

2019-v1.

**JOHN SMITH & CO.,  
SHIPBUILDERS, UPPER  
DOCK, ABERDEEN,  
C1862 TO 1867.**



**STANLEY BRUCE**

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*Cover photograph – 3-masted Barque 'Alexandrina', 24<sup>th</sup> August 1873.  
(Photographer unknown, from the A.D. Edwardes Collection, courtesy of  
the State Library of Queensland, Ref: 1133994).*

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 ships built by John Smith & Co. available to a wider audience. There is much available on the internet, especially on [www.aberdeenships.com](http://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 ships where I have none. It would be historically good to show at least one for each ship, 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](mailto:bardofthebroch@yahoo.com)

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

**JOHN SMITH & CO.,  
SHIPBUILDERS,  
UPPER DOCK,  
ABERDEEN,  
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**BY**

**STANLEY BRUCE**

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Whilst we have taken great care in preparing this publication, we have of course relied on some previous historic information by others; we therefore accept no responsibility for any errors or omissions.

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## Introduction

The aim of this book is to highlight and record the ships built by John Smith & Co., Shipbuilder, Upper Dock (Inches), Aberdeen, and make this part of Aberdeen's maritime history available to a wider audience. John Smith & Co. built brigs, barques, ships, and some smaller vessels, many of which sailed to the other side of the world. These were ships built to high maritime standards and classified as such by Lloyds Register of Shipping (LRS). The 3-masted barque **'Wimmera'** built in 1866 for J. A. Potter & Co., Glasgow was classed 13A1 by LRS, which was a very high classification for a wooden vessel of this period.



When I worked at Hall Russell & Co., Shipbuilders, Footdee, Aberdeen in the 1980's I had not heard of John Smith & Co., Shipbuilders, and I guess none of my workmates had either. I was very surprised to learn that the company had built fifteen vessels at the Inches, Aberdeen's Upper Dock. Their biggest vessel built was the 3-masted barque **'Invercauld'** of 1,100 tons built in 1863. For this period, she was one of the larger ships built in Aberdeen. The mid 1800's was the heyday for sailing vessels known as clippers, and Aberdeen was world renown for building these type of vessels, especially Alexander Hall & Co., who invented the Aberdeen Bow in 1839, which became a notable feature of any clipper. John Smith & Co. vessels were built with an Aberdeen Bow and clipper lines making the vessels he built steam-lined and fast.

I was also surprised to learn that in the mid-1800's there were three shipyards at the Upper Dock, something that is very difficult to imagine today.

John Smith & Co. Shipbuilders was established c1862, perhaps as early as 1861, and was declared bankrupt in April 1867, so it was a relatively short-lived venture. I have included an appendix with a newspaper report which gives the details of the bankruptcy court hearing, and this gives an insight into how difficult it was building ships in the 1860's. Being a former shipbuilder I have a lot of sympathy for John Smith, as he did his best to continue building ships and keep his workers employed, however building a

ship needs a lot of money and cash flow, which for a variety of reasons he didn't manage, and this resulted in his bankruptcy. I can understand why he wanted to build more ships, as I myself got great satisfaction from seeing a ship slide down the launch-ways, and seeing it for the first time floating in the River Dee. This satisfaction could be so great, I guess you could even say that it could become addictive. John Smith & Co. may have lost money on the vessels they built, but he must have been an optimistic man believing that the next one would be profitable, but it seems for most of Smith's vessels sadly this wasn't the case.

John Smith was originally called Schmidt (German), however he had the nickname 'Yankee Smith'. The obvious explanation would be that he came from North America. However, another possibility is that he got the nickname by wearing a 'Yankee bonnet', which is a canvas bonnet with a metal lamp-holder used before the introduction of the safety helmet. Or perhaps he got the name from a nautical term for 'Yankee' (noun) which is defined as *"A large triangular headsail used in light or moderate winds and set on the fore topmast stay. Unlike a genoa it does not fill the whole fore triangle, but is set in combination with the working staysail"*<sup>3</sup>. To my mind, his nickname most likely originated from Dutch 'Janneke' or 'Janke' variants of 'Jantie' for John or Johnnie.

I knew that Fraserburgh born merchant Thomas Blake Glover (1838 to 1911) had bought two vessels from Aberdeen shipbuilder **Alexander Hall & Co.**, i.e. the **'Ho Sho Maru'** 321 tons (1868) and the **'Jho Sho Maru'** 1,459 tons (1869). I was interested to find out that the Glover's had sold a total of twenty vessels to Japan. Seven of these vessels were built in Aberdeen, and one of these was the 3-masted ship **'Owari'** (323 tons) built by John Smith & Co. in 1865.

In the mid-1800's being at sea on a sailing ship was a very dangerous place, four of Smith's ships had very short lives after falling to the ravages of the sea; the **'Star of Victoria'** (1.5 years), **'Invercauld'** (1/2 year), **'Owari'** (1 year), and the **'Pampero'** (2 years). On the other hand, the brig **'I'll Try'** was testament to the shipbuilders of Aberdeen sailing for 50-years.

During my research, I came across one of English literatures greatest novelists Joseph Conrad (1857 to 1924), in 1878 he signed on as a crew member on the '**Duke of Sutherland**' built by John Smith & Co. in 1865. He, later in life used his experiences gained at sea in many of his novels and essays.

The Aberdeen Post Office Directory for 1865 / 1866 gives the home address of John Smith as Dee-mouth, South College Street, it also gives the same address for John Humphrey. This house was within easy walking distance from the shipyard.

Dee Mouth—a house at south end of College Street, left hand side (Aberdeen PO Dir. 1867-8).

John Humphrey (c1820 to 1884) was employed as chief draughtsman for John Smith & Co., and he took over the lease of the shipyard in 1867 after John Smith was declared bankrupt. **John Humphrey & Co.** continued in business until 1877 and built nineteen vessels, the largest being the 3-masted ship '**Invercauld**' (1,311 tons) built in 1874 for Richard Connon and Co., ship-owners, Aberdeen.

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

*Former shipyard employee,*

*Hall Russell & Co., York Place, Footdee, Aberdeen, (1980 to 1991).*

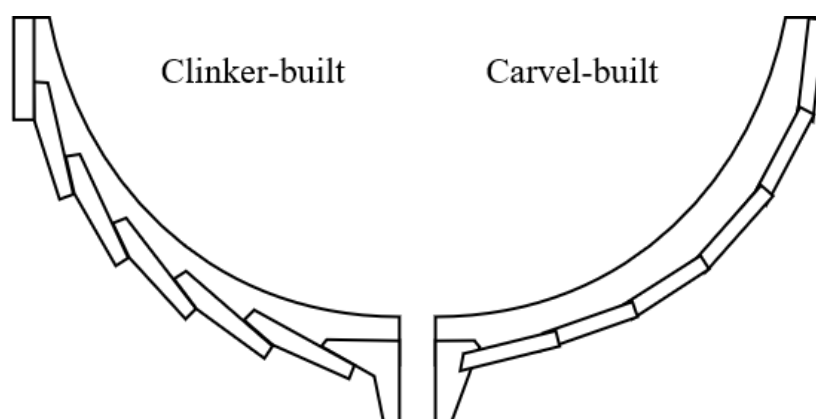


## Upper Dock Shipyards.

At this period (c1862 to 1867), there were three shipyards at the Upper Dock. These were John Smith & Co., **William Duthie Junior & Co.**, and **David Burns & Co.**

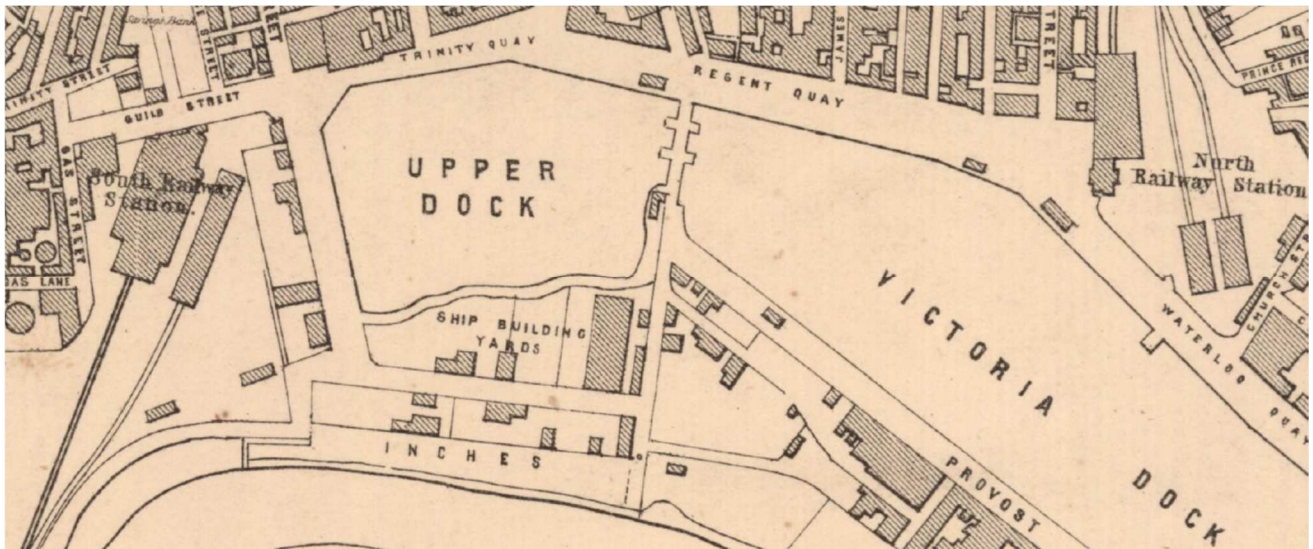
Company	Approx. Dates	Other Information
David Burns & Co.	1858 to 1866.	Built at least 16 vessels, largest was the ship ' <b>Commodore</b> ' (562 tons).
William Duthie Junior. & Co.	c1855 to c1870.	William Duthie (1822 to 1896) established this shipyard after he finished his career as a master mariner. Built at least 15 vessels, largest was the ship ' <b>Alexander Duthie</b> ' (1,159 tons).
John Smith & Co.	c1862 to 1867.	The shipyard was taken over by <b>John Humphrey &amp; Co.</b> in 1867 after John Smith was declared bankrupt. Built at least 15 vessels, largest was the barque ' <b>Invercauld</b> ' (1,100 tons).

