

2021 – v2

**WALTER HOOD & CO.,
SHIPBUILDERS, YORK
STREET, FOOTDEE,
ABERDEEN, 1839 TO 1881.**



**CELEBRATING THE 150-YEAR
ANNIVERSARY OF THE LAUNCH
OF THE THERMOPYLAE.**

STANLEY BRUCE

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Cover photograph – Gavin Gatt and Stanley Bruce (Author) holding the stainless steel image depicting the 'Thermopylae' in full sail. (Photographer Ricky Somerville 16th August 2018).

This book has been published on an entirely non-profit basis, and made available to all online free of charge as a pdf. The aim of the book is to make the history of ships built by Walter Hood & Co. available to a wider audience. There is much available on the internet, especially on www.aberdeenships.com which has information on approximately 3,000 Aberdeen built ships with more information regarding their masters and voyages not included here. Unfortunately, what's currently available online is scattered and doesn't readily 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.

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

FOREWORD

BY BARNEY CROCKETT

LORD PROVOST OF ABERDEEN

The New York Times described Aberdeen as the city with one foot on the sea-bed. Surrounded by mountains and with a harbour, the oldest business in the UK, the relationship with the sea has designed the city.

A great part of that relationship has been the building of ships, the ships which took the name of the city across the world. In particular the shipbuilding industry of Aberdeen which was part of a world as globalised as anything today. Ships were specifically designed for trades as different as exploring the Arctic to carrying bird excrement from the deserts of Chile to the farms of Aberdeenshire.

Aberdeen was at the heart of a technological revolution and no company was more important in this drama than Walter Hood and Co. Working in York Street in the city's Footdee. Over a forty-year period, Walter Hood and Co., produced world leading sailing ships at a rate of at least two and a half per year. This included what most seamen at the time believed to be the fastest sailing clipper ever built, the most thorough of thoroughbreds, the Thermopylae.

It is therefore more than fitting that a book detailing the achievements of Walter Hood and Co. should be produced in time to celebrate the 150th Anniversary of the launching of the Thermopylae.

The writer, Stanley Bruce, is to be heartily congratulated on producing this book which gives detail of all known products of the company and as such provides an insight into the technical progress, the world-wide reach and the local roots of the shipbuilding industry of this city. The subsequent stories of the ship also tell us of the achievements of the crews but also of the high level of danger which they faced.

The writer hopes that this story might, like a piece of sand in an oyster, produce the pearl of some kind of monument to the Thermopylae which would indeed be fitting.

***Lord Provost Barney Crockett,
City of Aberdeen,
16th August 2018.***

AUTHORS PREFACE

The aim of this book is firstly to highlight and record the ships built by Walter Hood & Co., York Street, Footdee, Aberdeen, and make this part of Aberdeen's history available to a wider audience. Secondly, to hopefully raise enough interest to erect a monument in Fittie (Footdee) to celebrate Aberdeen's role in the clipper ship development. There is a replica figurehead of the Cutty Sark in Inverbervie, erected in memory of her designer Hercules Linton (1837 to 1900) who was born in Inverbervie. Would it be possible to erect a replica of the Thermopylae's figurehead somewhere around York Street, or perhaps a stainless steel, aluminium, or a galvanised steel 2D image of the Thermopylae under sail? Perhaps Aberdeen Council and Aberdeen Harbour Board would consider this or something else as a fitting tribute. To my mind there should at least be a plaque to mark the location, after all 2018 is the 150-year anniversary of what Basil Lubbock describes as "*...the fastest clipper ship ever launched*", Walter Hood's 'Thermopylae', built here in Footdee, Aberdeen.



I first set out to write this book after reading 'The Port of Aberdeen' book by Victoria E. Clark, M.A. dated 1921. In the book, it states that Walter Hood built 35 to 40 ships, which I thought would make a nice little project for writing a booklet of around 60 pages, similar to my Hall Russell Remembered book. However, you will read here that Walter Hood & Co. built considerably more than 40 ships.

Currently, if you do a search for Hood in the www.aberdeenships.com website it only reveals 50 finds, and only 39 of these relate to ships built by Walter Hood (The search engine doesn't seem to be working properly, as there are more than 39 Hood ships on the website). My research has uncovered a total of 100, possibly 101 ships, but this may not be the full amount as my former workmate and dear friend the late Adam Leiper in his book 'A History of Hall Russell Shipbuilders' (2007) states that Walter Hood built 130 ships. (Peter King in his book 'The Aberdeen Line' (2017) states that Walter Hood built 100 ships). I'm guessing here, but it is possible that the remaining 29 to 30 ships were actually yard numbers and may have been conversion, lengthening and / or major ship repair contracts.

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

Former shipbuilder,

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

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2nd Digital edition.

2018-v1	Original edition - August 2018
2021-v2	Image on front cover and page 145 changed. Original image thought not to be the ' Thermopylae ' but an Australian navy ship ' Wolverine ' as advised by Peter King author of the Aberdeen Line.

Copyright Terms

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

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SHIPBUILDERS,
YORK STREET,
FOOTDEE,
ABERDEEN,
1839 TO 1881.**

BY

STANLEY BRUCE

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*'Thermopylae' at anchor in Sydney Harbour, Australia.
(Ref: PRG 1373/4/70, State Library of South Australia).*

Introduction

If you walk along York Street in Footdee (Pronounced Fittie by locals), in Aberdeen today you may well find it hard to imagine that this area in the 1800's had several shipbuilding companies, covering I believe around 13-acres, and employing more than a thousand workers. Old maps show that a shipbuilding dock existed at Footdee as early as 1661.

The original village of Fittie was formerly sited further up river than its present location, *'From Canal Basin to New Pier¹⁶'*, centred roughly at York Place, but was re-sited to its current location in 1809 after petitions were submitted by pilots and fishers, and the crews of the Torry pilot boats. The fishers said that their *"Houses were ruinous and uncomfortable"*, and the pilots wanted to live nearer the Harbour North Pier. The re-siting happened at the right time as the site left way for the expansion of the Aberdeen shipyards. In 1809, shipyards in Footdee were William Stephen & Sons, Cochar & Gibbon, and the newly established Buchan, Hall & Co., which in 1811 became Alexander Hall & Co.

Today there is virtually nothing to remind us of the great shipbuilding era that once triumphed in the city. Those working at the harbour are privileged to see Aberdeen Harbour Board signs reading 'Clipper Quay', 'Hall's Quay', and 'Duthie's Quay' they can all be seen on buildings and walls immediately due east of the dry-dock. There once was a similar 'Russell's Quay' sign nearer the dry-dock, but it now seems to have vanished. There is nothing to tell us that this is where the famous 'Aberdeen Bow' was designed by Alexander Hall & Co. in 1839. Nothing to tell us about the great clipper ships of the mid / late 1800's that were built here, including the 'Thermopylae' built by Walter Hood, she was fast enough to beat her rival the well-known sailing ship the 'Cutty Sark' when they raced in 1872.



Aberdeen Harbour Board 'Clipper Quay' sign. (S. Bruce).

Walter Hood was born 20th August 1802 in Brechin, Angus, Scotland, and served his apprenticeship as a shipwright at the Footdee shipyard of J. & T. Adamson & Co. (See Appendix E. He may have then worked for George Levie & Co., Shipbuilders, Footdee, Aberdeen, as he had shares in the following ships built by Levie: 'Ardent' (4/64) built in 1826, and the 'Adventure' (32/64) built in 1828. He then spent some time in a Dundee shipyard (Which one I don't know) before returning to Footdee. In 1839, aged 37-years, he established his own shipyard at Footdee, Aberdeen. Looking at an old map dated 1820, Walter Hood's Shipyard was formerly that of Bowman & Vernon (Formerly John Vernon & Co.) and before that two former shipyards, that of his former employer J. & T. Adamson & Co., and that of William Stephen (1759 to 1838). J. & T. Adamson built their last ship in 1829. Alexander Stephen (1795 to 1875) son of William gave up the lease of his Footdee yard in 1830 and moved to Arbroath to take over the shipyard owned by his late brother William Stephen (1790 to 1829). As far as I understand John Vernon (Later Bowman & Vernon) who owned the Footdee Iron Works, which was situated on the opposite side of York Street, took over the lease of the former yard of Alexander Stephen & Sons, and built at least three ships in 1840 and 1841. So, it seems (At least to my mind) that Walter Hood took the lease of the former J. & T. Adamson yard in 1839, then sometime after 1841 expanded into the former yard of Bowman & Vernon. (*Alexander Stephen became a prominent shipbuilder at Kelvinhaugh and Linthouse on the Clyde*).

Diane Morgan in her book *'The Villages of Aberdeen – Footdee'* wrote that Walter Hood lived in apartments on the corner of York Place / St. Clement Street in the Category B listed neo-classical block built in the early 19th century (c1825), which was designed by local architect John Smith (1781 to 1852). My research confirms that he lived at No. 27 York Place for about 4 to 5-years (c1845 to c1849).

The census of 1841 records that Walter Hood resided at Prince Regent Street, St. Clements Parish, Footdee (now demolished).

The Post Office Directories of 1840/1841, 1842/1843, and 1843/1844 also state that Walter Hood resided at No. 13 Prince Regent Street, Footdee (now demolished).

The Post Office Directories of 1845/1846, 1846/1847, and 1848/1849 state Walter Hood resided at No. 27 York Place, Footdee.

The census' of 1851, and 1861, both state that Walter Hood resided at No. 4 Canal Terrace, Footdee (Now demolished). The Post Office Directory 1850/1851 also states he resided at No. 4 Canal Terrace, Footdee. He lived there with his wife Jane (Nee Don, born in Aberdeen) and their live-in servant Isabella Lanson.

The 1851 census of England, Wales, and Scotland also tells us that Walter Hood that year employed 120 men. (This figure is further confirmed in Peter King's book 'The Aberdeen Line' published in 2017).

The houses at Canal Terrace sitting aside the canal (which was built in 1805) prior to the arrival of the railway must have been a very pleasant place to live (Waterloo Railway Station opened 1st April 1856). It is reasonable to state that the coming of the railway changed this for the worse. However, it wasn't bad enough to make Walter Hood move elsewhere.

As per the Post Office Directory of 1851/1852 Walter Hood's neighbours were Alexander C. Mathew, surgeon who lived at No. 3 Canal Terrace, John Duthie, shipbuilder who lived at No. 5, and John Dinnison, shipmaster who lived at No.6, all prominent members of the community. (This area of Footdee including Wellington Street and York Street had many houses that don't exist today).

The Post Office Directory of 1860/1861 states Walter Hood resided at No. 8 Canal Terrace, Footdee.



*Map of 1866 showing Prince Regent Street and Canal Terrace.
(Arrow pointing at Walter Hood's houses at No. 4 and No. 8 Canal Terrace).*

It couldn't have been better timing when Walter Hood established his Footdee shipyard, as Alexander Hall, Shipbuilder, York Street, Footdee, Aberdeen, in the same year (1839) launched the 'Scottish Maid', built for Nicol and Munro ship-owners, Aberdeen. She was the first vessel (schooner) built with what came to be known as the world famous 'Aberdeen Bow'. This design with an extremely raked bow, (raked

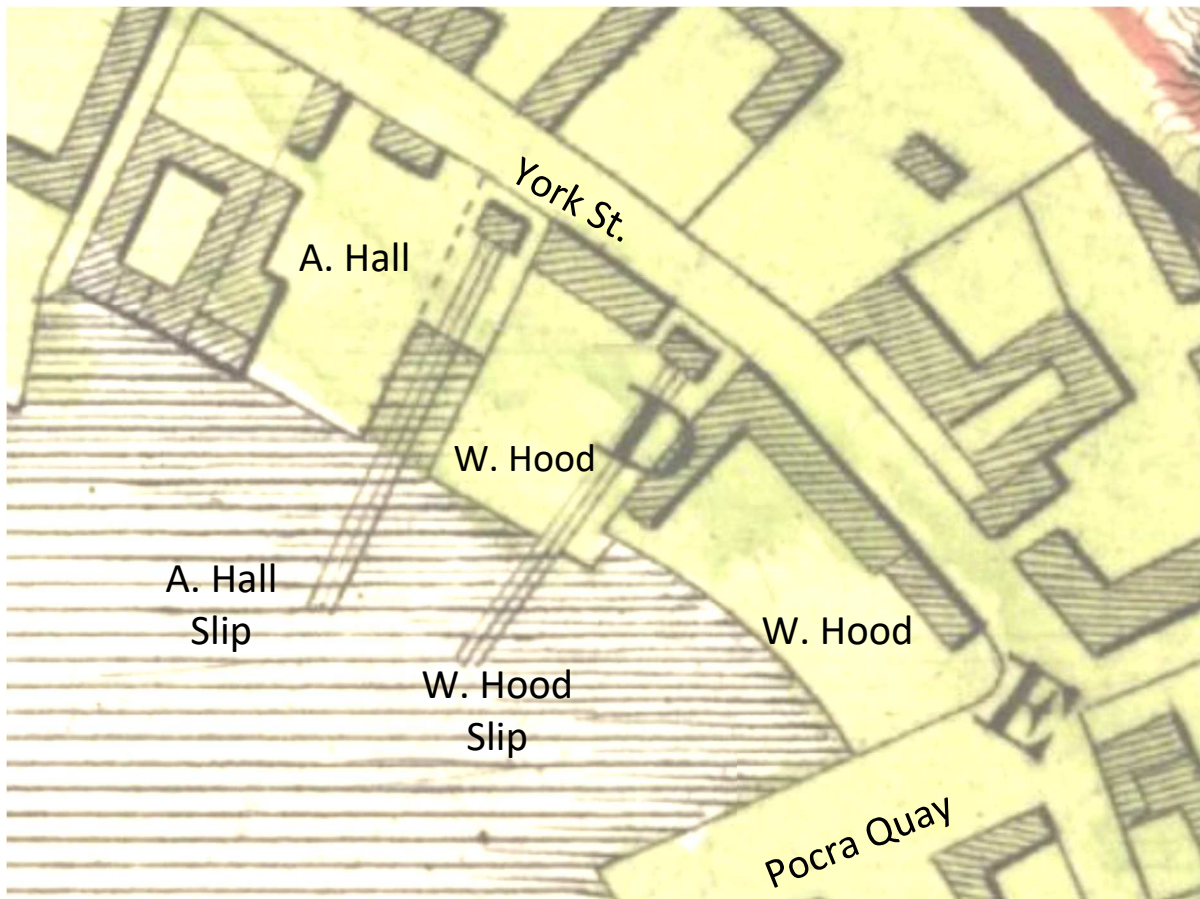
forward approximately 55 degrees from horizontal) and fine lines to take advantage of the 1836 Tonnage Act was to become the design used worldwide for all fast sailing ships later affectionately known as ‘clippers’. The term clipper is thought to have been derived from an old horse racing term “*Going at a good clip*”. Walter Hood recognised the advantages of this innovative bow design and a fine-lined hull, and was relatively quick to follow his neighbours lead. Walter Hood’s first ship built with an Aberdeen Bow was the ‘Queen of the Tyne’ built 5 years later in 1844 for George Leslie, ship-owner, Aberdeen.

After the introduction of ‘The Aberdeen Bow’, ships built with the bow held a foremost place in the carrying trade of the World. This resulted in an age of great prosperity for Aberdeen. From 1840 to 1880 the clipper ship model led to a substantial growth of shipbuilding in the city.

Walter Hood died prematurely 27th December 1862 aged sixty-years, after slipping in the dark and falling into Aberdeen Harbour and drowning. It is said that the guns across the harbour at the Torry Battery, were fired in the hope that the concussion would bring his body to the surface. Obviously, his body didn’t rise, but was recovered later using grappling irons. He didn’t have a will written probably because he didn’t expect to die at such a young age, but about ½-year later his estate was passed to his daughter Ann Hood (B.1830). See Appendix C for some family history information regarding Walter Hood.

Circa 1840, Walter Hood built a patent slip. A similar patent slip which stood where Hood’s shipyard formerly stood and formerly used by Alexander Hall & Co., was still in use for ship-repair purposes by Hall Russell prior to the yard’s closure in 1992. After the closure of Hall Russell’s shipyard, the slip (And the rest of Hall Russell’s) was removed to make way for harbour redevelopment.

Walter Hood’s shipyard had one, possibly two wooden building sheds covering the launch-ways, and a separate slip outside used for ship-repair. The workers employed by Walter Hood were therefore luckier than most, as many shipyards of that period didn’t have covered berths and the work was done outdoors in all sorts of weather. The covered berth would have prevented the fitting of the masts, so Hood’s ships must have been launched and the masts and rigging fitted once the hull was in the water.



1847 map showing the shipyards of Alexander Hall, and Walter Hood, Footdee.



Aerial view 1972, prior to building the dry-dock. (Courtesy Dales Marine).

Ship Classification.


Lloyds Register printed their first Register of Ships in 1764. This register from 1775 showed a grading for every ship, this grading gave both underwriters and merchants an indication of the condition of the ships they were insuring and chartering. The ship hull was graded by a lettered scale (A being the highest), and ship's fittings (masts, rigging, and other equipment) were graded by number (1 being the highest). Thus, the best classification achievable was 'A1'.

Nearly all of Hood's ships were classed by Lloyds Register of Shipping.

All of Walter Hood's iron-hulled ships built from 1872 to 1881 were classified with Lloyds Register of Shipping as Class 100A1, the highest classification achievable. Many were also built under 'Special Survey' by Lloyds Register of Shipping, this was a feature added to their register from 1853.

Survey under construction was a service offered by Lloyds from 1834.

The following explanatory text is adapted from LRS Infosheet No. 42.

Date	LRS Classification Information
1834	A, A ^E , E & I with 1 & 2 for equipment and preceded by the number of years that class could be held (symbols still used 1850's).
1837-1843	A1 for Iron ships, the same as for wooden but including 'built of iron'.
1853	 Built Under Special Survey. Many of the ships built by Walter Hood were 'Built under special survey'. These surveys were carried out by surveyors employed by Lloyds Register of Shipping. In the Lloyd's Register these ships were given the symbol of the Formee or Maltese Cross (as shown above). This symbol against the ships name in Lloyds Register of Shipping was a symbol of highest maritime quality.
1854	A1, for Iron Ships, qualified with a period of 6, 9, or 12 years.
1863	New Rules for Iron Ships, symbols A1, A1 and A1 without a term of years, but subject to Special Survey at intervals of 4, 3, and 2 years, respectively.
1870	Iron Ship Rules revised and based on certain dimensions 100A1, 90A1, 85A1, and 80A1, the first two classes to be subject to Special Survey every 4 years and the lower classes every 3 years. (The numerals do not signify terms of years, but are to be used for comparison only).

Shipbuilding Activity in Aberdeen 1838 to 1842.

Just to give you an idea how busy the Aberdeen shipbuilding yards were when Walter Hood took over J. & T. Adamson & Co.'s former yard in 1839; for the years shown I have listed the number of ships I know of that were built in Aberdeen. As you can see when Walter Hood established his business in 1839 it was a particularly busy year:

1838	23 ships.
1839	32 ships.
1840	30 ships.
1841	30 ships.
1842	24 ships.

(The years in the late 1820's and early 1830's, were described as "*very dull ones for shipbuilding*" in Aberdeen).

Sadly, none of Walter Hood's ships have survived the test of time, and the last ship (As far as I know) to sail was the 'Pericles' built in 1877 for the Aberdeen Line, which was scrapped in 1923. She had sailed for an incredible 46-years, this would have been much longer than originally anticipated when she was built (approximately twice as long), especially since all of her working life she had to compete for business with steam ships. To remain in service this long tells us that she must have been built to a very high standard and well maintained. It's such a shame that none of Hood's ships have survived, and there's nothing in Aberdeen to show that Walter Hood's shipyard ever existed.

Walter Hood built 43 ships for the Aberdeen Line (George Thompson & Co.), plus another 14 ships part-owned or owned by George Thompson. Later ships of this fleet were fine looking ships with green painted hulls and white masts, yards, bowsprit, and blocks, and fine looking white figureheads, snow white decks, and a gold stripe and scroll work. They also had loads of brass fittings. There was an obvious reason why Hood's built so many ships for George Thompson, and this was because in 1842 George Thompson bought into the company of Walter Hood & Co., and became a principal partner. (Peter King in his book *The Aberdeen Line* (2017) suggests that George Thompson may have been a partner in Walter Hood and Co., from its establishment in 1839). Thompson's son-in-law William Henderson (1826 to 1904) became a partner in Thompson's company in 1850, and sometime after 1857 he also

became a partner in Walter Hood's shipyard. (Henderson was knighted in 1893). See Appendix A.

Alexander Nicol, ship-owner was also at some time a partner of Walter Hood & Co., Shipbuilders, he had eleven ships built at the yard, and had shares in many more.

There seemed to be an incestuous relationship going on at the time as Walter Hood bought a share in many of the ships he built, and he also owned (or at least partly owned) the Aberdeen Rope & Sail Co., Links, Footdee. Sailing ships required a lot of rope and sails. (*The barque 'Elissa' 620 tons built by Alexander Hall & Co. in 1877, and still sailing, has 4.5miles of rope, and 1,068m² of sails*).

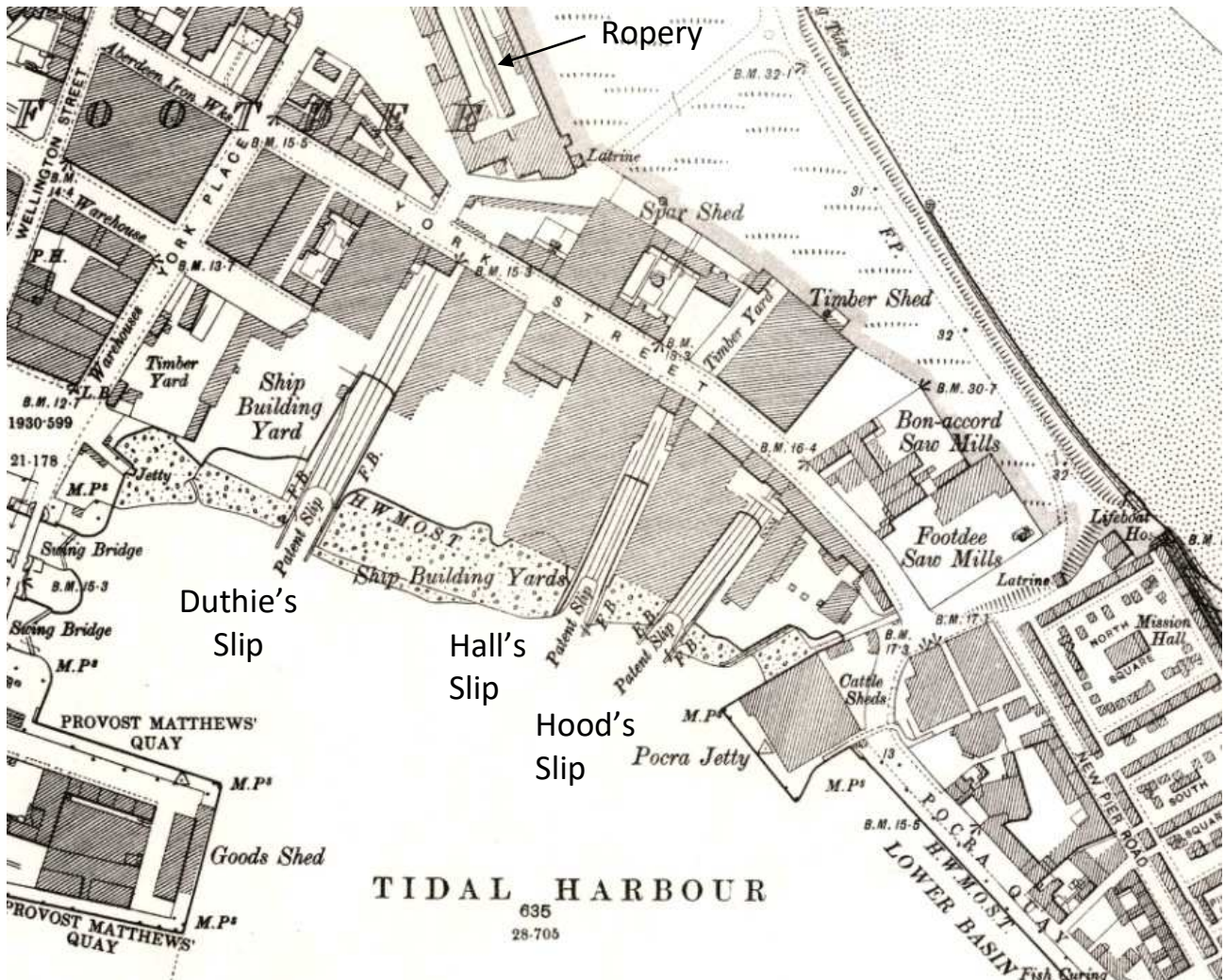
James Buyers, Shipyard Manager also took shares in many of the ships built by Walter Hood & Co. (See Appendix B).

A plan of Footdee dated 1773 by George Taylor shows a Ropery at the Links. It also shows a dockyard roughly where the dry-dock exists today, approximately where Walter Hood had his shipyard.

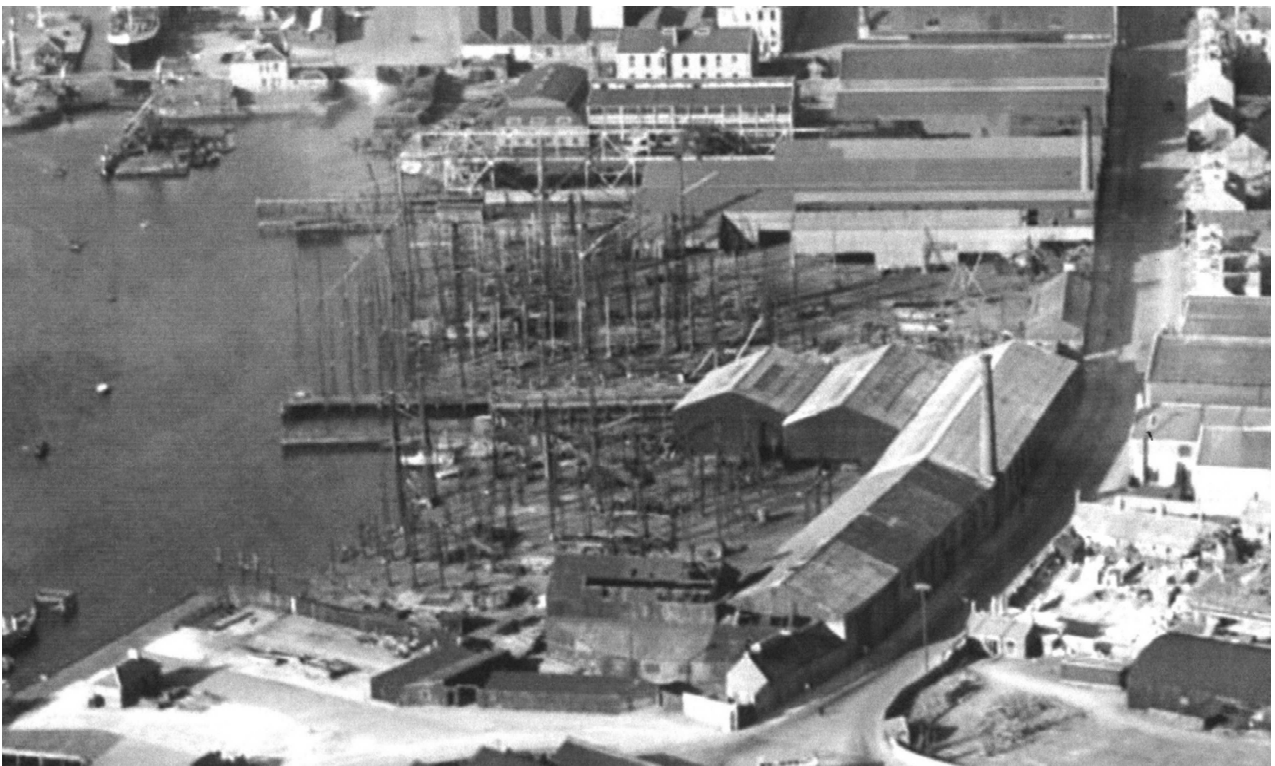
The Footdee Saw Mills, the Bon-Accord Saw Mills, and a timber yard were all conveniently sited in York Street directly opposite Walter Hood's shipyard. Donaldson Rose had a timber yard in York Street, Hood built two ships for this owner.

The Footdee Rope Works a short walk from Walter Hood's yard was built in 1852, by architects J. & W. Smith, Aberdeen.

On the map of 1899 below there are three slips, all of which would have generally been used for ship-repair work – basically used to pull the ship up and out of the water. The one in the middle I believe was that of Alexander Hall & Co., and was still in existence up to 1992. It was used by Hall Russell for ship repair of smaller sized vessels. I remember in the late 1980's the dredger 'Shearwater' (Length 112'3" (34.21m) and 342 GRT) and a luxury yacht named the 'Part VI' on this slip (The yacht I believe was owned by an American scrap dealer and had recently made an appearance on the hit TV series 'Miami Vice'). The slip east of this one was sited roughly where the drydock now stands and I believe was the slip built by Walter Hood in 1840. It was removed sometime prior to 1938 (work commenced building the drydock in 1972). The slip to the west was originally that of John Duthie & Sons, and was still in existence in 1938, but it did not exist in 1980 when I first set foot in Hall Russell's shipyard.



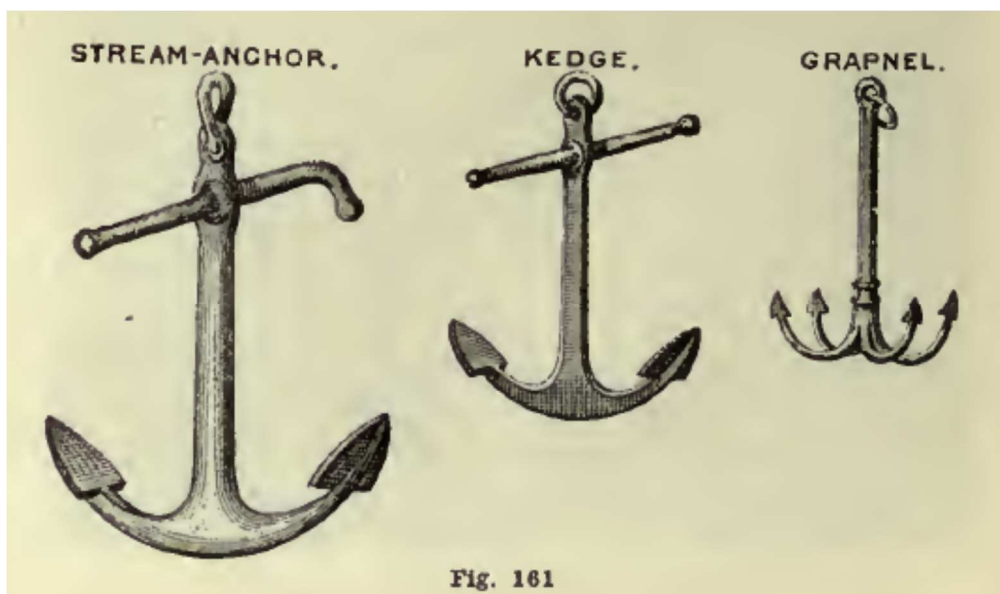
Map of the Footdee Shipyards, dated 1899. (Reproduced with the permission of the National Library of Scotland).



Aerial view of Alexander Hall & Co., and Hall, Russell & Co., shipyards, Footdee. (Walter Hood's former shipyard was bottom centre).

The photo above must have been taken during lean times, as I can't see any ships under construction; looking at Alexander Hall's ships built list the year 1938 had no ships listed, so that's my best guess. Note that the slip built by Walter Hood in 1840 is not visible, however the other two slips are still in existence.

Ships built by Walter Hood sailed to the other side of the World with all sorts of goods, emigrant passengers, and convicts. They carried tea home from China, wool from Australia, copper ore from Cuba, and timber from Canada; amongst other things they carried Californian gold from 1848, and Australian gold from 1851. These passages took months, and the ships would sail through all weather conditions. Deaths were frequent, due to, accidents such as falling from the rigging, falling overboard and drowning. Often there would be times with little wind and the ship even in full sail would be becalmed in the doldrums and travel very little distance in a day. Ships also had to endure storms and perilous seas; in a storm sails had to be taken in and very often they had to ride it out often for days at a time. The anchor could be dropped, but ships had a limited amount of chain, so the ship needed to be relatively near the shore, or at least in water shallower than the length of chain in the ships chain locker before dropping.



Anchors. (Wooden ship-building by C. Desmond - 1919).

Classification Society Rules give formulas for calculating the weight of anchor(s) and the chain length. Basically the bigger the vessel the bigger the anchor(s) and the longer the chain.

In the 1800's chains were made of inferior quality steel / iron, certainly if compared to steel used today, and chains were prone to snapping in raging seas, leaving the ship at the mercy of the sea and most likely driven ashore. Other dangers were freak waves,

with some reported as 100 feet high, lightning strikes which could cause a lot of damage and even kill crew members. The risk of fire from oil lamps swinging about especially in a gale. Risk of falling from the rigging especially in a storm. Pirates were ever present and ready to attack, and most ships carried arms to fight off any such attack. Some ships had fake gunwales painted on their hull, so from a distance it looked like the ship was armed with cannons.



Many of the clippers had their gunwales on their hulls painted with black squares so it looked like they were armed with guns this to dissuade any pirates.

(S. Bruce Collection).

Ship painting by an unknown artist – signed 'B, 77, TH, Hove'.

(If you know this artist please get in touch).

The clipper ships that sailed to China and Australia became well-known in the ports, especially in Australia as they were the link to Great Britain, the homeland. Many of the ships in this book changed hands, but most never had their names changed, I guess this was because they were so well-known.

1881.

In 1881, Walter Hood's shipyard closed and was taken over by its neighbour Alexander Hall and Co. This merger is thought to have been mainly due to the introduction of steam, and the opening of the Suez Canal in 17th November 1869. Steam ships could now sail through the canal to the Orient much quicker than any sailing ship ever could, and they were now taking the business from the sailing ships. The hey-day of sail was now over, and sailing ship owners were fighting a losing battle against steamships. To compete, sailing ships had to erect more sails, carry heavier cargoes, and to reduce costs carry smaller crews. Walter Hood's shipyard did not have the capabilities to build engines and boilers, and Walter Hood had already adapted firstly in 1867 by building composite hulled ships (Thyatira), then in 1868 by building hulls of Iron instead of wood (Glenavon). The use of iron gave reduced build costs, and another advantage was that it allowed bigger ships to be built than wood. Perhaps it was too much to ask for Hood's to adapt further and build steamships. Alexander Hall built a paddle driven steam ship named 'Jardine' (Yard No. 68) in 1835, and had regularly been building steamships since 1865 ('Admiral', Yard No. 242), so was ready for an expansion of their yard, and was well-placed to take over Hood's yard. After taking over Hood's yard in 1881 Alexander Hall only built six more iron-hulled sailing ships, these were mostly for the Australia trade and were as follows:

Yard No / Name	Rig	Date	Construction	Owners	Tonnage
308 / Elvira	Barque	1882	Iron	Henry F. Watt, Liverpool.	493 tons
309 / Port Jackson	Barque	1882	Iron	Duthie Brothers & Co., Aberdeen.	2212 tons
322 / Yallaroi	Ship	1885	Iron	Alexander Nicol & Co., Aberdeen.	1565 tons
323 / Torridon	Ship	1885	Iron	Alexander Nicol & Co., Aberdeen.	1564 tons
324 / Rosalind	Barque	1885	Iron	J. Sutcliffe & Son, Grimsby.	364 tons
332 / Inverurie	Barque	1889	Iron	George Milne, Aberdeen.	1374 tons

(John Duthie & Sons, built their last sailing ship the 'Brilliant' in 1877).

1889, was therefore the end of Aberdeen's great era of building clippers. It was 20-years after the opening of the Suez Canal, simply because some ship owners were reluctant to change to steam. The Clyde, which was closer to the steel mills and coal

fields now had an advantage over Aberdeen, and shipbuilding activity there expanded rapidly, including the building of steel hulled ships much bigger than any ever built in Aberdeen.

According to the yard list of ships built, the shipyard of Alexander Hall & Co. built their last ship Yard No. 753 the 'Bilsworth' a cargo ship in 1957. Alexander Hall & Co. was then merged with Hall, Russell & Co., and Alexander Hall's name was dropped. (Hall, Russell had been owned by the Burntisland Shipbuilding Company since 1942, and Alexander Hall & Co. owned by the Burntisland Shipbuilding Company since 1952). Hall, Russell's yard now encompassed the sites of all the former Footdee shipyards, including that of Walter Hood. Hall, Russell & Co. became a member of British Shipbuilders in 1977, was privatised in 1986 and carried on in business until 1992 (Although from 1989 to 1992 the yard was owned by A. & P. Appledore). (Note there was a comma in the name Hall, Russell pre-1977). After the closure of Hall Russell, nearly all the shipyard buildings were demolished. The only exception was Hall Russell's former Engine Shop in York Place, which was formerly the Aberdeen Iron Works, which still stands today, and the Training Centre (Formerly the offices of Alexander Hall & Co), which was demolished in 2015. In 1993, the Aberdeen based Craig Group re-opened the dry-dock originally completed in 1975 (112.8m long x 21.34m wide x 6.5m depth) for ship-repair work under a subsidiary named Craig Group Ship Repairing Ltd. This business continued until June 2002, but due to a reduction in the size of the Craig fleet and less contract work than anticipated the business was sold to the A. & P. Group in July 2002 and renamed River Dee Ship-repairers. The facility was bought by Dales Marine Services 1st August 2004, and is still currently in business under this name.

1980

The first time I stepped on the ground where Walter Hood's shipyard stood was early September 1980, almost a century after the closure of Walter Hood's shipyard. I had started as an apprentice ship draughtsman with Hall Russell's. in August 1980, and was attending the Hall Russell Training Centre on the north side of York Street. As an apprentice ship draughtsman, we spent a month in the Training Centre learning plating, burning, and welding skills, this was to give us an insight into these trades. The training required materials, and every so often the apprentices would venture into the shipyard wearing their orange hard hats and blue boiler suits pulling an old barrow and collect pieces of scrap steel which were to be used for practicing plating, burning, and welding. I remember the first time I went over to the yard aged-16; we went in through the York Street gates aside the dry-dock. I remember being near the

bow of a ship under construction on the launch-ways and thinking “This is massive, much bigger than the fishing boats I was used to seeing in Fraserburgh Harbour”. We then had our first experience of shipyard banter when a shipyard worker in his early twenties shouted over “*Oh, it’s donkey day*”, referring to us as donkeys. You can imagine we weren’t impressed with this and asked why he was calling us donkeys. “*You’ve just started in the Training Centre and know as much about shipbuilding as a donkey*”. I asked, “*Did you go to the Training Centre?*” “*Yes*” was his reply. I then said “*Seems you’ve learned enough to be an ass!*”

Ships Bell.

The ships bell is traditionally engraved with the ships name and the build date, (A job I’ve done as an apprentice). On a sailing ship it would have been fitted in a prominent place often to a mast, or a bulkhead on the main deck.

In the days of sail the ships bell had several uses:

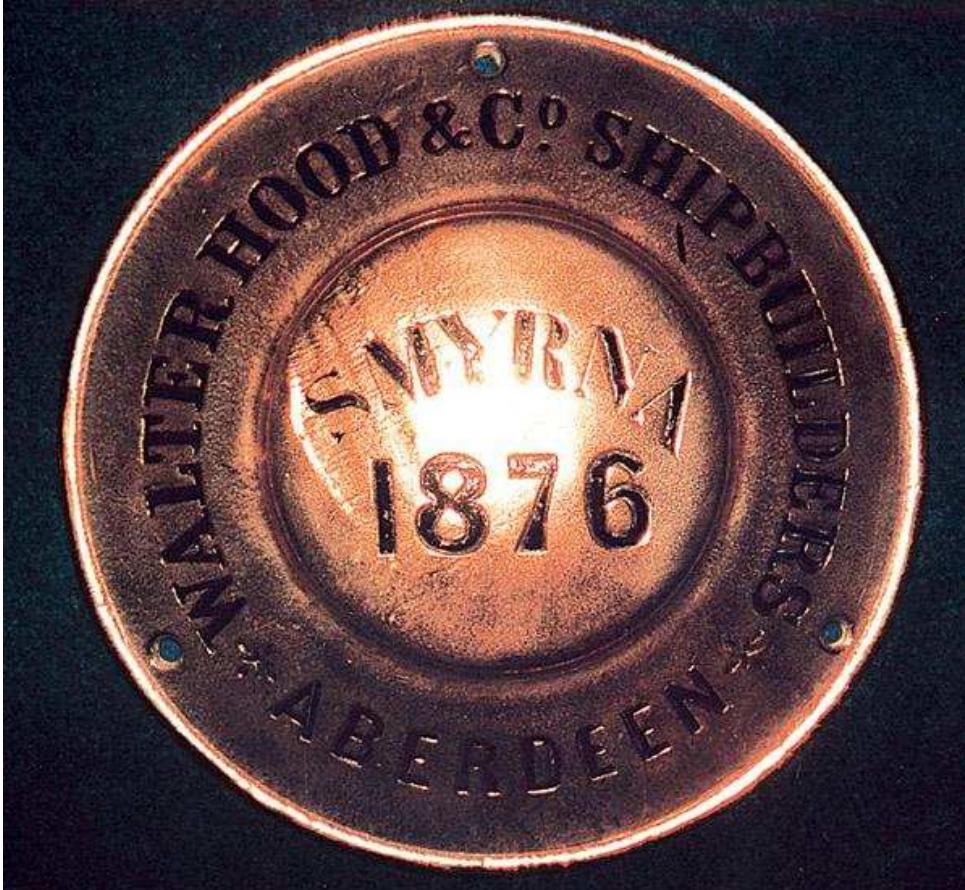
- Ring in fog to warn other ships, to avoid collisions.
- Timing of duty periods - In the age of sail, watches were timed with a 30-minute hourglass. The bell was struck in a pattern / sequence every time the glass was turned.
- Eight bells rang at the end of the watch to honour a dead sailor.



*Ships Bell from the ship ‘Walter Hood’, with no date visible.
(www.jervisbaymaritimemuseum.asn.au).*

Shipbuilders Nameplate.

The shipbuilder's nameplate was usually made of brass, and normally gave the ship name, the builders name, and date of build. It would have been displayed in a prominent place, usually on a mast or a bulkhead on the main deck.



Builders plate from the ship 'Smyrna'. (www.divernet.com).

The art of shipbuilding has changed so much since the days of Walter Hood's shipyard, no longer are ships built frame by frame, and plank by plank, nowadays ships are split into modules (Or units as we used to call them at Hall Russell's). These modules are now constructed from steel in separate under-cover fabrication bays and then assembled to form the ship, usually with as much as possible of the outfitting already completed inside. No more working outside in all sorts of weather. However, one thing that hasn't changed is the meticulous planning required to build a ship. The ordering of materials, the organisation of the trades, working to a schedule, and completion of sea trials, all to meet the contract delivery date.

The ships name was normally not disclosed until her launch, most yards worked with a Ship / Yard Number. Ships were usually named by a woman, as this was thought to bring good luck. Also for good luck a penny was usually laid under her keel.

