

2021 – v1

**WILLIAM DUTHIE JNR. & CO.,
SHIPBUILDERS, UPPER
DOCK, ABERDEEN,
1856 TO 1870.**



**INCLUDES INFORMATION ON DUTHIE & COCHAR,
SHIPBUILDERS, MONTROSE 1854 TO 1856.**

STANLEY BRUCE

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Cover photograph – The 3-masted ship 'Alexander Duthie' moored at Gravesend, U.K., 1875. (Photographer unknown, from the A. D. Edwardes Collection, courtesy of the State Library of South Australia, Ref: PRG 1373/3/3).

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

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

I can be contacted at bardofthebroch@yahoo.com

If printing this book, it is best printed as an A4 or A5 booklet.

Preface

“Our ships used to race with the **Cutty Sark**” was an early boast to penetrate my childish mind as my grandmother, ‘Granny Jan’, took me, a small boy from a Yorkshire farm, to Greenwich in London to see that famous tea-clipper in its dry-dock home as a museum of a lost ‘golden’ age. Of course, a small boy was full of wonder at a ship of such size made all of wood (Composite) and originally powered by unseen sails borne on three masts of tree-like size enmeshed in a web of ropes of incredible complexity. I was amazed by the ship **Cutty Sark** and suspect that I might have bragged about the family business at school, but meeting with little interest I never really took on board the import of that connection. For the great days of rushing tea and other goods across the world in extraordinarily little time were those that propelled the British, their military navy and their even more powerful trading instincts to control the greatest empire that the world had ever seen. However much, in today’s world, the concept of ‘empire’ is frowned upon and often disavowed, the technical genius that drove a small nation to such heights cannot be denied.

The fact that so much of that success was driven by Scots who brought much of the wealth of empire back to adorn the cities and grand houses of Scotland came as no surprise to me, schooled as I was by a proud Scottish grandmother. The Duthie name is synonymous with that genius, enterprise and business skill bringing significant success and wealth to several branches of the family and to Aberdeen, the town the family called home and in which each of the businesses were based. It was the name born by my grandmother who was born on Christmas day of 1900 as the first child of John Duthie and Emma Jameson, and was shared with her younger brother, ‘Jack’ whose own son, ‘Sandy’ was named for his great grandfather, Alexander, brother of the William Duthie whose shipyard company and the ships that they built are the subjects of this book.

Stanley Bruce, working from his own long experience in the shipbuilding and engineering world, builds a picture of the business and the lives of the ships that it created from original documents and archival material. His obvious fascination with ships and evident pleasure in telling their stories, particularly that of the **ROBERT HENDERSON** which made the ‘quickest passage on record to New Zealand’ in 1860, is much in evidence. Bruce quotes liberally from local newspapers which report the arrival of ships to

New Zealand and Australia with details of the passengers, cargo and regularly with commentary on the speed of the passage and paint a vivid picture of how important an event such an arrival was at the time.

Sadly, several the ships met unhappy ends, although most, it seems, due to errors in seamanship or in lading. Sadly, too, the companies in Aberdeen failing to move with the latest developments in steam navigation and iron shipbuilding, also faded with the final collapse in the 1920's of the family firm forcing my great uncle 'Jack' Duthie to leave Glasgow University without graduating in order to find work to support himself. The story overall, however, leaves the shipbuilders and their superior vessels very much as the heroes of this tale.

***Henry Howard-Sneyd.
(Duthie descendent).***

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UPPER DOCK,
ABERDEEN,
1856 TO 1870.**

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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.

**WILLIAM DUTHIE JNR. & CO.,
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BY

STANLEY BRUCE

Contents	Page
Introduction.	8
Duthie Shipbuilders, Aberdeen.	10
Timeline.	11
Iron-Hulled Vessels Built by Other Aberdeen Shipbuilders.	23
Felt and Yellow Metal.	24
Vessels Built by William Duthie Jnr. & Co.	25
 Built Under Special Survey.	26
Robert Henderson (1857).	27
Huguenot (1858).	42
Rifleman (1860).	44
Water Lily (1860).	47
Beautiful Star (1861).	48
Prince Alfred (1862).	50
Martha Birnie (1863).	53
Glenmark (1864).	57
Satzuma (1864).	60
Strathnaver (1865).	62
Countess of Kintore (1866).	64
Alexander Duthie (1867).	70
Deodarus (1868).	75
Abbreviations.	79
Bibliography.	79
Websites.	79

Appendices

A	Alma (1855) built by Duthie & Cochar, Montrose.	80
B	Cairnbulg (1874).	84
C	Shipbuilders and Associated Companies at the Inches (Upper Dock).	86
D	Vessels Owned by Duthie's of Aberdeen, 1856 to 1870.	89
E	Some Duthie Family History.	90
F	Ship Sails.	92
G	Death of James Cochar.	93
H	Valuable Shipbuilding Yard in Montrose to be Let.	94

Introduction.

The aim of this book is to highlight and record the vessels built by William Duthie Jnr. & Co., Shipbuilders, Inches (Upper Dock), Aberdeen, and make this part of Aberdeen's history available to a wider audience.

Before he commenced building vessels in Aberdeen, William Duthie Jnr. was a master mariner for many years. After giving up his life at sea, from 1854 to 1856 he was a partner in the Firm Duthie & Cochar, Shipbuilders, Montrose, and built four vessels there before establishing a shipbuilding business in Aberdeen. I have included information on his Montrose shipbuilding activities, to give the full picture of his shipbuilding history.



The Upper Dock may not look like a suitable place for shipbuilding as we see it today, but back in the mid-1800's at the south side of the dock there were three shipyards, with five slipways, and adjacent were supporting companies; such as timber merchants, blacksmiths' etc. William Duthie Jnr. from 1856 had the most easterly of these shipyards with two slipways. Most shipyards had at least two slipways, this enabled two vessels usually at different stages of construction to be worked on at the same time. (A single long slipway could also accommodate two smaller vessels but had an obvious disadvantage).

The maps of the Upper Dock made in the 1860's show buildings in the yard of William Duthie Jnr. & Co., and it looks like the workers were fortunate enough to have worked under cover, at least when building the vessel hulls. If indeed under cover the erecting of the masts and rigging would have taken place using shear poles with the vessel berthed somewhere in the harbour after being launched. After 1874 vessels had their masts and any heavy machinery fitted at the Sheer Legs (75 ton lifting capacity) which were sited at Waterloo Quay at the south end of Wellington Street, prior to this there was a set of wooden shear poles (erected in 1856), these were also located at Waterloo Quay, but near Church Street with a lifting capacity of 50 tons which was more than adequate for lifting and installing ship masts.

The last vessel launched at the Inches (Upper Dock) was the relatively small screw steamer '**Cleopatra**' (408 tons) built by **John Humphrey & Co. / John Cannon & Co.**, she was launched in 1876. The last vessel launched by William Duthie Jnr & Co. was the schooner '**Mary Blair**' (328 tons) launched in 1870.

On his gravestone William Duthie is described as 'of Cairnbulg' this is because the trustees of the estate of his unmarried uncle William Duthie (1789 to 1861) bought the ruinous Cairnbulg Castle near Fraserburgh in 1862/3 from John Gordon, however it was William Duthie's grandnephew Sir John Duthie (d.1923) who later restored the castle including the construction of a new building linking the two towers. The granite used for the work was his wife's tocher (dowry), her father was John Fyfe the well-known stone merchant. In 1934, the castle returned to the Fraser family (Lord Saltoun) who have continued the restoration work. Currently the home of Kate Nicholson (nee Fraser) Deputy Lord Lieutenant of Aberdeenshire.

Life as a sailor at this period was a very dangerous one, many sailing ships of this era were lost at sea or blown on the shore and wrecked, unfortunately often with the loss of many lives and precious cargoes. On the '**Countess of Kintore**' a young boy fell off the rigging and was never seen again, a fate of many sailors. However, it wasn't just the weather that took lives, disease onboard was a common killer; the '**Robert Henderson**' we report as having deadly scarlet fever onboard. Also, in this book are details of the gruesome murder of the master onboard the '**Rifleman**'.

Working in the shipyards had its own dangers, such an example is the collapse of scaffolding in the Montrose yard in 1854, no deaths on this occasion, but certainly some serious injuries.

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

Former shipyard employee,

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

Duthie Shipbuilders, Aberdeen.

The history of the Duthie Shipbuilders in Aberdeen is quite a complicated one, especially since there were yards named after an Alexander, two William's and two John's. To make things a bit clearer the following table is my summary of their shipyards.

Company Name	Location	Dates	Notes
William Duthie & Co.	Footdee.	1815 to 1838.	The company was established by William Duthie (1789 to 1861), and his brothers Alexander (1799 to 1863) and John (1791 to 1880). 1837: Alexander Duthie (1799 to 1863) took over as yard manager.
<i>Renamed:</i> Alexander Duthie & Co.		1838 to 1861.	His partners were his brother John Duthie (1791 to 1880) and John's son, John Duthie Jnr. (1817 to 1872).
<i>Renamed:</i> John Duthie, Sons & Co.		1861 to 1907.	John (1791 to 1880) and his partners; sons Alexander (1824 to 1897), Robert (1831 to 1913), George (1838 to 1867) and John Jnr. (1817 to 1872). 1907: Hall, Russell & Co., Ltd. took over the lease of the yard, and the Duthie name ceased in the Footdee shipyards.
William Duthie Jnr. & Co.	Inches. (Upper Dock).	1856 to 1870.	Established by Captain William Duthie Jnr. (1822 to 1896), son of John Duthie (1791 to 1880).
John Duthie Torry Shipbuilding Co.	Torry, near Greyhope Road.	1904 to 1925.	Established by John Duthie (1862 to 1906). His partners were his brother-in-law, Walter G. Jameson, and John Fiddes.

Timeline.

1822, 2nd June: William Duthie Junior was born. His father was John Duthie (1791 to 1880) shipbuilder and his mother Ann Alexander (1797 to 1857).

William Duthie Junior, went to sea, and rose to be a captain / shipmaster.

1850: William Duthie Jnr. married Martha Birnie (1830 to 1917).

1853, 14th April: his daughter Ann was born at sea. She died aged 2-1/2 years old at Montrose 14th October 1855. (See Appendix E for more family history).

1854: William Duthie Junior gave up his career as a master mariner and established the shipbuilding business **Duthie & Cochar**, Shipbuilders, Montrose with a Mr James Cochar.

1854, 10th February: The Montrose, Arbroath and Brechin review; and Forfar and Kincardineshire advertiser, reported as follows: *“The Council, upon an application by Messrs **Duthie & Cochar**, shipbuilders, resolved to let them, at a yearly rent of £5, with power at any time to resume possession, the piece of vacant ground on the north side of the premises occupied by them at the Waterside, and the south side of the Asylum.”*

1854, 14th July: The Montrose, Arbroath and Brechin review; and Forfar and Kincardineshire advertiser, reported as follows: *“SERIOUS ACCIDENT. — Shortly after three o’clock on the afternoon of Wednesday, a most serious accident occurred at Messrs **Duthie & Cochar’s** shipbuilding-yard. While a party of workmen were carrying a heavy plank along a staging at the starboard bow of the vessel now building there, the transverse beam on which the scaffolding on each side of the bow of the vessel rested gave way; and the men working on either side of the vessel at the bow were precipitated to the ground from a height of about twenty feet. Both Messrs. Duthie and Cochar were working on the staging which fell and were injured.*



*William Duthie Jnr.
Aka Captain William Duthie.
(1822 to 1896).*

From the suddenness of the manner in which the scaffolding gave way, together with the dangerous nature of the place in which the men fell arising from its having been strewn with pieces of wood all were more or less injured. The following list of the more serious casualties: — Mr. Cochar, injured seriously about the back; Mr. Duthie, slightly about the back; Robert Swap, right elbow severely fractured; Robert Paterson, two ribs broken, besides other internal injuries; David Leighton, injured rather seriously about the back of the head; William Morgan, cut about the brow and face; Andrew Taylor, nose split and brow cut; David Burn, ankles sprained. Other two were slightly injured; and only one of those who were on the scaffold entirely escaped. This unfortunate accident took place entirely from the breaking of the transverse beam on which the scaffold depended. The men certainly were not induced to incur any danger in which the masters did not share; but we cannot help thinking that slight examination of the beam which has caused all the mischief would have showed even the most ignorant that it was not adapted the important purpose to which it was applied. Accidents, however, will occur in the best-regulated establishments; but this one is certainly sufficiently serious to induce all those on whom responsibility rests to exercise the utmost caution. We are happy in being able to state that last evening all the sufferers were recovering favourably, and that it was believed they were then out of danger.”



Montrose shipyards and Patent Slip, 1863.

1855, 2nd March: The Montrose, Arbroath and Brechin review; and Forfar and Kincardineshire advertiser, reported as follows: *“SHIP ‘ALMA’. — A large concourse of spectators assembled at the Wet Dock, on Friday morning, to witness the departure of this handsome vessel, and the largest ever built at this port. It is a matter for regret that so fine a ship should be sold to Aberdeen, and not have hailed from Montrose. We hope, however, that the ‘Alma’ is only the first of a series of clipper ships which Messrs **Duthie & Cochar** will launch from their extensive premises, and that Montrose will soon rival Aberdeen, if it does not surpass the “good town,” in the sailing qualities of its vessels.”*

Montrose, Arbroath and Brechin review; and Forfar and Kincardineshire advertiser. - **Friday 22nd June 1855**, reported as follows: *“...Messrs **Duthie & Cochar** have two handsome vessels in hands; the one a fine clipper ship, about 300 tons, O.M., nearly finished, and will be ready for launching in the course of a month. This is a beautiful vessel, of fine symmetry and excellent build; and will not fail to uphold the rising reputation of this enterprising firm. Their other ship, which is just laid down, will be 500 tons, O.M., is for an Aberdeen house, and intended for the North American trade: We have seen her mould, and believe that in the hands of Messrs **Duthie & Cochar** she will prove, when finished, a favourable specimen of naval architecture...”* (These two vessels were the ‘**Minerva**’ (289 tons) and ‘**City of Quebec**’ (525 tons).

Stonehaven Journal - Thursday **2nd August 1855**, reported as follows: *“MONTROSE. Launch. - There was launched yesterday, from the building-yard of Messrs **Duthie and Cochar**, a beautiful barque, measuring 265 tons N.M., and 289 O.M. She was named the ‘**Minerva**’ by Mrs Cochar, slid gracefully down the ways, and brought up majestically on the deep. Although it was the top of high water, the current took a perceptive hold of the vessel, but the way she had on kept her in the channel, and carried her beyond the risk of impediment. We believe this enterprising firm have contracted for another and a much larger vessel, to be classed A 1 for nine years, and to be ready early next year. The vessel in the yard at present, partly built, has also to be ready much about the same time, which will keep the carpenters busy at work for six months to come at least. When the latter vessels are completed, Messrs **Duthie and Cochar** will have put about 2,000 tons afloat in less than two years — a tonnage much greater than*

was ever completed within the same time at all the shipbuilding yards in the place put together.”

1855, 12th October: The Montrose Standard, reported as follows: *“Messrs **Duthie and Cochar** are building two large vessels, one for Aberdeen and one for Liverpool owners, and we are informed that this firm has refused contracts to the extent of 3,000 tons in consequence of the scarcity of workmen.”*

1856, 11th March: The Brechin Advertiser, reported as follows: *“MONTROSE LAUNCHES. — We had two splendid affairs in the ship launching line last week. On Friday afternoon the large and beautiful vessel “**City of Quebec**” was launched from the building yard of Messrs **Duthie & Cochar**. She glided into the water very slowly, but still the friction was so considerable that there arose a volume of smoke from the ways along which she passed. The pressure on the ways was also very great, and they yielded little, but fortunately not so much as to endanger the progress of the gallant craft towards her native element.....”*

1856, 13th March: The Stonehaven Journal, reported as follows: *“LAUNCH OF AN ABERDEEN — VESSEL AT MONTROSE. - On Friday last there was launched from the building yard of Messrs **Duthie & Cochar**, Montrose, a ship, named the ‘**City of Quebec**’, acknowledged by competent judges to be of very handsome build, specially adapted for the convenience and comfort of passengers, and extremely creditable to her builders. Her dimensions are 525 tons N. M. and 529 O. M. The ‘**City of Quebec**’ the property of Messrs Donaldson, Rose & Co., of Aberdeen, and will speedily be on the berth here for passengers to Quebec. Mrs Duthie, wife of the builder, and Mr Rose, Dean of Guild, performed jointly the ceremony of naming the vessel. The day being fine an immense concourse witnessed the launch. The ‘**City of Quebec**’ is be commanded by Captain Tulloch, formerly of the St Lawrence, who, we believe, has performed the voyage across the Atlantic upwards of one hundred times.”*

1856, 23rd May: The Montrose Standard, reported as follows: *“LAUNCH. — A very pretty clipper ship was launched yesterday from the building-yard of Messrs **Duthie & Cochar**. She is named the ‘**St Magnus**’, belongs to Kirkwall owners, and is 290 tons N.M. and 380 O.M. Some of our judges of naval architecture pronounce the ‘**St Magnus**’ to be the finest ship ever launched at this port, either as regards symmetry of model or graceful appearance on the water. The launch took place at four o'clock, but owing to the*

inclemency of the weather, there were not so many spectators present as usual. She went beautifully down the ways, raising a cloud of smoke behind her by the friction, but she stood boldly out to the middle of the river, defying the strong current with which, owing to the site of the building-yard, vessels when launched have always to contend.”

1856, 30th May: The Montrose Standard, reported as follows: *“THE “**ST. MAGNUS**”. — We briefly noticed the launch of this fine vessel in our last. Since then we have had an opportunity of seeing her in the water and examining her more particularly. She appears a complete model in herself, and those who are the best judges declare that she is not only well put together, but as trim a vessel as they have ever seen, and to judge from her shape and appearance she promises to let few take the wind out of her sails. After the launch, the enterprising owners, who are from Kirkwall, entertained a select party to dinner in the Star Hotel, when a very happy evening was spent, during which Messrs **Duthie & Cochar** received many compliments for their superior mould and workmanship. On Friday evening the owners gave the carpenters and other workmen an entertainment in the Thistle Hall, followed by a ball, at which their wives and sweethearts were present. The whole affair was conducted with the greatest propriety, and was honoured by the presence of the owners, builders, and a number of their friends. We understand that the ‘**St Magnus**’ is the last vessel to be built by the present firm, as **Mr Duthie purposes commencing business in Aberdeen, and will shortly leave Montrose**, carrying with him the good wishes of a large circle of friends. We are glad to understand, however, that the other partner, Mr Cochar, is to carry on the business on his own account, and that a vessel of a very large size is already laid down, with the spirit and enterprise which characterised the old firm.”*

1856, 4th July: The Montrose Standard, advertised the ‘DISSOLUTION OF COPARTNERY’ June 27th, 1856.

*“THE COPARTNERSHIP carried on by the Subscribers, under the Firm of **Duthie & Cochar**, Shipbuilders, Montrose, was this day DISSOLVED by mutual consent. WILLIAM DUTHIE, JAMES COCHAR.*

David Greig, Writer, Montrose, Witness.

James Christie, junior, Clerk to do., Witness.

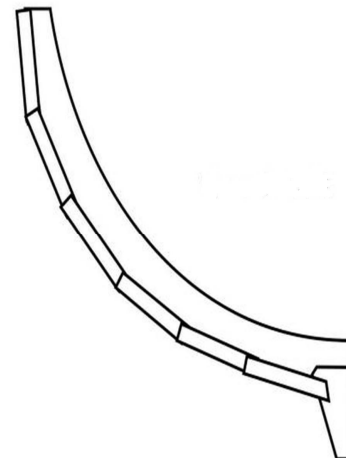
The Business will hereafter be carried on by the Subscriber, on his own account. JAMES COCHAR.”

The History of Montrose, Chapter XI, by David Mitchell (1866) reads as follows:

“Duthie & Cochar offered at one time to get on well, having begun in a large yard, made out of what was once the Greenland Whale-Fishing Company’s boil-yard; but Mr. Duthie went back to Aberdeen, where he is doing a large trade, and Mr. Cochar has retired, from the business, and turned farmer”.

