume 1.: An Illustrated History of the Royal Burgh - Volume 1 – Up to 1699, (2013). ISBN 978-1-907234-12-5. *Also available for the kindle*.

Along The Coast – St Fergus to the Bridge of Don, (2013). ISBN 978-1-907234-10-1.

Herring Fishing - Banff and Macduff, by Stanley Bruce and Malcolm Smith, (2011).
ISBN 978-1-907234-06-4.

Along the Coast – Burghead to Portknockie, (2010). ISBN 978-1-907234-09-5.
Also available for the kindle.

Along The Coast - Cullen to Pennan, 2nd Edition, (2010). ISBN 978-1-907234-08-8.
Also available for the kindle.

Whitehills Through the Years, (2010). ISBN 978-1-907234-04-0.

Fraserburgh Through the Years, (2010). ISBN 978-1-907234-07-1.

Back to the Sea – An Introduction to Peter Frederick Anson and his life on the east coast of Scotland, by Stanley Bruce and Tina Harris (2009). ISBN 978-1-907234-00-2. *Also available for the kindle*.

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

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

Macduff Through the Years, (2008). ISBN 978-0-9547960-8-2.

John Humphrey & Co., Shipbuilders, Upper Dock, Aberdeen, 1865 to 1875. Stanley Bruce 2020-v1.
Macduff Roll of Honour 1914-1919, (2008). ISBN 978-09547960-7-5.
Along The Coast - Cullen to Pennan, (2007). ISBN 0-9547960-4-4.
Comforting Words, (2006). ISBN 0-9547960-3-9.
Along The Coast - Cullen to Pennan, (2007). ISBN 978-9547960-4-4.
Macduff Parish Church Bicentenary, (2005). (Revised and reprinted 2007).
The Bard o' Buchan Vol. 1, (2005). ISBN 0-954796020.
The Bard o' the Broch: A Celebration of Fraserburgh's Heritage, (2004). ISBN 0-954796013.
The Bard of Banff, (2004). ISBN 0-954796006.

Other Books which include Work by this Author.

I Love Banffshire, by Clare Macpherson-Grant Russell, (2009). ISBN 9780851014364.
Red Snow, by Michael Slade, (2009). ISBN 9780143167792.
The Book of Banff, by the Banff Preservation & Heritage Society, (2008). ISBN 978-1-841147-90-1.

Other Books Edited by this Author:

Coming Home – Poetry Anthology (2009). ISBN 978 -1-907234-01-9.
The Herring Lassies – Following the Herring, by Rosemary Sanderson, (2008). ISBN 978-0-9547960-6-8. [Also available for the kindle.](#)
Coasting – Poetry Anthology (2007). ISBN 978-0-9547960-5-1.

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