Lines Plan

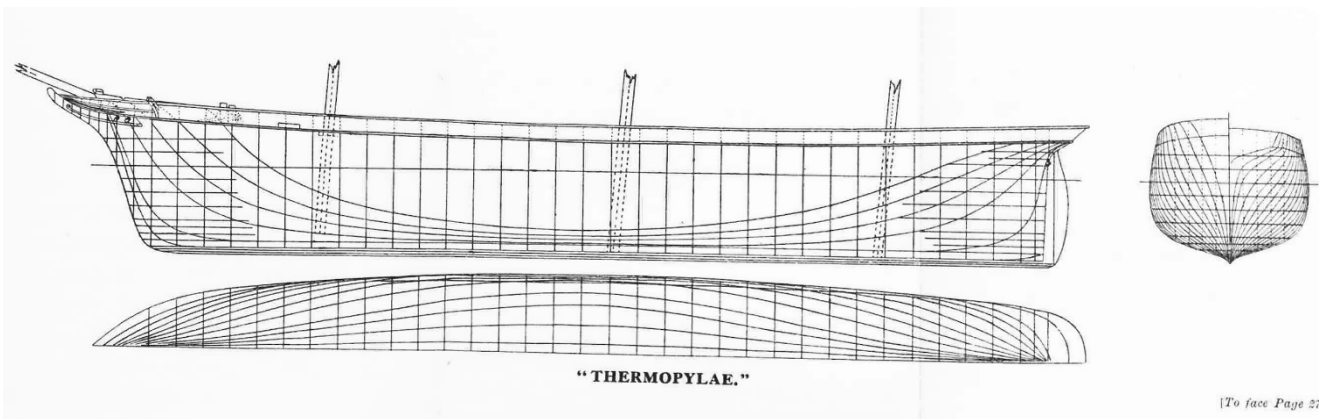
The Lines Plan is basically a set of lines representing sections through the hull of the ship. When drawn, to an educated eye it shows the shape of the ship hull. This drawing usually took several weeks to draw, and more time was then used fairing the lines, and adjusting to suit any owner requirements. When I was a draughtsman the lines were hand-drawn with pencil on film using flexi-curves held in position with lead weights. Once the lines were agreed they were then inked-in using a biro pen.

The Lines Plan is a 2-D representation drawn to scale showing the shape of the ship hull, and consists of three separate views:

- A half-breadth plan view (Viewed from the top, showing waterlines).
- A profile view (Viewed from the side, showing buttock lines).
- A body plan view (Viewed from the ends, showing station lines).

The Body plan usually shows the lines of the aft end on one side and the fore end on the other.

This drawing was then used to prepare an 'Offset Table', which was then used by the loftsmen for lifting the offsets when drawing-up full size patterns of the ship parts. It was also used to prepare the ½-body model.



Lines of the 'Thermopylae'.

A Comparison of Ships Built by Walter Hood & Co.

Ships	Wood	Composite	Iron
Smallest Tonnage	Columba (1865) 344 tons	Thyatira (1867) 962 tons	Glenavon (1868) 830 tons
Largest Tonnage	Kosciusko (1862) 1193 tons	Thermopylae (1868) 992 tons	Aristides (1876) 1721 tons
Smallest Length	John Bunyan (1848) 137 feet, 7 inches	Thyatira (1867) 201 feet, 6 inches	Glenavon (1868) 188 feet
Largest Length	Star of Peace (1855) 216 feet	Thermopylae (1868) 212 feet	Aristides (1876) 261 feet

Barques	Wood	Composite	Iron
Smallest Tonnage	Alexander Harvey (1840) 292 tons	Centurion (2) (1869) 1004 tons 208 feet, 7 inches	None
Largest Tonnage	Ascalon (1868) 998 tons		
Joint Smallest Length	Alexander Harvey (1840) Margaret Hardy (1840) 93 feet, 11 inches		
Largest Length	Ascalon (1868) 210 feet, 11 inches		

Brigs	Wood	Composite	Iron
Smallest Tonnage	Fame (1840) 154 tons	Charles Chalmers (1874) 186 tons 102 feet, 7 inches	None
Largest Tonnage	William Edward (1847) 241 tons		
Smallest Length	Fame (1840) 78.8 feet		
Largest Length	Heather Bell (1851) 98 feet, 3 inches		

Schooners	Wood	Composite	Iron
Smallest Tonnage	Lady Elphinstone (1840) 145 tons	None	None
Largest Tonnage	Taurus (1841) 184 tons		
Smallest Length	Lady Elphinstone (1840) 72 feet, 1 inch.		
Largest Length	Taurus (1841) 84 feet, 9 inches.		

Types of Wood Used in Shipbuilding.

A variety of wood was used to build ships in Aberdeen. Lloyds Registers of Shipping give brief details of the types of wood used on each ship.

Some of the wood used for shipbuilding in Aberdeen was floated down the Dee from forests further upriver. However, there were several timber merchants in Aberdeen and they sourced wood from within Great Britain and further afield. Donaldson Rose & Co., timber merchants, York Street, Footdee carried immigrants on his ships to Canada and returned with cargoes of Canadian timber, other ship-owners did similar with cargoes outward bound and returning with cargoes of timber from places all over the world.

The following list is generally in order as per Lloyds Register in the 19th century, descending from the best wood for shipbuilding at the top to the poorest wood at the bottom:

East Indian Teak: The hull of the ‘Thermopylae’ was made using East Indian Teak, this was according to Lloyds the best quality timber that could be used, and which they gave the highest classification.

Oak (Hardwood): Sourced in Great Britain, Denmark and from Africa.

Jarrah / Red Gum (Hardwood): Sourced from South West Australia.

Cedar (Softwood): Pencil Cedar (South Africa), Red Cedar (Canada), and Phillipine Island Cedar.

Mahogany (Hardwood): Sourced from West Indies / Central America.

Greenheart (Hardwood): Sourced from Central and South America.

Iron Bark (Hardwood): Sourced from Australia.

North American White Oak (Hardwood): Sourced from USA.

Pitch Pine / Oregon Pine (Softwood): Sourced from USA.

Larch (Softwood): Sourced in Great Britain.

Ash (Hardwood): Sourced in Great Britain.

Maple (Hardwood): Sourced from USA.

Elm (Hardwood): Sourced in Great Britain, used to be plentiful, but not so many today.

Black Birch: Sourced in Great Britain.

Spruce (Softwood): Sourced in Great Britain.

Fir (Softwood): Sourced in Great Britain, Canada, and USA (Douglas Fir).

Beech (Hardwood): Sourced in Great Britain.

Yellow Pine (Softwood): Sourced from USA.

Before being used on the ship the wood had to be seasoned. This is basically the drying of the juices in the wood, and the reduction of the mass to its minimum size before it is used. This is necessary to avoid any future warping.

In the shipyards the ‘Sawyer’ had a very important job as he selected and cut the timber which was then fitted by the shipwrights. He would look at the grain of the timber and the shape required and select and cut the strongest piece of timber for the job.

Timber was also steamed so it could be easily bent into shape to form parts such as the frames.



Typical stack of cut Scottish Larch (softwood) timber. (S. Bruce).

Walter Hood's Fast Sailing Ships – Clippers.

The following information regarding ships built by Walter Hood was extracted from 'The Tea Clippers' book by David R. MacGregor ISBN 0-85177-256-0 (1983). Fastest passages made to and from China:

Ship	Passage	Days	Date(s)
Thermopylae	Foochow to London	89	3 rd July 1869 to 2 nd Oct. 1869.
Harlaw	Shanghai to New York	87	24 th Feb. 1870 to 24 th May 1870.
Thermopylae	During the SW monsoon Shanghai to Anjer	27	25 th June 1871 to 22 nd July 1871.
Harlaw	During the NE monsoon Shanghai to Anjer	9	7 th Jan 1868 to 16 th Jan 1868.
Thermopylae (<i>& Sir Lancelot</i>)	Anjer to Lizard, Cornwall.	64	1869.
Assyrian	During the SW monsoon The Downs to Shanghai	93	4 th Feb. 1863 to 8 th May 1863.
Thermopylae	Newcastle NSW to Shanghai	31	10 th Feb. 1869 to 13 th March 1869.
Abergeldie	Woosung to Azores (For London)	80	30 th Nov. 1851 to 18 th Feb. 1852.
Up to 1850			
John Bunyan	Shanghai to Deal	98	28 th Jan. 1850 to 9 th May 1850.

The following information was extracted from 'Clipper Ships' book by David R. MacGregor, ISBN: 0852426186 (1979). Principal record passages.

Ship	Passage	Days	Date(s)
Thermopylae	Lizard, Cornwall to Cape Otway. (Gravesend to Hobson's Bay, Melbourne).	60 (63)	8 th Nov. 1868 to 7 th Jan. 1869.
Patriarch	Sydney to Ushant Sydney to London	68 69	1869

It's interesting to note that there is no mention of 'Thermopylae's' rival the 'Cutty Sark' in MacGregor's lists of fastest passages.

Hull Sheathing.

A very important job to be carried out on clipper ships was the fitting of sheathing to the hull. This would have been fitted prior to the ships launch and replaced at regular intervals.

The main purpose of hull sheathing was to protect the ships hull 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 of time. Another problem for ship hulls was the growth of weeds and barnacles, which caused greater drag and reduced a ships speed.

Wooden Sheathing.

The cheapest method of protection was to coat the hull with tar or tallow and fit a 2” thick layer of wood sheathing over the hull planks. This was basically a sacrificial layer that needed replaced in dry-dock at regular intervals. Ships sailing in colder waters tended to use this option.

Copper Sheathing (Yellow Metal).

In the late 18th century the Admiralty experimented with various metal sheathing of wooden hulls including materials such as lead and zinc, however after many trials it was copper sheets that were found to be the most effective. Initially the copper was nailed to the hull with iron nails, but bi-metal corrosion occurred. The use of copper nails prevented this and became the method of fitting to the hull. The initial outlay of fitting copper sheathing was much more expensive than wood, but as well as protecting the hull from the dreaded teredo, it kept the hull clean of weeds longer than using wood. Copper sheathing would typically need to be replaced every 18 to 24 months. Due to its high cost, it was generally the ship-owners who ran a well-maintained ship such as George Thompson (Aberdeen Line) who invested in fitting copper sheathing.

Iron Hulls.

Walter Hood built his first iron-hulled vessel the ‘Glenavon’ in 1868. Copper could not be fitted to an iron hull due to bi-metallic corrosion problems, so painted iron-hulled ships especially in tropical waters quickly became festooned with weeds. These weeds increased the drag of the ship thereby slowing the ship down, probably adding days perhaps weeks to a passage from Great Britain to Australia or China. Clippers with iron hulls were regularly dry-docked to get their hulls cleaned.

Ships Built by Walter Hood & Co.

I prepared the following list from scratch in 2016 / early 2017 and put the ships in chronological order as far as my knowledge allowed. However, in October 2017 Peter King published his book 'The Aberdeen Line' and he has an appendix with a list of 100 ships built by Walter Hood & Co. prepared by Dr. Jake Duthie. I have 102 on my list; and hopefully I have included all the ships built by Walter Hood & Co., my apologies if not. (Please feel free to get in touch if you know of any others).

Ship Name	Rig	Date Built	Construction	Date lost / scrapped	GRT
Milton	Brig	1839	Wood	> 1856	163
Richard Grainger	Schooner	1839	Wood	1878	115
Janet	Brig	1839	Wood	> 1851	182
Alexander Harvey*	Barque	1840	Wood	c1869	292
Lady Elphinstone	Schooner	1840	Wood	Unknown.	145
Margaret Hardy**	Barque	1840	Wood	1845	296
Anemone*	Brig.	1840	Wood	1851	199
Fame	Brig	1840	Wood	1857	154
Star**	Schooner	1840	Wood	1847	156
Paragon	Brig	1840	Wood	1851	213
St. Lawrence	Barque	1841	Wood	Unknown.	406
Ellen Simpson	Barque	1841	Wood	1866	376
Taurus	Schooner	1841	Wood	1874	184
Michael Williams*	Brig	1841	Wood	1848	227
Agnes Blaikie*	Barque	1841	Wood	1855	385
Seaton	Barque	1842	Wood	Unknown.	700
Harriet	Brig	1842	Wood	Unknown.	165
Prince of Wales*	Barque	1842	Wood	1853	583
Chilena	Barque	1842	Wood	1850	296
Jane Boyd*	Barque	1843	Wood	Unknown.	388
Rose	Barque	1843	Wood	Unknown.	253
Eliza Hall	Brig	1843	Wood	1864	200
Duncan Ritchie	Barque	1843	Wood	Unknown.	508
Queen of the Tyne	Schooner	1844	Wood	Unknown.	192
Neptune*	Barque	1844	Wood	1864	343
Consort	Schooner	1845	Wood	Unknown.	199
Magnet	Brig	1845	Wood	1872	176
Granite**	Brig	1846	Wood	Unknown.	187
Admiral	Brig	1846	Wood	1853	243
Gazelle**	Schooner	1846	Wood	1860	175
Oliver Cromwell*	Ship	1847	Wood	1868	478

Ship Name	Rig	Date Built	Construction	Date lost / scrapped	GRT
William Edward	Brig	1847	Wood	Unknown.	241
Phoenician*	Barque	1847	Wood	1865	478
Seaton	Brig	1847	Wood	Unknown.	185
Luna**	Brig	1848	Wood	1891	187
John Bunyan*	Ship	1848	Wood	1873	467
Balgownie**	Barque	1848	Wood	Unknown.	379
Orient	Brig	1848	Wood	1850	134
Victoria	Schooner	1849	Wood	1893	180
Emperor	Brig	1849	Wood	1875	200
Centurion (1)*	Ship	1850	Wood	1867	639
Lady Franklin	Brig	1850	Wood	1867	201
Sophia	Brig	1850	Wood	Unknown.	113
Gladiator	Ship	1850	Wood	1880	534
Heather Bell**	Brig	1851	Wood	1880	191
Abergeldie	Ship	1851	Wood	1854	600
Walter Hood*	Ship	1852	Wood	1870	937
John Knox	Barque	1852	Wood	1886	296
Wooloomooloo*	Ship	1852	Wood	1885	627
Granite City	Ship	1853	Wood	1881	772
Maid of Judah*	Ship	1853	Wood	1880	665
Omar Pasha*	Ship	1854	Wood	1869	1068
Assyrian	Ship	1854	Wood	1877	555
Star of Peace*	Ship	1855	Wood	1895	1113
Wave of Life*	Ship	1856	Wood	1897	887
Golden Fleece	Ship	1856	Wood	Unknown.	359
Damascus*	Ship	1857	Wood	1893	964
Transatlantic*	Ship	1857	Wood	1899	614
Westburn**	Ship	1858	Wood	1870	593
Jason	Ship	1858	Wood	Unknown.	877
Moravian*	Ship	1858	Wood	1895	967
Cuzco	Barque	1859	Wood	Unknown.	415
Strathdon*	Ship	1860	Wood	1888	1011
Marquis of Argyle	Ship	1860	Wood	Unknown	515
Nereid	Brig	1860	Wood	1890	191
Queen of Nations*	Ship	1861	Wood	1881	878
Yes	Ship	1861	Wood	1881	846
Garrawalt**	Ship	1862	Wood	1865	627
Kosciusko*	Ship	1862	Wood	1899	1193
Fawn	Brig	1862	Wood	Unknown.	216
Glengairn**	Ship	1863	Wood	1893	894

Ship Name	Rig	Date Built	Construction	Date lost / scrapped	GRT
Nineveh*	Ship	1864	Wood	1896	1176
Ethiopian*	Ship	1864	Wood	1894	838
George Thompson*	Ship	1865	Wood	1902	1128
Columba**	Ship	1865	Wood	Unknown.	344
Harlaw*	Ship	1866	Wood	1878	894
Christiana Thompson*	Ship	1866	Wood	1899	1079
Janet	Ship	1867	Wood	Unknown.	215
Jerusalem*	Ship	1867	Wood	1893	901
Thyatira*	Ship	1867	Composite	1896	962
Ploughman***	Brig	1867	Wood	1894	177
Ascalon*	Barque	1868	Wood	1907	998
Thermopylae*	Ship	1868	Composite	1907	991
Glenavon**	Ship	1868	Iron	1871	830
Centurion (2)*	Barque	1869	Composite	1887	1004
Patriarch*	Ship	1869	Iron	1912	1405
Leucadia	Ship	1870	Iron	1906	896
Aviemore*	Ship	1870	Wood	1916	1091
Miltiades*	Ship	1871	Iron	1905	1495
Collingwood	Ship	1872	Iron	1917	1064
Samuel Plimsoll*	Ship	1873	Iron	1903	1520
Lydia**	Barque	1873	Wood	1882	377
Charles Chalmers	Brig	1874	Composite	1903	186
Romanoff	Ship	1874	Iron	1917	1277
Salamis*	Ship	1875	Iron	1905	1130
Aristides*	Ship	1876	Iron	1903	1721
Smyrna*	Ship	1876	Iron	1888	1372
Pericles*	Ship	1877	Iron	1923	1598
Cimba	Ship	1878	Iron	1915	1174
Sophocles*	Ship	1879	Iron	1925	1176
Orontes*	Ship	1881	Iron	1903	1318

* - vessel owned by the Aberdeen Line (George Thompson & Co.) = 43.

** - vessel part-owned by George Thompson = 13.

*** - vessel owned by George Thompson, but not as the Aberdeen Line = 1.

There is one vessel I came across that is not on Dr. Jake Duthie's list in the appendix to Peter King's book, and she is the 'Yes' an 846-ton ship built in 1861. It seems likely that the 'Yes' is the same ship as the 'Queen of Nations' built the same year with similar dimensions and tonnage, and perhaps renamed, so I haven't included an individual page for her.

Milton (1839).

She was the first vessel built by Walter Hood & Co. She was built as a coaster to carry general cargo, but she could also carry passengers. She is known to have traded at Aberdeen, Dundee, Leith, London, and Liverpool. She also sailed to Sydney (Australia), Cape Breton (Nova Scotia, Canada), Santa Domingo (Dominican Republic), and Marseilles (France).

Ship Name(s)	Milton.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	13 th August 1839.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Henry Campbell Oswald, merchant (24), John Alexander, writer (4), and James Anderson, shipmaster (8), all Aberdeen. Other shareholders: James Fraser, merchant, Aberdeen (16), Angus Fraser, merchant, Aberdeen (8), and William Carnegie, farmer, Skene (4).
Registered Port	Aberdeen.
GRT	163 tons.
Length	76 feet, 9 inches (23.39m).
Breadth	19 feet, 1 inch (5.82m).
Depth	13 feet, 5 inches (4.09m).
Construction	Wood, oak, beech, fir, & larch.
Figurehead	Male bust.
Classification	Lloyds Register of Shipping. Class 5A1.
Other information	1843: owned by H. Oswald and registered in Aberdeen 16 th March 1846: the Caledonian Mercury paper reported that John Mitchell, seaman, brought action at Aberdeen against James Anderson, Master of the brig 'Milton' of Aberdeen, for delivery of his certificate of discharge and £5 penalty under Sec. 13 of the Merchant Seamen's Act. Case was keenly litigated for 3 hours by agents for each side. The Justice of the Peace decreed Anderson should pay the seaman mitigated penalty of £1.13.4 with £2.13.4 expenses or serve 6-month's imprisonment.
Date Scrapped / Lost	Unknown. (She was still sailing in 1856).

Richard Grainger (1839).

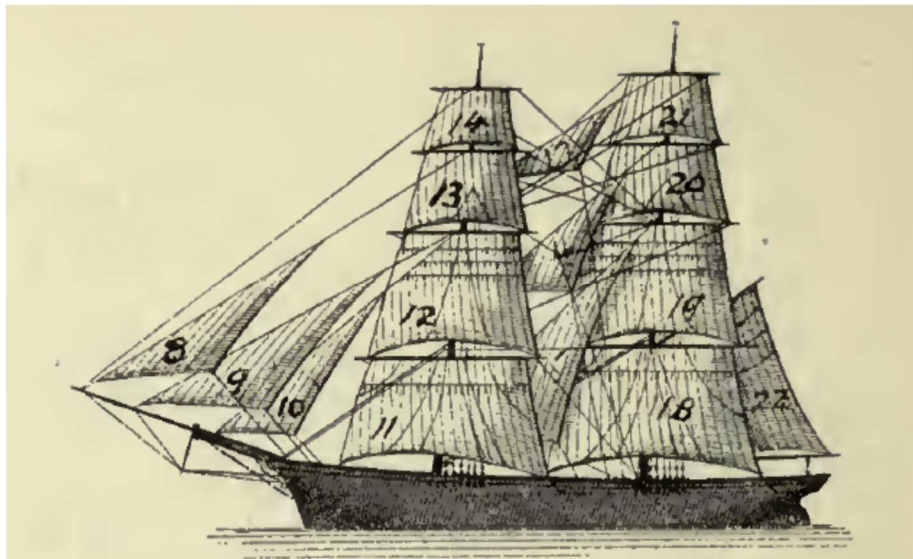
She was built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, Montrose, Newcastle, North Shields, and London.

Ship Name(s)	Richard Grainger.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	October 1839.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	G. Cruickshank and T. Gordon, Aberdeen. <i>(Breakdown of shareholders unconfirmed).</i>
Registered Port	Aberdeen. Official No.: 6846.
GRT	115 tons.
Length	67 feet, 3 inches (20.50m).
Breadth	18 feet, 7 inch (5.66m).
Depth	12 feet (3.66m).
Construction	Wood.
Figurehead	Male Bust.
Classification	Unknown.
Other information	18 th November 1868: the Aberdeen Journal reported that during a gale she was forced to put into Berwick Harbour. Captained by F. Chalmers, she left Newcastle with a cargo of coal on Wednesday 11 th November, however about 5a.m. Saturday 14 th November, when between the Farne Islands and the Holy Island, Mate James Rae aged 26-years, belonging to Aberdeen, when on taffrail reefing main sail, lost hold and fell into the sea. Every effort was made to save him without success and he drowned. Weather at the time was dark and stormy and a heavy sea running. He left a widow and two children.
Date Scrapped / Lost	6 th March 1878: she ran aground in a gale inside Carr Brigs beacon, Fife Ness, North Sea, Scotland. The 5-man crew abandoned ship and made it to Crail, Fife, in the ships boat, and all hands were saved. She was towed off the rocks at Crail by the steamship 'Ferrifer'. She was then taken in tow by the tug 'May', but the tow rope broke and she was lost sight of about eight miles east of the Bell Rock. She was then picked up by the steamer 'Marie Stuart' of Leith, and towed into Berwick, but it is thought she was scrapped due to extensive damage.

Janet (1839).

She was a regular trader with Valparaiso (Valley of Paradise), Chile.

Ship Name(s)	Janet.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	21 st November 1839.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol & George Monro, merchants, Aberdeen, carrying on business under the firm of Nicol & Monro , ship-owners (16), George Jaffray, and Nicol Simpson, Aberdeen (8), and John Ritchie Wilson, shipmaster (4). Other shareholders: Peter Aikman, merchant, Glasgow, (16), Robert Aikman, merchant, Glasgow (8), Adam Mitchell, session clerk, Old Aberdeen (4), and John Dall, shipmaster, Alloa (8).
Registered Port	Aberdeen.
GRT	182 tons.
Length	82 feet, 4 inches (25.1m).
Breadth	20 feet, 2 inch (6.15m).
Depth	14 feet, 2 inches (4.32m).
Construction	Wood.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 5A1.
Other information	--
Date Scrapped / Lost	Unknown, she was still sailing in 1851.



Typical brig rig. (Wooden ship-building by C. Desmond - 1919).

Alexander Harvey (1840).

Named after Alexander Harvey (d.1837) of Drum, Aberdeenshire who was a former partner in the Aberdeen Line (Owners of the ship). By 1840, George Thompson Junior had bought out all his partners. She was built for the Cuba copper ore trade and West Indies trade. However, she is also known to have travelled to Australia, and South America. She was also used as a Greenland whaler.

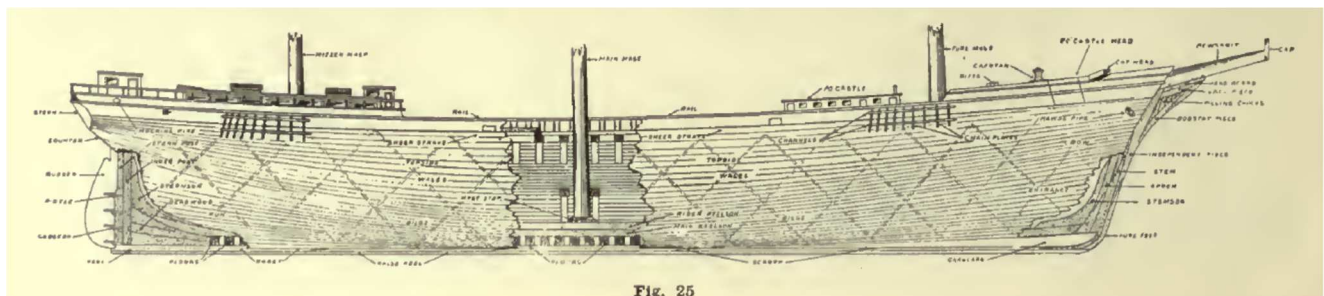
Ship Name(s)	Alexander Harvey.
Rig	Barque, 3 masts, 1 deck, a square stern and a standing bowsprit.
Launch Date	March 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen.
GRT	292 tons.
Length	93 feet, 11 inches (28.63m).
Breadth	22 feet, 5 inches (6.83m).
Depth	16 feet (4.88m).
Construction	Wood.
Figurehead	Male bust.
Classification	Unknown.
Other information	18 th October 1852: owned by Thomas Adam, ship-owner, and registered at Banff, Scotland. (Used for whaling off Greenland).
Date Scrapped / Lost	Unknown, possibly c1869.

The green paint used on the Aberdeen Line ship hulls from 1842 was a composite paint always known as Aberdeen Green, from 1825 to 1841 the ship hulls were painted black. ‘Anenome’ built in 1840 being an exception, or perhaps used as a trial of the new colour.

Lady Elphinstone (1840).

She was built as a Coaster to carry general cargo.

Ship Name(s)	Lady Elphinstone.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	3 rd April 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Henry Adamson, ship-owner, Aberdeen (16), Alexander Nicol, ship-owner, Aberdeen (16), and Alexander Troup, ship-owner, Mill of Sclattie, Bucksburn, Aberdeen (16). Other shareholder: Robert Williamson, farmer, Bendauch, Kinellar, County of Aberdeen (16).
Registered Port	Aberdeen.
GRT	145 tons.
Length	72 feet, 1 inch (21.97m).
Breadth	19 feet, 5 inches (5.92m).
Depth	13 feet (3.96m).
Construction	Wood.
Figurehead	Female bust.
Classification	Unknown.
Other information	---
Date Scrapped / Lost	Unknown.



Typical ship's hull. (Wooden ship-building by C. Desmond - 1919).

Margaret Hardy (1840).

She was built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, Berwick, Newcastle, and Swansea.

Ship Name(s)	Margaret Hardy.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	August 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Donald Junior, ship-owner, Aberdeen (32), and John Martin, shipmaster (16). Other shareholder: George Thompson Junior, ship-owner, Aberdeen, (16).
Registered Port	Aberdeen.
GRT	296 tons.
Length	93 feet, 11 inches (28.63m).
Breadth	22 feet, 5 inches (6.83m).
Depth	16 feet, 7 inches (5.05m).
Construction	Wood.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	25 th January 1845: while on tow out of Port Talbot Harbour, Wales, she grounded at the Bar. She was pulled off, but sank at the end of the breakwater. She was an obstruction to the harbour, and it wasn't until the 10 th March before she was raised and moved clear of the harbour entrance. January 1846: owned by Robert Anderson, shipmaster, Aberdeen.
Date Scrapped / Lost	October 1857: she stranded in the River Plate, Uruguay, and was subsequently sold to foreign owners. No details known after this date.

Anemone (1840).

She was built as a general cargo ship, and was the first ship Walter Hood built for George Thompson's Aberdeen Line. Walter Hood built a total of 43 sailing ships for George Thompson's Aberdeen Line. Her maiden voyage took her from the Clyde, Glasgow (Scotland) to Valparaiso (Chile), with a return passage to Swansea carrying copper ore.

It is also thought she was first Aberdeen Line ship to have her hull painted green instead of black, but not with the yellow band. Unfortunately, she had a relatively short life of only 11-years.

Ship Name(s)	Anemone.
Rig	Brig, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	4 th May 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner, Aberdeen (40), John Walker, shipmaster (16), and Alexander Wales, sailmaker, Aberdeen (8).
Registered Port	Aberdeen.
GRT	199 tons.
Length	85 feet, 7 inches (26.09m).
Breadth	20 feet, 5 inches (6.22m).
Depth	14 feet, 5 inches (4.39m).
Construction	Wood. Hull sheathed in felt and copper.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	1848 / 1849: during this period while in Demarara, British Guyana, South America, she lost her foremast. 1850: sold to A. Wales & Co., Aberdeen, Scotland, and used in the South American trade.
Date Scrapped / Lost	3 rd September 1851: she was sold at public auction at Callao, Peru, after being condemned due to storm damage.

Fame (1840).

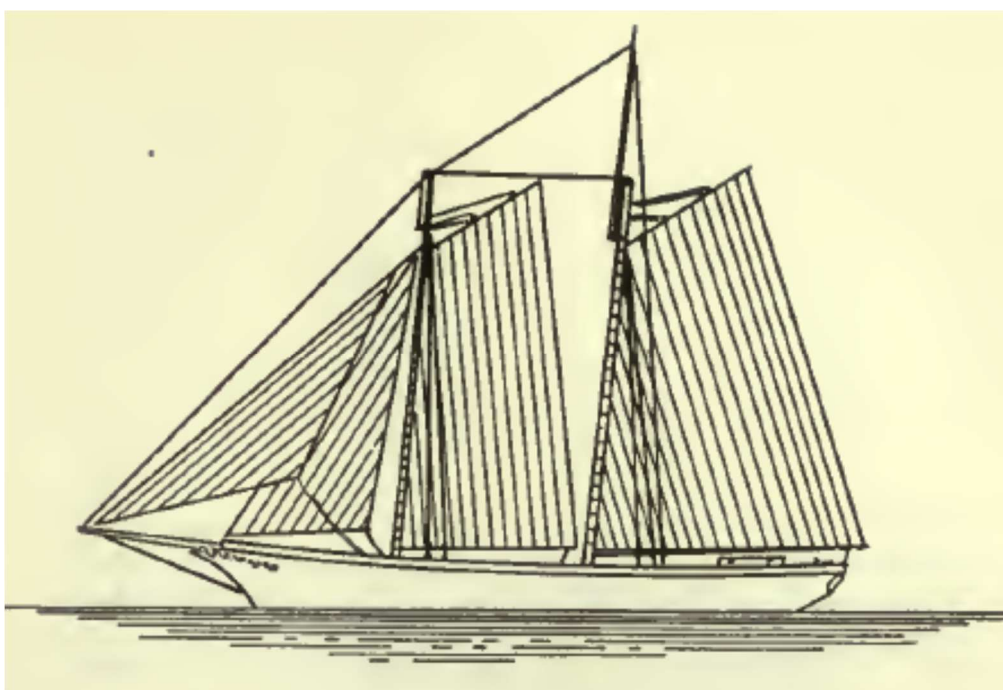
She was built as a cargo vessel, and is known to have traded at Aberdeen, Liverpool, and London. She also sailed to Petersburg (Russia), and Rio (Brazil).

Ship Name(s)	Fame.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	July 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Leslie & Co. George Leslie, ship-owner, Aberdeen (48), and Alexander Drinnie, manufacturer, Aberdeen (16).
Registered Port	Aberdeen.
GRT	154 tons.
Length	78.8 feet (24.02m).
Breadth	18.8 feet (5.73m).
Depth	13.5 feet (4.11m).
Construction	Wood: oak, larch, beech, and elm.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	15 th March 1843: she was lengthened by Walter Hood and re-registered in Aberdeen. Her new dimensions were length 85.2 feet, breadth 19.1 feet, and her depth remained the same at 13.5 feet. This increased her GRT by 49 tons to 203 tons. 1847 / 1853: owned by Main & Son, Belfast. 1854: owned by Captain John Poole & Sons, Melbourne, Australia, and used as a collier. 1856: owned by Douglas & Co. Her wreck is a registered Maritime Heritage Site with the NSW Government, Australia, site ID: 1422. www.environment.nsw.gov.au
Date Scrapped / Lost	29 th July 1857: she ran aground in a gale at Sow and Pigs Shoal, Sydney Harbour, Australia, and was eventually lost 2 nd August 1857.

Star (1840).

She was built as a Coaster to carry general cargo.

Ship Name(s)	Star.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	September 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Commercial Co. Nathaniel Farquhar, advocate, George Thompson Junior, ship-owner, and John Milne, farmer, Fornet, Skene. Also, John Innes, land surveyor, and William Donald Junior, trustees of the Aberdeen Commercial Co. (64).
Registered Port	Aberdeen.
GRT	156 tons.
Length	75 feet, 5 inches (22.99m).
Breadth	19 feet, 3 inches (5.87m).
Depth	13 feet, 1 inch (3.99m).
Construction	Wood.
Figurehead	Female.
Classification	Unknown.
Other information	---
Date Scrapped / Lost	12 th January 1847: she sank off Carr Rock, Fife Ness, Scotland, and was a total loss.



Schooner Rig. (Wooden ship-building by C. Desmond - 1919).

Paragon (1840).

She was built as a general cargo ship and is known to have traded at Aberdeen, Shields, Liverpool, West Indies, the Mediterranean, and Halifax, Canada.

Ship Name(s)	Paragon.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	November 1840.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Robert Spring, ship-owner, (48), and Robert Allan, shipmaster (16), both Aberdeen.
Registered Port	Aberdeen.
GRT	213 tons.
Length	86 feet, 9 inches (26.44m).
Breadth	21 feet, 1 inch (6.43m).
Depth	14 feet, 5 inches (4.39m).
Construction	Wood.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	1850: owned by W. Oxley and registered in Liverpool, England. 18 th May 1851: Lloyd's Weekly Newspaper reported that on route to Burnley, from Bangor and Queenstown for Boston, she put into Newport, County Mayo, Ireland, 22 nd April 1851 in distress. 16 th May 1851: she was driven ashore at Monomy Point, Chatham, Massachusetts, USA in a gale. Reports stated that she had lost topgallant sails, bulwarks, stanchions, etc.
Date Scrapped / Lost	Unknown.

St. Lawrence (1841).

From 1842 to 1855 she carried emigrant passengers to Quebec, Canada, returning with timber; her owner Donaldson Rose (1779 to 1853) was a timber merchant with a yard in York Street, Footdee, Aberdeen. Unlike the later more slim-line fast clipper ships her hull was full bodied which meant she was a good timber carrier, but slower. She had 7 feet between decks, which gave good head-room and was good for carrying passengers. She was also used on the guano trade in the 1850's.

Ship Name(s)	St. Lawrence.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	January 1841.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Donaldson Rose, Aberdeen. Donaldson Rose, timber merchant, Aberdeen (26), James Horn, merchant (20), and John Cargill, shipmaster (8). Other shareholder: William Rose, merchant, Aberdeen (10).
Registered Port	Aberdeen. Official Number: 24639.
GRT	406 tons.
Length	105 feet, 3 inches (32.08m).
Breadth	24 feet, 7 inches (7.49m).
Depth	18 feet, 1 inches (5.51m).
Construction	Wood. (Oak, beech, larch, elm, and fir).
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	1842 to 1855: she carried a total of 1,750 immigrants to Quebec, Canada, most of them made the passage in steerage, as she only had a small number of cabins. April 1848: the ship was fined for having two passengers more than her list certified.
Date Scrapped / Lost	Unknown.

St. Lawrence (1841). Continued.

Between 1842 and 1855 she carried a total of between 1,750 and 1,896 immigrants to Quebec, Canada, most of them made the passage in steerage.

Month / Year	Passengers	Information
April 1842	25	Passengers were mostly farmers.
April 1843	32	
April 1844	139	
May 1845	98	
April 1846	97	
April 1847	55	
August 1847	26	
April 1848	120	Owners were fined for having two passengers more than her list certified.
April 1849	36	
July 1849	17	
April 1850	95	
August 1850	69	
April 1851	139	
July 1851	102	
April 1852	184 (136)	Aberdeen Herald states 184 departures. Quebec Mercury states 136 arrivals.
August 1852	59	
April 1854	300*	The 'St Lawrence' and 'Alexander Hall' took 300 passengers together.
July 1854	118	
June 1855	Unknown	Three immigrant deaths on the crossing caused by the spread of disease.

Ellen Simpson (1841).

She is seen here in a very early photograph at Swansea (1845) at low tide. She carried copper ore from Cuba to Swansea. This is the earliest photograph of any of the ships built by Walter Hood & Co.



'Ellen Simpson' at Swansea 1845. (Calvert Richard Jones (1804 to 1877)).

Ellen Simpson (1841) continued.

She was built to carry general cargo and is known to have traded at Aberdeen, Newport, Milford, Swansea, and made passages to Cuba, Coquimbo (Chile), Quebec (Canada), North America, Australia and Mauritius.

Ship Name(s)	Ellen Simpson.
Rig	Barque, 3 masts, 1 deck, a poop deck, a square stern, and a standing bowsprit.
Launch Date	March 1841.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Adamson & Co., Aberdeen. Henry Adamson, ship and insurance broker, Aberdeen (32). Other shareholders: Alexander Simpson, merchant (16), and Robert Forsyth, merchant, (16), both London.
Registered Port	Aberdeen.
GRT	376 tons.
Length	107 feet (32.61m).
Breadth	23 feet, 5 inches (7.14m).
Depth	17 feet, 4 inches (5.28m).
Construction	Wood. Sheathed in felt and yellow metal.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	1852: registered in Sunderland. 6 th March 1854: sold at auction in Sunderland, England. 1856: owned by J. Roberts, and registered in Milford, England.
Date Scrapped / Lost	16 th / 17 th May 1866: she was driven ashore and wrecked in a gale near Green Caps, Twofold Bay District, SE Australia. She left Newcastle, Australia 14 th May 1866 and was carrying 400 tons of coal bound for Melbourne, Australia. The captain and eight crew died, the 1 st and 2 nd officers were the only survivors.

Taurus (1841).

She was built for the Aberdeen to London cattle trade, hence the name and the figurehead. She is said to have had superior accommodation and carried immigrant passengers to Quebec, Canada.

Ship Name(s)	Taurus.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	May 1841.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Nesbit & Robertson, ship-owners, No. 47 Marischal Street, Aberdeen. James Nesbit and David Robertson, carrying on business under the firm, Nesbit & Robertson (38), William Carnegie, farmer, Newton of Auchinlick, Skene (4). Other shareholders: Thomas Wallace, farmer, Tipperty, Ellon (4), James Bruce, Mains of Slains (4), Alexander Mitchell, farmer, Fiddesbeg, Foveran (2), John Kidd, farmer, Hilltown of Turnerhall, Ellon (2), George Lumsden, farmer, Keir, Belhelvie (2), David Crichton, farmer, Stracathro, Forfar (4), and David Elliot, cattle salesman, London (4).
Registered Port	Aberdeen. Official No: 21465.
GRT	184 tons.
Length	84 feet, 9 inches. (25.83m).
Breadth	20 feet, 6 inches (6.25m).
Depth	13 feet, 5 inches (4.09m).
Construction	Wood: beech, larch, oak, elm, and fir.
Figurehead	Bull.
Classification	Lloyds Register of Shipping. Class: 6A1.
Other information	June 1841: carried 134 passengers to Quebec, Canada. 1842: she sailed to Quebec, (no details of passengers). June 1843 advertised for carrying passengers to Quebec, Canada. 1849: registered in London. January 1869: she rescued the crew of the 'Renshaw' of Montrose, which foundered off Montrose, Scotland.
Date Scrapped / Lost	21 st October 1874: she was driven ashore in a gale (SW force 6 to 9) at Dungeness Bay, Kent and lost.

Michael Williams (1841).

She was named after the principal partner of Williams, Foster & Co. the largest Copper Smelting works in Swansea, Wales, and she carried copper ore from Santiago, Cuba to Swansea,

This brig although partly owned by George Thompson junior may not have been considered as part of the Aberdeen Line fleet, as she is not listed in the book titled 'Merchant Fleets – Aberdeen and Aberdeen & Commonwealth Lines' by David Savill and Duncan Haws.

Ship Name(s)	Michael Williams.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	May 1841.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner, Aberdeen (32), Alexander Nicol, merchant and ship-owner, Aberdeen (8), George Moir, farmer at Knockhill, Foveran (8), Barbara Harvey, spinster (8), and Robert Harvey (8), both Drums, Foveran.
GRT	227 tons.
Length	89 feet, 9 inches (27.36m).
Breadth	20 feet, 10 inches (6.35m).
Depth	15 feet (4.57m).
Construction	Wood.
Figurehead	Male bust.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	---
Date Scrapped / Lost	November 1847: while carrying a cargo of coal near the Falkland Islands she spontaneously combusted, she ran for the mainland near Port Desire (now Puerto Deseado), Southern Argentina, but stood offshore fearing the Patagonian Indians. She was abandoned two days later, when the crew took to the long boat and took eleven days to get to Rio Negro, Central Argentina with great suffering.

Agnes Blaikie (1841).

The ship was named after Agnes Blaikie nee Dingwall (1806 to 1885), who was the wife of shareholder Sir Thomas Blaikie (1802 to 1861), Provost of Aberdeen (1839 to 1847, and 1853 to 1856). His daughter was also Agnes (1832 to 1914). She was built for trade to Cuba (Copper ore), and Valparaiso (Chile).

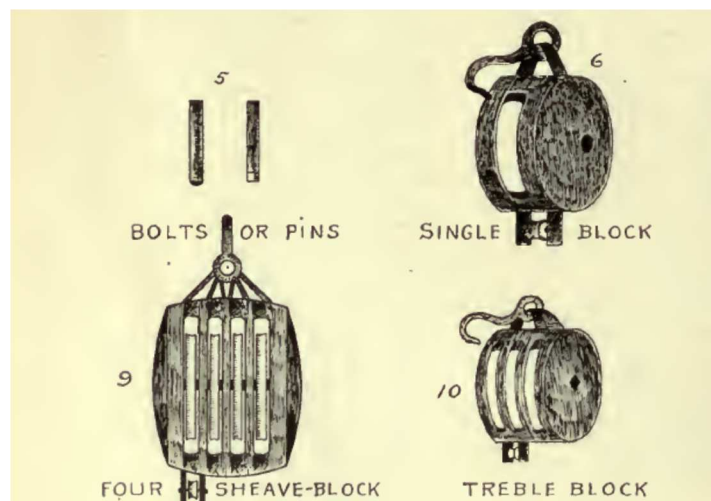


'Agnes Blaikie' / Sir Thomas Blaikie. (Artist / photographer unknown).

Ship Name(s)	Agnes Blaikie.
Rig	Barque, 3 masts, 1 deck, poop deck, a square stern, and a standing bowsprit.
Launch Date	October 1841.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner (12), Alexander Jopp, advocate (11), and Henry Paterson, banker (10), all Aberdeen. Other shareholders: Thomas Blaikie, plumber (11), Alexander Anderson, advocate (10), and Robert Shand, advocate (10), all Aberdeen.
Registered Port	Aberdeen.
GRT	385 tons.
Length	116 feet, 6 inches (35.51m).
Breadth	23 feet, 7 inches (7.19m).
Depth	17 feet (5.18m).
Construction	Wood. Her hull was sheathed with copper.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 9A1.

Agnes Blaikie (1841). (Continued).