All the vessels built by John Smith & Co. and the other Upper Dock shipbuilders were built of wood using the carvel construction method except for the 30 ton lugger '**Doggerbank**' which was clinker (aka clench) built due to her small size (53 feet long).



*Section through Clinker / Carvel hulls. (Wikipedia, Commons).*

The Inches (Upper Dock) is now known as Provost Jamieson's Quay. The Inches was formerly an island in the River Dee that often flooded over at high tide.



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

In both maps on this page the shipyard of John Smith & Co. was the centre shipyard of three on the south side of the Upper Dock, and had one slipway. **William Duthie Junior & Co.** held the shipyard to the east, and **David Burns & Co.** held the shipyard to the west, both had two slipways.



1869 map of the Upper Dock, Aberdeen Harbour.

### Other Aberdeen Shipbuilders.

At this period (c1862 to 1867), there were a total of eight shipyards in Aberdeen, the other five were:

Company	Address	Approx. Dates	Other Information
Alexander Hall & Co.	York Street, Footdee.	1811 to 1957.	1866: they built the composite hulled ship ' <b>Sobraon</b> ' (2,131 tons and 272 feet long). The biggest vessel built in Aberdeen up to this date.
John Duthie, Sons & Co.	York Place, Footdee.	1861 to 1907.	1862, January: they launched their first vessel the 3-masted sailing ship ' <b>City of Aberdeen</b> ' (551 tons).
Walter Hood & Co.	York Street, Footdee.	1839 to 1881.	1868: launched the 3-masted sailing ship ' <b>Thermopylae</b> ' (947 tons) claimed to be the fastest clipper ship that ever sailed.
Leckie, Wood & Munro,	Torry.	1864 to 1870.	1870: They built the ' <b>Rainton</b> ' (1,102 tons) at the time of her launch she was the biggest iron-hulled steam ship built in Aberdeen based on gross tonnage.
Hall, Russell & Co.	York Place, Footdee.	1864 to 1992.	Established in 1864 to build engines and boilers. In 1867 they built their first vessel the ' <b>Kwang Tung</b> ' (492 tons), a gun boat for the Navy for use in the China Seas.

## Ships Built by John Smith & Co.

This list was prepared from scratch, as I haven't seen a builders list, I found fifteen ships. (If there are any others please get in touch).

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

It's likely that John Smith & Co. also did ship-repair work, but I have no details.

### Built Under Special Survey.

12 out of the 15 vessels built by **John Smith & Co.** were 'Built Under Special Survey'. These surveys were carried out by surveyors employed by Lloyds Register of Shipping (LRS). In the Lloyd's Register these vessels were given the symbol of the Formee or Maltese Cross (as shown above). This symbol against the vessels name in Lloyds Register of Shipping was a symbol of highest maritime quality.

**Star of Victoria (1862).**

She was built to carry cargo and passengers, and was a regular trader between Launceston (Tasmania), and Invercargill (New Zealand). Unfortunately, she had a very short life, and was wrecked at New Zealand only 1.5 years after her launch.

<b>Ship Name(s)</b>	<b>Star of Victoria.</b>
<b>Rig</b>	Barque, 3 masts, 1 deck, probably a round stern (not confirmed), and a standing bowsprit.
<b>Launch Date</b>	October 1862.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Samuel Tulloch</b> , Launceston, Tasmania (64).
<b>Registered Port</b>	Aberdeen. Official No.: 032238.
<b>GRT</b>	274 tons.
<b>Length</b>	126 feet (38.40m).
<b>Breadth</b>	25 feet, 6 inches (7.77m).
<b>Depth</b>	12 feet, 6 inches (3.81m).
<b>Construction</b>	Wood. Carvel built. Her hull was sheathed in felt and yellow metal.
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class 7A1. ✠ Built Under Special Survey.
<b>Other information</b>	--
<b>Date Scrapped / Lost</b>	19 <sup>th</sup> May 1864: she was wrecked at New River Heads, near Bluff, New Zealand, while outward bound from Invercargill, New Zealand heading to Launceston, Tasmania. She was on tow from the Tug ' <b>Aphrasia</b> ' in a heavy sea when the tow rope broke, she drifted onto the rocks at Eastern Head only 200 yards away and started taking in water. The tug attempted to take her to deep water but failed. After 2 hours of taking in water all crew / passengers were taken off and saved. The vessel's captain was Captain Robert McEachern (1813 to 1885).

**Ann Mitchell (1862).**

She was built as a general cargo carrier, and is known to have traded from Dundee, Hull, and Cardiff to the West Indies, the Mediterranean, the Baltic, and to Palermo, Sicily (Italy). This vessel is probably named after a relative of co-owner David Mitchell.

<b>Ship Name(s)</b>	<b>Ann Mitchell.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	19 <sup>th</sup> May 1862.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	David Mitchell, Blacksmith, Aberdeen, (32), & <b>John Smith, Shipbuilder</b> , Aberdeen, (32).
<b>Registered Port</b>	Aberdeen. Official No.: 44436.
<b>GRT</b>	189 tons.
<b>Length</b>	100 feet, 3 inches (30.56m).
<b>Breadth</b>	23 feet, 6 inches (7.16m).
<b>Depth</b>	13 feet, 4 inches (4.06m).
<b>Construction</b>	Wood. Carvel built. Her hull was sheathed with felt and yellow metal.
<b>Figurehead</b>	Demi-female.
<b>Classification</b>	Lloyds Register of Shipping. Class 7A1. ✠ Built Under Special Survey.
<b>Other information</b>	16 <sup>th</sup> July 1864: she was sold to Patrick Cables, ship-owner, Arbroath, and registered in Arbroath. 1867: owned by J. Johnston and registered in Dundee. 15 <sup>th</sup> February 1870: the Glasgow Herald reported that she had been assisted off Cliff Fort Lights, Harwich, Essex on 14 <sup>th</sup> February while heading for the Mediterranean with a cargo of coal, and she was laid on the mud at Shotley, Suffolk. She was repaired, and was sailing again on the 22 <sup>nd</sup> March 1870. 1874: owned by C. Hoult and registered in Whitstable, Kent.
<b>Date Scrapped / Lost</b>	1875: she was reported as missing by Lloyds Register of Shipping, details / location unknown.

**I'll Try (1863).**

She was built as a general cargo carrier for the Baltic trade, and is known to have traded at Aberdeen, Peterhead, Newcastle, Sunderland, Broadstairs, Portland, St. Peter Port (Guernsey), and Alexandria (Egypt).




Water colour painting of the brig '**I'll Try**'. (Painted by L. P. Pjostrom, former harbour master at Malmo, Sweden, 1869).  
(Original kept at the Aberdeen Maritime Museum).

<b>Ship Name(s)</b>	<b>I'll Try.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	May 1863.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Cumming and Stephen.</b> James Cumming, merchant (32), Robert Stephen (16), & Thomas Stephen (16).
<b>Registered Port</b>	Aberdeen.                      Official No.: 45210.
<b>GRT</b>	151 tons.
<b>Length</b>	97 feet (29.57m).

Continued...

