

2022-v1

**ROBERT & PETER MATHESON,
SHIPBUILDERS, TRINITY
BUILDING YARD, ABERDEEN,
C1824 TO C1827.**



STANLEY BRUCE

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*Cover photograph: The brig 'Manly'.
Painted in 1834 by artist John Phillip (1817 to 1867).*

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 **Robert & Peter Matheson** available to a wider audience. There is much available on the internet, especially on www.aberdeenships.com but unfortunately what's currently available is scattered and doesn't give the full picture.

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

I can be contacted at bardofthebroch@yahoo.com

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

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Please treat all dimensions as approximate.

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BY

STANLEY BRUCE

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Introduction

The aim of this book is to highlight and record the vessels built by **Robert & Peter Matheson**, Shipbuilders, Trinity Building Yard, Aberdeen, and make this part of Aberdeen's history freely available to a wider audience.

As far as I can see, their shipyard was in existence from c1824 to c1827. I found ten vessels built by them, I didn't find any vessels built out-with these dates, however they may well have established the company a little earlier.

A wooden barque named the '**BonAccord**' is recorded as being launched by **Alexander Davidsoun** from the same yard in 1609. The location of this building yard is difficult to imagine today, as it was situated on the north side of Guild Street, west of Market Street approximately where Exchange Street is today. Trinity Lane retains the link to the name. See Appendix B.

The River Dee, (with its tributary the Den Burn) before the coming of the railway was found much further to the west than it is today. The establishment of the Aberdeen Railway Station, Guild Street, which opened 2nd August 1854, extended from the Ferryhill terminus of 1850, led to the forming of the harbours Upper Dock immediately due west of Market Street. (Upper Market Street was built 1840 / 1842).

The Aberdeen Press and Journal, 7th June 1826, reported that the Hermaphrodite '**Eagle**', (92 tons) was launched, from the building-yard at Poynerook. Poynerook is much further down river at Footdee. I can only guess that they didn't have space in the Trinity yard due to other contracts so they built the '**Eagle**' at Poynerook. Similar applies to the '**Manly**', the Aberdeen Press and Journal 28th June 1826 reported that the '**Manly**' (126 tons) was launched from the building yard at Poynerook.

The Matheson's built ten vessels in four years, so they were quite productive. However, these vessels were all relatively small, ranging from 47 to 125 tons, and 49'9" to 69'3" in length.

As far as I can tell the 2-masted Hermaphrodite, '**Robert Burns**' built in 1827, was the last vessel built by **Robert and Peter Matheson**, and she was built to their own account. **Peter Matheson** sailed on her as master / part owner and **Robert Matheson** partly owned her. Looks like the two men gave up shipbuilding and went to sea.

Usually, I add a little bit of family history in my shipbuilding books, but unfortunately not in this case, as I didn't come across any. However, since this book is a digital only version, it can easily be updated should any additional information become available.