<p>Other information</p>	<p>1849: she was owned by W. Jenkins & Company, and registered in Swansea, Wales.</p> <p>1852: she was bought by W. Dobbin & Co., Bristol.</p> <p>30th June 1852: she was bought by John Crow Richardson JP of Swansea, Wales.</p> <p>5th February 1853: she was bought by Henry Dobson, of No. 81 Princess Street, Bristol, England.</p> <p>1854: she was chartered by the British Government for servicing the military campaign at Crimea, Russia.</p> <p>1855: she was owned by Jordison & Co., London, and registered in London, England, and traded to the Mediterranean.</p> <p>September 2003: her well-preserved wreck was discovered lying in 276ft (84m) of water in the Black Sea. (Lat 44°, Lon 33°).</p>
<p>Date Scrapped / Lost</p>	<p>5th May 1855: she sank in Balaklava Bay, Black Sea, Crimea, Russia after a collision with naval hydrographic paddle steamer 'HMS Medina' (889 tons). She was carrying a cargo of munitions from Woolwich via Malta for use in the Crimean War (180 tons of shot and 250 tons of coke). All crew members survived. It was reported that the petty officer of the watch aboard 'HMS Medina' committed suicide by cutting his throat immediately after the collision.</p>



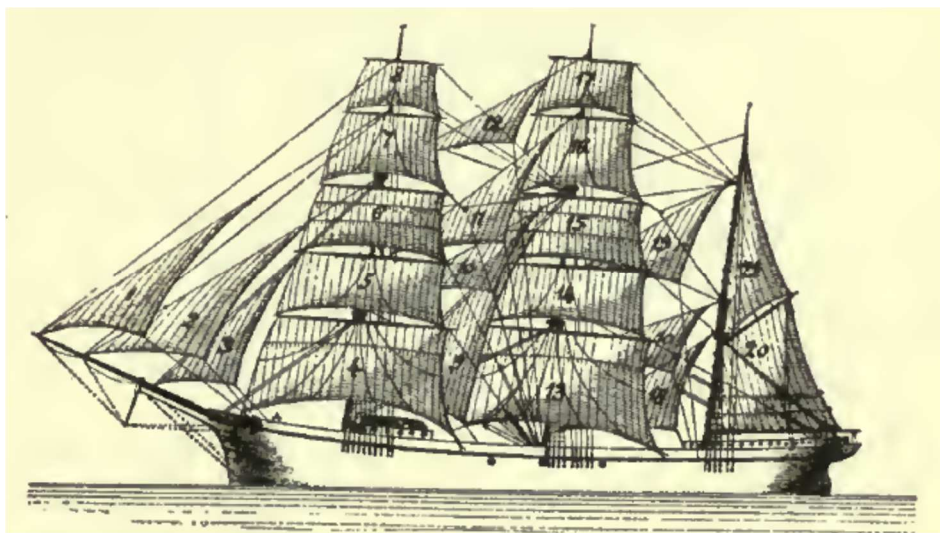
Typical Wooden Sheave Blocks.

(Wooden ship-building by C. Desmond - 1919).

Seaton (1842).

When launched, she was said to be the largest vessel ever launched in Aberdeen. She was certainly the biggest built by Walter Hood at this date. Unfortunately, not much is known about this vessel. A ship of this name owned by the East India Company was condemned in 1843.

Ship Name(s)	Seaton.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	February 1842.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Unknown, but thought to be of Bombay, India.
Registered Port	Unknown.
GRT	700 tons approx.
Length	Approx. 165 feet (50.29m).
Breadth	Approx. 27 feet (8.23m).
Depth	Approx. 19 feet (5.79m).
Construction	Wood.
Figurehead	Unknown.
Classification	Unknown.
Other information	--
Date Scrapped / Lost	Unknown. 1843: possibly condemned, but not confirmed.

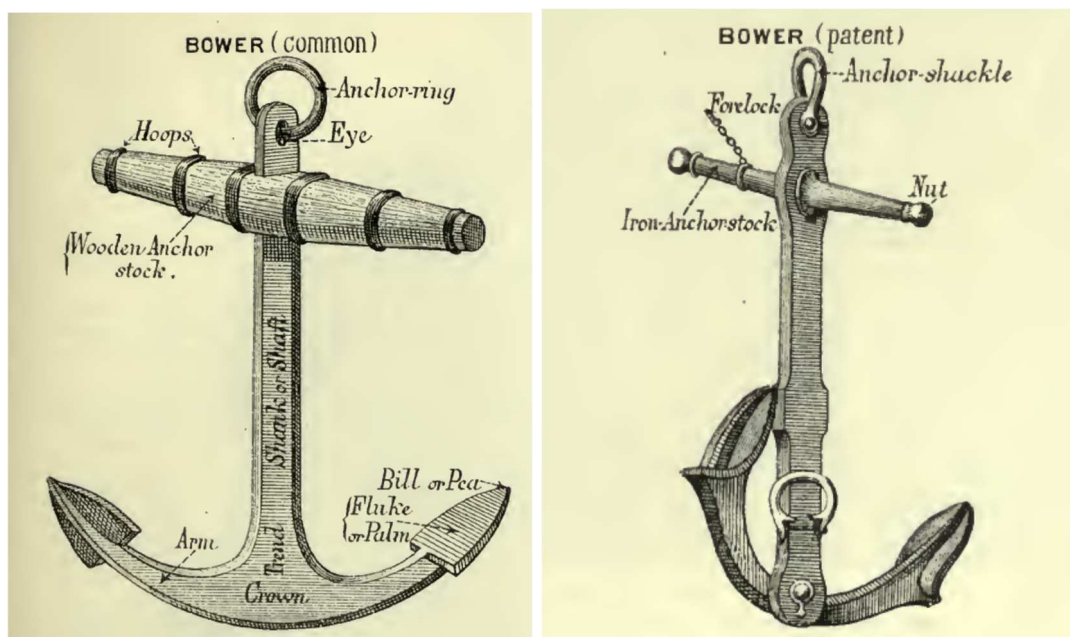


A typical Barque Rig. (Wooden ship-building by C. Desmond - 1919).

Harriet (1842).

Built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, London, Liverpool, and Cork.

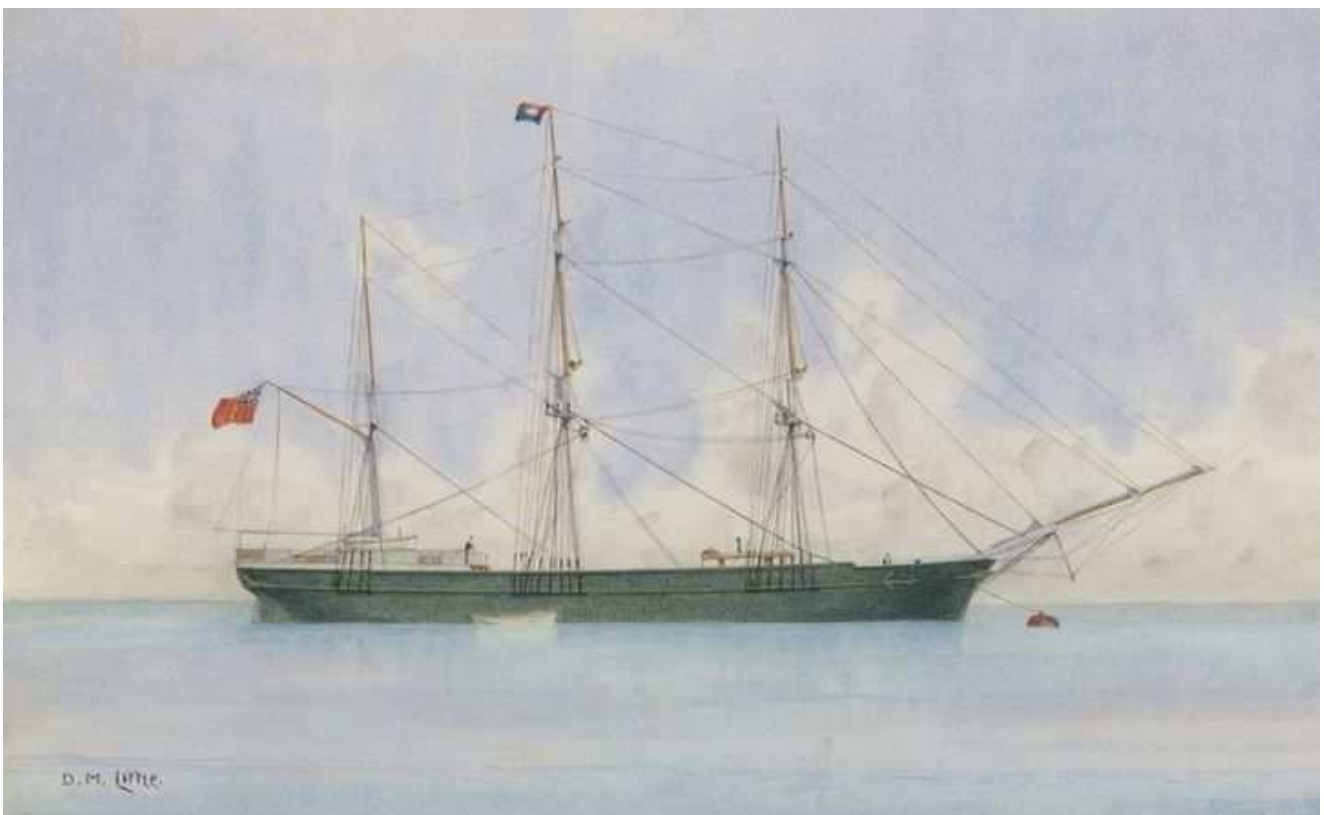
Ship Name(s)	Harriet.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	11 th June 1842.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Robert Anderson, Aberdeen. (64).
Registered Port	Aberdeen.
GRT	165 tons. (179 tons, LRS 1843).
Length	82 feet (24.99m).
Breadth	19 feet, 6 inches (5.94m).
Depth	13 feet, 1 inch (3.99m).
Construction	Wood: oak, elm, beech, & larch. Hull sheathed in yellow metal.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 5A1.
Other Information	1843 / 1847: owned by L. Crombie. 1848 / 1852: owned by Robert Anderson.
Date Scrapped / Lost	Unknown.



Bower Anchors. (Wooden ship-building by C. Desmond - 1919).

Prince of Wales (1842).

29th June 1842: The Aberdeen Journal, reported *“There was launched, on Saturday night last, from the building yard of Messrs Walter Hood & Co. a beautiful barque, named “Prince of Wales”. She measures upwards of 560 tons, and for build and general appearances has never been surpassed. All judges who have seen this truly handsome vessel admit her to be a complete piece of naval architecture, reflecting great credit on the taste and professional skill of the builder, Mr Hood. We understand that the “Prince of Wales” leaves this immediately for London today on for Madras and Calcutta. This adds another vessel to our rapidly increasing list of shipping, and we trust that our enterprising ship owners will soon have the satisfaction of seeing their vessels lying snugly in a suitable and commodious wet dock”*. She was twice the size of previous Aberdeen Line ships, and was built to carry cargo and passengers. She is known to have traded at Aberdeen, Cromarty, London, Sydney (Australia), Auckland (New Zealand), Valparaiso (Chile) Quebec (Canada) Callao (Peru), San Francisco (North America), the China Islands, and Queenstown (Ireland).



*‘Prince of Wales’ at anchor in Port Phillip Bay, Victoria, Australia.
(Water colour by D.M. Little).*

Prince of Wales (1842). Continued.

Ship Name(s)	Prince of Wales.
Rig	Barque, 3 masts, 2 decks, poop and forecastle deck, a square stern, and a standing bowsprit.
Launch Date	25 th June 1842.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner (12), Robert Shand, advocate (10), Henry Paterson, banker (10), all Aberdeen. Other shareholders: Thomas Blaikie, merchant (11), Alexander Jopp, advocate (11), and Alexander Anderson, advocate (10). Aberdeen.
Registered Port	Aberdeen.
GRT	583 tons.
Length	133 feet, 4 inches (40.64m).
Breadth	26 feet (7.92m).
Depth	18 feet, 10 inches (5.74m).
Construction	Wood.
Figurehead	Male.
Classification	Unknown.
Other information	Build cost £5,750g ¹⁰ December 1842: on her maiden voyage for the New Zealand Company she carried more than two hundred emigrants, at £16 a head, to Port Nicholson, Wellington, New Zealand in 110 days from Gravesend, including 67 children. (43 in cabins, 158 in steerage, plus other private paying passengers). There were 4 births, and 15 deaths on board. 1847: Plymouth to Sydney in 100 days. <i>(She is not to be confused with ship of same name whose crew were murdered at Brazil in 1861).</i>
Date Scrapped / Lost	1853: she was found bottom up (capsized) off Cape Howe, New South Wales, Australia.

Chilena (1842).

She was built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, Alloa, and London. She also made passage to Batavia, Java (Jakarta, Indonesia).

Ship Name(s)	Chilena.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	August 1842.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	J. and R. Dall , Alloa (56). Other shareholder: George Wylie, shipmaster, London, England (8).
Registered Port	Alloa, Scotland.
GRT	296 tons.
Length	93 feet, 11 inches (28.63m).
Breadth	22 feet, 5 inches (6.83m).
Depth	16 feet (4.88m).
Construction	Wood: oak, beech, elm, larch, ash, and pitch pine.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 5A1.
Other information	--
Date Scrapped / Lost	c1850: she was lost at sea, details and location unknown.

Jane Boyd (1843).

She was named after George Thompson's eldest daughter 12-year old Jane Boyd Thompson (1831 to 1889), who in 1852 aged-21 years married William Henderson (1826 to 1904) later partner in the Aberdeen Line and Lord Provost of Aberdeen, and they had fifteen children. She was built for trade to Cuba (copper ore), the West Indies, and to Callao and Lima, Peru.

She had accommodation for passengers and carried emigrants to Quebec, Canada, returning with a cargo of timber. She made passages to Quebec in April 1853, the fare was £3, 10s and was ½ price for children, number of passengers unknown. April 1854, she carried 119 passengers, and in July 1854 she carried 126 passengers. She also made a passage July 1855, but the number of passengers is unknown.

She is also known to have carried guano, from the west coast of South America.

Ship Name(s)	Jane Boyd.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	February 1843.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen. Official Number: 32858.
GRT	388 tons.
Length	109 feet, 9 inches. (33.45m).
Breadth	23 feet, 9 inches (7.24m).
Depth	18 feet, 2 inches (5.54m).
Construction	Wood.
Figurehead	Female.
Classification	Unknown.
Other information	----
Date Scrapped / Lost	Unknown, possibly c1867.

Rose (1843).

She was built to carry general cargo.

June 1843, she carried 94 immigrant passengers to Quebec, Canada, probably returning with a cargo of Canadian timber.

In the 1850's she worked in the guano trade sailing from Aberdeen, the Clyde, and Cardiff to Callao, Peru, South America.

In the 1860's and 1870's, she made passages from Blyth, England to the Mediterranean, and to the Baltic.

Ship Name(s)	Rose.
Rig	Barque, 3 masts, 1 deck, a poop deck, a square stern, and a standing bowsprit.
Launch Date	17 th May 1843.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Donaldson Rose & Co., timber merchants, Aberdeen. Donaldson Rose, William Rose, James Rose, ship-owners and timber merchants, Aberdeen (64-jointly).
Registered Port	Aberdeen. Official Number: 24639.
GRT	253 tons.
Length	103 feet, 8 inches. (31.60m).
Breadth	21 feet, 1 inches (6.43m).
Depth	15 feet, 5 inches (4.70m).
Construction	Wood.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 8A1.
Other information	By 1863: owned by Thomas Gibson, Blyth, England, and registered in North Shields. 1873: owned by W. Winship, and registered in Blyth, England. (Registered in North Shields from 1876).
Date Scrapped / Lost	Unknown.

Eliza Hall (1843).

She was built to carry general cargo, and she is known to have traded at Aberdeen, the Clyde, Dartmouth, Hartlepool, Whitby, Liverpool, Falmouth, and London. She also traded at the Baltic, Riga (Latvia), the West Indies, and to Pernambuco and Rio de Janeiro (Brazil).

Ship Name(s)	Eliza Hall.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	June 1843.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	J. T. Rennie & Son , Aberdeen. (64). Office: No. 48 Marischal Street, Aberdeen.
Registered Port	Aberdeen.
GRT	200 tons.
Length	87 feet, 3 inches (25.59m).
Breadth	20 feet (6.10m).
Depth	14 feet (4.27m).
Construction	Wood.
Figurehead	Female bust.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	May 1854: sold to W. Nicol of Liverpool and registered at Liverpool, England. 1855: sold to E Turner, Whitby, England. 1863: described as a London Coaster.
Date Scrapped / Lost	22 nd October 1864: she was wrecked during a gale outside Granton East Breakwater, Edinburgh, Scotland, all hands were saved.

Duncan Ritchie (1843).

She was built to carry emigrants and cargo from Glasgow to Australia, and cargo on her return voyage. She is known to have made passages to Victoria, Australia in 1844 and 1845. She is also known to have carried guano from Valparaiso (Chile) to Cork (Ireland), and traded at London and Aden (Middle East).

Ship Name(s)	Duncan Ritchie.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	2 nd August 1843.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aikman & Co., Glasgow (64).
Registered Port	Glasgow.
GRT	508 tons.
Deadweight	850 tons.
Length	Approx. 150 feet (45.72m).
Breadth	Approx. 27 feet (8.23m).
Depth	Approx. 17 feet (5.18m).
Construction	Wood. (Sheathed in yellow metal).
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 5A1.
Other Information	James Stephen of Boddam, Aberdeenshire, late master of the 'Duncan Ritchie' of Glasgow died 11 th December 1848, aged 27, he is buried in St. Michael's Church, Pitt Street, Liverpool, England. 1852: sold at auction to Robert Stephen of Aberdeen, Scotland. July 1852: she carried 266 Irish emigrant passengers from Tralee, Ireland to New York, USA. 18 passengers made the passage in the accommodation, the other 248 in steerage. www.immigrantships.net
Date Scrapped / Lost	Unknown.

Queen of the Tyne (1844).

She was the first ship built by Walter Hood with an Aberdeen Bow. George Leslie in 1843 bought the ‘Scottish Maid’, she was the first ever ship built with an ‘Aberdeen Bow’ by Alexander Hall & Co., Footdee, Aberdeen in 1839. George Leslie was so impressed with the new bow design he specified it on the ‘Queen of the Tyne’.

Ship Name(s)	Queen of the Tyne.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	August 1844.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Leslie , ship-owner, Aberdeen (64). Office: No. 11 Regent Quay, Aberdeen.
Registered Port	Aberdeen.
GRT	192 tons.
Length	106 feet, 3 inches (32.38m).
Breadth	21 feet, 10 inches (6.65m).
Depth	13 feet, 4 inches (4.06m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	31 st January 1845: she beached in fair weather at Gosswick Rigg, Berwick-upon-Tweed, England. Master claimed the ships compass was at fault. All hands were saved – 8 crew and 3 passengers, who after remaining with vessel until receding tide, walked onshore. 17 th February 1849: she was registered de novo (anew) at London, England. c1852: rigged as a brig.
Date Scrapped / Lost	Unknown.

Neptune (1844).

She was the last of this size of ship built for the Aberdeen Line fleet. Following ships were considerably larger. However, she was the first ship owned by the Aberdeen Line to sail to Australia. She sailed from London to Sydney arriving in Sydney on 30th November 1846.



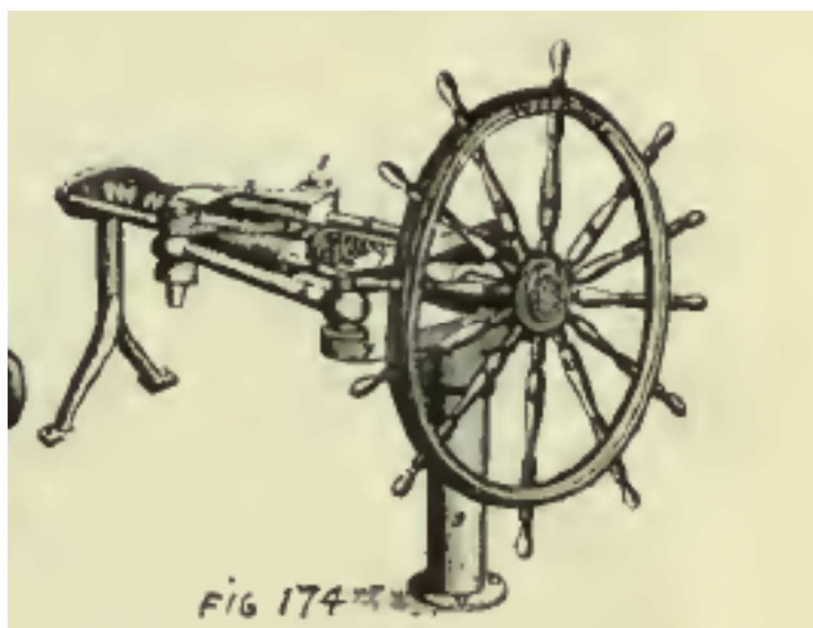
*'Neptune' off Girdleness, Aberdeen painted by William John Huggins (1781 to 1845).
(Aberdeen Maritime Museum).*

Ship Name(s)	Neptune.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	August 1844.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner (12), Thomas Blaikie, plumber (11), and Henry Paterson, banker (10), all Aberdeen. Other shareholders: Alexander Jopp, advocate (11), Robert Shand, advocate (10), and Alexander Anderson, advocate (10).
Registered Port	Aberdeen.
GRT	343 tons.
Length	105 feet (32.00m).
Breadth	22.9 feet (6.98m).
Depth	16.4 feet (5.00m).
Construction	Wood.
Figurehead	Male.
Classification	Unknown.
Other information	1849: owned by John Duncan & Co., Aberdeen, Scotland. 1852: owned by Cunningham & Co., Greenock, Scotland, for service to India. 1858: fitted with a new keel. 1859: owned by Kirkwood & Co., Sunderland, England.
Date Scrapped / Lost	Circa 1864: lost, details / location unknown.

Consort (1845).

She was built to carry general cargo, and is known to have traded at Aberdeen, Greenock, Liverpool, and London. She is also known to have made passages to Cuba, and Constantinople (modern day Istanbul), Turkey.

Ship Name(s)	Consort.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	April 1845.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Leslie, Aberdeen (64). No. 11 Regent Quay, Aberdeen.
Registered Port	Aberdeen.
GRT	199 tons.
Length	112 feet, 9 inches (34.37m).
Breadth	21 feet, 4 inches (6.50m).
Depth	13 feet, 6 inches (4.11m).
Construction	Wood.
Figurehead	Male.
Classification	Unknown.
Other information	March 1847: registered in Greenock, Scotland.
Date Scrapped / Lost	Unknown.



Typical Ships Wheel. (Wooden ship-building by C. Desmond - 1919).

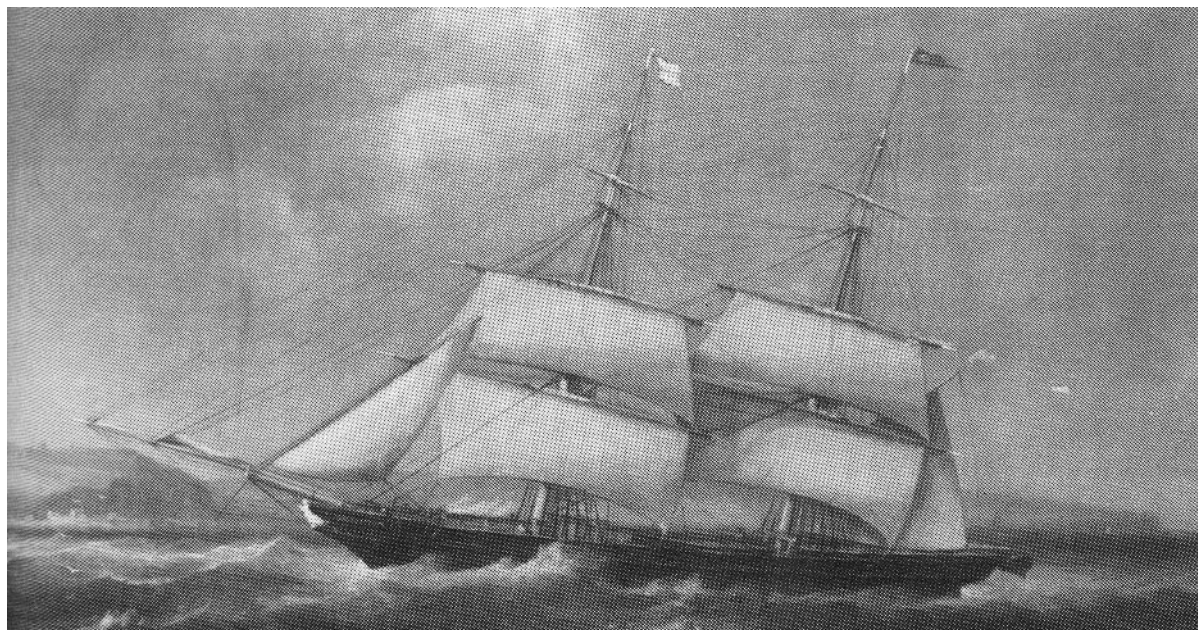
Magnet (1845).

She was built as a coaster to carry general cargo. She is known to have traded at Aberdeen, London, the Baltic and the Mediterranean. In 1861 she carried granite from Aberdeen to London.

Ship Name(s)	Magnet.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	September 1845.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Robert Maitland & Co., Aberdeen. Subscribing owners: Robert Maitland, merchant, (8), William Connon, merchant (12), and William Levie, shipmaster (4), all Aberdeen. Other shareholders: William Davidson, merchant (8), Mr. Robertson, merchant (4), Robert Mitchell, ship-owner (12), and John Manson, merchant, Oldmeldrum (16).
Registered Port	Aberdeen. Official No.: 11750.
GRT	176 tons.
Length	77 feet, 6 inches (23.62m).
Breadth	20 feet, 10 inches (6.35m).
Depth	13 feet, 9 inches (4.19m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	27 th November 1872: while under the command of Captain Joss carrying a load of coal she grounded at Aberdeen Harbour inside the North Pier. She was taken off by harbour tug 'Britannia', but then sank opposite the Ferry Boat Inn, with only her masts still visible. After being lightened of part of her cargo she was towed over to the shipyard of Alexander Hall & Co., Footdee. Owner at the time was Mr. Robert Maitland, it is thought that she was not insured.
Date Scrapped / Lost	Unknown.

Granite (1846).

She was built as a general cargo ship, and is known to have traded at Aberdeen, London, and Archangel (Russia).



'Granite'. (Drawn by E. J. Gregory).

Ship Name(s)	Granite.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	9 th January 1846.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Commercial Lime Co., Aberdeen. (64). George Thompson Junior, ship-owner, Nathaniel Farquhar, Arbroath, and John Smith Junior, Arbroath. Other shareholders, William Adam, advocate, and Alexander Davidson, advocate, both trustees of the Aberdeen Commercial Co.
GRT	187 tons. Official No.: 693.
Length	101.5 feet (30.94m).
Breadth	21.25 feet (6.48m).
Depth	13.5 feet (4.11m).
Construction	Wood - oak, larch, & elm, and part built with Iron.
Figurehead	Female.
Classification	Lloyds Register of Shipping, Class 6A1.
Other information	28 th September 1853: the Aberdeen Journal, reported that the ships " <i>Captain MacPherson, was found 10th September within about 50 yards from where vessel was lying at Archangel. It is supposed he must, when going ashore or returning, accidentally have fallen into water, but accident was not observed</i> ".
Date Scrapped / Lost	Unknown.

Admiral (1846).

She was built to carry general cargo, and is known to have traded at Aberdeen, Sunderland, and Riga (Latvia), in the Baltic.

Ship Name(s)	Admiral.
Rig	Brig (Snow), 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	March 1846.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	James Murray, Aberdeen. James Murray, advocate, Aberdeen (12), William Young, shipmaster, (12), and George Davidson, merchant, (8). Other shareholders: nine holders of 2 or 4 shares each (32).
Registered Port	Aberdeen.
GRT	243 tons.
Length	99 feet, 3 inches (30.25m).
Breadth	20 feet, 9 inches (6.32m).
Depth	13 feet, 7 inches (4.14m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	----
Date Scrapped / Lost	6 th December 1853: on passage from Aberdeen to Sunderland she was driven ashore due to high winds at Marsden Rocks, Sunderland, where her hull broke-up. Her cargo was reported as being strewn along the shore. Cargo and vessel were both uninsured. Vessel value circa £2,000.

Gazelle (1846).

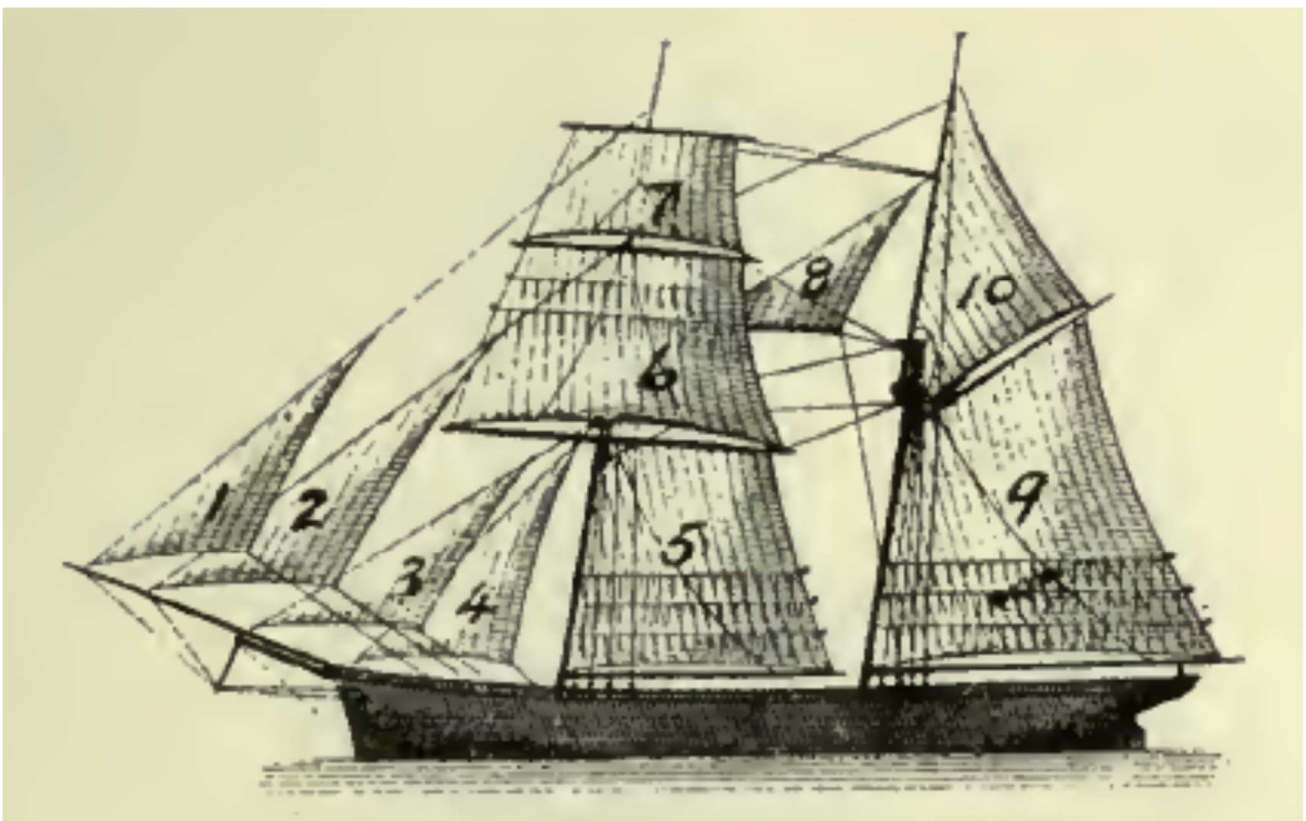
She was built as a general cargo ship, and is known to have traded at Newcastle, Hull, and Sydney (Australia), and at Auckland (New Zealand).

She is known to have carried cargoes such as coal and livestock.

Ship Name(s)	Gazelle.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	April 1846.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Steam Navigation Co. , No. 87 Waterloo Quay, Aberdeen. (64). William Duthie, George Thompson Junior, and William Reid, all merchants, Aberdeen. Other shareholders: Alexander Brown, Robert Catto, and Thomas Blaikie, all merchants, Aberdeen, and trustees of the Aberdeen Steam Navigation Co.
Registered Port	Aberdeen. Official No.: 40185.
GRT	175 tons.
Length	101 feet (30.78m).
Breadth	20 feet (6.10m).
Depth	13 feet (3.96m).
Construction	Wood.
Figurehead	Female.
Classification	Unknown.
Other information	August 1853: sold to Murdoch McKenzie for £1,500, and registered in Melbourne, Australia. 1856: registered in Auckland, New Zealand. July 1860: owned by Mr. Sawyer, Sydney, Australia.
Date Scrapped / Lost	26 th July 1860: The Maitland Mercury Newspaper reported <i>“Loss of schooner Gazelle - Monday last, schooner Gazelle, bound for Sydney with cargo of coal, attempted to leave Newcastle Harbour NSW, Australia with fair North-West wind. Very heavy sea was coming in and the vessel was hit by a few heavy seas which sent her backwards. In a few moments she was among the breakers. Her anchors were let go, but she appeared to drag them and her stern occasionally seemed to be</i>

Gazelle (1846). (Continued)

striking on the oyster bank. Crew were now in great danger as seas broke over the vessel; after a heavy pull, the lifeboat got a line fast to the vessel. Captain and crew, numbering 7, were got safely into the boat. During the night, wind increased to a hurricane and in the morning the vessel was ashore, broken to pieces. Vessel had only been purchased previous week by Mr. Sawyer of Sydney. She was commanded by Captain Simmonds, an old trader, and was not insured”.



Typical topsail schooner rig. (Wooden ship-building by C. Desmond - 1919).

Oliver Cromwell (1847).

She was built for trade with Australia and was the **Aberdeen Line's first ship-rigged vessel**, and a sister ship of the barque 'Phoenician' which was also built in 1847. 11th May 1860, the Empire newspaper recorded her cargo as 900 bales of wool, 4,000 hides, 100 tons of coconut oil, 40 tons of pearl shell, 20 tons of gum, 45 tons of copper ore, sundries, and seven passengers. She later made passages from Liverpool to South America, London to India, and from Rangoon, Burma (Modern day Yangon) to Falmouth.

Ship Name(s)	Oliver Cromwell.
Rig	Ship, 3 masts, 1 deck, poop deck, a square stern, and a standing bowsprit.
Launch Date	January 1847.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co). George Thompson Junior, ship-owner, Aberdeen (48), and Alexander Alexander, shipmaster (16).
Registered Port	Aberdeen. Official No.: 26253.
GRT	478 tons.
Deadweight	750 tons.
Length	148 feet, 4 inches (45.21m).
Breadth	24 feet, 7 inches (7.49m).
Depth	18 feet, 10 inches (5.74m).
Construction	Wood, sheathed with yellow metal on her hull.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	30 th April 1853: registered at London. 1861: sold to Holderness & Co., Liverpool, and used on the South American trade. 1863: she had substantial repairs, which were thought to have been due to grounding or collision. 1865: owned by Holderness & Co., and registered in Liverpool. 1866 to 1868: owners S. C. Maddock, Liverpool.
Date Scrapped / Lost	June 1868: she was wrecked in the Indian Ocean, on the South African Coast. 20 th June she was condemned at Simon's Bay, near Cape Town, South Africa.

William Edward (1847).

She was built to carry general cargo, and is known to have traded from Aberdeen, and Liverpool to Bahia and Rio de Janerio (Brazil), Honduras (Central America), Malaga (Spain), and to Gibraltar.

Ship Name(s)	William Edward.
Rig	Brig, 2 masts, 1 deck and a poop, a square stern, and a standing bowsprit.
Launch Date	January 1847.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	James Munro, Aberdeen. James Munro (21). Other shareholders: William Edward, shipmaster (21), and Peter Edward (21). Plus 1 share unknown.
Registered Port	Aberdeen.
GRT	241 tons.
Length	97 feet, 11 inches (29.85m).
Breadth	21 feet (6.40m).
Depth	13.5 feet (4.11m).
Construction	Wood, hull sheathed with yellow metal.
Figurehead	None.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	Build cost £2,561. 1853: owned by J. Clegg. 1852: registered in Liverpool. 1862: owned by Greenup & Co., Liverpool.
Date Scrapped / Lost	Unknown, she was still sailing in 1869.

Phoenician (1847).

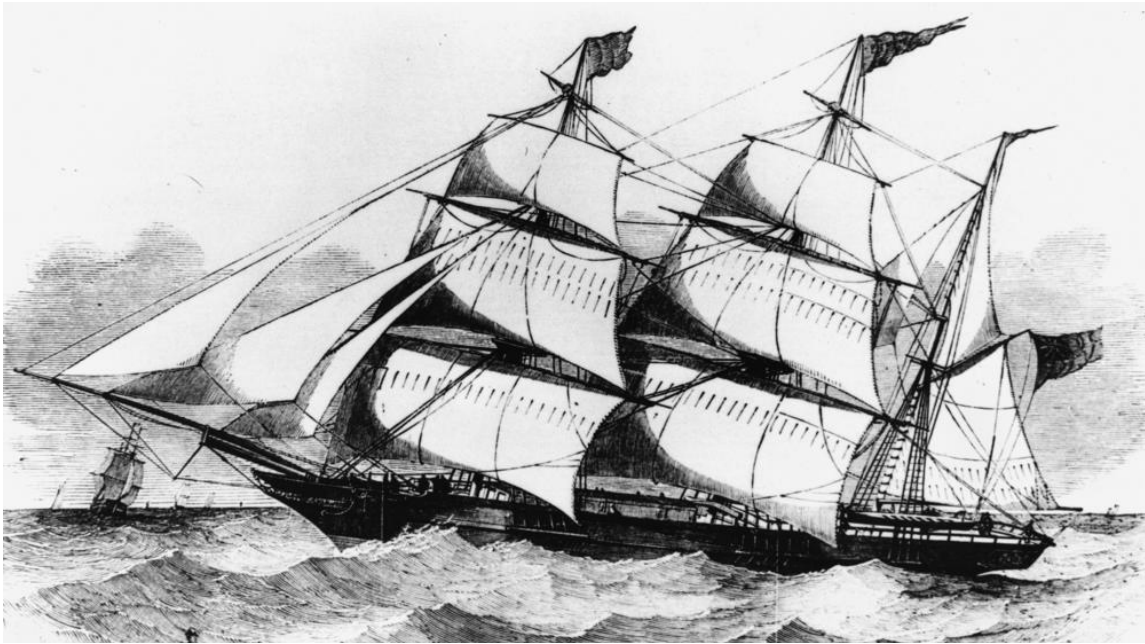
She was the pioneer of the ships, their first regular trader to Australia. 3rd February 1852, she landed at Plymouth with a cargo including gold from Australia to England, taking 85 days from Sydney, Australia. This is often claimed as the first gold from Australia, but it wasn't; the 'Thomas Arbuthnot' took the first gold to England in September 1851, and several other ships carried gold before the 'Phoenician'. She could carry up to 35 passengers. 4th June 1860 The Empire newspaper recorded that she carried 700 bales of wool.

She was named after ancient traders and sailors, who we know relatively little about. They were called 'Phoinikes' by the Greeks. The name means the 'Red people', later this was corrupted to be Phoenicians. The name derived from a much sought after Tyrian purple (reddish-purple) cloth which they made and traded. They are thought not to have called themselves Phoenicians, rather this was the name given to them in the ports where they traded.



*'Phoenician' painting dated 1st January 1850 by W. Webb (rigged as a ship).
(Original kept in Aberdeen Maritime Museum).*

Phoenician (1847), continued.



'Phoenician' rigged as a barque. (State Library of Queensland, Ref: 164875).

Ship Name(s)	Phoenician.
Rig	Barque, 3 masts, 1 deck, and poop deck, a square stern, and a standing bowsprit.
Launch Date	May 1847.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co). George Thompson, Junior, ship-owner, Aberdeen (40), Hugh Sproat, shipmaster (20), & one other (4).
Registered Port	Aberdeen. Official No.: 13679.
GRT	478 tons (NM), 526 tons (OM).
Length	146 feet, 4 inches (44.60m).
Breadth	24 feet, 7 inches (7.49m).
Depth	19 feet, 2 inches (5.84m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	5 th July 1852: the Tasmanian Colonist newspaper reported that she had made the passage from Sydney to Plymouth in 83 days carrying £80,000 of Australian gold, the quickest passage on record. The Argus 24 th June 1852 reported: <i>"It would no longer be contended that the American clippers have any just claim to be considered the fastest sailors, or as worthy of a preference over British ships like the 'Phoenician' and others of the same build"</i> . 1861: sold to H. Andrews & Co., Belfast, Northern Ireland.
Date Scrapped / Lost	c1865: wrecked, details / location unknown.

Seaton (1847).

She was built to carry general cargo, and is known to have traded from Aberdeen, Leith, and Liverpool to Archangel (Russia), Buenos Ayres (Argentina), Australia, and to the Mediterranean.

Ship Name(s)	Seaton.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	August 1847.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol & Co., Aberdeen. Alexander Nicol (48), Alexander Troup (8), and one other (8).
Registered Port	Aberdeen. Official No. 237.
GRT	185 tons.
Length	101 feet, 3 inches (30.86m).
Breadth	21 feet, 6 inches (6.55m).
Depth	13 feet, 6 inches (4.11m).
Construction	Wood: oak, larch, and elm, and her hull was sheathed with yellow metal.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	1856: owned by A. Hunter and registered in London, England. By 1870: owned by Thomas Runoff, St. Andrews, Guernsey.
Date Scrapped / Lost	Unknown.

Luna (1848).

She was built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, Montrose, London, and Archangel (Russia).

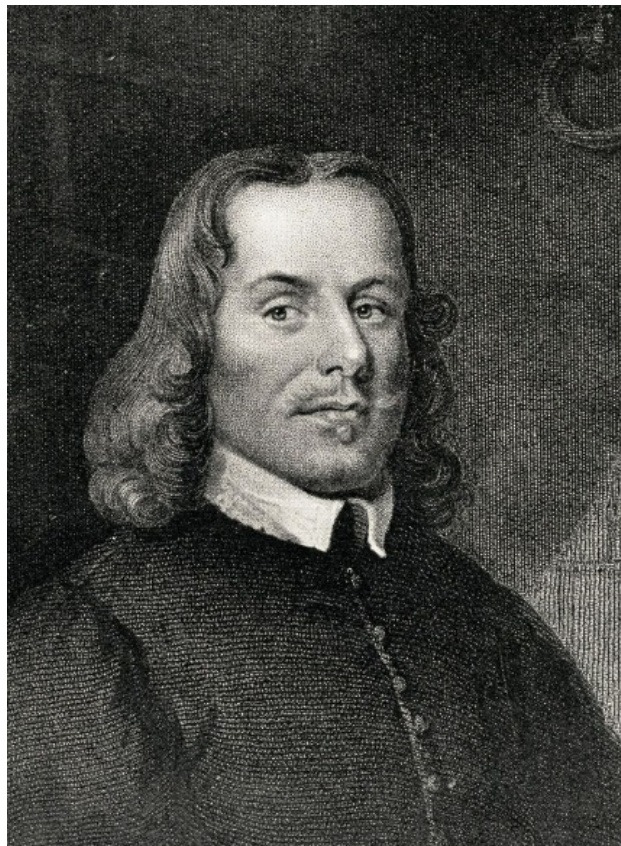
Ship Name(s)	Luna.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	January 1848.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Commercial Lime Company, Aberdeen. (64). George Thompson Junior, ship-owner, Nathaniel Farquhar, advocate, and John Smith Junior, advocate, all Aberdeen. Other shareholders: William Adam, advocate and Alexander Davidson, both trustees of Aberdeen Commercial Company of Aberdeen.
Registered Port	Aberdeen. Official No.: 6865.
GRT	187 tons.
Length	97 feet, 6 inches (29.72m).
Breadth	21 feet, 2 inch (6.45m).
Depth	13 feet, 3 inches (4.04m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	26 th October 1850: on route from Archangel, Russia to London, England she beached on Newcome Sands, Lowestoft, England. Her Captain David Patey arranged with the Harbour & Railway Co. for their steamer 'Lowestoft' to tow the vessel to port for £50. However, before the steamer reached her, a large party of the Lowestoft beach-men claimed salvage. The beach-men wrote a letter to Harbour Master saying they had reached the wreck first and stating salvage was their only means of lively-hood. Approximately 120 beach-men proceeded in their boats to the ship, when they began furious onslaught on crew of the steamer, seriously injuring the master. The steamer returned to port to cheers from lower class towns people, who were

Luna (1848). (Continued).