1856: William Duthie Junior (1822 to 1896) established the shipbuilding business of **William Duthie Jnr. & Co.** at the Inches (Upper Dock), Aberdeen. This shipyard was an addition to the family shipbuilding business established in Footdee in 1815 by his uncle William Duthie (1789 to 1861). The Footdee shipyard from 1838 to 1861 was known as **Alexander Duthie & Co.** and owned by his uncle Alexander Duthie (1799 to 1863). It wasn’t until 1861 that his father John Duthie (1791 to 1880) and William Duthie Junior’s brothers Alexander (1824 to 1897), Robert (1831 to 1913) John Jnr. (1817 to 1872) and George (1838 to 1867) took over the Footdee shipyard, and it was renamed **John Duthie, Sons & Co.**

All the vessels built by William Duthie Jnr. & Co. were wooden-hulled, carvel construction. Many of these were built for trade with Australia, including the Duthie-owned ‘**Rifleman**’ (1860), ‘**Martha Birnie**’ (1863), the ‘**Alexander Duthie**’ (1867), and the ‘**Strathnaver**’ (1865) which was initially owned by Adamson of Aberdeen.



Carvel Construction.

1857: William Duthie Jnr. & Co, launched their first vessel at the Inches, Aberdeen – she was the 3-masted ship, the ‘**Robert Henderson**’ (552 tons).

1857 / 1858: The Aberdeen Post Office Directory gives the home address of William Duthie Jnr. as No.4 Devanha Terrace, Aberdeen, which was conveniently a short walk from his shipyard at the Upper Dock.



No. 4 Devanha Terrace, Aberdeen.

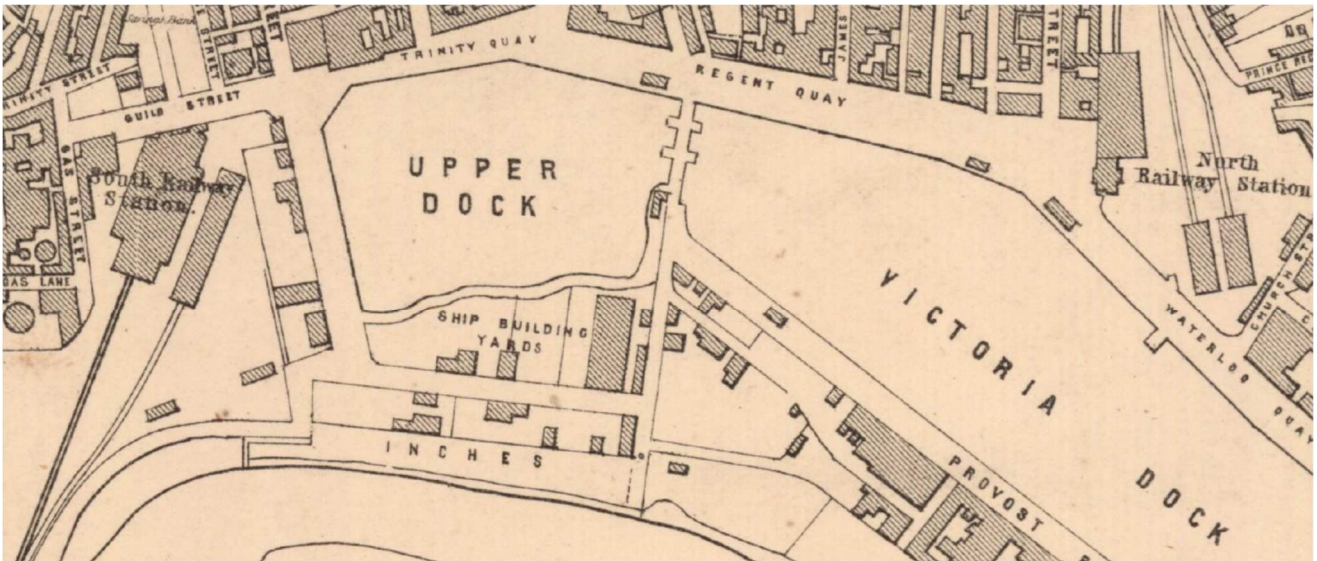
1860, 21st March: The Aberdeen Press and Journal reported on Aberdeen Harbour leases as follows: “X. – *That PIECE of GROUND or SHIPBUILDING YARD, on the north side of the said Road, at the upper part of the Inches, measuring 200 feet or thereby, in front, along said Road, and extending backward there from 200 feet, or thereby, as presently occupied by Mr William Duthie, Junior, Shipbuilder. Upset Yearly Rent, £45.*” (approx. £5,500 in 2019).

1860 / 1861: The Aberdeen Post Office Directory gives the home address of William Duthie Jnr. as No. 3 Mitchell Place, Aberdeen.

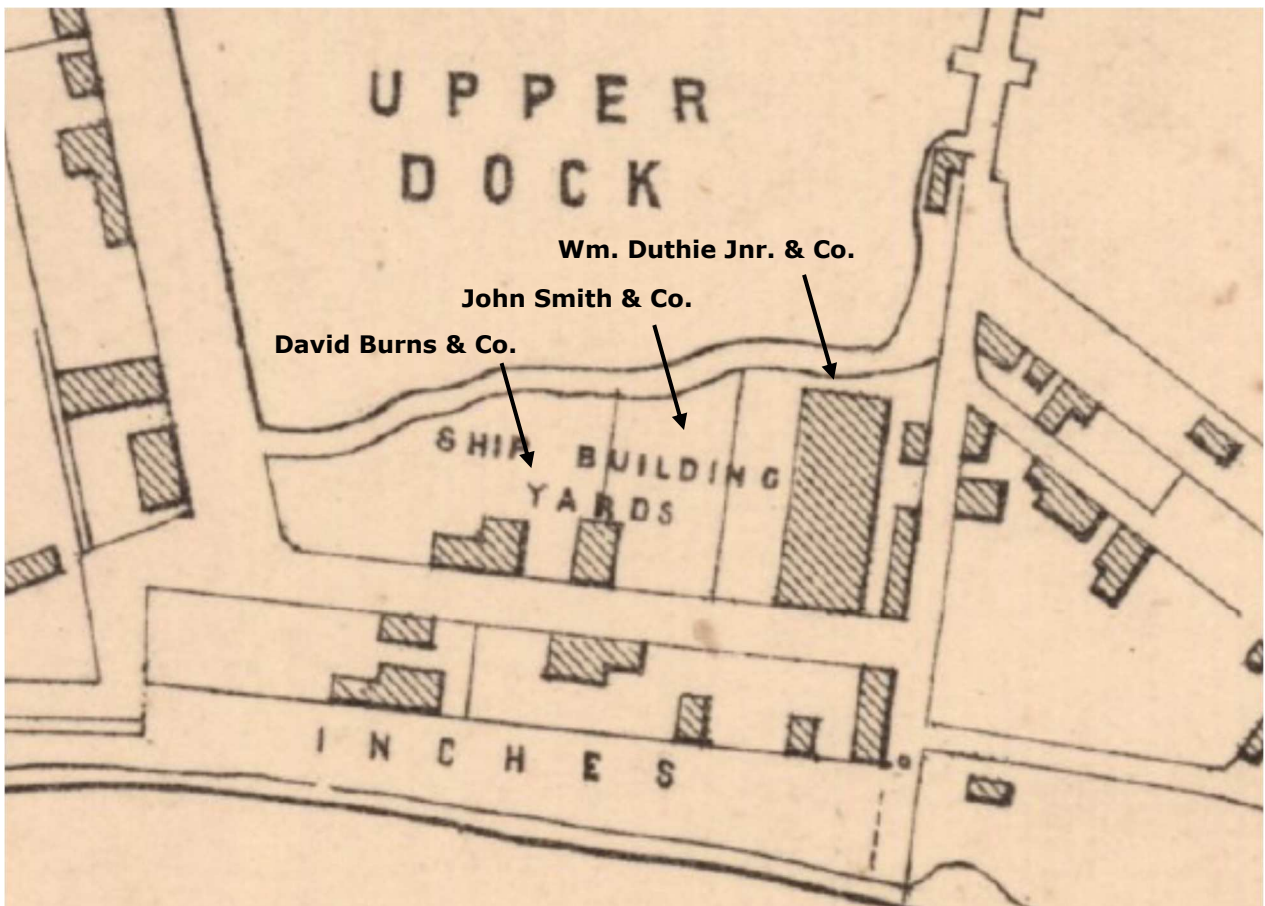
1862 / 1863: The Aberdeen Post Office Directory gives the home address of William Duthie Jnr. as No. 17 Regent Quay, Aberdeen.

LETTERS CLOSE
Duthie, Alexander (of J. Duthie, Sons, & Co.), 77 Waterloo
quay
... .. Alexander, advocate, Broadford place
..... Alexander, shipowner, Carden place
..... Barclay, furnishing tailor, 16 Commerce street
..... George (of J. Duthie, Sons, & Co.), 53 Wellington st.
..... James, superintendent of police, 31 Queen street
..... John, Sons, & Co., shipbuilders, Footdee
..... John, shipbuilder (of J. Duthie, sons, & Co.), 53
Wellington street
..... John, jun., shipowner, 64 Bon-accord street
..... John, stabler, 32 West North street
.. ... Robert, shipowner, York place, *h.* Woodbine cottage,
Ruthrieston
..... Wm., jun., shipbuilder, Inches, *h.* 17 Regent quay
..... Wm., Cuparstone place

Duthie entry - Aberdeen Post Office Directory 1862 / 1863.



1862 map of the Upper Dock, by Keith and Gibbs.

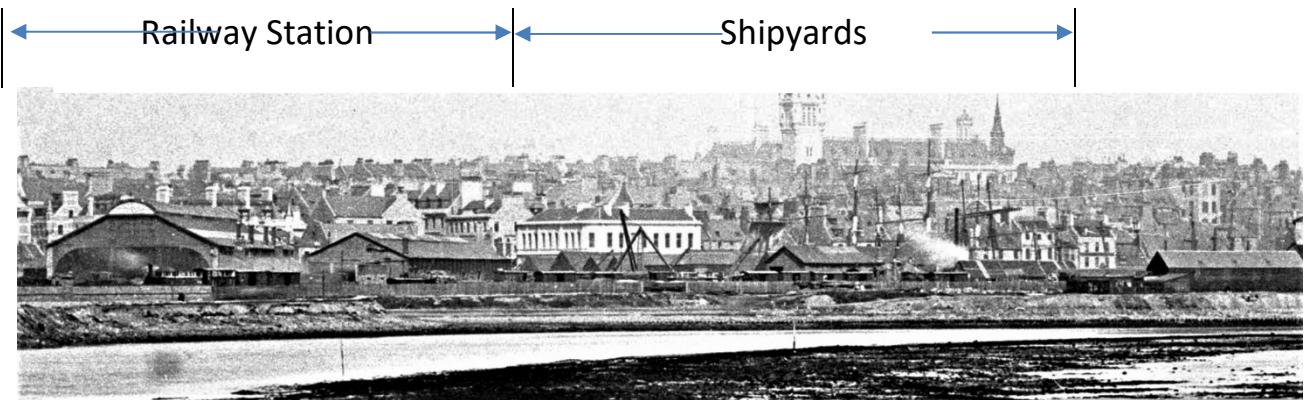


Close-up of the Upper Dock shipyard area, 1862 map by Keith and Gibbs.

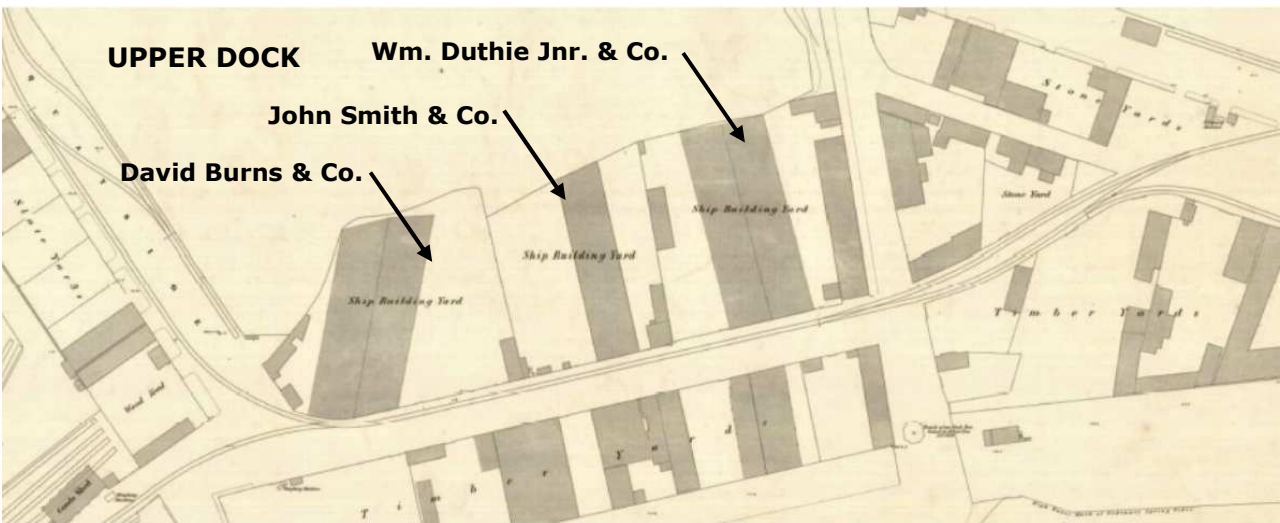
Both maps above show the shipyard of William Duthie Junior & Co. as the east-most shipyard of the three shipyards on the south side of the Upper Dock, and it had two slipways.



*Location of No. 17 Regent Quay (Demolished)
former home of William Duthie Junior. (Photo by J.R.R.E.)
(Harbour offices adjacent were built 1883-5, Category B listed).*



View of the Inches looking from the south (c1860). (Note the sheer poles).



*1866 map showing the shipyards at the southern side of the Upper Dock.
(Looking at the map, assuming the shaded areas are buildings, it looks like
William Duthie Junior & Co. had two covered berths in 1866).*

1867, 15th May: The Aberdeen Press and Journal, printed a long list of Subscriptions on behalf of the most necessitous Sufferers by the Loss of the 'Prince Consort' this included William Duthie's donation of 10s. (£56 in 2019).

1867 / 1868: The Aberdeen Post Office Directory gives the home address of William Duthie Junior as Carden Place, West.

1869: The Suez Canal opened allowing steamships to make the passage to the Far East, Australia, and New Zealand much quicker than a sailing ship, so it was now more economical for the ship-owners to run steamships rather than sailing ships. This meant big changes for shipbuilders, especially for those like William Duthie Jnr. & Co. who didn't have the capacity to build steam engines or boilers.

1870: William Duthie Jnr. & Co. Shipbuilders closed. William Duthie Junior was only 48-years old. It was at a time when other Aberdeen shipbuilders had started to build iron-hulled vessels and steamships, it was essentially the end of an era. This left only one shipbuilder at the Inches, his neighbour **John Humphrey & Co.**, and the last vessel launched from the Inches was in 1876. Wooden-hulled and composite-hulled vessels were still built in Aberdeen in the 1870's, but gradually less and less, as iron hulls took over, followed by steel hulls as the quality of materials improved.



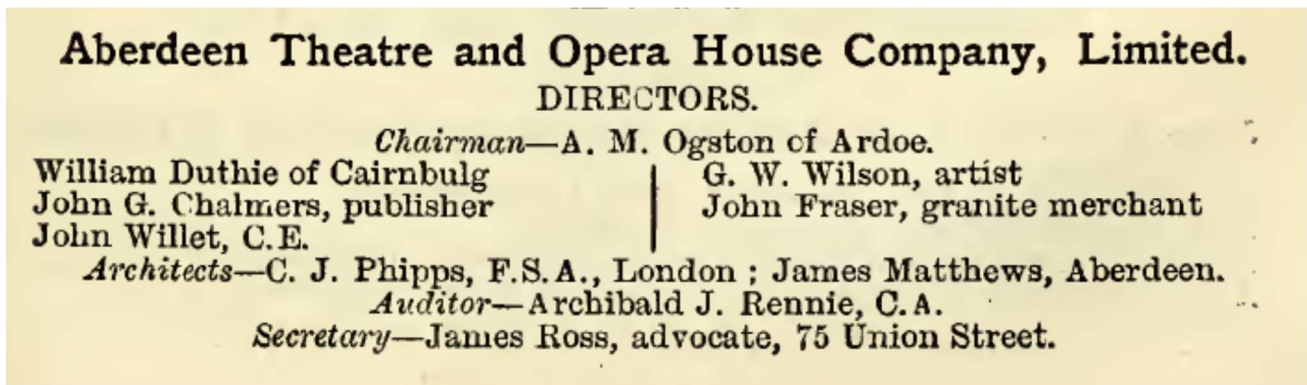
William Duthie Jnr. (1822 to 1896), c1880. (Photographer H. Gordon).

After closure of the shipyard William Duthie Junior continued as a prominent ship-owner in Aberdeen. (See Appendix D for more details).

1873, 4th December: The Greenock Advertiser, reported as follows: *“THE ABERDEEN SHIPOWNERS AND THE BOARD OF TRADE — The shipowners of Aberdeen, believing that the Board of Trade surveyors were overstretching their powers, resolved to test the matter. Mr William Knox, grain merchant, presented a petition to Sheriff Thomson, praying that he would appoint persons to survey the vessel ‘Speed’. The Sheriff appointed **William Hall and William Duthie, shipbuilders**, and Captain William Main, to survey anew the vessel. The inspection was made yesterday forenoon in presence of the Board of Trade surveyors, a number of shipowners looking on with great interest. Every part of the ship was gone over most carefully. The decision will form the key to further proceedings. Another vessel, the ‘Ladyhead’, is released. The coal-carrying trade is now almost entirely in the hands of steamers, and numbers of sailors are without employment.”*

1873 / 1881: the home address of William Duthie Junior was Ashley Lodge; on Cuparstone Road, left hand side, half a mile from Holburn Street. (Abd PO Dir 1873/81).

1880 / 1881: The Aberdeen Post Office Directory shows William Duthie Junior as a director of the Aberdeen Theatre and Opera House.



1880 / 1881 Aberdeen Post Office Directory.

1890, 24th July: John Duthie (1858 to 1922) son of William Duthie Jnr. married Lesley Fyfe (1868 to 1946) daughter of John Fyfe (1830 to 1906) stone merchant, aka the ‘Granite King’. Lesley Fyfe’s dowry was used to rebuild the ruinous Cairnbulg Castle. (See Appendix E for more Duthie family history).

JOHN FYFE LIMITED
BLAIKIES QUAY - - ABERDEEN
Telephone—31 *Telegrams—"Fyfe," Aberdeen*

GRANITE
GREY—
KEMNAY, TOMS FOREST, COVE, TILLYFOURIE
RED—CORRENNIE

Dressed and Polished Granite for Architectural, Engineering and
Monumental Purposes

CRUSHED GRANITE, SETTS and KERB
Samples and Prices on Request

A later advert for John Fyfe Ltd. (1931).

8th November 1896: William Duthie Junior died aged 74-years, he is buried in the Allenvale Cemetery, Aberdeen.

The Aberdeen Journal, Friday 13th November 1896, reported on his funeral as follows: *"FUNERAL OF THE LATE MR WM. DUTHIE - The remains of the late Mr William Duthie of Cairnbulg were yesterday interred in Allenvale Cemetery. The funeral took place from Holburn Parish Church, where a short service was conducted by Rev. Dr McClymont, and the obsequies were very largely attended. The chief mourners were - Mr John Duthie of Cairnbulg, son; Mr John Brodie, London, son-in-law; Dr Inglis, Hastings, son-in-law; Dr Anderson, Stonehaven, Mr G. R. Gowans, artist; and Mr John Fyfe, Kemnay."* See Appendix E for more information.

Iron-hulled Vessels Built by Other Aberdeen shipbuilders.

As mentioned earlier William Duthie Jnr. & Co. only built wooden-hulled vessels, and they were all sailing ships. William Duthie Jnr. & Co. didn't have the capacity to build engines or boilers. By 1870, times had changed considerably, with the opening of the Suez Canal in 17th November 1869 steamships were taking the place of sailing ships, and it was now cheaper to build vessel hulls from iron rather than wood.