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

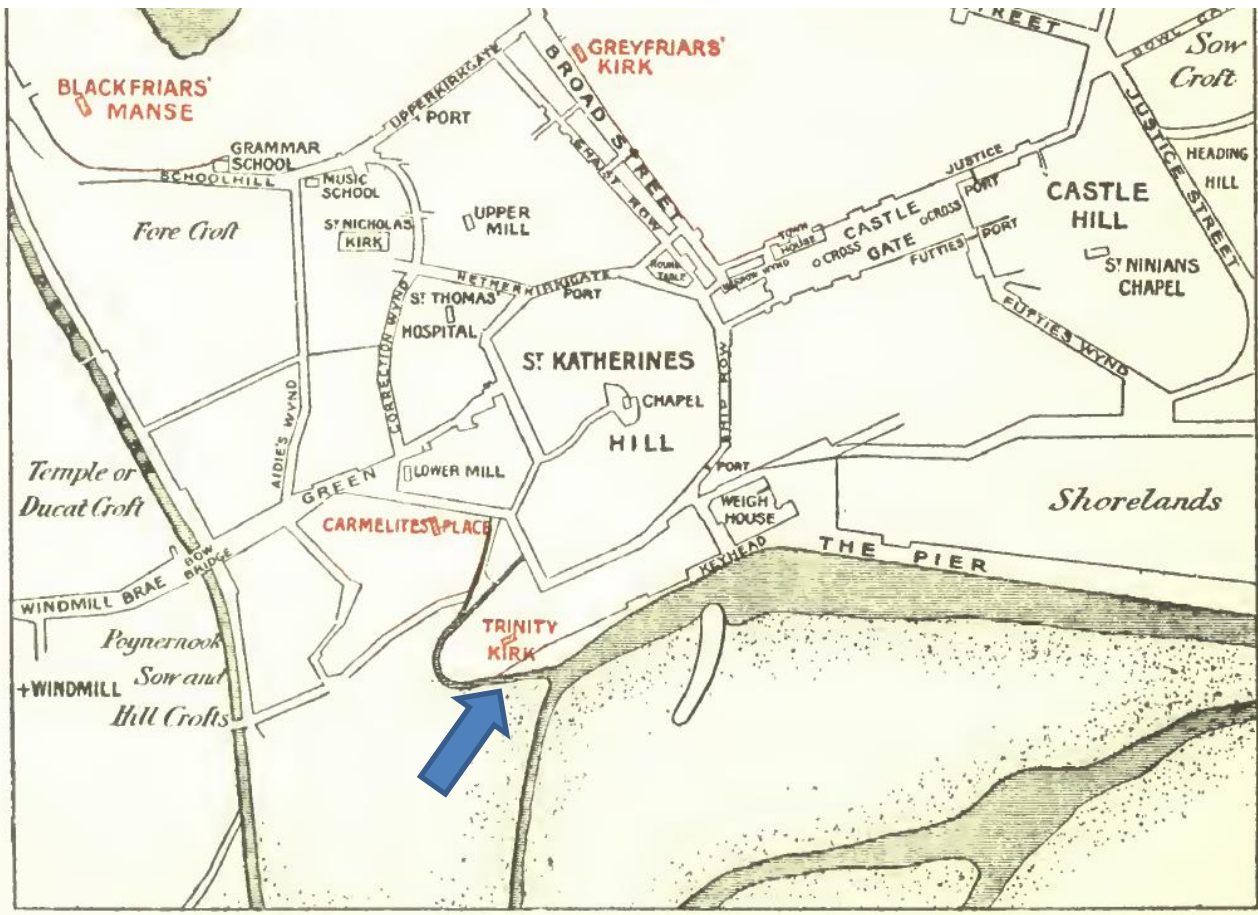
Former shipbuilder,

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

Trinity Yard Location on Old Maps.



Location of the Trinity Kirk and garden, Aberdeen on 1661 map. (James Gordon). Note far left 'Fuddy' aka Footdee.



Map of Aberdeen (Based on Milne's Map of 1789)⁴. Approximate shipyard OS Grid Ref: NJ 9427 0607.

Aberdeen Post Office Directories.

The following information was sourced from the Aberdeen Post Office Directories:

Robert Matheson.

Date	Address	
1824 / 1825	No. 10 Sugar House Lane.	Home.
1825 / 1830	No. 16 Carmelite Street.	Home.
1831 / 1832	Lower Denburn.	Home.
1825 / 1832	Trinity Building Yard.	Shipbuilder.
1833 / 1834	21, Lower Denburn.	Shipmaster.

Peter Matheson.

Date	Address	
1824 / 1825	Denburn.	Home.
1824 / 1830	Poynerook.	Wood merchant.
1831 / 1832	Lower Denburn.	Home / Wood merchant.
1833 / 1834	22, Lower Denburn.	Shipmaster.

Not only did they work together they lived next door to each other.

Vessels Built by Robert & Peter Matheson.