	<p>In support of the beach-men. Armed coastguard men went off in a steam tug to the wreck, and safely conveyed the ship into the safety of the harbour without molestation from the boat-men.</p> <p>19th November 1856: the Aberdeen Journal reported: <i>“Smuggling at Montrose - Master and steward of brig Luna, of Aberdeen, were tried for smuggling brandy - steward found guilty and fined”</i>.</p> <p>6th May 1870: the Dundee Courier reported: <i>“Serious accident befell James Winter (14), apprentice seaman on brig LUNA, lying at Blaikie's Quay, Aberdeen. He was sitting on plank, end of which projected over bulwarks and was struck with great force by a passing wagon. He fell 13 feet into the hold. Quite insensible with serious injuries to head, he was carried to his residence in Cotton Street”</i>.</p> <p>17th February 1882: Aberdeen Weekly Journal, reported that she was no longer a hulk and was re-entered on the register of ships.</p> <p>18th March 1882: the Aberdeen Weekly Journal reported of a fire, observed on board on Sunday morning. She was laden with lime, and this was thought to be the source of the fire. Every aperture on the ship was covered with sand, which effectually smothered the fire. It was later discovered that the source of the fire was probably due to careless loss of a candle in the forecastle and not a fire in the hold, as initially thought.</p>
<p>Date Scrapped / Lost</p>	<p>3rd April 1891: she was stranded and lost, details / location unknown.</p>

John Bunyan (1848).

She was named after John Bunyan (c1628 to 1688) an English writer and Baptist preacher. He wrote the Christian allegory *The Pilgrim's Progress*, and many other titles. David R. Macgregor in his book *Tea Clippers* refers to her as *“Probably the best-known China trader of her day”*. The Lloyds surveyor overseeing her construction stated *“This is a highly creditable vessel, either as regards workmanship, materials or design”*. She also carried many immigrants to Australia. 22nd May 1854, she arrived in Port Adelaide, South Australia after a 100-day passage from Liverpool, on-board were 318 passengers, however due to measles and scarlet fever being contracted only 4 days from Liverpool 29 infants (All 0 – 4-years old) died on the voyage. This shows other dangers of being at sea, not only was it storms that took life it was just as dangerous to contract diseases such as these. During the passage, there was between 4 and 7 births. Amongst other passages made carrying immigrants; she sailed in 1857 from Liverpool to Sydney, 1860 from the Downs to Wellington, New Zealand, and in 1867 Antwerp to New York).

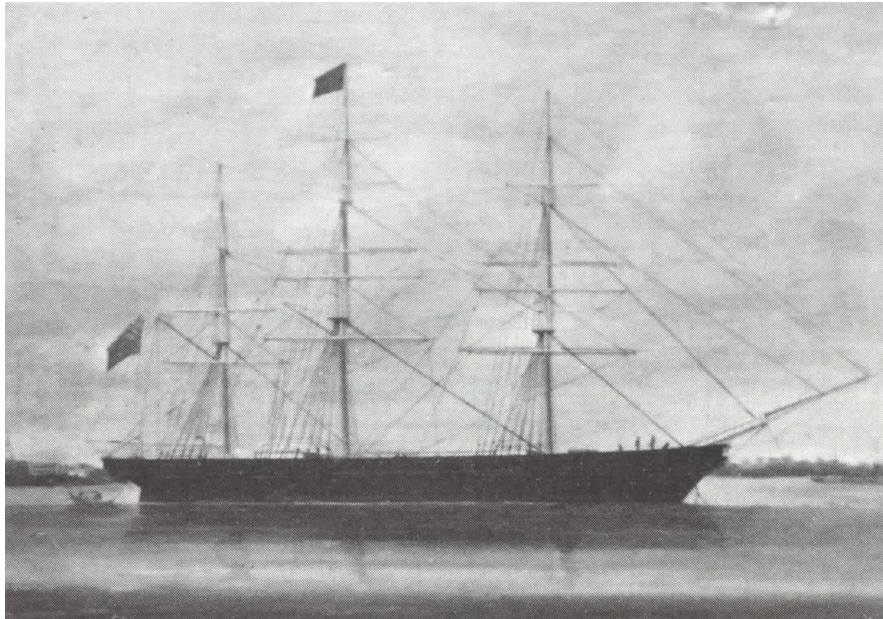


John Bunyan. (Artist unknown).

“You have not lived until you have done something for someone who can never repay you”.

John Bunyan.

John Bunyan (1848), continued.



'John Bunyan' 1860's. (Artist, Alan Stinchcombe).

Ship Name(s)	John Bunyan.
Rig	Ship, 3 masts, 1 deck, and a poop, a square stern, and a standing bowsprit.
Launch Date	March 1848.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner (36), James Buyers, merchant, (12) , and John Thomson, shipmaster, (8). Other shareholders: Walter Hood, shipbuilder (4) , and George Watson, ship-owner (4), both Aberdeen.
Registered Port	Aberdeen. Official No.: 1735.
GRT	467 tons (NM) / 526 tons (OM).
Length	137 feet, 7 inches (41.94m).
Breadth	25 feet, 1 inch (7.65m).
Depth	18 feet, 4 inches (5.59m).
Construction	Wood.
Figurehead	Full length male.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	1863: sold to Vanner & Co., London, England. Lengthened to 150.3 feet x 27.7 feet breadth x same depth x 521 tons. 1871: owned by C. Sayer, Liverpool, England.
Date Scrapped / Lost	Sometime after 25 th September 1873: she went missing with 13 crew on route from Dobby, Queensland, Australia to Barrow, England.

Balgownie (1848).

She is known to have sailed to South America and Australia, and carried cargo and passengers.

Ship Name(s)	Balgownie.
Rig	Barque, 3 masts, 1 deck, poop deck, a square stern, and a standing bowsprit.
Launch Date	August 1848.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol & Co., Aberdeen. Alexander Nicol, ship-owner (32), James Horn, merchant (8), and Walter Hood, shipbuilder (4) , all of Aberdeen. Other owners: William Nicol, shipbroker, Liverpool (co-partner with Alexander Nicol and trading under firm of Alexander Nicol & William Nicol, Aberdeen). George Thompson Junior, ship-owner (8), James Buyers, merchant (8) , and Walter Hood, shipbuilder (4) , all of Aberdeen.
Registered Port	Aberdeen. Official No.: 2321.
GRT	379 tons.
Length	119 feet (36.27m).
Breadth	23.5 feet (7.16m).
Depth	16 feet (4.88m).
Construction	Wood. (Hull sheathed in copper).
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	13 th August 1853: the Bristol Mercury newspaper reported. <i>“This vessel has proved herself one of the swiftest vessels afloat in several passages to and from the west coast of South America and will be found a most superior conveyance for goods as well as for a limited number of cabin passengers”.</i> 10 th September 1853: the Bristol Mercury newspaper reported: <i>“Direct from Bristol to Melbourne - to sail 15th September as she will be in excellent trim, is expected to make the quickest passage of any vessel that has left this port. Her cabin accommodations are of a very superior character, no steerage passengers taken”.</i> 1881: registered in Germany.
Date Scrapped / Lost	Unknown.

Orient (1848).

She was built as a Coaster to carry general cargo, and during her very short life of only 2-years she is known to have traded at Aberdeen, London, and Tallinn (Estonia) in the Baltic.

Ship Name(s)	Orient.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	October 1848.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Walker & Co., Aberdeen. John Smith, shipmaster (16), Gilbert Walker, merchant (8), and James Inglis, baker (8), all Aberdeen. Other shareholders: Robert Mitchell, ship-owner (8), William Emslie, merchant (8), Donald Macallan, cabinet maker (8), James Stewart, flesher (4), and William MacLean, doctor of medicine (4), all Aberdeen.
Registered Port	Aberdeen.
GRT	134 tons.
Length	89 feet, 3 inches (27.20m).
Breadth	18 feet, 4 inches (5.59m).
Depth	12 feet (3.66m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 7A1.
Other information	---
Date Scrapped / Lost	26 th December 1850: lost, location / details unknown.

Victoria (1849).

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

Ship Name(s)	Victoria.
Rig	Schooner, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	10 th January 1849.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Lime Company, Aberdeen. (64). Alexander Nicol, and Henry Adamson, both merchants, and James Shanks, slater, all Aberdeen.
Registered Port	Aberdeen. Official No.: 6827.
GRT	180 tons.
Length	97 feet, 9 inches. (29.79m).
Breadth	20 feet, 5 inches. (6.22m).
Depth	13 feet, 3 inches. (4.04m).
Construction	Wood: oak, and larch, and her hull was sheathed in yellow metal.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 6A1.
Other information	By 1880: owned by Alexander Nicol, Aberdeen. January 1886: owned by A. Farquhar, and others Aberdeen, Scotland.
Date Scrapped / Lost	19 th November 1893: she was lost in Bridlington Bay, East Yorkshire, England.

Emperor (1849).

She was built as a Coaster to carry general cargo, and is known to have traded at Aberdeen, North Shields, Newcastle, Blyth, and London. She is also known to have made passage to Archangel, the Baltic, and the Cape of Good Hope and Algoa Bay (Now Port Elizabeth) in Africa.

Ship Name(s)	Emperor.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	24 th May 1849.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Dinnison & Co. John Dinnison, shipmaster (48), James Goldie, ship-owner (4), and George Jameson, merchant (4). Other shareholders: James Alexander Steel, doctor of medicine, and George Knowles, flesher (butcher) (8).
Registered Port	Aberdeen. Official No.: 23244.
GRT	200 tons.
Length	101 feet, 6 inches (30.94m).
Breadth	21 feet, 4 inches (6.50m).
Depth	14 feet (4.27m).
Construction	Wood. Hull sheathed in yellow metal.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	1862 to 1867: registered in London. 1862 to 1863: owned by A. Hunter, London. 1868 to 1875: owned by F. Lambert. March 1871: bound south out of Yarmouth with a cargo of coal, she grounded on the Corton Sand in the Holm Channel, East Anglia. 19 th March - she got off with the help of beach-men. 8 th November 1872: bound from Shields to London, she ran aground on Aldeburgh Beach. Although leaking, after throwing off part of her cargo she was pulled off by a tug and towed into harbour.
Date Scrapped / Lost	12 th February 1875: she ran aground on Sizewell Bank, Suffolk, England. Her captain and three of her crew survived, but three other crew members drowned. She came off the bank a month later and sank.

Centurion (1850).

She was built for the China trade, but was then used for the Australia trade carrying immigrants and cargo outward, and cargo homeward.



'Centurion', lithographic print dated 12th January 1870. (Artist unknown).

Ship Name(s)	Centurion.
Rig	Ship, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	January 1850.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior (12), James Horn, ship-owner (8), William Edward, shipmaster (8), all Aberdeen. Other shareholders: David Macallan, upholsterer (8), James Buyers, merchant (4), Walter Hood, shipbuilder (4) , all Aberdeen, and Peter Edward, tailor, London (8).
Registered Port	Aberdeen. Official No.: 6870.
GRT	639 tons.
Length	157 feet, 5 inches. (47.98m).
Breadth	26 feet, 5 inches. (8.05m).
Depth	19 feet, 3 inches. (5.87m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	--
Date Scrapped / Lost	1867: she was wrecked off Grimsby, England.

Lady Franklin (1850).

She was built to a whaling ship design, so she would have had an extra thick hull for use in the ice. She was named after Lady Jane Franklin, nee Griffin (1791 to 1875) second wife of Sir John Franklin (1786 to c1848), they married 5th November 1828. Lady Franklin refused to believe that her husband was dead and believed that he was lost somewhere in the Arctic.

In the mid 1850's she was captained by Peterhead born Captain William Penny (1809 to 1892) who in 1850 / 1851 using the 'Lady Franklin' and the 'Sophia' led an unsuccessful British Admiralty expedition to discover the fate of Sir John Franklin and the 128 crew members of 'HMS Erebus' and 'HMS Terror' who had in 1845 led an expedition to find the Northwest Passage, and got stuck fast in the ice. The expedition was financed by the Admiralty and Lady Franklin the wife of the missing Sir John Franklin, and was one of many expeditions made looking for the missing ships.



Sir John Franklin, engraved by D. J. Pound, from a drawing by Negelen.

The British Government offered a £20,000 reward to anyone who *“Shall discover and effectually relieve the crews of Her Majesty’s ships the ‘HMS Erebus’ and ‘HMS Terror’”*.

Lady Franklin (1850) (Continued).



Lady Franklin drawn by M. Romilly (Graphic 1815).

Ship Name(s)	Lady Franklin.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	March 1850.
Owner(s)	Admiralty / Aberdeen Artic Company. (64).
Registered Port	Aberdeen. Official No.: 6884.
GRT	201 tons.
Length	101 feet, 3 inches (30.86m).
Breadth	21 feet, 4 inches (6.50m).
Depth	14 feet (4.27m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class A1.
Other information	1867: owned by F. Manuella, and registered in London, England.
Date Scrapped / Lost	8 th October 1867: she collided with steamship 'SS Danzig' of Leith near Dover and sank, all hands were saved.

Sophia (1850).

She was built to a whaling ship design, and was named after Miss Sophia Cracroft (1816 to 1892) a niece of Sir John and Lady Jane Franklin.

Her hull was built in Dundee by Thomas Adamson, and immediately after her launch she was towed to Aberdeen and equipped (Fitted out?). In the mid 1850's she was captained by Captain Brown who sailed alongside Captain William Penny, who in 1850 / 1851 using the Lady Franklin and the Sophia led an unsuccessful British Admiralty expedition to discover the fate of Sir John Franklin (1786 to c1845) who had led an expedition to find the Northwest Passage. The expedition was financed by the Admiralty and Lady Franklin, wife of Sir John Franklin, and the two ships sailed from Aberdeen 13th April 1850.

Ship Name(s)	Sophia.	
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.	
Launch Date	March 1850.	
Owner(s) <i>No of shares held, out of 64 in brackets). (</i>	Aberdeen Arctic Company (64).	
Registered Port	Aberdeen.	Official No.: 6867.
GRT	113 tons.	
Length	Approx. 75 feet (22.86m).	
Breadth	Approx. 16 feet (4.88m).	
Depth	Approx. 10 feet (3.05m).	
Construction	Wood.	
Figurehead	Unknown.	
Classification	Unknown.	
Other information	Her crew and that of the 'lady Franklin' were appointed chiefly from among the whaling seamen.	
Date Scrapped / Lost	Unknown.	

The wreck of Franklin's missing ship 'HMS Erebus' was found in 2014 approximately 120km south of King William Island, and 'HMS Terror' was found near King William Island in 2016.

(The 'Fox' built by A. Hall & Co. in 1855, was also used to search for Sir John Franklin in 1857).

Gladiator (1850).

The Daily News 13th June 1851 reported that “*She has the most superior accommodation for passengers*”. She traded for many years firstly to South America then to India.



*'Gladiator' painted by Arthur Smith in the 1850's.
(Aberdeen Maritime Museum Acc. No. ABDAG003792).*

Ship Name(s)	Gladiator.
Rig	Ship, 3 masts, 1 deck, poop deck, a square stern, and a standing bowsprit.
Launch Date	May 1850.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Adamson & Co., Aberdeen. Henry Adamson, ship-owner (32), George Thomson, shipmaster (8), and George Milne, Kinaldie (8). Other shareholder: William Shaw Lindsay, shipbroker, London (16).
Registered Port.	Aberdeen. Official No.: 24938.
GRT	534 tons.
Length	114 feet, 10 inches (44.15m).
Breadth	25 feet, 4 inches (7.72m).
Depth	19 feet, 1 inch (5.82m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.

Gladiator (1850). (Continued).

Other information	25 th November 1855: James Donald Milne (Aged-16) drowned at sea. 1857: alterations carried and re-registered with new tonnage of 503 tons. 1868: owned by E. Little and registered in London.
Date Scrapped / Lost	June 1880: reported as lost at Sable Island, Nova Scotia, Canada on passage from Bremen to New York, USA.

Arthur Smith (c1814 to 1882).

Aberdeen Journal " Notes and Queries. Vol. III, 1910.

"583. Arthur Smith. — Arthur Smith was a house-painter on the Shore, Aberdeen, and was in partnership for some time with George Smith, a free, outspoken man, whom I remember well. Arthur Smith afterwards made a specialty in his profession by painting the various clippers that were launched from the shipbuilding yards of Messrs Hall, Hood, and Duthie, with sometimes the Girdleness Lighthouse in the foreground, and the vessel at sea with sails set, and sometimes with the sails clewed up. Frequently as a boy I gazed at his latest marine painting in the shop window on the Shore, and although I have since visited many a picture gallery in Europe, seldom have I seen any vessels or seascapes that roused my admiration like those I saw from his humble attire in those happy days of youth. He died during the seventies of last century. Wanted, the date of his death, age, etc."



No. 30 Regent Quay, (The Regent Bridge Bar, and flats above).
(S. Bruce).

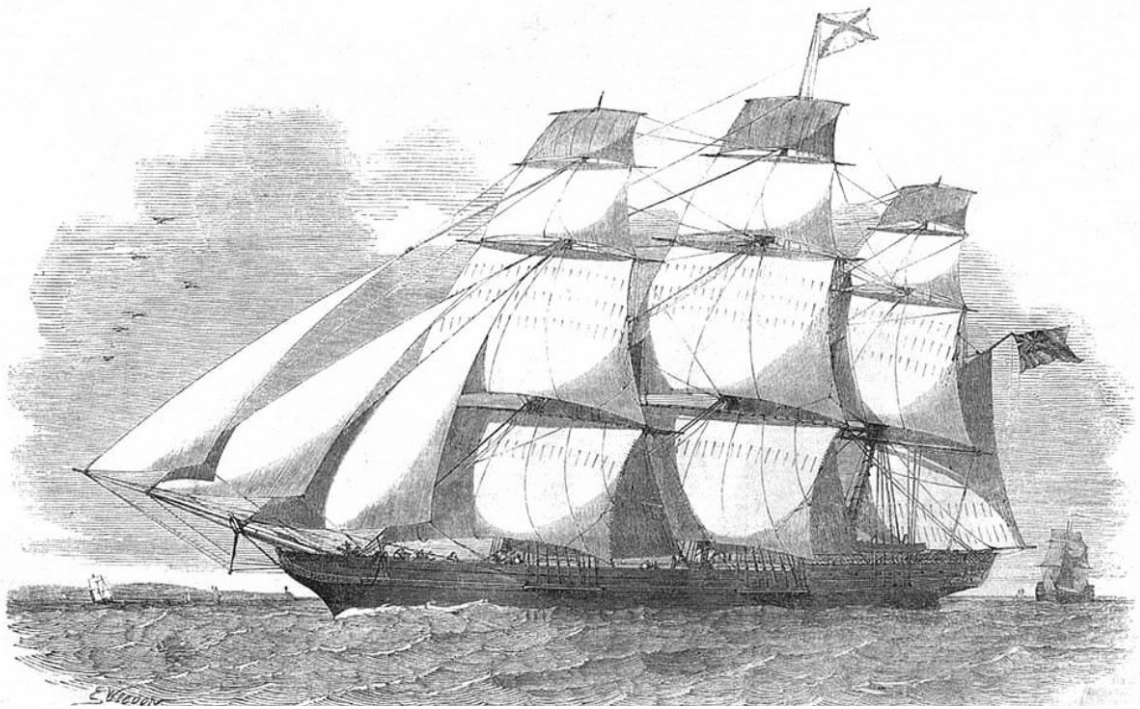
Arthur Smith lived at No. 30 Regent Quay, Aberdeen.

Heather Bell (1851).

Records show that she regularly sailed to Australia, Tasmania, and New Zealand. Her cargoes included: coal, hides, water casks, talon casks, copper ore, bales of cork, bags of salt, knuri gum, wool, and flax. She also made passages to Rio de Janeiro, and the West Indies.

Ship Name(s)	Heather Bell.
Rig	Brig, 2 masts, 1 deck, poop deck, a square stern, and a standing bowsprit.
Launch Date	3 rd June 1850.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Millar & Co., Aberdeen. David Millar, Shipmaster (32), Neil Smith Junior, merchant (8), James Sim, druggist (8), George Thompson Junior, Alexander Nicol, James Horn, James Buyers , ship-owners and Walter Hood, Shipbuilder (8-jointly). Plus another (8).
Registered Port	Aberdeen. Official No.: 32268
GRT	191 tons.
Length	98 feet, 3 inches (29.95m).
Breadth	19 feet, 10 inches (6.02m).
Depth	12 feet, 9 inches (3.89m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 7A1.
Other information	26 th December 1857: Freeman's Journal: <i>“Robert McEachern, owner and Master of brig ‘Heather Bell’, appeared for 2nd time to answer charge of committing a series of assaults on John William Norris, a boy apprenticed to him by the Marine Society. Three seamen were called who spoke to various acts of cruelty by Captain against the boy, and as to the boy being thrown overboard. But it appeared he was blown from the rigging during a gale of wind and that there was no ground for assertion he committed suicide. Captain committed for jury trial and bailed”.</i> 1858: owned by Master McEachran, & registered in London. By 1870: owned by Francis Wrentmore, Sydney. N.S.W., Australia. By 1880: owned by Thomas Kehoe, Sydney, N.S.W., Australia.
Date Scrapped / Lost	27 th November 1880: wrecked, details / location unknown.

Abergeldie (1851).

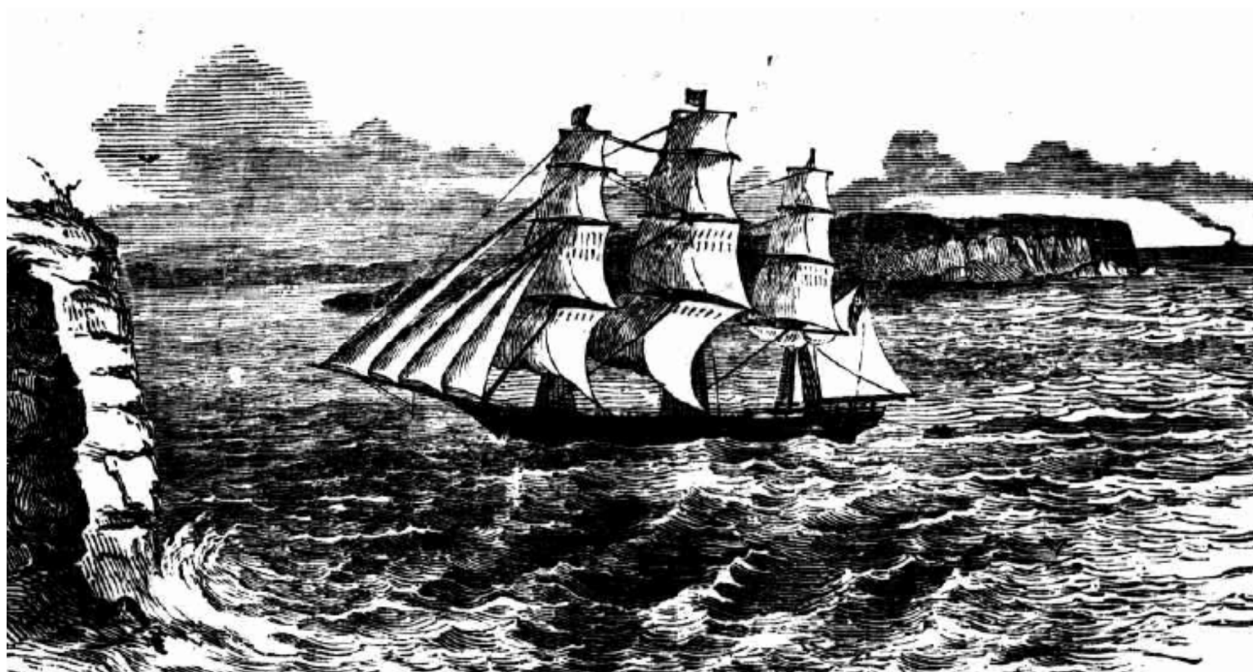


'Abergeldie'. (Engraving from *The Illustrated London News*, 5th April 1851).

Ship Name(s)	Abergeldie.
Rig	Ship, 3 masts, 1 deck and poop deck, a square stern, and standing bowsprit.
Launch Date	February 1851.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Leslie & Son, Aberdeen (64).
Registered Port	Aberdeen.
GRT	600 tons (NM) / 598 tons (OM).
Length	153 feet (46.63m).
Breadth	26 feet, 3 inches (8.00m).
Depth	19 feet, 3 inches (5.87m).
Construction	Wood.
Figurehead	HRH Prince Albert in full Highland Dress.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	She was named after the estate that adjoins Balmoral, which was at that time under a forty-year lease to Prince Albert. Hence the figurehead.
Date Scrapped / Lost	17 th June 1854: she was lost in the China Seas when she struck a reef 1.5 miles off north end of Pulo Leal, Gaspar Strait, Indonesia. After unsuccessful attempts to get her off she was abandoned the following day.

Walter Hood (1852).

She was the biggest ship built in Aberdeen up to this date, and was built specifically for the Australian and China trade. The first edition of The Illustrated Sydney News reported: *“The Walter Hood well merits the high opinion expressed of her. She possesses those remarkable qualifications so essential to ships of her class, viz., speed, carriage of large freight and passenger accommodation. The ‘Phoenician’ was held in high estimation for these several qualities; but her sister ship the ‘Walter Hood’, we think, eclipses her, and Captain Sproat (c1807 to 1863), formerly of the ‘Phoenician’, declares that she is in all respects the finer vessel”.*



*‘Walter Hood’ entering the Heads of Port Jackson.
(Engraving from the Illustrated Sydney News, 19th May 1855).*

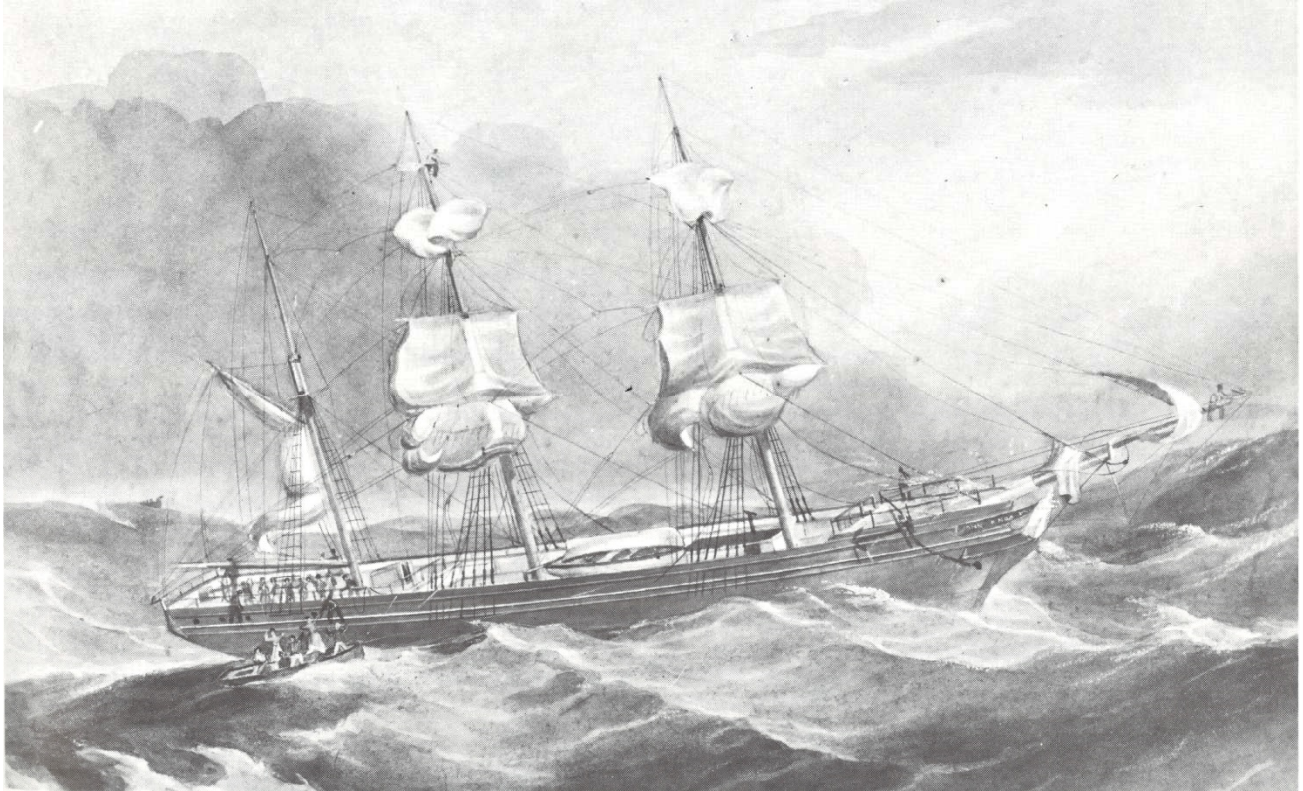
Ship Name(s)	Walter Hood.	
Rig	Ship, 3 masts, 2 decks, a poop, and forecastle, a square stern, and a standing bowsprit.	Fastest known day run – 320 miles ² .
Launch Date	7 th January 1852.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior (32), James Buyers (4) , and James Hain (4), all ship-owners in Aberdeen. Other shareholders: Walter Hood, shipbuilder (4) , Alexander Mathew, ship-owner (4), and Hugh Sproat, shipmaster, Kirkcudbright (16).	

Walter Hood (1852). (Continued)

Registered Port	Aberdeen. Official No.: 9953.
GRT	937 tons.
Length	172 feet, 2 inches (52.48m). (204 feet overall).
Breadth	30 feet, 2 inches (9.19m).
Depth	20 feet, 9 inches (6.32m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	<p>She carried 3,363 square yards of canvas as her standing suit, without studding sails. Her mainmast was 58 feet high.</p> <p>1853: on her maiden voyage to Sydney she matched the record of 80 days from London.</p> <p>30th July 1856: she collided with the steam tug 'Belmont' (Owned by the Southampton Steam Towing Company) in the channel at Southampton.</p> <p>1989: registered as a Commonwealth Historic Shipwreck NSW Government wreck site ID: 345.</p>
Date Scrapped / Lost	<p>26th April 1870: wrecked at Wreck Bay, east coast of Australia, between Ulladulla and Jervis Bay. 23 survivors, and 11 lost. Wreck site co-ordinates are Lat 35° 13' 28' S; Long 150° 32' 08' E.</p> <p>A plaque on the memorial / burial site near Red Head erected 9th March 1927 reads: <i>'To the memory of those drowned by the wreck of the "Walter Hood" 26th April 1870'.</i></p> <p><i>Capt Andrew Latto, Aged 37.</i></p> <p><i>Joshua Rowley Hayes, pass- Aged 19.</i></p> <p><i>Seamen:</i></p> <p><i>Jos. Ashton, Aged 28.</i></p> <p><i>John Julian, Aged 25.</i></p> <p><i>Jas. Sinclair, Aged 45.</i></p> <p><i>Jas. Moyes, Aged 20.</i></p> <p><i>Chas. Branson, Aged 30.</i></p> <p><i>Chas. Coomes, Aged 25.</i></p> <p><i>Ed. Lemon, Aged 20.</i></p> <p><i>Jas. Davis, Aged 23.</i></p> <p><i>Ed. Harvey, Aged 50.</i></p>

John Knox (1852).

Built for the China trade, and named after John Knox (c1513 to 1572) a Scottish minister, theologian, and writer who was a leader of the Reformation, and is considered as the founder of the Presbyterian Church of Scotland.



*The 'John Knox' rigged as a barque, by an unknown artist.
(Original held in the National Maritime Museum).*

Ship Name(s)	John Knox.
Rig	Barque, 3 masts, 1 deck, poop deck, a square stern, and a standing bowsprit.
Launch Date	March 1852.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	J. Munro & Co., Aberdeen. James Munro, Aberdeen, shipmaster (32). Other shareholder: Peter Edward, tailor, London (32).
Registered Port	Aberdeen.
GRT	296 tons (NM) / 358 (OM).
Length	128 feet, 6 inches. (39.17m).
Breadth	22 feet. (6.71m).
Depth	14 feet. (4.27m).
Construction	Wood. Hull sheathed in Yellow metal.

John Knox (1852). (Continued).

Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	31 st March 1852: The Daily News, reported that she has excellent accommodation for passengers. 1865: rigged as a ship and managed by George Thompson & Co., London, England. 1876: owned by J. Merriman, Sydney, Australia. 1880: owned by Jenkins, Sydney, Australia. 1884: owned by J. Henderson, Sydney, Australia and rigged as a barque.
Date Scrapped / Lost	1886: condemned, details / location unknown.



John Knox drawn by Theodore Beza, Icones (1580).

Woolloomooloo (1852).

The Daily News, 27th October 1852 reported that “...the splendid new Aberdeen clipper built ship ‘Woolloomooloo’, Charles Stewart Commander, now loading London Docks. This fine ship is expected to be one of the fastest in the Australian trade and has handsome accommodations for cabin passengers.”

She was a regular trader with Sydney, Australia, (Hence the name, Woolloomooloo, which is a harbour-side, inner-city eastern suburb of Sydney, New South Wales, Australia). She carried cargos such as Australian Gold, money (to pay for the gold), passengers, and wool.



‘Woolloomooloo’ oil painting by artist Richard Barnett Spencer (1812 to 1897). (Active 1840 to 1874). This painting was donated to Aberdeen Maritime Museum by Mrs C. H. Ross in 1983.

Ship Name(s)	Woolloomooloo.
Rig	Ship, 3 masts, 2 decks, ½ poop deck, forecastle deck, a square stern, and a standing bowsprit.
Launch Date	September 1852.

Woolloomooloo (1852). (Continued).

Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, ship-owner (32), Charles Stuart, shipmaster (16), and James Buyers, ship-owner (8) , all Aberdeen. Other shareholders: Walter Hood, shipbuilder (4) , and Alexander Matthew, ship-owner (4).
Registered Port	Aberdeen. Official Number: 6868.
GRT	627 tons.
Length	155 feet. (47.24m).
Breadth	26 feet, 10 inches. (8.18m).
Depth	19 feet, 2 inches. (5.84m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 10A1.
Other information	1858 to 1859: rigged as a barque. 1870 to 1871: owned by H. Ganson, and registered in Aberdeen. 1875 to 1876: owned by W. Jamieson & Co., and registered in London. 1877 to 1881: owned by G. Jones, and registered in Aberdeen. 1881: registered in Spain, owner unknown.
Date Scrapped / Lost	1885: she was wrecked while sailing under a Spanish flag, details / location unknown.

Granite City (1853).

She was built to carry cargo, but also had some passenger accommodation. She is known to have traded at Aberdeen, the Clyde, London, Cardiff, Belfast, and made passages to Sydney (Australia), South America, and Surabaya (Indonesia).

Ship Name(s)	Granite City.
Rig	Barque, 3 masts, 1 deck, poop deck, forecastle deck, a square stern, and a standing bowsprit.
Launch Date	January 1853.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Henry Adamson & Co., Aberdeen. Henry Adamson, ship-owner (38), William Leask, shipmaster (12), and George Milne of Kinaldie, Aberdeenshire (8). Other shareholders: James Saunders, Royal Navy, London (4), and John Saunders Junior, banker, Cephalonia, Ionian Islands, Greece (2).
Registered Port	Aberdeen. Official Number: 23149.
GRT	772 tons.
Length	169 feet, 5 inches (51.64m).
Breadth	28 feet, 9 inches (8.76m).
Depth	20 feet, 4 inches (6.20m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 10A1.
Other information	1870: owned by Bilbrough & Co., and registered in London. 12 th March 1879: The Freeman's Journal & Daily Advertiser reported that she had suffered damage after being struck by lightning.
Date Scrapped / Lost	20 th November 1881: she was abandoned in the Atlantic Ocean, after being damaged in a gale. At the time of loss she was registered in London, England, and the owners were Mr. Joseph Parson and Mr. Robert Alexander Stewart, of No. 3, Fen Court, London, England.

Granite City (1853). (Continued).



*Captain Watson master of the Granite City c1865. (Photographer unknown).
(State Library of New South Wales, Ref: FL3281034)*

Maid of Judah (1853).


She was regular trader between London and Sydney (Australia), and also traded at Shanghai (China), Takao (Japan), Adelaide (Australia), and Auckland (New Zealand).



*'Maid of Judah' berthed in Circular Quay, Sydney, Australia.
(State Library of Queensland, Ref: 182611).*

Ship Name(s)	Maid of Judah.
Rig	Ship, 3 masts, 1 deck, poop deck, forecastle deck, a square stern, and a standing bowsprit.
Launch Date	January 1853.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). Isaac Merchant, shipmaster (16), James Burgess, shipmaster (4), and Walter Hood, shipbuilder (4) , all of Aberdeen. Other shareholders: George Thompson Junior, ship-owner, (32), William Anderson, builder (8), both of Aberdeen.
Registered Port	Aberdeen. Official Number: 6869.
GRT	665 tons.

Maid of Judah (1853). (Continued).

Length	161 feet (49.07m).
Breadth	28 feet, 2 inches (8.59m).
Depth	Approx. 19 feet, 4 inches (5.89m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class: 10A1.  Built under special survey.
Other information	1853: on her maiden voyage, she had the honour of taking out the Royal Mint to Sydney, Australia. 1872: sold to brothers T. & M. C. Cowlshaw, Sydney, Australia. 1874: converted to a barque.
Date Scrapped / Lost	June 1880: condemned and broken up at Amoy (Xiamen), China.

Omar Pasha (1854).

She was the largest ship built to date by Walter Hood & Co. for George Thompson’s Aberdeen Line. She was named after the Ottoman General Omar Pasha (1806 to 1871) who defeated the Russians at Crimea 1853 to 1856 and thus became a hero in Britain. **At the time of her launch she was the largest vessel ever built in Aberdeen.** The Aberdeen Journal 17th May 1854 read “...a magnificent specimen of naval architecture”. She carried cargo and passengers to Australia. (Her name is Sometimes spelt Omar Pacha).

Omar Pasha (1854). (Continued).




'Omar Pasha' on fire. (Illustrated London News 1869).

Ship Name(s)	Omar Pasha. (aka Omar Pacha).
Rig	Ship, 3 masts, 2 decks, forecastle deck and 1 ½ poop decks, a round stern, and a standing bowsprit.
Launch Date	13 th May 1854.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen. Official No.: 12774
GRT	1068 tons.
Length	203 feet, 6 inches. (62.03m).
Breadth	33 feet. (10.06m).
Depth	22 feet, 4 inches. (6.81m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 10A1.
Other information	Date unknown: sold to Cruickshank & Ring, London, England.
Date Scrapped / Lost	22 nd April 1869: she was burned at sea when homeward bound from Brisbane, Australia; her cargo was mostly wool, but also included cotton, hides etc. The Newcastle Courant, 14 th May 1869 reported that she had £30,000 of gold aboard. (How much would that be worth today?)

Assyrian (1854).

Named after an ancient middle east empire which existed 2500 BC to 626 BC. She was a regular trader with China.

Ship Name(s)	Assyrian.
Rig	Ship, 3 masts, 1 deck, a round stern, and standing bowsprit.
Launch Date	November 1854.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol & Co., Aberdeen. Alexander Nicol, ship-owner (22), James Buyers, ship-owner (8) , Gifford Wood, shipmaster (8), Walter Hood, shipbuilder (4) , William Adamson, share-broker (4), and John Roy Adamson, clerk (4,) all Aberdeen. William Nicol, ship-owner, Liverpool (10), and Alexander Nicholson, agent, London, (4).
Registered Port	Aberdeen. Official No.: 12956
GRT	555 tons (NM) /605 tons (OM).
Length	153 feet. (46.63m).
Breadth	25 feet, 10 inches. (7.87m).
Depth	18 feet, 7 inches. (5.66m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 10A1.  Built under special survey.
Other information	29 th December 1864: she grounded on the inner shoal Lowestoft, England at Low Water. 2 nd December 1871: the Liverpool Mercury newspaper reported that <i>“John Finister, Master of ship ASSYRIAN, was charged with smuggling 5lb, 14oz. foreign Cavendish tobacco. ASSYRIAN had been rummaged in the river 23 Nov. and was now in Stanley Dock. Yesterday she was again boarded and was re-rummaged. The tobacco was found between ship's timbers and lining. Prisoner fined £7.15”.</i> 1872: owned by John T. Rennie, 48 Marischal St. Aberdeen.
Date Scrapped / Lost	7 th October 1877: while on voyage from Lacepe Islands, Northwest Australia to London with a cargo of guano, she berthed at Port Elizabeth, South Africa in a leaky condition and was condemned. She was sold locally on 12 th December, and presumably scrapped.

Star of Peace (1855).

She resembled the 'Walter Hood' built in 1852, but she was 44 feet longer, with a narrower beam, giving her much finer lines.



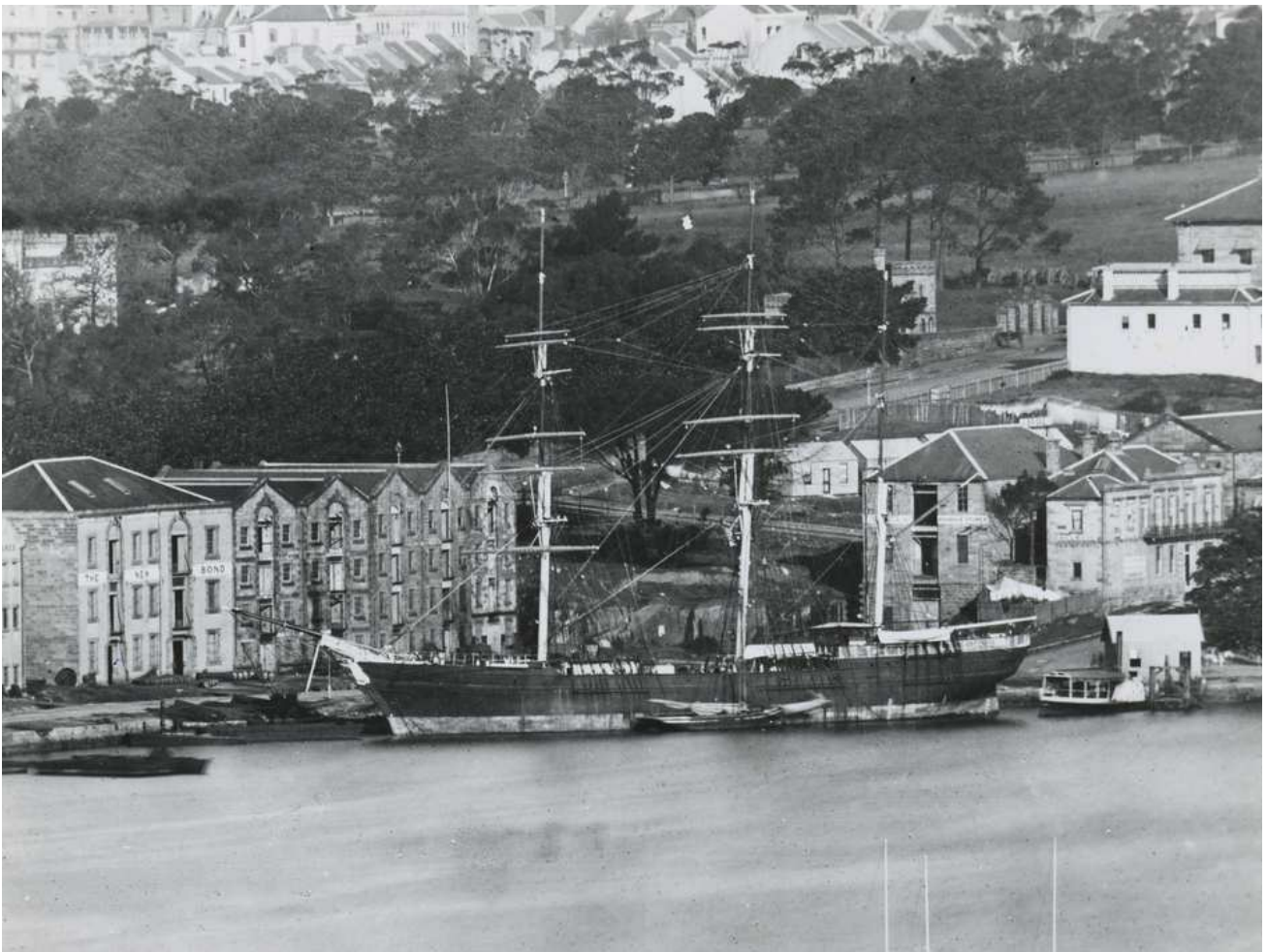
'Star of Peace'. (Painted by Alfred Dufty). (State Library of Victoria, Ref: H99.220/2129).