**I'll Try (1863). (Continued).**

<b>Breadth</b>	21 feet (6.40m).
<b>Depth</b>	12 feet (3.66m).
<b>Construction</b>	Wood. (Carvel built).
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class 7A1.  Built Under Special Survey. <hr style="border-top: 1px dashed black;"/> 1882: she was down-graded to class 'AE' – this is the letters / character for vessels fit for conveyance of dry and perishable goods on short voyages only (LRS).
<b>Other information</b>	1882: owned by J. Allan. 2 <sup>nd</sup> September 1885: she went ashore at the entrance to Port Henry Harbour, Peterhead, Aberdeenshire. 1890: owned by Thomas Stephen. 1894: owned by the Tyne Wherry Co., Newcastle, England. 14 <sup>th</sup> Feb 1894: the Dundee Courier reported that <i>“the trawler ‘Pacific’ arrived in Tyne with crew of Aberdeen brig ‘I'll Try’ (from Sunderland for Aberdeen). She had been driving about the sea in recent gales on her beam's end, with sails gone and water in hold. Crew were taken off by trawler in heavy sea in 2 trips. They had been at pumps 12 hours, and when rescued were exhausted. ‘Pacific’ afterwards took her in tow and brought her to Tyne”</i> .
<b>Date Scrapped / Lost</b>	Unknown, however she was still registered in 1913, which was 50-years after her launch. This is a remarkably long time for a wooden sailing ship to exist.

The Aberdeen Post Office Directory 1865 to 1866 gives the following details:

*“James Cumming, ship chandler and grocer, No. 79 and 80 Waterloo Quay, home address No. 27 Wellington Street”*. (No 79 and 80 are still standing but No. 27 has been demolished).



**Invercauld (1863).**

She was built as a general cargo carrier for the Australia trade, and named in honour of Colonel James Farquharson of Invercauld (1834 to 1888). Invercauld is a Scottish estate near Braemar in Aberdeenshire owned by the Farquharson family since 1632. She had a very short life after being wrecked at the Auckland Islands, New Zealand, only 6-months after her build.



*Colonel James Farquharson of Invercauld, The Queen's Landlord, 26<sup>th</sup> August 1876, Vanity Fair cartoon by James Jacques Jos Tissot (1836 to 1902).*

<b>Ship Name(s)</b>	<b>Invercauld.</b>
<b>Rig</b>	Barque, 3 masts, 2 decks, a poop deck, an elliptical stern, and a standing bowsprit.
<b>Launch Date</b>	28 <sup>th</sup> October 1863.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>R. Connon &amp; Co., Aberdeen.</b> R. Connon & Co. (20), <b>John Smith, shipbuilder</b> (16), William Gladstone, London (16), Greason & Cole, ship-owners, London (8), Robert Middleton, builder, Aberdeen (4).
<b>Registered Port</b>	Aberdeen. Official No.: 45218.
<b>GRT</b>	1,100 tons.
<b>Length</b>	181 feet, 7 inches (55.37m).
<b>Breadth</b>	34 feet, 1 inch (10.39m).
<b>Depth</b>	20 feet, 8 inches (6.30m).
<b>Construction</b>	Wood. Carvel built. Her hull was sheathed in felt and yellow metal.
<b>Figurehead</b>	Full size male.
<b>Classification</b>	Lloyds Register of Shipping. Class 8A1. ✠ Built Under Special Survey.

Continued...

**Invercauld (1863). (Continued).**

<b>Other information</b>	--
<b>Date Scrapped / Lost</b>	10 <sup>th</sup> May 1864: she was wrecked at the Auckland Islands, New Zealand. 2 <sup>nd</sup> May 1864, she left Melbourne for Callao for a cargo of guano. The survivors were marooned without food or shelter, only the master, the 1 <sup>st</sup> mate and one other seaman survived.

**Further Reading:**

For further information regarding the shipwrecked crew of the **'Invercauld'** please read my book titled: **LESLIE: Ship-owners, Shipmasters, and Shipbuilders of Aberdeen, An Introduction**, published in 2018, and free to read online or download at [www.electricscotland.com](http://www.electricscotland.com) at 'The Shipbuilders of Aberdeen' page.

Wake of the Invercauld: shipwrecked in the Sub-Antarctic: a great granddaughters pilgrimage by Madelene Ferguson Allen (1997). ISBN 978-0773516885.

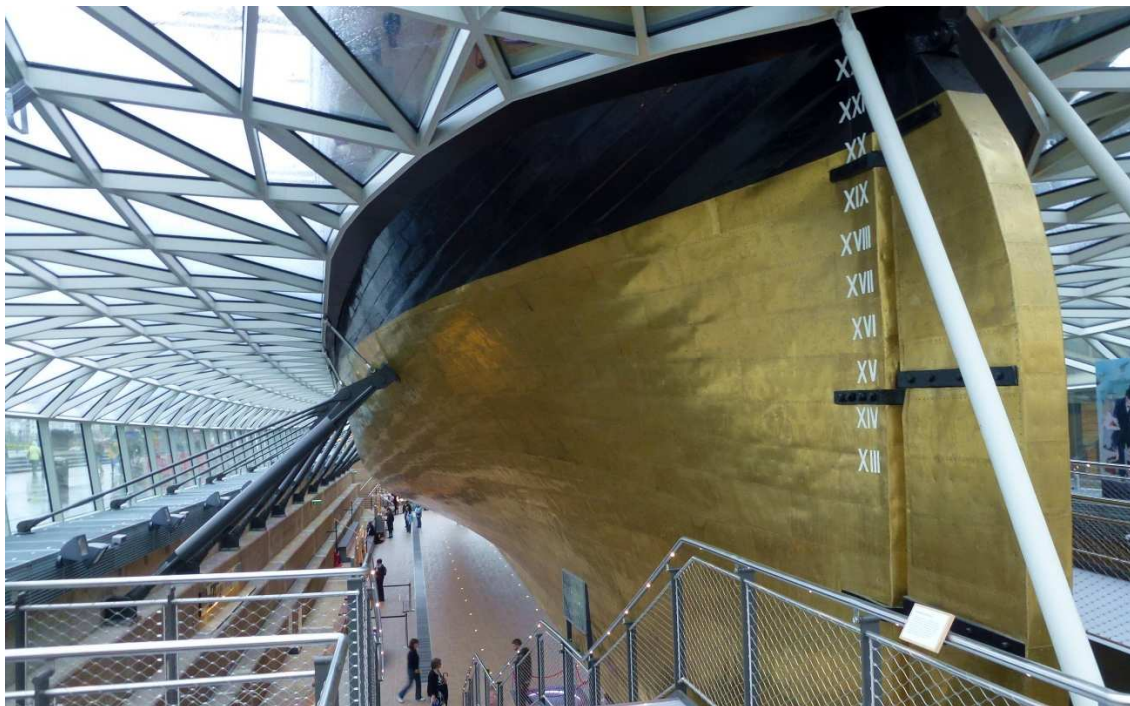
Island of the Lost: shipwrecked at the edge of the World by Joan Druett (2007). ISBN 978-1515952572.

## Hull Sheathing.

Twelve of the fifteen vessels built by **John Smith & Co.** had their hulls sheathed in felt and yellow metal. Hull sheathing was fitted to protect wooden hulls in temperate and tropical waters from the teredo shipworm (*Teredo navalis*). This worm can infest a ship's hull causing tunnelled holes up to one inch diameter, big enough to sink a wooden ship. A wooden ship can become riddled within a relatively short period. Another problem for ship hulls was the growth of weeds and barnacles, which caused greater drag and reduced a ships speed.

A cheap option was to coat the hull with tar or tallow and fit 2" thick sacrificial wooden sheathing to the hull, this was a popular option in vessels sailing in colder waters. Vessels that spent most of their time in temperate waters had their hulls sheathed using the more expensive copper (Yellow metal). The dreaded *Teredo* shipworm couldn't penetrate the copper. The copper was nailed to the hull with thousands of copper nails. The hull of copper-bottomed ships remained clean for longer than a wooden hull, and a cleaner hull meant a faster passage due to less drag on the hull.

Wooden sheathing had to be replaced regularly, as did the copper, however the copper tended to last longer (18 to 24 months). Replacing the sheathing could be quite expensive, and required a dry-docking or time on a slip.



*Copper sheathed hull of the ship 'Cutty Sark' (Wikipedia Commons).*

**Umgeni (1864).**

She was built to carry passengers and cargo, and is known to have traded at Aberdeen, London, and to Durban, Natal, Port Elizabeth, and Cape of Good Hope (South Africa), Adelaide, South Australia, Port Philip, Victoria (Australia), St Helena island, and Mauritius.

The Aberdeen Journal reported that she had “...*very superior accommodate for passengers*”.

<b>Ship Name(s)</b>	<b>Umgeni.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a poop deck, an elliptical stern, and a standing bowsprit.
<b>Launch Date</b>	October 1864.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>John T. Rennie</b> , No. 48 Marischal Street, Aberdeen (64).
<b>Registered Port</b>	Aberdeen. Official No.: 48860.
<b>GRT</b>	366 tons.
<b>Length</b>	138 feet (42.06m).
<b>Breadth</b>	26 feet, 1 inches (7.95m).
<b>Depth</b>	13 feet, 3 inches(4.04m).
<b>Construction</b>	Wood. Carvel built. Her hull was sheathed in felt and yellow metal.
<b>Figurehead</b>	Billet.
<b>Classification</b>	Lloyds Register of Shipping. Class 7A1. November 1875: reclassified 4A1 by LRS.
<b>Other information</b>	1865 / 1867: her master was John Stuart. 1875 / 1876: her master was William Scorgie. November 1875: she was over-hauled, refitted, and converted to a barque. She was offered for sale at offers over £2,600, this price was dropped to £2,000 August 1878, but no sale was made. August 1876: she stranded at Gray’s Point 2-miles north of Glenelg, South Australia. All hands were saved, her cargo of coal discharged, and she was later re-floated.
<b>Date Scrapped / Lost</b>	1882: she was converted into a coal hulk at Durban, Natal, South Africa. Actual wreck date unknown.