The following table for comparison shows the first iron-hulled vessels built by other Aberdeen shipbuilders working at this period.

Date	Shipbuilder	Name	Vessel Type	GRT
1866	Alexander Hall & Co., Footdee.	Douglas.	Cargo Steamer.	615
1868	Walter Hood & Co., Footdee.	Glenavon.	3-masted Ship.	830
1870	Leckie, Wood, & Munro, Torry.	Rainton.	Cargo Steamer.	1102
1872	John Duthie & Sons, Footdee.	Opah.	Cargo Steamer.	854

As you can see, all the above vessels were steamships except for the 'Glenavon' built by **Walter Hood & Co.** **Walter Hood & Co.** in business from 1839 to 1881 didn't build any steamships, most of their vessels, all sailing ships were built for George Thompson's Aberdeen Line. **Walter Hood & Co.** because of their connection with George Thompson Jnr. (He was a part-owner of the firm) survived building sailing ships a good decade longer than **William Duthie Jnr. & Co.**, but eventually closed in 1881. The steamer 'Douglas' built by **Alexander Hall & Co.** in 1866 was the first steam-driven iron-hulled vessel built in Aberdeen.

Of course, iron-hulled vessels weren't new to the 1860's and 1870's, Aberdeen shipbuilders as follows were building iron-hulled vessels as early as the 1840's.

Date	Shipbuilder	Name	Vessel Type	GRT
1840	John Ronald & Co. / John Vernon & Co.	John Garrow.	3-masted Ship.	555
1849	Blaikie Brothers.	Centaur.	Brig.	188
1849	Andrew Leslie.	Gem.	Schooner.	100

All the above shipbuilders had closed before William Duthie Jnr. & Co. were established, although the Blaikie Brothers continued in business until 1891 building engines, boilers and other iron fittings in their Footdee foundry, but no further vessels.

Felt and Yellow Metal.

Felt and yellow metal was fitted to vessels sailing to temperate climates to protect the vessel hulls from attack from Teredo Navalis (Ship worm), earlier vessels were fitted with sheets of copper.


Muntz Metal, basically 60% copper, 40% zinc, with a trace of iron patented in 1832, gradually replaced copper sheathing, as it was more efficient and approximately 2/3rds of the cost.

Felt and yellow metal was fitted to the following vessels built by William Duthie Jnr. & Co.:

1857	Robert Henderson (Ship).	1863	Martha Birnie (Ship).
1858	Huguenot (Ship).	1864	Glenmark (Ship).
1860	Rifleman (Ship).	1865	Strathnaver (Ship).
1860	Water Lily (Brig).	1866	Countess of Kintore (Ship).
1862	Prince Alfred (Barque).	1867	Alexander Duthie (Ship).

Vessels Built by William Duthie Jnr. & Co.


This list was prepared from scratch, as I haven't seen a builders list, I found twelve vessels built by William Duthie Jnr. & Co., Inches, Aberdeen. (If you know of any others please get in touch).

Date	Name	Type	LRS	Tons	Owner
1857	Robert Henderson.	Ship.	 9A1	552	Albion Line, Glasgow.
1858	Huguenot.	Ship.	 9A1	472	Various Aberdeen merchants.
1860	Rifleman.	Ship.	 9A1	724	William Duthie Jnr.
1860	Water Lily.	Brig.	 9A1	218	R. Anderson, Aberdeen.
1861	Beautiful Star.	Ship.	 9A1	546	John Cook & Son.
1862	Prince Alfred.	Barque.	 9A1	258	J. T. Rennie, Aberdeen.
1863	Martha Birnie.	Ship.	 9A1	751	Duthie & Co., Aberdeen.
1864	Glenmark.	Ship.	 9A1	953	Richardson, London.
1864	Satzuma.	Barque.	 7A1	281	Charles Thomas Glover, Aberdeen.
1865	Strathnaver.	Ship.	 9A1	1,017	H. Adamson, Aberdeen & Co.
1866	Countess of Kintore.	Ship.	 9A1	737	John Cook, Aberdeen.
1867	Alexander Duthie.	Ship.	 9A1	1,159	William Duthie & Co., Aberdeen.

 signifies was built under 'Special Survey'.

LRS – Lloyds Register of Shipping.

 **Built Under Special Survey.**

All the vessels built by William Duthie Jnr. & Co. in Aberdeen were classed by Lloyds Register of Shipping (LRS) and they were all subject to LRS Special Survey, meaning their construction was overseen by surveyors of the society, and this signified that they were constructed of the highest marine quality. This was identified in Lloyds Register of Shipping with a Maltese Cross  aside the vessels entry. Lloyds offered this service from 1853.



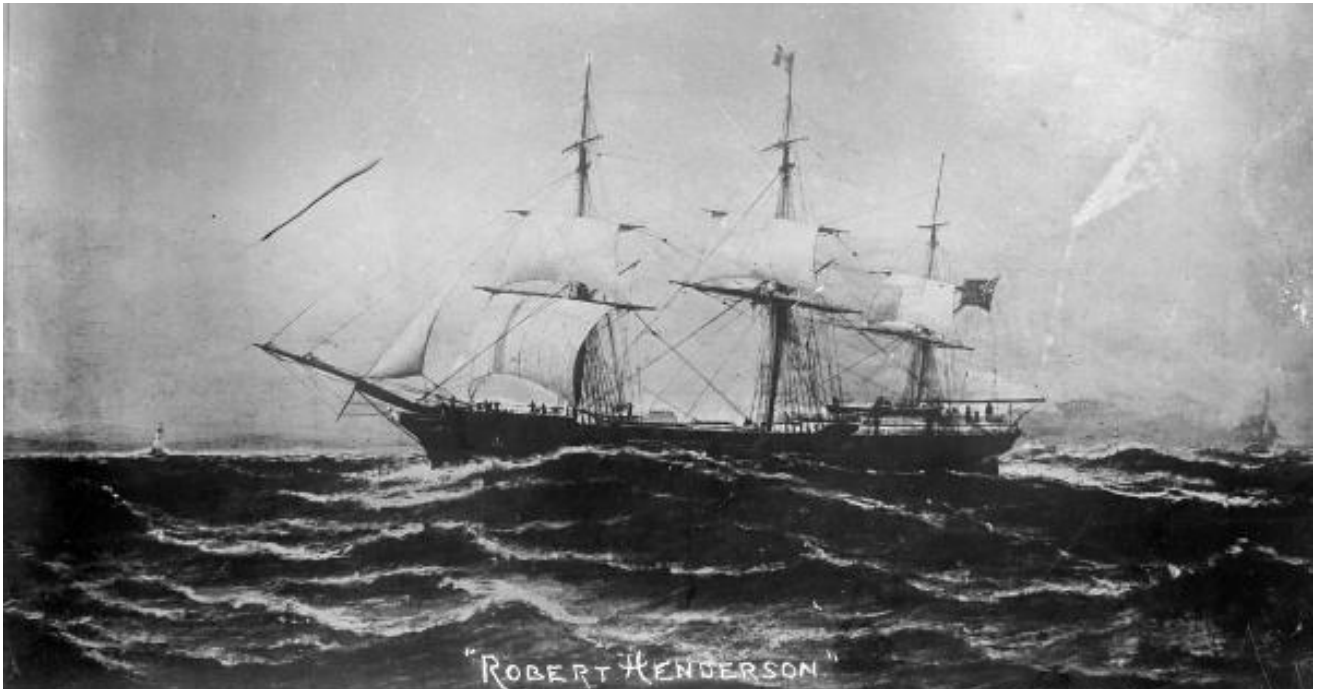
*View of William Duthie Junior's building sheds, viewed from the south, 1869.
(Photographer unknown).*



*Ships, 'Robert Henderson' and 'Pladda', Port Chalmers, New Zealand, 1861.
(Watercolour by R.P. MacGoun).*

Robert Henderson (1857).

She was built to carry general cargo and had accommodation in her poop for twenty passengers. Her accommodation is said to have been excellent and fitted out with every convenience and comfort for passengers, exceedingly spacious, and tastefully decorated, including a 7-foot high, 50-foot long saloon. *'Her steering gear, which was on the principal of a reverse screw, was a novelty, and was efficient, simple, and economical'*⁴.



3-masted ship 'Robert Henderson'. (Artist unknown).

The Aberdeen Herald and General Advertiser, 12th September 1857, reported as follows: *"LAUNCH. — On Saturday afternoon last, there was launched from the building-yard of Mr. William Duthie, Jun., on the Inches, a clipper ship of the following dimensions (discarding fractions) extreme length, 163 feet; breadth, 28½ feet; depth, 17¼ feet; tonnage, 612 builders' measure. The vessel is for the firm of Messrs. Patrick Henderson & Co., Glasgow, and was named the "Robert Henderson." She is intended for the China trade, and is to be commanded by Captain Cubitt, who is a part owner. Mrs. Cubitt performed the ceremony of naming the vessel. The launch was a fine one, and from the locality of the yard, was well seen by a large concourse. This was Mr. Duthie's first launch here, and he was justly congratulated, after the event, on the admirable model and build of the*


Robert Henderson (1857). (Continued).

vessel, which promises both to carry well and sail fast. We are glad to learn that Mr. Duthie has already made considerable preparations for laying down another ship about the same size as the "Robert Henderson," for an Aberdeen owner."

At 552 tons GRT, she was smaller than the average clipper ship (700 tons) built in Aberdeen at this period. She was however a regular trader to New Zealand making twelve passages, ten to Dunedin, one to Auckland and one to Lyttelton.

1857, 31st October:

The Aberdeen Herald and General Advertiser - reported as follows: "We extract with pleasure from the Greenock Advertiser the following notice of a fine vessel launched lately from the building-yard of our townsman, Mr.



SUCCEEDS THE "STRATHALLAN."
UNDER CONTRACT TO SAIL 10TH NOVEMBER.
FROM GLASGOW, FOR DUNEDIN
(OTAGO, N.Z.),
THE splendid new Aberdeen-built Clipper Ship "ROBERT HENDERSON," A 1 at Lloyd's, 550 tons register, W. J. CURRIE, Commander.
This Vessel has been built on a model calculated for speed, has handsome Poop Cabin accommodation, and, being commanded by an experienced captain, who is favourably known in the trade (having made several voyages to New Zealand), an opportunity to Cabin Passengers seldom to be met with thus offers.
For freight or passage, apply to the Otago Emigration Office, 28, St Andrew's Square, Edinburgh; here, to
PATRICK HENDERSON & CO.,
4, Bothwell Street.
A few Steerage Passengers can yet be taken by this Vessel.
Aberdeen Press and Journal - Wednesday 30th
September 1857.

William Duthie. From this specimen of Mr. D's skill and workmanship, it will be seen that he bids fair to take a worthy place beside our other celebrated local builders: — "The handsome new Aberdeen clipper-ship Robert Henderson, of 612 tons, has arrived at Greenock, and her model has excited much admiration among nautical men. On her passage to Clyde, she displayed extraordinary sailing powers, and stiffness under canvas. She left Stromness on Wednesday the 7th inst., at five. P.M., with a strong easterly gale, and at three a.m. of next day, being unable to make out Scalpay Light, was hove to in the Minch Passage. The light was discovered at four a.m., the distance having thus been run at the rate of more than fourteen knots

an hour. Notwithstanding the terrific weather she subsequently experienced, she made over fourteen knots an hour on different occasions, and accomplished the passage from Stromness to Clyde in forty-eight hours."

The following is an extract from the book titled: White Wings Vol. 1. Fifty Years of Sail in the New Zealand Trade, 1850 to 1900.

*"..Her model excited much admiration among nautical men at the time. Her poop accommodation was exceedingly spacious for a vessel of her tonnage, the saloon being 50ft long and 7ft high, tastefully decorated, to carry twenty passengers. Her steering gear, which was on the principal of a reverse screw, was a novelty, and was efficient, simple, and economical. On her maiden passage from Stromness to the Clyde the **Robert Henderson** displayed extraordinary sailing powers and stiffness under canvas, logging over 14 knots on many occasions, and notwithstanding the terrific weather she encountered she accomplished the passage from Stromness to Clyde in 48 hours."*

1857, 18th November: the Aberdeen Press and Journal, reported as follows: *"OTAGO, NEW ZEALAND. – The **Robert Henderson**, W. J. Cubitt, commander, sailed from Greenock on the 11th inst., for this settlement. She carries about 300 emigrants. An impressive address was given to the emigrants on board by the Rev. Dr Bonar shortly before the anchor was weighed. The **Robert Henderson** is the fourth vessel which has left for Otago since the Otago Emigration Office, Edinburgh, was opened in July last. She will be followed by the **Nourma-hall**, from London, on 15th December, and by the **Strathfieldsaye**, from the Clyde, on 15th January next."*


1858, 7th July: The Aberdeen Press and Journal - reported as follows: *"THE **ROBERT HENDERSON.**" – We copy the following from the Otago Colonist, in reference to the clipper ship Robert Henderson of Glasgow, one of P. Henderson & Co.'s line of vessels from Clyde to Otago. — "The fine new ship **Robert Henderson**, Captain Cubitt, with immigrants from the Clyde, arrived at Port Chalmers the 9th instant, after performing one of the quickest passages as yet upon record, having made it in days from land to land. She took a final departure Nov. 16, and got the N. E. trades in lat. 32 deg. north,*

*which continued steady to 8 deg. The S. E. trade winds were caught in 4 deg. south, and carried to 25 deg., calms and variable winds intervening. Passed the long of the Cape on the 5th January, and had a continuance of strong and steady breezes until arrived at the Snares, which were reached on the 3rd of February - Fogs and light easterly winds prevented her from making the harbour, and Captain Cubitt found it necessary to anchor at the entrance to the Waitaki on Sunday night; but the weather clearing, he was enabled to enter the Heads at daylight on Tuesday morning. The passage altogether was a very successful one, and proved the qualities of the **Robert Henderson** as a good sailer and a quiet steady going ship, built upon the most approved plan, and fitted out with every convenience that could be suggested by her spirited owners, they have now the satisfaction of knowing that they possess a valuable ship, which has fully sustained the reputation of Aberdeen building; and that she is commanded by a captain whose steadiness and perseverance as a seaman, and his urbanity as a gentleman, could not be surpassed, and have obtained for him the best wishes of those who have been fortunate enough to sail with him."*

1860, 30th April: The Glasgow Herald, published an advertisement as follows: "At Glasgow for Dunedin, Otago, N.Z. - the fine Aberdeen built clipper ship **ROBERT HENDERSON** will be despatched 1 June. Vessel is well known in the trade, having **made the quickest passage on record to New Zealand** and being specially fitted up for carrying passengers, all classes will find her a most eligible opportunity. Patrick Henderson & Co."

1871, 24th February: The Nelson Examiner and New Zealand Chronicle, reported as follows: "Scarlet fever has broken out at Invercargill, brought by passengers in the '**Robert Henderson**'."

Robert Henderson (1857). (Continued).

Ship Name(s)	Robert Henderson.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	5 th September 1857.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Albion Line , Glasgow. (64). Managed by P. Henderson & Co., Glasgow.
Registered Port	Glasgow. Official No.: 20198.
GRT	552 tons.
Length	158 feet. (48.15m).
Breadth	28 feet, 3 inches. (8.62m).
Depth	17 feet, 3 inches. (5.26m).
Construction	Wood. (Carvel built). 1857: Her hull was sheathed in felt and yellow metal in Glasgow.
Figurehead	Full size figure, details unknown.
Classification	Lloyds Register of Shipping. Class 9A1.  Built Under Special Survey.
Other information	1860: used in the Burma trade. 1864: she was transferred to the Albion Shipping Co. and registered in Glasgow. c1871: owned by Shaw, Savill & Co. and registered in London. c1876: owned by J. Rogerson and registered in London. c1878: she was sold to J. Hay & Co. and registered in London.
Date Scrapped / Lost	1882: she was condemned and subsequently scrapped, location / details unknown.

Robert Henderson (1857). (Continued).

1865, 11th August: An advertisement in the Shields Daily Gazette, read as follows:

EMIGRATION TO NEW ZEALAND

PATRICK HENDERSON & CO.'S CELEBRATED LINE OF PACKETS FROM GLASGOW FOR OTAGO, NEW ZEALAND, DIRECT, LANDING PASSENGERS AND THEIR LUGGAGE ON THE WHARF AT DUNEDIN.

(Under Contract with the Agent of the Provincial Government of Otago.)

SAILING FROM GLASGOW, ON THE 10TH AUGUST. THE Celebrated CLIPPER SHIP **ROBERT HENDERSON**, A1 at Lloyd's, PETER LOGAN, Commander.

This favourite Vessel is well known as one of the most comfortable Passenger Ships in the New Zealand Trade, and is remarkable for the rapidity and regularity of her Passages, comprising of Four Runs to Otago in 79, 93, 84, and 97 days and to Southland in 80 and 89 days; and one home from Otago in 84 days. Has very superior accommodation for Cabin and Steerage Passengers.

The splendid poop, in which Cabin Passengers will be taken at £35, is fitted up with large and roomy State Rooms, Plunge and Shower Baths, and every convenience.

Carries a duly qualified Surgeon.

Assisted Passages will be granted to suitable single Female.

Money Orders granted to passengers, payable Dunedin free of charge.

For further information, apply to GEORGE ANDREW, SECRETARY, Otago Emigration Office, 20 Andrew Square, Edinburgh; or to PATRICK HENDERSON & Co., 15 St. Vincent Place, Glasgow.

Passengers from the North of England Travel Cheaper to Glasgow and embark there than they can to Liverpool or London."

Robert Henderson (1857). (Continued).

She was regular trader to New Zealand, however there are gaps between her passages, as an example of her other passages from 1858 to 1860, she traded at Hong Kong, Shanghai, Foo Choo Foo, Liverpool and New York. On her return voyages from New Zealand she often carried wool and in 1865 gold (also included in the table for information).

List of passages made to New Zealand by the 'Robert Henderson':

From	Departure Date	To	Arrival Date	Remarks
Greenock	12 th Nov. 1857	Dunedin	9 th Feb. 1858	Captain Corbitt. 79 days. 286 passengers.
Greenock	2 nd June 1860	Dunedin	3 rd Sept. 1860	Captain Peter Logan. 93 days. 285 passengers. (3 births and 11 deaths).
Greenock	14 th July 1861	Dunedin	8 th Oct. 1861	Captain Peter Logan. 85 days. c250 passengers
Glasgow	10 th June 1862	Invercargill / Dunedin	4 th Sept. 1862	Captain Peter Logan. 81 days. 264 passengers.
Greenock	17 th Aug. 1863	Dunedin	18 th Nov. 1863	Captain Peter Logan. 93 days. 150 passengers.
Glasgow	21 st Sept. 1864	Dunedin	30 th Dec. 1864	Captain Peter Logan. 101 days. 62 passengers.
Dunedin	31 st Mar. 1865	Falmouth / London	25 th June 1865	Captain Peter Logan. 6,000 ounces of gold.* 86 days. 17 passengers.
Greenock	11 th Aug. 1865	Dunedin	7 th Nov. 1865	Captain Peter Logan. 88 days.
Greenock	5 th Sept. 1867	Dunedin	15 th Dec. 1867	Captain Alexander McNeil Boyd. 101 days.
Glasgow	5 th Sept. 1868	Dunedin	29 th Nov. 1868	Captain John Hendry. 85 days. 83 passengers.
Greenock	3 rd July 1869	Dunedin	6 th Oct. 1869	Captain John Hendry. 95 days.
Greenock	10 th Sept. 1870	Dunedin	23 rd Dec. 1870	Captain McDonald. 104 days. 79 passengers.
Greenock	10 th Aug. 1871	Lyttelton	23 rd Nov. 1871	Captain J. Culbert. 105 days.
Greenock	22 nd June 1872	Auckland (Port Ahuriri)	24 th Oct. 1872 (3 rd Dec. 1872)	Captain J. Culbert. 123 days.

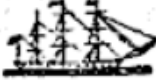
**6,000 ounces of gold in 1865 was worth \$113,580.*

Robert Henderson (1857). (Continued).

Names of many of the passengers can be found in the New Zealand newspapers.