The following list of vessels built for **Robert & Peter Matheson** was built from scratch, they built at least ten vessels as follows:

Date	Name	Type	GRT Tons	Owner(s)	Length x Breadth x Depth
1824	Orient	Schooner	106	Various	65'9" x 19'6" x 11'2"
1825	Friendship	Hermaphrodite	125	Various	68' x 20'9.25" x 11'10"
1825	Excellent	Schooner	119	Various	67'9" x 24' x 11'4"
1825	Don	Sloop	47	Peter Nicol.	49'9" x 15'2" x 8'5"
1825	Mary Ann	Schooner	86	Various	60'9" x 18'3.5" x 10'4"
1826	Eagle	Hermaphrodite	92	Various	65'6" x 18'5" x 10'4"
1826	Effort	Brig	120	Various	69'3" x 25'3" x 12'3"
1826	Manly	Brig	126	Various	68'9" x 21' x 12'
1827	True Blue	Hermaphrodite	105	Aberdeen & London Shipping Co.	66' x 26' x 11'
1827	Robert Burns	Hermaphrodite	106	Own account.	65'10" x 19'9" x 11'2"

Maritime Sailing Rigs.

Descriptions of sailing rigs mentioned in this book.

Barque	A sailing ship, with three to five masts, in which the foremast and mainmast are square-rigged, and the mizzenmast is rigged fore and aft.
Brig	A two-masted square-rigged sailing vessel, typically having an additional lower fore-and-aft sail on the gaff and a boom to the mainmast. (Early 18 th century abbreviation of brigantine).
Hermaphrodite	A 2-masted rig using square sails on the foremast, and fore and aft triangular sails on the mainmast.
Schooner	A sailing vessel with at least two masts, and as much as seven masts, fore and aft rigged, usually with the mainmast taller than the foremast.
Sloop	A sailing vessel with a single mast, a fore-and-aft rig, and a bowsprit that may be a standing or a running bowsprit, but more often running.
Snow	The snow rig evolved from the ship rig. The mizzen mast was gradually moved forward until it was immediately adjacent to the main mast. It was cut in height, and a spar for a Trysail fitted. The snow rig is referred to as having 2½ masts.

Some Basic Rigging Terms.

Some descriptions of rigging terms mentioned in this book.

Bowsprit	A large spar projecting forward over the bow of a vessel to carry the stays for the fore-topmast, and from which the jibs are set. A standing bowsprit is fixed in position, while a running bowsprit is movable and can be taken in.
Foremast	As the name suggests this is the most forward mast on a sailing vessel.
Gaff	A spar connected to a mast fore-and-aft rigged used to hold up a sail.
Mainmast	Usually positioned at the mid-length of the vessel, usually the tallest mast.
Mizzen Mast	The aft-most mast, usually smaller in height than the mainmast.
Spar	A pole of wood or steel used in the rigging of sailing vessels to carry or support sails.
Square Rigged	A type of sail rig where the primary sails are carried on horizontal yards which are perpendicular, or square, to the keel of the vessel and to the masts.
Trysail	The main fore-and-aft rigged triangular sail used on any mast.

Orient (1824).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, North Shields, Newcastle, and London.

Name(s)	Orient.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	November 1824.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Andrew Philip, upholsterer (4), Neil Smith Junior, merchant (4), and Alexander Morrison, shipmaster (4), all Aberdeen. Other owners: William Catto (8), James Smith (4), Alexander Farquharson (4), all merchants. Peter Matheson, timber merchant (4), Alexander Cattanach, shipbuilder (4), John Meston dyer (4), John Simpson Junior, builder (4), John Smith, glazier (4), Robert Mitchell, ship agent (4), and Alexander Wilson, ship agent (4), all Aberdeen. Doctor John Smith, Royal Navy, Forres (4).
Registered Port	Aberdeen.
GRT	106 tons.
Length	65 feet, 9 inches. (20.04m).
Breadth	19 feet, 6 inches. (5.94m).
Depth	11 feet, 2 inches. (3.40m).
Construction	Wood. (Oak and fir). Carvel built.
Figurehead	Not fitted.
Classification	Unknown.
Other information	1844, 8th April: She was registered at Glasgow. 1826 / 1841: Owned by Philip & Co. 1843 / 1844: Owned by Smith & Co. 1844 / 1846: Owned by Caldwell. 1848 / 1849: Owned by J. Blakey, Sunderland ³ . (Listed as 96 tons).
Date Scrapped / Lost	Unknown.