Continued...

**Umgeni (1864). (Continued).**



*3-masted Ship 'Umgeni' from the A.D. Edwardes Collection c1867, photographer unknown.*

*(State Library of South Australia Ref: PRG 1373/3/16).*

**Aberdeen Clipper Line of Packets.**

SHIP.	TONS.	COMMANDER.
"Tugela" . . . . .	1,000	Geo. Stuart.
"Natal Star" . . . . .	850	A. M. Hodge.
"Umgeni" . . . . .	800	John Stuart.
"Earl of Southesk" . . . . .	800	A. Cannon.
"Prince Alfred" . . . . .	700	Alex. Airth.
"Lord Haddo" . . . . .	700	J. Brotherston.
"L'Imperatrice Eugenie" . . . . .	700	Wm. Robinson.
"Shepherdess" . . . . .	500	A. Stephen.

**FOR LONDON DIRECT.**

The All Clipper Ship  
**"UMGENI,"**  
 JOHN STUART, Commander.

In consequence of the detention in loading during the late holidays, her sailing is postponed until on or about the  
**10th FEBRUARY,**

Thus offering a first-class opportunity to Shippers to be in time for  
**THE MAY WOOL SALES.**

Intending Passengers will please make early application.  
 For Freight or Passage apply to  
**MUIRHEAD, FINDLAY & CO.,**  
 Durban, Jan. 14th, 1867. Agents.

**Packet Ships**

Packet ships or boats were originally vessels that were used to carry post office mail packets to and from British colonies, embassies, and outposts. In maritime transportation, a packet service is a regular, scheduled service, that carries freight and / or passengers.

*1867 Advert.*

## Lily of the West (1864).

This small steam driven yacht was the smallest vessel built by **John Smith & Co.** I could not establish whether this yacht was built for John Smith's own use or built speculatively (on-spec). I'm minded to think she was 'built on-spec', since the '**Alexandrina**' built the same year was 'built on-spec'. Building vessels 'on-spec' was a practice used by some shipbuilders during lean-times to retain their workforce, with the hope of a future sale of the completed vessel.

<b>Ship Name(s)</b>	<b>Lily of the West.</b>
<b>Rig</b>	Yacht, 2 masts, 1 deck, and a round stern. Screw Steamer, with a 9-horse power steam engine.
<b>Launch Date</b>	1864.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>John Smith, Shipbuilder, Aberdeen (64).</b>
<b>Registered Port</b>	Unknown.
<b>GRT</b>	17 tons.
<b>Length</b>	51 feet (15.54m).
<b>Breadth</b>	10 feet (3.05m).
<b>Depth</b>	5 feet (1.52m).
<b>Construction</b>	Wood. Carvel built.
<b>Figurehead</b>	$\frac{3}{4}$ female.
<b>Classification</b>	Unknown. (Probably not required due to her small tonnage).
<b>Other information</b>	22 <sup>nd</sup> October 1874: she was sold to a foreigner, details unknown.
<b>Date Scrapped / Lost</b>	Unknown.

## **Alexandrina (1864).**

This ship and the yacht **'Lily of the West'** (1864) were built by John Smith to his own account, probably built 'on spec', and it seems that on this occasion it worked out well for John Smith & Co., as **'Alexandrina'** was sold a mere two months after her launch.

She could carry cargo and passengers, and is known to have traded at London, Falmouth, and Gravesend, and made passages to Otago (New Zealand), Ipswich, Queensland (Australia), and to Japan.




*3-masted barque 'Alexandrina', 24<sup>th</sup> August 1873.*

*(Photographer unknown, from the A.D. Edwardes Collection, courtesy of the State Library of Queensland, Ref: 1133994).*

*Continued....*

**Alexandrina (1864). (Continued).**

<b>Ship Name(s)</b>	<b>Alexandrina.</b> Renamed: ' <b>Alphonse et Marie</b> ' (1878). Renamed ' <b>Alphonse et Marie No. 2</b> ' (1887).
<b>Rig</b>	Ship, 3 masts, 2 decks, a poop deck, an elliptical stern, and a standing bowsprit.
<b>Launch Date</b>	April 1864.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>John Smith, Shipbuilder, Aberdeen (64).</b>
<b>Registered Port</b>	Aberdeen.                      Official No.: 48855.
<b>GRT</b>	670 tons.
<b>Length</b>	176 feet (53.64m).
<b>Breadth</b>	30 feet, 3 inches (9.22m).
<b>Depth</b>	18 feet (5.49m).
<b>Construction</b>	Wood. Carvel built. Her hull was sheathed in felt and yellow metal.
<b>Figurehead</b>	$\frac{3}{4}$ female.
<b>Classification</b>	Lloyds Register of Shipping. Class 8A1.  Built Under Special Survey.
<b>Other information</b>	24 <sup>th</sup> June 1864: she was sold to John Brodie, London and others, and registered in London.  23 <sup>rd</sup> May 1867: The Daily News reported as follows: <i>"Falmouth, May 22 - ship '<b>Alexandrina</b>' from Otago, New Zealand on 12 February is off here with 3,624 ounces gold, 2,401 bales wool and 11 passengers"</i> .
	1865 to 1868: she is known to have traded to Australia. 22 <sup>nd</sup> April 1869: Margaret Wylie Douglas wife of Captain James C. Sangster of Aberdeen died of typhus fever at Hong Kong on board the ship.  7 <sup>th</sup> July 1871: the Melbourne Argus reported: <i>"Massacre of English sailors - it appears that the Captain and a</i>

Continued...



**Alexandrina (1864). (Continued).**

	<p><i>boat's crew of the English ship 'Alexandrina' of London had occasion to go ashore near Punta Arenas (Chile) and that... they came into conflict with the Indians, who murdered them. The Indians then put off in large numbers in their canoes towards the 'Alexandrina', but those on board made all possible sail on the vessel and succeeded in saving themselves and the ship. The body of the Captain was afterwards discovered with two severe wounds on the body and both legs cut off. No traces could be found of the boat's crew, but an English war steamer was expected to proceed to the coast and inquire into the tragedy".</i></p> <p>9<sup>th</sup> Jan 1875: the Brisbane Courier reported that she "sailed from Gravesend on 17th inst. bound for Ipswich, Queensland. She is the 143rd vessel that has sailed under the sand-order system of emigration and under the immediate direction of the Queensland Government Office. She carried 306 persons, divided into full-paying, assisted, remittance and free passengers and consisting of 136 members of families, 113 single men and 57 single females".</p> <p>10<sup>th</sup> Feb. 1875: the Brisbane Courier reported that five passengers on board the ship were found guilty of stealing 12 bottles of ale on board the ship on 26<sup>th</sup> December 1874. They were fined £1 or seven days' imprisonment.</p> <p>1878: she was re-rigged as a barque.</p> <p>1887: owned by P. Leroux and renamed '<b>Alphonse et Marie No. 2</b>', and registered in Bordeaux, France.</p>
<b>Date Scrapped / Lost</b>	Unknown.

**Duke of Sutherland (1865).**

She was built for trade from London to Australia. At her launch, she was named by miss Louttit, daughter of the owner Mr Daniel Louttit Esq. of Wick, Scotland.




*3-masted barque 'Duke of Sutherland' at Circular Quay, Sydney, Australia, 12<sup>th</sup> January 1871. (Photographer unknown, courtesy State Library of Queensland Ref: 1189195).*

<b>Ship Name(s)</b>	<b>Duke of Sutherland.</b>
<b>Rig</b>	Barque, 3 masts, 2 decks, a poop deck, elliptical stern, and a standing bowsprit.
<b>Launch Date</b>	24 <sup>th</sup> June 1865.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Louttit &amp; Co.,</b> Wick, Scotland (64). (Daniel Louttit).
<b>Registered Port</b>	Wick.                      Official No.: 45590.
<b>GRT</b>	1,047 tons.
<b>Length</b>	201 feet, 6 inches (61.42m).
<b>Breadth</b>	34 feet, 2 inches (10.41m).
<b>Depth</b>	21 feet, 8 inches (6.60m).
<b>Construction</b>	Wood (Fir). Carvel built. Her hull was sheathed with felt and yellow metal.