Ship Name(s)	Star of Peace.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	September 1855.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, William Henderson, and Stephen Thompson, ship-owners, Aberdeen (40-jointly), Walter Hood, Shipbuilder (4), James Buyers, Ship-owner (4) both Aberdeen, and Hugh Sproat, Shipmaster, Kirkcudbright (16).
Registered Port	Aberdeen. Official No.: 6907.
GRT	1113 tons.
Length	216 feet (65.84m).
Breadth	35 feet, 10 inches (10.92m).
Depth	22 feet, 6 inches (6.86m).
Construction	Wood.
Figurehead	Full length female.
Classification	Lloyds Register of Shipping. Class 10A1.
Other information	Part-owned by Walter Hood : upon his death 27 th December 1862, ownership of his shares was transferred to his daughter Ann Hood , spinster on 3 rd June 1863. See Appendix C. 7 th June 1879: sold to Messrs Grice, Sumner & Co. Date unknown: sold to Burns, Philip & Co., Sydney, Australia.
Date Scrapped / Lost	Converted to a hulk at Thursday Island, Queensland, Australia, and broken up in 1895.

Wave of Life (1856).

Aberdeen Journal on the 7th May 1856 reported: *“Launched from yard of Messrs Walter Hood & Co. Yesterday another of those splendid clipper ships, for which this port has become so famous. WAVE OF LIFE, Capt. Stuart (late of Woolloomaloo) has been built expressly for the Australian trade, fitted out in most superior style for passengers, combining all the recent improvements.”*

She traded at Australia for more than 20-years, and carried cargoes such as Australian gold, wool, hides, tallow, and passengers homeward bound, and outward bound rams, ewes, miscellaneous items, and passengers.



‘Wave of Life’ berthed at East Circular Quay Sydney c1875, from the A. D. Edwardes Collection. (State Library of South Australia, Ref: PRG 1373/1/17).

Wave of Life (1856). (Continued).

Ship Name(s)	Wave of Life. (1870's: Renamed 'Ida'). (1891: renamed 'Henriqueta').
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	6 th May 1856.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, and William Henderson, both ship-owners in Aberdeen, and Stephen Thompson, ship-owner, London (40-jointly). Other shareholders: Charles Stuart, master (16), Walter Hood, shipbuilder (4) , and James Buyers, ship-owner (4) .
Registered Port	Aberdeen. Official Number: 14757.
GRT	887 tons.
Length	187 feet (57.00m).
Breadth	34 feet, 5 inches (10.49m).
Depth	21 feet (6.40m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 10A1. ⚡ Built under special survey.
Other information	Part-owned by Walter Hood : upon his death 27 th December 1862, ownership of his shares was transferred to his daughter Ann Hood , spinster on 3 rd June 1863. See Appendix C. 1870's: sold to Brazilian owners. 1877 / 1888: re-rigged as a barque. 1891: renamed 'Henriqueta' and registered in Lisbon, Portugal.
Date Scrapped / Lost	March 1897: condemned and broken up, details / location unknown.

Golden Fleece (1856).

She was built to carry general cargo and is known to have traded at Aberdeen, London, and China.

Ship Name(s)	Golden Fleece.
Rig	Ship, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	June 1856.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	John Dennison, Aberdeen, ship-owner (24), Samuel Williams, Aberdeen, merchant (16), James Alexander Steel, doctor of medicine (4), James Overend Haigh, manufacturer (4), George Jamieson, merchant (4), and James Skinner, accountant (4), all Aberdeen. John Robert Thomson and Harrison Watson, merchants, London (4-jointly), and James Isaac Bennett and James Leigh Aspinwall, shipbrokers, London (4-jointly).
Registered Port	Aberdeen. Official No.: 15785.
GRT	359 tons.
Length	145 feet (44.20m).
Breadth	24 feet, 6 inches (7.47m).
Depth	15 feet, 5 inches (4.70m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1. ✠ Built under special survey.
Other information	1863: owned by G. Broom, and registered in London, England.
Date Scrapped / Lost	Unknown.

Damascus (1857).

She was built to carry general cargo, and she made several passages to and from London to Australia carrying cargo and passengers.



*'Damascus' berthed in Sydney Harbour c1877 / 1878
from the A.D. Edwardes Collection.
(State Library of South Australia, PRG 1373/20/33).*

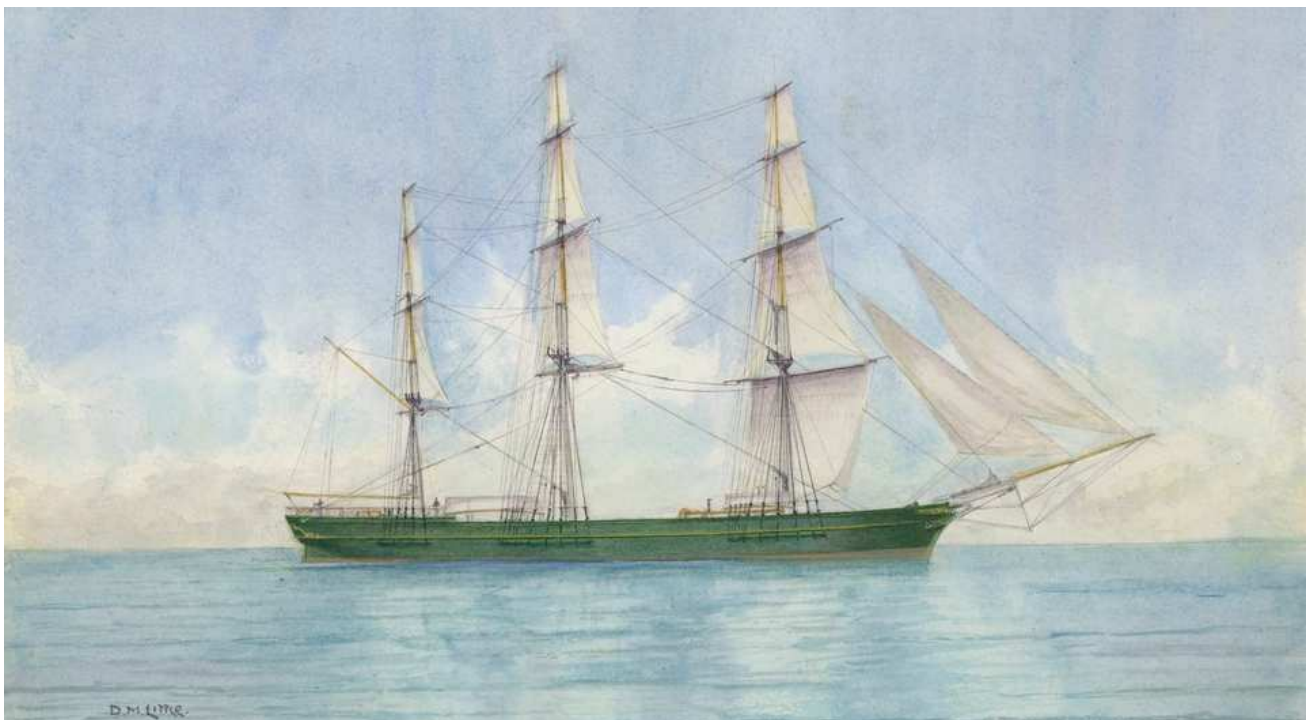
Ship Name(s)	Damascus. (1881 renamed Magnolia).
Rig	Ship, 3 masts, 2 decks, and a poop and forecastle, a round stern, and a standing bowsprit.
Launch Date	February 1857.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, William Henderson, and Stephen Thompson, No. 12 St. Helens Place London, all ship-owners (32-jointly). Other Shareholders: Alexander Alexander (16), James Buyers (4) , Walter Hood (4) , Richard Searle (4), and Isaac Merchant (4).
Registered Port	Aberdeen. Official No.: 15792.
GRT	964 tons.
Length	208 feet, 3 inches (63.47m).

Damascus (1857). (Continued).

Breadth	33 feet, 9 inches (10.29m).
Depth	20 feet, 9 inches (6.32m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 9A1. ⚓ Built under special survey.
Other information	1875: her rig was altered to a barque. 1881: owned by Mr. John Robinson Renner, merchant, Liverpool, England. 1881: owned by D. Svendsen and registered in Christiania, Denmark.
Date Scrapped / Lost	1 st September 1893: she stranded at Bersimis, (Pessamit) Quebec, Canada and became a total loss.

Transatlantic (1857).

She was built to carry general cargo, and she made several passages to and from London to Australia carrying cargo and passengers. She also traded at Quebec, Canada. The Aberdeen Journal 20th January 1858 reported that *“This remarkably fine vessel has been built here by Messrs Walter Hood & Co. expressly for the North American trade and offers a most favourable conveyance for passengers, the accommodation being unrivalled”*.



‘Transatlantic’ water colour by D. M. Little. (State Library of South Australia).

Transatlantic (1857). (Continued).


The Aberdeen Journal 20th January 1858 reported *“This remarkably fine vessel has been built here by Messrs Walter Hood & Co. expressly for the North American trade and offers a most favourable conveyance for passengers, the accommodation being unrivalled”*.

She started her life trading from Aberdeen to Quebec (Canada) carrying immigrants, and probably returning with timber. In the 1860’s, she made many passages from London and Gravesend to Sydney and Melbourne (Australia), her main cargo from Australia was wool.

Ship Name(s)	Transatlantic.
Rig	Ship, 3 masts, 1 deck, a poop deck, a round stern, and a standing bowsprit.
Launch Date	May 1857.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, William Henderson, Aberdeen, and Stephen Thompson, No. 12, St. Helens Place, London, all ship-owners, (40 jointly). Alexander Nicol ship-owner (8), Walter Hood shipbuilder (8) , and James Buyers ship-owner (8) , all Aberdeen.
Registered Port	Aberdeen. Official Number: 18575.
GRT	614 tons.
Length	153 feet (46.63m).
Breadth	29 feet, 5 inches (8,97m).
Depth	17 feet, 9 inches (5.41m).
Construction	Wood, with copper sheathed hull.
Figurehead	Male bust.
Classification	Lloyds Register of Shipping. Class 8A1.
Other information	1876: rebuilt and rigged as a barque, and owned by J. L. Uglund of Arendal, Norway. 1890: owned by Joh. Kløcker, Arendal, Norway.
Date Scrapped / Lost	15 th October 1899: when bound to Stettin, Germany (Szczecin, Poland), from Mobile, Alabama, USA, she foundered in the Atlantic Ocean.

Westburn (1858).

She was built to carry general cargo, and could carry passengers, she is known to have traded from Aberdeen to China, and London to Sydney and Melbourne in Australia. Her main cargo from Australia was wool.

Ship Name(s)	Westburn.
Rig	Ship, 3 masts, 1 deck, 1 forecastle deck, 1 poop deck, a round stern, and a standing bowsprit.
Launch Date	2 nd January 1858.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol & Co., Aberdeen. Alexander Nicol, Aberdeen (22), William Nicol, Liverpool (10), George Thompson Junior (8), James Chalmers, printer (4), John Gray Chalmers, printer (4), James Buyers (4), Walter Hood, shipbuilder (4), and Alexander Bruce, shipmaster (8), all Aberdeen.
Registered Port	Aberdeen. Official No.:20342.
GRT	593 tons.
Length	173 feet (52.73m).
Breadth	28 feet (8.53m).
Depth	18 feet (5.49m).
Construction	Wood.
Figurehead	Male.
Classification	Lloyds Register of Shipping. Class 10A1.  Built under special survey.
Other information	4 th December 1860: A seamen aloft in the boatswain's chair and working on scraping the foremast, fell 80 feet from the top gallant yard to the main deck due to the rope for hauling the chair breaking. Lucky for him, during his descent he struck some of the stays, which broke his fall, and miraculously he escaped without any broken bones, although he was considerably bruised. He was immediately attended by Dr. Wilner.
Date Scrapped / Lost	16 th January 1870: she was lost near the Pescadores Islands (Penghu), Amoy (Xiamen), China.

Jason (1858).


She was built to carry general cargo and passengers, and she made several passages from London to Australia. She is also known to have traded at Peruambuco, Brazil.



*'Jason', berthed at Circular Quay, Sydney, c1865.
(State Library of South Australia, Ref: PRG 1373/19/49).*

Ship Name(s)	Jason.
Rig	Ship, 3 masts, 2 decks, a square stern, and a standing bowsprit.
Launch Date	June 1858.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Adamson & Co., Aberdeen. Henry Adamson, ship-owner (48), James Saunders, Master R.N. (8), Charles Thomas Glover, ship-owner (4), and George Stuart, shipmaster (4), all of Aberdeen.
Registered Port	Aberdeen. Official Number: 21468.

Jason (1858). (Continued).

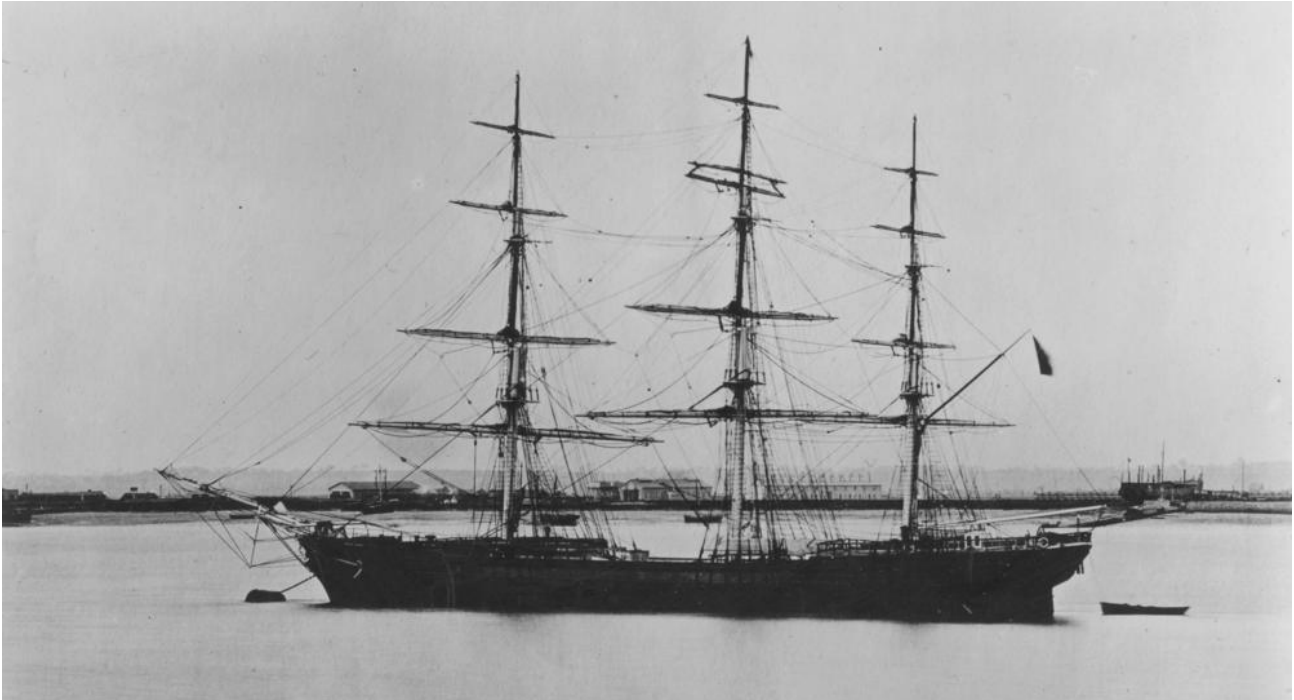
GRT	877 tons.
Length	192 feet. (58.52m)
Breadth	33 feet, 5 inches (10.19m).
Depth	20 feet, 9 inches (6.32).
Construction	Wood.
Figurehead	Male full length.
Classification	Lloyds Register of Shipping. Class 10A1.  Built under special survey.
Other information	<p>27th June 1859: Mrs. George Stewart gave birth to a daughter on board whilst at sea.</p> <p>14th September 1870: The Melbourne Argus reported that “A seaman named Murphy was brought before Mr. Mollison for deserting from the ship and was arrested on Williamstown Railway Pier at 2 o'clock in the morning, having in his possession all his effects. Sentenced to a month's imprisonment, with hard labour, on board the hulks”.</p> <p>1874: owned by C. Bjelke, and registered in Rusoer, Norway.</p> <p>9th Dec 1874: she caught fire in Hobart, Tasmania, Australia and had to be submerged in the dock.</p> <p>2nd Feb 1875: whilst sailing from London to Sydney, she caught fire, and was put back into Dungeness.</p> <p>1877 to 1882: owned by C. and C. J. Northcote, London. Port belonging to Rusoer, Norway.</p>
Date Scrapped / Lost	Unknown.



'Jason' at anchor c1877. (State Library of South Australia, Ref: PRG-1373-11-2).

Moravian (1858).

She was regular trader with Australia, and carried passengers, wool and Australian gold. She is also known to have traded at Bombay, India.



'Moravian' in the Thames. (State Library of Queensland, Ref:100436).

Ship Name(s)	Moravian.
Rig	Ship, 3 masts, 2 decks, a poop and forecastle deck, a round stern, and a standing bowsprit.
Launch Date	July 1858.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen. Official Number: 22526.
GRT	967 tons.
Length	200 feet, 1 inch (60.99m).
Breadth	33 feet, 7 inches (10.24m).
Depth	21 feet, 3 inches (6.48m).
Construction	Wood.
Figurehead	Full length male.
Classification	Lloyds Register of Shipping. Class 10A1.
Other information	c1886: sold to J. E. Ives, Sydney, Australia. Ended her days as a hulk.
Date Scrapped / Lost	March 1895: broken up at Sydney, Australia.

Cuzco (1859).

She is named after the city of Cusco (Cuzco in Spanish) in south-eastern Peru. The city is situated near the Urubamba Valley of the Andes mountain range. Cusco was once the capital of the Inca Empire.

She was built to carry general cargo, and is known to have traded from Liverpool and Swansea to South America. She carried guano from the Chinsha Islands (Peru).

Ship Name(s)	Cuzco.
Rig	Barque, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	April 1859.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	William Nicol & Co., Liverpool, (64).
Registered Port.	Liverpool. Official Number: 27451.
GRT	415 tons.
Length	136 feet (41.45m).
Breadth	26 feet (7.92m).
Depth	16 feet (4.88m).
Construction	Wood.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 10A1.
Other information	--
Date Scrapped / Lost	Unknown.

Strathdon (1860).

She was a regular trader between London and Sydney (Australia). Her main cargo from Australia was wool.




'Strathdon' painted as a barque. (Artist unknown).

Ship Name(s)	Strathdon. Renamed 'Zwerver' (1879).
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	January 1860.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, William Henderson, Stephen Thompson, and George Thompson youngest (48-jointly), Alexander Nicol (4), James Buyers (4) , Walter Hood (4) , and Isaac Merchant (4).
Registered Port	Aberdeen. Official Number: 27571.
GRT	1011 tons.
Length	210 feet, 6 inches (64.16m).
Breadth	33 feet, 9 inches (10.29m).
Depth	21 feet, 7 inches (6.58m).
Construction	Wood.
Figurehead	Male (full length).
Classification	Lloyds Register of Shipping. Class 9A1. ✠ Built under special survey.
Other information	1873: reduced to a barque rig. (As painting above). 3 rd June 1863: part-owned by Walter Hood , upon his death 27 th December 1862, ownership of his shares was transferred to his daughter Ann Hood , spinster. 1879 / 1880: sold to N. Brantjes; port belonging to Purmerend, Holland, and renamed 'Zwerver'.
Date Scrapped / Lost	1888: she was broken up, details / location unknown.

Marquis of Argyle. (1860).

The Daily News, 18th February 1867 reported: *“This splendid vessel, built under special survey by Messrs Walter Hood & Co. of Aberdeen, is well known for her great speed and for her high class and sound delivery of cargo. Intending passengers are invited to inspect her very superior cabin accommodation”*. She is known to have traded at Aberdeen, China, London, Australia, and at Hong Kong, she carried cargo and passengers.

Ship Name(s)	Marquis of Argyle.
Rig	Ship, 3 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	March 1860.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	P. Edwards & Co., Aberdeen (64).
Registered Port	Aberdeen. Official Number: 28382.
GRT	515 tons.
Length	153 feet (46.63m).
Breadth	27 feet, 10 inches (8.48m).
Depth	17 feet, 7 inches (5.36m).
Construction	Wood.
Figurehead	Unknown, but possibly a man.
Classification	Lloyds Register of Shipping. Class 11A1.  Built under special survey.
Other information	1861: owned by J. Munro, and registered in London. 1871: she carried 247 passengers from Hong Kong to Melbourne, Australia. 16 th September 1873: the Leeds Mercury newspaper reported: <i>“She met with a curious mishap whilst on a voyage from Hong Kong to Melbourne. A violent gale sprang up and the whole of the Chinese passengers narrowly escaped being drowned. A violent gale from north east and high cross sea raged for 24 hours and the deck house in which the Chinese passengers were berthed was swept away by a terrific sea. They had a most narrow escape of their lives, several of them being washed into the rigging. The heavy sea smashed in the bulwarks of the vessel”</i> .
Date Scrapped / Lost	Unconfirmed, but thought to be circa 1880 / 1881.

Nereid (1860).

She was built to carry general cargo, and is known to have traded at Aberdeen, Sunderland, Falmouth, Archangel, Romania, Porto Rico, and the Baltic.

Ship Name(s)	Nereid.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	17 th July 1860.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Leslie & Co. (64). Office: No. 11 Regent Quay, Aberdeen.
Registered Port	Aberdeen. Official No.: 27578.
GRT	191 tons.
Length	102 feet (31.09m).
Breadth	22 feet (6.71m).
Depth	14 feet (4.27m).
Construction	Wood.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 8A1.
Other information	15 th May 1861: she grounded upon the Holm Sound, SE Orkney, however she got off without assistance. by 1880: owned by John Crombie, Aberdeen. 5 th April 1889: owned by George Milne, Aberdeen, Scotland. 1889: re-rigged as a brigantine.
Date Scrapped / Lost	17 th January 1890: listed as missing, location / details unknown.

Queen of Nations (1861).

She started her life trading between London and China, but later traded between London and Australia. She carried tea home from Shanghai in 1862, 1863, and 1864.

(She may have once had the name 'Yes').



'Queen of Nations' c1870. Painted as a ship by Richard Barnett Spencer (1812 to 1897). (Original held by the Aberdeen Maritime Museum).

Ship Name(s)	Queen of Nations.
Rig	Ship, 3 masts, 2 decks, a poop and forecastle deck, a round stern, and a standing bowsprit.
Launch Date	April 1861.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, William Henderson, both Aberdeen, Stephen Thompson, and George Thompson Youngest, both London, all ship-owners (48-jointly), Walter Hood, shipbuilder, Aberdeen (8), and James Buyers, ship-owner, Aberdeen (8).
Registered Port	Aberdeen. Official Number: 29238.
GRT	878 tons.
Length	190.9 feet (58.19m).
Breadth	32.5 feet (9.91m).
Depth	20 feet (6.10m).
Construction	Wood.
Figurehead	Shield.

Queen of Nations (1861). (Continued).


Classification	Lloyds Register of Shipping. Class 14A1. ✠ Built under special survey.
Other information	Part-owned by Walter Hood : upon his death 27 th December 1862, ownership of his shares was transferred to his daughter Ann Hood , spinster on 3 rd June 1863. See Appendix C. 1870: her master Archie Donald was washed off her poop and lost. 1875: re-rigged as a barque. 2 nd August 1879: Archibald Donald, master, was washed overboard and lost at sea. 1879: during a storm at the Grand Banks off Newfoundland she rescued Captain Lewis Gerhardt Goldsmith aged 40 and his ailing wife aged 22 years from their 18-foot long lifeboat 'Uncle Sam', in its last moments, and carried them safely to Liverpool. 1879: Captain Donald, was washed overboard and lost during a storm. He had been captain of the ship for almost 10 years.
Date Scrapped / Lost	31 st May 1881: she was stranded at Corrimal Beach, five miles north of Woollongong Harbour, New South Wales when bound out to Sydney with a cargo of wine and distilled spirits, and eventually lost. It is said that the Captain Samuel Bache and the 1 st mate were both drunk and mistook the lights of Woollongong for Sydney. One crewman out of a crew of 26 was lost. Approximate Position of wreck 34.38388°S, 150.91786°E. NSW Government wreck site ID: 734. www.environment.nsw.gov.au



'Queen of Nations' (Painted as a ship by D. M. Little).

Garrawalt (1862).

Named after a suburb in Queensland, Australia. She was built for the Chinese tea trade, and she also carried immigrants to Australia.

Ship Name(s)	Garrawalt.
Rig	Ship, 3 masts, 1 deck, poop and forecastle, a square stern, and a standing bowsprit.
Launch Date	January 1862.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol and Co. Alexander Nicol, ship-owner (28), George Thompson Junior, ship-owner (8), James Buyers, ship-owner (8), Walter Hood, Shipbuilder (8) , William Shepherd, shipmaster (8), all Aberdeen, and William Nicol, ship-owner, Liverpool (4).
Registered Port	Aberdeen. Official Number: 43559.
GRT	627 tons.
Length	166 feet (50.60m)
Breadth	30 feet (9.14m).
Depth	18.2 feet (5.55m)
Construction	Wood.
Figurehead	Deer.
Classification	Lloyds Register of Shipping. Class 14A1.  Built under special survey.
Other information	24 th Feb. 1862: she rescued the 11-man crew of the 'Deptford' which was discovered drifting and disabled off Barra Head, Outer Hebrides, Scotland. 'Deptford' had collided with a steam ship at Lat. 48N, Long. 15W (Off Fastnet, County Cork, Eire) on 12 th Feb. 1862. 3 rd June 1863: 8 shares previously owned by Walter Hood who died 27 th December 1862 were passed to Ann Hood , Spinster, Aberdeen. See Appendix C.
Date Scrapped / Lost	1 st October 1865: she became a total wreck on the shoals off the Northeast Point of Hainan (Southwest China). George Phillips (Master) and two crewmen were drowned.

Kosciusko (1862).


She was named after Andrzej Tadeusz Bonawentura Kościuszko (1746 to 1817) a Polish–Lithuanian military engineer and military leader who was a national hero in Poland, Lithuania, Belarus, and the USA. **She was the largest wooden ship built for George Thompson by Walter Hood.** She was the first ship of Thompson’s fleet to be fitted with double top sails on the fore and main masts.



‘Kosciusko’ rigged as a barque at Port Adelaide c1873, from the A.D. Edwardes Collection. (State Library of South Australia, Ref: PRG 1373/3/30).

Ship Name(s)	Kosciusko.
Rig	Ship, 3 masts, 2 decks, a poop and forecastle, a round stern, and a standing bowsprit.
Launch Date	August 1862.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). (64). George Thompson Junior, William Henderson, ship-owners, Aberdeen, Stephen and George Thompson youngest, ship-owners, London (48). Charles Stuart shipmaster (12), and Walter Hood (4) shares.

Kosciusko (1862). (Continued).

Registered Port	Aberdeen.	Official Number: 45202.
GRT	1193 tons.	
Length	204 feet (62.18m).	
Breadth	36 feet, 2 inches (11.02m).	
Depth	22 feet, 7 inches (6.88m).	
Construction	Wood.	
Figurehead	Male.	
Classification	Lloyds Register of Shipping. Class 9A1.  Built under special survey.	
Other information	Part-owned by Walter Hood . 3 rd Dec 1878: rigged as a barque. 1883: sold to Cowlshaw Brothers of Sydney. 1885 to Jan. 1894: owned by Alexander Burns, Sydney, Australia. October 1891: seaman Olaf Johnson, aged 33 died when he fell 50 feet from the main mast, he hit some rigging and spars before falling into the sea. A boat was lowered and he was picked up, but later died in hospital. 3 rd August 1893: apprentice Albert Charles Bear, aged 17½ years was lost whilst loosening the main topgallant sail and fell 140 feet into the sea and was drowned.	
Date Scrapped / Lost	1899: condemned, and broken up at Canton, China.	

1862 Rigging.

By this date many of the ship rigs were changed to the rig of a barque, simply because it was found that a barque rig made the vessel faster. This was because the mizzen mast on a ship, which had the smallest sail area blanketed the main mast spread in a following wind¹⁰.

Fawn (1862).

She is known to have sailed from London to Australia and carried cargo.

Ship Name(s)	Fawn.
Rig	Brig, 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	November 1862.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Dalgetty & Co., London (64).
Registered Port	London. Official No.:45415.
GRT	216 tons.
Length	105 feet, 3 inches (32.08m).
Breadth	24 feet, 2 inches (7.37m).
Depth	14 feet, 1 inch (4.29m).
Construction	Wood.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 9A1.
Other information	A vessel of this name on passage from London to Hobart, Tasmania, appeared in an article in The Mercury Newspaper 10 th July 1863. Miss Trail daughter of the lighthouse keeper at the risk of her own life, heroically saved the lives of crew members in the ships boat.
Date Scrapped / Lost	Unknown.

Glengairn (1863).

She was built as a cargo ship, but also had space for a limited number of passengers. Named after a parish in west Aberdeenshire.



'Glengairn' rigged as a ship, off Dover, Kent 1863 by Richard Barnett Spencer (1812 to 1897). (Original held by the Aberdeen Maritime Museum).

Ship Name(s)	Glengairn.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	April 1863.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	A. Nicol & Co., Aberdeen. A. Nicol, merchant (32), George Thompson Junior, ship-owner (16), and James Buyers, ship-owner (8) , all Aberdeen. Other shareholders: William Nicol, Liverpool, merchant (4), and W. S. Garriock, master, Lerwick, Shetland (4).
Registered Port	Aberdeen. Official Number: 45213.
GRT	894 tons.
Length	185 feet (56.39m).
Breadth	33 feet, 3 inches (10.14m).
Depth	21 feet, 9 inches (6.63m).
Construction	Wood.
Figurehead	Unknown.

Glengairn (1863). (Continued).

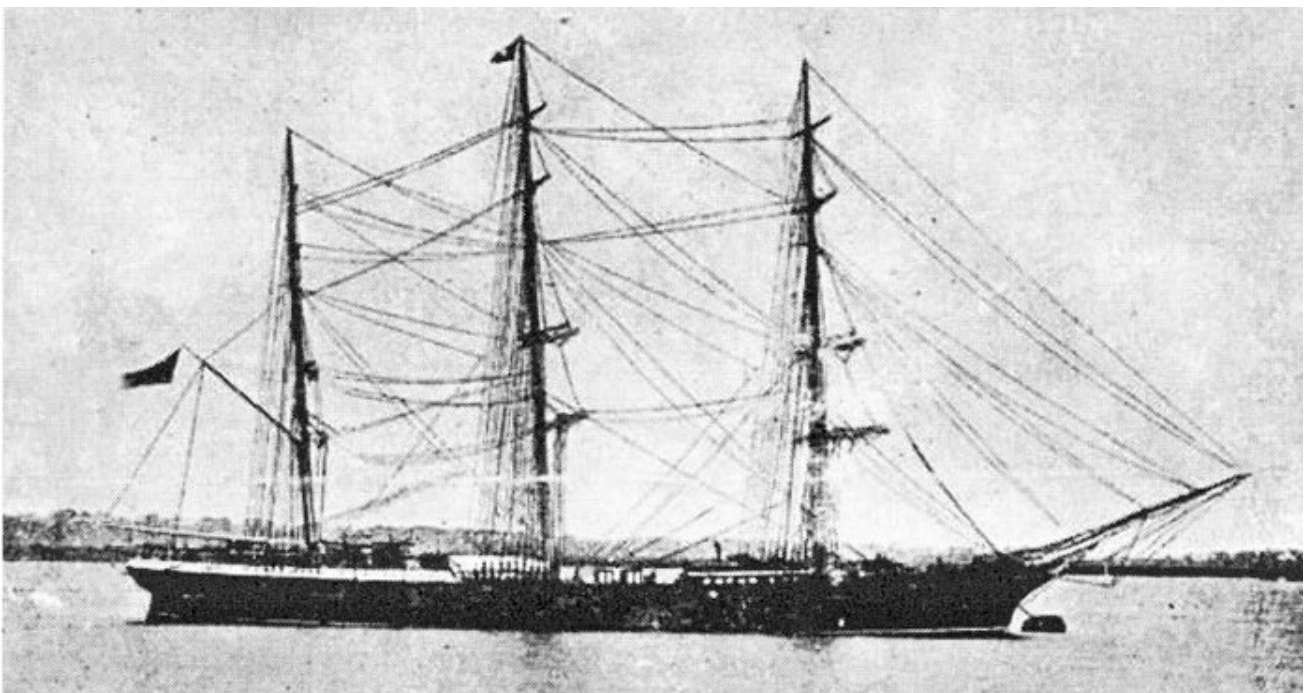
Classification	Lloyds Register of Shipping. Class 9A1. ☒ Built under special survey.
Other information	1885: sold to H. S. Jacobsen in Flekkefjord, Norway.
Date Scrapped / Lost	25 th August 1893: she sank after a collision 30 miles from Barnegst while on passage from Flekkefjord, Norway to Philadelphia, USA.

Note: the name is sometimes spelt 'Glen Gairn'.

Nineveh (1864).


She carried immigrants to Australia, returning with wool. She is also known to have traded in North America.

She was given the nickname 'Lucky, because of her accident free career.



'Nineveh'. (State Library of South Australia, Ref: PRG 1373/3/31).

Nineveh (1864). (Continued).

Ship Name(s)	Nineveh.
Rig	Ship, 3 masts, 2 decks, a poop and forecastle deck, a round stern, and a standing bowsprit.
Launch Date	March 1864.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen. Official Number: 48854.
GRT	1176 tons.
Length	209 feet, 9 inches (63.93m).
Breadth	36 feet, 5 inches (11.10m).
Depth	22 feet, 7 inches (6.88m).
Construction	Wood.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 9A1.  Built under special survey.
Other information	September 1877: she arrived in Sydney, Australia from Plymouth with 423 persons brought to the colony - 72 married couples, 109 single men, 46 single women, 134 children and infants. Twelve infants died during the voyage, and there were two births. 1883: sold to Goodlet & Smith of Sydney, Australia, and registered in Sydney. Used in the lumber trade.
Date Scrapped / Lost	27 th January 1896: after enduring a storm in the North Pacific she began taking in water, she was pumped for three days before being abandoned and set alight so not to be a danger to other ships.

Ethiopian (1864).

She carried tea home from Shanghai, China in 1865, 1866, 1867, 1868, 1870, 1871, and 1875.

She was a regular trader with Australia. She went out to Melbourne in 68-days on her maiden voyage.



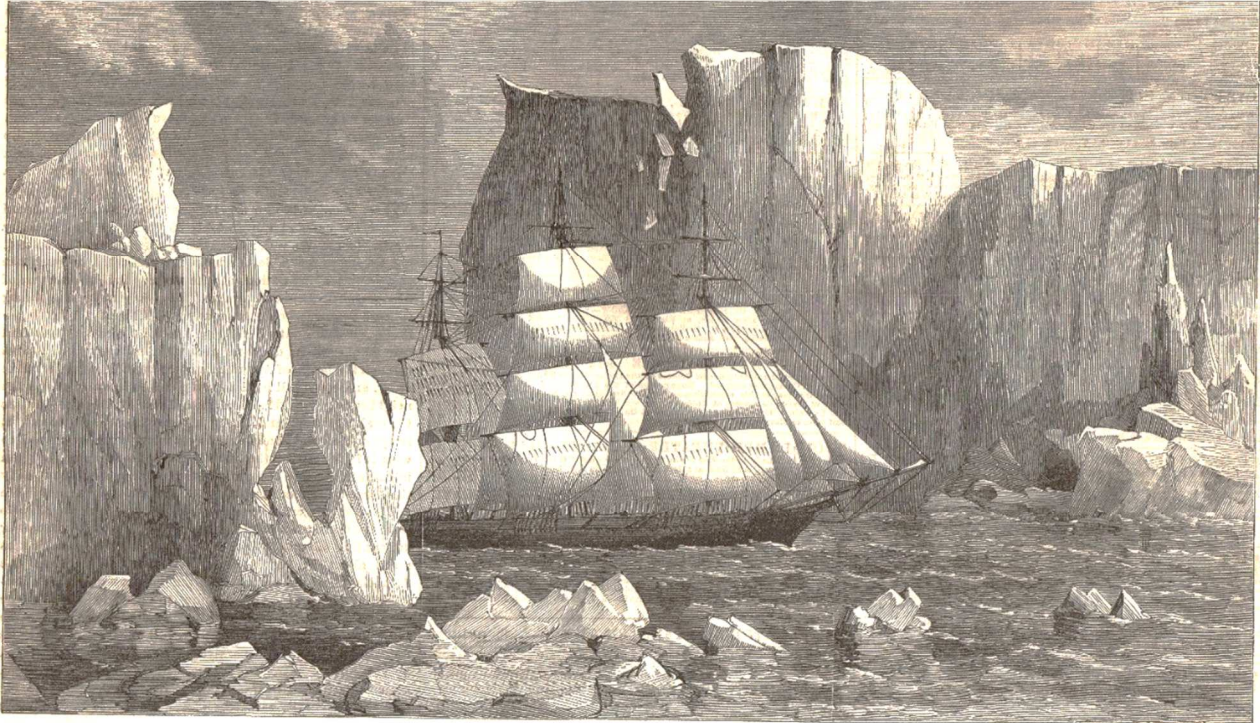
'Ethiopian' rigged as a ship. (Lithograph by T.G. Dutton).

Ethiopian (1864). (Continued).

Ship Name(s)	Ethiopian.
Rig	Ship, 3 masts, 1 deck, a poop and forecastle, a round stern, and a standing bowsprit.
Launch Date	18 th August 1864.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior, William Henderson, both Aberdeen, Stephen Thompson, and George Thompson, both of London, all ship-owners, (44-jointly). Other shareholders: Alexander Nicol (4), James Buyers (4) , both ship-owners, and William Edward, master mariner (8), all Aberdeen. Isaac Merchant, ship-owner, London (4).
Registered Port	Aberdeen.
GRT	838 tons.
Length	196 feet, 2 inches (59.79m).
Breadth	34 feet, 6 inches (10.52m).
Depth	20 feet, 3 inches (6.17m).
Construction	Wood.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 9A1. ✠ Built under special survey.
Other information	1886: sold to Norwegian owners in Frederikstad. 1888: re-rigged as a barque. September 1894: abandoned in the North Atlantic, near the Western Isles, Scotland.
Date Scrapped / Lost	3 rd October 1894: she was picked up 15 miles from the Faial Isles, Azores (Portugal), North Atlantic Ocean and towed to St. Michael's, and was subsequently condemned.

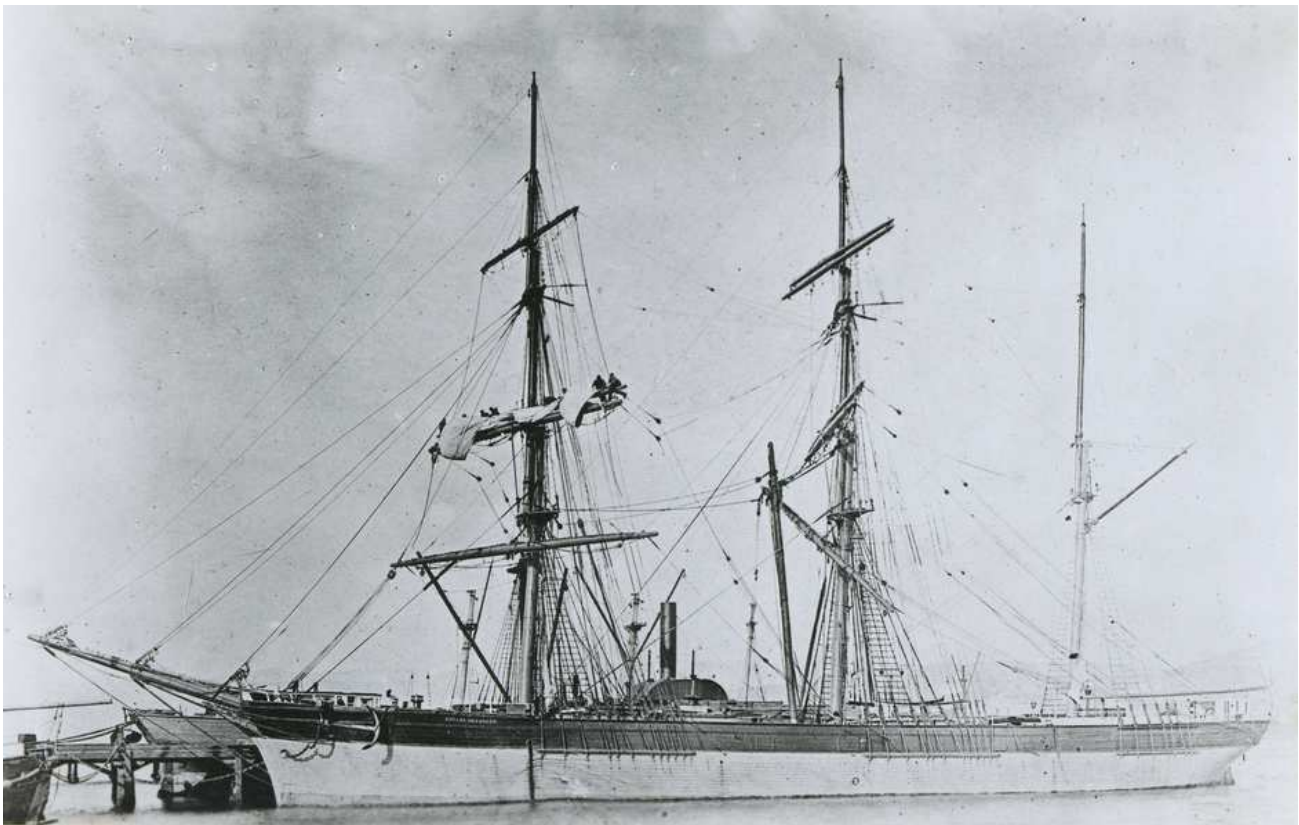
George Thompson (1865).

Named after her owner George Thompson Junior (1804 to 1895).
She is known to have traded at Aberdeen, Clyde, London, Sydney, Melbourne, Kaipara (New Zealand), and Puget Sound, Washington (USA).




THE GEORGE THOMPSON LEAVING THE ICEBERGS IN THE ANTARCTIC OCEAN.

'George Thompson' in the Antarctic. (Illustrated London News, March 1868).



'George Thompson'. (State Library of Victoria, Ref: PRG-1373-3-37).

George Thompson (1865). (Continued).