P. Henderson & Co. was founded in 1840 as a partnership of Patrick (Paddy) and George Henderson. Initially operating with chartered vessels to Australia and then New Zealand, they moved into ship owning and founded the Albion Line in 1848. The Albion Shipping Company became the dominant British company in the New Zealand trade, and holders of the mail contract. In 1845 a service from Glasgow to Bombay and Australia was started.

GLASGOW TO OTAGO.



Messrs Henderson and Co's Line
of Monthly Packets. Under Con-
tract with the Provincial Government.

—

THIS Line comprises the under-
mentioned well-known splendid
ships, one of which leaves Glasgow
for Otago direct every month:—

	Tons Reg.		Tons Reg.
Vicksburg	1240	Caribon	1150
Viola	1140	City of Dunedin	1085
E. P. Bouverie	1000	Peter Denny....	1000
Ben Lomond ...	1000	Resolute	1000
Wm Davie	850	Wave Queen...	850
Helensee	800	Helen Burns ...	800
Jane Davie	100	Helen Denny...	750
H. Fleming.....	750	Ancilla	150
R. Henderson...	600	Jane Henderson	600

Parties desirous of bringing out
their friends can secure passages on
favorable terms, on application to

CARGILLS & M'LEAN,
Oamaru and Dunedin.

Advertisement in the Westport Times 13th February 1869.

1870, 31st December: The Otago Witness, Issue 996, read as follows:

“THE ROBERT HENDERSON.

The square-rigged vessel reported as coming up at dusk on Thursday week dropped anchor below the shipping at 10.30 p.m., and proved to be the old favourite of Messrs Patrick Henderson and Co.'s fleet, the Robert Henderson, after a lengthy passage from Glasgow. On being communicated with by the authorities it was ascertained that scarlatina had broken out during the passage, and that several deaths had taken place; also, that there were cases of sickness on board. The ship was accordingly placed in quarantine until enquiries were made by the Health Board, which proceeded down on Friday afternoon in the Harbour Company's steamer Result. After the usual interrogatories; the Board proceeded to the Quarantine Island, examined the buildings, and returned to Port Chalmers, where a meeting was held in the Court House, when it was decided that the passengers be removed to the island next day, while the ship and the passengers' clothes were being fumigated. We learn that seven deaths altogether took place on the voyage, three being from scarlatina, and four from other causes. There were still two cases under treatment on board. On Saturday afternoon the single men and some of the married passengers, were transferred to the quarantine island in the ship's boats in tow of the steamer 'Result'. Early on Sunday morning the single women and remainder of the passengers were removed to the island, and landed comfortably in the same manner. The pilot and captain accompanied them, the latter with the object to see that their wants were well cared for. The captain afterwards returned to the ship, which, after a proper cleansing, is expected to be admitted to pratique in a few days. On Monday, a little girl, under five years of age, named Bathgate, died on Quarantine Island. The following is a list of the deaths that occurred during the voyage from various infantile maladies: — Mary Hales, aged four months, October 12th; Margaret Jenkins, aged three years one month, November 13th; Robert Peter Jenkins, aged four years five months, November 16th; Grace Swinburne Jenkins, aged two years one month, December 1st; Eliza Mary Jenkins, aged 11 months, December 5th; Robert Govan, aged four years six months, December 6th Elizabeth S.

Robertson, aged two years six months, December 8th; and James W. Sinclair, aged three years, December 13th. From the following report it will be seen that light and adverse winds account for the Henderson's long passage. Left the Tail of the Bank, Greenock, on the 10th of September, with moderate S.W. winds and fine weather; took her final departure from off St. Agnes light. Scilly Isles, at 9 p m. on the 14th; bad light southerly winds until reaching lat. 28 deg N., when it was expected the N.E. trades would be fallen in with, but instead of which S.S.E. and E.S.E. breezes prevailed to lat 4deg 30 min N., long 26 deg W.; thence light southerly and S.W winds and calms prevailed until crossing the Equator in long 29 deg 40min W. on the 19th of October — 39 days out. Caught the S.E. trades in lat. 3deg 30min S. and lost them 27deg S. From thence to the meridian, passed in lat 48deg S., light S-S.E. winds prevailed with an occasional shift from N N.E. Moderate W. and N.W. breezes favoured her to passing the Cape in lat 47deg 30min S. In running down her easting, with the exception of a severe gale on the 10th and 11th inst, she had very fair westerly winds to sighting Nuggets Point at 7 a.m. on the 22nd. A good breeze brought her up along the land. Received her pilot on board at 7 p.m. Sailed up and anchored in the harbour same night at 10 30. On arrival, the passengers presented testimonials to Captain McDonald, Mr Seymour, first mate, and Mr Cooper, second mate, expressing their gratitude for the kind treatment received at their hands on the passage. We have received a letter written on behalf of five steerage passengers of the ship Robert Henderson, containing a protest against the address presented to the Captain and officers, and also complaining in very strong terms of their treatment on Quarantine Island. They assert that they have been left almost destitute of the common necessaries of life, and they look to the Government of Otago to see that their wants are properly supplied.

A meeting of the Health Board was held on Thursday, when it was resolved to admit the ship to pratique. If no fresh cases of sickness occur amongst the passengers on the Quarantine Inland, they will be brought to Dunedin on Thursday next.”

I have included the following newspaper story simply because I was very pleased to read about the Invercargill colonists referring to the '**Robert Henderson**' as the "good ship" and their love for Scotland, singing Auld Lang Syne and Scottish songs in Doric. I just love the thought of the Doric spoken on the other side of the world.

1883, 8th September: the Southland Times, reported as follows: "**Robert Henderson Reunion** - The 21st anniversary of the landing of the passengers by the ship '**Robert Henderson**' at Invercargill, was celebrated in the Temperance Hall yesterday evening, by a soiree, concert, and dance. The managing committee had spared no pains to make the gathering a success. Mr Kingsland was the caterer, and his name is a sufficient guarantee for the quality and quantity of the comestibles. The hall was decorated with banners, flags, evergreens, etc., and much praise is due the hon. secretary and members of committee for the manner in which these were displayed. The company consisted of the passengers, their descendants, and a few intimate friends, and some of these had travelled a considerable distance to be present on the occasion. It must therefore have been gratifying to the management to see their efforts crowned with so complete success.

After everyone had partaken of the good things provided the tables were cleared away, and the concert part of the proceedings commenced by the singing of "Auld Lang Syne," followed by the New Zealand National Anthem by Misses Wishart and McLean, and Messrs Wishart and A. Hay.

*Mr Reid, chairman, then recounted reminiscences of the voyage, interlacing his speech with humorous anecdotes. He said the objects of the meeting were self evident. Twenty-one years ago that day, one hundred and thirty healthy passengers by the Robert Henderson landed in Invercargill. **These were the first immigrants who came to these parts at the instance of the Provincial Government of Southland.** During the 81 days the people were thrown together on ship-board they had formed friendships more lasting than under any other circumstances. They look back at troubles and trials in the colonisation of the country in the early days; but they could now look back upon their labours with a feeling of*

satisfaction. He had often heard it said that the people in this country got old before their time, but he beheld many around him looking much younger than, he ventured to say, those of their ages in Britain. It was a comfort to think that the young rising up around them had privileges their fathers had never enjoyed. It was to be hoped they would use these privileges well, and partake of the resulting benefits. He pointed to free State education as the greatest boon and blessing the Government of New Zealand had conferred upon the people. He next spoke of the state of Invercargill at the time of the landing of the 'Robert Henderson's' passengers. He thought those who had then arrived could take some credit to themselves for the progress of Invercargill and the general advancement of Southland. Few could realise the changes that had taken place since the time when they had to pay £90 per ton for the conveyance of goods to the Lake district. Southland had had its seasons of commercial depression, but these were the result of extravagant expenditure and mistakes. There was no progress without toil and suffering, and the British people seemed to have a special faculty for colonisation. He believed that New Zealand would become what the Americans claim for their country, the land of "free lands, free laws and liberty." He concluded his address by saying that the gathering had surpassed even the highest anticipations of the committee.

Mr John Templeton, senior, said he was happy to see so large a gathering of the "good ship's" passengers, their descendants, and friends. He considered that they had been as prosperous and respectable as any that had come to the colony either before or since, and hoped the younger ones would follow in their train. He referred to the free education of the colony, and found only one fault in the system — the exclusion of the Bible from the public schools. He hoped that this would be remedied at an early date.

Those who contributed to the concert part of the programme were: — Mr J. Templeton, junior, Misses and Masters Wishart, and Mr Wishart.

*Mr Chas. Kidd (who was born on the voyage) gave two humorous Scotch songs in a very happy style, **his command of the Doric being surprising.***

Miss Thomson presided: at the piano during the evening, and her services added largely to the enjoyment of the evening's proceedings.

The floor was then cleared for dancing, and many footed it merrily till an early hour."

Extracts from the Ship-board Diary of Thomas Reid.

He sailed in the '**Robert Henderson**' leaving Glasgow on the 10th June 1862, arriving at Dunedin, New Zealand on the 17th November 1862. His diary gives an insight into the conditions on board the ship, and some details of the ship itself, and according to Thomas Reid's account the accommodation wasn't as excellent as it was portrayed.

The full diary can be read at:

<http://www.yesteryears.co.nz/shipping/diaries/thomasreid.html>

"Our beds will be very awkward; they are placed thwart ships - that is we lie with our head or feet to the ships side. There are two ranges on each side, one above the other. My bunk is on the lower range and between it and the one above me I cannot sit up so that it requires a kind of sidling motion to get in. Between each bed is one thin board only, so that when all are in bed the berths look like one enormous bed stretching the whole length of the ship, excepting where the divisions between the married and single are."

"23rd June....the hot sickening stench from 112 men cooped up in a place about 50 feet long is very disagreeable, not to say unhealthy."

"24th June - Today is the second week since we left Glasgow, and I must say I have had enough of sea life, it is the idle aimless life we lead on board that makes us weary so much."

*"25th June - As there is nothing going on I will try to give some description of our ship. The **ROBERT HENDERSON**, Captain Peter Logan, is a full rigged Aberdeen clipper-ship of 552 tons register. She is now on her fourth voyage to Otago and is famous for her quick (and I wish I could say comfortable)*

passages of 79, 93, and 84 days, the usual time being 100 to 130 days. Of cargo the ship has little or none besides passengers luggage. Of course there is a great deal of water and provisions on board, which take up a good deal of room. On deck in the bow of the ship is a raised or top-gallant fore-castle about 25 feet long; immediately behind this is the fore-mast, and the entrance to our blackhole. It will be almost impossible for me to give any idea of this fearful place, but I will try. Through one of the common cargo hatchways we go down a rickety affair meant for a ladder; on getting to the bottom of it and looking past the fore-mast which stands at the foot, is a great pile of chests and a few bunks. Looking aft is the larger part of our den; in the middle is a ricket of flooring boards meant for a table, which is always piled with water cans, basins, pannikins and other lumber, down the sides and below the table are rows of chests, and being every size they don't make a very straight line. In a line with the table, along the sides of the vessel are the beds in front of which are other rows of chests, which serve for dressing table, dining, sitting room and general stores to their owners. From the roof are hung all kinds of tinware, dress etcetera; the deck beneath us is always slippery and damp. On deck immediately over us is a deck house, in which are the cook's galley, hospital, oil-room, and some of the crew also sleep there. Through a hole or shaft in the house comes all the daylight we get, except what comes from the hatchway, and two deadlights in the deck; there are no sidelights. The married folks are no better than us; they are between us and the young women, of whom there are 36; very so and so pieces; excepting two or three of us, none take any notice of them."

24th July – "Wind north and right astern; going 11½ knots all day, and 9½ at night".

27th July – "About 4pm they began to shorten sail, and before dark were hugging a wild Cape gale with close-reefed topsails, fore staysail and main spanker, the great waves rising on each side as if to meet over us and swallow us up."

31st July – “We are very uncomfortable, cooped up like sheep, wet on deck and wet below, the water dropping from the roof above on our heads and into our plates as we sit at dinner, and also into our beds, our feet always wet and the weather very cold, like winter at home, continually at the risk of broken limbs from the chests coming over the cleats placed before them, and also from the rolling of the ship, which is quite common for her to do till the bell which is nearly 18 inches across rings as she rolls.”

15th August – “The breeze was fresh, and we went splendidly, on an average 12 knots.”

30th August – “The sailors were busy today getting up the cable chains from the hold, scrubbing paint and getting things made tidy for going into port.”


17th September – “Well, here I am safe in N.Z., and taking everything into consideration I would not hesitate to return by the same ship”.

Had I known more about shipping matters I would have sailed from London, by one of the English Companies vessels; those that sail from

Glasgow are never fitted out nor ventilated as they ought to be, between decks they have little, and in some cases no light but what comes from the hatchway, and in the **ROBERT HENDERSON** I could not stand upright.”

Shipping Notices.

FIRST WOOL SHIP FOR LONDON.

 **T** H E Aberdeen Built
Clipper Ship

ROBERT HENDERSON,
553 Tons per Register,
At Lloyd's,
PETER LOGAN.....Commander.

This Well-known and Favorite Ship is now
loading for
L O N D O N
And
Will Sail Positively on
J A N U A R Y 10 T H,


First-class Accommodation for Passengers.

For freight or passage
Apply to
DALGETY, RATTRAY and CO,
Or,
CARGILLS and M'LEAN,

Advertisement in the Otago Daily Times,
30th December 1865.

Huguenot (1858).

She was built to carry general cargo, and is known to have traded at London, India, and Colombo, Sri Lanka. Her life was short, as she stranded and was lost at only 3½ years old.

Ship Name(s)	Huguenot.
Rig	Ship, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	18 th June 1858.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Thomson Rennie , ship agent (40), David Wyllie, banker (8), James Wyllie, bookseller (8), Robert Cruikshank, merchant (4), and John Nisbet Forbes, master (4), all Aberdeen.
Registered Port	Aberdeen. Official No.: 21467.
GRT	472 tons.
Length	155 feet, 9 inches. (47.47m).
Breadth	28 feet, 3 inches. (8.61m).
Depth	18 feet, 1 inch. (5.51m).
Construction	Wood. (Carvel built). Her hull was sheathed in felt and yellow metal.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 9A1.  Built Under Special Survey.
Other information	2nd August 1858: The Morning Chronicle reported that: <i>“Late gales - upwards of a dozen vessels foundered in North Sea off Flamborough Head the ‘Grace’ of Hartlepool, bound south, foundered during height of gale. Every bit of her canvas was blown to rags and, but for the courageous gallantry of the crew of the ship ‘Huguenot’ of Aberdeen, Captain Forbes, every soul on board of her would have perished”.</i> Wind NW force 10 ¹ .
Date Scrapped / Lost	31st January 1862: on passage from Colombo, Sri Lanka to London with a cargo of coffee, oil, etc. she stranded at Merlemont, northwest France in dense fog and became a total loss. All crew members were saved. Managing owner J. T. Rennie, Aberdeen, she was partially insured. <i>“It is feared that very little of the cargo can be recovered.”</i>

1858, 19th June: The Aberdeen Herald and General Advertiser, reported as follows: *“LAUNCHES. — On Friday there was launched from the building-yard of Mr. W. Duthie, Jun., the Inches, a clipper ship of 584 tons (builder’s measurement), named the **“Huguenot.”** She belongs to our townsman, Mr. J. T. Rennie, and is to be commanded by Captain Forbes, of the **“Cathcart.”** The **“Huguenot”** is in every respect a very fine ship.”*

1859, 28th January: The South Australian Register reported as follows: *“THE HUGUENOT. — The fact of the passage of the **Huguenot** having been already completed augurs well for her sailing qualifications, which have thus placed her in the position of the fastest vessel for very many months. Her appearance is certainly favourable to the idea that she would make rapid passage, and her cargo is of such a description that for a long voyage she could not be in better trim. She is now on her second voyage, having been launched at Aberdeen during the latter part of 1858, from the shipyard of Mr. Wm. Duthie, Jun., who deserves credit for her construction, as well as her model and general proportions. Her commander is not the captain who commanded the **Schomberg**, though such an idea has been propagated at the port. On leaving London, on the 27th October, very severe weather assailed her in the Channel, causing her to suffer loss of boats, bulwarks, and other gear, and obliging her to put into Portland for repairs, which were executed with the utmost celerity. She took her final departure from there on the 9th November, since which period the voyage has proceeded favourably, without any occurrence of peculiar interest, and with only a solitary record of vessel spoken, which was made prior reaching the line. Her draught of water on arrival was fifteen feet, and on yesterday morning’s tide she was towed to the North Arm for the discharge of the powder, after which she proceeds to the Port without delay. She arrived the anchorage in time to afford an opportunity of illustrating that, under some circumstances, the telegraph to the beach may be available for public use, for her import list was published yesterday morning.”*

(The 3-masted ship ‘**Schomberg**’ (2,284 tons) was built by Alexander Hall & Co. in 1855 and was the largest wooden-hulled sailing ship built in Aberdeen & Great Britain).

Rifleman (1860).

She was built to carry general cargo specifically for trade with Australia.

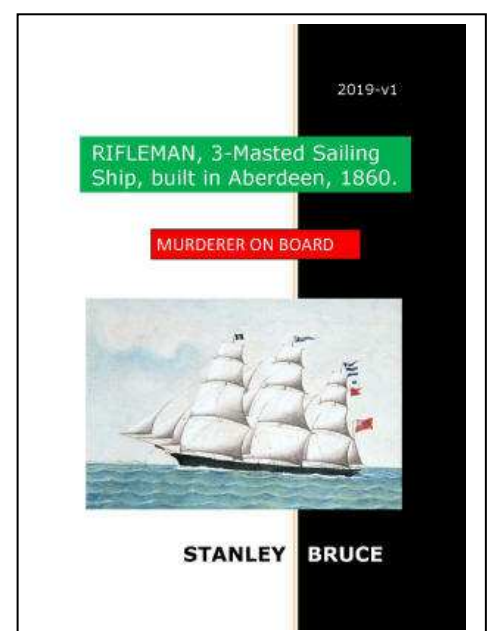
1860, 25th February: The Aberdeen Herald and General Advertiser, reported as follows: *“LAUNCH. - A launch attended with more than usual interest, and witnessed by a larger crowd of spectators than generally assembles on such occasions, took place from the building yard of Mr. William Duthie. Jun., Inches, on Wednesday. The additional excitement arose from the circumstance that the new vessel had received the well-time name of **“The Rifleman,”** in honour of the volunteer movement, a compliment which a considerable number of the members of various of the local Rifle companies very properly recognized by being present in their uniform. **“The Rifleman”** is built in the handsome clipper model, ship-rigged, and measures, in extreme length. 189 feet; extreme length of cut keel, 164 feet; breadth, 31 feet; depth, 19 feet 9 inches. The fastenings having been cut by two of the builders' apprentices dressed in their rifle uniform. **“The Rifleman”** received — shall we say “his” or “her’ — name in graceful style from the good lady of the Rev. Mr. Fraser, St. Clement’s, and glided gently and safely into the water amidst the cheers of the multitude — the vessel’s fine proportions and outline winning general approbation. After the launch a large party of ladies and gentlemen were entertained to wine and cake by Mr. Duthie. In the course of the proceedings, Captain Jopp of the 6th Company of Rifles, proposed success to **“The Rifleman,”** and Dr. Keith, Captain Commandant of the Artizan Companies, followed up by giving “The Health of the Builder.” Both toasts were very heartily drunk to by the company. **“The Rifleman”** is, we believe, to be commanded by Captain James Duthie.”*

1860, 20th October: The Aberdeen Herald and General Advertiser, reported as follows: *“The fine clipper built ship **Rifleman**, commanded by Captain James Duthie, launched in the beginning the present year, from the yard of Mr. W. Duthie, Jun., Inches — has arrived out at Sydney, having made the voyage in the short space of eighty-one days. This, we understand, is the*

quickest passage of the season, and well maintaining the name and fame of our local builders for their fast sailers."