*Continued...*

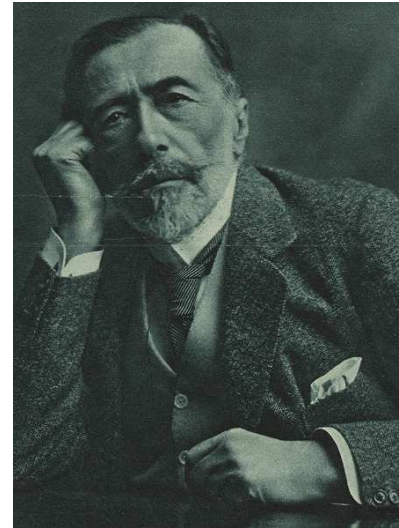
**Duke of Sutherland (1865). (Continued).**

<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.  Built Under Special Survey.
<b>Other information</b>	1866 / 1869: she made passages from London to Port Adelaide, Australia. 1873: she made passage from Brisbane to Sydney, NSW, with a crew of 30 hands, amongst them were master Thomas Louttit, 3 <sup>rd</sup> mate Alexander S. Louttit (aged 30-years), and apprentice Alexander T. Louttit (aged 19-years). 1878: master John M <sup>c</sup> Kay. 1880: owned by the Jacobs Brothers, London, and registered in London. 1882: owned by Tremellen & Thomas, Swansea.
<b>Date Scrapped / Lost</b>	2 <sup>nd</sup> May 1882: she was wrecked at Timaru, New Zealand, while at anchor loading grain in a heavy sea (She had over 1,000 sacks of wheat on-board). She grounded and began taking in water. The crew excluding the master Captain Henry Rowlands, an officer, and two crew members were taken off in the boats of the ship <b>'Benvenue'</b> under the command of Captain McGowan. The remaining four were taken off later after signalling a distress signal. (Some crew members later reported that she was rotten, leaky and unseaworthy, and were afraid to go to sea in her, but the allegations were later proved unfounded and it was said <i>"for her age and class she was a strong, well-found vessel"</i> ). She was later blown-up to prevent being a navigational hazard. 10 <sup>th</sup> June 1882: The Illustrated Australian News reported that <i>"the Timaru Harbour Board have handed to Captain McGowan of ship <b>'Benvenue'</b> cheque for £10 to be tendered to his crew for gallant and sailor-like conduct on occasion of disaster to barque <b>'Duke of Sutherland'</b>".</i>

## **Joseph Conrad (1857 to 1924).**

**One of English literature's greatest novelists.**

He was born on 3<sup>rd</sup> December 1857 at Berdichev, Ukraine (Now Poland) and given the name Jozef Teodor Konrad Korzeniowski. He became an orphan aged 10-years, and was raised by his maternal uncle Tadeusz Bobrowski. When he was aged 16-years he joined the merchant marine at Marseilles, France. He spent the next 20 years sailing the world, first with the French merchant navy and then the British.



*Joseph Conrad.  
(1857 to 1924).*

*(Photographer unknown).*

12<sup>th</sup> October 1878, Conrad aged 20-years signed on as an ordinary seaman with the **'Duke of Sutherland'** built by **John Smith & Co.**, Aberdeen in 1865, which was bound for Australia, his pay was one shilling a month. This was his first long distance trip on a British ship, and his first contact with the Antipodes. Once in Sydney, it was 5-months before a cargo was secured for the return passage, by this time most of the crew fed up with meagre pay and rations had left on other vessels, however a skint Conrad signed on for the return passage.

He went on to write many novels, stories, and essays, many of which were based on his experiences at sea, with 29 of them made into movies, including *Apocalypse Now* (1979).

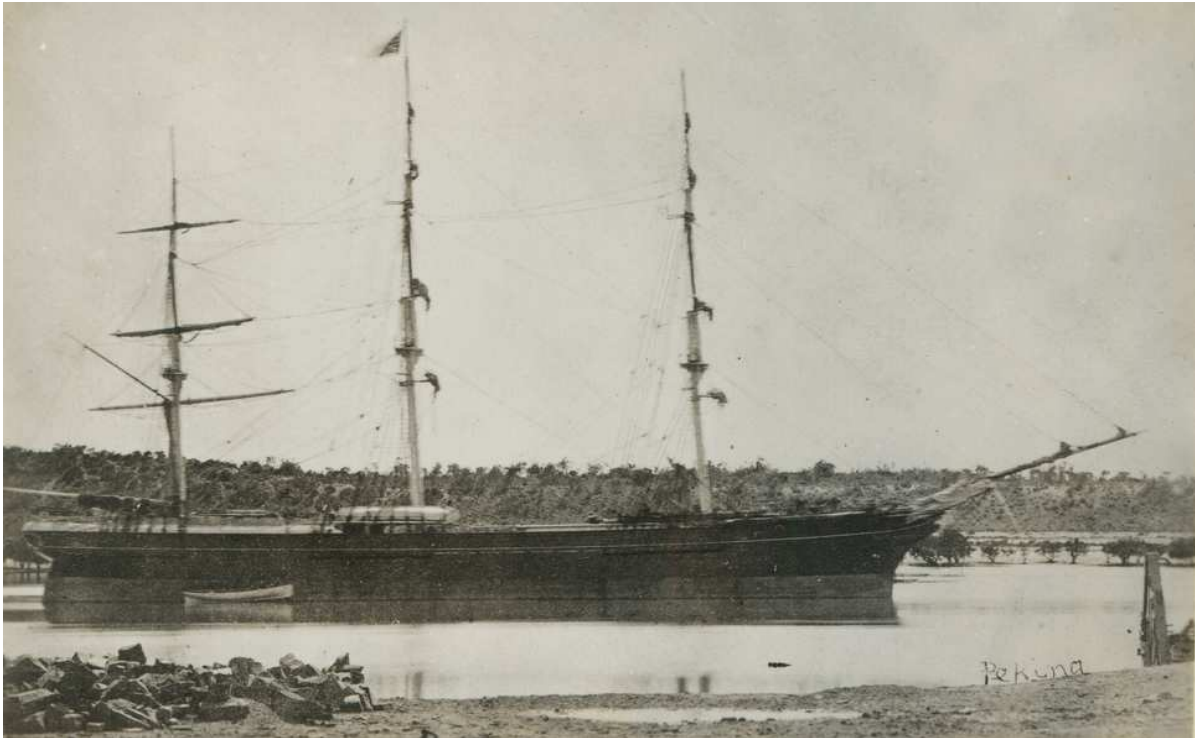
### ***Further Reading:***

The Conradian, Volume 35, No. 1, Spring 2010, page 101 – 125.

Conrad and the **"Duke of Sutherland"** by Allan H. Simmons

## **Pekina (1865).**

She was built as a cargo carrier for the South Australian trade, and traded from London to Port Adelaide, Brisbane, and Port Augusta.



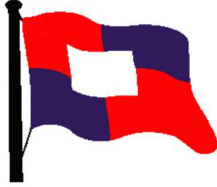
*3-masted ship 'Pekina' at Port Augusta, South Australia. (Photographer unknown, from the A.D. Edwardes Collection, courtesy State Library of South Australia Ref: PRG-1373-19-10).*



*3-masted ship 'Pekina' on the left, 'Coonatto' (Coonato) on the right, 1867 at Port Adelaide, South Australia. (Photographer A. E. Bond, courtesy State Library of South Australia Ref: PRG-1373-4-11).*

Continued...

**Pekina (1865). (continued).**

<b>Ship Name(s)</b>	<b>Pekina.</b>	
<b>Rig</b>	Ship, 3 masts, 2 decks, a poop deck, a round stern, and a standing bowsprit.	
<b>Launch Date</b>	April 1865.	 <p>House Flag of Devitt &amp; Moore.</p>
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Devitt &amp; Moore, London (64).</b>	
<b>Registered Port</b>	London.	Official No.: 52717.
<b>GRT</b>	720 tons.	
<b>Length</b>	177 feet (53.95m).	
<b>Breadth</b>	30 feet, 6 inches (9.30m).	
<b>Depth</b>	18 feet, 4 inches (5.59m).	
<b>Construction</b>	Wood. Carvel built. Her hull was sheathed in felt and yellow metal.	
<b>Figurehead</b>	Unknown.	
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1. ✠ Built Under Special Survey.	
<b>Other information</b>	1880: owned by Semb, Laurvig (Larvik), Norway.	
<b>Date Scrapped / Lost</b>	Unknown.	

**Devitt and Moore** was a British shipping company founded in 1836 by Thomas Henry Devitt (1800 to 1860) and Joseph Moore. They managed and owned many clipper ships engaged in trade with Australia. Other ships owned by Devitt and Moore and built in Aberdeen were as follows:


<b>Date Built</b>	<b>Name</b>	<b>Shipbuilder</b>	<b>Rig (tons)</b>
1860.	Chaa-sze.	Alexander Hall & Co.	Ship (595).
1866.	Sobraon.	Alexander Hall & Co.	Ship (2,130).
1872.	Collingwood.	Walter Hood & Co.	Ship (1,064).
1882.	Port Jackson.	Alexander Hall & Co.	Barque (2,212).