Ship Name(s)	George Thompson.
Rig	Ship, 3 masts, 4 decks, (a main, a tween, a break and a top gallant), a round stern, and a standing bowsprit.
Launch Date	May 1865.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen. Official Number: 48866.
GRT	1128 tons.
Length	209 feet, 7 inches (63.88m).
Breadth	36 feet, 3 inches (11.05m).
Depth	22 feet, 6 inches (6.86m).
Construction	Wood.
Figurehead	Demi Male and fancy scrollwork.
Classification	Lloyds Register of Shipping. Class 9A1.  Built under special survey.
Other information	<p>c1866: sold to A. Nicol & Co., Aberdeen, Scotland.</p> <p>December 1867: on passage from Melbourne to London with a cargo of wool and gold, she was beset for several days in heavy pack ice with many icebergs approx. latitude 58°S between 121° and 136°W, however she still made the passage in 68 days which was at the time the quickest home passage on record from Australia.</p> <p>1884: owned by Robey Bros., and registered in Sydney, Australia.</p> <p>November 1882: she went ashore with a cargo of timber on Corsair Rock, Victoria, Australia when entering the heads. She later floated off.</p> <p>1898 / 1899: owned by J. M. Campbell & Sons and registered in Sydney, Australia.</p> <p>1890 to Jan. 1894: owned by Alexander Burns, Sydney, Australia.</p> <p>Date unknown: sold to J. Banfield, Sydney, Australia.</p> <p>Date unknown: sold to Chilean owners.</p>
Date Scrapped / Lost	13 th June 1902: she was wrecked at Carlemapu, Southern Chile.

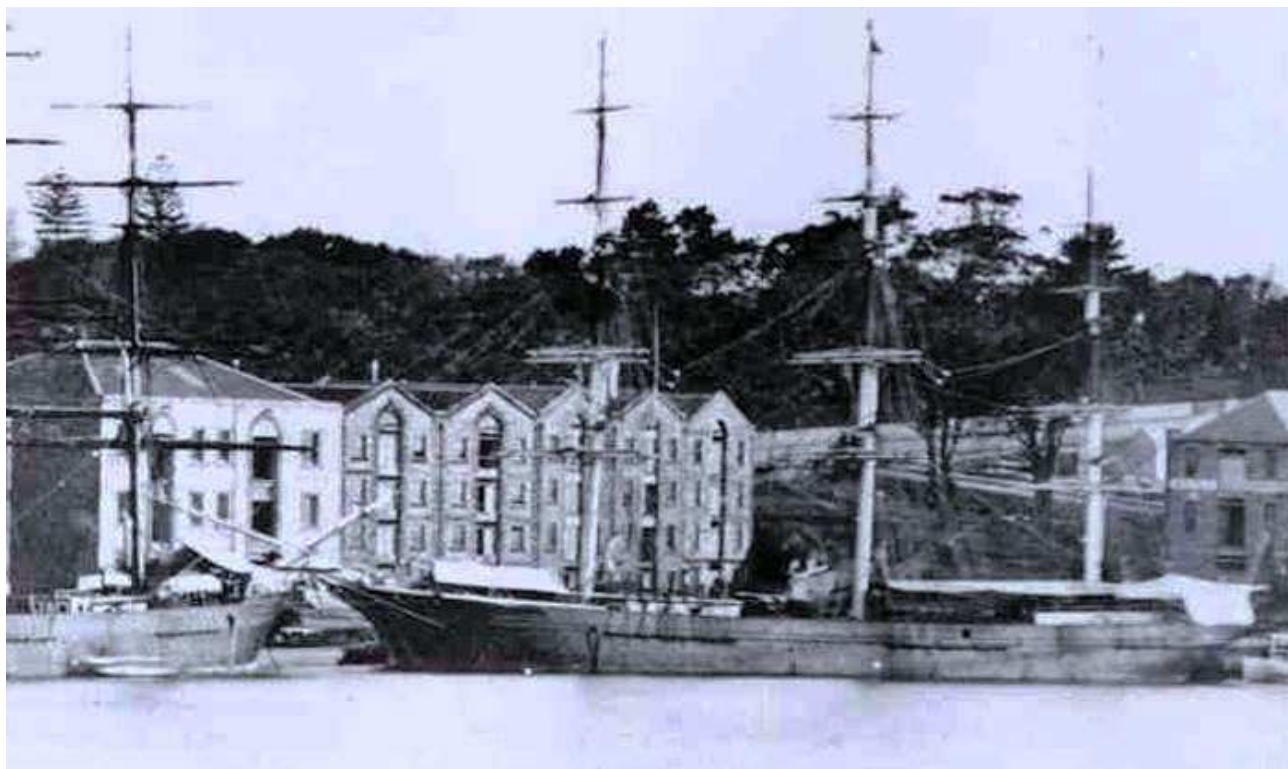
Columba (1865).

She was built as a general cargo ship and is known to have traded at Aberdeen, Bristol, Callao, (Peru, South America), China, Hong Kong, and Odessa, (Russia).

Ship Name(s)	Columba.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit. (42ft long raised quarter deck).
Launch Date	October 1865.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Smith Junior & Co., Aberdeen. Neil Smith Junior, David Aitken, and William Edward Buyers, all merchants, Aberdeen (12-jointly), James Buyers, ship-owner, Aberdeen (24) , William Edward Buyers (8), Alexander Nicol, ship-owner (4), George Thompson youngest, London, ship-owner, George Thompson Junior, Aberdeen, and William Henderson, Aberdeen, and Stephen Thompson, London (16-jointly).
Registered Port	Aberdeen. Official Number: 53241.
GRT	344 tons.
Length	146 feet (44.50m).
Breadth	25 feet (7.62m).
Depth	15 feet, 1 inch (4.60m).
Construction	Wood, hull sheathed in felt and yellow metal.
Figurehead	Demi male.
Classification	Lloyds Register of Shipping. Class 12A1.
Other information	1871: re-rigged as a barque. 1876 to 1877: owned by D. Sclavo, and registered in Hong Kong. 1880 to 1886: owned by J. Sclavo, and registered in Odessa, Russia.
Date Scrapped / Lost	Unknown: > 1886.

Harlaw (1866).

She was specifically built for the Australia and China trade.

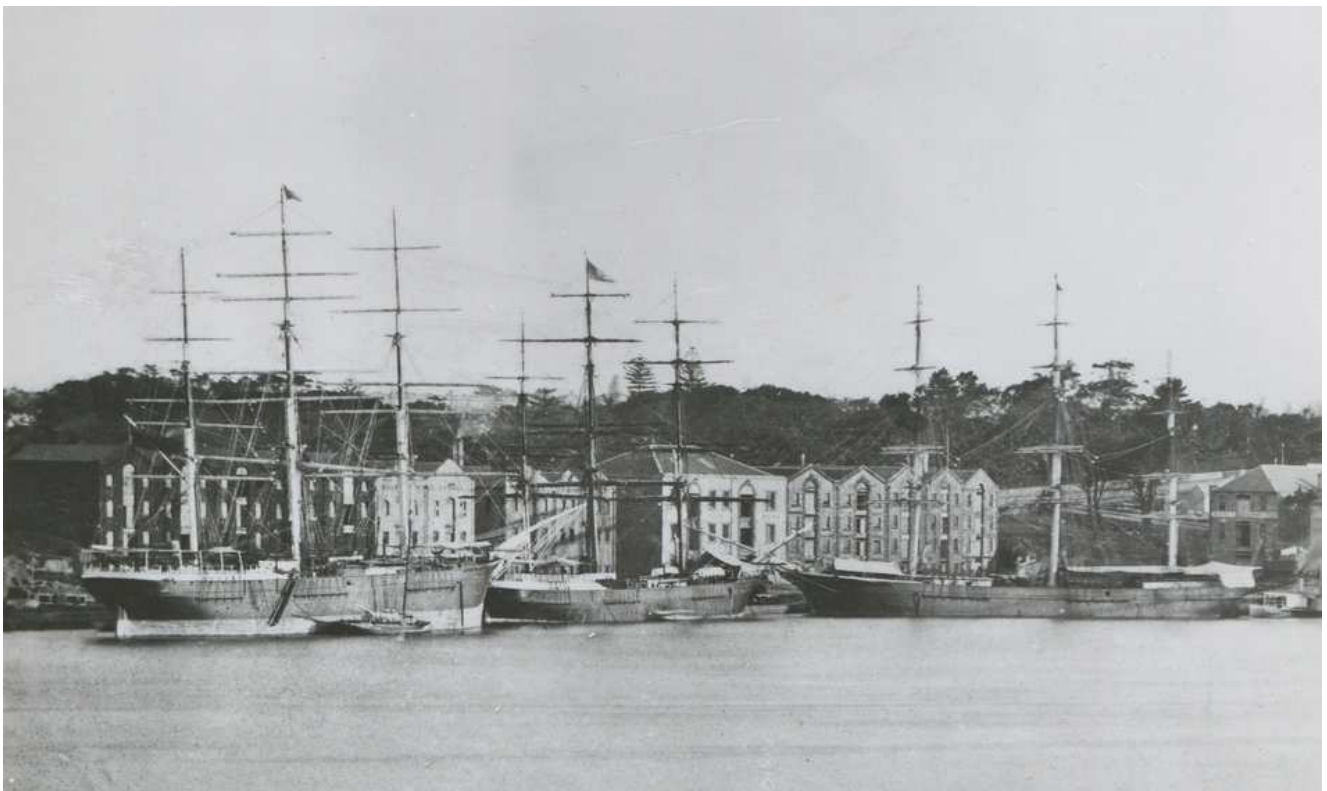


*'Harlaw' at Circular Quay, Sydney c1870's, from A. D. Edwardes Collection.
(State Library of South Australia, Ref: PRG 1373/3/38).*

Ship Name(s)	Harlaw.
Rig	Ship, 3 masts, 4 decks (main, tween, break, topgallant forecastle), a round stern, and a standing bowsprit.
Launch Date	February 1866.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). George Thompson Junior (8), William Henderson, Cornelius Thompson, George Thompson youngest (all Aberdeen), and Stephen Thompson, London, all ship-owners (44-jointly), James Buyers, ship-owner (4) , William Philip, shipmaster, Aberdeen (4), and Isaac Merchant, ship-owner, London (4).
Registered Port	Aberdeen. Official Number: 53248.
GRT	894 tons.
Length	194 feet (59.13m).
Breadth	34 feet (10.36m).
Depth	21 feet (6.40m).
Construction	Wood.

Harlaw (1866). (Continued).

Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 14A1. ⚓ Built under special survey.
Other information	1870: she recorded the fastest passage from Shanghai, China to New York, USA in 87 days. (24 th Feb 1870 to 24 th May 1870).
Date Scrapped / Lost	31 st July 1878: bound for Sydney with 1,100 tons of coal she was wrecked at Tang Sha Banks, at the south entrance to the Yangtse River, China, 9 lives were lost.



'Nineveh' (left) and 'Harlaw' (right) at Circular Quay, Sydney, Australia, c1870's, from the A. D. Edwardes Collection.

(State Library of South Australia, Ref: PRG 1373/4/60).

Isaac Merchant of London held 4 shares in the 'Nineveh'. He also held 16 shares in the 'Maid of Judah' (1853), and 4 shares in all of the following vessels: 'Damascus' (1857), 'Strathdon' (1860), 'Ethiopian' (1864), 'Harlaw' (1866), 'Thermopylae' (1868), 'Aviemore' (1870), 'Aristides' (1876), 'Smyrna' (1876), 'Pericles' (1877), and the 'Sophocles' (1879). This is a total of 60-shares in ships built by Walter Hood, almost the equivalent of owning one ship outright.

Christiana Thompson (1866).

George Thompson married Christiana Kidd Thompson (1806 to 1874), a daughter of Dr. James Kidd (1761 to 1834), a fierce evangelical preacher, Minister of Gilcomston Church, and Professor of Oriental Languages, Marischal College, Aberdeen. This ship was named after her. They had four sons and four daughters. Jane Boyd Thompson (1831 to 1889), Stephen Thompson (1833 to 1877), George Thompson (1836 to 1904), Annie Thompson (1839 to 1893), Agnes Elizabeth Thompson (1841 to 1844), Cornelius Thompson (1843 to 1894), Agnes Elizabeth Thompson (1847 to 1892), and James Kidd Thompson (1849 to 1870).



Dr. James Kidd.



'Beatrice Lines' painted by Gustav Larsen Sollem.

Christiana Thompson (1866). (Continued).

Ship Name(s)	Christiana Thompson. (1887: Renamed 'Beatrice Lines').
Rig	Ship, 3 masts, 2 decks, forecastle deck, poop deck, a round stern, and a standing bowsprit.
Launch Date	August 1866.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). William Henderson, George Thompson younger, Cornelius Thompson, all Aberdeen, and Stephen Thompson, London, all ship-owners (44-jointly). Christiana Little Kidd or Thompson, spouse of George Thompson Junior of Pitmedden (4), James Buyers, ship-owner (4) , Alexander Nicol, ship-owner (4), and Robert Murray, shipmaster (4), all Aberdeen.
Registered Port	Aberdeen. Official Number: 53257.
GRT	1,079 tons.
Length	203 feet, 10 inches (62.13m).
Breadth	35 feet, 2 inches (10.72m).
Depth	21 feet, 7 inches (6.58m).
Construction	Wood.
Figurehead	Demi female.
Classification	Lloyds Register of Shipping. Class 9A1. ✠ Built under special survey.
Other information	20 th April 1872: the Sydney Morning Herald reported that in the Sydney Water Police Court – crewman Charles Wilkins was sent to jail for seven days for being absent from the ship without leave. 1887: sold to Norwegian owners and renamed 'Beatrice Lines'.
Date Scrapped / Lost	7 th October 1899: she was wrecked near Umea, NE Sweden in the Gulf of Bothnia.

Janet (1867).

She was built as a general cargo ship, and is known to have traded from Aberdeen and Dundee to the Baltic, South America, and China.

Ship Name(s)	Janet.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	23 rd March 1867.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Smith Junior & Co., Aberdeen. James Buyers (20) , William Edward Buyers, merchant (8), Neil Smith Junior, David Aitken, William Edward Buyers, all merchants of Aberdeen (12-jointly), Alexander Nicol (4), Alexander Copland (4), and William Henderson, George Thompson, Youngest, and Cornelius Thompson, all Aberdeen, and Stephen Thompson, London (16-jointly).
Registered Port	Aberdeen. Official No.: 56599.
GRT	215 tons.
Length	112 feet (34.14m).
Breadth	23 feet, 7 inches (7.19m).
Depth	14 feet (4.27m).
Construction	Wood, with copper sheathing on her hull.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 10A1.
Other information	1876: owned by James Buyers , Aberdeen. 1882 / 1883: owned by A. Scroggie; and registered in Peterhead, Scotland.
Date Scrapped / Lost	Unknown.

James Buyers, the shipyard manager of Walter Hood & Co., was the biggest share-holder of the 'Janet'. William Edward Buyers had 8 shares in the 'Janet', 12 shares in the 'Columba' (1865), and 4 shares in the 'Thermopylae' (1868). He may be a relative of James Buyers, but I'll leave that for a family history researcher to confirm.

Jerusalem (1867).

Under the ownership of the Aberdeen Line she was a regular trader from Aberdeen and London to New South Wales and Victoria, Australia. She later made passages to Bombay, India.

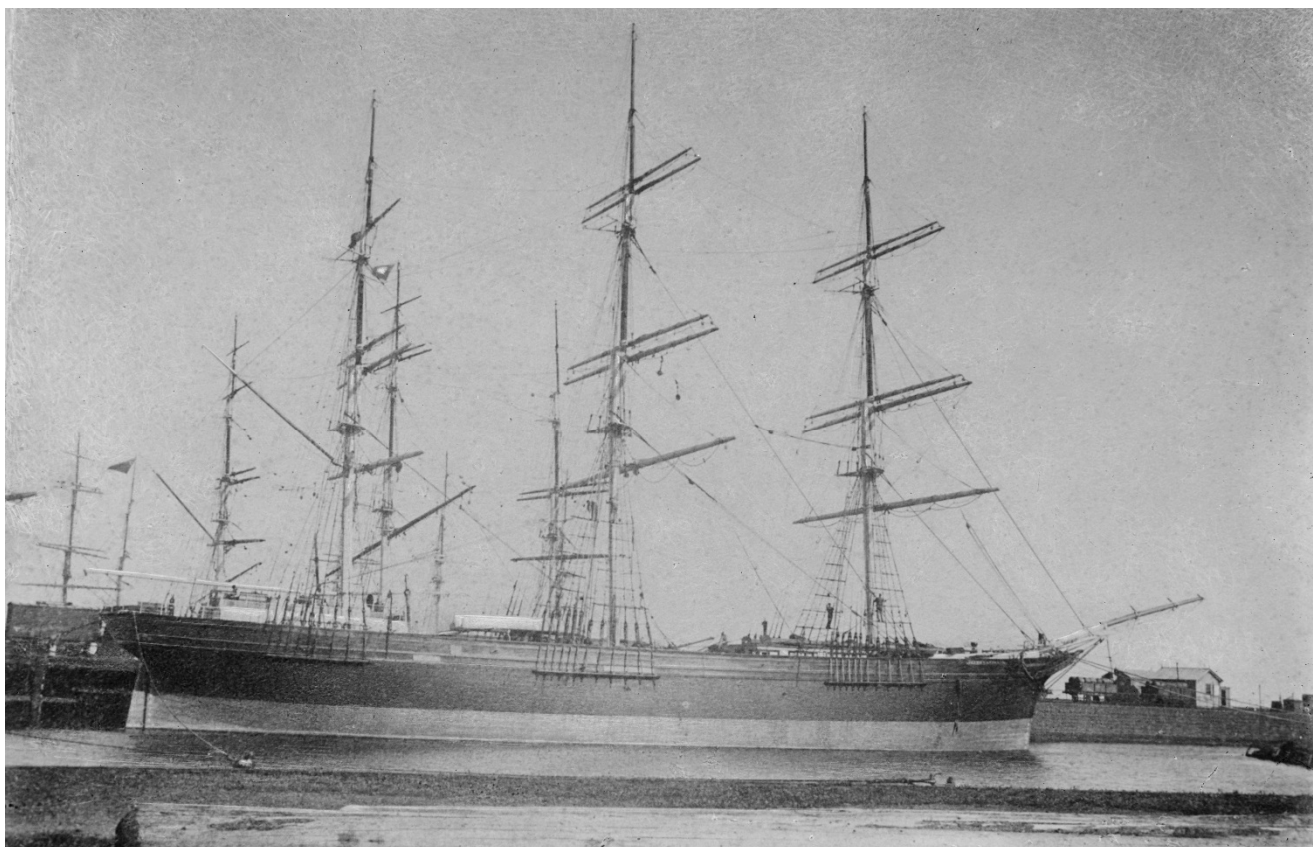


'Jerusalem' rigged as a ship, at anchor in Port Phillip Bay, Melbourne, Australia. (Water colour by D. M. Little).

Ship Name(s)	Jerusalem.
Rig	Ship, 3 masts, 2 decks, a break and a top gallant forecastle, a round stern, and a standing bowsprit.
Launch Date	April 1867.
Owner(s)	Aberdeen Line (George Thompson & Co.). (64)
Registered Port	Aberdeen. Official Number: 56604.
GRT	901 tons.
Length	196 feet, 11 inches (60.02m).
Breadth	34 feet. (10.36m).
Depth	21 feet. (6.40m).
Construction	Wood.
Figurehead	Lion.
Classification	Lloyds Register of Shipping. Class 9A1. ⚓ Built under special survey.
Other information	August 1874: she carried 313 immigrants to New South Wales, Australia. April 1875: she carried 299 emigrants including 4 born on the voyage, and 31 crew members to Sydney, Australia, 2 nd January 1875: her rig was converted to a barque. 1887: sold to Norwegian owners.
Date Scrapped / Lost	28 th October 1893: she left New Brunswick, Canada for London, England with a cargo of pitch pine and resin, and was lost in the North Atlantic on route.

Thyatira (1867).


She was named after Thyatira which was an ancient Greek city, now known as the Turkish city of Akhisar (Meaning - White Castle). She was the first composite ship built by Walter Hood & Co., Shipbuilders, Aberdeen, and the first composite ship built for George Thompson's Aberdeen Line.



*'Thyatira' at Melbourne, Australia, 1877, from the A. D. Edwardes Collection.
(State Library of South Australia, Ref: PRG 1373/3/39).*

Ship Name(s)	Thyatira.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	August 1867.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen.
GRT	962 tons.
Length	201 feet, 6 inches (61.42m).
Breadth	33 feet, 10 inches (10.31m).
Depth	21 feet, 6 inches (6.55m).
Construction	Composite.

Thyatira (1867). (Continued).

Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 17A1.  Built under special survey.
Other information	<p>29th October 1872: the wife of Captain John McKay gave birth to a daughter on-board, 28.3S, 51.2E (Indian Ocean).</p> <p>17th September 1879: the Melbourne Argus newspaper reported that: <i>“At Williamston Court, three men belonging to ship THYATIRA charged with disobedience of orders on 29th August, when vessel was at sea. Defendants had declined to wash down paint when ordered. Their excuse that weather was too rough. Sentenced to seven-day imprisonment”.</i></p> <p>26th January 1882: off Rio de Janeiro, Brazil, at midnight on route from Melbourne to London with a cargo of wool she collided with the British Ship ‘Atmosphere’ on route from Liverpool for Valparaiso (Chile) with coal. The ‘Atmosphere’ sank quickly, however, all her crew except for the steward were taken on-board the ‘Thyatira’. ‘Thyatira’ lost her jib boom and some spars. (It is thought the steward must have been badly injured or killed during the collision).</p> <p>1887: re-rigged as a barque.</p> <p>1894: sold to J. W. Woodside & Co., Belfast.</p>
Date Scrapped / Lost	16 th July 1896: she left London bound for Rio de Janeiro, Brazil, with general cargo including 800 packages of dynamite. Survivors reported that there was an uncontrollable fire on-board, and the captain recognising the danger present due to the dynamite, ordered to lower the lifeboats and abandon ship, and all her crew survived. The ship was split in half when the dynamite exploded and she sank in the darkness of the night. Wreck site reported as: Pontal da Barra, off the coast of Alagoas, Brazil.

Ploughman (1867).

She was built as a coaster to carry general cargo.

Ship Name(s)	Ploughman.
Rig	Brig, 2 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	November 1867.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	George Thomson Junior, ship-owner, Alexander Davidson, advocate, and Alexander Jopp, advocate, all Aberdeen (64-jointly).
Registered Port	Aberdeen. Official Number: 19175.
GRT	177 tons.
Length	103 feet, 3 inches (31.47m).
Breadth	23 feet (7.01m).
Depth	12 feet, 9 inches (3.89m).
Construction	Wood.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 8A1.
Other information	1869 to 1889: owned by the Aberdeen Commercial Company. 6 th Feb. 1872: she is reported to have collided with the 'SS Cambria' of Dundee. 5 th April 1877: she went ashore at the mouth of Aberdeen Harbour. c18 th November 1893: Captain John Christie of the Ploughman aged 38 years, drowned at sea. 1889 to 1890: owned by George Milne & Co., Aberdeen. 1891 to 1893: owned by J. Cameron, and registered in Aberdeen.
Date Scrapped / Lost	18 th November 1894: she was wrecked off the Humber, England.

Ascalon (1868).

Named after Ashkelon, a coastal city in Israel. She traded from London to Australia for over 20-years, and was well known in Sydney, and Melbourne.



'Ascalon' rigged as a barque. (State Library of Queensland, Ref: 133481).

Ascalon (1868). (Continued).



*'Ascalon' rigged as a ship, pre-1881.
(National Maritime Museum Ref: NMMG BHC3208).*

Ship Name(s)	Ascalon.
Rig	Barque, 3 masts, 2 decks, a poop deck, a top gallant forecastle, a round stern, and a standing bowsprit,
Launch Date	April 1868.
Owner(s)	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen. Official Number: 60682.
GRT	998 tons.
Length	210 feet, 11 inches (64.29m).
Breadth	34 feet, 5 inches (10.49m).
Depth	20 feet, 7 inches (6.27m).
Construction	Wood.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 11A1. ✠ Built under special survey.
Other information	1881: sold to Trinder, Anderson, & Co., Fremantle, (Port of Perth) Australia. 1890: sold to Norwegian owners.
Date Scrapped / Lost	7 th Feb. 1907: she was wrecked at Annalong, County Down, Northern Ireland, when bound from Runcorn (Mersey) to Moss.

Thermopylae (1868).

She was built as a Tea Clipper for trade with China. She was launched 19th August 1868, and named by Mrs Hardy Robinson of Denmore House, Bridge of Don, Aberdeen, she was the wife of Hardy Robinson a friend of her owner George Thompson Junior. Robinson and Thompson were at one time directors of The Aberdeen Music Hall Company.

Basil Lubbock in his book *The China Clippers* wrote *“The great Thermopylae, the pride of the British Merchant service and justly considered by most seamen to have been the fastest sailing ship ever launched”*. Cicely Fox Smith (1882 to 1954) wrote *“And of all that fleet of swift and lovely ships, none was perhaps ever built more lovely and more swift than the famous clipper ‘Thermopylae’.....There was some secret quality which moved seaman’s heart with emotion of apprehended beauty”*. In one of her other books; *Ocean Racers* published in 1931, she wrote *“The year 1869 was notable for the appearance on the scene of the famous Aberdeen Line clipper, ‘Thermopylae’, one of the fastest, and perhaps quite the most beautiful ship ever built in a British or, indeed, in any yard”*.

8th November 1868: she sailed on her maiden voyage from Gravesend to Hobson's Bay, Melbourne, in a record-breaking 63 days. Still the fastest passage on record ever made by a sailing ship.

She then made a record passage from Newcastle, New South Wales, Australia to Shanghai in only 28 days. Her crew were so impressed with the ship that they carved a golden cock and proudly fitted it on top of her main mast for all to see. From there she sailed to Foochow to load a cargo of tea destined for London. In Foochow, other sailors certainly saw her golden cock and there was great excitement when word spread of her record passages and that she was to sail back to London with a cargo of tea. For some, however, the golden cock was too much to bear, and the story goes that a sailor from a rival clipper the ‘Taeping’ (Built by Robert Steele & Co., Greenock in 1863) swam across to the ‘Thermopylae’, climbed her rigging and stole the cock. The crew of the ‘Thermopylae; were enraged by the theft, and it is said that it caused a great deal of trouble between the crews,

Thermopylae (1868). (Continued);

and words, if not blows occurred. ‘Thermopylae’s’ golden cock was never found or returned, but was soon replaced with another, which was carried proudly at the top of her main mast for the rest of her sailing days.

Basil Lubbock in his book *The China Clippers* wrote: *“The racing clippers loaded their tea cargoes at Foochow, and the splendid fleet as it assembled in the harbour was a sight to gladden the hearts of all seafarers and those interested in mercantile enterprise. The ships with their glistening black hulls, snow-white decks, golden gingerbread work, carving at bow and stern, newly varnished teak deck-fittings, glittering brass and burnished copper were things of dazzling beauty, and in all the fine array none could compare with the loveliness of the White Star clippers — the ‘Jerusalem’, or the ‘Thermopylae’, the wonder of the world. Their green sides, white figureheads, white blocks, white lower masts, bowsprit and yardarms, gold stripe and gold scroll work were the admiration of sailors wherever they went.”* (‘Jerusalem’ was built by Walter Hood in 1867, also for George Thompson’s Aberdeen Line).



‘Thermopylae’. (F. W. Coombes).

Thermopylae (1868). (Continued);

Ship Name(s)	Thermopylae. (1895: renamed 'Pedro Nunes').	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Fastest day run = 358 miles ¹ .
Designer	Bernard Waymouth (1824 to 1890) of London (Senior Surveyor at LRS) assisted by Cornelius Thompson.	
Launch Date	19 th August 1868.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). William Henderson, Cornelius Thompson, and Stephen Thompson, ship-owners, (48-jointly), James Buyers, ship-owner (4) , and William Edward Buyers, shipmaster (4), all of Aberdeen. Isaac Merchant, shipmaster, London (4), and Thomas Henry, Hounslow, shipmaster (4).	
Registered Port	Aberdeen.	Official No.: 60688.
GRT	991 tons.	
Length	212 feet (64.62m).	
Breadth	36 feet (10.97m).	
Depth	20.9 feet (6.37m).	
Construction	Composite. Hull was copper sheathed.	
Figurehead	Young Spartan King Leonidas (All white).	
Classification	Lloyds Register of Shipping. Class 17A1. ✠ Built under special survey.	
Other information	Build cost = £9,000. 1872: she raced the 'Cutty Sark' from Shanghai to London with a cargo of tea and beat her by six days. (18 th June 1872 to 11 th Oct 1872). 1881, 30 th October: she sailed with her last cargo of tea from China. (Foo-chow to London, which is approximately 16,000 miles). 1882 to 1889: she carried wool between Australia and England. c1889: sold to William Ross & Co., London. 1890: sold to Mr. Redford of Montreal, Canada president of the Rice Milling Co. for £5,000, and was cut down to a barque rig. She is known to have made	

Thermopylae (1868). (Continued);

	<p>passages between Victoria, British Columbia, and Far Eastern ports from Tokyo to Singapore. She regularly carried cargoes of rice from Rangoon (Modern day Yangon, Burma).</p> <p>1895: sold to the Portuguese as a naval training ship and renamed 'Pedro Nunes'.</p> <p>1903: converted to a coal hulk on the Tagus River, near Lisbon, Portugal.</p>
Date Scrapped / Lost	13 th October 1907: she was used for torpedo practice and sunk by the Portuguese Navy, this was claimed to have been a naval funeral.

Her greatest rival was the 'Cutty Sark', which was designed by Hercules Linton (1837 to 1900) born in Inverbervie, Aberdeenshire, who coincidentally was an apprentice of Alexander Hall & Co., Footdee, Aberdeen; Walter Hood's Footdee neighbour. Linton worked at Alexander Hall & Co. from 1855 to c1862. In May 1868, Linton entered a partnership with William Dundas Scott-Moncrieff and formed the company of Scott and Linton, Shipbuilders of Dumbarton, it was here he designed Thermopylae's rival the 'Cutty Sark'. The block co-efficient of Thermopylae's hull was 0.58, Linton designed the Cutty Sark based on 0.55. This meant the Cutty Sark was slightly more stream-lined. (Some have said she was designed this way to beat the 'Thermopylae', however the keel of the 'Cutty Sark' was laid one month after Thermopylae's record breaking maiden voyage from London to Melbourne, so there is no way Linton would have known how fast the 'Thermopylae would be). Linton also worked for **Leckie, Wood & Munro**, Torry, Aberdeen as the head of the modelling and design department from December 1869 to April 1870. The 'Cutty Sark' was partly built by Scott and Linton, but when they ran out of money, a contract for her completion was given to Denny of Dumbarton. She was completed in November 1869. It can be argued that the two greatest sailing ships ever built, both had Aberdeen roots.

The Tea Clippers also needed to be fast to evade pirates in the China Seas.

Thermopylae (1868). (Continued);

David R. Macgregor, author of the book titled 'Clipper Ships', 1979 / ISBN 0852426186, states in his book that there are four things required to be called a clipper, I would like to add a fifth:

- 1) A fine-lined hull.
- 2) An emphasis on streamlined appearance.
- 3) A large sail area.
- 4) A daring and skilful master.
- 5) A vessel designed and built to the highest quality. (My addition).



A Player's cigarette card depicting the figurehead of the 'Thermopylae'.



Bernard Wymouth (1824 to 1890). (Artist unknown).

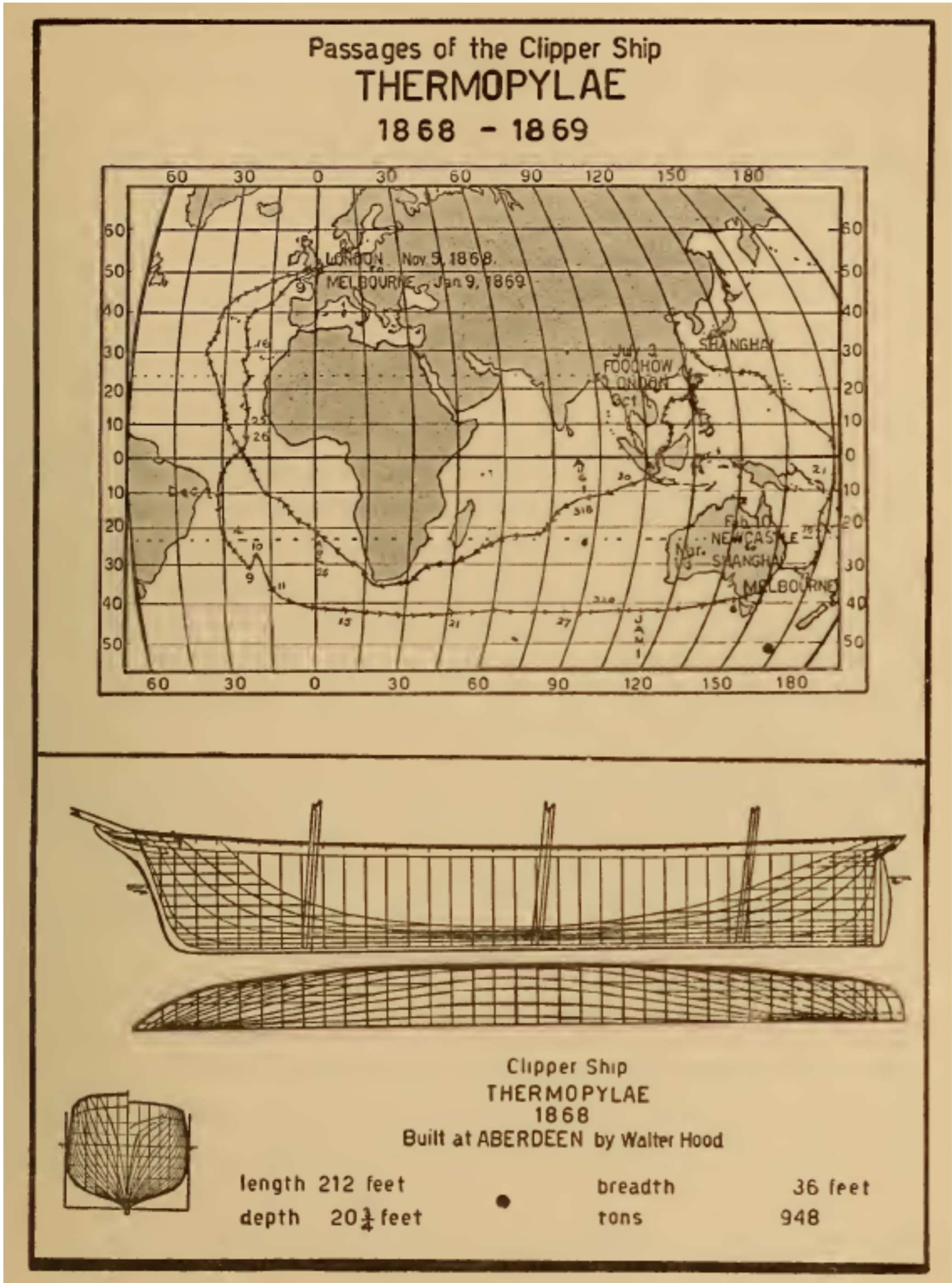
Thermopylae (1868). (Continued);



Sculpture 'Waterlines' by Marian Leven and Will Maclean (2012) inspired by the hull of the Thermopylae, Aberdeen University campus. (S. Bruce).

It's good to see something in Aberdeen to remind us of the 'Thermopylae', but as a shipbuilder, two halves of a ship standing erect as if sinking, doesn't look right to me, it reminds me of the 'Titanic', although I do appreciate the inscribed lines of her body plan. There is a replica of the 'Cutty Sark' figurehead at Inverbervie commemorating the Hercules Linton connection, I personally would like to see a sculpture or at least a plaque where she was built in Footdee.

Thermopylae (1868). (Continued);



Extract from the Clipper ships of America and Great Britain, 1833 to 1869 by H. La Grange (1936).

Thermopylae (1868). (Continued);

Thermopylae

She was the fastest clipper ever built,
And she was built by Hood's o' Aberdeen,
Her lines were drawn with an 'Aberdeen Bow',
She was gracious, sleek, and lean.

Her hull had wooden planks,
And her frames were made of iron,
Her beauty was so great,
She could inspire Lord Byron.

On her maiden voyage,
The England to Australia record she did break,
Taking only sixty days,
Leaving all others in her wake.

Her snow-white canvas sails,
Her magnificence beyond compare,
No other clipper ever built,
Had such elegance and flair.

She traded in the Far East,
Carrying many a cargo of tea,
And being owned by a canny Aberdonian,
They say she never once sailed empty.


Stanley Bruce.

Glenavon (1868).

This ship was the first iron-hulled ship built by Walter Hood. However, the first iron-hulled ship recorded as being built in Aberdeen was the 'John Garrow' built some 28-years earlier in 1840 by shipbuilder John Vernon & Sons, she was 555 gross tons, and registered in Liverpool.

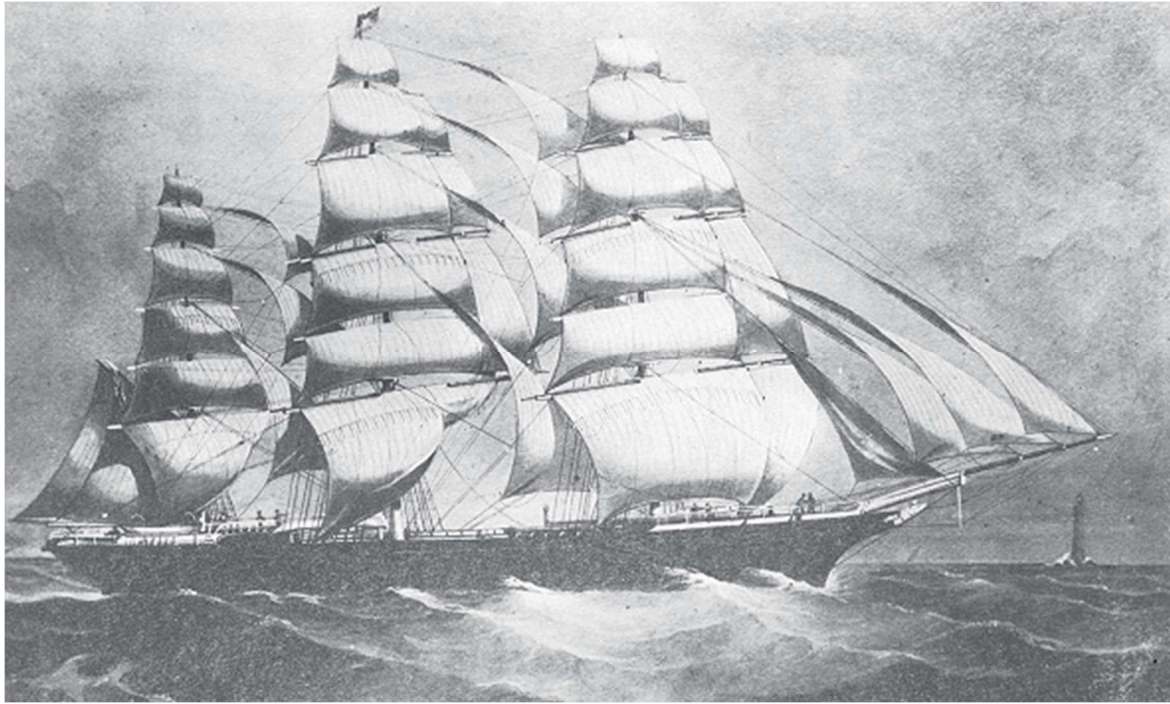
The building of iron ships brought about another change, and this was the need for life-jackets. When a wooden ship sank, there was always wooden parts of the ship floating in the sea, such as masts, deck planks, etc. Survivors could cling onto these items; an iron ship went straight to the bottom and left very little floating.

'Glenavon' sailed to Australia and China. She was however the unluckiest ship built by Walter Hood as she sailed for less than three years before being lost.

Ship Name(s)	Glenavon.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	September 1868.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol & Co., Aberdeen. Alexander Nicol (36), George Thomson Junior (8), James Buyers (4) , Robert Colquhoun Adam (4) all ship-owners, John Gray Chalmers (4), James Chalmers (4), both printers, all of Aberdeen, and James Henderson, shipmaster, Arbroath (4).
Registered Port	Aberdeen. Official Number: 60689.
GRT	830 tons.
Length	188 feet. (57.30m).
Breadth	33 feet, 4 inches. (10.16m).
Depth	19 feet, 9 inches. (6.02m).
Construction	Iron.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class A1.  Built under special survey.
Other information	--
Date Scrapped / Lost	23 rd June 1871: she was lost in the Gaspar Straits in the China Sea; all hands were saved.

Centurion (2) (1869).

Built for the Australia trade, and carried cargo and passengers. Her owners during her design and build hoped that she would be faster than the 'Thermopylae', but she never met these expectations. However, on her maiden voyage she made the passage from London to Sydney in only 69 days². In 1871 she did it in 77 days, and 1872 in 78 days².



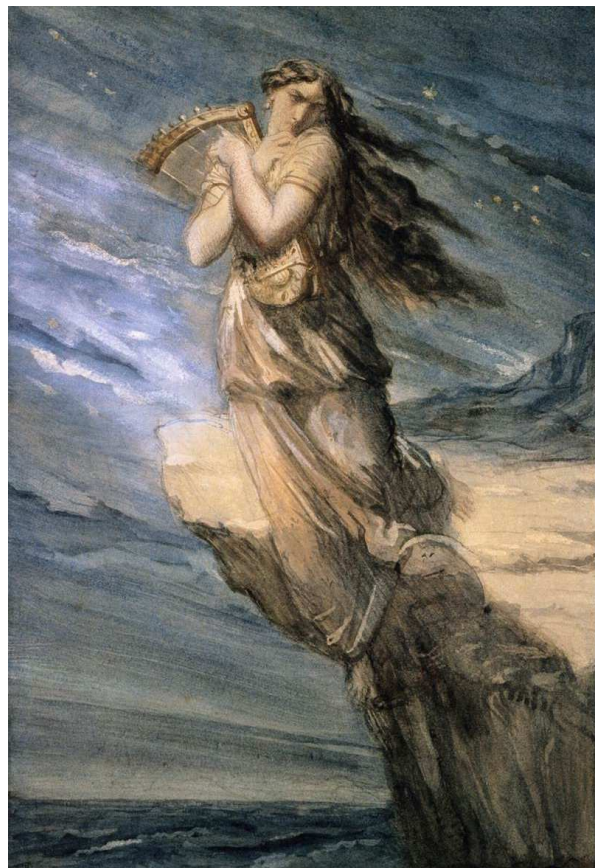
'Centurion (2)' painted as a ship, 1870. (Artist unknown).

Ship Name(s)	Centurion (2).	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Fastest known day run - 360 miles ² .
Launch Date	April 1869.	
Owner(s)	Aberdeen Line (George Thompson & Co.). (64).	
Registered Port	Aberdeen.	Official Number: 60692.
GRT	1,004 tons.	
Length	208 feet, 7 inches. (63.58m).	
Breadth	35 feet, 1 inch. (10.70m).	
Depth	21 feet, 1 inch. (6.43m).	
Construction	Composite.	
Figurehead	Unknown.	
Classification	Lloyds Register of Shipping. Class 12A1. <input checked="" type="checkbox"/> Built under special survey.	

Centurion (2) (1869). (Continued).

Other information	The Lloyds Surveyor stated in his Survey Report when she was built that she carried a compliment of six anchors, which were three main or 'bower' anchors, one stream anchor, and two smaller kedge anchors. George Campbell in his book 'China Tea Clippers' states at the time that this was the standard requirement for ships greater than 250 tons. 1886: rigged as a barque. NSW Government Office of Environment and Heritage wreck site ID 1933. http://www.environment.nsw.gov.au
Date Scrapped / Lost	16 th January 1887: wrecked while being towed out of Sydney Harbour when the tug 'Phoebe' stopped to avoid the barge 'Manhegan' and her tow rope got cut in her propeller, and the 'Centurion (2)' was driven ashore onto North Head near Old Man's Hat, and sank in around 15 minutes. She was serving as a collier and was carrying 400 tons of coal. All crewmen were saved.