16th March 1873, on passage from London to Australia the ship steward William Cross aka Wilhelm Krauss (German) who signed on the ship 27th / 28th December 1872 in London, attempted to murder the crew by poisoning their grog and he brutally murdered Captain James Longmuir (b.1827) of Stonehaven, Scotland. Krauss also attempted to murder Chief Officer George Morgan* but failed. Krauss was apprehended and handed over to the authorities in Sydney 9th May 1873, and was subsequently tried, and hanged at Darlinghurst Jail 1st July 1873 for the murder of Captain Longmuir. According to a Duthie letter Krauss also murdered an actress in London. Christmas Day 1872, 3 days before the **'Rifleman'** left London, Harriet Buswell aka Clara Burton was murdered at No. 12 Great Coram Street, Russell Square, London. To my mind it is possible that someone on the ship suspected Krauss of the murder of Harriet Buswell giving Krauss a motive to murder the crew. The **Great Coram Street murder** case officially remains unsolved; however, Krauss should certainly be considered as a suspect. Read more about this case in my book titled "*Rifleman, 3-Masted Sailing Ship, Built in Aberdeen, 1860*", published online as a pdf for free download in 2019 at www.electricscotland.com.

**George Morgan was married to Ann Duthie (b.1820), sister of William Duthie Jnr. (1822 to 1896).*



Continued.....

Rifleman (1860). (Continued).



*3-masted ship 'Rifleman'. (Artist unknown).
(Original kept at the Aberdeen Maritime Museum).*

Ship Name(s)	Rifleman.
Rig	Ship, 3 masts, 1 deck, a poop deck, a round stern, and a standing bowsprit.
Launch Date	22 nd February 1860.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Duthie Jnr., Aberdeen (64).
Registered Port	Aberdeen. Official No.: 27574.
GRT	718 tons.
Length	176 feet. (53.64m).
Breadth	30 feet, 7 inches. (9.32m).
Depth	19 feet, 5 inches. (5.92m).
Construction	Wood. (Carvel built). Her hull was sheathed in felt and yellow metal.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 9A1. ⚡ Built Under Special Survey.
Date Scrapped / Lost	Unknown.

Water Lily (1860).

She was built as a general cargo carrier and made regular passages from London to the Cape of Good Hope. She is also known to have traded at Glasgow and Buenos Aires, Argentina.

The Aberdeen Herald and General Advertiser, 21st July 1860, reported as follows: *“HERE was launched, on Thurs the 19th instant, from the building-yard of Mr. William Duthie, Jun., on the Inches, a fine clipper brig of the following dimensions — length overall, 107 feet, extreme breadth 23 feet, 2 inches, depth of hold 14 feet; she is named the “Water Lily” and is the property of our townsman Robert Anderson, Esq., shipowner. The “Water Lily” does great credit to the builder. She took the water beautifully.”*

Ship Name(s)	Water Lily.
Rig	Brig, 2 masts, 1 deck, probably a round stern, and a standing bowsprit.
Launch Date	19 th July 1860.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Robert Anderson, & Co., Aberdeen. Robert Anderson, ship-owner (52), and James Leask, Advocate (12) both Aberdeen.
Registered Port	Aberdeen. Official No.: 27579.
GRT	218 tons.
Length	109 feet, 3 inches. (33.30m).
Breadth	23 feet, 3 inches. (7.09m).
Depth	13 feet, 8 inches. (4.17m).
Construction	Wood. (Carvel built). Her hull was sheathed in felt and yellow metal.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 9A1. ☩ Built Under Special Survey.
Other information	16th May 1861: James Leask sold his 12 shares to Robert Anderson. July 1861: she was briefly owned by George Thompson Junior. September 1861: owned by John Towers (master), Chelsea, and registered in London.
Date Scrapped / Lost	Unknown.

Beautiful Star (1861).

She was built as a general cargo carrier initially to carry tea from China, but she also had superior passenger accommodation.

At her launch, she was named by Miss Cook, daughter of co-owner Mr John Cook.

1861, 28th August: The Aberdeen Press and Journal, reported as follows: *"LAUNCHES. - On Wednesday there was launched from the building yard of Mr William Duthie, jun., Inches, a very fine clipper ship — the "Beautiful Star." The dimensions of the vessel are — extreme length, 165 feet; breadth, 28 ½ feet; depth of hold, 18 feet. Her burden is 634 tons O.M. The Beautiful Star has been built for Mr John Cook, Marischal Street. She is intended for the China trade, and will be commanded by Captain Catto, a native of Aberdeen. The lines of the ship are very fine — stern elliptical, with finely moulded bows, and a beautiful figure-head — and the workmanship and material superior. The "Beautiful Star," after receiving her name from Miss Cook, daughter of the owner, glided very smoothly into the water, amid the hearty cheers of a large number of spectators."*

During her life she made passages to many places around the world, including: Aberdeen, London, Hong Kong, Foochow, Sydney, Manila, Liverpool, Otago, New Zealand, Callao & Chinchas, Mauritius, Ceylon, Madras, Cocanada, Newcastle NSW, Lyttleton, Bussorah, Singapore, Nelson, Port Underwood, River Plate, Ceylon, Cochin, Calicut, Fellichery, Canterbury NZ, Brisbane, Newcastle NSW, Adelaide, Nelson, Invercargill, Sydney, Mauritius, Liverpool, Buenos Ayres, Rosario, Plymouth, Le Havre, New Orleans, Rouen, Cardiff, Baltimore, Queenstown, Leith, Boston, Queenstown, Philadelphia, Lisbon, Rio de Janeiro, and San Domingo.

FOR LONDON DIRECT.	
	THE fine Aberdeen Clipper, BEAUTIFUL STAR,
At Lloyd's, 750 tons, GEORGE BILTON, Commander, Will be dispatched for London on THURSDAY, MAY 1st.	
This vessel has unrivalled passenger accommodation.	
To be followed by the Magnificent Clipper BRECHIN CASTLE.	
For freight or passage, apply to the New Zealand Loan and Mercantile Agency Company, Limited. R. COBB.	
2109	Agent.

'Beautiful Star' advert from the Lyttelton Times, 22nd April 1873.

Beautiful Star (1861). (Continued).

Ship Name(s)	Beautiful Star.
Rig	Ship, 3 masts, 2 decks, an elliptical stern, and a standing bowsprit.
Launch Date	21 st August 1861.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Cook & Co. , Marischal Street, Aberdeen. John Cook (40), and George Milne (24) both Aberdeen.
Registered Port	Aberdeen. Official No.: unknown.
GRT	546 tons.
Length	165 feet. (50.29m).
Breadth	28 feet, 5 inches. (8.66m).
Depth	17 feet, 3 inches. (5.26m).
Construction	Wood. (Carvel built) with iron frames. Her hull was sheathed in felt and yellow metal.
Figurehead	Demi female.
Classification	Lloyds Register of Shipping. Class 9A1. ☩ Built Under Special Survey.
Other information	Her first master was Captain Catto, of Aberdeen. 1866, 27th March: she lost her mizzen mast and split her main topsail and foresail in a gale. 1881, March: Sold to a French owner. 1881: sold to Captain G. Perchich, Trieste, Italy, and re-rigged as a barque. 1886, April: sold to an Italian owner.
Date Scrapped / Lost	Unknown.

Prince Alfred (1862).

This vessel was named after HRH Prince Alfred (1844 to 1900) second son of HRH Queen Victoria. Prince Alfred joined the Royal Navy in 1856 aged 12-years. In 1860, he visited the Cape Colony, South Africa and is said to have “...made a very favourable impression both on the colonists and on the native chiefs”. This is probably why J. T. Rennie named this vessel in his honour, as she was intended for the London to Natal route. 24th May 1866 he became the ‘Duke of Edinburgh’.



Painting - Prince Alfred in 1865 in his naval uniform and wearing the ‘Star of the Garter’, oil painting by Franz Xaver Winterhalter (1805 to 1873).



3-masted barque ‘Prince Alfred’ nearing completion. Note the yellow metal on her hull. (Photographer unknown, from the A.D. Edwardes Collection, courtesy of the State Library of South Australia, Ref: PRG-1373-3-15).

2nd May 1862: she sailed from London for Natal, Captain Airth, arriving on 2nd July 1862.

PASSENGERS

Cabin:

Shaw.

Mr and Mrs Bowness and children.

Mr and Mrs Robertson.

Mr Watson.

Miss Brown.

Mrs Stewart.

Mr and Mrs Dillon and three children.

Miss Laask.

Second Cabin:

Mr and Mrs Randle.

Fraser.

Mr and Mrs Baumbach and children.

Brookes.

Calderwood.

Holdborne.

John Thomson Rennie (c1825 to 1878) and his brother George established in 1849 a shipping and insurance brokerage in Aberdeen and had an office at No. 48 Marischal Street. He became a shipowner and built up a fleet of ships that serviced the Natal Colony, South Africa.

4th February 1862: The Banffshire Journal and General Advertiser, reported as follows: *“LAUNCH. — On Saturday the 1st inst., there was launched from the building yards of Mr Alexander Duthie, Inches, a fine clipper barque of 258 tons register. Her length is 130 6-10 feet; extreme breadth 23 9-10 feet; and depth 12 8-10 feet. She has been named the ‘Prince Alfred’, is intended for the rapidly increasing Natal trade, and, judging from the superior class of vessels this shipbuilder turns out, she no doubt will give entire satisfaction to the fortunate owners.”* (The above text refers to Alexander Duthie, seems that even in the 1860’s the names of the Duthie shipbuilders got mixed up).

Prince Alfred (1862). (Continued)

Ship Name(s)	Prince Alfred. Renamed ' Diana ' 1878.
Rig	Barque, 3 masts, probably 1 deck, probably a round stern, and a standing bowsprit.
Launch Date	1 st February 1862.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Thompson Rennie , No. 48 Marischal Street, Aberdeen.
Registered Port	Aberdeen. Official No.: 44431.
GRT	258 tons.
Length	131.6 feet. (40.01m).
Breadth	23.9 feet. (7.28m).
Depth	12.8 feet. (3.90m).
Construction	Wood. (Carvel built). Her hull was sheathed in felt and yellow metal.
Figurehead	Yes, full size figure.
Classification	Lloyds Register of Shipping. Class 9A1. ☩ Built Under Special Survey.
Other information	March 1878: owned by S. Wiborg, Kragero, Norway.
Date Scrapped / Lost	1885: she was lost on passage to Scotland.

1862, 5th February: The Aberdeen Press and Journal reported as follows: *"LAUNCH. - On Saturday there was launched from the building yard of Mr W. Duthie, jun., Inches, a barque, named the "**Prince Alfred**," intended for the trade between London and Natal. The "**Prince Alfred**", is 360 tons builder's measure, and is a very neat, substantial craft. She is to be commanded by Captain Airth, late of the "**Imperatrice Eugenie**," a vessel on the same passage."*

Martha Birnie (1863).

She was named after William Duthie's wife Martha Birnie (1830 to 1917), they married in 1850.

She was built to carry general cargo and passengers and was a regular trader from London to Sydney, Australia carrying cargo and passengers.

She was described as a *"three skysail yarder"*. I believe this means she had a skysail on her fore, main and mizzen masts. See Appendix F for information on ship sails.

Many of the clippers that made the passage from Australia to London were referred to as 'Wool Clippers' simply because they carried as cargo chiefly bales of sheep wool.



Martha Duthie (Nee Birnie) c1910. (Photographer unknown).

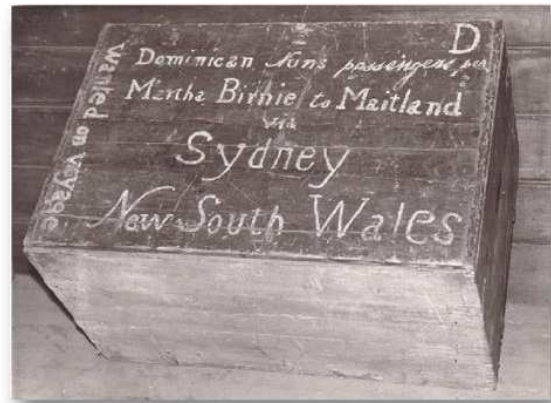


'Martha Birnie' as 'Basto', rigged as a barque. (Photographer unknown).

1871, 6th October: The Sydney Morning Herald, gives an insight into some of the other cargo carried: “30th Sept. – **‘Martha Birnie’**, Taylor, departed Sydney for London, 16 passengers. Cargo – 1,628 carts & 3741 ingots copper, 486 bags copra, 10 hogsheads molasses, 45 casks coconut oil, 864 casks tallow, 2,664 cases & 5 casks meat, 12 casks hide cuttings, 26 bags cotton seed, 127 bales leather, 125 casks pearl shell, 47 cases glue, 1,277 bales wool, 50 bales cotton, 16 packages beeswax, 500 quarter sacks flour, 80 packages bone.”

1863, 9th May: The Aberdeen People's Journal reported as follows: **LAUNCH.** — On Tuesday afternoon, fine clipper ship was launched from the building yard of Mr William Duthie, jun., Inches. The vessel has been named the **Martha Birnie**, after the builder's wife. She is 191 1/2 feet long, 32 1/2 broad, and 20 1/2 deep. Tonnage, 959, and 830 N.N.M. She is locally owned, and will be commanded by Captain McQueen, late of the **Star of the North**. The **Martha Birnie** is intended for the Colonial and China trade.”

Mother Mary Agnes Bourke and seven sisters of the Dominican Order volunteered to go from Dun Laoghaire, Ireland to Australia with a purpose to educate young ladies and children in the relatively new colony. After an eventful journey lasting 81-days on the **‘Martha Birnie’**, they arrived in Maitland, NSW on 10th September 1867, coincidentally exactly 220-years to the day, after the initial foundation of the Order in Galway, Ireland. They established firstly in Maitland and later in Newcastle, Mayfield and Waratah. They also established an Institute for Girls with a hearing impairment in Newcastle in 1873. St Dominic’s, Mayfield is a continuance of their work.



Chest used by the Dominican nuns on board the **‘Martha Birnie’** in 1867. (Courtesy www.opeat.org.au)

1867, 17th September: According to the South Australian Register, (Adelaide) she loaded wheat at Adelaide for London at 55 shillings per ton.

Martha Birnie (1863). (Continued).

Ship Name(s)	Martha Birnie. Renamed ' Basto ' (1889).
Rig	Ship, 3 masts, 1 deck, a poop and forecastle deck, probably a round stern, and a standing bowsprit.
Launch Date	5 th May 1863.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Duthie & Co., Aberdeen. William Duthie Jnr. (12), others (54).
Registered Port	Aberdeen. Official No.: 45214.
GRT	751 tons.
Length	191 feet. (58.22m).
Breadth	32 feet. (9.75m).
Depth	19 feet. (5.79m).
Construction	Wood. (Carvel built). Her hull was sheathed in felt and yellow metal.
Figurehead	Demi-female.
Classification	Lloyds Register of Shipping. Class 9A1. ⚡ Built Under Special Survey.
Other information	1863/1866: Master Captain Hugh McQueen (d.1867). 1867/1868: master Thomas Norie. 1868, 23rd September: The Sydney Morning Herald reported: ' <i>William Dunn, seaman of ship Martha Birnie, sent to gaol (Jail) for one month for desertion and one month for stealing pair of trousers worth £1 belonging to one of the seamen, named Fisher.</i> ' 24th April 1879: her rig was altered to a barque. 1880/1881: owned by J. Milne. 1886, April 27th: she was stranded in the Baltic but got off. 1889: she was sold to Norwegian owners and renamed ' Basto ' and rigged as a barque.
Date Scrapped / Lost	May 1903: she sprang a leak and was condemned, location unknown.

Martha Birnie (1863). (Continued).

ADVERTISEMENT.

1867, 5th September: Sydney Morning Herald.

Address to Captain Thomas Norie, presented on board the ship '**Martha Birnie**', 3rd September 1867.

We, the undersigned, passengers of the '**Marth Birnie**', cannot allow our departure to take place without tendering to you, Captain Norie, our most heartfelt thanks for the kindness and courtesy experienced from you while on board.

To particularise all the acts of kindness received during a long and interesting voyage would be fairly beyond our power, yet we wish you to understand that we have fully appreciated your sterling qualities of heart and head. One point, however, we cannot pass over in silence. We allude to the unremitting attention bestowed by you and your esteemed lady on those amongst us who, unaccustomed to be thrown amidst strangers, needed in a special manner that protection which, in your capacity of commander, you have so kindly afforded them, and we only regret that we cannot make a return worthy of your acceptance.

If, however, these few words should prove acceptable, we are happy to have an occasion of leaving them on record.

William Stone, M.A.

Joseph O'Carroll, C.C.

Sister Mary Agnes Bourke, on behalf of the Dominican Nuns.

Joseph Begge, L.K. and Q.C.P.I., L.K.C.P.I., etc.

Julius Berncastle.

Joseph H. Stubbs.

George Lewis.

John G. H. Lane.

Joseph Carroll.

John J. Wilson.

Glenmark (1864).

She made eight passages from Great Britain to Lyttleton, New Zealand, her maiden voyage took only 83 days, and her average passage was 95 days.


1864, 7th September: The Aberdeen Press and Journal reported as follows: *“LAUNCH – On Friday the 2d instant, there was launched from the building-yard of Mr Wm. Duthie Jun., on the Inches, a fine modelled ship of the following dimensions and tonnage: - Length, 195 feet; breadth, thirty-three feet five inches; depth twenty-one feet six inches; 1,040 tons O.M., and 930 tons N.N.M., was built under sepcial survey, and is classed at Lloyd’s for nine years A1. She is the property of messrs Richardson Brothers & Co. of London, and is principally intended for the New Zealand trade; will be commanded by Capt. John Thomson, late of the ship ‘Derwentwater’ of London. The vessel, after being named the **Glenmark** by the captain’s lady, glided gracefully into the water, in presence of a large concourse of spectators.”*



The ‘**Glenmark**’ rigged as a 3-masted barque. (Photographer unknown).

For details of free and assisted emigrants who sailed on her the Christchurch Library, New Zealand has some passenger lists on their website. www.christchurchcitylibraries.com

Glenmark (1864). (Continued).

Ship Name(s)	Glenmark.
Rig	Ship, 3 masts, 2 decks, a poop deck, a round stern, and a standing bowsprit.
Launch Date	2 nd September 1864.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	J.C. Richardson & Co., London. (64).
Registered Port	London. Official No.: 50108.
GRT	953 tons.
Length	197 feet, 7 inches. (60.22m).
Breadth	33 feet, 6 inches. (10.21m).
Depth	21 feet. (6.40m).
Construction	Wood. (Carvel built). Hull sheathed in felt and yellow metal.
Figurehead	Full size figure.
Classification	Lloyds Register of Shipping. Class 9A1.  Built Under Special Survey.
Other information	--
Date Scrapped / Lost	1872: she left Lyttelton, New Zealand for London via Cape Horn with a full cargo (mostly wool), fifty passengers, crew, and £80,000 sterling in gold and was never heard from again, all hands were lost. It is thought that about a week out from Lyttelton she foundered in a hurricane. She was under the command of Captain Wrankmore, Lieut. R.N.R. (£80,000 = approx. £8.9 million in 2018.)

I could be a bit cynical, but she left port with a huge amount of gold, goes missing and is never heard of again, makes me wonder.

Glenmark (1864). (Continued).

LYTTELTON TIMES, VOLUME XXV, ISSUE 1578, 3RD JANUARY 1866.


*“TO LIEUT. WRANKMORE, R.N.R., Commander of the Ship ‘Glenmark’.
DEAR SIR, - the voyage from London of the good ship ‘Glenmark’ being now near its termination, we, the undersigned cabin passengers, wish to express to you our sincere thanks for the uniform courtesy and kindness with which you have treated us. We feel you have at all times done everything in your power to promote our comfort on board, and we beg to assure you that we fully appreciate the unceasing anxiety you have always evinced for our welfare. We trust your stay in Canterbury, and your voyage home to London, may be as successful as this passage out has been, and that we may for many years have the pleasure of seeing you and your good ship return to our harbour. Wishing you every success, health and happiness, we subscribe ourselves, respectfully and sincerely yours— George Packe Henry, W. Francis, Emma E. Packe, J. Quayle, W. Montgomery, Annie Quayle, Jane Montgomery, Fred. Swindly, J. Martin Heywood, William Kennaway, Emma Heywood, Lucy G. J. Kennaway, Emma Meluish, Edwin Pearce. Off Lyttelton, Dec. 16, 1865.*

Dear Ladies and Gentlemen, — In answer to your testimonial, expressive of the kind feelings you entertain towards me, allow me to return my grateful thanks; it has been, and always shall be, my constant study to merit the good opinion of those that sail with me. I can assure you the remembrances of the many happy days spent in your company on board the good ship ‘Glenmark’ will not be forgotten by yours, obliged and very faithfully, RICHARD WRANKMORE, R.N.R. ‘Glenmark’, Dec. 16, 1865.”