**Owari (1865).**

She was built for the **Glover Brothers**, who were newly established shipbrokers in Aberdeen. They had established relationships in Japan and had her built for the Shogun Government of Japan.

It is recorded that four pro-Shogun officials from the 'Satsuma Nineteen' attended her launch.

Her maiden voyage was from London arriving at Sydney, Australia, 7<sup>th</sup> February 1866 with a cargo. She then carried 400 tons of coal to Shanghai, China, before making her way to her new owners in Nagasaki, Japan.

<b>Ship Name(s)</b>	<b>Owari.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	22 <sup>nd</sup> August 1865.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Glover Brothers, (Aberdeen) Shipbrokers Ltd.</b> , No. 19 Marischal Street, Aberdeen. (James Lindley Glover (1833 to 1867) and Charles Thomas Glover (1830 to 1877)). See <b>Appendix A</b> for more details.
<b>Registered Port</b>	Aberdeen. Official No.: unknown.
<b>GRT</b>	323 tons.
<b>Length</b>	132 feet (40.23m).
<b>Breadth</b>	25 feet, 6 inches (7.77m).
<b>Depth</b>	14 Feet, 3 inches (4.34m).
<b>Construction</b>	Wood. Carvel built. Her hull was sheathed in felt and yellow metal.
<b>Figurehead</b>	Dragon.
<b>Classification</b>	Lloyds Register of Shipping. Class 7A1.  Built under special survey.
<b>Other information</b>	2 <sup>nd</sup> November 1866: she was sold to the Japanese Government.
<b>Date Scrapped / Lost</b>	Unknown.

Continued...

Marischal Street is a relatively short street on a steep hill that runs from Aberdeen harbour to Union Street. In the 19<sup>th</sup> century it had offices full of local ship-owners and insurance companies. From here the Glover Brothers had easy access to Union Street and to the shipyards, and ships in the harbour.

The Aberdeen Journal 30<sup>th</sup> August 1865 reported on the launching of this beautiful clipper, and says in part:

*“There was launched from the building yard of John Smith, a beautiful clipper vessel of 420 tons. This vessel has been built to the order of our enterprising townsmen, Messrs Glover, and is intended for the Japan trade, for which she is admirably adapted and in which these gentlemen do a large business. She will proceed to London and thence to Japan. She is under the command of Captain John Wright late of the ‘Comet’ belonging to the same owners, a gentleman who has had long experience in the China and Japan trades. The launching business was very successfully performed, and as the vessel moved into the water, she was gracefully named ‘Owari’ by Mrs Glover. Among those present were four Japanese officers of distinction, who are in this country on a visit”.*

It is thought that Mrs Glover who named the ship was Mary Glover (nee Findlay) (1807 to 1887) mother of the brothers James and Charles Glover, purchasers of the vessel.

The ‘Owari’ is also described by Alexander McKay as ‘State-of-the-art merchant ship.....of which any nation could be proud’.<sup>4</sup>

Owari was the name of the then pro-Shogun Clan in the Japanese power struggle and the ‘four officers of distinction’ at the launch were Samurai loyal to the Shogun<sup>4</sup>.


### **Aberdeen Post Office Directory 1865 / 1866:**

*Thomas Darling junior, clerk (J. Smith, Inches), home address Westfield Cottage.*




**Claverhouse (1866).**

She was built as a general cargo carrier, and is known to have traded at London, Cardiff, Liverpool, India, Montevideo (Uruguay), Hong Kong, and Rotterdam (Holland).

<b>Ship Name(s)</b>	<b>Claverhouse.</b>
<b>Rig</b>	Barque, 3 masts, 2 decks, a round stern, and a standing bowsprit.
<b>Launch Date</b>	October 1866.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Cruickshank &amp; Co.,</b> London (64).
<b>Registered Port</b>	London. Official No.: 54767.
<b>GRT</b>	405 tons.
<b>Length</b>	140 feet (42.67m).
<b>Breadth</b>	29 feet, 3 inches (8.92m).
<b>Depth</b>	15 feet, 6 inches (4.72m).
<b>Construction</b>	Wood. Carvel built. Her hull was sheathed in felt and yellow metal.
<b>Figurehead</b>	Unknown.
<b>Classification</b>	Lloyds Register of Shipping. Class 8A1.  Built Under Special Survey.
<b>Other information</b>	1874: owned by Cummings & Co., Bristol, England, and registered in Bristol. (Mr Edwin Clifford Cummings).
<b>Date Scrapped / Lost</b>	October 1881: on passage from Liverpool (Sailed 13 <sup>th</sup> September) with a cargo of salt, despite being guided by the local pilot she stranded and stuck-fast on a bank of sand at the Mellacoree River, Guinea, West Africa, and two weeks later she sank. All hands were saved. Owner was E. Cummings, Bristol.

**Leander (1866).**

She was built as a general cargo carrier, and is known to have traded at Aberdeen, London, Cardiff, Limerick, the Mediterranean, South America, Natal and Algoa Bay (South Africa).

<b>Ship Name(s)</b>	<b>Leander.</b>
<b>Rig</b>	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
<b>Launch Date</b>	March 1866.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	John Thomas Jones (21), William Bodilly Buckingham (21), both of Port Dinorwic, Carnarvon, Wales. Other shareholders: James Henderson, architect (11), William Henderson, ship-owner (11), both of Aberdeen.
<b>Registered Port</b>	Aberdeen. Official No.: 53249.
<b>GRT</b>	237 tons.
<b>Length</b>	115 feet, 4 inches. (35.15m).
<b>Breadth</b>	24 feet. (7.32m).
<b>Depth</b>	14 feet. (4.27m).
<b>Construction</b>	Wood. Carvel built. Her hull was sheathed in felt and yellow metal.
<b>Figurehead</b>	$\frac{3}{4}$ male.
<b>Classification</b>	Lloyds Register of Shipping. Class 8A1.  Built Under Special Survey.
<b>Other information</b>	December 1881: she sailed from Archangel, Russia bound for London with a cargo of oats. Due to heavy weather her rudder was damaged (or lost) and she berthed in Christianssund, Norway 21 <sup>st</sup> December for repairs.
<b>Date Scrapped / Lost</b>	2 <sup>nd</sup> March 1882: after rudder repairs, she sailed from Christianssund, Norway, but was never heard of again. She had a crew of eight, including three from Aberdeen; Captain Colin Garden, Hawthorn Place; his son (ordinary seaman); and Arthur Robertson, Shiprow (mate). Owner at the time was James & William Henderson, slate merchants, Aberdeen, No. 24 Belmont Street, Aberdeen.

**Wimmera (1866).**

She was built to carry passengers and cargo specifically for the Australian trade, and had accommodation for 30 passengers. The Brisbane Courier 15<sup>th</sup> November 1866 reported when she arrived at Australia on her maiden voyage that *"..such a handsome model; for from stem to stern and from truck to keelson she is every inch a clipper.... She is constructed of the best material, is fitted up with all the latest improvements, including a steam winch."*

Wimmera is a region of the Australian state of Victoria.




*'Wimmera', rigged as a 3-masted ship, moored at Gravesend c1885. (Photographer unknown, from the A.D. Edwardes Collection, courtesy State Library of South Australia, Ref: PRG 1373/1710).*

<b>Ship Name(s)</b>	<b>Wimmera.</b>	
<b>Rig</b>	Barque, 3 masts, 2 decks, a poop deck, an elliptical stern, and a standing bowsprit.	
<b>Launch Date</b>	23 <sup>rd</sup> May 1866.	
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>J. A. Potter &amp; Co.,</b> Glasgow (64).	
<b>Registered Port</b>	Glasgow.	Official No.: 53417.

Continued...

**Wimmera (1866). (Continued).**

<b>GRT</b>	944 (1,008 tons, LRS 1867).
<b>Length</b>	203 feet, 7 inches (62.05m).
<b>Breadth</b>	36 feet, 7 inches (11.15m).
<b>Depth</b>	19 feet, 8 inches (5.99m).
<b>Construction</b>	Wood. (Fir). Carvel built. Her hull was sheathed in felt and yellow metal. Fitted with iron lower masts, and double topsail-yards.
<b>Figurehead</b>	Female.
<b>Classification</b>	Lloyds Register of Shipping. Class 13A1.  Built Under Special Survey. c1884: Class changed to Det Norske Veritas (DNV).
<b>Other information</b>	1876: owned by W. Ross and Co., London, and registered in London. March 1884: owned by J. W. Prebensen, (Jacob Wetlesen) Risør, Southern Norway, and registered at Risør.
<b>Date Scrapped / Lost</b>	8 <sup>th</sup> February 1893: she was declared missing in the North Atlantic after sailing from Mobile, USA, with a cargo of pitch pine.