Greek Poetess Sappho with her lyre (A stringed instrument like a small U-shaped harp) by Théodore Chassériau, c1840. One tradition claims that Sappho committed suicide by jumping off the Leucadian cliffs. (She was carved as the figurehead of the 'Leucadia').



Patriarch (1869).

She was built for the emigrant trade, and was **the first iron-hulled ship built for George Thompson’s Aberdeen Line**. When launched, she was said to be *“The finest iron-hulled ship in the World”*. She cost £24,000 to build, and was the first ship built with pole masts (made from a single piece of timber). On her maiden voyage, she sailed from London to Port Jackson in 74 days, and returned home in 69 days, these were both very fast passages.



‘Patriarch’, Buenos Ayres 1904. (Photographer unknown).

Ship Name(s)	Patriarch.
Rig	Ship, 3 masts, 2 decks, a poop deck, a round stern, and a standing bowsprit.
Launch Date	September 1869.
Owner(s)	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen. Official Number: 60696.
GRT	1,405 tons.

Patriarch (1869). (Continued).

Length	222 feet, 1 inch (67.69m).
Breadth	38 feet, 1 inch (11.61m).
Depth	22 feet, 4 inches (6.81m).
Construction	Iron.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class A1. <input checked="" type="checkbox"/> Built under special survey.
Other information	Build cost = £24,000. 18 th October 1894: the Sydney Morning Herald reported that she carried 4,000 bales of wool. 1 st November 1898: sold to Norwegian owners for a mere £3,150. The value of sailing ships had depreciated rapidly due to the opening of the Suez Canal (1869) and the steamship now being the preferred method of carrying cargo.
Date Scrapped / Lost	23 rd February 1912: she ran ashore at the west end of Cuba at Cape Corrientes, south of the River Plate and was a total loss.



'Patriarch'. (State Library of South Australia, Ref: PRG-1373-3-45).

Leucadia (1870).

She was noted for her very fine figurehead of the Greek poetess Sappho, which because of the gilt wire used on the lyre and the poetess's arms, for safety was taken off while in port.



'Leucadia' rigged as a barque in Port Adelaide c1875, from the A.D. Edwardes Collection. (State Library of South Australia, Ref: PRG 1373/3/123).


Ship Name(s)	Leucadia.	Renamed: Edwardina (1897).
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Fastest known day run – 240 miles ⁷ .
Launch Date	17 th March 1870.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol & Co., Aberdeen. Alexander Nicol, merchant and managing owner (52), James Buyers , ship-owner (4), and Andrew Mearns, shipmaster (8), all Aberdeen.	
Registered Port	Aberdeen.	Official Number: 60702.
GRT	896 tons.	
Length	195 feet (59.44m).	
Breadth	33 feet, 9 inches (10.29m).	
Depth	20 feet, 5 inches (6.22m).	
Construction	Iron.	
Figurehead	Demi female of Sappho with her lyre ⁷ .	
Classification	Lloyds Register of Shipping. Class A1. ⚡ Built under special survey.	
Other information	1897: sold to B. J. Torngren, Solvesborg, Sweden, and renamed Edwardina.	
Date Scrapped / Lost	2 nd April 1906: wrecked near Nosara, Costa Rica on voyage Guayaquil, Ecuador to Punta Arenas, Chile, with a cargo of rosewood and cedar timber.	

Aviemore (1870).

She was the last wooden sailing ship built for the Aberdeen Line, however Walter Hood's last wooden ship built was a barque named 'Lydia' built in 1873.



'Aviemore' rigged as a barque and under the Norwegian flag c1910, from the A.D. Edwardes Collection. (State Library of South Australia, Ref: PRG 1373/3/50).

Ship Name(s)	Aviemore.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	August 1870.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co). William Henderson, Stephen Thompson, and Cornelius Thompson (40-jointly), George Thompson Junior (4), James Buyers (4) , all ship-owners, and <u>James Greig, shipbuilder (4)</u> , all Aberdeen. Isaac Merchant, London (4), Thomas Henry, Hounslow (4), and Thomas Barnes Ayling, London (4), all shipmasters.
Registered Port	Aberdeen. Official No.: 60709.
GRT	1,091 tons.
Length	214 feet, 4 inches (65.33m).
Breadth	36 feet, 7 inches (11.15m).
Depth	22 feet, 3 inches (6.78m).
Construction	Wood. (Iron deck beams and brackets).
Figurehead	Demi female.
Classification	Lloyds Register of Shipping. Class 12A1.  Built under special survey.

Aviemore (1870). (Continued).

Other information	1898: derigged to a barque. 1908: converted to a floating whale processing factory under Norwegian flag. Oct. 1910: she left Sandefjord, Norway for South Shetland, where she was converted into a floating oil refinery.
Date Scrapped / Lost	November 1916: she disappeared in the North Atlantic Ocean on route from Halifax, Nova Scotia to Liverpool.

Miltiades (1871).

Named after the Greek Miltiades who was a general at the 'Battle of Marathon'. She was the second iron-hulled ship built for the Aberdeen Line and was specifically built for the emigrant trade. She had accommodation for 25 passengers, and room for another 150 in the tween deck. Her main-yard was a huge 86ft long.



'Miltiades' (Painted by Frederick Tudgay (1841 to 1921)).

Ship Name(s)	Miltiades.	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Fastest known day run – 345 miles ⁷ .
Launch Date	March 1871.	
Owner(s)	Aberdeen Line (George Thompson & Co.). (64).	
Registered Port	Aberdeen	Official No.: 60710.
GRT	1,495 tons.	
Length	246 feet, 11 inches (75.26m).	
Breadth	39 feet, 4 inches (11.99m).	
Depth	23 feet, 4 inches (7.11m).	
Construction	Iron.	
Figurehead	Not confirmed, but presumably full length of Miltiades.	

Classification	Lloyds Register of Shipping. Class A1. ✠ Built under special survey.
Other information	1874: on passage to Wellington, New Zealand she slid onto a reef, but she was pulled off by the inter-colonial steamer with very little damage. c1902: Sold to M. Maresca of Castellamare, Italy.
Date Scrapped / Lost	27 th March 1905: she was towed into Bastia, France with loss of mainmast; she was later condemned and taken to Genoa, Italy, and broken up.

Collingwood (1872).

She was Devitt and Moore's first venture into the Melbourne wool trade. Outward bound she carried convicts (State Prisoners) from London to Australia, and occasionally fare paying passengers, and a cargo of wool on the homeward passage.



*Collingwood' rigged as a ship. From the A.D. Edwardes Collection.
(State Library of South Australia, Ref: PRG-1373-4-27).*

Ship Name(s)	Collingwood.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	June 1872.
Owner(s)	Devitt & Moore, London. (64).

Collingwood (1872). (Continued)

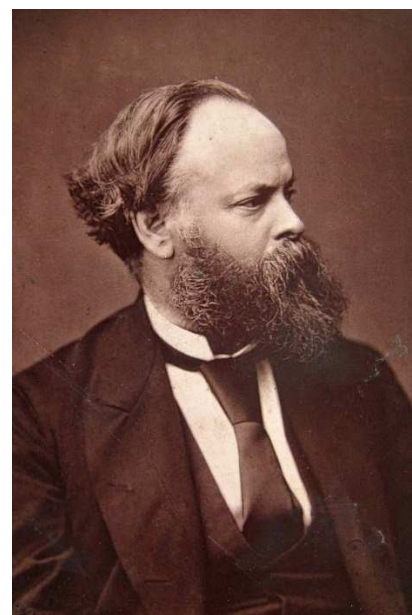
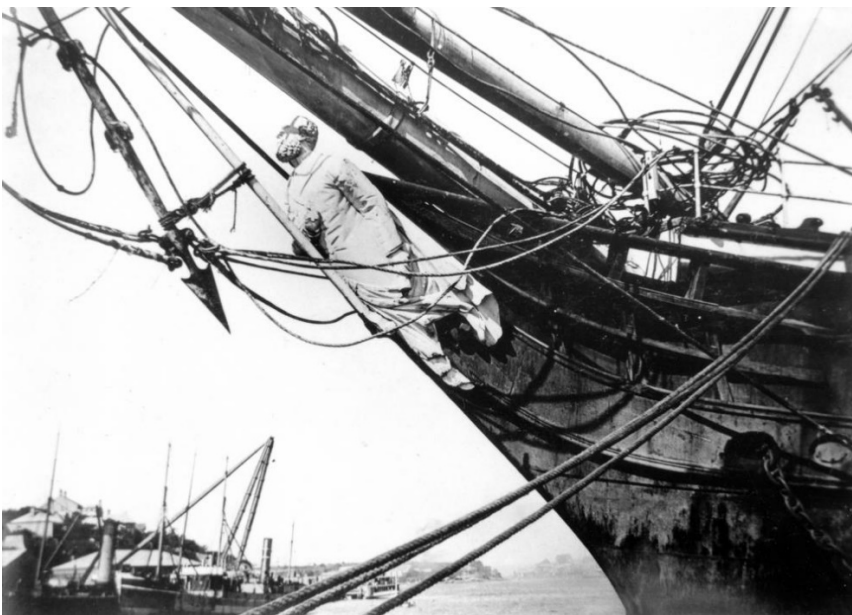
Registered Port	London. Official Number: 65731.
GRT	1,064 tons.
Length	211 feet, 1 inch (64.34m).
Breadth	34 feet, 8 inches (10.57m).
Depth	21 feet (6.40m).
Construction	Iron.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 100A1. ✠ Built under special survey.
Other information	10 th July 1875: she arrived in New Zealand with 286 immigrants, and was put into quarantine due to sickness on-board. During the voyage, there were 20 deaths and 50 cases of sickness, including some officers who were sent to hospital. The doctor was also stricken with the fever, but recovered. 1893: sold to Norwegian owners.
Date Scrapped / Lost	12 th March 1917: she was sunk by a German U-boat (U62) while under Norwegian colours. The Germans allowed the crew ten minutes to leave the ship before sinking her. Wreck location: 49.13N, 09.39W.



'Collingwood' rigged as a barque. (State Library of Queensland, Ref: 43071).

Samuel Plimsoll (1873).

She was named after Samuel Plimsoll (1824 to 1898) MP who campaigned tirelessly for improved safety at sea, he devised the Plimsoll Line which shows the maximum laden draft of a ship. He said, when presenting his case to Parliament in 1875 that George Thompson's Aberdeen Line was the only concern that never loaded their ships too deeply. We can state here with confidence that this ship had load line markings (aka a Plimsoll Line) even though it was 1876 (3-years later) before the Merchant Shipping Act was passed making load lines compulsory. Unfortunately, the 1876 Act allowed the ship-owners to paint the line where they saw fit, and it is said that some unscrupulous owners painted it on the funnel of the ship. The actual position of the line wasn't fixed by law until 1894. Samuel Plimsoll was present at her launch, but he never named her as superstition meant a woman had to name her. She was built as an emigrant ship and she carried 180 passengers on her maiden voyage to Australia. In 1878, she is recorded as having carried 458 emigrants to Sydney, Australia in one passage.



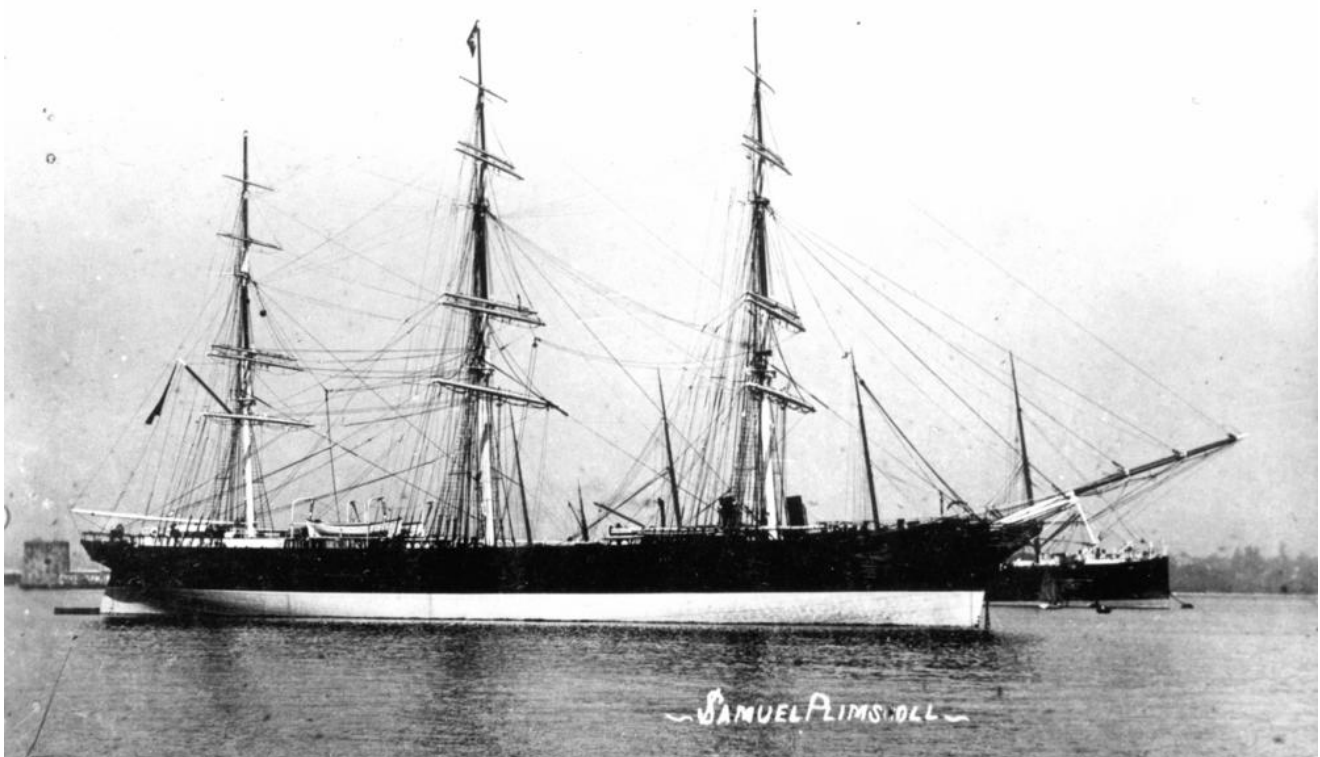
Figurehead of the 'Samuel Plimsoll' / Samuel Plimsoll.

(Photos, Ref: 142527, State Library of Queensland / by John G. Murdoch).

Ship Name(s)	Samuel Plimsoll.	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Fastest known day run – 348 miles ²
Launch Date	September 1873.	
Owner(s)	Aberdeen Line (George Thompson & Co.). (64).	

Samuel Plimsoll (1873). (Continued).


Registered Port	Aberdeen. Official Number: 65097.
GRT	1,520 tons.
Length	241 feet, 10 inches (73.71m).
Breadth	39 feet, 1 inch (11.91m).
Depth	23 feet, 2 inches (7.06m).
Construction	Iron.
Figurehead	Full length depicting Samuel Plimsoll. (Currently in Perth Museum, Australia).
Classification	Lloyds Register of Shipping. Class 100A1. ✠ Built under special survey.
Other information	1899: she caught fire in the River Thames, London and had to be scuttled, however in 1900 she was raised and repaired and sold to Shaw, Savill, & Co., London, she operated until 1902 when she was so badly damaged that it was uneconomical to repair her.
Date Scrapped / Lost	1903: she was sold in Sydney, Australia as a hulk and ended her days as a coal hulk in Fremantle Harbour, Perth, Australia.



*'Samuel Plimsoll' rigged as a ship.
(State Library of Queensland, Ref: 172035).*

Lydia (1873).

She was built to carry general cargo, and is known to have traded at Aberdeen, Shanghai (China), and Hong Kong.

Ship Name(s)	Lydia.
Rig	Barque, 3 masts, 1 deck, a round stern, and a standing bowsprit.
Launch Date	20 th November 1873.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol & Co. George Thompson Junior, James Buyers , Alexander Nicol, William Henderson, and Cornelius Thompson, all ship-owners in Aberdeen (64-jointly).
Registered Port	Aberdeen Official Number: 65101.
GRT	377 tons.
Length	149 feet, 1 inch (45.44m).
Breadth	25 feet, 10 inches (7.87m).
Depth	15 feet, 4 inches (4.67m).
Construction	Wood.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 11A1.  Built under special survey.
Other information	January, 1875: R. MacKenzie attorney of Shanghai, China was instructed by her owners to sell her for not less than £6,300. May 1875: sold to Shanghai owners. March 1876: registered in Shanghai, China.
Date Scrapped / Lost	13 th November 1882: she was wrecked at Iron Island, Chinese Coast, in a heavy gale / snowstorm, with all hands lost. The only body recovered was that of the master Captain Youngson's wife.

Charles Chalmers (1874).

Named after Charles Chalmers (1790 to 1877) of Monkhill, advocate, Aberdeen.



*'Charles Chalmers'. (Artist unknown)
(Aberdeen Maritime Museum, Ref: ABDAG004513).*

Ship Name(s)	Charles Chalmers.
Rig	Brig (Snow), 2 masts, 1 deck, a square stern, and a standing bowsprit.
Launch Date	February 1874.
Owner(s)	Aberdeen Commercial Co., Ltd., Aberdeen. (64).
Registered Port	Aberdeen. Official Number: 65104.
GRT	186 tons.
Length	102 feet, 7 inches (31.27m).
Breadth	23 feet (7.01m).
Depth	12 feet (3.66m).
Construction	Composite.
Figurehead	Shield.
Classification	Lloyds Register of Shipping. Class 11A1. ✠ Built under special survey.
Other information	20 th September 1884: she went ashore on the sands to the north of Newburgh, Aberdeenshire during the night in dense fog after missing the lights at Aberdeen. The tug 'Granite City' pulled her off without damage at high tide in the afternoon after her load of coal was lightened by several tons.
Date Scrapped / Lost	18 th September 1903: she was run down by the 12,000 ton Cressy Class armoured cruiser 'HMS Sutlej' near St. Abbs Head, Berwickshire, Scotland and sank.

Romanoff (1874).

She was named after Russian ruling dynasty (1613-1917). *“Romanoff was a fast ship, but was over-masted with double topgallant yards and skysails. She was a very regular Melbourne trader”*².

Ship Name(s)	Romanoff.
Ship Type	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	28 th August 1874.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Alexander Nicol & Co., Aberdeen. Alexander Nicol (32), James Buyers (4) , and John Blaikie Nicol (4), all ship-owners. John Webster, advocate (8), William Shepherd, shipmaster (8), Alexander Christie, brick-maker (4), and Jane Chalmers, or Nicol, wife of Alexander Nicol (4), all Aberdeen.
Registered Port	Aberdeen. Official Number: 70436.
GRT	1,277 tons.
Length	222.1 feet (67.70m).
Breadth	36.3 feet (11.06m).
Depth	22.2 feet (6.77m).
Construction	Iron.
Figurehead	Female.
Classification	Lloyds Register of Shipping. Class 100A1. ☒ Built under special survey.
Other information	June, 1906: sold for £2.600 to A/S Romanoff (C. A. Olsen, Vestre Sandøy), Tvedestrand, Norway, and converted to a barque. May, 1915: sold to Thamshavn Rederi A/S (Chr. Christiansen, Arendal), Trondhjem, Norway. July 1915: she was registered in Arendal. August, 1916: sold to A/S Romanoff (E. Tellefsen), Kristiania, Norway.
Date Scrapped / Lost	13 th November 1916: she stranded on the Anholts NE Reef, Denmark whilst on a voyage from Savannah, Georgia, USA, via Lerwick, Scotland to København (Copenhagen), Denmark with cotton-seed cakes. It is said her hull broke in half.

Romanoff (1874). (Continued).



*'Romanoff', photographer unknown.
(State Library of Queensland, Ref: 168295).*

Salamis (1875).

She was named after the Greek island of Salamis, referring to the ‘Battle of Salamis’ (480BC). She was an iron-hulled extended version of her composite sister ship the *Thermopylae* (by 10 feet), again designed by Bernard Wymouth (1824 to 1890), Principal Surveyor at Lloyds Register of Shipping. She was equipped with H. D. Cunningham patented lower yard braces developed post 1861, these tighten the luff of the sail, from the deck.

At her launch, it is said that her bowsprit hit the roof of Hood’s covered building shed, and part of the roof came down injuring several people, two seriously.

She was built for the tea trade, but only once carried a cargo of tea, and that was on her second voyage in 1876 from Hong Kong², she wasn’t fitted for passengers. Her mainmast was an enormous 150 feet high.

It has been said that she was “*The fastest iron sailing ship ever built*”¹⁰. She ended up as a wool clipper due to the steamers taking over most of the tea cargoes.

On her maiden voyage to Melbourne, Australia she did it in 68-days, and over her next 13 voyages to Melbourne she averaged 75-days, pilot to pilot.




‘Salamis’ rigged as a barque, wrecked at Malden Island, South Pacific from the A. D. Edwardes Collection.

(State Library of South Australia, Ref: PRG 1373/22/14).

Salamis (1875) continued.



'Salamis' rigged as a ship, painted by Allan C. Green (1878 to 1954).

Ship Name(s)	Salamis.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	7 th May 1875.
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). (64). William Henderson and Cornelius Thompson both Aberdeen, Stephen Thompson, London, all ship-owners (40-jointly). James Buyers, ship-owner (4) , William Philip, shipmaster (8), and James Walker, shipping clerk (4), all Aberdeen. Isaac Merchant, shipmaster (4), and Joseph Augustus Knight, shipping clerk (4), both of London.
Registered Port	Aberdeen. Official Number: 70443.
GRT	1,130 tons. (1,079 Net tons).
Length	221 feet 6 inches (67.51m).
Breadth	36 feet (10.97m).
Depth	21 feet 7 inches (6.58m).
Construction	Iron.
Figurehead	Billet / Fiddle with a Grecian warrior on each side.
Classification	Lloyds Register of Shipping. Class 100A1.  Built under special survey.

Salamis (1875) continued.

Other information	16 th May 1898: sold to Leif Gundersen, Porsgrunn, Norway and used to transport guano cargoes from the South Pacific.
Date Scrapped / Lost	20 th May 1905: she was wrecked at Atoll, Malden Island, South-West Pacific when her moorings dragged while loading guano. (4° S, 155° W).



'Salamis' rigged as a ship in the Albert Graving Dock, Williamston, Melbourne, Australia. (State Library of Victoria, Ref: H91 250-617).

Salamis (1875) continued.



*Captain of the 'Salamis', Robert McKilliam. Photo by The Talma Studios, Sydney, Australia. (Australian National Maritime Museum, Ref 0224(119))
He also served as the 2nd Mate of the 'Thermopylae'.*

Aristides (1876).

She was the biggest ship built by Walter Hood, and Cicely Fox Smith (1882 to 1954) referred to her as the “*The flagship of the fleet*”⁷. She was named after Aristides (530 BC to 468 BC) an ancient Athenian statesman.



*'Aristides' at Sydney c1886, from the A. D. Edwardes Collection.
(State Library of South Australia, Ref: PRG 1373/3/66).*

Ship Name(s)	Aristides.	
Rig	Ship, 3 masts, 2 decks, an elliptical stern, and a standing bowsprit.	Fastest known day run – 320 miles.
Launch Date	March 1876.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). William Henderson, ship-owner, Aberdeen (8), William Henderson, Cornelius Thompson, and Stephen Thompson, No. 24 Leadenhall Street, London (40-jointly), James Buyers, ship-owner, Aberdeen (4) , Isaac Merchant, shipmaster, No. 24 Leadenhall Street, London (4), George Hawkins Pile, shipmaster, Dublin (4), and John Hood, ship-owner, Bristol (4).	
Registered Port	Aberdeen.	Official No.: 70454.
GRT	1,721 tons.	
Length	261 feet (79.55m).	

Aristides (1876). (Continued).

Breadth	39 feet (11.89m).
Depth	24 feet (7.32m).
Construction	Iron.
Figurehead	¾ male of Leonidas the Spartan ⁷ .
Classification	Lloyds Register of Shipping. Class 100A1. ✠ Built under special survey.
Other information	1876: on her maiden voyage, she sailed from London to Port Phillip, Australia in 74 days. November 1895: on route to Sydney, Australia, she picked up all hands from the French barque 'Terre Neuve' which had been abandoned at sea (Long. 76E, Indian Ocean).
Date Scrapped / Lost	28 th May 1903: she went missing on passage between Caleta Buena, Chile to San Francisco, USA with a cargo of nitrate of soda.



*The biggest ship built by Walter Hood & Co., the 'Aristides'.
 (Painted by a friend of mine and a very talented artist Robert Andrew).*

www.robandrew.co.uk

Aristides (1876). (Continued).



*'Aristides' c1880, photographer unknown.
(State Library of South Australia, Ref: B 12017).*

Smyrna (1876).


She was built as a wool clipper for the Australia trade. She was named after an ancient Greek city. Today it is known as İzmir, on the west coast of Turkey.



'Smyrna' c1880's. (Artist unknown).

Ship Name(s)	Smyrna.	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	
Launch Date	October 1876.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). William Henderson, Cornelius Thompson, both Aberdeen, and Stephen Thompson, No. 24 Leadenhall Street, London all ship-owners (48-jointly). James Buyers, ship-owner, Aberdeen (4) , Thomas Henry, ship-owner of West Brompton (4), Isaac Merchant, ship-owner (4), and George King, accountant (4), both of No. 24 Leadenhall Street, London.	
Registered Port	Aberdeen.	Official No.: 76457.
GRT	1,372 tons.	
Length	232 feet, 3 inches (70.79m).	
Breadth	38 feet, 5 inches (11.71m).	
Depth	22 feet, 2 inches (6.76m).	
Construction	Iron.	
Figurehead	Billet head.	

Smyrna (1876). (Continued).

Classification	Lloyds Register of Shipping. Class 100A1.  Built under special survey. Code letters: QKCP.
Other information	19 th August 1878: she arrived at Sydney, Australia with 460 immigrants on board, however due to cases of scarlet and typhoid fever during the passage she was quarantined for 28-days, and passengers quarantined for 56-days. Four children died in the Quarantine Station during the quarantine period, all from scarlet fever. Two of the names were Thomas Conroy aged 4-years and Isaac Lowes aged 6-years. 24 th June 1993: divers found her wreck in 55m / 57m of water, and she has since become a popular dive site.
Date Scrapped / Lost	28 th April 1888: the steamship 'SS Moto', 1,449 tons (Owned by Fenwick & Reay, Newcastle) collided with her in thick fog approximately 17 miles south of the Isle of Wight, England, and she was holed and sank. Captain Thomas Taylor, her master, pilot Mr. G. Colpy of London, and 10 crew members out of 29 drowned. There was one passenger on board who survived.

Monumental Inscription, grave 91, St. Clements Churchyard, Footdee, Aberdeen:

"In loving memory of William Alexander beloved husband of Helen Horn who was drowned in the English Channel by the sinking of the ship SMYRNA of Aberdeen by collision on 28 April 1888 aged 39". He was a carpenter.

"Donald Gordon, born June 24, 1847, went out to Australia in his brother-in-law (Captain Jamieson's) ship, the Smyrna. He made a little fortune, and was on his way home when the Coolgardie mines were booming, so he went back there, and with two partners invested in a gold mine, which did not succeed. He then went to Gomalling, Western Australia, and started making big dams for the Government, and in which he is succeeding." (Aberdeen Journal, Notes and Queries, 1911).

Pericles (1877).

She was built for the emigrant / wool trade and on her 1st passage in 1877 to Australia she carried 489 passengers. She was named after Pericles (c495BC to 429BC) a Greek statesman and general. On her maiden voyage, she made a very fast passage to Melbourne of only 71 days.



'Pericles', by Allan C. Green. (State Library of Victoria, Ref: H91.325/1042,).

Ship Name(s)	Pericles.	Renamed Sjursjø (1918).
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	
Launch Date	July 1877.	
Owner(s) <i>(No of shares held, out of 64 in brackets).</i>	Aberdeen Line (George Thompson & Co.). William Henderson & Cornelius Thompson (40-jointly), George Thompson (4), James Buyers (4) , ship-owners, Aberdeen, James Largie, shipmaster (8), <u>James Greig, shipbuilder (4)</u> , both Aberdeen, and Isaac Merchant, ship-owner, London (4).	
Registered Port	Aberdeen.	Official No.: 70463.
GRT	1,598 tons.	
Length	259.5 feet. (79.10m).	
Breadth	39.3 feet. (12.00m).	
Depth	23.6 feet. (7.19m).	
Construction	Iron.	

Pericles (1877). (Continued).

Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 100A1. ⚡ Built under special survey.
Other information	Build cost: £13,500. Fitted with the latest inventions i.e. a donkey boiler and engine, steam condenser, and steam windlass. 31 July 1879: she ran aground at Pericles Point near the Helford River, Cornwall, England in thick fog, after 2 hours she re-floated with little damage, however, it was later discovered that her fore peak was flooded. 1886 to 1887: used as a general cargo carrier. 27 June 1898: the Sydney Morning Herald reported that in 1897 she made a passage from London to Sydney in 70 days. 1904: sold to Leif Gundersen, Porsgrund, Norway and re-rigged as a barque, and used in the timber trade. 1911: owned by Pettersen and Ullenaess, Porsgrund, Norway. 1918: sold to Christiansands Shipping Co. Kristiansand, Norway, and renamed 'Sjursjø'.
Date Scrapped / Lost	September 1923: she was scrapped at Kiel, Germany.



'Pericles' painted by A. Dufty. (State Library of Victoria, Ref: H99-220-3702).

Cimba (1878).

Named 'Cimba', which means Lion in Swahili.



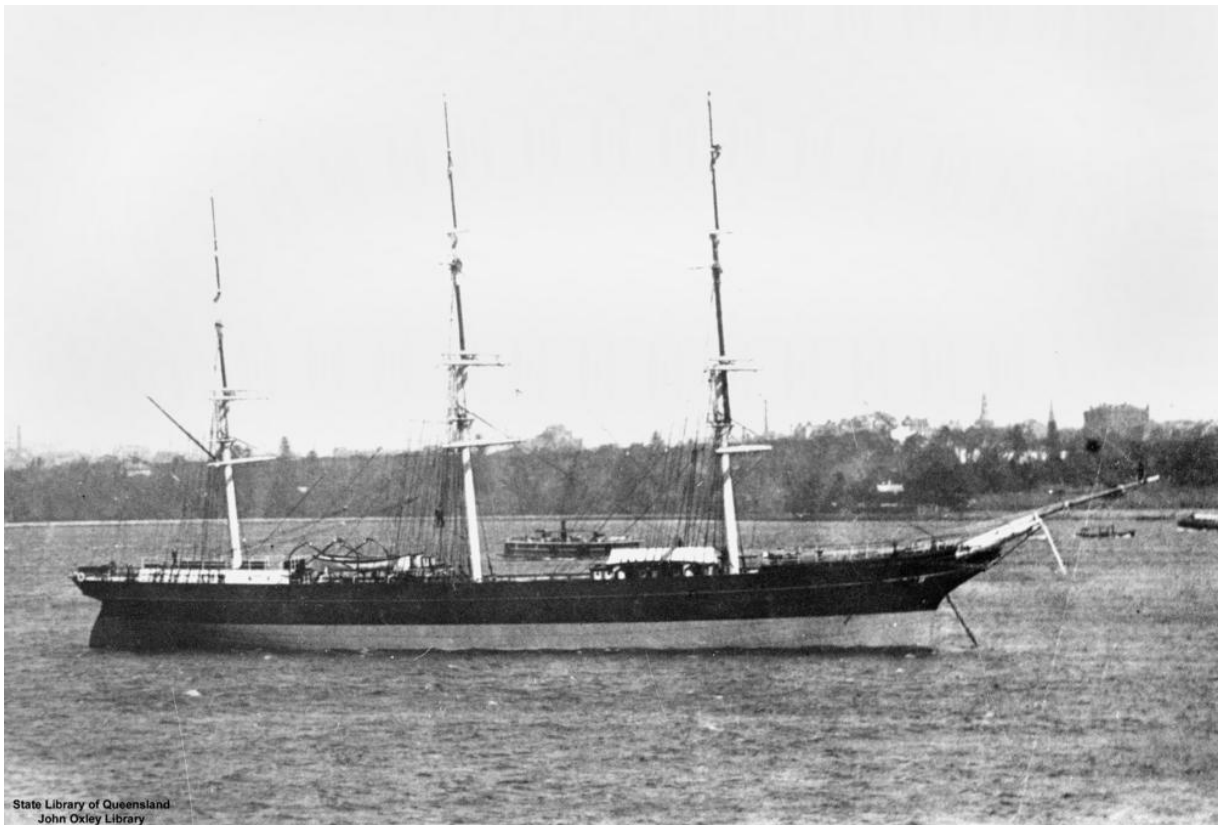
Bow / figurehead of the 'Cimba'. (Photographer unknown).

Ship Name(s)	Cimba.	
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.	Fastest known day run – 312 miles ⁷ .
Launch Date	April 1878.	
Owner(s)	Alexander Nicol & Co., Aberdeen. James Buyers, shipyard manager held 4 shares in this ship.	
Registered Port	Aberdeen.	Official No.: 77444.
GRT	1,174 tons.	
Length	223 feet, 7 inches (68.15m).	
Breadth	34 feet, 7 inches (10.54m).	
Depth	22 feet (6.71m).	
Construction	Iron. (Her hull was painted livery green with a yellow stripe, and mast were painted white).	
Figurehead	Male lion surmounting a shield.	
Classification	Lloyds Register of Shipping. Class 100A1. ⚓ Built under special survey.	
Other information	1889: Fastest voyage from Sydney to London was 75 days. March 1906: Sold to Norwegian owners Hauglund Lars, Fredrikstad, Norway and used in the timber trade. Re-rigged from a ship to a barque.	
Date Scrapped / Lost	16 th July 1915: she ran aground in fog and wrecked off Saint-Augustin Cove, Point des Monts, in the Gulf of St. Lawrence, Quebec, Canada.	

Cimba (1878) continued.



'Cimba', (State Library of South Australia, Ref: PRG 1373/3/117).



'Cimba'. (State Library of Queensland, Ref: 128245).

Sophocles (1879).

Named after the Greek playwright Sophocles (b.496/497BC, d.406/407BC).

Basil Lubbock, in his book 'The Colonial Clippers' wrote she "...was a pretty little ship though given a fuller body than Thompson's earlier ships as she was meant to be an economical carrier rather than a record breaker (114 days Sydney-London as member of Wool Fleet, 1888 / 1889)".



'Sophocles' rigged as a ship, painted by Jack Spurling (1870 to 1933).

Ship Name(s)	Sophocles.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	August 1879.
Owner(s)	Aberdeen Line (George Thompson & Co.). William Henderson, and Cornelius Thompson, both Aberdeen, Stephen Thompson, and George Thompson Henderson (both London), all ship-owners (48-jointly), George Thompson Youngest, ship-owner, Bingham (8); James Buyers, ship-owner, Aberdeen (4) , and Isaac Merchant, ship-owner, London (4).
Registered Port	Aberdeen Official Number: 77455.

Sophocles (1879). (Continued).

GRT	1,176 tons.
Length	223 feet, 4 inches (68.07m).
Breadth	34 feet, 7 inches (10.54m).
Depth	21 feet, 7 inches (6.58m).
Construction	Iron.
Figurehead	Full length – probably male depicting Sophocles the playwright.
Classification	Lloyds Register of Shipping. Class 100A1. ✠ Built under special survey.
Other information	24 th Nov. 1898: William Henry Riley aged 16-years of Gosport drowned in Sydney Harbour, NSW, Australia. 1899: owned by G. B. Olivari, and registered in Genoa, Italy. 1910: rigged as a barque. 1918: owned by Fratelli Dufour, and registered in Genoa, Italy.
Date Scrapped / Lost	1925: she was broken up.




*The 'Sophocles' rigged as a ship outside Sydney Heads.
 (SLSA, Ref: PRG 1373/3/67).*

Orontes (1881).

She was the last ship built by Walter Hood & Co., and the last sailing ship built for George Thompson's Aberdeen Line.



'Orontes' at Melbourne. (State Library of Queensland, Ref: PRG 1373/3/69).

Ship Name(s)	Orontes.
Rig	Ship, 3 masts, 2 decks, a round stern, and a standing bowsprit.
Launch Date	February 1881.
Owner(s)	Aberdeen Line (George Thompson & Co.). (64).
Registered Port	Aberdeen. Official Number: 77465.
GRT	1,318 tons.
Length	234 feet, 8 inches (71.53m).
Breadth	36 feet, 1 inches (11.00m).
Depth	22 feet, 5 inches (6.83m).
Construction	Iron.
Figurehead	Unknown.
Classification	Lloyds Register of Shipping. Class 100A1.  Built under special survey. (Code Letters: WJFB).
Other information	Basil Lubbock in his book <i>Colonial Clippers</i> wrote she had "...a plodding life with no very startling adventures".
Date Scrapped / Lost	23 rd October 1903: she sank when the 'SS Oceana' (L. Smit & Co. Alblasterdam, Holland) ran into her off Gravelines, France. The crew were picked up by the steamship 'Federation' from nearby Calais, England.

Acknowledgements

Aberdeen Maritime Museum – photographs / paintings.

State Library of Queensland (SLQ) – photographs / paintings.

State Library of South Australia (SLSA) – photographs / paintings.

State Library of Victoria (SLV) – photographs / paintings.

Jean Shirer and Andy Horne of ANESFHS for help with finalising Walter Hood's family history.

Pal Ring, Norway for help with details of the 'Romanoff'.

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*The ship 'Patriarch' built by Walter Hood & Co. (1869).
(Painted by a friend of mine and a very talented artist Robert Andrew). If
you'd like it on your wall, he can be contacted at www.robandrew.co.uk*

APPENDIX A

Aberdeen Ship-owners

We have read about the ships built by Walter Hood, however it seems appropriate to briefly mention some of the Aberdeen ship-owners Walter Hood worked for, as without them there wouldn't have been any ships.

The names of the ships built by Walter Hood & Co. are listed below each company.

Aberdeen Arctic Company, Aberdeen.

In 1852, Peterhead born whaler William Penny (c1809 to 1892) founded the Royal Arctic Company, it was later renamed the Aberdeen Arctic Company. Penny wanted to establish a British colony in Cumberland Sound (Later the most important whaling ground in the Canadian Arctic) with a view to prolonging the whaling season.

1850 / 1851 using the 'Lady Franklin' and the 'Sophia' penny led an unsuccessful British Admiralty expedition to try and discover the fate of Sir John Franklin. In 1853 / 1854 these two ships led the first expedition to winter deliberately in Baffin Bay and Davis Strait regions. Penny introduced the practice of floe whaling (The launch of whaling boats from the floe edge) this allowed whalers to commence whale hunting much earlier in the season.

Ships Built by Walter Hood & Co.:

Lady Franklin (1850).

Sophia (1850).

Aberdeen Commercial Lime Company, Aberdeen / Aberdeen Commercial Company, Ltd.

Address: Provost Blaikie's Quay, Inches, (Upper Dock), Aberdeen.

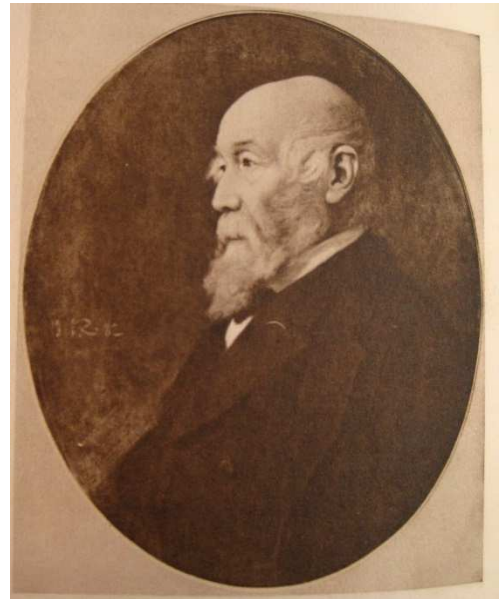
The company was established in 1837 by more than sixty partners. They generally carried lime, coal, and manure, however they did carry other

Aberdeen Line, Aberdeen.

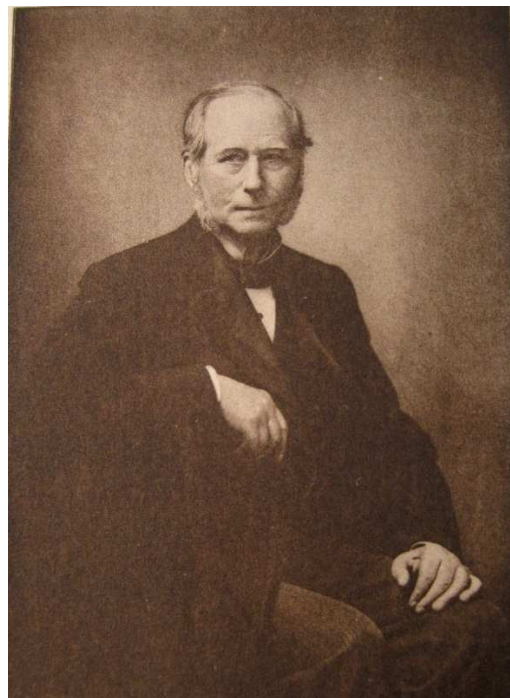
The Aberdeen Line was established in 1825 by George Thompson Junior (1804 to 1895) of Pitmedden and Rainniesshill, when aged 21-years. (Born 23rd June 1804 at Woolwich, Kent). His father Andrew Thompson hailed from Old Machar, Aberdeen, but enlisted in the Royal Artillery and was posted to Woolwich. George came to Aberdeen aged 2-years, and was brought up by his grandparents. He attended Aberdeen Grammar School, and then worked in the Aberdeen office of the Aberdeen and London Shipping Co, (Aka the London Shipping Co.) No. 21 Regent Quay. George initially set up business at No. 38 Marischal Street (Now demolished) as a Commission Agent, Ship and Insurance Broker. George's first purchase of ship shares was in 1825 when he purchased 2/64th in the 135-ton brig 'Douglas' which was built in Aberdeen in 1816. In 1826, he purchased 16/64th of the newly built 78-ton topsail schooner 'Marmion', built by Alexander Hall & Co., Footdee, Aberdeen. His ship-owning business developed from these humble beginnings.

1832: he moved to an office at No. 13 Regent Quay (Now demolished).

By 1837, the Aberdeen Line had a fleet of 12 sailing ships, and circa 1840 they started to sail to the Far East, New Zealand, and Australia.



George Thompson junior from a portrait painted by Sir George Reid c1881.



William Henderson, c1890.

1840 and 1841: George Thompson Junior was Aberdeen's Dean of Guild.

1845: William Henderson (1826 to 1904) son of James Henderson a farmer and Helen Thomson, born in New Aberdour, Aberdeenshire, 10th April 1826, joined the firm as a clerk aged 19-years.

1847 to 1850: George Thomson Junior served as Lord Provost of Aberdeen. 8th September 1848, he had the honour of welcoming HRH Queen Victoria (and family) on her first visit to Aberdeen before she travelled to Balmoral Castle.



Queen Victoria and family greeted by Aberdeen officials at Aberdeen Harbour 8th September 1848.

(Amongst them was George Thompson Junior, Lord Provost of Aberdeen).

It is said that the Aberdeen Line never insured their ships against loss, rather they re-invested the money in maintenance, safety, and in buying new ships of high quality. They, however would have insured the cargo, and have been given preferential rates based on their reputation for maintaining their ships to an exceptionally high standard.



Former office of George Thompson Junior., No. 35 Marischal Street, Aberdeen. (S. Bruce).

(Shame about the incorrect spelling of his name on the plaque).