Friendship (1825).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, London, Dublin, Toning (Germany), and to Riga (Latvia).

Name(s)	Friendship.
Rig	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1 st April 1825.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Andrew Philip (8), Neil Smith Senior (4), both merchants, and William Beedie, shipmaster (8). Other owners: James Mork, shipmaster (8), James Morrice, shipmaster (8), Neil Smith Junior (4), Thomas Bow (4), and John McDonald (4), all merchants. John Gall, wood merchant (8), James Smith, seedsman (4), and Alexander Walker, ironmonger (4).
Registered Port	Aberdeen.
GRT	125 tons.
Length	68 feet. (20.73m).
Breadth	20 feet, 9¼ inches. (6.33m).
Depth	11 feet, 10 inches. (3.61m).
Construction	Wood. Carvel built.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class A. LRS 1827: Proved Iron Cables (PIC).
Other information	1827 / 1828: Master William Beedie; owned by Bedwell. 1828 / 1829: Master John Morison, No. 46 Virginia Street. (Aberdeen PO Directory).
Date Scrapped / Lost	Unknown.

Excellent (1825).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, London, and Cork (Ireland).

Name(s)	Excellent.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1825.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Farquharson, ship-chandler, William Cooper, merchant, and Robert Matheson, shipbuilder. (16) Other shareholders: Peter Nicol, Seaton Farm (8), Alexander Yule, shipmaster (8), John Duncan, advocate (4), James Nicol, advocate (4), John Johnston Junior, merchant (4), Tom Alexander, merchant (4), John Pratt, merchant (4), William Hay, mason (4), George Watt, carpenter (4), and Alexander Seivwright, joiner (4), all Aberdeen.
Registered Port	Aberdeen.
GRT	119 tons.
Length	67 feet, 9 inches. (20.65m).
Breadth	24 feet. (7.32m).
Depth	11 feet, 4 inches. (3.45m).
Construction	Wood. (Fir). Carvel built.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class A1
Other information	1825: Master - James Elliot. 1827 / 1828: Owned by Ferguson, master - James Elliot. 1828: Master - Alexander Whyte.
Date Scrapped / Lost	1830, 5th November: Wrecked, details / location unknown.

Don. (1825).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Leith, Yarmouth, and Kings Lynn. Due to her small tonnage, it's unlikely that she made passages beyond Great Britain, however it is possible, but not confirmed, that she crossed the channel or ventured into the Baltic.

Name(s)	Don.
Rig	Sloop, 1 mast, 1 deck, a square stern, and a standing bowsprit.
Launch Date	31 st October 1825.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Peter Nicol of Seaton Farm, Aberdeen. (64).
Registered Port	Aberdeen.
GRT	47 tons.
Length	49 feet, 9 inches. (15.16m).
Breadth	15 feet, 2 inches. (4.62m).
Depth	8 feet, 5 inches. (2.57m).
Construction	Wood. Carvel built.
Figurehead	Not fitted.
Classification	Unknown. Probably not classed due to her small tonnage.
Other information	1833: Owned by C. Cook, who was also her master.
Date Scrapped / Lost	Unknown.

Mary Ann (1825).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Liverpool, and London. She also made passages to Tenerife, Veracruz (Mexico), and Cadiz (Portugal).

Name(s)	Mary Ann.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	18 th October 1825.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Allan, merchant (8), and Alexander Allan, advocate (8). Other shareholders: Alexander Allan (16), Alexander McConachie, merchant (16), and Alexander Night (16), all City of London, England.
Registered Port	Aberdeen.
GRT	86 tons.
Length	60 feet, 9 inches. (18.52m).
Breadth	18 feet, 3½ inches. (5.58m).
Depth	10 feet, 4 inches. (3.15m).
Construction	Wood. Carvel built.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 7A1.
Other information	1827: Owned by E. Holland, master - W. Falkner. 1828: Owned by A. Allan, master - W. Falkner. 1830 / 1833: Owned by George Allan, master R. Gilbert.
Date Scrapped / Lost	1850, 27th November: Lost, location / details unknown.