Glenmark (1864). (Continued).

FOR LONDON DIRECT.

TO FOLLOW THE MEROPE.

 **T**HE Aberdeen Clipper Ship
GLENMARK,

A1 AT LLOYD'S, 953 TONS REGISTER,
LIBUT. WRANKMORE, R.N.R., Commander,
Is now Loading, and
Will be despatched Early in JANUARY.

For freight or passage apply to
GEORGE GOULD,
MATHESON'S AGENCY,
DALGETY, NICHOLS & CO.,

Or to
7000 MILES & CO.

*Advertisement in the Lyttelton Times, Volume XXXVI, Issue 3414, 23rd
December 1871.*


Satzuma (1864).

1864, 12th January: The Banffshire Journal and General Advertiser reported as follows: *"LAUNCH. — A magnificent clipper barque was launched on Saturday afternoon from the building-yard of Wm. Duthie, jun., Inches. The vessel received her name—the 'Satzuma' — from Mrs George, the sister of our enterprising townsman, Charles T. Glover, Esq., the owner, and took the water in beautiful style, in the presence of a considerable number of spectators. The barque, which displays all the ornamental elegance and compact symmetry which has earned the well-known builder great laurels at home and abroad, is of the following dimensions, viz Length. 124 ft.; breadth, 24 ft. 3 in.; depth 14 ft. 3 in.; tonnage. 342 O.M. The "Satzuma" classed seven years A1 at Lloyds, will commanded by Captain Glover, the owner's brother, and is intended for the Japan coasting trade."*

Satzuma (1864). (Continued).

She was Glover & Co.’s first venture into shipbuilding, and she was the first Aberdeen built ship designated for Japan.

She had a very short life, being lost just months after her arrival at Japan. Between 1864 and 1867 the Glover’s sold twenty ships to Japan, seven of these were built for the Glover’s in Aberdeen shipyards.

Ship Name(s)	Satzuma.
Rig	Barque, 3 masts, 1 deck, and a ½ poop deck, a round stern, and a standing bowsprit.
Launch Date	9 th January 1864.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Charles Thomas Glover, Aberdeen. (64). (Designated for the Satsuma Clan, Japan).
Registered Port	Aberdeen. Official No.: 48852.
GRT	281 tons.
Length	124 feet. (37.80m).
Breadth	24 feet, 3 inches. (7.39m).
Depth	14 feet, 3 inches. (4.34m).
Construction	Wood. (Carvel built). Her hull was sheathed in felt and yellow metal.
Figurehead	Griffin.
Classification	Lloyds Register of Shipping, Class: 7A1.  Built Under Special Survey.
Other information	Charles Thomas Glover owner, empowered his brother Thomas Blake Glover to sell her for a sum of no less than £500 (£64,000 in 2019) in any place outside the U.K.
Date Scrapped / Lost	3rd June 1864: she was lost in a storm off the Japanese coast, her master was Captain William Glover (older brother of Charles Glover) who survived the sinking and returned to Aberdeen.

Strathnaver (1865).

She was built to carry general cargo for the Australia trade, which she did for ten years until lost.

Ship Name(s)	Strathnaver.
Rig	Ship, 3 masts, 1 deck, and a poop deck, probably a round stern, and a standing bowsprit.
Launch Date	8 th August 1865.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	H. Adamson, Shipowner, Aberdeen & Co. Henry Adamson, shipowner (40), Henry Adamson, Junior, clerk (4), Benjamin Moir, merchant (8), George Stuart, master mariner (8), all Aberdeen, and William Challis, London (4).
Registered Port	Aberdeen. Official No.: 48869.
GRT	1,017 tons.
Length	200 feet. (60.96m).
Breadth	34 feet 3 inches. (10.44m).
Depth	21 feet. (6.40m).
Construction	Wood. (Carvel built). Hull sheathed in felt and yellow metal.
Figurehead	¾ full size female.
Classification	Lloyds Register of Shipping. Class 9A1. ☩ Built Under Special Survey.
Other information	--
Date Scrapped / Lost	27th April 1875: she left Sydney, Australia for London, but was lost at Sea (supposed Auckland Islands, New Zealand). A year later - May 1876, 'HMS Nymph' was sent to the Auckland Islands to make a search for survivors.

Strathnaver (1865). (Continued).

1869, 9th June: The New Zealand Herald reported: *“The Aberdeen clipper ‘Strathnaver’ arrived in port yesterday, from London, having made a splendid passage of 76 days, being the quickest of the season. She is commanded by Captain J. Dovey, who reports that the vessel left the Downs on 6th March, clearing the land the following day with a S.S.W. wind. She had moderate N.E. trades, and crossed the equator in longitude 24 W, on the 26th March. The S.E. trades also proved very light and were lost in latitude 27 S; passed the meridian of the Cape on the 17th April, 41 days out, and made her easting between latitude 43 and 45 S., N.E. winds prevailing. On May 1 had a N.N.E. gale, in latitude 44 45 S., longitude 73.33 E. Passed King’s Island on the 17th instant, 71 days out. Was detained in Bass’ Straits for two days with strong easterly winds, and finally made Sydney Heads on the evening of the 22nd.”*

1865, 9th August: The Dundee Advertiser reported as follows: *“LAUNCH. — On Tuesday, there was launched from the building yard of Mr William Duthie, shipbuilder, Inches, a magnificently modelled clipper ship of the following dimensions: - Extreme length, 199 feet 6 inches; breadth, 34 feet 3 inches; and depth, 21 feet 2 inches. Admeasurements — 1,017 tons N.N.M., 1,115 tons O.M., and 1,139 tons O.N.M. She is classed A1 at Lloyds for nine years, and is intended principally for the Sydney trade. On taking the water, which she did in beautiful style, amid the cheers of a large assemblage of spectators, she was christened the **Strathnaver** by Mrs Captain Stuart, the lady of the Captain by whom the vessel is to be commanded. She is the property, we believe, of our townsman, Henry Adamson, Esq., shipbroker. At the conclusion of the launch, Mr Duthie entertained a select company of ladies and gentlemen to cake and wine.”*


Countess of Kintore (1866).

Shaw Savill Co. In her later life, like many sailing ships, she took whatever cargo she could get and was often employed in carrying coal to the east and rice home.



*The 3-masted ship '**Countess of Kintore**' moored in an unidentified port. (Photographer unknown, from the A. D. Edwardes Collection courtesy of the State Library of South Australia, Ref: PRG 1373/19/43).*

Countess of Kintore (1866). (Continued).

Ship Name(s)	Countess of Kintore.
Rig	Ship, 3 masts, 1 deck, forecastle deck, poop deck, a round stern, and a standing bowsprit.
Launch Date	7 th March 1866.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Cook & Co., Aberdeen. John Cook, Aberdeen (28), George Milne, Kinaldie (24), Thomas H. Dawson, Monymusk (4), Walter Savill, London (4), and Jas. W. Temple, London (4).
Registered Port	Aberdeen. Official No.: 53251.
GRT	737 tons.
Length	182 feet, 6 inches. (55.63m).
Breadth	31 feet, 4 inches. (9.55m).
Depth	19 feet, 4 inches. (5.89m).
Construction	Wood. (Carvel built). Her hull was sheathed in felt and yellow metal.
Figurehead	¾ full-size female.
Classification	Lloyds Register of Shipping. Class 9A1.  Built Under Special Survey. A&CP: Anchors and cable proved at a public machine.
Other information	1869: her hull was re-sheathed in felt & yellow metal. 1875, 8th June: she arrived in Hawkes Bay, New Zealand from London with 141 passengers. 1876: her hull was re-sheathed in felt & yellow metal. 1879: owned by W. Thomas & Co. William Thomas of Amlwch, Anglesey, Wales, who bought her for £1,800 (£220,000 today's value).
Date Scrapped / Lost	1882, October: thought to have foundered at sea in a gale, see below for Court Inquiry information.

Countess of Kintore (1866). (Continued).


1866, 16th October: The Nelson Examiner and New Zealand Chronicle, reported as follows: *“Arrived. October 14, — ship **Countess of Kintore**, from London. Our magnificent bay presented a scene on Sunday last, such as we do not often witness, in the arrival of no less than foursquare-rigged vessels, besides two steamers. One of these, the ‘**Countess of Kintore**’, perhaps the **finest vessel that has ever entered our harbour**, having made a splendid run of eighty-six days from the Downs, a veritable Aberdeen clipper, was the admiration of all who saw her as she come down the bay with all sail set, and a strong breeze on her quarter. We understand it is intended that this fine vessel shall load at Port Underwood, as the first wool ship of the season.”*

1866, 13th November: The Colonist, Volume X, Issue X, reported as follows: *“ARRIVAL OF THE SHIP **COUNTESS OF KINTORE**, FROM LONDON. On the 28th a severe gale set in and lasted two days, during which she shipped several seas, which carried away part of the bulwarks on the port side. A boy named Alexander Grant, was lost overboard on the 11th October, at one p.m., having been washed out of the head by a sea. The ship was running 10 knots at the time, but was immediately thrown on the wind, and a boat was lowered and on the spot within six minutes after the accident, but nothing could be seen of the poor fellow, after a search which was continued for an hour.”*

Countess of Kintore (1866). (Continued).

1869, 9th March: the New Zealand Herald, reported as follows: "THE **COUNTESS OF KINTORE**, FOR LONDON this famous clipper will take her departure from those waters for England tomorrow morning, with one of the most valuable cargoes that as ever left this port, The **Countess** having completed her loading hauled into the stream yesterday afternoon, in order to make preparations for sea. In consequence of the large quantity of cargo now pouring in, the **Countess** has been compelled to shut out about 100 cases of gum and other produce, which will no doubt help to fill up the **Queen Bee**. The cargo of the **Countess** consists of kauri gum, wool, flax, government stores, etc; and, in addition to this, she will take about **15,000 ounces of gold** from the various banks. The very superior passenger accommodation provided by this vessel, has induced a large number of persons to proceed home by her. This has no doubt been in a great measure caused by the very excellent character her esteemed commander, Captain Petherbridge, has gained from the number of passengers who have been fortunate enough to be under his charge in coming out to this colony. On arrival home Captain

FIRST WOOLSHIP FOR LONDON.
—
TO SAIL POSITIVELY ON
2ND APRIL.
—



THE Beautiful New
Aberdeen-built Clipper
Ship
COUNTESS OF KINTORE,
A1, 738 Tons Register,
WILLIAM ROBERTSON Commander.
This splendid ship was built expressly for the Otago trade, by Mr William Duthie, of Aberdeen, in 1866, upon the finest lines, with the especial object of fast sailing.
An experienced Surgeon will accompany the ship.
Intending passengers are invited to inspect the unrivalled saloon accommodation. The cabins are large and well-ventilated. The table is supplied in a liberal manner; and a milch cow will also be placed on board.
—
For further particulars and plans of cabin, apply to
CARGILLS AND McLEAN,
Agents.

Advertisement in the Otago Daily Times, 31st March 1868.

*Petherbridge will have completed his sixteenth voyage to New Zealand, and on every occasion he has won the respect and goodwill of the passengers, either on the outward or homeward voyage. Captain Petherbridge is backed by a very able officer in Mr. Reynolds, and, under favourable circumstances, we may expect the **Countess** to make a rapid passage home. The **Countess** will clear at the Customs today, and in tomorrow's issue we shall be able to give her cargo. The following is a list of the passengers:*

PASSENGERS - Saloon — Andrew Scott, Mr. and Mrs. J. Doitsch and family, Mr. Ranulph Dacre, Mrs. Dacre and family, Mr. J. Robertson, Lieut. Chas. G. Phillips, Mrs. Phillips, Mr. Ernest Kyd.

*Steerage — Alexander Brown, Patrick Petley, Thos. Tookey, Richard Griffiths, Henry Cook, Albert I-nurke, John Muggins, John Sullivan, Samuel Hart, William O'Calligan, Laurence Redhill, John Eckford, Henry Rottenburg, Alfred Clarke, John Martin, Mrs Martin and child, D. G. Sutherland, Geo. Doughty, Mrs Garrick, Edward Wray, and a Cook. We see by advertisement that the little new '**Gemini**' has been engaged to carry the passengers off. She will leave the wharf at 10 a.m. tomorrow and the ship will proceed to sea at noon."*

Aberdeen Press and Journal - Saturday 23rd June 1883.

INQUIRY INTO THE LOSS OF THE COUNTESS OF KINTORE.

*"The Board of Trade inquiry into the circumstances attending the total loss of the **Countess of Kintore**, of Aberdeen, was concluded on Tuesday evening — before Wreck Commissioner Rothery, at Westminster. The **Countess of Kintore** was an old sailing vessel, having been built at Aberdeen in the year 1866, for Mr Cook, of that port, and who sold her some two years ago to Mr William Thomas, of Amlioch, Anglesea. In October, 1881, the vessel was overhauled in the dry dock in Hull, and Mr Armit and others, of that port, deposed that she was in seaworthy condition "when she left that port on a voyage to Rio, in ballast. Not obtaining a freight there, Mr Thomas, the managing owner, directed her to proceed to Rangoon, where she took in a*

*cargo of 960 tons of rice, in bags of 200 lbs., and the 26th May, 1882, left that port for the Channel for orders, the owners of the cargo being Messrs Bullock & Co., Rangoon. On the 13th of August, 1882, she reached St Helena all well, and after taking in provisions there, resumed her voyage on the 15th August. Up to the 15th of September she was accompanied for a few days by the **Earl of Dalhousie**, of Dundee, when the two vessels parted company. On the 1st of October the **Earl of Dalhousie** experienced a severe gale, and if she had not thrown overboard 70 tons of cargo she would have foundered. It was supposed that the **Countess of Kintore** had sunk in the same gale, with the 17 hands on board. Mr Howard Guilty, barrister-at-law, appeared for the Board of Trade, and Mr Nelson, solicitor, for Thomas, the managing owner. The Wreck Commissioner, in giving the judgment of the Court, said that they were of opinion that the **Countess of Kintore** was too deeply laden when she left Rangoon, and had more cargo on board than she ought to have had having due regard to her safety. There was no evidence to the natural stability of the vessel, her plans having been lost, but it seemed that she ought to be able to carry a cargo of 1,000 tons, which Mr Norrie, a former master of the vessel, said she would not be safe with. There was no doubt, although, of course, based on speculation, that the vessel foundered at sea, and the Court thought the managing owner somewhat to blame for not having taken steps to ascertain with accuracy the carrying capacity of the **Countess of Kintore**. He had, however, left the decision in this point to one of the owners, Mr Pickthall, who was the father in-law of the master of the unfortunate vessel, and, therefore, the Court did not think that Mr Thomas's blame on the case was so great that any order with regard to costs should be made against him."*

Alexander Duthie (1867).

She was built to carry cargo and passengers is said to have had spacious passenger accommodation.


It's likely she was named after William Duthie Jnr's late uncle Alexander Duthie (1799 to 1863) a former Footdee shipbuilder.

13th March 1867: The Aberdeen Press and Journal, reported as follows: *"LAUNCHES. – On Thursday, there was launched from the building yard of Mr William Duthie, jun., Inches, a beautiful clipper ship, of the following dimensions, viz.: - Length of keel, 212 feet; breadth, 35 feet 2 in. She measures 1159 tons N.N.M., 1266 OM., 1306 O.N.M. The vessel is classed A1 at Lloyd's for nine years, is the property of the builder and others, and is intended for the Australian and New Zealand trade. She will be commanded by Captain Douglas late of the ship **Bayard**, of Liverpool; and Mr Duthie, her builder will act as manager. On taking the water, the ship was christened the "**Alexander Duthie**", by the builder's lady. There was a large assemblage of spectators witnessing the launch."*



*The 3-masted ship '**Alexander Duthie**' moored at Gravesend, U.K., 1875. (Photographer unknown, from the A. D. Edwardes Collection, courtesy State Library of South Australia, Ref: PRG 1373/3/3).*

Alexander Duthie (1867). (Continued).

Ship Name(s)	Alexander Duthie. Renamed: 'Gunhilde' (1888).
Rig	Ship, 3 masts, 2 decks, a poop deck, top gallant forecastle, a round stern, and a standing bowsprit.
Launch Date	7 th March 1867.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Duthie, & Co., Aberdeen. (64).
Registered Port	Aberdeen. Official No.: 56600.
GRT	1,159 tons.
Length	311 feet. (94.80m).
Breadth	35 feet, 2 inches. (10.72m).
Depth	22 feet. (6.71m).
Construction	Wood. (Carvel built). Hull sheathed in felt and yellow metal.
Figurehead	¾ full-size male.
Classification	Lloyds Register of Shipping. Class 9A1.  Built Under Special Survey. A&CP – Anchors and cables proved at a public machine.
Other information	26th April 1886: she was altered to 1 deck and rigged as a barque. 1888: sold to C. Anker, Norway, registered at Frederikshald (Now Halden), Norway and renamed 'Gunhilde' .
Date Scrapped / Lost	December 1899: she ran aground on the Goodwin Sands, Kent, England was abandoned, and sank.

1867, 13th November: The Aberdeen Journal, reported as follows: *“Arrived at Sydney on 30th August after a splendid run of 75 days, left Gravesend on 12/6/1867, passed Plymouth on 15th, crossed equator on 9/7/1867.”*

1867, 16th November: The Illustrated Sydney News, reported as follows: *“The wool season has now fairly set in, and with it the activity which characterises the London liners at this period of the year. The **'Brucklay Castle'** took the first shipment of the New Clip, and was followed by the **'Strathdon'**.”*

The splendid new clipper 'Alexander Duthie', which recently made the passage from the London Docks to Sydney in 78 days, took over 3,000 bales, and made the largest freight ever earned in one voyage by a ship from this port.

Prior to sailing, Captain Douglas celebrated the maiden trip of his fine vessel by a ball. The spacious quarter-deck was for the dance converted into a salle de danse, with walls of many hued-bunting and canopy of canvas. Chinese lanterns of every conceivable design furnished light, and festoons of evergreens and garlands of flowers hung round the walls, lent additional beauty to the scene. In the poop the tables groaned beneath choice refection's, sparkling wines, and other descriptions of creature comforts, while the side cabins formed the neatest of dressing and card rooms. Dancing commenced about 8 o'clock, and both Captain Douglas and Mr. Moffet, the chief officer, exerted themselves indefatigably to make their 150 guests at home. The band must have felt it a relief when supper was announced. The latter was by no means the least satisfactory of the arrangements, and ere it concluded the health of Captain Douglas and a successful future to the good ship 'Alexander Duthie', was drunk with all the honours. Captain Douglas, in responding, thanked the ladies and gentlemen present for the very flattering manner in which the toast had been proposed and responded to, and expressed his satisfaction that on this, his first voyage to Sydney, he should have met with greater kindness than in any port he had ever visited, and he was sure that it would be satisfactory to all present to know that his voyage promised to be one of the most remunerative ever made by any vessel that ever left the port. He hoped that the friendships formed here would be pleasurably renewed on many future occasions; and should he have the honour of conveying any of the residents of Sydney to the mother country, he hoped to earn from them as warm expressions of satisfaction and esteem as his passengers on the outward voyage had been kind enough to place on record. In conclusion he asked the company to join in a bumper to the health of a sailor who had that day arrived in the colonies, and who, though a Prince, was one who was every inch a British seaman, and by his proficiency in his profession had fairly earned his rank. The health of his Royal Highness Prince Alfred was then enthusiastically drunk. Dancing was then resumed, and unflinchingly sustained until Old Sol, peeping through the east, told the revellers it was time to go."