**Det Norske Veritas (DNV).**

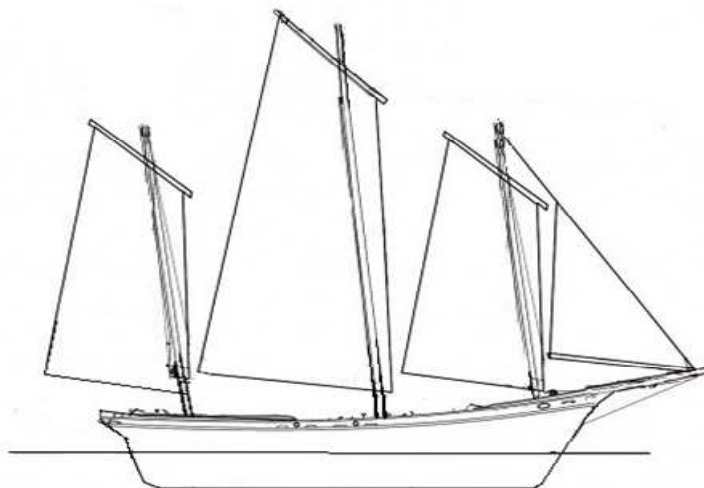
DNV was founded in 1864 as a ship classification society in Norway; Norske Veritas means 'Norway Truth'. DNV's business initially commenced in Norway, and it was several years before DNV classified ships in the UK, certainly after the closure of John Smith & Co., Aberdeen in 1867. Vessels in the UK at this period were predominately classified by Lloyds Register of Shipping.

Today the company is known as DNV GL, the GL is an abbreviation for Germanschier Lloyd (founded in Germany in 1867), the companies merged in 2013. DNV GL currently has office in over 100 countries worldwide, and approximately 14,500 employees. Stanley Bruce (author) has worked for DNV(GL) since February 1991.

**Doggerbank (1867).**

She was built as a small fishing boat for local owners for use in deep sea fishing. (*Aberdeen Press & Journal Wednesday 10<sup>th</sup> April 1867*).

<b>Ship Name(s)</b>	<b>Doggerbank.</b>
<b>Rig</b>	Lugger, lugsail rig, 3 masts, 1 deck, a round stern, and no bowsprit.
<b>Launch Date</b>	1867.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	<b>Aberdeen Deep Sea Fishing Co., Aberdeen (64).</b>
<b>Registered Port</b>	Aberdeen.                      Official No.: 56601.
<b>GRT</b>	30 tons.
<b>Length</b>	53 feet, 4 inches (16.26m).
<b>Breadth</b>	18 feet, 5 inches (5.61m).
<b>Depth</b>	6 feet, 2 inches (1.88m).
<b>Construction</b>	Wood. Clinker / clench built.
<b>Figurehead</b>	Not fitted.
<b>Classification</b>	None. Probably not class, due to her small tonnage.
<b>Other information</b>	19 <sup>th</sup> August 1869: registration transferred to Peterhead, Aberdeenshire.
<b>Date Scrapped / Lost</b>	Unknown.




*Typical 3-masted Lugger.*

**Pampero (1867).**

She was built to carry general cargo, and is known to have traded at London, Dunedin (New Zealand), Newcastle, NSW (Australia), and Shanghai (China).

In John Smith's bankruptcy case April 1867, she is referred to as the 'Pampew'.

<b>Ship Name(s)</b>	<b>Pampero.</b>
<b>Rig</b>	Ship, 3 masts, 2 decks, an elliptical stern, and a standing bowsprit.
<b>Launch Date</b>	Wednesday 27 <sup>th</sup> February 1867.
<b>Owner(s)</b> <i>(No of shares held, out of 64 in brackets).</i>	John Cook, Aberdeen (32), and George Milne, Kinaldie, Aberdeenshire (32).
<b>Registered Port</b>	Aberdeen. Official No.: 56597.
<b>GRT</b>	911 tons.
<b>Length</b>	118 feet, 7 inches (36.14m).
<b>Breadth</b>	34 feet, 5 inches (10.49m).
<b>Depth</b>	20 feet, 3 inches (6.17m).
<b>Construction</b>	Wood. Carvel built. Her hull was sheathed in felt and yellow metal.
<b>Figurehead</b>	Billet.
<b>Classification</b>	Lloyds Register of Shipping. Class 9A1.  Built Under Special Survey.
<b>Other information</b>	10 <sup>th</sup> August 1869: the Sydney Empire newspaper reported that crew member John Coffey was found absent without leave, and was sent to jail for 14 days.
<b>Date Scrapped / Lost</b>	30 <sup>th</sup> August 1869: she left Newcastle, NSW, Australia, for Shanghai, China with 1,272 tons of coal, but was lost on route.

### **A Sailing Ship Now.**

Frame by frame,  
Plank by plank,  
A ship with no name,  
Built with money from the bank.

Her hull takes its shape,  
Her masts stand tall,  
From her beauty, there's no escape,  
She's the pride of us all.

The bottle is smashed,  
Graciously on her bow,  
She's given her name,  
She's alive now.

Floating in the harbour,  
I look at the lines of her bow,  
And I think to myself,  
Yes, she's a sailing ship now.

***Stanley Bruce,***

***March 2019.***

## **Bibliography**

- 1 Colonial Clippers by Basil Lubbock (1921).
- 2 Aberdeen Register of Shipping, Aberdeen City Archives.
- 3 The South African Dictionary of Sport by Joel Alswang (2003), ISBN 9780864865359.
- 4 Scottish Samurai, Thomas Blake Glover 1838 – 1911, by Alexander McKay (1993), ISBN 0-86241-455-5.

## **Acknowledgements**

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State Library of South Australia (SLSA).

State Library of Queensland (SLQ).

Various Australian newspapers as mentioned within the text of the book.

Aberdeen Maritime Museum (AMM).

Aberdeenshire Library, Oldmeldrum, Local Studies.

## **Websites.**

[www.electricscotland.com](http://www.electricscotland.com)

The Shipbuilders of Aberdeen.

[www.aberdeenships.com](http://www.aberdeenships.com)

Information on >3,000 Aberdeen built ships.

[www.sjohistorie.no](http://www.sjohistorie.no)

Norwegian website currently with details of 23,876 vessels.



## APPENDIX A.

### Glover Brothers (Aberdeen) Shipbrokers Ltd.

James Lindley Glover (1833 to 1867) who had spent time in Japan with his older brother Fraserburgh born merchant Thomas Blake Glover (1838 to 1911) returned to Aberdeen in December 1864. Early 1865, James and his older brother Charles Thomas Glover (1830 to 1877) established a new company known as **Glover Brothers (Aberdeen) Shipbrokers Ltd.**, at No. 19 Marischal Street, Aberdeen. Thomas Blake Glover, through this new company, began to have ships built in Aberdeen for the Japanese, both for the Shogunate and the Clans. In 1864, the Glover Brothers first new build venture the barque **'Satsuma'** (281 tons) designated for the Satsuma Clan was launched from William Duthie Junior's shipyard. William Glover another of Thomas's brothers, sailed as her captain on her maiden voyage. Between 1864 and 1867 the Glovers sold 20 ships to Japan, seven of these were built for the Glover's in Aberdeen shipyards.

22<sup>nd</sup> August 1865, the ship **'Owari'** (323 tons) built by **John Smith & Co**, to the order of the Glover Brothers was launched. The Glover Brothers had established relationships in Japan, and had **'Owari'** built for the Shogun Government of Japan. Four pro-Shogun officials of the **'Satsuma Nineteen'** attended the launch. The **'Satsuma Nineteen'** were sent to Great Britain to learn of new technologies. Thomas Blake Glover and his brothers introduced Japan to the modern world, and the vessels built in Aberdeen played a significant part in the development of Japan.



*No. 19 Marischal Street, Aberdeen,  
former offices of Glover Brothers  
(Aberdeen) Shipbrokers Ltd.  
(S. Bruce).*



*Glover House, (formerly Braehead House) No. 79 Balgownie Road, Bridge of Don, Aberdeen, inside Samurai warriors outfit. (Category B listed).  
(S. Bruce).*

Seven vessels (plus a slip) built in Aberdeen as follows:

Date	Ship Name	Type / Rig	GRT	Shipbuilder	Japanese Owners
1864	Satsuma (Satzuma).	Barque.	281	William Duthie Jnr., Upper Dock.	Satsuma Clan.
1865	Owari.	Ship.	323	John Smith & Co., Upper Dock.	Shogun Government.
1866	Kagoshima (Kagosima).	Ship.	460	John Humphrey & Co., Upper Dock.	Satsuma Clan.
1868	Helen Black.	Barque.	305	Alexander Hall & Co., York Street.	Unknown.
1868	Kosuge Slip Dock.	Slip and cradle.	N/A	Hall, Russell & Co., York Place.	Nagasaki Harbour.
1868	Ho Sho Maru.	Corvette (Gunboat).	321	Alexander Hall & Co., York Street.	Chosu Clan.
1869	Jho Sho Maru.	Corvette (Gunboat).	1459	Alexander Hall & Co., York Street.	Kumamoto Clan.
1870	Wen Yu Maru (Later Un'yō).	Screw Gunboat.	239	Hall, Russell & Co., York Place.	Chosu Clan.