Eagle (1826).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, London, and Dublin.

1826, 7th June: The Aberdeen Press and Journal reported as follows: “*On Thursday last...a schooner, the ‘Eagle’, was launched, from the building-yard at Poynernoon”.*

Name(s)	Eagle.
Rig	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1 st June 1826.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Andrew Philip, cabinet maker (4), Nathan Bunting, glass-cutter (4), and John King, shipmaster (4). Other shareholders: William Philip, upholsterer (4), James Smith, Seedsman (4) Donald Shaw, painter (4), William Robertson, tailor (4), Andrew Allan, merchant (4), William Spark, merchant (4), Isaac Machray, waiter, (4), Alexander Leslie, waiter (4), William Knox, agent (4), Oswald Sutherland, ironmonger (4), James Williamson, candlemaker, (4), John Gall, builder (4), and John Duncan, shoemaker (4), all Aberdeen.
Registered Port	Aberdeen.
GRT	92 tons.
Length	65 feet, 6 inches. (19.94m).
Breadth	18 feet, 5 inches. (5.61m).
Depth	10 feet, 4 inches. (3.15m).
Construction	Wood. (Oak, larch, and fir). Carvel built.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class A1.
Other information	1826: Master - John King, home address No. 2 Garvock Street, Aberdeen. 1830-32: Owner Andrew Philip, master - John King. 1833: Master and owner – John King.
Date Scrapped / Lost	1833, 21st September: She sank off Caithness, Scotland between Occumster and Clyth, master Captain Horne. ⁵

Effort (1826).

Aberdeen, Plymouth, Teignmouth, London, Greenock, Liverpool, Belfast, and Dundalk (Ireland). She also made passages to Tenerife and to Stettin (Szczecin, Poland).

Name(s)	Effort.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	1 st March 1826.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Neil Smith Junior, merchant (6), John Meston, dyer, (4), and David Wood, shipmaster (8). Other shareholders: Alexander Wilson (8), and George Still (4), both Aberdeen merchants. <u>William Maitland, rope & sailmaker (4)</u> , <u>George Watt, blacksmith (4)</u> , <u>Alexander Mackie senior, block-maker (4)</u> , William Spark, watchmaker (4), John Forrest, grocer (4), Alexander Walker, ironmonger (4), John Simpson, builder (4), and John Smith, glazier (4), all Aberdeen. John Smith, surgeon, Forres, Morayshire (2).
Registered Port	Aberdeen.
GRT	120 tons.
Length	69 feet, 3 inches. (21.11m).
Breadth	25 feet, 3 inches. (7.70m).
Depth	12 feet, 3 inches. (3.73m).
Construction	Wood. Carvel built.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class A.
Other information	Master - David Wood, home address Links Street, Aberdeen.
Date Scrapped / Lost	Unknown.

Manly (1826).

She was built as a coaster to carry general cargo, especially granite, and is known to have traded at Aberdeen, Leith, Sunderland, London, Dublin. She is also known to have made passages to Riga (Latvia), and Tenerife.

1826, 28th June: The Aberdeen Press and Journal reported that the ‘**Manly**’ (126 tons) was launched from the building yard at Poynerook.



The brig ‘Manly’. Painted in 1834 by Artist John Phillip (1817 to 1867). (Original kept by the Aberdeen Art Gallery & Museums).

Name(s)	Manly.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	June 1826.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Subscribing Owners in 1826: Neil Smith Junior, merchant (8), Robert Mitchell, ship-owner (4), and John Meston, dyer (4), all Aberdeen.

Continued...

Manly (1826). (Continued).