1854: George Thompson's son-in-law, William Henderson (Married 17th February 1852), husband of his eldest daughter Jane Boyd Thompson (1831 to 1889), established the Aberdeen Line's London office at No. 34 Leadenhall Street, London.

1857: William Henderson returned to Aberdeen, leaving his two brother-in-law's Stephen Thompson (1833 to 1877) and George Thompson (1836 to 1904) to run the London office. He bought Devanha House, Devanha Gardens, a mansion in Ferryhill. Devanha House was built in 1813, and was formerly owned by John Blaikie, part-owner of the Footdee Iron Works, who had it remodelled by Aberdeen architect Archibald Simpson in 1840.



Aberdeen Line button, 1879 onwards.



Devanha House, Devanha Gardens, Aberdeen (S. Bruce).

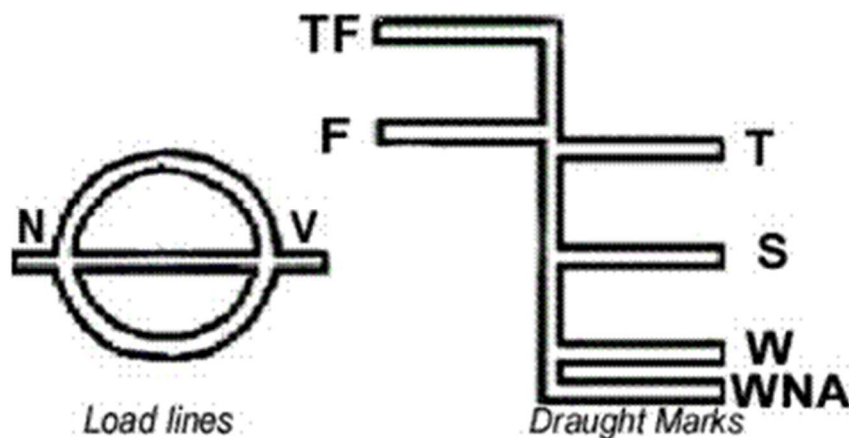
George Thompson's sons, Stephen (1833 to 1877), George (1836 to 1904), and Cornelius (Corny) (c1843 to 1894), all joined the company. Walter Hood's family and the Thompson family were close friends, so close in fact that Cornelius' second son was named Walter Hood Thompson (1873 to 1938). Cornelius Thompson served an apprenticeship on the Clyde at the shipyard of Randolph, Elder, & Co. Cornelius designed the 'Christiana Thompson' (1866), 'Jerusalem' (1867), and 'Centurion 2' (1869). He also alongside Bernard Weymouth (1824 to 1890) designed the clipper 'Thermopylæ' (1868). The ships 'Thyatira' (1867), 'Patriarch' (1869), 'Aviemore' (1870), 'Miltiades' (1871), 'Samuel Plimsoll' (1873), 'Salamis' (1875), 'Aristides' (1876), 'Pericles' (1877), 'Sophocles' (1879), and 'Orontes' (1881), were the products of his skill in draughting¹⁸. Cornelius Thompson died at sea 18th January 1894 aboard the 'Damascus', two days out from London bound for Australia, and is buried in the English Cemetery, Santa Cruz, Tenerife, Canary Islands. Cornelius also served as a commissioner of

Aberdeen Harbour Board. (*The 1881-2, Aberdeen Post Office Directory states Cornelius lived at 17 Albyn Place*).



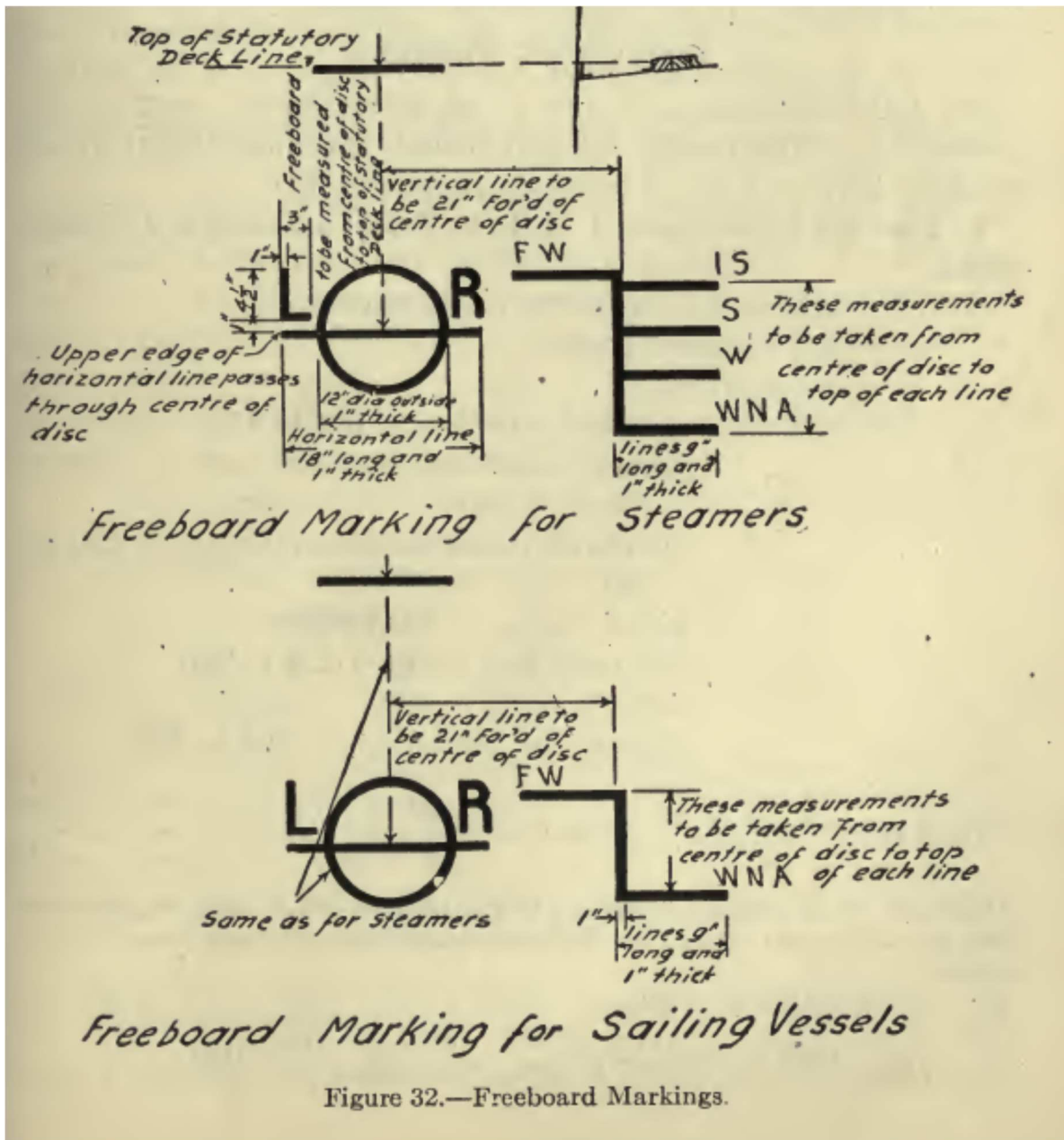
*House flag and funnel of the Aberdeen Line. (Ogden's Cigarettes 1906).
(The house flag from 1825 to 1879 had an eight-pointed star).*

George Thompson's ships had load-line markings (Plimsoll Line) long before they became mandatory in the Merchant Shipping (Load Line) Act of 1890. We can say with some confidence that his ship named 'Samuel Plimsoll' launched in 1873 had some sort of load-line markings, although the Plimsoll markings that came to form those in the Act of 1890 weren't designed until 3-years later in 1876.



Typical DNV Load Line Marks.

*Abbreviations: TF – Tropical Fresh, F – Fresh, T – Tropical, S – Summer, W – Winter, WNA – Winter North Atlantic, NV for Norske Veritas.
(Where the load line marks have LR, that would stand for Lloyds Register).*



Typical Freeboard Markings, late 19th Century.

1870-71, The Aberdeen PO Directory: George Thompson & Co., merchants and ship-owners, insurance brokers and underwriters, had an office at No. 40 Marischal Street (Now demolished).

1886 to 1888: William Henderson served as Lord Provost of Aberdeen.

1893, June: William Henderson was knighted at Osborne in Queen Victoria's birthday honours,

1895: The University of Aberdeen conferred the honorary degree of LL.D. on William Henderson.

1895, April 11th: George Thompson Junior (b. 1804) died at Aberdeen, he is buried in the Dyce United Free Church Cemetery.



Gravestone of George Thompson Junior and other family members, Dyce United Free Church Cemetery. (S. Bruce).

1897: The Aberdeen Line publicly claimed that despite their sailing ships being over twenty years old they were in as good condition as when they were launched.

Writing about the increase of sailing ship insurance rates in 1897 (Referring to five of Hood’s ships), Messrs. Thompson remarked:

“Five of our sailing vessels now in the Australian trade, viz., Aristides, Miltiades, Patriarch, Salamis, and Samuel Plimsoll are over 20 years of age, but they are in as good condition, by careful looking after and upkeep, as they were upon their first voyage; whilst they have a record that no general average homewards has ever been made on underwriters by any one of them since they were launched 21 to 28 years ago. (A remark which applies with equal truth to all our sailing vessels now running). According to a reliable statement made up by the largest shippers and consignees of wool carried by our sailing ships during the last two years, we find that the claims thereon made on the underwriters, from inception of risk (which in many

cases began in distant parts of the Colonies before shipment) were £149 1s. 1d., which, on 24,807 bales carried, valued at £12 per bale, came only to 1/- per cent. These figures clearly show that age does not affect the efficient carrying of cargo by vessels, built, as ours have been, of superior strength and scantlings, carefully kept up and treated in every way with a view to the safe carrying of valuable cargoes to and from Australia”.

Agent for the Aberdeen Line in Australia was Dalgety & Co. Ltd.

There’s a jaunty White Star Liner, and her decks are scrubbed and clean,
And her tall white spars are spotless, and her hull is painted green.
Don’t you smell the smoky stingo? Ech! Ye’ll ken the Gaelic lingo,
Of the porridge-eating person who was shipped in Aberdeen.
- E.J. Brady.

1904, 9th June: William Henderson died at Devanha House, Devanha Gardens, Aberdeen. He left £1,000 to Aberdeen Royal Infirmary and a bed was dedicated to him. (His wife Jane Boyd Henderson (Nee Thompson) and daughter of George Thompson Junior died at Devanha House 22nd April, 1889). They are both buried with some of their children in the family lair in Nellfield Cemetery, Aberdeen.



No. 5 Golden Square, former home of George Thompson Junior. (S. Bruce).

Routes Operated by the Sailing Ships of the Aberdeen Line:

(Adapted from Aberdeen and Aberdeen & Commonwealth Lines by David Savill and Duncan Haws).

Dates	Routes
1825 to 1870	Aberdeen - Quebec / St. Lawrence – Aberdeen.
1825 to 1840	Aberdeen - London - Aberdeen Baltic / Mediterranean / West Indies / South America / Pacific - Aberdeen.
1840 to 1845	London - Australia - New Zealand - East Indies / China - South America – London.
1841 to 1850	Aberdeen - Baltic / Mediterranean / West Indies / South Africa / North and South America - Aberdeen.
1846 to 1906	London - Cape Town / Durban - Melbourne / Sydney (alternate sailings) - East Indies - India - via the Cape – London, or via Cape Horn – London, or West coast of South America – Cape Horn - London.
1849 to 1881	London - Melbourne / Sydney - Shanghai / Foochow / Whampoa - London.

Ships Built by Walter Hood & Co.:

43 ships in total, too many to list them all here (See table at the beginning of the book).

Aberdeen Steam Navigation Company, Aberdeen.

Office: No. 87 Waterloo Quay, Aberdeen. *(1879-80 Aberdeen PO Directory).*

The Aberdeen Steam Navigation Co. was established in 1821 and operated passenger and cargo services between Aberdeen and London. The company originally operated sailing ships under the name of **Aberdeen & London New Shipping Co.**, however the word New was dropped after a few years. In 1827, they bought their first steamship the 'Queen of Scotland' (She was the first steam ship built in Aberdeen and was built by John Duffus & Co., Aberdeen), and the company began trading under the name **Aberdeen & London Steam Navigation Co.** In 1835, the **Aberdeen and London Steam Navigation Co.** combined with the Aberdeen & London Shipping Co. to form the Aberdeen Steam Navigation Co.



No. 87 Waterloo Quay (Merchants House). (S. Bruce). Former offices of the Aberdeen Steam Navigation Company. (1879-80 Aberdeen PO Directory).

Ships Built by Walter Hood & Co.:

Gazelle (1846).

Henry Adamson & Co. / Adamson & Co., Aberdeen.

Office: No. 38 Marischal Street, Aberdeen.
Henry Adamson (c1794 to 1876).

No. 38 Marischal Street was demolished when the new bridge was built over the new dual carriageway in Virginia Street, circa 1974.

Ships Built by Walter Hood & Co.:

Lady Elphinstone (1840). (Part owned by Alexander Nicol).
Ellen Simpson (1841).
Gladiator (1850).
Granite City (1853).
Jason (1858).

George Leslie & Son, Aberdeen.

Office: No. 11 Regent Quay, Aberdeen. (Now demolished).
George Leslie was born c1789.

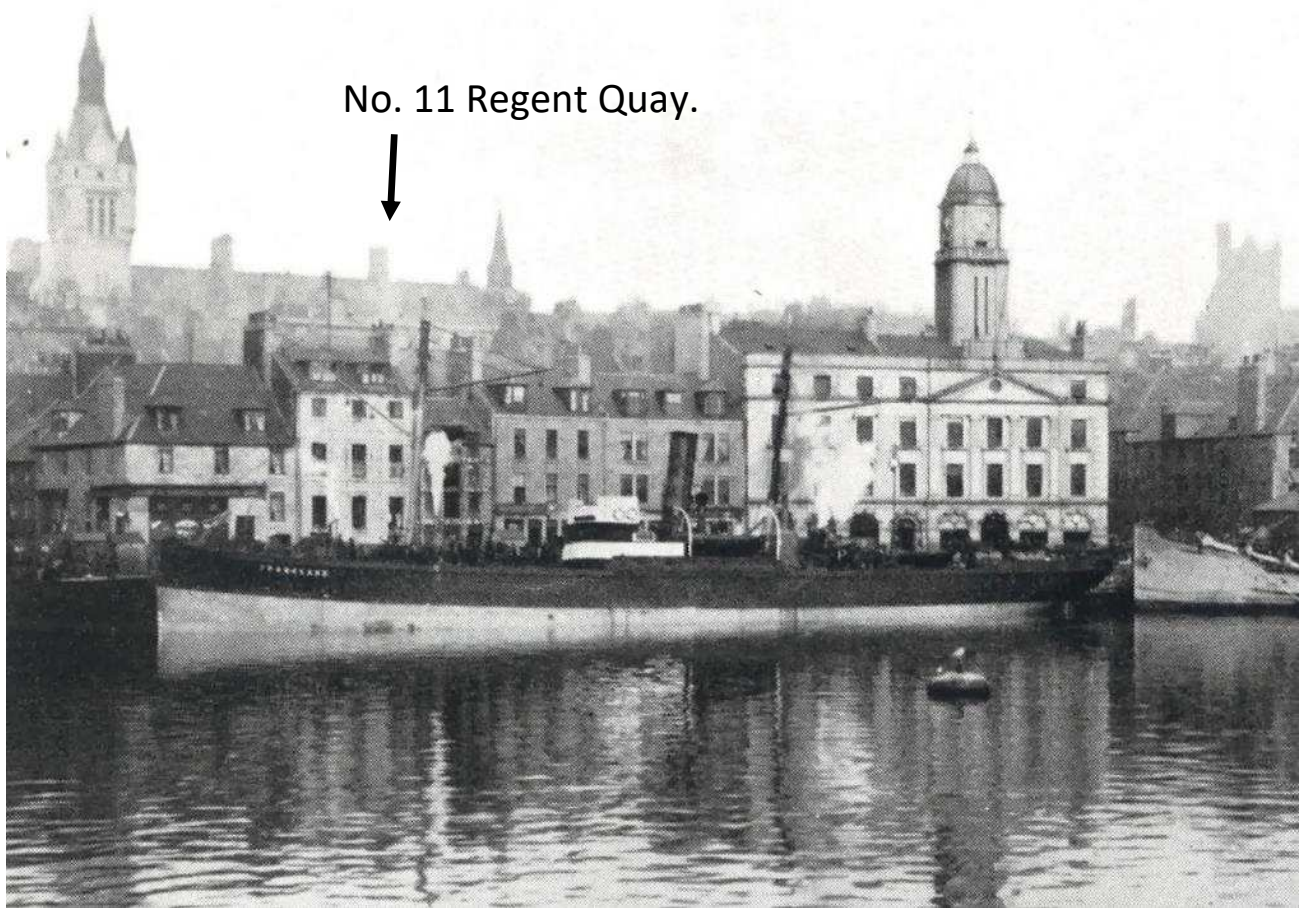
He resided at No. 146 Crown Street¹⁶.

1819: date of the first ship I found part-owned by George Leslie, she was the 'Cyrus' built in 1819 by James Thornton, The Inches (Upper Dock), Aberdeen.

1843: George Leslie was a Harbour Commissioner at Aberdeen.

1861, 12th August: George Leslie, merchant and ship owner died aged 72-years, however the company continued in his name. An 1881 advert gives his main office as No. 76 Union Street, Aberdeen, and gives works as Provost Blaikie's Quay, Aberdeen.

He is buried in the Nellfield Cemetery, Aberdeen.



*Aberdeen Harbour, Regent Quay, Upper Dock.
(Aberdeen Harbour book, 1933).*

Ships Built by Walter Hood & Co.:

Fame (1840) - Part owner.
Queen of the Tyne (1844).
Consort (1845).
Abergeldie (1851).
Nereid (1860).

Robert Maitland & Co., Aberdeen.

Office: No. 42 Netherkirkgate, Aberdeen.

He resided at Garvock's Wynd¹⁶. His headstone in St. Clements Kirkyard, Footdee, Aberdeen reads:

"Died 29th September 1887 aged 91 years".

Ships Built by Walter Hood & Co.:

Magnet (1845).

Alexander Nicol & Co. / A. & W. Nicol, Merchants & Ship-owners, Aberdeen.

Office: No. 60 Marischal Street, Aberdeen.

Alexander Nicol (1810 to 1880) was the son of a ship-owner and insurance broker who followed the same career as his father. According to the Post Office Directory 1860 / 1861 he resided at No. 28 Albyn Place. The first ship built with an Aberdeen Bow, the 'Scottish Maid' built by Alexander Hall & Co. in 1839 was owned by Nicol. He was a very prominent member of the community and served in the Town Council as a councillor (1847 to 1852, and 1856 to 1859), and as the Provost of Old Aberdeen and Dean of Guild (1853 to 1855), and later the Lord Provost of Aberdeen City (1865 to 1869). He served as a Harbour Commissioner (1841 to 1847, and 1860 to 1863).

Ships Built by Walter Hood & Co.:

Seaton (1847).

Balgownie (1848).

Assyrian (1854).

Westburn (1858).

Cuzco (1859).

Garrawalt (1862).

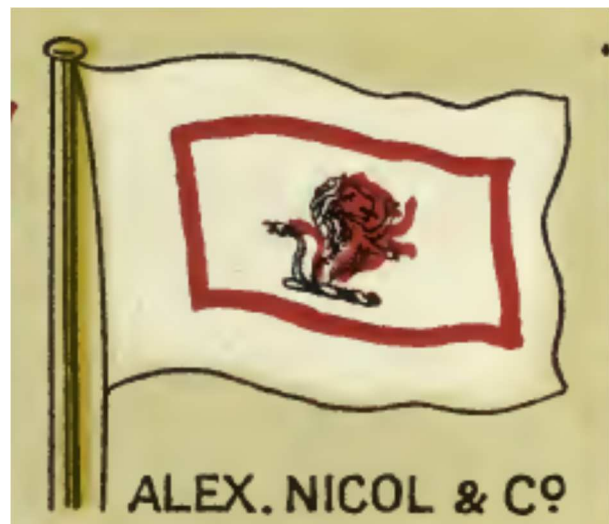
Glengairn (1863).

Glenavon (1868).

Leucadia (1870).

Romanoff (1874).

Cimba (1878).



The house flag of Alexander Nicol & Co., showing a lion rampant on a wreath (rope), inside a red border.

Nicol & Monro, Aberdeen.

Alexander Nicol (1810 to 1880) and G. Monro.

Office: No. 56 Marischal Street, Aberdeen.

Alexander Nicol was a stone merchant and had an office in Wellington Street, his home address was Seaton Farm, Old Aberdeen.

(Aberdeen PO Directory 1848).

G. Monro home address was No.5 Carmelite Street. (Aberdeen PO Directory 1839-40).

Ships Built by Walter Hood & Co.:

Janet (1839).



*No. 56 Marischal Street.
(S. Bruce).*

Nesbit & Robertson, Ship-owners, Aberdeen.

Office: No. 47 Marischal Street, Aberdeen.

Owners were James Nesbit and David Robertson.

Ships Built by Walter Hood & Co.:

Taurus (1841).

Former offices of Nesbit & Robertson ship-owners, No. 47 Marischal Street, Aberdeen. (S. Bruce).

This was at one time the office of the **Aberdeen & London Steam Navigation Co.**



J. T. Rennie / J. T. Rennie & Sons, Ship-owners, Aberdeen.

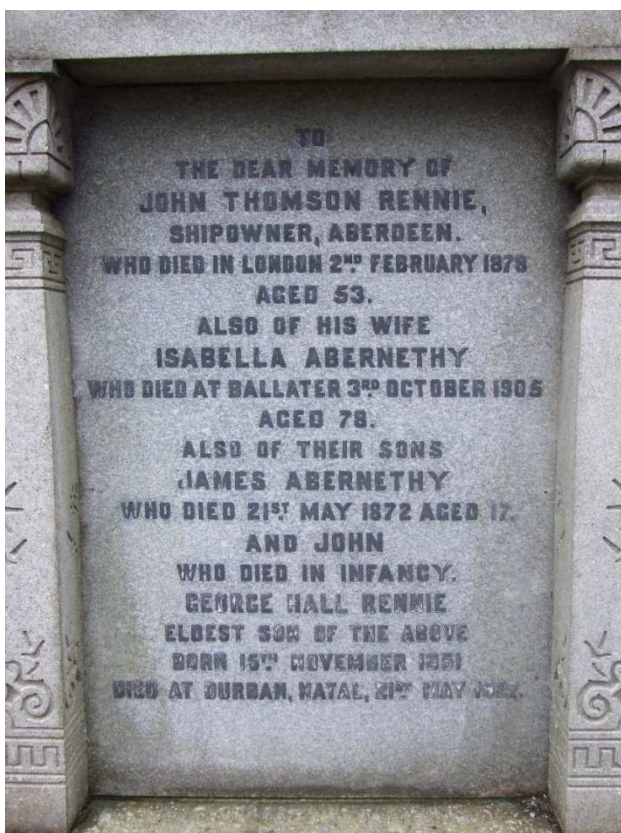
Office: No. 48 Marischal Street, Aberdeen.

John Thomson Rennie (c1825 to 1878) owned the 'Eliza Hall' with his brother George, and became a shipping and insurance broker in 1849.

Ships Built by Walter Hood & Co.:

Eliza Hall (1843).

Assyrian (1854) from 1871.



Gravestone of ship-owner John Thomson Rennie (c1825 to 1878), Nellfield Cemetery, Aberdeen. (S. Bruce).



Former offices of J. T. Rennie, No. 48 Marischal Street, Aberdeen. (S. Bruce).

A plaque on the wall of No. 48 Marischal Street reads: '*William Dyce, Artist (1806 to 1864) was born in this house*'.

Donaldson Rose & Co., Aberdeen.

Ship-owners and timber merchants, No. 27 York Street, Footdee.

Donaldson Rose was born 22nd August 1779 at Hazlehead House, and died 1st April 1853, aged-73 years. He had 7 children, 2 girls and 5 boys, 4 of the boys worked in the company. He is buried in St. Nicholas Churchyard, Union Street, Aberdeen. He lived at No. 11 Golden Square, Aberdeen. (Aberdeen PO Directory 1850/1851).

In the 1840's and 1850's they carried immigrants to Quebec, Canada, and returned with timber.

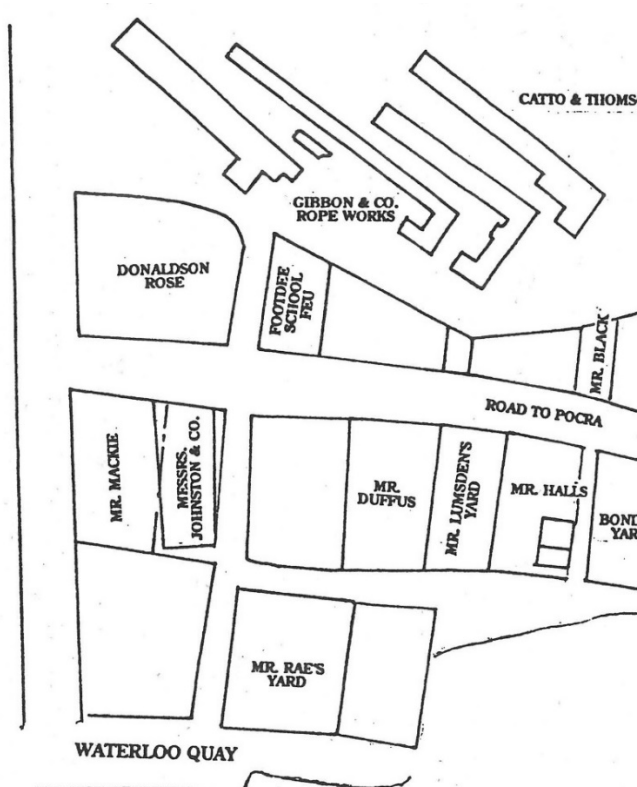
Ships Built by Walter Hood & Co.:

St. Lawrence (1841).

Rose (1843).



Donaldson Rose & Co., House Flag.



Footdee, adapted from a feuing plan dated 1820⁴.



No. 11 Golden Square. (S. Bruce).

In 1887, a large bell was erected in the Drum Aisle of St. Nicholas Church, Union Street, Aberdeen, which is referred to as the 'Donaldson Rose Bell'.

Walter Hood & Co., Aberdeen.

Walter Hood often took shares in ships he built, e.g.:

- Heather Bell (1851). 2/64 shares.
- Walter Hood (1852). 4/64 shares.
- Woolloomooloo (1852). 4/64 shares.
- Maid of Judah (1853) 4/64 shares.
- Assyrian (1854). 4/64 shares.
- Star of Peace (1855). 4/64 shares.
- Wave of Life (1856). 4/64 shares.
- Transatlantic (1857). 8/64 shares.
- Westburn (1858). 4/64 shares.
- Strathdon (1860). 4/64 shares.
- Queen of Nations (1861). 8/64 shares.
- Kosciusko (1862). 4/64 shares.

And, in the company name, after his death:

- Lydia (1873). Joint owner.

It seems very likely that the 'Lydia' was built to what we used to call 'Built on spec', meaning it was built speculatively in the hope someone would buy it once complete or before completion. This was a practice used by shipbuilders in lean times to retain / keep the workforce employed. (Or perhaps the intended owners defaulted on payment).

Walter Hood before having his own shipyard owned shares in the following vessels built by George Levie, Shipbuilder, Footdee, Aberdeen:

Ardent (1826) 4/64 shares.

Adventure (1828) 32/64 shares.

(Perhaps Walter Hood worked for George Levie circa 1826 / 1829, this to my mind seems possible, but I couldn't find anything to confirm it).

APPENDIX B**Ships Part-owned by James Buyers (Shipyard Manager).**

James Buyers, Shipyard Manager at Walter Hood & Co. also bought shares in the ships built at the yard, I guess he had seen how much money could be made and wanted a slice for himself. He held shares in ships built by Walter Hood & Co., at least as follows:

Date Built	Ship Name	Subscribing Owner(s) When built	No. of shares held by James Buyers
1848	Balgownie	Alexander Nicol & Co.	4 + 4
1851	Heather Bell	Millar & Co., Aberdeen.	Share of 8 (jointly)
1852	Walter Hood	Aberdeen Line.	4
1852	Woolloomooloo	Aberdeen Line.	8
1854	Assyrian	Alexander Nicol & Co.	8
1855	Star of Peace	Aberdeen Line.	4
1856	Wave of Life	Aberdeen Line.	4
1857	Transatlantic	Aberdeen Line.	8
1858	Westburn	Alexander Nicol & Co.	4
1860	Strathdon	Aberdeen Line.	4
1861	Queen of Nations	Aberdeen Line.	8
1862	Garrawalt	Alexander Nicol & Co.	8
1863	Glengairn	Alexander Nicol & Co.	8
1864	Ethiopian	Aberdeen Line.	4
1865	George Thompson	Alexander Nicol & Co.	4
1865	Columba	Smith Junior & Co.	24
1866	Christiana Thompson	Aberdeen Line.	4
1866	Harlaw	Aberdeen Line.	4
1867	Janet	Smith Junior & Co.	20
1868	Glenavon	Alexander Nicol & Co.	4
1868	Thermopylae	Aberdeen Line.	4
1870	Leucadia	Alexander Nicol & Co.	4
1870	Aviemore	Aberdeen Line.	4
1873	Lydia	Alexander Nicol & Co.	Joint-owner
1874	Romanoff	Alexander Nicol & Co.	4

Date Built	Ship Name	Subscribing Owner(s) When built	No. of shares held by James Buyers
1875	Salamis.	Aberdeen Line.	4
1876	Smyrna.	Aberdeen Line.	4
1876	Aristides.	Aberdeen Line.	4
1877	Pericles.	Aberdeen Line.	4
1878	Cimba.	Alexander Nicol & Co.	4
1879	Sophocles.	Aberdeen Line.	4

The above table shows that James Buyers held a significant number of shares in ships, certainly more than enough to call himself a ship-owner in his own right.

Some of his shareholdings were relatively small, however adding them all up he held enough shares to own approximately three ships outright.



James Buyers family memorial, Nellfield Cemetery, Aberdeen. (S. Bruce).

APPENDIX C

Walter Hood Family History

Date of Birth: 20th August 1802.

Place of birth: Brechin, Angus, Scotland.

Date of death: 27th December 1862.

Place of death: Aberdeen, Scotland.

Marriage 1:

Date: : 11th October 1828.

Spouse: : Elizabeth Bell.

Children : Ann Davidson Hood, b. 20 June 1830.

Marriage 2:

Date: : 9th July 1850.

Spouse: : Jane Valentine Don,
(daughter of Alexander Don and Jean Fullerton).

Date of birth : 21st July 1821.

Place of birth: : Stracathro, Angus.

Date of death: : 15th September 1855.

Place of death: : Aberdeenshire, Scotland.

Place of burial: : Nellfield Cemetery, Aberdeen.

Children : Jane Hood, b. 29 October 1851.



*Gravestone of
Walter Hood.*

Gravestone Inscription:

ERECTED BY WALTER HOOD SHIP BUILDER IN
MEMORY OF HIS WIFE JANE V. DON WHO DIED 15TH
SEP^T 1855 AGED 34 YEARS. THE ABOVE WALTER
HOOD WHO DIED 27TH DEC^R 1862 AGED 60 YEARS.

Right hand side inscription:

MARY DONALDSON
DIED 29TH MAY 1853,
AGED 72.

(ANESFHS, MI, Section A, No. 580).



Inscription on gravestone of Walter Hood, Nellfield Cemetery, Aberdeen.



Right hand side inscription on gravestone of Walter Hood, Nellfield Cemetery, Aberdeen.

APPENDIX D

We Built This Ship

I've worked in the shipyards, since I was sixteen,
And you'll never believe, the sights I have seen.

I've seen pieces of steel, all welded together,
With work carried out, in all sorts of weather.

These pieces of steel, they gather and unite,
And seem to transform, into a ship overnight.
An enormous empty shed, is empty no more,
It houses a great ship, that we all adore.

This ship that we have built, with many different trades,
Lives in our hearts, and her memory never fades.
For we will always be part, of this wonderful creation,
She's been built with our great skills, hard work, and innovation.

We will always be proud, and will always remember,
May she sail all around the World, and God bless her.

Stanley Bruce,
5th November 2003.

APPENDIX E

Ships built by J. & T. Adamson, Footdee, c1811 to c1829.

We know that Walter Hood (1802 to 1862) served his apprenticeship in the Footdee shipyard of J. & T. Adamson, so it's appropriate to list here what we know regarding the ships built at J. & T. Adamson's yard, since some of the later ships are likely to be ships that **Walter Hood** worked on learning his trade.

Date	Name	Type	Tons	Owner	L x B x D
1811	Glentanner.	Brig.	161	David Milne, Aberdeen.	77'10" x 22'2" x 13'6"
1815	William.	Snow.	172	Duthie & Co., Aberdeen.	78' x 22'6" x 14'
1816	Louisa.	Brig.	213	James Adamson & Co., Aberdeen.	85'3" x 24'2" x 15'9"
1817	Earl of Dalhousie.	Brigantine.	183	Ritchie & Co., Peterhead.	80'2" x 23'5" x 14'7"
1818	Williamina.	Brigantine.	187	Various Aberdeen Merchants.	80'9" x 23'6" x 14'9"
1819	Traveller.	Brigantine.	195	Various Aberdeen Merchants.	82'10" x 23'7" x 15'1"
1819	Rob Roy.	Brigantine.	241	Catto & Co., Aberdeen.	92' x 24'10" x 15'7"
1819	Liverpool Packet.	Schooner.	94	Aberdeen, Leith, & Clyde Shipping Co.	63'5" x 18'10" x 10'3"
1819	Henry.	Sloop.	61	Unknown	Unknown
1820	Helen.	Brig.	120	Unknown	67' x 21' x 12'
1822	Farmer.	Schooner.	87	Unknown	59'10" x 18'9" x 10'

Ships built by J. & T. Adamson, Footdee, c1811 to c1829. (Continued).

Date	Name	Type	Tons	Owner	L x B x D
1824	John Catto.	Brigantine.	117	Various Aberdeen Merchants.	67'2" x 21' x 12'
1824	Mansfield.	Schooner.	124	Various Aberdeen Merchants.	69'6" x 21' x 12'6"
1824	Phoenix.	Schooner.	89	Various Aberdeen Merchants.	62'2" x 19' x 10'
1825	Aberdeenshire	Brig (Snow).	240	Catto & Co., Aberdeen.	89' x 25'2" x 17'
1825	Glenburnie.	Schooner.	170	Various Aberdeen Merchants.	77' x 22'4" x 14'6"
1825	Isabella.	Smack.	66	W. Allardyce & G. Allan, Aberdeen.	53'3" x 19'2" x 9'1"
1826	Herald.	Barque.	306	Various Aberdeen Merchants.	93'9" x 27'9" x 16'10"
1826	Sprightly.	Brig (Snow).	186	Various Aberdeen Merchants.	81'6" x 23'2" x 16'
1826	Forth.	Smack.	114	Aberdeen, Leith, & Clyde Shipping Co.	64'3" x 21' x 11'3"
1827	Dauntless.	Hermaphrodite	93.5	Alexander Mortimer & Co., Aberdeen.	62' x 18'1" x 10'
1827	Rover.	Schooner.	96	Donald & Co., Aberdeen.	65'5" x 19'1" x 10'
1828	Jane.	Hermaphrodite	98	James Allan & Co., Aberdeen.	62'5" x 19'5" x 11'
1829	Ruby.	Brig.	126	Brown & Co., Dundee.	67' x 21' x 12'

APPENDIX F

Some of the Workers

It's interesting to know about Hood's workers, and where they lived. The Aberdeen Post Office Directories have revealed some names and addresses as listed below, and most of their addresses are in the Footdee area, generally all within easy walking distance of the shipyard. Footdee back then had much more housing than it has today, there were tenements on York Street, and off it in Neptune Terrace. Wellington Street had many homes, and the current industrial area between York Place and Commerce Street was full of houses, including the former home(s) of Walter Hood.

Post Office Directory 1846 / 1847

Connon, William, boatbuilder (W. Hood & Co.), home No. 16 Links Street.

Cumming, Jas., master carpenter, (Walter Hood & Co.), home No. 9 Commerce Street.

Easton, Alexander, blacksmith (Foreman, W. Hood & Co.), home No. 31 James Street.

Mackie, John block-maker, (W. Hood & Co.), home No. 5 Bannermill Street.

Payne, Robert, spar-maker (W. Hood & Co.), home No. 12 Catto Square.

Tulloch, David, master joiner (Walter Hood & Co.), home No. 62 Virginia Street.

Post Office Directory 1850 / 1851

Connon, William, boatbuilder (W. Hood and Co.), home No. 6 Baltic Street.

Cumming, James, master-carpenter, (Walter Hood and Co.), 3 York Street.

Easton, Alexander, blacksmith, foreman (W. Hood and Co.), home No. 31 James Street.

Mackie, John, block-maker (W. Hood and Co.), home No. 6 St. Clement St.

Munro, James, Junior, clerk (W. Hood and Co.), home 3 Constitution Street.

Payne, Robert, spar-maker (W. Hood and Co.), home No. 12 Catto Square.

Post Office Directory 1860 / 1861

Cumming, James, master carpenter, (Walter Hood and Co.) home No. 49 Wellington Street.

Hood, Walter, shipbuilder (of W. H. and Co.), home No. 8 Canal Terrace.

Longmuir, John, foreman blacksmith (Walter Hood and Co.), home No. 5 Fish Street.

Mackie, John, block-maker (W. Hood & Co.), home No. 17 St. Clement St.

Payne, Robert, spar-maker (W. Hood & Co.), home No. 8 Catto Square.

Post Office Directory 1870 / 1871.

Bartlett, George, foreman block-maker (W. Hood & Co.), 7 Garvock Street.

Bell, David, foreman joiner (W. Hood & Co.), 54 Wellington Street.

Campbell, Farquhar, iron shipbuilder (W. Hood & Co.), 45 Wellington Street.

Connon, Thomas, foreman shipwright (W. Hood & Co.), home No. 52 St. Clement Street.

Currie, Donald, iron shipbuilder (W. Hood & Co.), 25 York Street.

Greig, James, shipbuilder (W. Hood & Co.), east end of Links Street.

Hutcheon, John, foreman blacksmith (W. Hood & Co.), 16 York Street.

Linton, Joseph, foreman spar-maker (W. Hood & Co.), 52 Wellington Street.

M^cBain, Alex., foreman boatbuilder (W. Hood & Co.), 55 Wellington Street.

Scorgie, Alex., foreman shipwright (W. Hood & Co.), 21 Prince Regent Street.

Smith, John, foreman shipwright (W. Hood & Co.), 47 Wellington Street.

Thompson, Cornelius, shipbuilder (of Walter Hood & Co.), 194 King Street.

Post Office Directory 1880 / 1881

Greig, James, shipbuilder (W. Hood & Co.) 6 York Street.

Lamont, Thomas, draughtsman (W. Hood & Co.), 6 Cotton Street.

Linton, Joseph, foreman spar-maker (W. Hood & Co.), 43 Wellington Street.

M^cBain, Alex., foreman boatbuilder (W. Hood & Co.), 22 York Street.

M^cConnochie, John, blacksmith (W. Hood & Co.), 8 Cotton Street.

Martin, William, foreman carpenter (Walter Hood & Co.), 47 Wellington St.

Smith, William, foreman joiner (W. Hood & Co.), 53 Shiprow.

Walter Hood & Co. owned No. 51 Neptune Terrace, which I presume was used for worker accommodation. (Aberdeen Directory 1881-2).

Some o' 'e Workers (Poem).

Some o' 'e workers, enjoyed their time in 'e shipyards,
Ithers didnae,
Some o' 'e workers, wid ging back 'ere 'e day,
Ithers widnae.

So why wid some ging back,
An' ithers winna?
Why dee some hae gweed memories,
An' ithers dinna?

Because that's 'e wye it wis,
It wis jist like ony ither work-place,
Some wir prood tae work 'ere,
An' ithers cudnae care ony less!

Some wid ging back 'ere 'e day,
An' that includes me,
Bit, some ithers are affa glaid,
That it's a' noo history!

Stanley Bruce.

APPENDIX G

Aberdeen Drydock, Footdee.

Work commenced on building the new dry-dock in 1973 and continued until early 1975. The dry-dock sits on the former site of Walter Hood's shipyard.

The photograph below shows the former Footdee shipbuilding area pretty much as we see it today. In recognition of the former shipyards, after redevelopment the new quays were named 'Duthie's Quay', 'Clipper Quay', 'Hall's Quay', and 'Russell's Quay'.



Former Footdee Shipbuilding area after closure of all the shipyards and after harbour redevelopment. (Courtesy Dales Marine Services).

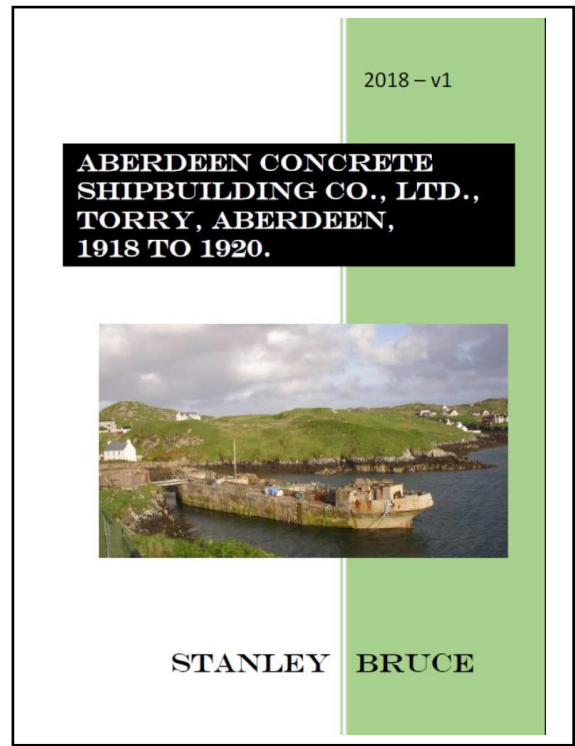
Note: the former Hall Russell Fabrication Bays No. 3 and No. 4, Blacksmith Shop, and Training Centre all bottom right (Now all demolished).

Further Books in this Series.

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

Available online to date:

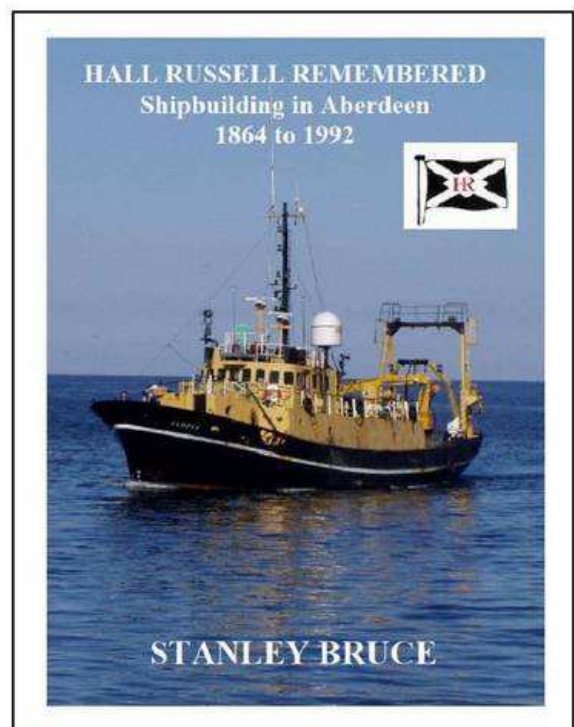
Aberdeen Concrete Shipbuilding Co.
(2018), 31 pages, No ISBN.



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).

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



Other Books by this Author.

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

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