**APPENDIX B.****ABERDEEN BANKRUPTCY COURT****Dundee Advertiser Tuesday 23<sup>rd</sup> April 1867.****EXAMINATION OF MR JOHN SMITH, SHIPBUILDER.**

The adjourned examination of Mr John Smith, shipbuilder, Inches, took place yesterday. There were present – Mr James Collie, advocate, agent for the trustee; Mr Oswald Prosser, for a creditor; Mr D. R. Morrice, advocate, for Geo. Milne & Co.; Mr Geo. Allan and Mr W. I. Reid, mandatories for creditors.

The Bankrupt, having been sworn, deponed - The cause of my suspension of payment was because I was calculating on getting £1500 from Mr Cook on the ship I was building, but not getting it, I was compelled to stop payment. From the date of the sale of this ship, Milne & Co. were to give me credit for timber as formerly. After the ship had been launched, Mr John Cook declined to settle with me for the price of the ship except on the footing that Milne & Co.'s account for timber should be deducted therefrom. (Shown state of affairs, and the attention of the bankrupt being directed to the fact that the assets were given as £2907, 13s, 6d, and the liabilities at £7805, 7s, he was asked to explain how the deficiency of £4898 3s 6d, arose he deponed as follows: - I have made up a note of my losses for the last four years, and they are as follows:)

- On the ship '**Pacific**', £200. I account for that by the fact that the ship was lost, and that the underwriter with whom I had insured became bankrupt.
- I lost £300 through William Beaddie to whom I made furnishings and who became bankrupt before they were paid.
- I had transactions with Catto, Thomson & Co.'s late manager Beverley. I gave them through him my name on bills for their accommodation, and in consequence I have lost £1100. Catto, Thomson & Co. repudiated Beverley's authority and declined to pay these bills.
- I built a vessel called the '**Shepherdess**' and sold her to a man Thomson in London losing £1070 by that transaction.
- I furnished under J & J Hall, Dundee to the amount of £160, and they never paid it – having failed.
- I held shares in the ship '**Invercauld**' and that vessel was lost while my insurance on her was £600 less than her value.
- I lost £800 on the '**Wimmera**'. I held shares in her to the extent of a fourth. I gave them in security to the bank for advances,

but ultimately I was obliged to sell to George Milne & Co. for £800 less than I paid for them. I granted a bill for £500 to Geo. Thomson for his accommodation, but he became bankrupt and I had to pay it. My plant is in my opinion worth £1500 less than I paid for it, from tear and wear etc. I lost £561 by John McIntosh, engineer, Aberdeen on bills which I granted for his accommodation, and which I had to pay. I built a vessel called the **'Leander'**, but owing to the dullness of the market I lost between £200 and £300 on her. During the last three years I have built other ships besides those mentioned. Upon all of these I have lost something. I cannot apportion my loss on each ship, but I estimate the whole loss, including discount on bills, increase of wages, and dullness of the market, at £1200. I sold the **'Wimmera'** ten months ago. It was all paid in bills.

Examined by Mr W. L. Reid – Being shown a letter 5<sup>th</sup> March 1867, from Messrs Richards & Co., Broadford Works and interrogated whether before the date of that letter the purchasers of the **'Pampew'** had refused to settle the price for that vessel. Deponed - Their answer to my request for money always was "Finish the ship first, and then you'll get the price". The furnishing was delayed by the blacksmith work not being done. I told the purchasers that without further payments to account I was unable to go on. Before the 5<sup>th</sup> March I had given them the builders certificate with measurements etc. filled in. Interrogated, did the purchasers after they had declined to give you further advances, suggest that you might get furnishings on credit from other parties to finish the ship? Deponed - They hurried me on with the complete furnishing of the vessel: but they made no suggestion where I was to get the furnishings. At the time I stopped payment the ship was nearly finished, and what was needed was in my yard. The purchasers enabled me to meet the smaller bills coming due in connection with the **'Pampew'** and the other ship I was then building until the **'Pampew'** was nearly quite finished. When she was finished, all but £100 worth of furnishings, the purchasers refused to make more advances, and the sequestration was taken out. I wrote the letter dated 5<sup>th</sup> March to Richards & Co. in the belief I was to get the full balance of the price of the ship paid to me, and it was in consequence of its not being paid by the purchasers that I was unable to keep my promise with Richards & Co.

By Mr Morrice- the bill which caused my stoppage was one for £250, accepted to me by a firm of ropemakers in Liverpool. It fell due at the time of my stoppage. I had no money to pay it, and was therefore forced to put my affairs in the hands of my creditors. The reason I sold my fourth share of the **'Wimmera'** was that the Commercial Bank, who held them in security, forced me. The statutory oath was then administered, and the proceedings terminated.

## **My Notes**

The ship referred to above as the **'Pampew'** (911 tons), is the **'Pampero'** built by John Smith & Co. in 1867.

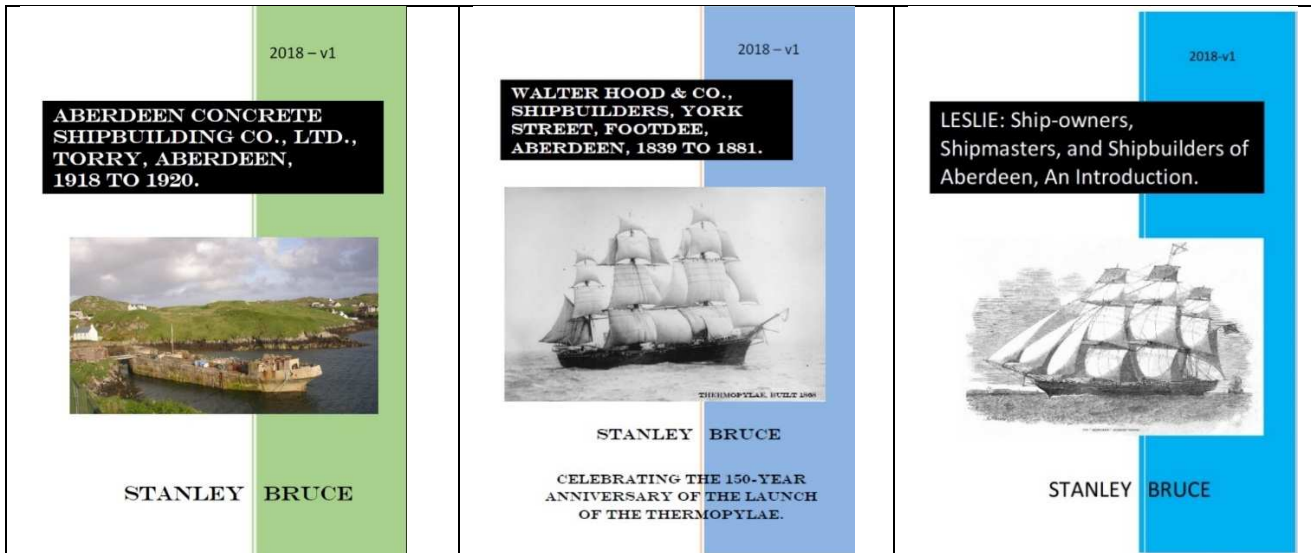
I believe the brig **'Shepherdess'** (213 tons) was built in 1863 by David Burns & Co. The Inches (Upper Dock), Aberdeen for John Smith the owner. David Burns & Co. built ships from 1858 to 1866.

The **'Pacific'** I believe is referring to the brigantine (173 tons) built in 1834 by William Duthie & Co., York Place, Footdee, Aberdeen, which stranded 8<sup>th</sup> November 1866 at Clestrain, Orkney Islands with a cargo of timber and tar. John Smith must have had shares in her.

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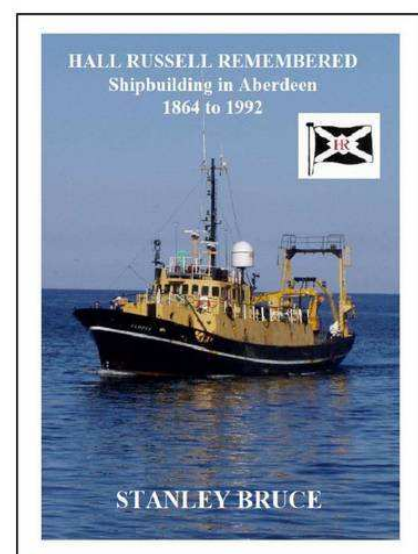
Walter Hood & Co., Shipbuilders, York Street, Footdee, Aberdeen, 1839 to 1881 (2018), 220-pages, No ISBN.

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

## Other Shipbuilding Books by this Author.

Hall Russell Remembered, Shipbuilding in Aberdeen 1864 to 1992, (2007), 36-pages, No ISBN. (Available to download as a pdf, free on [www.electricscotland.com](http://www.electricscotland.com)).

Hall Russell Remembered, Shipbuilding in Aberdeen 1864 to 1992, rewritten with an additional 20-pages, and republished (2009), 56-pages, ISBN 9781907234026. (Out of print).



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