Owner(s) (Continued) <i>(No of shares held, out of 64 in brackets).</i>	Other Shareholders: Neil Smith Senior, merchant (8), William Pirie, merchant (4), Alexander Wilson, ship-owner (8), George Williamson, flesher (4), John Forrest, grocer, (4), William Fiddes, manufacturer (4), Alexander Cowie, Brewer (4) John Mathew, baker, (2), Andrew Philip, cabinetmaker, (2), John Parker, shipmaster (4), and Nathan Bunting, glass manufacturer (4), all Aberdeen.
Registered Port	Aberdeen.
GRT	126 tons.
Length	68 feet, 9 inches. (20.96m).
Breadth	21 feet. (6.40m).
Depth	12 feet. (3.66m).
Construction	Wood. Carvel built.
Figurehead	Not fitted.
Classification	Lloyds Register of Shipping. Class A.
Other information	1828 / 1829: Master Charles Kenn, home address Hanover Street, Aberdeen. (1828/9 PO Dir).
Date Scrapped / Lost	14th November 1839: She was broken up and sold.

True Blue (1827).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Dundee, London, Falmouth, and Dublin (Ireland), and also to Memel (Klaipedia, Lithuania), and Stettin (Szczecin, Poland).

Name(s)	True Blue.
Rig	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	January 1827.

Continued...

True Blue (1827). (Continued).

<p>Owner(s) <i>(No of shares held, out of 64 in brackets).</i></p>	<p>Aberdeen & London Shipping Co. Robert Matheson, shipbuilder (6), John Meston, dyer (4), and Normand Yule, ship-owner (4). Other shareholders: Robert Catto, merchant (8), James Cargill, shipmaster (8), Peter Matheson, shipbuilder (6), Isabella Fyfe, widow of the late Robert Matheson, timber merchant (6), Margaret Simpson, spinster (4), David Alexander, shoemaker (4), David Bunting, glass-cutter (4), Andrew Pratt, grocer (4), Robert Farquharson, ship-chandler (2), all Aberdeen. Alexander Fiddes, painter, Old Aberdeen (2), and James Valentine, flesher, Old Aberdeen (2).</p>
<p>Registered Port</p>	<p>Aberdeen.</p>
<p>GRT</p>	<p>105 tons.</p>
<p>Length</p>	<p>66 feet 2 inches. (20.17m).</p>
<p>Breadth</p>	<p>26 feet, 1 inch. (7.95m).</p>
<p>Depth</p>	<p>11 feet. (3.35m).</p>
<p>Construction</p>	<p>Wood. Carvel built.</p>
<p>Figurehead</p>	<p>Not fitted.</p>
<p>Classification</p>	<p>Lloyds Register of Shipping. Class A1.</p>
<p>Other information</p>	<p>1835, November: The Aberdeen & London Shipping Co. and the Aberdeen & London Steam Navigation Co. amalgamated to become the Aberdeen Steam Navigation Co. Most of the sailing vessels including 'True Blue' were not taken over by the new company and were subsequently sold.</p>
<p>Other information</p>	<p>1836, December: Owned by Neil Smith & Co., Aberdeen. 1837, April: Owned by John Ogilvy, Aberdeen. 1840, June: Owned by Robert Spring, Aberdeen. 1843, July: Owned by William Leask, Aberdeen. 1844, April: Owned by John Ballintine, Lyme Regis, West Dorset.</p>
<p>Date Scrapped / Lost</p>	<p>1848, 14th September: She was condemned and sold in Gothenberg, Sweden, for breaking up.</p>

Robert Burns (1827).

She was built as a coaster to carry general cargo, and is known to have traded at Aberdeen, Wick, Stromness, Dundee, Leith, Sunderland, London, Plymouth, Dublin and Sligo.

Name(s)	Robert Burns.
Rig	Hermaphrodite, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	August 1827.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Peter Matheson (40), and Robert Matheson (24).
Registered Port	Aberdeen.
GRT	106 tons.
Length	65 feet, 10 inches. (20.07m).
Breadth	19 feet, 9 inches. (6.02m).
Depth	11 feet, 2 inches. (3.40m).
Construction	Wood. (Elm and larch). Carvel built.
Figurehead	Male bust.
Classification	Lloyds Register of Shipping. Class A1. 1840: Class E1.
Other information	1827 / 1833: Master was Peter Matheson. 1839: Master J. Drum; owned by W. Brown and registered in Stromness. 1840: Master J. Brown; owned by W. Brown. 1841: Master J. Corrigan; owned by W. Brown. 1843-45: Master P. Tares; owned by W. Brown.
Date Scrapped / Lost	Unknown. She was still sailing in 1845.