1867, 2nd September: The Sydney Morning Herald, reported as follows: *'David Peragrin and William Hall, seamen on ship 'Alexander Duthie', were convicted of having during voyage from London to Sydney, embezzled 2 cases of Brandy, part of the cargo. They had been in irons 51 days. No wages due to them and sentenced to 6 weeks imprisonment.'*

1867, 13th November: The Aberdeen Press and Journal reported as follows: *"THE ALEXANDER DUTHIE. – The arrival of this vessel at Sydney on 30th Aug., after a splendid run of 75 days, has added another clipper to the fine class of ships running between London and this port. She is now on her first voyage, and was built by Mr W. Duthie Junior, of Aberdeen, and, if possible surpasses the Australian in appearance. She left Gravesend on the 12th June, passed Plymouth on the 15th, and crossed the equator on the 9th July, 25 days out. The island of Tristan d'Acunha was sighted on the 23rd same month, and meridian of the Cape of Good Hope was passed on the 31st, on the 45th day out, her easting was made on a parallel of 43.30 S., and after experiencing five days contrary winds, King's Island was sighted on the seventy-first day from land; on the following day cleared Bass's Straits, and Sydney Heads were sighted at 7 p.m., on the 29th instant. The **Alexander Duthie** was launched on March 7, 1867, and no expense appears to have been spared in rendering her a first class vessel; indeed her builders have been more than ordinarily lavish in fitting her saloon and passenger accommodation. Her cabins are 8 feet in height, and remarkably well ventilated, while the poop, which is 76 feet long, affords an excellent promenade. Quick despatch will be exercised in her discharge, when she will at once reload for London. On the vessel's arrival the following flattering address was presented to Captain Douglas, to which is subjoined that gentleman's reply: - "To Captain Douglas. – Dear Sir, - Testimonials have become so common as to have lost their proper value, insomuch that the avoidance of misconduct seems almost sufficient to insure one. The subscribers who have journeyed from England in the **Alexander Duthie**, under your command, wish you to believe that the feelings with which they regard you are somewhat more than this matter of course. The qualities of this good ship require no commendation from them.. Her speedy passage (75 days), though deeply laden, is better praise than they can give. She is a vessel that any man may well be proud to command, and you may be congratulated that your introduction to Port Jackson is of so favourable a*


*character. They have to thank you for many acts of personal kindness, and to assure you that your sincere desire earnestly to promote their comfort and convenience, as far as circumstances and the means at your disposal would permit, will not readily be forgotten. To Mr Moffet and the rest of your officers they would desire words of good wishes and good bye. Hoping that your intercourse with the colony may prove pleasant and profitable to you, and that wherever you go the best wishes of your heart may be realised, they remain, very sincerely yours, N.H. Eager, Lousis Eager, Kate E.A. Eager, Grace I. Eager, Edward G. Eager, Janet E. Eager, H. Hagan, John P. Pulford, Charles Newton, J.B. Gill, Joseph Taylor, Patrick Stokes Byrne, Bat. Hosp. Sart, R.A.” – “Ship **Alexander Duthie**, Sydney Heads 29th August 1867. – Ladies and Gentlemen, - In behalf of my officers and self, I beg to tender you my sincere thanks for the very kind manner you have mentioned the tretment you have received whilst on this voyage from London to Sydney. I can only say that, should any of you think of returning to England, and the Alexander Duthie in port, it would give me much pleasure to have you as passengers again. – I am ladies and gentlemen, yours truly, Alexander Douglas.”*

Deodarus (1868).

She was built to carry general cargo (including sugar and limestone), and is known to have traded at Dundee, the Mediterranean, Hobart, Mauritius, Sydney, Brisbane, Cairns, and Townsville.

1868, 29th April: The Aberdeen Press and Journal reported as follows: *“On Saturday, Mr Wm. Duthie Jun., launched from his building-yard on the Inches a handsome clipper barque, which not being sold has not yet been named. Her dimensions are Length, 126 1/2 feet; breadth, 25 feet 8 inches; depth, 14 feet 8 inches; registered tonnage, 300, or O.M. 390. She is classed A 1 at Lloyds for 9 years.”*

1868, 22nd July: The Aberdeen Press and Journal reported as follows: *“DUNDEE. — A handsome new barque, recently launched from the shipbuilding yard in Aberdeen belonging to Mr William Duthie, jun., has been purchased by Captain Cappon and others in Dundee. The new ship is named the **Deodarus**, and has been built expressly for the fruit trade. Her dimensions are — length, 127 feet; breadth, 25 feet 9 inches; depth, 14 feet 11 inches; registered tonnage, 299 tons; builder’s tonnage, 392 tons. The **Deodarus** is a very fine modelled vessel, and is sure to be fast sailer. Captain Amess has been appointed commander of the vessel, which is to be towed to Tayport to load for the Mediterranean. — Courier.”*

Ship Name(s)	Deodarus.
Rig	Barque, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	25 th April 1868.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Duthie, & Co., Aberdeen. (64). July 1868: bought by William Thomson & Co., Dundee, and part-owned by Captain Cappon.
Registered Port	Dundee (July 1968). Official No.: 60783.
GRT	300 tons.
Length	126 feet, 6 inches. (38.56m).
Breadth	25 feet, 8 inches. (7.82m).
Depth	14 feet, 8 inches. (4.47m).
Construction	Wood. (Carvel built). Hull sheathed in felt and yellow metal.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 9A1.  Built Under Special Survey.

Deodarus (1868). (Continued).

Classification	A&CP – Anchors and cables proved at a public machine.
Other information	<p>1884-85: owned by S. C. Love; and registered in London; master J. Dorward.</p> <p>1885, 24th June: the Sydney Morning Herald reported as follows: <i>“Brisbane - Capt. Peter Edwards, who was arrested at Keppel Bay, was charged at the local Police Court with scuttling the barque DEODARUS, property of Mr. David Love, Sydney. Mate, Mr Wolfe, testified that on 15 June about 6.30a.m. when in lower fore hold, he saw the master at the forward air-port, which was open and with water running in. Master claimed he was stopping the leak and, when Mate disbelieved him, offered him £50, which Mate declined. Two hours later it was found nine holes had been bored in the hull. Master claimed he was innocent, but crew put ship in command on Mate and Capt. Edwards was placed in irons. [Case remitted to higher Court].”</i></p> <p>1887-88: Owner J. Campbell; Port belonging to Brisbane; Master J. Dorward and registered in Brisbane.</p>
Date Scrapped / Lost	<p>25th June 1887: she was wrecked at the Great Barrier Reef, Australia.</p> <p>29th June 1887, the Sydney Morning Herald reported: <i>“Capt. John Austen (1824 to 1899) arrived Cairns (Queensland) with officers and crew of barque ‘Deodarus’, reporting the vessel abandoned on Barrier Reef, 9 miles south of Fitzroy Island, ‘Deodarus’ had left Cairns with cargo of 400 tons coal for Townsville (Queensland). Captain reported Mate was in charge at time of striking and that he had instructed him (Mr. Connor) to keep a careful lookout for the Reef. Mr. Connor had gone aloft to look for the Reef, but was confused by seeing schooner ‘Nellie’ 5 miles inside of him (as it turned out, ashore). Twice the ‘Deodarus’ got off the Reef and twice struck again. The vessel, being now full of water, was abandoned, all hands safe. Vessel owned by James Campbell, Brisbane.”</i></p> <p>11th July 1887: Sydney Morning Herald reported: <i>“Brisbane - wreck of barque ‘Deodarus’ was sold by auction at Cairns and realised £20, wreck purchased by G. Lawson, fisherman”. (£2,650 in 2019).</i></p>

Deodarus (1868). (Continued).

1887, 2nd July: The Cairns Post (Queensland), reported as follows: *“Wreck of the **Deodarus**. COURT OF INQUIRY. A COURT of inquiry was held on Wednesday last, touching the loss of the barque **Deodarus**, on the Barrier Reef to the S.E. of Fitzroy Island, on the morning of Saturday, the 25th day of June, before M. O'Malley, Esq., P.M., and R. T. Hartley, Esq., J.P., with John Mylchreest and Thomas James Chaplin, Master Mariners, as nautical assessors. The evidence of Captain John Austin, the master of the wrecked vessel, showed that she had left the anchorage in Trinity Bay at about 9 o'clock on the Friday evening, and had tacked down the channel until daylight, when they were between Cape Grafton and Fitzroy Island. He (the Captain) went below at 8.30 a.m., leaving the Mate (Mr. J. E. Connon) in charge. The sand bank was then bearing about E. by N. and distant eight or nine miles. It was not visible, but he judged the distance by the chart. He felt the vessel strike at 9.45, and went on deck, saying to the Mate, " Why, the vessel is ashore," Mr. Connon replied that he had been aloft and seen a schooner standing in from the shore, so that they could not be ashore. Everything was then hove aback and the vessel worked on the reef for about half-an-hour, when she slipped off into about five fathoms of water. It was blowing hard at the time with a fresh sea on, and he had no time to let go the anchor, as she gathered way and went on the reef again. He then got out a kedge and hove her off, but she got on again and knocked a hole in her, and she soon had six feet of water in the cabin. As it was no good doing anything further, everything that could be got hold of was placed on the poop, and all hands left the vessel and made for Cairns in the boats in the face of the heavy sea. They were nearly swamped twice in coming across, but got in safely on Monday evening at 5 p.m. He valued the ship at about £2,500, and the cargo at about £300. Mr. J. Connon, the mate, was examined, and gave corroborative evidence, and said also that he attributed the wreck to the current. Edward Haywood, an A.B., who was steering at the time of the disaster, was also called, as were two others of the hands ; after which the Court considered the evidence, and found "that the cause of the vessel being wrecked was owing to the careless navigation*

Deodarus (1868). (Continued).

by the mate, Mr. John Reid Connon, who was in charge when she was wrecked, and particularly by his action in not seeing that a continuous look-out was being kept ; his allowing his attention to be taken from his duties by making or mending sails instead of attending to the navigation of the vessel; also by his not having the log and not determining the exact speed at which the vessel was going." In view of his conduct the Court suspended his certificate for three months. It was also found that Captain Austin had been guilty of carelessness in not taking cross bearings when he left the deck, and he was cautioned to be more careful in the future."

Abbreviations.

- GRT Gross Registered Tonnage.
- N.M. New measurement regarding tonnage.
- LRS Lloyds Register of Shipping.

Bibliography.

- 1 Shipwreck Index of British Isles Volume 1 to 4 by Richard and Bridget Larn (1998).
- 2 Scottish Samurai, Thomas Blake Glover 1838-1911, by Alexander M^cKay (1993), ISBN 0-86241-455-5.
- 3 Aberdeen Post Office Directories – various years.
- 4 White Wings: Fifty Years of Sail in the New Zealand Trade (2 Vols.) by Henry Brett (1928).
- 5 Various local newspapers as referred to in the text.
- 6 Lloyds Register of Shipping – various years.

Websites.

- 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.

Appendix A

Alma (1855) built by Duthie & Cochar, Montrose.

She was the first vessel built by William Duthie Jnr., but she was built in partnership with Cochar in Montrose under the firm name of Duthie & Cochar. She was built as a general cargo carrier, and is known to have traded at Aberdeen, Liverpool, London, Mauritius, South Africa, India and China. She was probably named after the Crimean War 'Battle of Alma' fought 20th September 1854, where British, French, and Turkish forces were victorious over the Russian army.

Vessel Name(s)	Alma.
Builder	Duthie & Cochar, Montrose.
Rig	Ship, 3 masts, 1 deck, a poop deck, probably a round stern, and a standing bowsprit.
Launch Date	20 th December 1854. (Registered 13 th Feb. 1855).
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Andrew Anderson, ship-owner (8), Thomas Ruxton, Advocate (8), and Alexander Pirie, spirit merchant (8), all Aberdeen. Other shareholders: James & David Munro, shoemakers (4 each), David Ritchie, shipmaster (4), James Ritchie, ship-owner (2), John Ferguson, advocate (4), Peter Morrison, manager, Aberdeen Lime Co. (2), James Nisbet, manager, Aberdeen & Newcastle Steam Navigation Co. (2), and Mrs Elizabeth Collie, wife (2), all Aberdeen. Eliza Mary Bailey, daughter of William Baillie Junior, merchant, Edinburgh (4), James Ruxton, farmer, Rothiemay (2), James Collie, farmer, Marykirk (2), and James Walker, shipbroker, London (8).
Registered Port	Aberdeen. Official No.: 23123.
GRT	555 tons.
Length	149 feet, 4 inches. (45.52m).
Breadth	26 feet, 3 inches. (8.00m).
Depth	17 feet, 5 inches. (5.31m).
Construction	Wood. (Carvel built).
Figurehead	Full-size, male highlander charging with a bayonet.

Appendix A (Continued).
Alma (1855) built by Duthie & Cochar, Montrose.

Classification	Lloyds Register of Shipping. Class: 8A1. Part iron bolts.
Other information	<p>1855 / 1862: master David Ritchie (Shareholder).</p> <p>1856, 18th June: Aberdeen Journal - 2/64 shares up for auction at upset price of £240 (£25,000 in 2018), this gives an approximate value of the vessel of £7.680 (£500,000 in 2018).</p> <p>1861, 9th October: The Aberdeen Journal reported that <i>"She is in excellent repair and complete in her appurtenances"</i>.</p> <p>1862: owned by Catto, Sons & Co., Aberdeen.</p> <p>1866: owned by Aitken & Co. and registered in Aberdeen.</p>
Date Scrapped / Lost	18th July 1870: she was condemned at Algoa Bay (Port Elizabeth), South Africa, after reaching the port in a disabled state.

1854, 22nd December: The Montrose Standard, read as follows:

*"LAUNCH. — On the afternoon of Wednesday last there was launched, from the building yard of Messrs Duthie & Cochar, one of the finest clipper ships we have yet seen on our river. It is named the "**Alma**," and has a full length figure of a Highlander charging with the bayonet. This was the first launch from the new building-yard, and it attracted an immense number of spectators. The noble looking craft slid gracefully down from her berth for a considerable way amid the plaudits of the multitude, but, unfortunately, when almost clear of the logs, her stern caught the tide, which was running in strong at the time, causing her to shift out of the channel and catch the bank, which effectually prevented her descent. On Thursday, however, she was got fairly into the river amid the oft-repeated plaudits of the crowd, and we believe she has not suffered the least damage. The "**Alma**" possesses all the most recent improvements in her fastenings and workmanship, and may very properly be classed with the "Lightning," "Red Jacket," &c., as a fast vessel. She is about 590 tons O.M., 555 tons N.M.,*

Appendix A (Continued).

Alma (1855) built by Duthie & Cochar, Montrose.

and is classed A1 at Lloyd's for nine years. The "Alma" is to be commanded by Capt. Ritchie, late of the "Rubins," which made so quick passages as to establish that gentleman as a very able commander. We need scarcely say that the decorations and paintings are in keeping with the beautiful model of the ship; the figurehead alone attracted great attention, and we believe is the work of an Aberdeen artist."

1854, 22nd December: The Montrose, Arbroath and Brechin review; and Forfar and Kincardineshire advertiser, read as follows:

*"LAUNCH. — There was launched, on Wednesday afternoon, from the building yard of Messrs. Duthie & Cochar, shipbuilders here, a beautiful clipper ship, appropriately named the **Alma**, in presence of a large concourse of spectators, embracing a considerable sprinkling of the beauty and fashion of Montrose, who thronged the banks of the Southesk to witness the imposing and exciting ceremony. About a quarter before two o'clock the trigger was drawn, and the noble vessel moved gracefully along the slippery ways, amid the enthusiastic cheering of the spectators, till she reached the water, when she unfortunately grounded and stuck fast on the sandy bank of the river. Considerable efforts were made by means of strong hawsers and powerful windlass to draw her into mid channel; but they proved abortive, and she lay snugly till yesterday afternoon. By the aid of floats, and the strength of good hemp lines, she was then beautifully floated into deep water, cheered by another gathering of spectators, and with the return of flood tide, was safely brought into the dock. We trust this slight mishap in the beginning of the career of the Alma will only be the token of good in her future destiny — "A bad beginning is often a good ending." It was believed there was more than abundance of water to float her at the end of the ways, and, to gain the advantage of the flowing tide to take her up to dock, she was launched fully an hour before high water. If Cabinet Ministers and army generals miscalculate and commit blunders,*

Appendix A (Continued).

Alma (1855) built by Duthie & Cochar, Montrose.

*which on very high authority they are accused of doing, there may be a little sympathy extended to shipbuilders, though we would not doubt that, after the casualty, a hundred critics in naval architecture could have remedied the "blunder," if the ship had been placed back at the top of the ways. Be that as it may, the **Alma** is the largest, as she is doubtless the finest, vessel that has been launched at our port, and highly creditable to the skill of her enterprising builders. Her symmetry is unique, and decidedly the finest we have seen. She is adorned with an elegant figure-head of a gallant 93rd Highlander, in merited compliment to the noble heroes of the victory which her name is intended to honour. She is the property of an Aberdeen firm, Andrew Anderson, Esq., being the managing owner. She is 555 1/4 or so tons burden, new measurement, and 586 1/3, old measurement. Her length aloft is 149 1/3 feet; breadth, 26 1/4 feet; and depth, 17 1/2 feet. She is, we understand, intended for the Mauritius trade."*

Appendix B


Cairnbulg (1874).

William Duthie Jnr. (1822 to 1896) after his period ended as a shipbuilder c1870, continued as a ship-owner, and although he didn't build any iron ships himself, he contracted his father's firm **John Duthie, Sons & Co.**, Footdee to build him the 3-masted barque '**Cairnbulg**' (1,599 tons) in 1874. She was named after the recently acquired Duthie owned castle / estate near Fraserburgh which John Duthie (1791 to 1880) bought in 1863 as a ruin (It had been ruinous since c1780). She was built to carry general cargo and passengers.



'Cairnbulg' rigged as a 3-masted barque, c1895, moored at Gravesend. (Photographer unknown, from the A. D. Edwardes Collection courtesy of the State Library of South Australia, Ref: PRG-1373-3-9).

Appendix B (Continued).
Cairnbulg (1874).

Ship Name(s)	Cairnbulg. Renamed: ' Hellas ' (1898), and ' Alexandra ' (1902).
Builder	John Duthie, Sons & Co., Footdee, Aberdeen.
Rig	Ship, 3 masts, 2 decks, a round stern, & a standing bowsprit.
Launch Date	19 th March 1874. Yard No.: 156.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Duthie Jnr. (12), Alexander Duthie (4), Alexander Eddie (4), Isaac Jolly (4), James Sutherland (4), John Webster (4), James Munro (2), David Munro (2), Helen Johnstone (2), John Cook (2), George Walker (2), George Washington Wilson (2), John Strath (2), James Duthie (2), Thomas Melville (1), James Hunter (1), James Haddon Bower (1), Thomas Richie (1), Hugh Ross (1), Charles Gordon Jnr. (1), Alexander Birnie (3), Charles Cook (2), Richard Searle (4), and James Donald (1).
Registered Port	Aberdeen. Official No.: 65107.
GRT	1,599 tons.
Length	261 feet, 3 inches. (79.63m).
Breadth	39 feet. (11.89m).
Depth	23 feet. (7.01m).
Construction	Iron. (Rivetted).
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class 100A1.  Built Under Special Survey. A&CP: Anchors and cables proved at a public machine.
Other information	Master: Captain Alexander Birnie (Part-owner). 1898: sold to Finska Angfartygs, registered in Helsingfors, Russia and renamed ' Hellas '. She was registered as a barque 1902: sold to Norwegian owners and renamed ' Alexandra '.
Date Scrapped / Lost	1908: She was found washed up on rocks at Iguana Cove, Isabela Island, Galapagos and a total loss. 26 th November 1907 she left Newcastle, NSW, Australia for Panama, but was posted missing April 1908. A lifeboat was found off the South American coast with the 1 st Mate in charge, when questioned about the fate of the vessel, he said that they abandoned her on 8 th May 1908 when they ran out of food supplies. There was no other reason given for the loss of this very good & sound vessel.

Appendix C

Shipbuilders and Associated Companies at the Inches (Upper Dock).

Shipbuilders at the Inches c1856 to 1870.

	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
William Duthie Junior & Co.															
John Smith & Co.															
John Humphrey & Co.															
David Burns & Co.															
Andrew Brands¹.															
Alexander Scorgie².															
William Beedie															
Thomas Wright.															
George Milne & Co.															