As far as I can tell this was the last vessel built by **Robert and Peter Matheson**, and she was built to their own account. **Peter Matheson** sailed on her as master/ part owner and **Robert Matheson** partly owned her. The Aberdeen Post Office Directory 1833 / 1834 has both men as shipmasters, it looks like the two men gave up shipbuilding and went to sea.

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- 6 The Royal Commission on the Ancient and Historical Monuments of Scotland (RCAHMS).
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- 9 British Newspaper Archive.

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www.electricscotland.com

The Shipbuilders of Aberdeen.

www.aberdeenships.com

Information on over 3,000 Aberdeen built vessels.

www.clydeships.co.uk

Information on over 40,000 vessels built in Scotland.

www.britishnewspaperarchive.co.uk

Over 45 million pages of historic news.

APPENDIX A

Vessels part-owned by Robert and / or Peter Matheson.

It was common at this period for shipbuilders to take shares in the vessels they built. The **Matheson's** had shares in four out of the ten vessels they built, as follows:

Date	Name	Type	Tons	Shares
1824	Orient	Schooner	106	Peter Matheson (4/64).
1825	Excellent	Schooner	119	Robert Matheson (16/64).
1827	True Blue	Hermaphrodite	105	Peter Matheson (6/64). Robert Matheson (6/64). Isabella Fyfe, widow of the late Robert Matheson, timber merchant (6/64).
1827	Robert Burns	Hermaphrodite	106	Peter Matheson (40/64). Robert Matheson (24/64).

Robert and **Peter Matheson** also had shares in the following vessels built by other Aberdeen shipbuilders:

Date	Name	Type	Tons	Builder	Shares
1819	Superb	Sloop	78	Wm. Duthie & Co.	Peter Matheson (4/64). Robert Matheson (4/64).
1825	Zealous	Brig (Snow)	100	George Levie.	Robert Matheson (16/64).

APPENDIX B







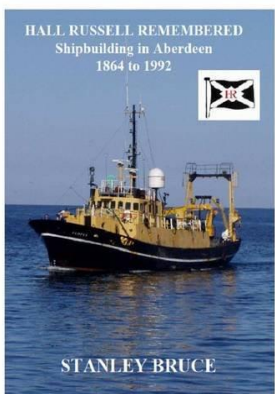
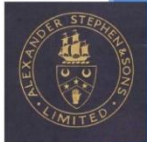
Barque 'Bon Accord' built by Alexander Davidsoun.

Alexander Davidsoun a timber merchant of St. Andrews is recorded as building a barque named the '**Bon-Accord**' in the walled garden of the former Trinity Friars Kirkyard using wood floated down the River Dee from the Wood of Drum. He requested permission for her build in 1606, however according to the Clan Davidson Association she took twice as long to build than expected and wasn't launched until 1609.







Name(s)	Bon Accord or Bonaccord.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	28 th July 1609.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Unknown.
Registered Port	Aberdeen.
GRT	50 tons. (Seems rather low).
Length	Unknown.
Breadth	Unknown.
Depth	Unknown.
Construction	Wood. Carvel built.
Figurehead	Not fitted.
Classification	Not applicable at this early date.
Other information	Cargo vessel.
Date Scrapped / Lost	10th October 1695: The Royal Commission on the Ancient and Historical Monuments of Scotland has a vessel named ' Bonaccord ' listed as a cargo vessel carrying linen and knitted goods, and date of loss cited as 10 th October 1695. ' Bon Accord ': this vessel was cast away on Louthier Skerry. (The Lodder in Pichland Firth). Registration: Aberdeen. CANMORE database I.D. number: 288175

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