1. In the Aberdeen Post Office Directories Andrew Brands is described as a ship carpenter, rather than a shipbuilder.
2. In the Aberdeen Post Office Directories Alexander Scorgie is described as a ship carpenter and shipbuilder.

Appendix C (Continued)

Shipbuilders and Associated Companies at the Inches (Upper Dock).

Timber Merchants at the Inches c1856 to 1870.

	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
John Bruce, Bon Accord Saw Mills.															
Joseph T. Willet, Bon Accord Saw Mills.															
A. & G. Paterson.															
Alexander Donald.															
John Donald.															
Robert Brown.															
Joseph & Thomas Wright.															
Joseph Wright															
John Scott.															

Appendix C (Continued)

Shipbuilders and Associated Companies at the Inches (Upper Dock).

Other Associated Companies at the Inches c1856 to 1870.

	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
David Mitchell, Blacksmith.															
Charles R. Mitchell, Blacksmith & Engineer. 'Oak Tree Foundry'.															
Pressly & Leys, Engineers, Blacksmiths & Machine Makers.															

At this period, there were several other timber merchants and blacksmiths at Footdee and throughout the city.

Approximate dates in the above three tables as lifted from the Aberdeen Post Office Directories.

Appendix D

Vessels Owned by Duthie's of Aberdeen, 1856 to 1870.

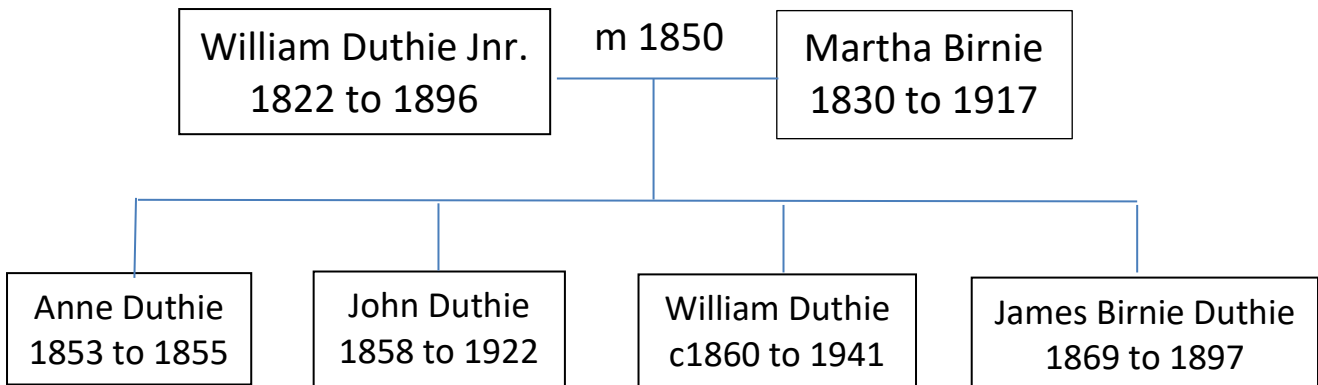
Name	Rig	GRT	Build Date	Owner(s).	Dates
Alexander Duthie	Ship	1158	1867	William Duthie.	1867 / 1870
Ann Duthie	Ship	993	1868	William Duthie.	1868 / 1870
Australian	Ship	1016	1866	John Duthie, Sons & Co.	1866 / 1869
Berbice	Barque	369	1847	A. Duthie & Co.	1856 / 1860
Brilliant	Ship	548	1850	William Duthie.	1856 / 1862
				Robert Duthie.	1862 / 1865
British Merchant	Ship	915	1857	A. Duthie & Co.	1860 / 1861
British Queen	Ship	412	1858	Alexander Duthie.	1858 / 1864
Caledonia	Barque	444	1855	William Duthie.	1856 / 1862
				Robert Duthie.	1862 / 1864
Duke of Buccleugh	Schooner	172	1829	William Duthie.	1857 / 1858
Enchanter	Barque	486	1851	William Duthie.	1856 / 1862
				Robert Duthie.	1862 / 1866
Favourite	Brig	206	1844	Alexander Duthie.	1856 / 1858
Hero	Barque	288	1845	William Duthie.	1856 / 1858
				A. Duthie & Co.	1858 / 1861
John Duthie	Ship	1031	1864	John Duthie, Sons & Co.	1864 / 1870
Liberator	Ship	690	1860	John Duthie, Sons & Co.	1862 / 1870
Martha Birnie	Ship	830	1863	William Duthie.	1863 / 1870
Prince Consort	Brig	215	1862	John Duthie, Sons & Co.	1862 / 1865
Renown	Barque	311	1842	William Duthie.	1856 / 1858
Rifleman	Ship	724	1860	William Duthie Jnr.	1860 / 1870
Sea Horse	Brig	153	1851	A. Duthie & Co.	1856 / 1861
Shepherdess	Barque	284	1850	A. Duthie & Co.	1856 / 1859
William Duthie	Ship	968	1862	John Duthie, Sons & Co.	1862 / 1870

The above information was lifted from the Aberdeen Shipping lists in the Aberdeen Post Office Directories 1856 to 1870.

Appendix E Some Duthie Family History.

William Duthie Jnr. (1822 to 1896) was married to Martha Birnie (1830 to 24th May 1917).

Their eldest son was Sir John Duthie of Cairnbulg (15th July 1858 to 19th June 1922), he was married to Lesley Fyfe (8th December 1868 to 7th March 1946) daughter of John Fyfe (1830 to 1903), stone merchant. It is said that it was with her dowry that they rebuilt the ruinous Cairnbulg Castle, near Fraserburgh.



John Duthie of Cairnbulg was a director of the Aberdeen Lime Company.

Aberdeen Lime Company.

Provost Blaikie's Quay.

Sub-Committee — Alexander Nicol, Henry Adamson, R Williamson, Bendauch; Thomas Ruxton, Thomas Wishart, Cairntradlin; John Craighhead, Jun., Tarbothill, John Duthie of Cairnbulg.

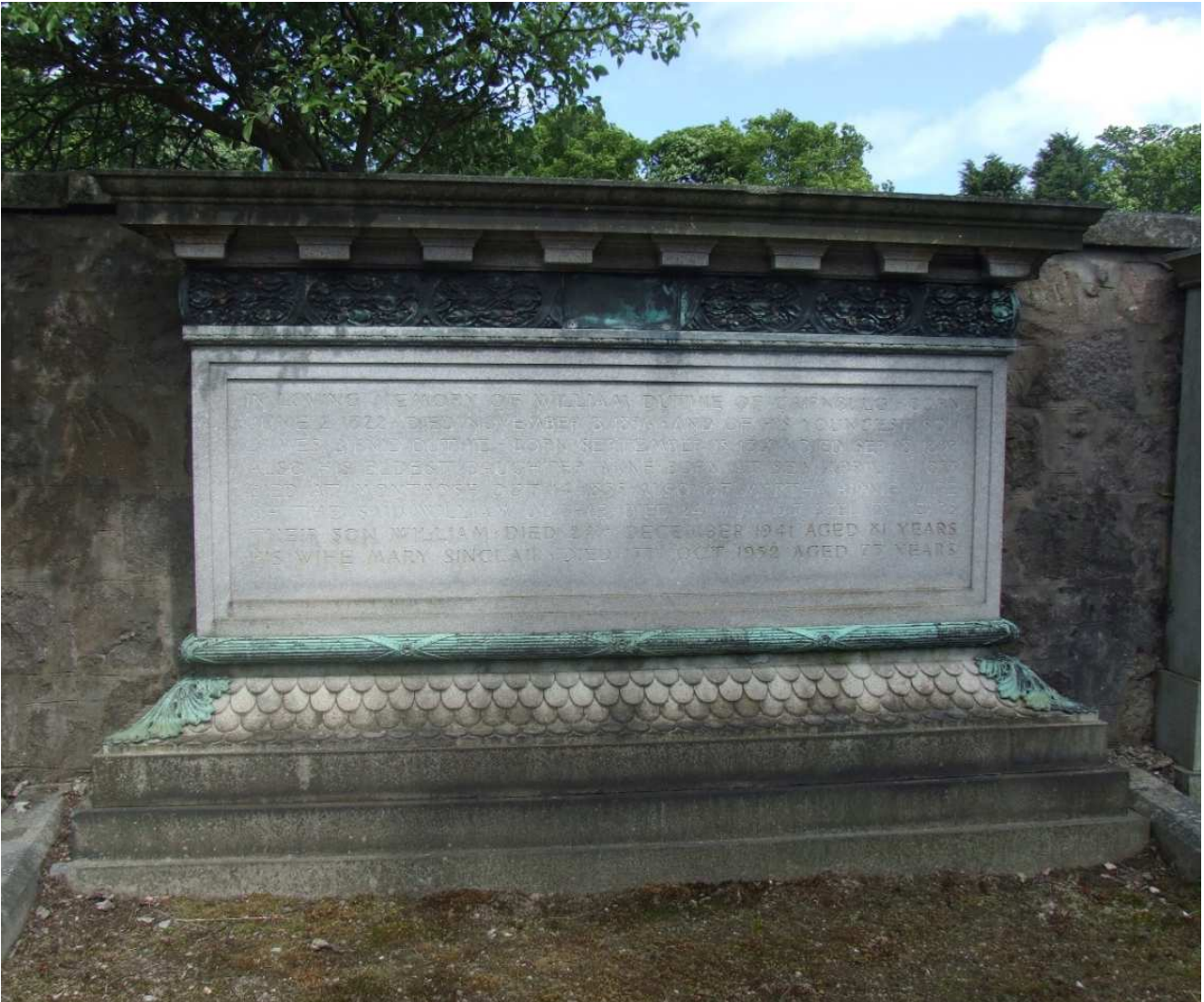
Managers—Morison and Harvey.

Secretary—Thomas Walton.

2

Aberdeen Post Office Directory 1865 / 1866.

Appendix E (Continued).
Some Duthie Family History.



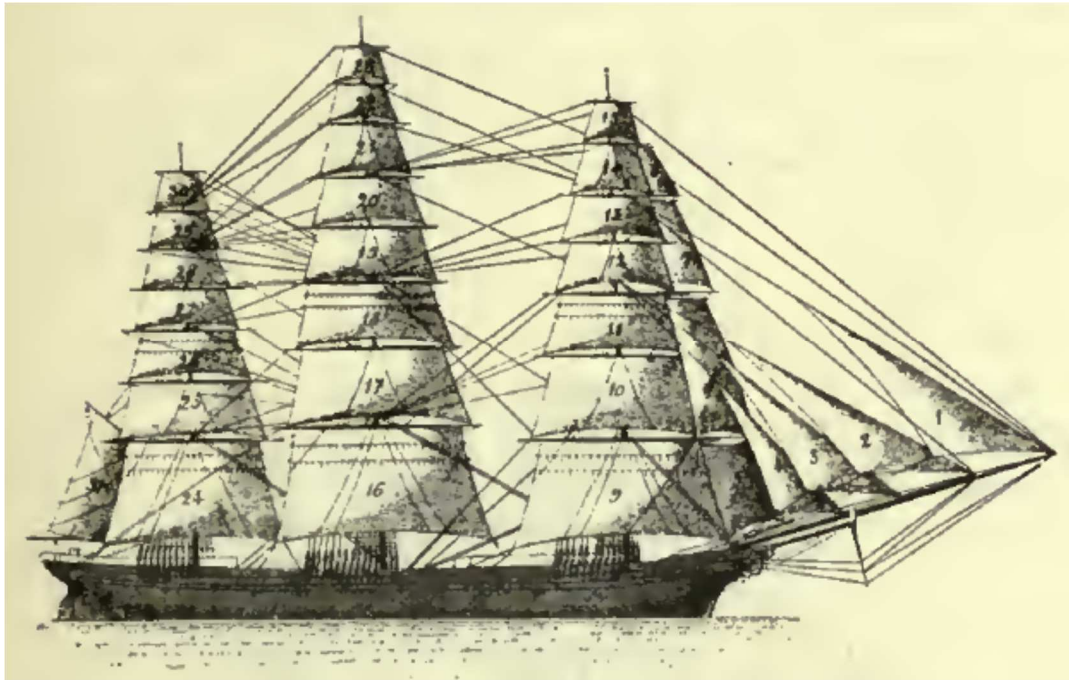
*Family lair of William Duthie Jnr., Allenvale Cemetery, Aberdeen.
(S. Bruce).*

The gravestone reads:

In loving memory of WILLIAM DUTHIE of Cairnbulg born June 2 1822, died November 8 1896; JAMES BIRNIE DUTHIE born September 15 1860, died Sept 18 1897; also his eldest daughter ANNE born at sea April 14 1853, died at Montrose Oct 14 1855; also of MARTHA BIRNIE, wife of the said William Duthie died 24 May 1917 aged 87 yrs; their son WILLIAM died 24 December 1941 aged 81; his wife MARY SINCLAIR died 15 Oct 1952 aged 73 years.

Appendix F Ship Sails.

The following drawing shows the rigging of a typical 3-masted ship. The mast on the left at the stern (Rear) of the ship is called the 'Mizzen Mast'. The 'Main Mast' is the centre mast and the mast on the right (Forward) is the 'Fore Mast'.



Ship Rig from Wooden Shipbuilding by C. Desmond (1919).

	Mizzen Mast		Main Mast		Fore Mast
	---	23	Moonsail.		---
30	Mizzen skysail	22	Main skysail.	15	Fore skysail
29	Mizzen royal	21	Main royal.	14	Fore royal
28	Upper mizzen topgallant	20	Upper main topgallant	13	Upper fore topgallantsail
27	Lower mizzen topgallant	19	Lower main topgallant	12	Lower fore topgallantsail
26	Upper mizzen topsail	18	Upper main topsail	11	Upper fore topsail
25	Lower mizzen topsail	17	Lower main topsail	10	Lower fore topsail
24	Cross jack	16	Mainsail or main course	9	Fore sail or fore course

Other Sails:

1	Flying jib	4	Fore topmast staysail	7	Topgallant studdingsail
2	Standing jib or outer jib	5	Lower studdingsail	8	Royal studdingsail
3	Inner or middle jib	6	Topmast studdingsail	31	Spanker.

Appendix G

Death of James Cochar.

The Scotsman - Monday 21st October 1878, reported as follows:

“MONTROSE — FATAL ACCIDENT. — On Saturday a fatal accident occurred to Mr James Cochar of Fallside (aka Fawside), near Drumlithie. It appears that Mr Cochar was consulting with an old servant of his about some repairs on the roof of his house, when the servant demurred to going up the ladder. Mr Cochar offered to mount the ladder himself, and when he had nearly reached the top, a rung of the ladder broke, and he fell to the ground, sustaining such injuries as terminated fatally in about four hours. Mr Cochar, who belonged to Stonehaven. was about sixty years of age. He retired from business as a shipbuilder in Montrose about fifteen years ago.”

Nov 1856: James Cochar donated £2, 2s (£240 in 2019) to the Hume Monument. Joseph Hume was a Scottish doctor and an MP.

1858, 8th March: Dundee, Perth, and Cupar Advertiser, reported as follows:
*“LAUNCH OF THE **KERGORD**. – On Monday afternoon last, there was launched from the shipbuilding yard of Mr James Cochar a very handsome barque, named the **Kergord**, after the Shetland estate of D. B. Black, Esq., Brechin. The **Kergord** is 272 tons register, N.M.; she is from an admirable model; and she seems to be constructed and finished with great skill. She is the property of Mr D. Sutherland and others, and will prove a valuable addition to the tonnage of our port.”*

15th May 1858. Launched the barque ‘**Rose**’ (295 tons) N.M. for D. Sutherland / Captain James Stephen both Montrose, and others.

17th March 1862: launched the barque ‘**Malay**’ (330 tons) for Welch and Jack, Dundee.

Appendix H

VALUABLE SHIPBUILDING YARD IN MONTROSE TO BE LET.

The Dundee Advertiser - Saturday 13th December 1862, reported as follows:







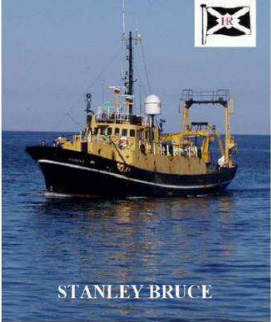
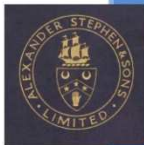
“THE SHIPBUILDING YARD, belonging to the TRUSTEES of the late Robert Armit, situated on the North Side of the River Southesk, Montrose, and presently occupied by Mr James Cochar, will be LET, for such period of years as may be agreed on, with Entry at MARTINMAS, 1863. The Area of the premises is about 5,000 Square Yards, with a Frontage to the River of 200 Feet, there being ample space for Three Launching Slips for vessels of a large size. An extensive business had been carried on in the Yard for about Ten Years by the present Tenant, who is retiring from the Trade. The Yard contains all suitable and convenient Buildings for the Trade, including – Drawing Loft, 185 Feet Long by 21 Feet Broad, with shed below; Blacksmith’s Shop, Counting House, and Foreman’s Dwelling House etc., etc. There is also an extensive Timber Store belonging to the Yard, and immediately adjoining. Farther particulars may be learned from GEORGE C. MYERS, TOWN-CLERK of Montrose, by whom Offers for a Lease will be received.”

24th June 1864: The Montrose, Arbroath and Brechin review; and Forfar and Kincardineshire advertiser reported that the yard was still for sale.

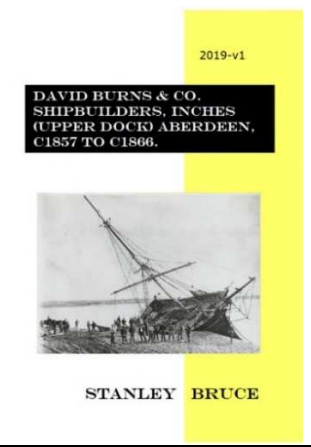
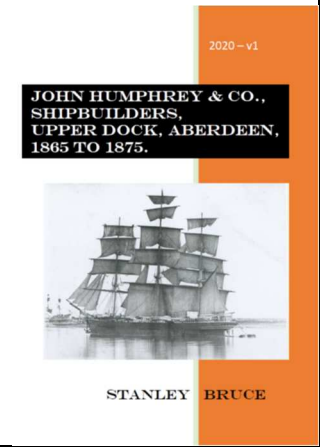
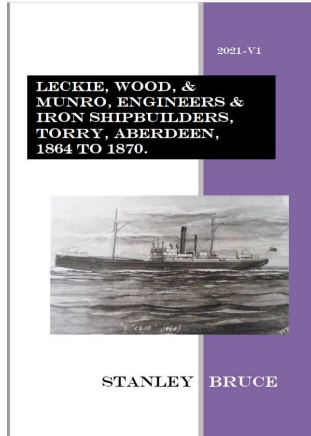
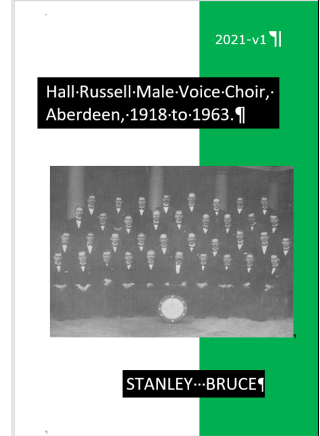
16th September 1864: The Montrose Standard reported that the yard was sold for £750 to R. Millar and Sons, wood merchants. (Approx. £96,000 in 2019).

Other Tiles

Available online to date:

<p>Aberdeen Concrete Shipbuilding Co., Ltd., Torry, Aberdeen, 1918 to 1920 (2018), 31 pages, no ISBN.</p>	<p>2018-v1</p> <p>ABERDEEN CONCRETE SHIPBUILDING CO., LTD., TORRY, ABERDEEN, 1918 TO 1920.</p>  <p>STANLEY BRUCE</p>	<p>2018-v1</p> <p>WALTER HOOD & CO., SHIPBUILDERS, YORK STREET, FOOTDEE, ABERDEEN, 1839 TO 1881.</p>  <p>STANLEY BRUCE</p> <p>CELEBRATING THE 150-YEAR ANNIVERSARY OF THE LAUNCH OF THE THERMOPYLAE.</p>
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